CS3361

Alternator Voltage Regulator FET Driver

The CS3361 integral alternator regulator integrated circuit provides the voltage regulation for automotive, 3–phase alternators.

It drives an external logic level N channel enhancement power FET for control of the alternator field current. In the event of a charge fault, a lamp output pin is provided to drive an external darlington transistor capable of switching on a fault indicator lamp. An overvoltage or no Stator signal condition activates the lamp output.

A STATOR Power Up feature is incorporated for systems which require power up activation by sensing the crank cycle of the starter at the stator. This eliminates unnecessary current drain when the ignition is turned on, but the car is not running. The CS3361 is available in an SO–14 package.

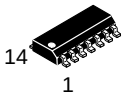
This IC has customized current sense circuitry enabling it to drive FET transistors.

Features

- Drives Logic Level Power NFET
- 80 V Load Dump
- Temperature Compensated Regulation Voltage
- Shorted Field Protection Duty Cycle, Self Clearing
- STATOR Power Up

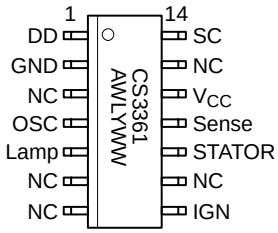
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SO–14
D SUFFIX
CASE 751A

PIN CONNECTIONS AND MARKING DIAGRAM



A = Assembly Location
WL, L = Wafer Lot
YY, Y = Year
WW, W = Work Week

ORDERING INFORMATION

Device	Package	Shipping
CS3361YD14	SO–14	55 Units/Rail
CS3361YDR14	SO–14	2500 Tape & Reel

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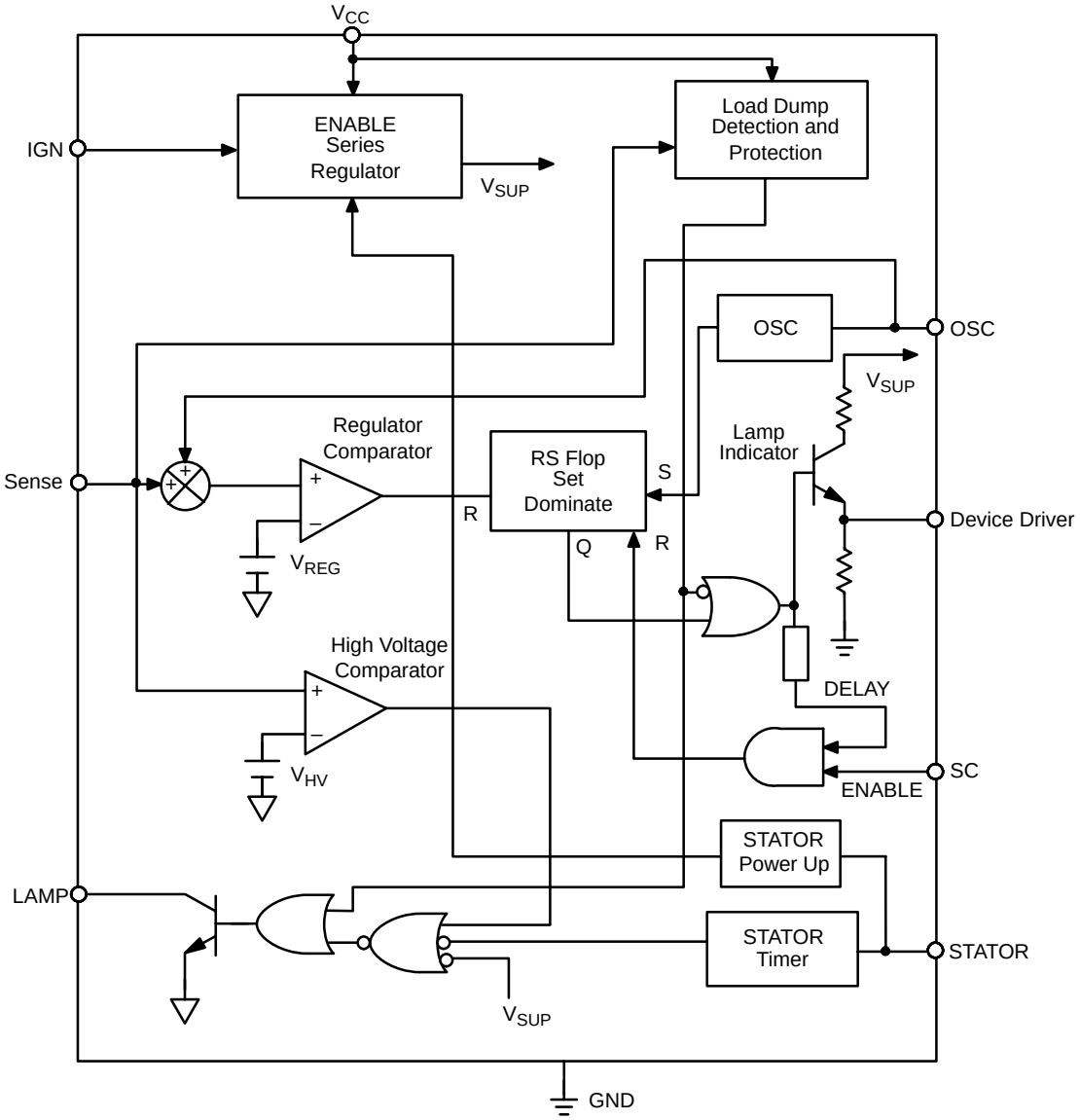


Figure 1. Block Diagram

MAXIMUM RATINGS*

Rating	Value	Unit
Storage Temperature Range, T_S	–55 to +165	°C
Junction Temperature Range	–40 to 150	°C
Continuous Supply	27	V
I_{CC} Load Dump (@ V_{CC} = 80 V_{peak})	400	mA
Lead Temperature Soldering: Reflow: (SMD styles only) (Note 1)	230 peak	°C

1. 60 second maximum above 183°C.

*The maximum package power dissipation must be observed.

ELECTRICAL CHARACTERISTICS (–40°C < T_A < 125°C, –40°C < T_J < 150°C, 9.0 V ≤ V_{CC} ≤ 17 V; unless otherwise specified.)

Characteristic	Test Conditions	Min	Typ	Max	Unit
Supply					
Supply Current Enabled	–	–	–	10	mA
Supply Current Disabled	–	–	–	50	μA
Driver Stage					
Output High Voltage	–	5.5	–	12	V
Output Low Voltage	I_{OL} = 25 μA	–	–	0.35	V
Output High Current	V_{DD} = 1.2 V	–10	–6.0	–4.0	mA
Minimum ON Time	C_{OSC} = 0.022 μF	200	–	–	μs
Minimum Duty Cycle	–	–	6.0	10	%
Short Circuit Duty Cycle	–	1.0	–	5.0	%
Field Switch Turn On Rise Time	–	15	–	75	μs
Field Switch Turn On Fall Time	–	15	–	75	μs
Stator					
Input High Voltage	–	10	–	–	V
Input Low Voltage	–	–	–	6.0	V
Stator Time Out	High to Low	6.0	100	600	ms
Lamp					
Output High Current	V_{LAMP} @ 3.0 V	–	–	50	μA
Output Low Voltage	I_{LAMP} @ 30 mA	–	–	0.35	V
Ignition					
Input High Voltage	I_{CC} > 1.0 mA	1.8	–	–	V
Input Low Voltage	I_{CC} < 100 μA	–	–	0.5	V
Oscillator					
Oscillator Frequency	C_{OSC} = 0.022 μF	90	–	210	Hz
Rise Time/Fall Time	C_{OSC} = 0.022 μF	–	17	–	–
Oscillator High Threshold	C_{OSC} = 0.022 μF	–	–	4.5	V

ELECTRICAL CHARACTERISTICS (continued) (–40°C < T_A < 125°C, –40°C < T_J < 150°C, 9.0 V ≤ V_{CC} ≤ 17 V; unless otherwise specified.)

Characteristic	Test Conditions	Min	Typ	Max	Unit
Battery Sense					
Input Current	–	–10	–	+10	μA
Regulation Voltage	@25°C, R_1 = 100 kΩ, R_2 = 50 kΩ	13.8	–	15.8	V
Proportional Control	–	0.10	–	0.25	V
High Voltage Threshold Ratio	$\frac{V_{High\ Voltage@LampOn}}{V_{Regulation@50\%Duty\ Cycle}}$	1.083	–	1.190	V/V
High Voltage Hysteresis	–	0.020	–	0.600	V

PACKAGE PIN DESCRIPTION

PACKAGE PIN # SO–14	PIN SYMBOL	FUNCTION
1	Driver	Output driver for external power switch.
2	GND	Ground.
3, 6, 7, 9, 13	NC	No Connection.
4	OSC	Timing capacitor for oscillator.
5	Lamp	Base driver for lamp driver indicates no stator signal or overvoltage condition.
8	IGN	Switched ignition power up.
10	Stator	Stator signal input for stator timer.
11	Sense	Battery sense voltage regulator comparator input and protection.
12	V_{CC}	Supply for IC.
14	SC	Short circuit sensing.

TYPICAL PERFORMANCE CHARACTERISTICS

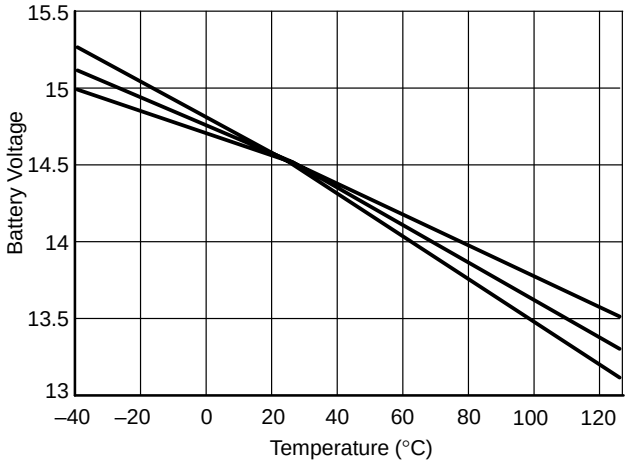


Figure 2. CS3361 Battery Voltage vs. Temperature (°C) Over Process Variation

APPLICATIONS INFORMATION

The CS3361 is designed for use in an alternator charging system.

In a standard alternator design (Figure 3), the rotor carries the field winding. An alternator rotor usually has several N and S poles. The magnetic field for the rotor is produced by forcing current through a field or rotor winding. The Stator windings are formed into a number of coils spaced around a cylindrical core. The number of coils equals the number of pairs of N and S poles on the rotor. The alternating current in the Stator windings is rectified by the diodes and applied to the regulator. By controlling the amount of field current, the magnetic field strength is controlled and hence the output voltage of the alternator.

Referring to Figure 7, a typical application diagram, the oscillator frequency is set by an external capacitor connected between OSC and ground. The sawtooth waveform ramps between 1.0 V and 3.0 V and provides the timing for the system. For the circuit shown the oscillator frequency is approximately 140 Hz. The alternator voltage is sensed at Terminal A via the resistor divider network R1/R2 on the Sense pin of the IC. The voltage at the sense pin determines the duty cycle for the regulator. The voltage is adjusted by potentiometer R2. A relatively low voltage on the sense pin causes a long duty cycle that increases the Field current. A high voltage results in a short duty cycle.

The ignition Terminal (I) switches power to the IC through the V_{CC} pin. The Stator pin monitors the voltage from the stator and senses a stopped engine condition. It drives the Lamp pin high after the stator timeout expires. The Lamp pin also goes high when an overvoltage condition is detected on the sense pin. This causes the darlington lamp drive transistor to switch on and pull current through the lamp. If the system voltage continues to increase, the field and lamp output turn off as in an overvoltage or load dump condition.

The SC or Short Circuit pin monitors the field voltage. If the drive output and the SC voltage are simultaneously high for a predetermined period, a short circuit condition is assumed and the output is disabled. The regulator is forced to a minimum short circuit duty cycle.

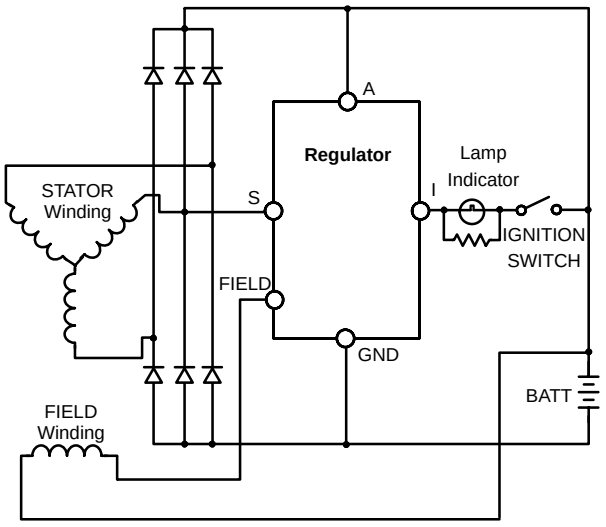


Figure 3. IAR System Block Diagram

REGULATION WAVEFORMS

The CS3361 utilizes proportion control to maintain regulation. Waveforms depicting operation are shown in Figures 4, 5 and 6, where $V_{BAT/N}$ is the divided down voltage present on the Sense pin using R1 and R2 (Figure 7). A sawtooth waveform is generated internally. The amplitude of this waveform is listed in the electric parameter section as proportion control. The oscillator voltage is summed with $V_{BAT/N}$, and compared with the internal voltage regulator (V_{REG}) in the regulation comparator which controls the field through the output "Device Driver."

Figure 4 shows typical steady–state operation. A 50% duty cycle is maintained.

Figure 5 shows the effect of a drop in voltage on ($V_{BAT/N}$ + V_{OSC}). Notice the duty cycle increase to the field drive.

Figure 6 shows the effect of an increase in voltage (above the regulation voltage) on ($V_{BAT/N}$ + V_{OSC}). Notice the decrease in field drive.

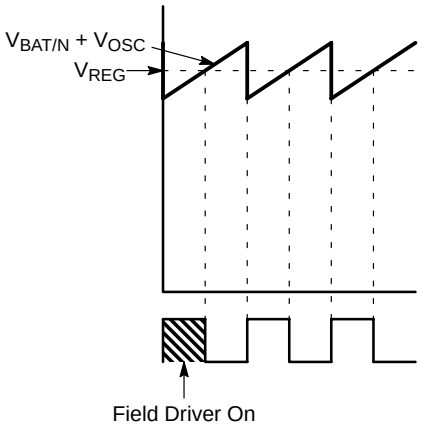


Figure 4. 50% Duty Cycle, Steady State

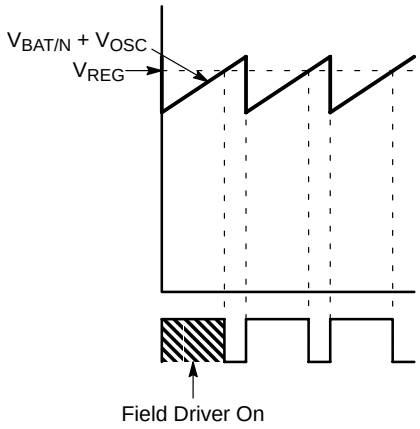


Figure 5. > 50% Duty Cycle, Increased Load

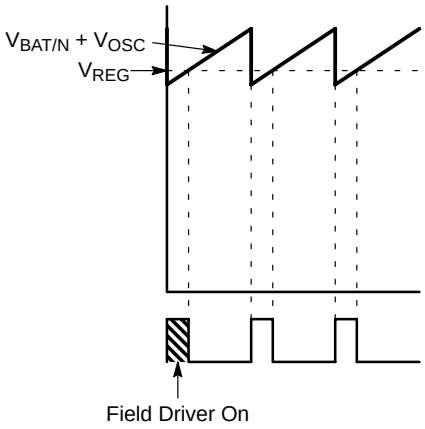


Figure 6. < 50% Duty Cycle, Decreased Load

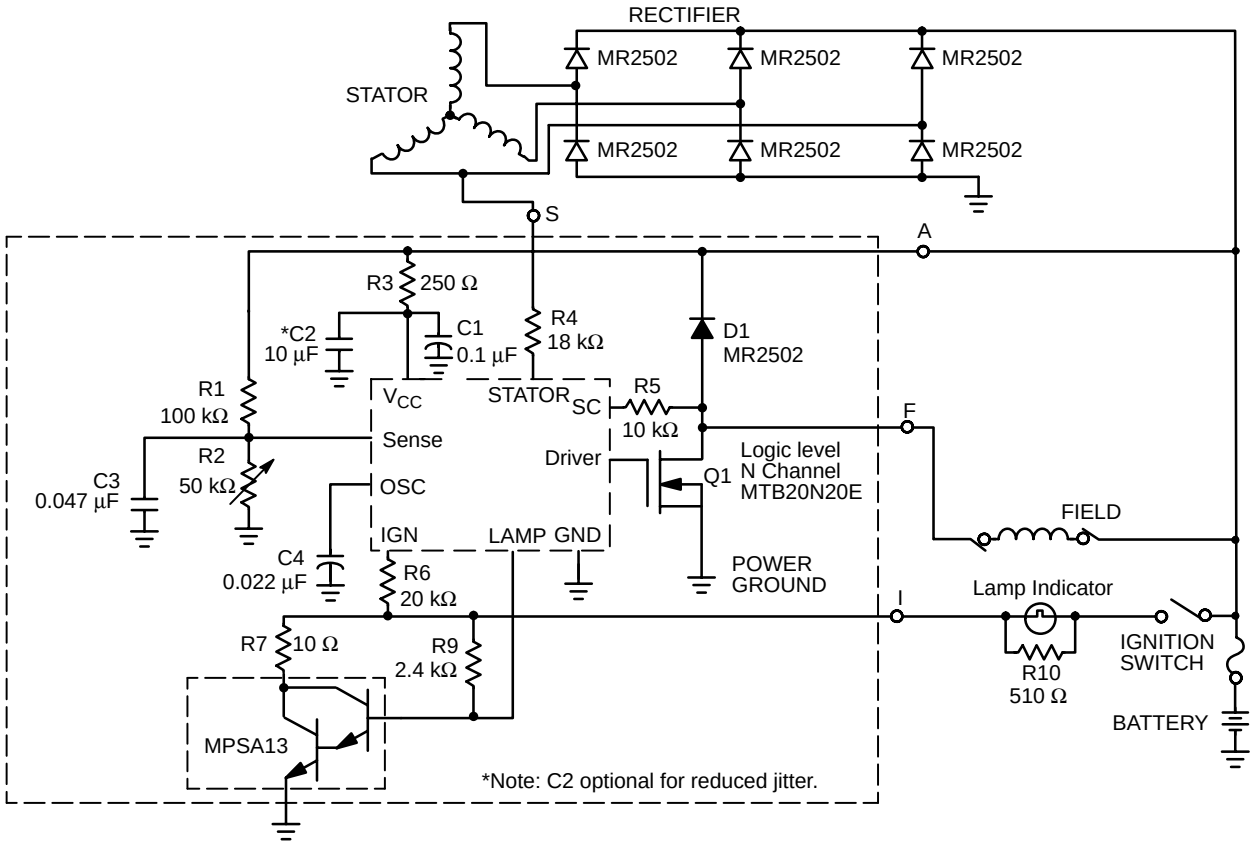
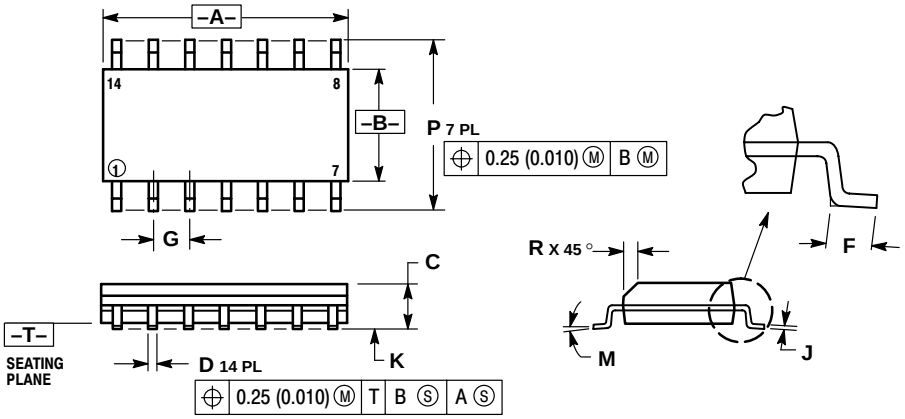


Figure 7. Typical Application DIagram

PACKAGE DIMENSIONS

SO–14
D SUFFIX
CASE 751A–03
ISSUE F



NOTES:
1. DIMENSIONING AND TOLERANCING PER ANSI Y14.5M, 1982.
2. CONTROLLING DIMENSION: MILLIMETER.
3. DIMENSIONS A AND B DO NOT INCLUDE MOLD PROTRUSION.
4. MAXIMUM MOLD PROTRUSION 0.15 (0.006) PER SIDE.
5. DIMENSION D DOES NOT INCLUDE DAMBAR PROTRUSION. ALLOWABLE DAMBAR PROTRUSION SHALL BE 0.127 (0.005) TOTAL IN EXCESS OF THE D DIMENSION AT MAXIMUM MATERIAL CONDITION.

	MILLIMETERS		INCHES	
DIM	MIN	MAX	MIN	MAX
A	8.55	8.75	0.337	0.344
B	3.80	4.00	0.150	0.157
C	1.35	1.75	0.054	0.068
D	0.35	0.49	0.014	0.019
F	0.40	1.25	0.016	0.049
G	1.27 BSC		0.050 BSC	
J	0.19	0.25	0.008	0.009
K	0.10	0.25	0.004	0.009
M	0 °	7 °	0 °	7 °
P	5.80	6.20	0.228	0.244
R	0.25	0.50	0.010	0.019

PACKAGE THERMAL DATA

Parameter		SO–14	Unit
$R_{\Theta JC}$	Typical	30	°C/W
$R_{\Theta JA}$	Typical	125	°C/W

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