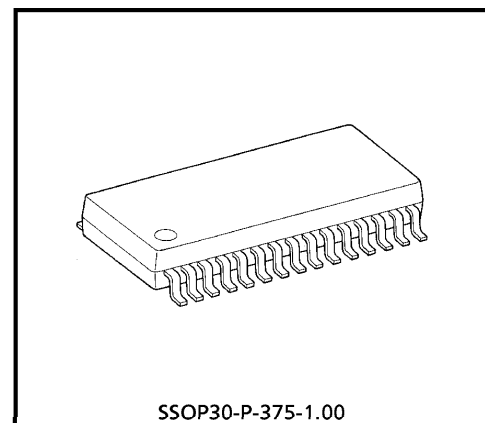


# TA8499F

## 3-PHASE FULL WAVE BRUSHLESS DC MOTOR DRIVER IC FOR CD / DVD-ROM DRIVES

This 3-phase, full-wave, brushless DC motor driver IC has been developed for use in CD / DVD-ROM drive spindle motors. The TA8499F contains in its upper stage a discrete power transistor (P-ch-MOS) and uses direct PWM control system, which enables the IC to provide superior thermal efficiency.

Furthermore, the multi-chip structure of this device facilitates dispersion of the heat generated inside the package, making it possible to suppress heat concentration.



Weight : 0.63 g (Typ.)

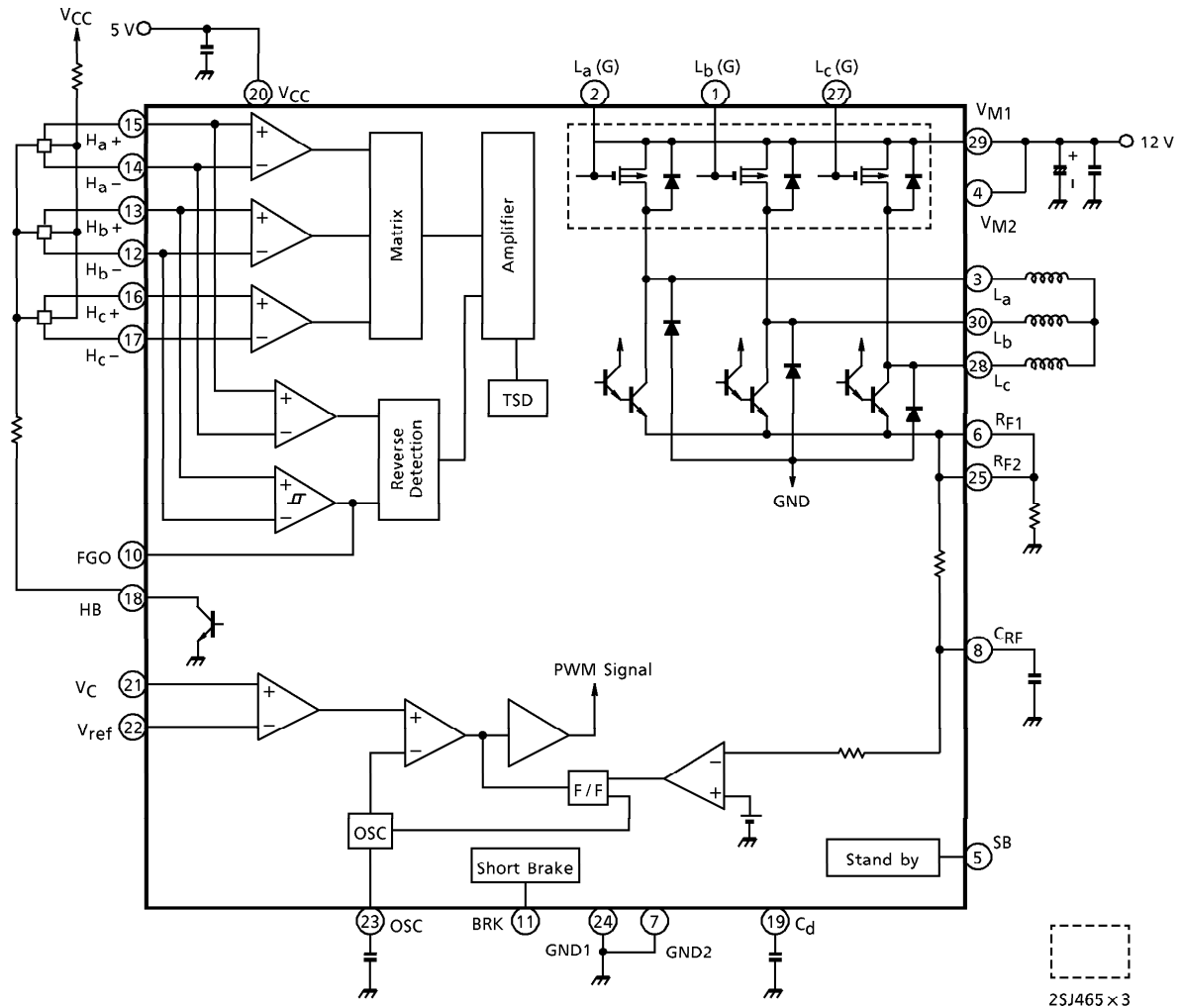
### FEATURES

- Multi-chip structure (3 2SJ465 chips built-in)
- Direct PWM control system
- Built-in current limiter :  $I_{LIM} = 0.8 \text{ A (typ.)}$  (at  $R_F = 0.33 \Omega$ )
- Built-in reversing brake / short brake functions
- FG signal output (using hall element output signal)
- Built-in hall bias
- Built-in thermal shutdown circuit
- Package : MFP-30

000630EBA1

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**BLOCK DIAGRAM**



9 pin, 26 pin : N.C.

## PIN ASSIGNMENT

TERMINAL No.	TERMINAL SYMBOL	FUNCTION	REMARKS
1	L <sub>b</sub> (G)	b-phase upper side power transistor (base) output terminal	Keep open.
2	L <sub>a</sub> (G)	a-phase upper side power transistor (base) output terminal	Keep open.
3	L <sub>a</sub>	a-phase output terminal	Connect to the coil.
4	V <sub>M2</sub>	Supply voltage terminal for motor drive	Connect to V <sub>M1</sub> externally.
5	SB	RUN/STOP control terminal	H: RUN, L: STOP
6	R <sub>F1</sub>	Output current detection terminal	Sets limiter current value. Connect to R <sub>F2</sub> externally and between this terminal and GND.
7	GND2	GND	—
8	C <sub>RF</sub>	Output current filter terminal	Connect a capacitor between this terminal and GND.
9	N.C.		
10	FGO	FG amplifier output terminal	Outputs a signal whose frequency is determined by the CD rotation frequency.
11	BRK	Brake mode select terminal	Output mode when V <sub>C</sub> > V <sub>ref</sub>
12	H <sub>b</sub> <sup>-</sup>	b-phase negative hall signal input terminal	Connect to hall element output terminal.
13	H <sub>b</sub> <sup>+</sup>	b-phase positive hall signal input terminal	Connect to hall element output terminal.
14	H <sub>a</sub> <sup>-</sup>	a-phase negative hall signal input terminal	Connect to hall element output terminal.
15	H <sub>a</sub> <sup>+</sup>	a-phase positive hall signal input terminal	Connect to hall element output terminal.
16	H <sub>c</sub> <sup>+</sup>	c-phase positive hall signal input terminal	Connect to hall element output terminal.
17	H <sub>c</sub> <sup>-</sup>	a-phase negative hall signal input terminal	Connect to hall element output terminal.
18	HB	Hall element bias terminal	Open collector output. Connect to the negative side of hall element bias line.
19	Cd	Forward/reverse changeover gain adjustment terminal	Adjust a rotation direction changeover gain
20	V <sub>CC</sub>	Supply voltage terminal for control circuits	V <sub>CC</sub> (opr) = 4.5~5.5 V

TERMINAL No.	TERMINAL SYMBOL	FUNCTION	REMARKS
21	V <sub>C</sub>	Control amplifier input terminal	Use the control signal as input.
22	V <sub>ref</sub>	Control amplifier reference voltage input terminal	Use the reference voltage for the control amplifier as input.
23	OSC	Triangular wave oscillation terminal	Connect a capacitor between this terminal and GND.
24	GND1	GND	—
25	R <sub>F2</sub>	Output current detection terminal	Sets limiter current value. Connect to R <sub>F1</sub> externally and between this terminal and GND.
26	N.C.		Keep open.
27	L <sub>c</sub> (G)	c-phase upper side power transistor (base) output terminal	Keep open.
28	L <sub>c</sub>	c-phase output terminal	Connect to the coil.
29	V <sub>M1</sub>	Supply voltage terminal for motor drive	Connect to V <sub>M2</sub> externally.
30	L <sub>b</sub>	b-phase output terminal	Connect to the coil.

**ABSOLUTE MAXIMUM RATINGS** (Ta = 25°C)

CHARACTERISTIC	SYMBOL	RATING	UNIT
Power Supply Voltage	V <sub>CC</sub>	7	V
	V <sub>M</sub>	16	
Output Current	I <sub>O</sub>	1.5	A
Hall Bias Terminal Input Current	I <sub>HB</sub>	30	mA
Power Dissipation	P <sub>D</sub> (Note 1)	1.0	W
Junction Temperature	T <sub>j</sub>	150	°C
Operating Temperature	T <sub>opr</sub>	−20~75	°C
Storage Temperature	T <sub>stg</sub>	−55~150	°C

(Note 1) : unmounted

**OPERATING VOLTAGE RANGE**

CHARACTERISTIC	SYMBOL	OPERATING RANGE	UNIT
Power Supply Voltage	V <sub>CC</sub>	4.5~5.5	V
	V <sub>M</sub>	8~14	

ELECTRICAL CHARACTERISTICS ( $V_{CC} = 5\text{ V}$ ,  $V_M = 12\text{ V}$ ,  $T_a = 25^\circ\text{C}$ )

CHARACTERISTIC		SYMBOL	TEST CIR- CUI	TEST CONDITION	MIN	TYP.	MAX	UNIT	
Supply Current		I <sub>CC1</sub>	1	Stop mode	—	0.3	0.8	mA	
		I <sub>CC2</sub>		Run mode, output open	—	7	15		
Hall Amp.	Input Current	I <sub>INH</sub>	2	V <sub>CMRH</sub> = 2.5 V, (Sink current)	—	—	7	μA	
	Common Mode Input Voltage Range	V <sub>CMRH</sub>		—	1.5	—	4.0	V	
	Input Amplitude	V <sub>H</sub>		—	100	—	—	mV <sub>p-p</sub>	
Hall Element Bias Saturation Voltage		V <sub>HB</sub>	2	I <sub>HB</sub> = 20 mA	—	1.3	2.0	V	
Control Amp.	Common Mode Input Voltage Range	V <sub>CMRC</sub>	2	—	0.5	—	3.6	V	
	Input Current	I <sub>INC</sub>		V <sub>C</sub> = V <sub>ref</sub> = 1.65 V, (Source current)	—	—	5.0	μA	
	Dead Zone Voltage Width	V <sub>DZ</sub>	—	V <sub>REF</sub> = 1.65 V, R <sub>F</sub> = 0.33 Ω (Note)	—	100	—	mV	
	Input Offset Voltage	ΔV <sub>OFF</sub> (F)	2	Forward mode, V <sub>ref</sub> = 1.65 V, R <sub>F</sub> = 0.33 Ω	20	50	150	mV	
Reversing brake mode, V <sub>ref</sub> = 1.65 V, R <sub>F</sub> = 0.33 Ω				20	50	150			
Current Limit Amp.	Limit Current	I <sub>LIM</sub>	—	R <sub>F</sub> = 0.33 Ω (Note 1)	—	800	—	mA	
		V <sub>LIM</sub> (F)		Forward mode	0.3	0.35	0.4		V
		V <sub>LIM</sub> (R)		Reversing brake mode (Note 2)	0.13	0.2	0.27		
RUN / STOP Control Circuit	Input Voltage (H)	V <sub>INS</sub> (H)	1	(RUN)	3.0	—	V <sub>CC</sub>	V	
	Input Voltage (L)	V <sub>INS</sub> (L)		(STOP)	GND	—	1.0		
	Input Current	I <sub>INS</sub> (L)		V <sub>INS</sub> = GND, (Source current)	—	—	5	μA	
Output Circuit	Output Resistance (Upper Side)	R <sub>ON</sub> (U)	4	I <sub>O</sub> = 0.6 A	—	0.5	1.0	Ω	
	Saturation Voltage (Lower Side)	V <sub>sat</sub> (L)		I <sub>O</sub> = 0.6 A	—	0.2	0.5	V	
	Cut-off Current (Upper Side)	I <sub>L</sub> (U)	5	V <sub>L</sub> = 16 V	—	—	10	μA	
	Cut-off Current (Lower Side)	I <sub>L</sub> (L)		V <sub>L</sub> = 16 V	—	—	10		

(Note 1) : This is not tested.

(Note 2) :  $V_{LIM} (R) < V_{LIM} (F)$

CHARACTERISTIC		SYMBOL	TEST CIR- CUIT	TEST CONDITION	MIN	TYP.	MAX	UNIT
FG Amp.	Hysteresis Voltage	V <sub>HYS</sub>	8	—	5	20	45	mV <sub>p-p</sub>
	Output Voltage (H)	V <sub>OFG</sub> (H)	7	Source current : 10 $\mu$ A	V <sub>CC</sub> - 0.5	—	—	V
	Output Voltage (L)	V <sub>OFG</sub> (L)		Sink current : 10 $\mu$ A	—	—	0.5	
Short Brake Circuit	Input Voltage (H)	V <sub>BRK</sub> (H)	6	—	3.0	—	V <sub>CC</sub>	V
	Input Voltage (L)	V <sub>BRK</sub> (L)		—	—	—	0.5	
	Input Current	I <sub>INBRK</sub>		V <sub>BRK</sub> = GND, (Source current)	—	—	1	$\mu$ A
Triangular Oscillation Circuit	Oscillation Frequency	f <sub>OSC</sub>	—	C = 560 pF (Note 1)	—	39	—	kHz
Thermal Shut-down Operating Temperature		T <sub>SD</sub>	—	Junction temperature (according to design specification) (Note 1)	—	175	—	°C

(Note 1) : This is not tested.

FUNCTION TABLE

			FORWARD			REVERSE		
H <sub>a</sub>	H <sub>b</sub>	H <sub>c</sub>	L <sub>a</sub>	L <sub>b</sub>	L <sub>c</sub>	L <sub>a</sub>	L <sub>b</sub>	L <sub>c</sub>
H	L	L	H	L	M	L	H	M
H	H	L	H	M	L	L	M	H
L	H	L	M	H	L	M	L	H
L	H	H	L	H	M	H	L	M
L	L	H	L	M	H	H	M	L
H	L	H	M	L	H	M	H	L

<Forward>

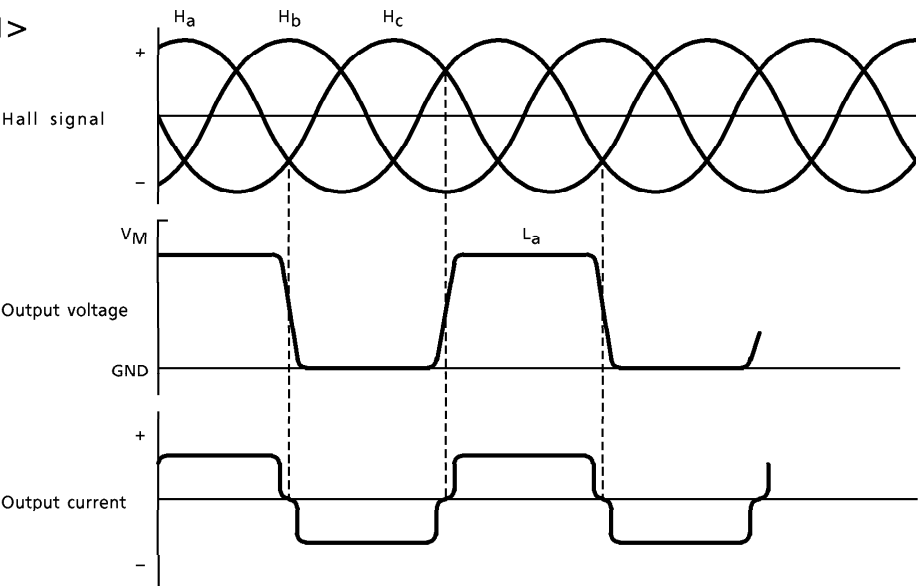
$L_a = -(H_c - H_a)$   
 $L_b = -(H_a - H_b)$   
 $L_c = -(H_b - H_c)$

<Reverse>

$L_a = (H_c - H_a)$   
 $L_b = (H_a - H_b)$   
 $L_c = (H_b - H_c)$

TIMING DIAGRAM

<Forward>



This IC is a 3-phase, full wave brushless DC motor driver of the direct PWM control type.



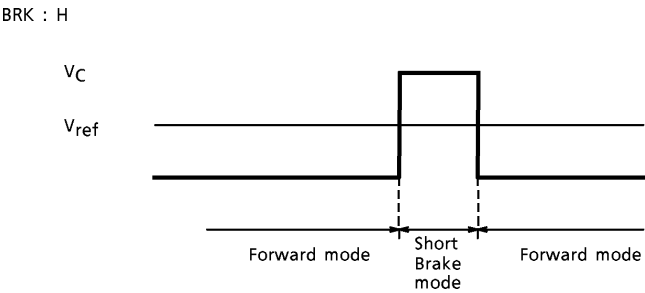
When  $V_C > V_{ref}$ , one of two modes (Reversing Brake or Short Brake mode) can be selected by setting the MS and BRK pins appropriately.

<Function>

	BRK	
	H	L
$V_C < V_{ref}$	Forward	Forward
$V_C > V_{ref}$	Short brake	Reversing brake

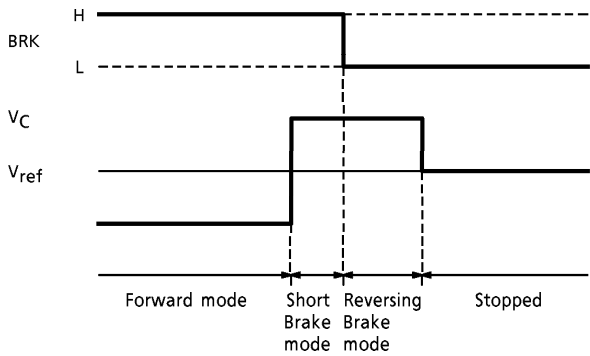
In Short Brake mode, the upper-stage power transistor is turned on and the lower-stage power transistor is turned off.

(Short brake)



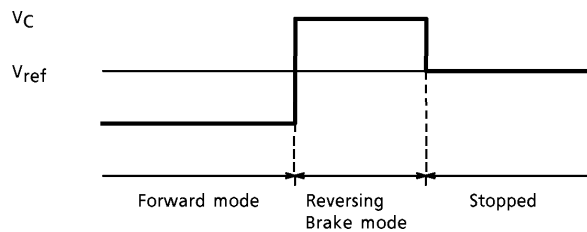
(Reversing brake)

① When stopping the motor by applying a reversing brake after a short brake



## ② When stopping the motor using Reversing Brake mode

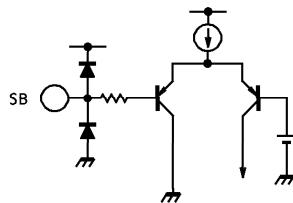
BRK : L



(\*) For an explanation of the Reversing Brake mode stopping sequence, refer to the explanation of the reverse rotation detection circuit.

The short brake generates less heat than the reversing brake. Therefore Toshiba recommends a combined use of the short and reversing brakes when stopping the motor.

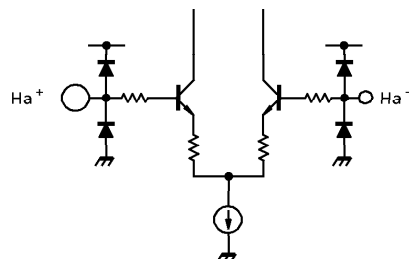
### ● Run /stop control circuit



When the driver IC is standing by, all of its circuits except the FG amp and the hall amp are turned off.

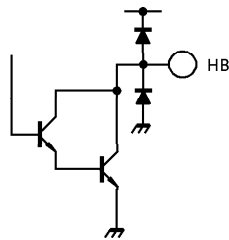
H : start  
L : standby

### ● Hall amp circuit



The common mode input voltage range for  $V_{CMRH}$  is 1.5 to 4.0 V.

- Hall element bias circuit



The hall element bias current is turned off when the driver IC is in standby state.

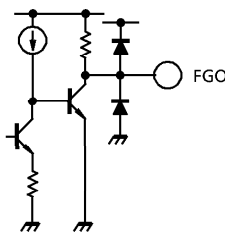
Make sure that the negative hall bias line is connected to the HB pin.

The remaining voltage is as follows :

$$V_{HB} = 1.3 \text{ [V] (typ.) at } I_{HB} = 20 \text{ mA}$$

$I_{HB}$  must be set less than 20 mA.

- FG amp circuit



This circuit uses a hall element signal which is output to FGO after a Schmitt stage.

The FG amp has a hysteresis of 20 [mV<sub>p-p</sub>] (typ.) and its output voltages are

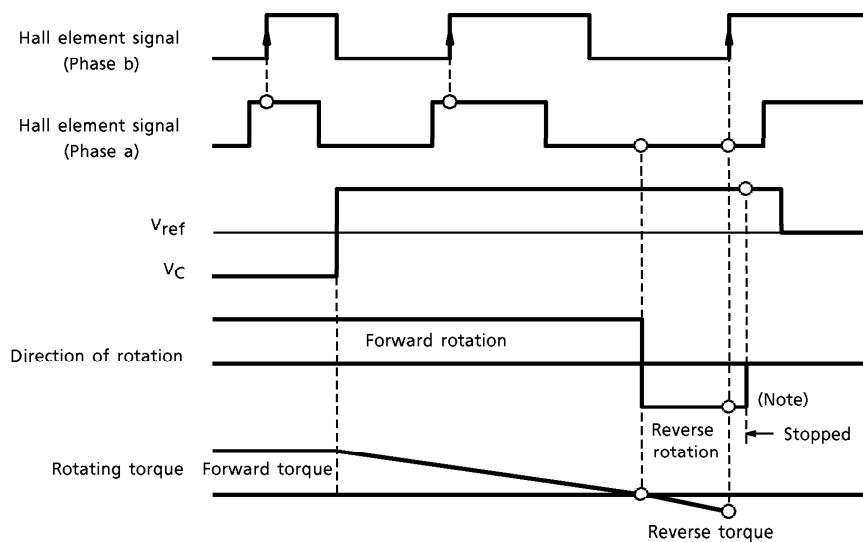
High level :  $V_{CC} - 0.5 \sim V_{CC}$  [V]

Low level :  $GND \sim 0.5$  [V] at  $I_{OFG} = 10 \mu A$

The FG amp is active when it is in standby state. When the hall element signal is input, the FG signal is output.

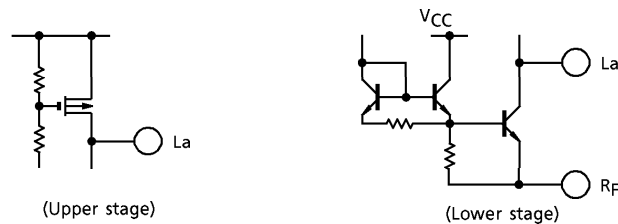
- Reverse rotation detection circuit

By comparing the two phases of the Hall element signal, this circuit detects a state where the phases are inverted, at which time the torque is reduced to 0. The detection accuracy is determined by the number of pulses per rotation of Hall element output.



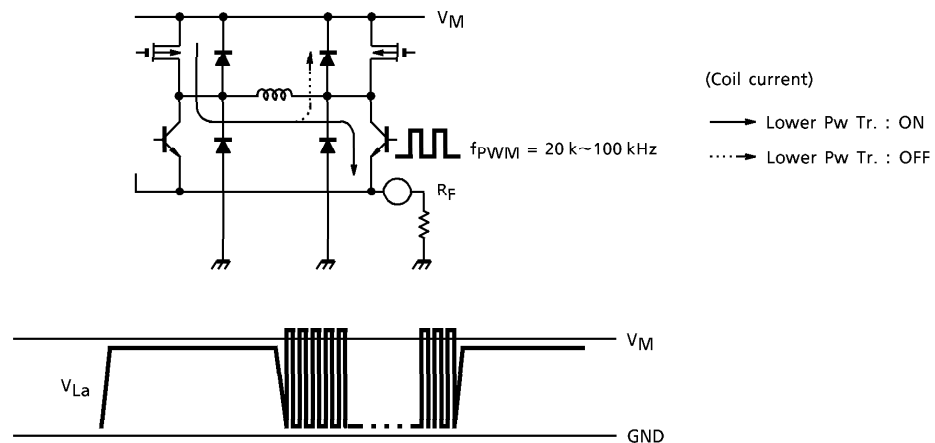
(Note) : Due to its inertial force, the motor does not stop immediately after the torque is reduced to 0.

- Output circuit



This circuit uses the system to chop the lower power transistors and resurrect coil current through upper stage diodes.

The upper-stage power transistors consists of Pch-MOS transistors (2SJ465), which give high torque efficiency.



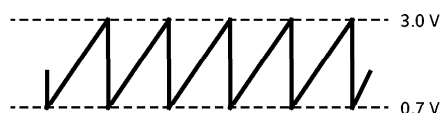
Lower-stage predrivers are supplied by  $V_{CC}$  to reduce the power dissipation.

- Triangular wave oscillator circuit

Triangular waves are generated by connecting a capacitor between the OSC pin and GND.

This circuit is current output type, which makes PWM signal by comparing its output current with control amp output current.

$$f_{OSC} [\text{Hz}] = \frac{50 \times 10^{-6} [\text{A}]}{(3.0 - 0.7) [\text{V}] \times C [\text{F}]}$$



Taking into account efficiency considerations and the effects of noise, Toshiba recommends using the IC with an oscillation frequency of 20 kHz~100 kHz.

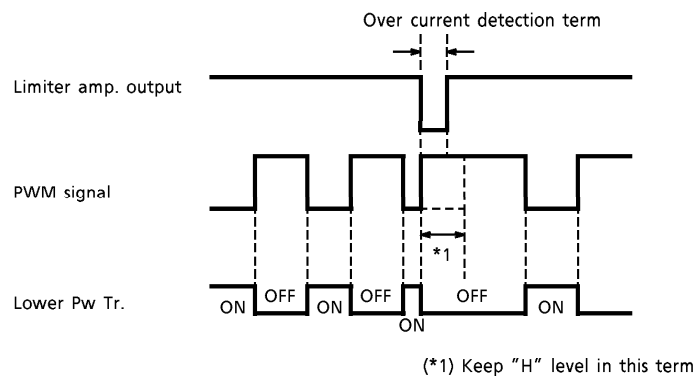
- Current limiter circuit

The current limit value is determined by the equation below.

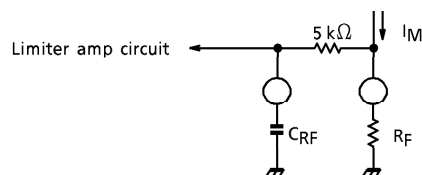
$$I_{\text{LIM}}(\text{F}) \doteq \frac{0.35}{R + 0.1} [\text{A}] (\text{Typ.}), \quad I_{\text{LIM}}(\text{R}) \doteq I_{\text{LIM}}(\text{F}) \times 0.6 [\text{A}] (\text{Typ.})$$

This circuit cut off lower power transistors compulsorily when filtered  $V_{\text{RF}}$  is more than reference voltage. (0.3 V)

PWM signal cut off compulsorily is released from OFF state by next ON signal.



Consider inside resistance ( $5 \text{ k}\Omega$ ) when setting the capacitance value ( $C_{\text{RF}}$ ).



- Thermal shut down circuit

The circuit turns off output when  $T_j = 175^\circ\text{C}$  (Typ.) (according to design specification)

## EXTERNAL PARTS

TERMINAL No.	FUNCTION	RECOMMENDED VALUE	REMARKS
C <sub>1</sub>	Power supply line oscillation prevention	0.22 $\mu$ F	—
C <sub>2</sub>	Power supply line noise prevention	100 pF~1000 pF	(Note 1)
C <sub>3</sub>	Power supply line noise prevention	10 $\mu$ F~100 $\mu$ F	(Note 1)
C <sub>4</sub>	Filter	1000 pF~2200 pF	—
C <sub>5</sub>	Forward / reverse changeover gain adjustment	0.01 $\mu$ F	(Note 2)
C <sub>6</sub>	Triangular wave oscillation	220 pF~1000 pF	—
R <sub>1</sub>	Hall element bias	—	(Note 3)
R <sub>2</sub>	Control amp reference voltage	—	(Note 4)
R <sub>3</sub>	Output current detection	0.25 $\Omega$ ~0.5 $\Omega$	—

(Note 1) : Absorb switching noise by C<sub>2</sub> and C<sub>3</sub>.

(Note 2) : This is used to adjust the rotation direction changeover gain.

This capacitance value and the gain are in inverse.

This capacitance is to prevent from output through current.

(Note 3) : Be sure to set this bias so that the hall element output amplitude and common mode input voltage fall within the ranges specified in the table of electrical characteristic.

(Note 4) : The voltage must be set to fall within the common mode input voltage range of the control amp.

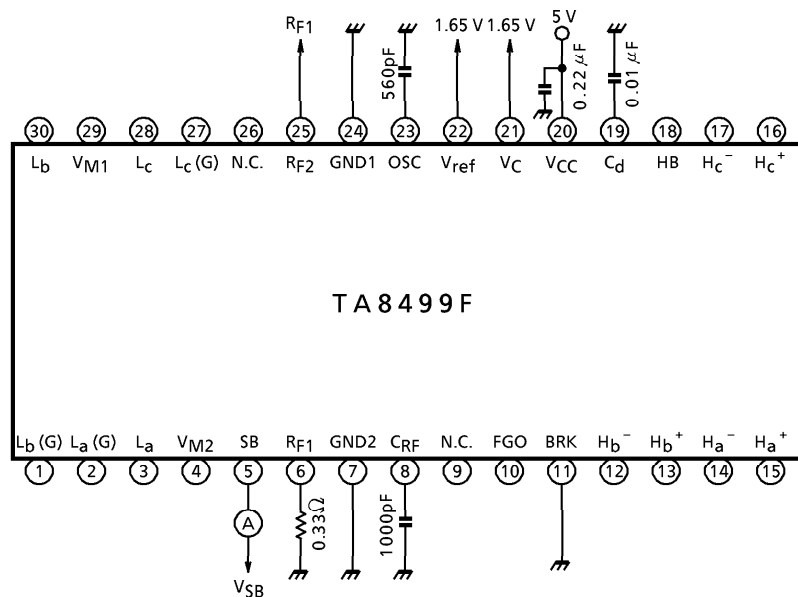
The schematic diagram illustrates the internal architecture and external connections of the TMS320C49 motor control IC. The chip is shown as a central block with various functional units: a Matrix, an Amplifier, a Reverse Detection block, and a TSD (Thermal Shutdown) block. The IC is powered by a 5V VCC pin (20) and a 12V VM1 pin (29). It features multiple input pins for Hall effect sensors (Ha+, Ha-, Hb+, Hb-, Hc+, Hc-) and a feedback pin (FGO). The output stage includes a PWM signal generator and a motor driver with three inductors (La, Lb, Lc) and three diodes. The diagram also shows the internal structure of the motor driver, including the PWM signal path, the F/F (Feedback/Frequency) block, and the Stand by pin (5). External components include resistors (R1, R2, RF1, RF2, R3), capacitors (C1, C2, C3, C4, C5, C6), and inductors (La, Lb, Lc). The diagram is labeled with pin numbers and component values, and includes a note about the package type: 2SJ465 x 3.

(Note) : Utmost care is necessary in the design of the output line,  $V_{CC}$ ,  $V_M$  and GND line since IC may be destroyed due to short-circuit between outputs, air contamination fault, or fault by improper grounding.



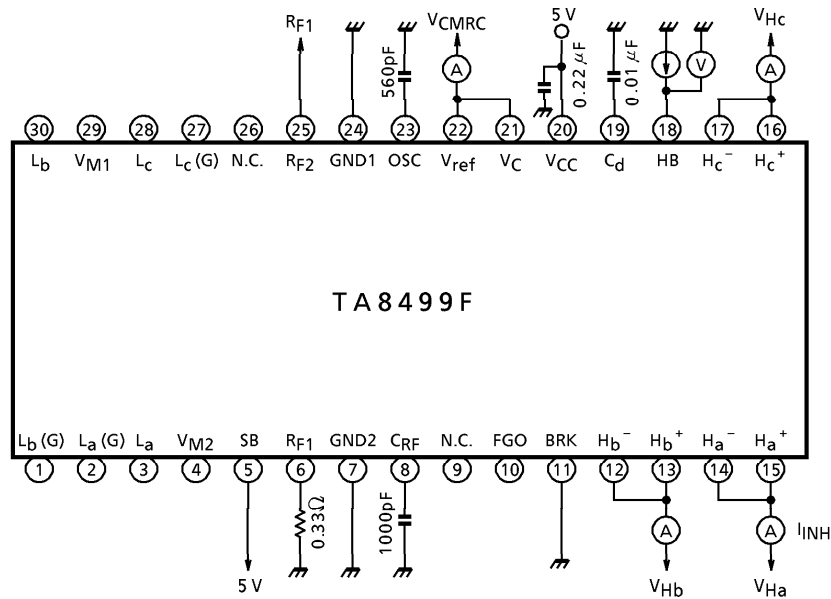
## TEST CIRCUIT

1.  $I_{CC1}$ ,  $I_{CC2}$ ,  $V_{INS(H)}$ ,  $V_{INS(L)}$ ,  $I_{INS}$

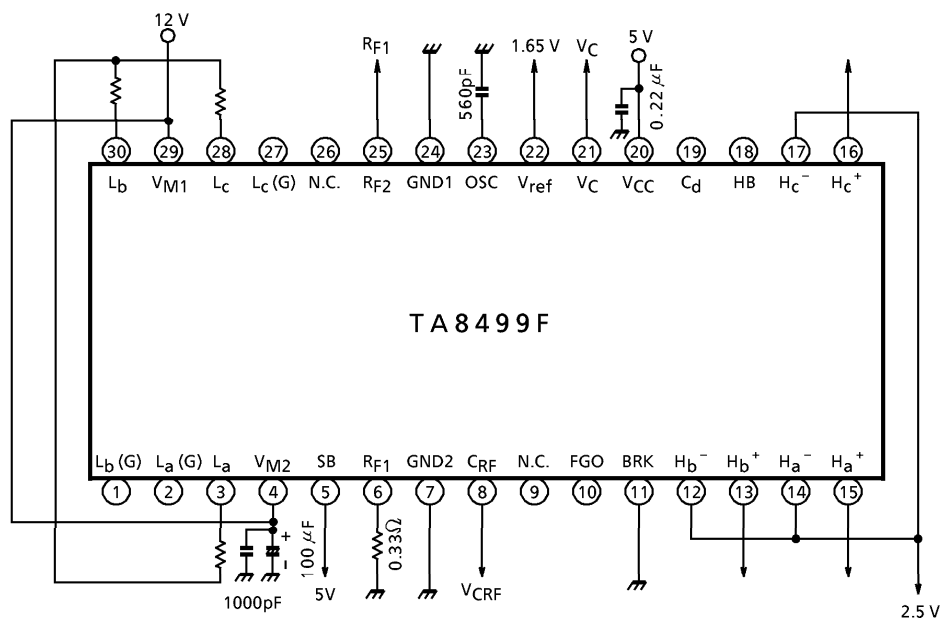


- $I_{CC1}$  :  $V_{SB} = 0.5\text{ V}$
- $I_{CC2}$  :  $V_{SB} = 3.0\text{ V}$
- $V_{INS(H)}$ ,  $V_{INS(L)}$  : Judge by the gap between  $I_{CC1}$  and  $I_{CC2}$
- $I_{INS}$  :  $V_{INS} = 0\text{ V}$

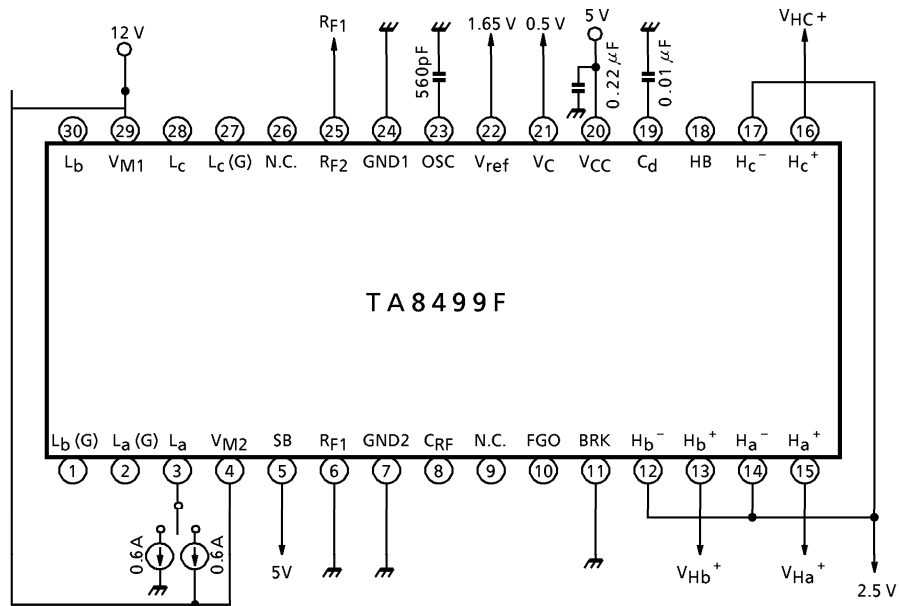
2.  $I_{INH}$ ,  $I_{CMRH}$ ,  $V_{HB}$ ,  $I_{INC}$ ,  $V_{CMRC}$



- $I_{INH}$  : Total of a phase negative and positive input current.  
 $V_{Ha} = V_{Hb} = V_{Hc} = 2.5\text{ V}$
- $V_{CMRH}$  : Measure the  $I_{INH}$  gap between  $V_{Ha} = 1.5\text{ V}$  and  $V_{Ha} = 4.0\text{ V}$ .  
b and c phase are measured the same method.
- $V_{HB}$  :  $I_{HB} = 20\text{ mA}$
- $V_{INC}$  : Total of  $V_C$  and  $V_{ref}$  input current. At  $V_{CMRC} = 1.65\text{ V}$ .
- $V_{CMRC}$  : Measure the  $I_{INC}$  gap between  $V_{CMRC} = 0.5\text{ V}$  and  $V_{CMRC} = 3.6\text{ V}$ .

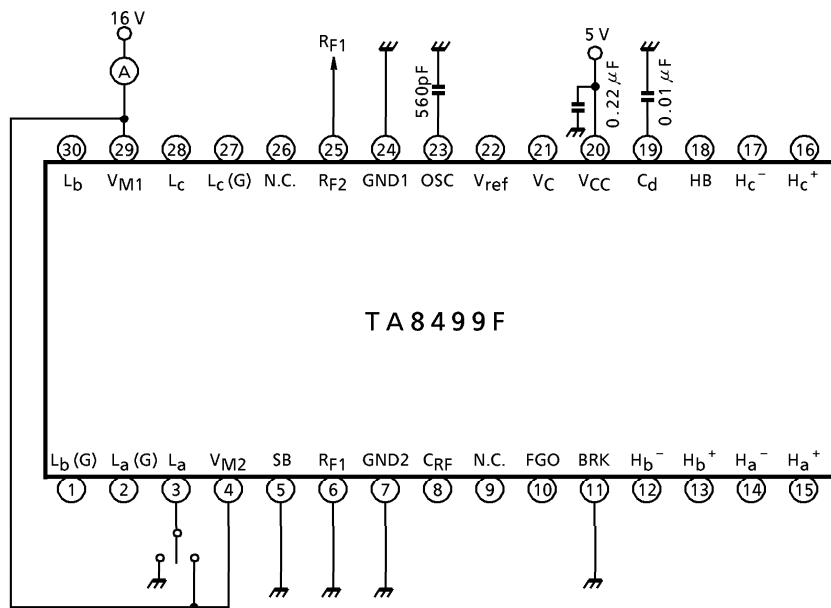
3.  $\Delta V_{OFF}(F)$ ,  $\Delta V_{OFF}(R)$ ,  $V_{LIM}(F)$ ,  $V_{LIM}(R)$ 

- $\Delta V_{OFF}(F)$  : Measure  $V_{RF}$  at  $V_C = 1.63\text{ V} / 1.5\text{ V}$ .
- $\Delta V_{OFF}(R)$  : Measure  $V_{RF}$  at  $V_C = 1.67\text{ V} / 1.8\text{ V}$ .
- $V_{LIM}(F)$  : Switch the  $V_{CRF}$  from  $0\text{ V}$  to  $0.4\text{ V}$  at  $V_C = 0.5\text{ V}$ .  
Measure the  $V_{CRF}$  at the point when output voltage level changes from low (L) to high (H)
- $V_{LIM}(R)$  : Switch the  $V_{CRF}$  from  $0\text{ V}$  to  $0.4\text{ V}$  at  $V_C = 4\text{ V}$ .  
Measure the  $V_{CRF}$  at the point when output voltage level changes from low (L) to high (H)

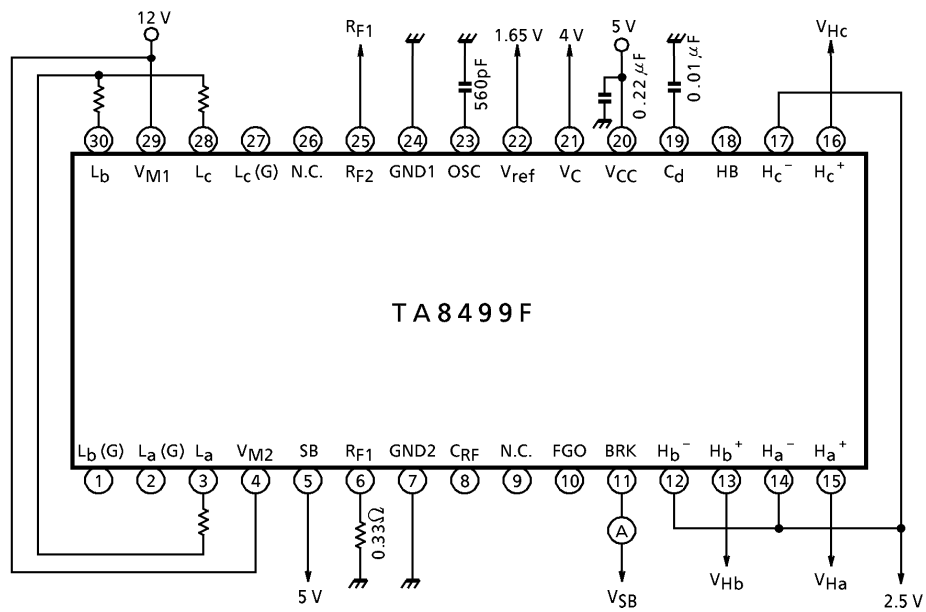
4.  $R_{ON}(U)$ ,  $V_{sat}(L)$ 

- $R_{ON}(U)$  : Determined output function by  $V_{Ha}^+$ ,  $V_{Hb}^+$ ,  $V_{Hc}^+$  (2.45 V / 2.55 V). Measure voltage value between  $V_M$  and  $L_a$ , and change to resistance valve. b phase and c phase are measured the same method.
- $V_{sat}(L)$  : Determined output function by  $V_{Ha}^+$ ,  $V_{Hb}^+$ ,  $V_{Hc}^+$  (2.45 V / 2.55 V). Measure voltage value between  $L_a$  and GND. b phase and c phase are measured the same method.

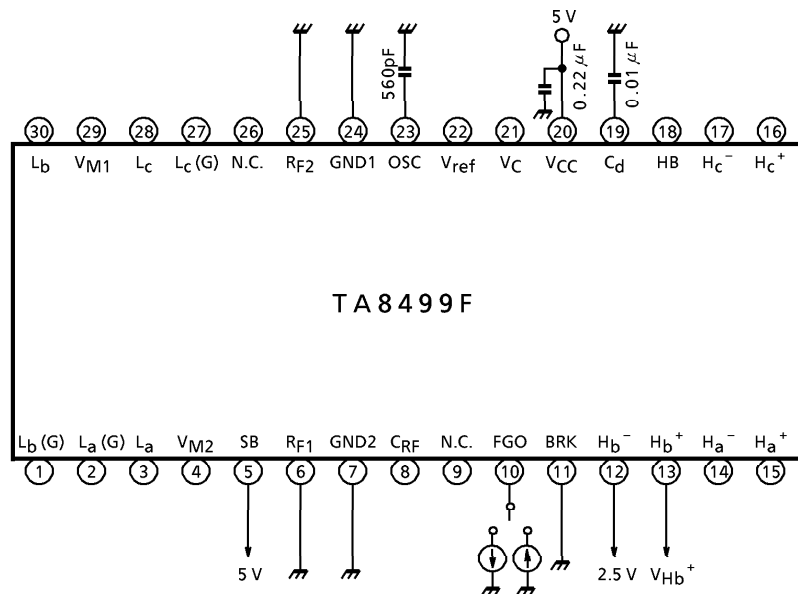
5.  $I_L(U)$ ,  $I_L(L)$



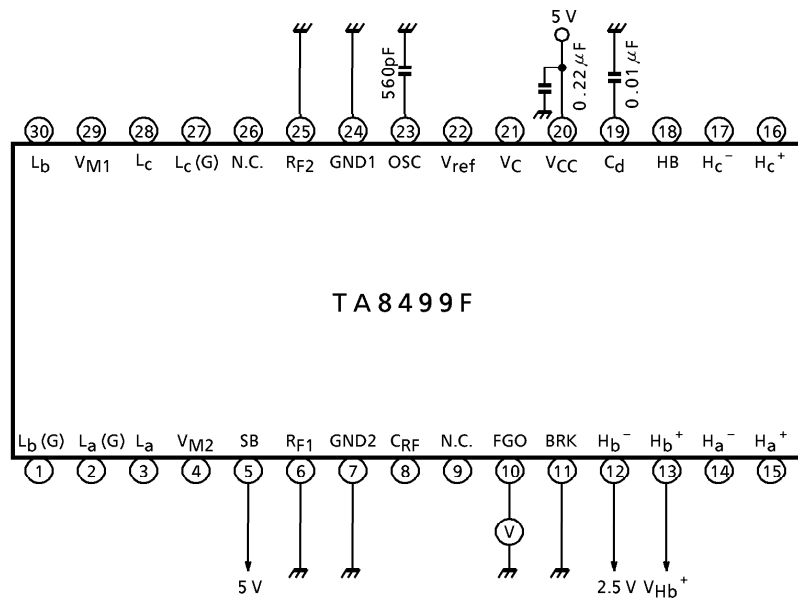
- $I_L(U)$  : Measure  $I_M$  when  $L_a$  and GND are shorted. b phase and c phase are measured the same method.
- $I_L(L)$  : Measure  $I_M$  when  $V_M$  and  $L_a$  are shorted. b phase and c phase are measured the same method.

6.  $V_{BRK(H)}$ ,  $V_{BRK(L)}$ ,  $I_{INBRK}$ 

- $V_{BRK(H)}$  :  $V_{BRK} = 3.0\text{ V}$ , verify that  $L_a = L_b = L_c : H$
- $V_{BRK(L)}$  :  $V_{BRK} = 0.5\text{ V}$ , verify that output function is reverse brake mode.

7.  $V_{\text{OFG}}(\text{H})$ ,  $V_{\text{OFG}}(\text{L})$ 

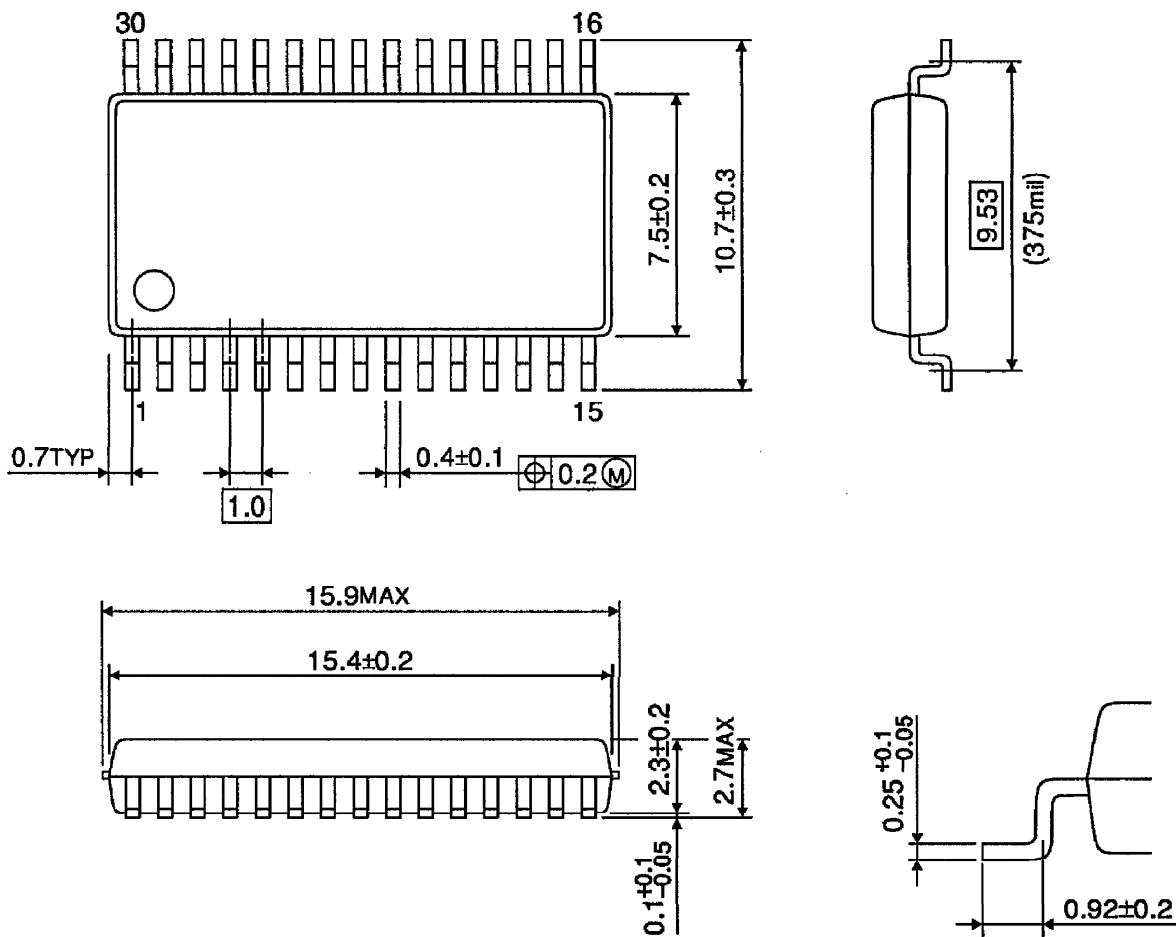
- $V_{\text{OFG}}(\text{H})$ :  $V_{Hb^+} = 2.53 \text{ V}$ ,  $I_{\text{FGO}} = 10 \mu\text{A}$  (source)
- $V_{\text{OFG}}(\text{L})$ :  $V_{Hb^+} = 2.47 \text{ V}$ ,  $I_{\text{FGO}} = 10 \mu\text{A}$  (sink)

8.  $V_{\text{HYS}}$ 

- $V_{\text{HYS}}$  : Switch the  $V_{Hb^+}$  from high (H) to low (L) and from (L) to (H). Measure the  $V_{Hb^+}$  at the point when FGO function changes.

PACKAGE DIMENSIONS  
SSOP30-P-375-1.00

Unit : mm



Weight : 0.63 g (Typ.)