

### Bi-Directional DC Motor Driver

KIA8409S and KIA8409F are bridge driver with output voltage control.

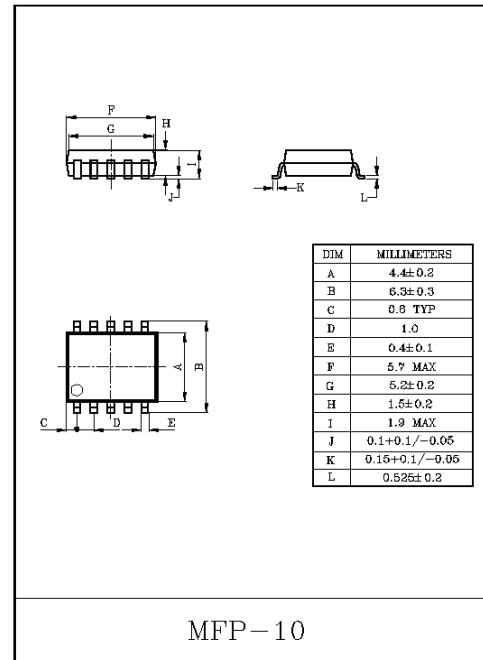
#### FEATURES

- Modes Available (CW/CCW/STOP/BRAKE)
- Output Current Up to 4.0A(AVE.) and 1.0A(PEAK)
- Wide Range of Operating Voltage :  $V_{CC(opr)}=4.5\sim 20V$   
 $V_{S(opr)}=0\sim 20V$   
 $V_{ref(opr)}=0\sim 20V$
- Build in Thermal Shutdown.
- Standby mode available (STOP MODE).
- Hysteresis for all inputs.

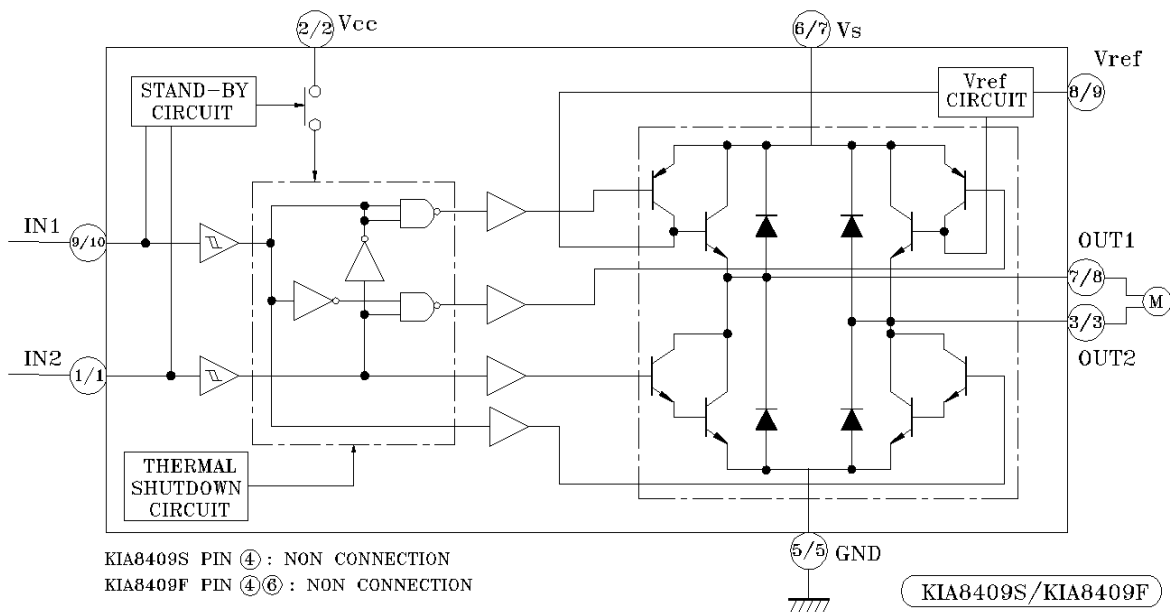
#### MAXIMUM RATINGS (Ta=25°C)

CHARACTERISTIC		SYMBOL	RATING	UNIT
Supply Voltage		$V_{CC}$	25	V
Motor Drive Voltage		$V_S$	25	V
Reference Voltage		$V_{ref}$	25	V
Output Current	PEAK	$I_{O(PEAK)}$	1.0	A
	AVE.	$I_{O(AVE.)}$	0.4	
Power Dissipation	KIA8409F	$P_D$	0.735 (Note)	W
	KIA8409S		0.95	
Operating Temperature		$T_{opr}$	-30~75	°C
Storage Temperature		$T_{stg}$	-55~150	°C

Note) This rating is obtained by mounting on 50×50×1.6mm PCB that occupied above 30% of copper area.



#### BLOCK DIAGRAM



# KIA8409S/F

## PIN FUNCTION (KIA8409S)

PIN No.	SYMBOL	FUNCTIONAL DESCRIPTION
1	IN2	Input terminal
2	V <sub>CC</sub>	Supply voltage terminal for Logic
3	OUT2	Output terminal
4	NC	Non connection
5	GND	GND terminal
6	V <sub>S</sub>	Supply voltage terminal for Motor drive
7	OUT1	Output terminal
8	V <sub>ref</sub>	Reference voltage terminal for control circuit
9	IN1	Input terminal

## (KIA8409F)

PIN No.	SYMBOL	FUNCTIONAL DESCRIPTION
1	IN2	Input terminal
2	V <sub>CC</sub>	Supply voltage terminal for Logic
3	OUT2	Output terminal
4	NC	Non connection
5	GND	GND terminal
6	NC	Non connection
7	V <sub>S</sub>	Supply voltage terminal for motor driver
8	OUT1	Output terminal
9	V <sub>ref</sub>	Reference voltage terminal for control circuit
10	IN1	Input terminal

## FUNCTION

INPUT		OUTPUT		MODE
IN1	IN2	OUT1	OUT2	MOTOR
0	0	∞	∞	STOP
1	0	H	L	CW/CCW
0	1	L	H	CCW/CW
1	1	L	L	BRAKE

∞ : High Impedance

(Note) Inputs are all high active type.

# KIA8409S/F

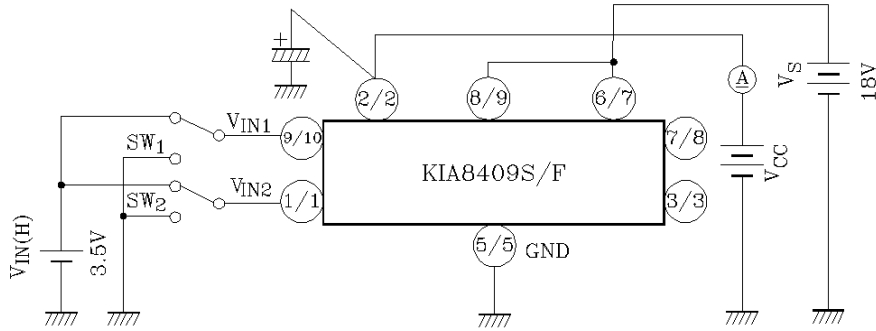
## ELECTRICAL CHARACTERISTICS

(Unless otherwise specified,  $V_{CC}=12V$ ,  $V_S=18V$ ,  $T_a=25^\circ C$ )

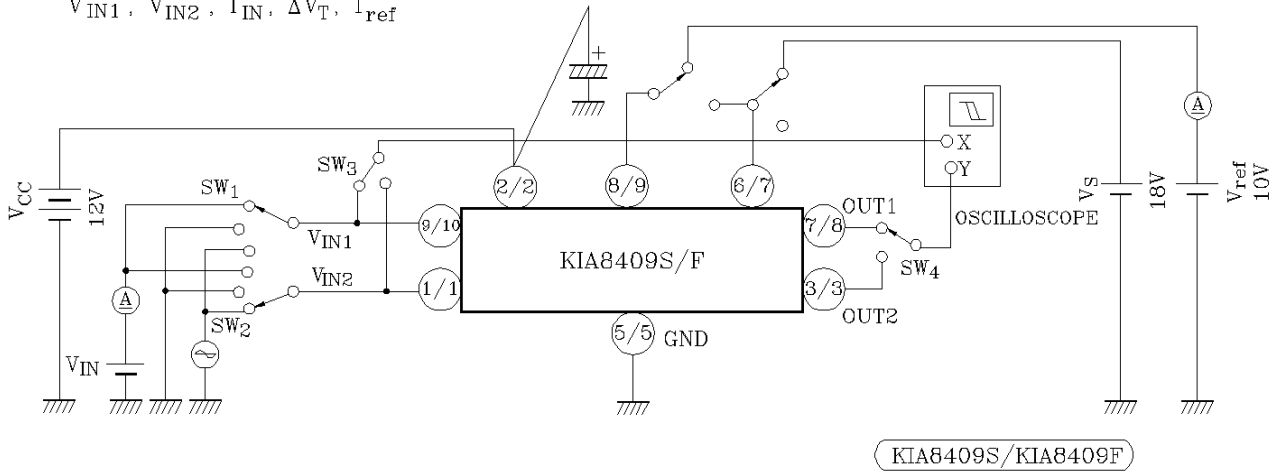
CHARACTERISTIC		SYMBOL	TEST CIRCUIT	TEST CONDITION	MIN.	TYP.	MAX.	UNIT
Supply Current		$I_{CC1}$	1	Output OFF CW/CCW mode	-	10.0	15.0	mA
		$I_{CC2}$	1	Output OFF STOP mode	-	0	50	$\mu A$
		$I_{CC3}$	1	Output OFF BREAK mode	-	6.5	10.0	mA
Input Operating Voltage	1 (High)	$V_{IN1}$	2	$T_j=25^\circ C$ IN1,2	3.5	-	5.5	V
	2 (Low)	$V_{IN2}$	2	$T_j=25^\circ C$ IN1,2	GND	-	0.8	
Input Current		$I_{IN}$	2	$V_{IN}=3.5V$ , Sink mode	-	3	10	$\mu A$
Input Hysteresis Voltage		$\Delta V_T$	2	-	-	0.7	-	V
Saturation Voltage	Upper Side	$V_{SAT\ U-1}$	3	$V_{ref}=V_S$ , $V_S-V_{out}$ , $I_O=0.2A$	-	0.9	1.2	V
	Lower Side	$V_{SAT\ L-1}$	3	$V_{ref}=V_S$ , $V_{out}-GND$ , $I_O=0.2A$	-	0.8	1.2	
	Upper Side	$V_{SAT\ U-2}$	3	$V_{ref}=V_S$ , $V_S-V_{out}$ , $I_O=0.4A$	-	1.0	1.35	
	Lower Side	$V_{SAT\ L-2}$	3	$V_{ref}=V_S$ , $V_{out}-GND$ , $I_O=0.4A$	-	0.9	1.35	
Output Voltage		$V_{SAT\ U-1}$	3	$V_{ref}=10V$ , $V_{out}-GND$ , $I_O=0.2A$	10.4	11.2	12.2	V
		$V_{SAT\ U-2}$	3	$V_{ref}=10V$ , $V_{out}-GND$ , $I_O=0.4A$	-	10.9	-	
Output Transistor Leakage Current	Upper Side	$I_{LU}$	4	$V_L=25V$	-	-	50	$\mu A$
	Lower Side	$I_{LL}$	4	$V_L=25V$	-	-	50	
Diode Forward Voltage	Upper Side	$I_{FU}$	5	$I_F=0.4A$	-	1.5	-	V
	Lower Side	$I_{FL}$	5	$I_F=0.4A$	-	0.9	-	
Reference Current		$I_{ref}$	2	$V_{ref}=10V$ , Source mode	-	20	40	$\mu A$

# KIA8409S/F

TEST CIRCUIT 1  
 $I_{CC1}$ ,  $I_{CC2}$ ,  $I_{CC3}$



TEST CIRCUIT 2  
 $V_{IN1}$ ,  $V_{IN2}$ ,  $I_{IN}$ ,  $\Delta V_T$ ,  $I_{ref}$

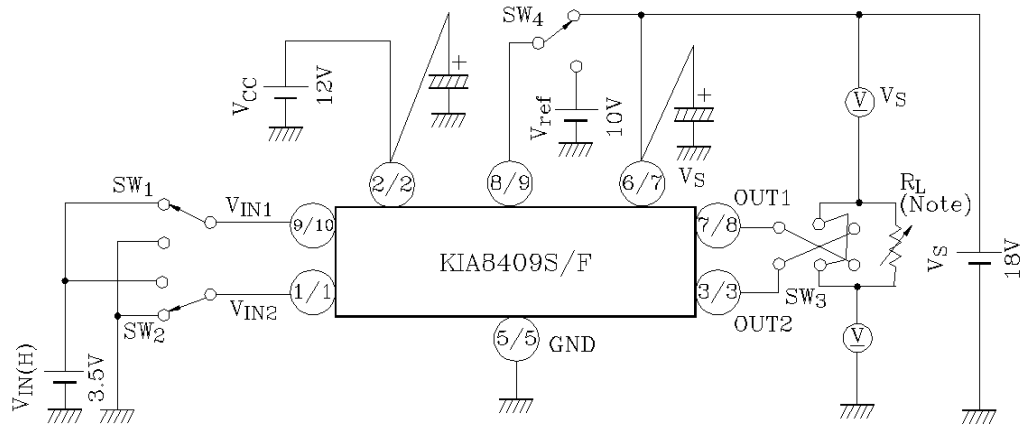


KIA8409S/KIA8409F

# KIA8409S/F

## TEST CIRCUIT 3

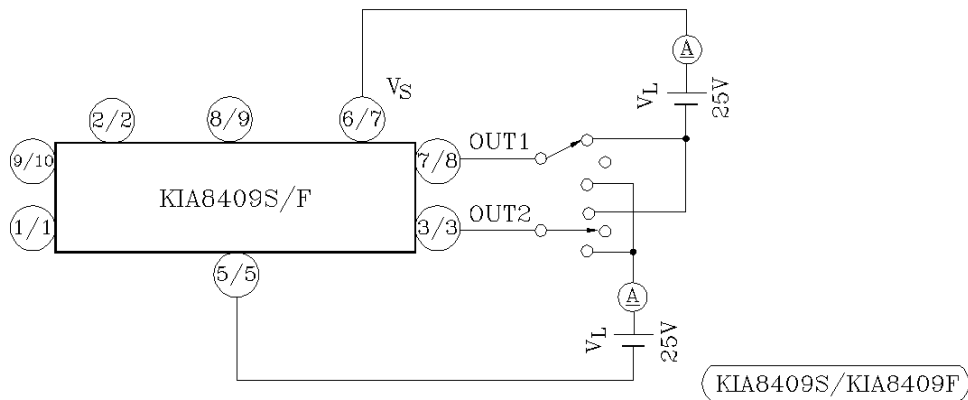
$V_{SAT U-1}$ ,  $V_{SAT L-1, 2}$ ,  $V_{SAT U-1', 2'}$



(Note) Calibrate  $I_{OUT}$  to 0.2/0.4a by  $R_L$

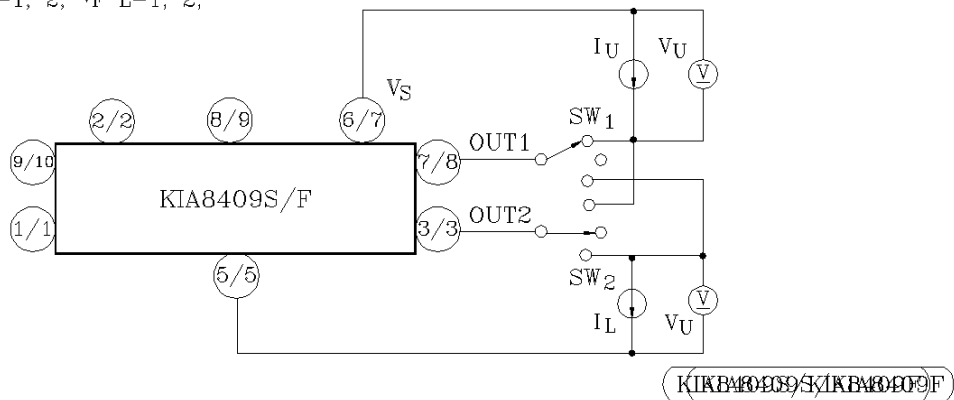
## TEST CIRCUIT 4

$I_L U, L$



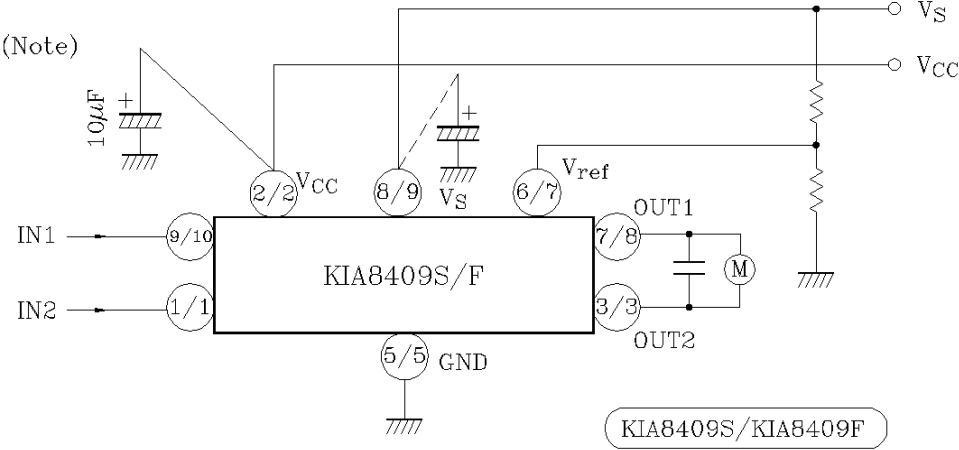
## TEST CIRCUIT 5

$V_F U-1, 2$ ,  $V_F L-1, 2$ ,



# KIA8409S/F

## APPLICATION CIRCUIT



- Note 1) Connect if required.
- Note 2) Utmost care is necessary in the design of the output line,  $V_S$  and GND line since IC may be destroyed due to short-circuit between outputs, air contamination fault, or fault by improper grounding.

# KIA8409S/F

