

## **Engine management IC for Small Engines**





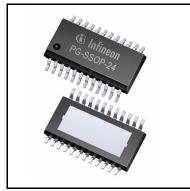
### 1 Overview

#### **Features**

- Supply 5 V (±2%), 250 mA
  - Overtemperature and overcurrent protection
- · Watchdog and reset function
- K-line transceiver
- 1 low side driver for inductive loads with maximum operation current of 2.6 A including overtemperature, overcurrent protection and open load/short to GND in off diagnosis
- 1 low side driver for resistive loads with maximum operation current of 3 A including overtemperature and overcurrent protection
- Small Package PG-SSOP-24 Exposed Pad
- Temperature range: -40°C to 150°C
- Green Product (RoHS compliant)
- AEC Qualified

#### **Description**

TLE8088EM is an engine management IC based on Infineon Smart Power Technology (SPT). It is protected by embedded protection functions and integrates a power supply, K-line and power stages to drive different loads in an engine management system. It is designed to provide a compact and cost optimized solution for engine management and powertrain systems. It is specially suitable for one cylinder motorcycle engine management system.



Туре	Package	Marking
TLE8088EM	PG-SSOP-24	TLE8088EM

## **Engine management IC for Small Engines**



# **Table of contents**

1	Overview	1
2	Block diagram	3
<b>3</b> 3.1 3.2	Pin configuration	4
<b>4</b> 4.1 4.2 4.3	General product characteristics  Absolute maximum ratings  Functional range  Thermal resistance	7
<b>5</b> 5.1 5.2 5.3	Voltage regulator  Voltage regulator  Power on reset and reset output  Watchdog operation	8
<b>6</b> 6.1 6.2	Power drivers	13
<b>7</b> 7.1	<b>K-line</b>	
<b>8</b> 8.1	Application information	
9	Package outlines	22
10	Revision history	23



**Block diagram** 

#### **Block diagram** 2

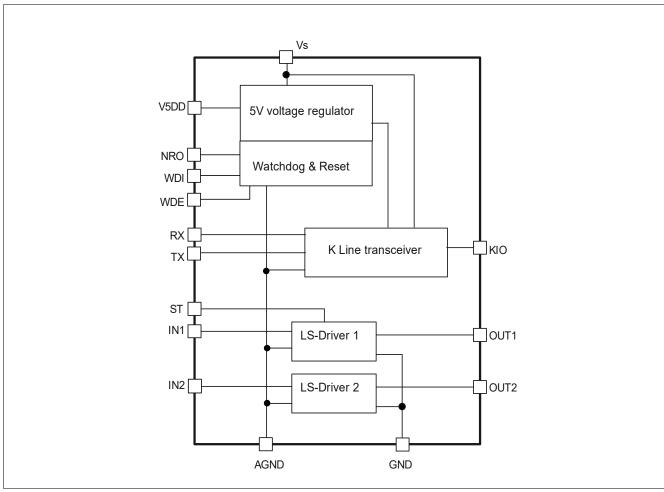


Figure 1 **Block diagram** 

### **Engine management IC for Small Engines**



**Pin configuration** 

# **3** Pin configuration

## 3.1 Pin assignment

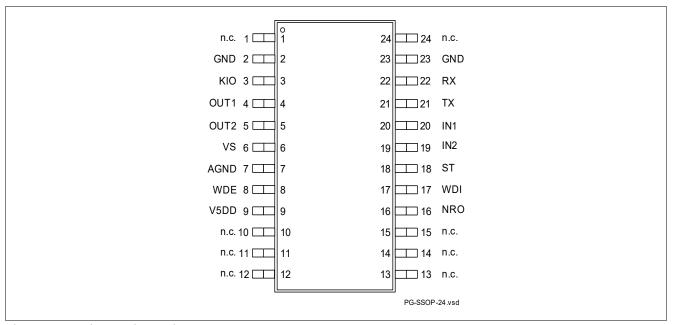


Figure 2 Pin configuration

## 3.2 Pin definitions and functions

Pin	Symbol	Function
1	n.c.	Not connected
2	GND	Power ground
3	KIO	K-line bus connection
4	OUT1	Output channel 1
5	OUT2	Output channel 2
6	VS	Battery voltage: 100 nF ceramic capacitor directly connected at the IC to ground
7	AGND	Analog ground: should be connected to the system logic ground
8	WDE	Watchdog enable: active high, internal pull up
9	V5DD	5 V supply output: connected to external blocking capacitor.
10	n.c.	Not connected
11	n.c.	Not connected
12	n.c.	Not connected
13	n.c.	Not connected
14	n.c.	Not connected
15	n.c.	Not connected
16	NRO	Reset output: open drain, active low
17	WDI	Watchdog input: trigger input for watchdog pulses

## **Engine management IC for Small Engines**



## Pin configuration

Pin	Symbol	Function
18	ST	Status signal: output diagnostic signal
19	IN2	Control input channel 2: internal pull down
20	IN1	Control input channel 1: internal pull down
21	TX	Logic level input for data to be transmitted on the K-line bus KIO
22	RX	Logic output of data received from the K-line bus KIO.
23	GND	Power ground
24	n.c.	Not connected
	Exposed pad	Should be connected to GND and to the ground plane of the ECU

### **Engine management IC for Small Engines**



### **General product characteristics**

## 4 General product characteristics

### 4.1 Absolute maximum ratings

### Table 1 Absolute maximum ratings 1)

 $T_{\rm j}$  = -40 °C to +150 °C; All voltages with respect to ground. Positive current flowing into pin (unless otherwise specified)

Parameter	Symbol		Value	s	Unit	Note or	Number
		Min.	Тур.	Max.		Test Condition	
Voltages					•		
Continuous voltage on pin Vs	$V_{S}$	-0.3	-	40	V	_	4.1.1
Continuous voltage on pin OUT1	$V_{OUT1}$	-0.3	_	30	V	IN1 = 0 V	4.1.2
Continuous voltage on pin OUT2	$V_{OUT2}$	-0.3	-	35	V	IN2 = 0 V	4.1.3a
Continuous voltage on pin KIO	V <sub>KIO</sub>	-1	-	35	V	TX = V5DD	4.1.3b
IN1, IN2, V5DD, RxD, TxD, ST, NRO, WDI, WDE	V <sub>x</sub>	-0.3	_	5.5	V	2)	4.1.4
Temperatures	•				1		T.
Junction temperature	T <sub>j</sub>	-40	-	150	°C	_	4.1.5
Storage temperature	$T_{\rm stg}$	-55	-	150	°C	_	4.1.6
ESD susceptibility							
ESD resistivity to GND, Vs, K-LINE, OUT1,2	$V_{ESD}$	-4	_	4	kV	HBM <sup>3)</sup>	4.1.7
ESD resistivity to GND, other pins	$V_{ESD}$	-2	-	2	kV	HBM <sup>3)</sup>	4.1.8
Electro static discharge voltage "Charged device model - CDM"	V <sub>ESD</sub>	-500	-	500	V	All pins CDM <sup>4)</sup>	4.1.9
Electro static discharge voltage "Charged device model - CDM"	V <sub>ESD</sub>	-750	-	750	V	Pin 1, 12, 13, 24 (corner pins) CDM <sup>4)</sup>	4.1.10

- 1) Not subject to production test, specified by design
- 2) For outputs no short circuit is allowed
- 3) ESD susceptibility, HBM according to EIA/JESD 22-A114B (1.5 K $\Omega$ , 100 pF)
- 4) ESD susceptibility, Charged Device Model "CDM" EIA/JESD22-C101-C

Note: Stresses above the ones listed here may cause permanent damage to the device. Exposure to absolute maximum rating conditions for extended periods may affect device reliability.

Note: Integrated protection functions are designed to prevent IC destruction under fault conditions described in the data sheet. Fault conditions are considered as "outside" normal operating range. Protection functions are not designed for continuous repetitive operation.

### **Engine management IC for Small Engines**



### **General product characteristics**

#### 4.2 **Functional range**

**Funtional range** Table 2

Parameter	Symbol	Values		Values		Values		Unit	Note or	Number
		Min.	Тур.	Max.		Test Condition				
Supply voltage	V <sub>S</sub>	6	_	40	V	-	4.2.1			
Junction temperature	T <sub>j</sub>	-40	_	150	°C	-	4.2.2			

Note:

Within the functional range the IC operates as described in the circuit description. The electrical characteristics are specified within the conditions given in the related electrical characteristics table.

#### Thermal resistance 4.3

Table 3 Thermal resistance

Parameter	Symbol	Values		Unit		Note or	Number
		Min.	Тур.	Max.		<b>Test Condition</b>	
Junction to case	R <sub>thJC</sub>	-	6.3	9	K/W	Measured to exposed pad <sup>1)</sup>	4.3.1
Junction to ambient	R <sub>thJA</sub>	-	29	_	K/W	1) 2)	4.3.2

<sup>1)</sup> Not subject to production test, specified by design.

<sup>2)</sup> Specified  $R_{thJA}$  value is according to Jedec JESD51-2,-5,-7 at natural convection on FR4 2s2p board; The product (chip+package) was simulated on a 76.2 x 114.3 x 1.5 mm board with 2 inner copper layers (2 x 70 μm Cu, 2 x 35 μm Cu). Where applicable a thermal via array under the exposed pad contacted the first inner copper layer.



**Voltage regulator** 

### 5 Voltage regulator

### 5.1 Voltage regulator

The TLE8088EM integrates a voltage regulator for load currents up to 250 mA. The voltage applied to pin VS is regulated at pin V5DD to  $5.0\,\mathrm{V}$  with a precision of  $\pm 2\%$ . The sophisticated design allows to achieve stable operation even with ceramic output capacitors down to  $470\,\mathrm{nF}$ . The voltage regulator features undervoltage reset, power on reset and watchdog. It is protected against overcurrent, short circuit and overtemperature conditions.

The low-side switch function and the K-line transceiver are independent of the reset and watchdog signals.

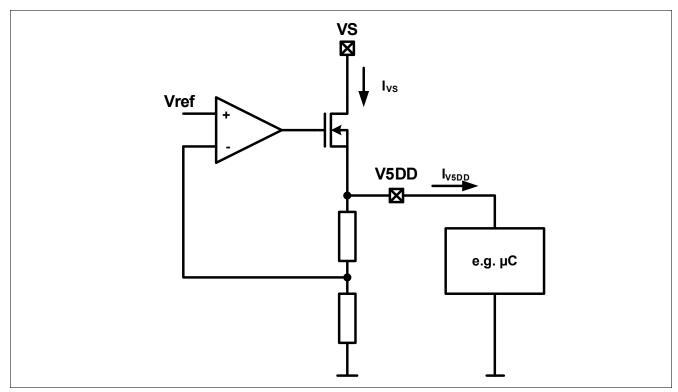


Figure 3 5 V supply

### 5.2 Power on reset and reset output

Reset output is an open drain output. When the level of  $V_{V5DD}$  reaches the reset threshold  $V_{RT}$ , the signal at NRO remains low for the power-on reset delay time  $T_{RD}$ . The reset function and timing is illustrated in **Figure 4**. The reset reaction time  $t_{RR}$  avoids wrong triggering caused by short "glitches" on the V5DD-line. In case of V5DD power down ( $V_{V5DD} < V_{RT}$  for  $t > t_{RR}$ ) a logic low signal is generated at the pin NRO to reset an external micro controller. The level of the reset threshold for increasing  $V_{V5DD}$  is for the hysteresis ( $V_{RH}$ ) higher than the level for decreasing  $V_{V5DD}$ .

The reset and watchdog signals are for external use and do not affect the state of the channels and K-line transceiver. The correct functionality of the devices is ensured by an independent voltage monitoring circuitry.



### **Voltage regulator**

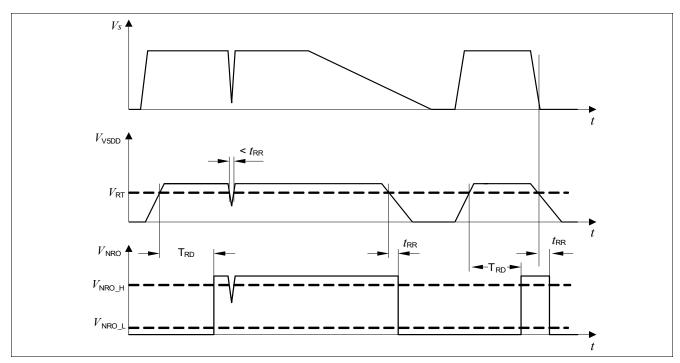


Figure 4 Reset function and timing diagram

### 5.3 Watchdog operation

After power on, the reset output signal at the NRO pin is kept LOW for the power-on reset delay time  $T_{RD}$  of typ. 15 ms. With the LOW to HIGH transition of the signal at NRO the micro controller reset is released.

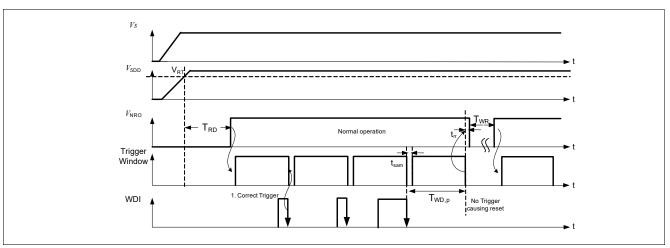
The TLE8088EM integrates a watchdog function. If WDE is connected to low, the watchdog function is disabled. If the WDE is connected to 5 V or left open, the watchdog function is enabled. A pull up current source is integrated in the WDE pin.

After the activation of the watchdog function, the timing of the signal on WDI from the micro-controller must correspond the WD-Period  $T_{\rm WD,p}$  specified in the electrical characteristics. A Re-Trigger of the WD-Period is done with a HIGH-to-LOW transition at the WDI-pin within the time  $T_{\rm WD,p}$ .

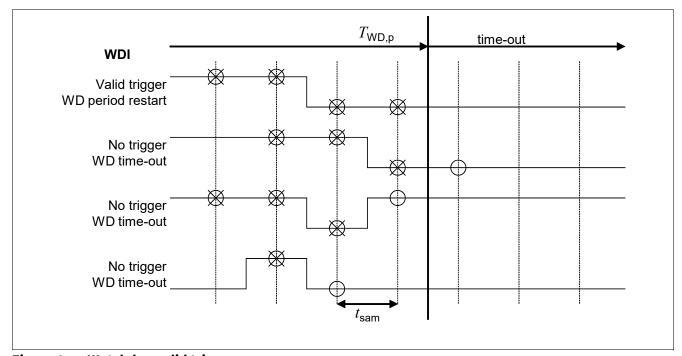
A HIGH to LOW transition of the watchdog trigger signal on pin WDI is taken as a trigger. To avoid wrong triggering due to parasitic glitches two HIGH samples followed by two LOW samples (sample period  $t_{\text{sam}}$  typ. 64  $\mu$ s ) are decoded as a valid trigger, see **Figure 6**. A reset is generated (NRO goes LOW) for the time  $T_{\text{WR}}$  if there is no trigger pulse during the watchdog period as shown in **Figure 5**.



### **Voltage regulator**



Watchdog timing diagram Figure 5



Watchdog valid trigger Figure 6

## **Engine management IC for Small Engines**



**Voltage regulator** 

## Table 4 Electrical characteristics: voltage regulator

 $V_{\rm S}$  = 13.5 V,  $T_{\rm j}$  = -40 °C to +150 °C, all voltages with respect to ground, positive current flowing into pin (unless otherwise specified)

Parameter	Symbol	Values			Unit	Note or	Number
		Min.	Тур.	Max.		<b>Test Condition</b>	
Output V5DD	1	1	-				1
Output voltage	$V_{ m V5DD}$	4.90	5.00	5.10	V	0 mA < I <sub>V5DD</sub> < 250 mA 6 V < V <sub>s</sub> < 40 V	5.3.1
Output current limitation	I <sub>V5DD</sub>	250	_	650	mA	V <sub>V5DD</sub> = 0 V	5.3.3
Load regulation	$\Delta V_{\text{V5DD,Lo}}$	_	_	20	mV	1 mA < I <sub>V5DD</sub> < 250 mA	5.3.4a
Line regulation	$\Delta V_{\text{V5DD,Li}}$	_	_	10	mV	$I_{V5DD} = 1 \text{ mA};$ 6 V < $V_s$ < 40 V	5.3.5
Power supply rejection ratio	PSRR	-	60	-	dB	$f_{\rm r} = 100 \text{ Hz};$ $V_{\rm r} = 0.5 \text{ Vpp}^{-1}$	5.3.6
Output capacitor	$C_{Q}$	470 -	_	_	nF	1)	5.3.7
	$ESR(C_Q)$	-	-	10	Ω	-	
Low drop resistance	R <sub>DSon,V5</sub>	-	-	1.2	Ω	$V_{\rm S} \ge 4.8 \text{ V}$ $I \le 250 \text{ mA}$	5.3.30
Current consumption			<u> </u>				
Quiescent current	$I_{\mathrm{q}}$	-	-	4	mA	I <sub>V5DD</sub> = 0 A; CH1,CH2 off, K-line off	5.3.10
WDE							II.
Low level input voltage	$V_{\rm IN,L}$	-	-	1.00	V	_	5.3.11
High level input voltage	$V_{\rm IN,H}$	2.00	_	_	V	-	5.3.12
Hysteresis WDE	$V_{\rm IN,HYS}$	50	-	250	mV	1)	5.3.13
Input pull up current	I <sub>IN_PU_L</sub>	-20	-50	-100	μΑ	V <sub>IN</sub> = 0 V	5.3.14
	I <sub>IN_PU_H</sub>	-2.40	_	_	μΑ	$V_{IN} = 4.4 \text{ V}$	
Watchdog input WDI							
Low level input voltage	$V_{\rm IN,L}$	-	_	1.00	V	_	5.3.15
High level input voltage	$V_{\rm IN,H}$	2.00	_	_	V	-	5.3.16
Input voltage hysteresis	V <sub>IN,HYS</sub>	50	-	250	mV	1)	5.3.17
Input pull down current	I <sub>IN_PD_H</sub>	20	50	100	μΑ	V <sub>IN</sub> = 5 V	5.3.18
	I <sub>IN_PD_L</sub>	2.40	-	-	μΑ	V <sub>IN</sub> = 0.6 V	
Watchdog sampling time	t <sub>sam</sub>	40	64	130	μs	-	5.3.19
Watchdog period	$T_{\rm WD,p}$	50	60	70	ms	-	5.3.20
Watchdog reset time	$T_{WR}$	120	240	360	μs	-	5.3.21

## **Engine management IC for Small Engines**



### **Voltage regulator**

### Table 4 Electrical characteristics: voltage regulator

 $V_{\rm S}$  = 13.5 V,  $T_{\rm j}$  = -40 °C to +150 °C, all voltages with respect to ground, positive current flowing into pin (unless otherwise specified)

Parameter	Symbol	Values			Unit	Note or	Number
		Min.	Тур.	Max.		<b>Test Condition</b>	
Reset output NRO	1	II.					
Output voltage reset switching threshold	$V_{RT}$	4.00	4.25	4.50	V	$V_{\text{V5DD}}$ decreasing	5.3.22
Reset hysteresis	$V_{RH}$	10	_	150	mV	-	5.3.23
Low level output voltage	$V_{\rm NRO,L}$	-	_	1.10	V	I <sub>NRO</sub> = 1 mA	5.3.24
Leakage current	I <sub>NRO,LK</sub>	-	_	1	μΑ	V <sub>RT</sub> = 5 V	5.3.25
Power-on reset delay time	$T_{RD}$	10	15	20	ms	-	5.3.26
Reset reaction time	$t_{RR}$	1	4	8	μs	-	5.3.27
Overtemperature protection	-		*		*		*
Overtemperature	$T_{OT}$	150	_	200	°C	1)	5.3.28
Overtemperature hysteresis	$T_{OTH}$	_	20	_	°C	1)	5.3.29

<sup>1)</sup> Not subject to production test, specified by design.



**Power drivers** 

#### 6 Power drivers

#### 6.1 Low-side drivers

The power stages are built by N-channel power MOSFET transistors. The channels are universal multichannel switches but mostly suitable to be used in engine management systems. Within an engine management system, the best fit of the channels to the typical loads is:

- Channel 1 for injector, valves or similar sized solenoids with a maximum operation current requirement of 2.6 A
- Channel 2 for malfunction indication lamps or other resistive loads with a maximum current requirement of 3 A

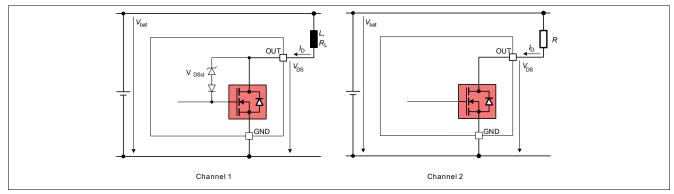


Figure 7 Low-side switches

Channel 1 has open load detection in off state. If an open load condition persists for a time longer than the filter time  $t_d$ , an open load will be detected and the ST pin set to low. On the rising edge of the IN1 signal the ST pin will be released after the time  $t_{ST,clear}$ , see **Figure 9**.

In overcurrent situation channel 1 will be switched off and kept latched. Additionally the ST signal will be set to low after the settling time  $t_{\rm ST,set,OC}$ . On the falling edge of the IN1 signal the ST pin will be released after the time  $t_{\rm ST,clear}$ , see **Figure 10**. Therefore channel 1 can be switched on again by toggling the IN1 pin.

During an overtemperature event the ST signal is set to low and will turn back to high if the failure condition is disappeared (see **Table 5**).

Table 5 Truth table for diagnostics of CH1

Open load	Overcurrent	Overtemperature	ST	Status
0	0	0	1	Normal operation
1	х	х	0	Failure detected
x	1	х	0	Failure detected and latched Channel 1 is switched off
x	x	1	0	Failure detected and channel 1 is switched off

### **Engine management IC for Small Engines**



#### **Power drivers**

Failure situation	ST
0 = Situation doesn't exist	1 = Normal operation
1 = Situation exists	0 = Failure detected
X = 0 or 1	

In overcurrent situation the channel 2 will be switched off, and after typ. 4 ms the channel will be switched on again. Channel 2 is also overtemperature protected. In overtemperature situation channel 2 will be switched off and will restart if the junction temperature falls by thermal shutdown hysteresis  $T_{\text{OTH}}$ .

### **6.2 Electrical characteristics**

#### **Table 6** Electrical characteristics

 $V_{\rm S}$  = 13.5 V,  $T_{\rm j}$  = -40 °C to +150 °C: All voltages with respect to ground. Positive current flowing into pin (unless otherwise specified).

Parameter	Symbol	Values			Unit	Note or	Number
		Min.	Тур.	Max.		<b>Test Condition</b>	
Output channel resistance		-		1	+		+
On state resistance CH1	R <sub>DSon</sub>	_	0.60	0.70	Ω	$I_{\text{Dnom}} = 1.3 \text{ A}; T_{\text{j}} = 150^{\circ}\text{C}$	6.2.1
On state resistance CH2	R <sub>DSon</sub>	_	1.10	1.20	Ω	$I_{\text{Dnom}} = 0.3 \text{ A}; T_{\text{j}} = 150^{\circ}\text{C}$	6.2.2
Input characteristics	<del>-</del>	•	-	*	1		
Parallel input pin low level IN1,IN2	$V_{\rm IN,L}$	_	_	1.00	V	_	6.2.3
Parallel input pin high level IN1,IN2	$V_{\rm IN,H}$	2.00	_	-	V	-	6.2.4
Parallel input pin hysteresis IN1,IN2	$V_{\rm IN,HYS}$	50	_	250	mV	1)	6.2.5
Parallel input pin input pull down	I <sub>IN_PD_H</sub>	20	50	100	μΑ	V <sub>IN</sub> = 5 V	6.2.6
current IN1, IN2	I <sub>IN_PD_L</sub>	2.40	_	-	μΑ	V <sub>IN</sub> = 0.6 V	
Clamping voltage		1				,	ll.
Output clamping voltage CH1	$V_{DScl}$	30	35	40	V	I <sub>OUT1</sub> = 0.02 A	6.2.7
Leakage currents	<u> </u>						
Output leakage current in Off mode, CH1	$I_{Doff}$	_	_	3	μΑ	$V_{DS}$ = 13.5 V; $T_j$ =150°C	6.2.8
Output leakage current in Off mode, CH2	I <sub>Doff</sub>	-	_	3	μΑ	$V_{DS}$ = 13.5 V; $T_j$ =150°C	6.2.9
Timing							I
Turn-on delay time CH1	t <sub>dON</sub>	-	0.25	1	μs	$V_{\rm s} = 13.5 \text{ V},$ $I_{\rm DS1} = 1.3 \text{ A, resistive}$ load <sup>1) 3)</sup>	6.2.10
Turn-on delay time CH2	t <sub>dON</sub>	-	0.15	1.2	μs	$V_{\rm s} = 13.5 \text{V},$ $I_{\rm DS2} = 0.3 \text{A}, \text{ resistive}$ load <sup>1)</sup>	6.2.11

## **Engine management IC for Small Engines**



#### **Power drivers**

### **Table 6 Electrical characteristics** (cont'd)

 $V_{\rm S}$  = 13.5 V,  $T_{\rm j}$  = -40 °C to +150 °C: All voltages with respect to ground. Positive current flowing into pin (unless otherwise specified).

Parameter	Symbol	Values			Unit	Note or	Number
		Min.	Тур.	Max.		<b>Test Condition</b>	
Turn-off delay time CH1	$t_{dOFF}$	-	0.65	1.5	μs	$V_{\rm s}$ = 13,5 V,	6.2.12
						$I_{DS1}$ = 1.3 A, resistive load <sup>1)</sup>	
Turn-off delay time CH2	$t_{dOFF}$	-	0.35	1.5	μs	$V_s = 13.5 \text{ V},$ $I_{DS2} = 0.3 \text{ A}, \text{ resistive}$ load <sup>1)</sup>	6.2.13
Turn-on time CH1	t <sub>sON</sub>	_	0.45	1.2	μs	$V_{\rm s} = 13.5 \rm V,$ $I_{\rm DS1} = 1.3 \rm A,  resistive  load^{1)}$	6.2.14
Turn-on time CH2	t <sub>sON</sub>	_	0.20	1	μs	$V_{\rm s}$ = 13.5 V, $I_{\rm DS2}$ = 0.3 A, resistive load <sup>1)</sup>	6.2.15
Turn-off time CH1	$t_{sOFF}$	-	0.40	1.2	μs	$V_{\rm s}$ = 13.5 V, $I_{\rm DS1}$ = 1.3 A, resistive load <sup>1)</sup>	6.2.16
Turn-off time CH2	t <sub>sOFF</sub>	-	0.20	1	μs	$V_s = 13.5 \text{ V},$ $I_{DS2} = 0.3 \text{A}$ , resistive load 1)	6.2.17
Overcurrent protection		+			-		-
Output current switch off threshold CH1	I <sub>DS_OC</sub>	2.6	_	5	A	$6 \text{ V} < V_{\text{S}} < 18 \text{ V}$	6.2.18
Output current switch off threshold CH2	I <sub>DS_OC</sub>	3.0	-	6.5	A	6 V < V <sub>S</sub> < 18 V	6.2.19
Off time of CH2 in current switch off	$t_{\rm off}$	3	_	8	ms	-	6.2.20
Current switch off filter time CH1, CH2	$t_{CL\_f}$	0.5	_	3	μs	_	6.2.21
Open load diagnosis for CH 1 in OFF	state						
Open load detection threshold voltage for CH1	$V_{DSol}$	2.00	2.80	3.20	V	-	6.2.22
Output pull-down diagnosis current	I <sub>Dpd</sub>	50	100	150	mA	V <sub>DS</sub> = 13.5 V	6.2.23
Open load diagnosis delay time	$t_{d}$	100	_	200	μs	_	6.2.24
Status signal					_		_
Low level output voltage	$V_{OUT\_L}$	_	_	0.4	V	I <sub>NRO</sub> = 100 mA	6.2.25
High level output voltage	V <sub>OUT_H</sub>	V <sub>5DD</sub> - 0.4	_	-	V	$I_{NRO} = -100 \text{ mA}$	6.2.26
Status settling time after overcurrent	$t_{\rm ST,set,OC}$	-	-	20	μs	1)	6.2.27
Status clear time	t <sub>ST,clear</sub>	_	_	20	μs	1)	6.2.28

## **Engine management IC for Small Engines**



#### **Power drivers**

### Table 6 Electrical characteristics (cont'd)

 $V_{\rm S}$  = 13.5 V,  $T_{\rm j}$  = -40 °C to +150 °C: All voltages with respect to ground.

Positive current flowing into pin (unless otherwise specified).

Parameter	Symbol	Values		Unit	Note or	Number	
		Min.	Тур.	Max.		Test Condition	
Overtemperature protection							
Overtemperature	$T_{OT}$	150	_	200	°C	1)	6.2.29
Overtemperature hysteresis	$T_{OTH}$	-	20	-	°C	1)	6.2.30

- 1) Not subject to production test, specified by design.
- 2) In OFF mode open load diagnosis pull down current active.
- 3) Definition see Figure 8.

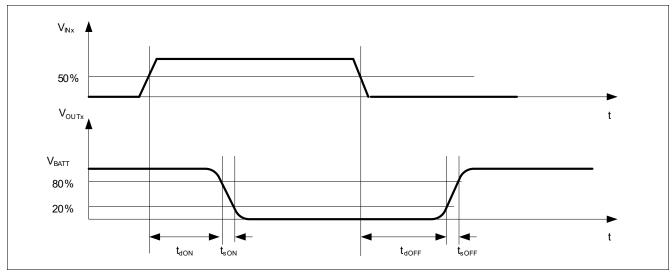


Figure 8 Timing

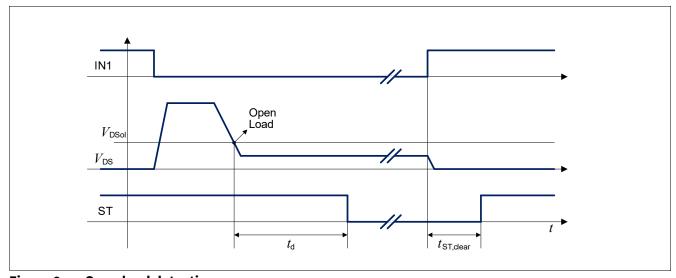


Figure 9 Open load detection

## **Engine management IC for Small Engines**



### **Power drivers**

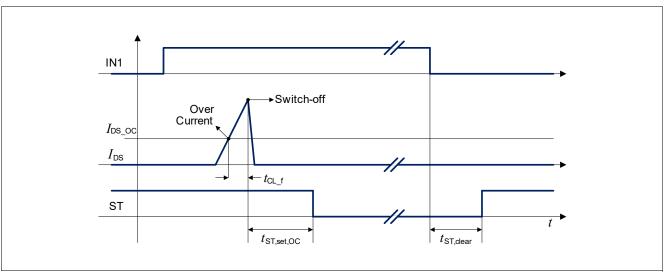


Figure 10 Overcurrent detection



K-line

### 7 K-line

#### **7.1** K-line

The K-line module is a serial link bus interface device designed to provide bi-directional half-duplex communication interfacing. It is designed to interface vehicles via the special ISO K-line and meets the ISO standard 9141. The device's K-line bus driver's output is protected against bus shorts.

K-line module transforms 5.0 V micro-controller logic signals to battery level logic signals and vice versa. The over current limitation limits the current to a specified limit. In case of overtemperature on OUT1 the low-side switch and the output stage KIO will be switched off and can only be re-activated if the temperature has decreased below the minimum hysteresis value.

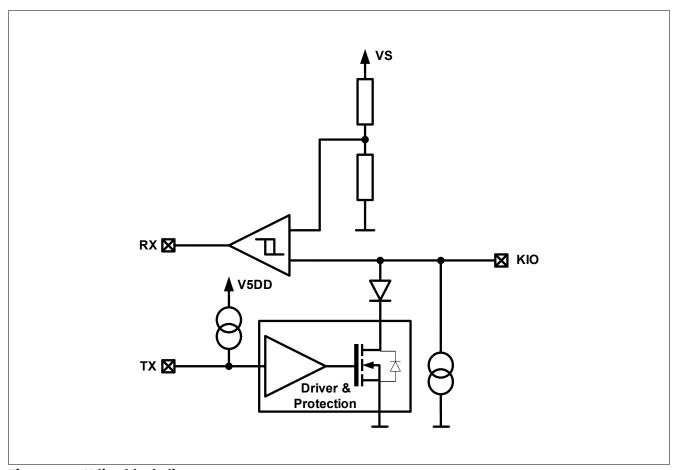


Figure 11 K-line block diagram

## **Engine management IC for Small Engines**



#### K-line

### Table 7 Electrical characteristics: K-line

 $V_{\rm S}$  = 13.5 V,  $T_{\rm j}$  = -40 °C to +150 °C: All voltages with respect to ground. Positive current flowing into pin (unless otherwise specified).

Parameter	Symbol	Values			Unit	Note or	Number
		Min.	Тур.	Max.		<b>Test Condition</b>	
Output RX		1	1				1
Low level output voltage	$V_{RX,L}$	_	-	0.4	V	I <sub>RX</sub> = 100 mA	7.1.1
High level output voltage	$V_{\rm RX,H}$	V <sub>5DD</sub> - 0.4	_	-	V	I <sub>RX</sub> = -100 mA	7.1.2
Input TX		-		-		,	
Input pin low level	$V_{TX,L}$	_	-	1.00	V	_	7.1.3
Input pin high level	$V_{TX,H}$	3.20	-	_	V	_	7.1.4
Input pin hysteresis	$V_{TX,HYS}$	280	500	700	mV	1)	7.1.5
Input pin pull up current	I <sub>IN_PU</sub>	-70	-	-150	μΑ	VTX = 0	7.1.6
KIO input / output							
Low level output voltage	$V_{KIO,L}$	-	_	1.4	V	$TX = low,$ $R_{KIO} = 480 W$	7.1.7
Current limitation	I <sub>KIO(lim)</sub>	40	-	140	mA	_	7.1.8
Output pull-down current	I <sub>KIO,PD</sub>	5	-	15	μΑ	TX = high	7.1.9
KIO input comparator	-	-		-		,	
Input low voltage	$V_{IN_L}$	_	-	0.4*V <sub>s</sub>	V	_	7.1.10
Input high voltage	$V_{\rm IN\_H}$	0.6*V <sub>s</sub>	-	_	V	_	7.1.11
Input threshold hysteresis	V <sub>IN_Hys</sub>	0.02*V <sub>s</sub>	_	0.175* V <sub>s</sub>	V	-	7.1.12
Transfer characteristics KIO->RXCRX = 25 pF; RKIO = 540 Ω; CKIO <							
Transmission frequency KIO->RX	$f_{RKIO}$	_	-	500	kHz	$C_{KIO} = 0 \text{ pF}$	7.1.13
Transmission frequency TX->KIO	$f_{TKIO}$	_	-	100	kHz	_	7.1.14
Off delay / rise time KIO->RX	t <sub>drR</sub>	0.05	_	0.5	μs	$C_{\rm RX,load}$ = 1.6 pF <sup>2)</sup>	7.1.15
Off delay / rise time TX->KIO	t <sub>drT</sub>	0.05	_	0.5	μs	$C_{\text{KIO,load}} = 1.6 \text{ pF}^{1)}$	7.1.16
On delay / fall time KIO->RX	$t_{ m dfR}$	0.05	_	0.5	μs	$C_{\rm RX,load}$ = 1.6 pF <sup>2)</sup>	7.1.17
On delay / fall time TX->KIO	t <sub>dfT</sub>	0.05	-	0.5	μs	$C_{\text{KIO,load}} = 1.6 \text{ pF}^{2}$	7.1.18

<sup>1)</sup> Not subject to production test, specified by design.

<sup>2)</sup> For definition see Figure 12.



K-line

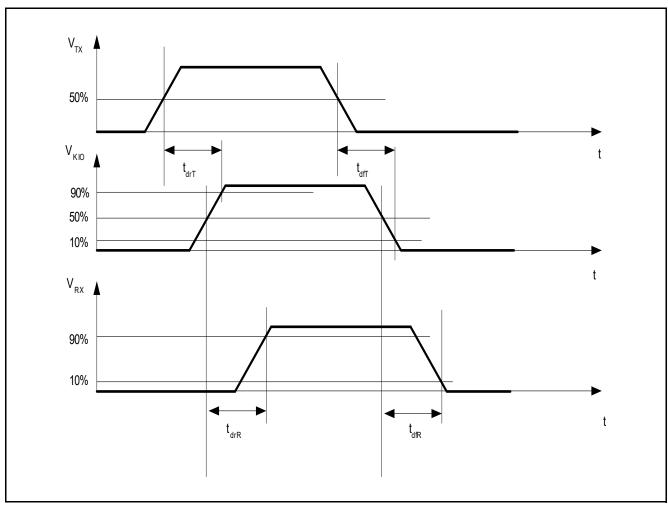


Figure 12 K-line transfer characteristics



**Application information** 

## 8 Application information

Note:

The following information is given as a hint for the implementation of the device only and shall not be regarded as a description or warranty of a certain functionality, condition or quality of the device.

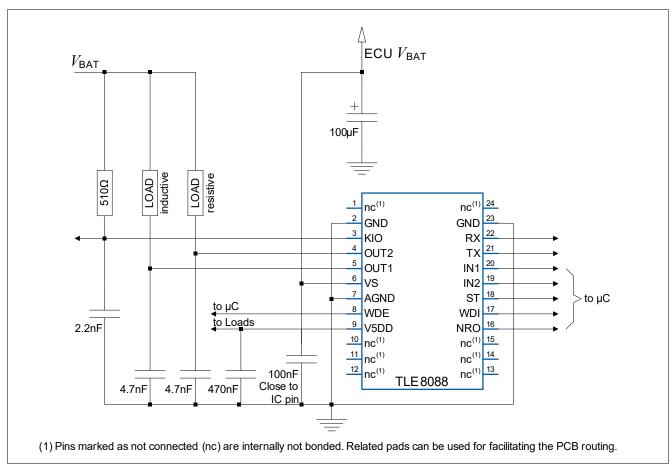


Figure 13 Application diagram

Note: This is a very simplified example of an application circuit. The function must be verified in the real application.

## 8.1 Further application information

For further information you may contact <a href="http://www.infineon.com/">http://www.infineon.com/</a>



**Package outlines** 

## 9 Package outlines

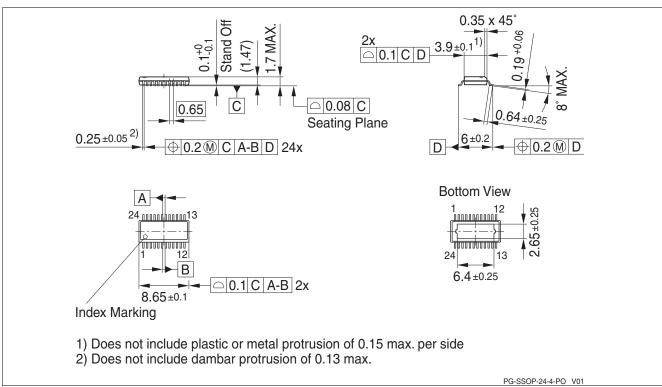


Figure 14 PG-SSOP-24 1)

#### **Green Product (RoHS compliant)**

To meet the world-wide customer requirements for environmentally friendly products, and to be compliant with government regulations, the device is available as a green product. Green Products are RoHS-Compliant (i.e Pb-free finish on leads and suitable for Pb-free soldering according to IPC/JEDEC J-STD-020).

For further information on alternative packages, please visit our website: http://www.infineon.com/packages.

<sup>1)</sup> Dimensions in mm

## **Engine management IC for Small Engines**



## **Revision history**

# 10 Revision history

Revision	Date	Changes					
1.0	2012-10-01	Datasheet release					
1.1	2021-01-15	Parameter updates and improvements:					
		4.1.3.a and 4.1.3b: 4.1.3 split; Maximum rating of KIO - minimum value reduced.					
		4.2.1: <i>V</i> <sub>S</sub> functional range increased.					
		5.3.1: $V_{\rm DD}$ functional range condition increased.					
		5.3.2: Removed, as obsolete.					
		5.3.4a: Load regulation improved, 5.3.4 removed.					
		5.3.5: Line regulation voltage range condition increased.					
		5.3.30: Re-defintion of low drop operation, 5.3.8, 5.3.9a and 5.3.9b remove					
		low drop resistance value added.					
		Editorial changes.					

#### Trademarks

Edition 2021-01-15 Published by Infineon Technologies AG 81726 Munich, Germany

© 2021 Infineon Technologies AG. All Rights Reserved.

Do you have a question about any aspect of this document?

Email: erratum@infineon.com

Document reference

#### IMPORTANT NOTICE

The information given in this document shall in no event be regarded as a guarantee of conditions or characteristics ("Beschaffenheitsgarantie").

With respect to any examples, hints or any typical values stated herein and/or any information regarding the application of the product, Infineon Technologies hereby disclaims any and all warranties and liabilities of any kind, including without limitation warranties of non-infringement of intellectual property rights of any third party.

In addition, any information given in this document is subject to customer's compliance with its obligations stated in this document and any applicable legal requirements, norms and standards concerning customer's products and any use of the product of Infineon Technologies in customer's applications.

The data contained in this document is exclusively intended for technically trained staff. It is the responsibility of customer's technical departments to evaluate the suitability of the product for the intended application and the completeness of the product information given in this document with respect to such application.

For further information on technology, delivery terms and conditions and prices, please contact the nearest Infineon Technologies Office (www.infineon.com).

#### WARNINGS

Due to technical requirements products may contain dangerous substances. For information on the types in question please contact your nearest Infineon Technologies office.

Except as otherwise explicitly approved by Infineon Technologies in a written document signed by authorized representatives of Infineon Technologies, Infineon Technologies' products may not be used in any applications where a failure of the product or any consequences of the use thereof can reasonably be expected to result in personal injury.