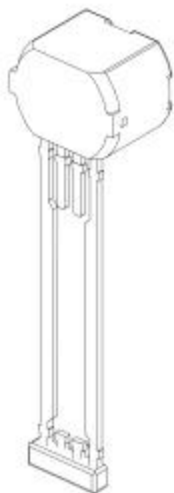


# ATS645LSH

## Preliminary – Subject to Change

PRELIMINARY DATASHEET  
(subject to change without notice)

## True Zero Speed Miniature Gear Tooth Sensor



Pin 1: Supply  
Pin 2: No connection  
Pin 3: Test pin  
Pin 4: Ground

### ABSOLUTE MAXIMUM RATINGS

|                                                       |                   |
|-------------------------------------------------------|-------------------|
| Supply Voltage,<br>$V_{CC}$ . . . . .                 | 26.5 V*           |
| Reverse Supply Voltage,<br>$V_R$ . . . . .            | -18 V             |
| Operating Temperature Range,<br>$T_A$ . . . . .       | -40 °C to 150 °C* |
| Storage Temperature,<br>$T_S$ . . . . .               | 170 °C            |
| Package Power Rating,<br>$\theta_{JA}$ . . . . .      | 126 °C/W          |
| Maximum Junction Temperature,<br>$T_{Jmax}$ . . . . . | 165 °C            |

\* Operation at increased supply voltages with external circuitry is described in the Applications Information.

The ATS645LSH is an optimized Hall effect sensing integrated circuit and magnet combination that provides a user-friendly solution for true zero-speed digital gear-tooth sensing in two-wire applications. The sensor consists of a single-shot molded plastic package that includes a samarium cobalt magnet, a pole piece, and a Hall effect IC that has been optimized to the magnetic circuit. This small package can be easily assembled and used in conjunction with a wide variety of gear shapes and sizes.

The integrated circuit incorporates a dual element Hall effect sensor and signal processing that switches in response to differential magnetic signals created by ferrous gear teeth. The circuitry contains a sophisticated digital circuit to eliminate magnet and system offsets and to achieve true zero speed operation (ref U.S. Patent 5,917,320). A-D and D-A converters are used to adjust the device gain at power up and to allow air gap independent switching.

The regulated current output is configured for two wire applications and the sensor is ideally suited for obtaining speed and duty cycle in ABS and transmission application gear-tooth-based configurations.

### FEATURES

- ♦ Fully optimized differential digital gear tooth sensor
- ♦ Single chip sensing IC for high reliability
- ♦ Internal current regulator for 2 wire operation
- ♦ Small mechanical size (8 mm dia x 5.5 mm length)
- ♦ Air gap independent switch points
- ♦ Digital output representing gear profile
- ♦ Precise duty cycle signal with temperature
- ♦ Large operating air gaps
- ♦ Automatic Gain Control (AGC)
- ♦ Automatic Offset Adjustment circuit
- ♦ True zero speed operation
- ♦ Under-voltage lockout
- ♦ Wide operating voltage range
- ♦ Defined power-on state

# ATS645LSH – Preliminary – Allegro Confidential

## TRUE ZERO SPEED DIFFERENTIAL PEAK DETECTOR

### CHARACTERISTICS

Valid over operating temperature range and Supply Voltage within specification unless otherwise noted.

| Characteristics                         | Symbol              | Test Conditions                                                                                                                                    | Limits |                     |                     |       |
|-----------------------------------------|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|--------|---------------------|---------------------|-------|
|                                         |                     |                                                                                                                                                    | Min.   | Typ.                | Max.                | Units |
| ELECTRICAL CHARACTERISTICS              |                     |                                                                                                                                                    |        |                     |                     |       |
| Supply Voltage                          | V <sub>CC</sub>     | Operating, T <sub>J</sub> < 165°C                                                                                                                  | 4.0    |                     | 24                  | V     |
| Under Voltage Lockout                   | V <sub>CC(UV)</sub> | V <sub>CC</sub> 0 → 5 V                                                                                                                            | -      | -                   | <V <sub>CCMin</sub> | V     |
| <sup>1</sup> Supply Zener Clamp Voltage | V <sub>Z</sub>      | I <sub>ZT</sub> = 1 mA                                                                                                                             | 28     | 32                  | -                   | V     |
| Max Zener Pulse Current                 | I <sub>Z</sub>      | t=20mS Pulse Mode                                                                                                                                  | -      | -                   | 50                  | mA    |
| Supply Zener Resistance                 | R <sub>Z</sub>      |                                                                                                                                                    | -      | 50                  | -                   | Ω     |
| Supply Current<br>ATS645LSH – I1        | I <sub>CC</sub>     | Low Current State: I <sub>CCLow</sub>                                                                                                              | 4.0    | 6                   | 8.0                 | mA    |
|                                         |                     | High Current State: I <sub>CCHigh</sub>                                                                                                            | 12.0   | 14.0                | 16.0                | mA    |
| Supply Current<br>ATS645LSH – I2        | I <sub>CC</sub>     | Low Current State: I <sub>CCLow</sub>                                                                                                              | 5.9    | 7                   | 8.4                 | mA    |
|                                         |                     | High Current State: I <sub>CCHigh</sub>                                                                                                            | 11.8   | 14.0                | 16.8                | mA    |
| POWER-ON STATE CHARACTERISTICS          |                     |                                                                                                                                                    |        |                     |                     |       |
| Power-On State                          | S <sub>PO</sub>     | V <sub>CC</sub> 0 → 5 V                                                                                                                            | -      | I <sub>CCHigh</sub> | -                   | -     |
| <sup>2</sup> Power-On Time              | t <sub>on</sub>     | Gear speed < 100 rpm                                                                                                                               | -      | 1                   | 2                   | ms    |
| OUTPUT STAGE                            |                     |                                                                                                                                                    |        |                     |                     |       |
| Output Current Slew Rate                | I <sub>R</sub>      | I <sub>CCHigh</sub> → I <sub>CCLow</sub> , I <sub>CCLow</sub> → I <sub>CCHigh</sub> ,<br>R <sub>S</sub> = 100 Ω, C <sub>S</sub> = 10 pF, 10 to 90% | 10     |                     |                     | mA/μs |

<sup>1</sup> The zener is tested using a pulse method and is designed for transient protection, continuous operation may destroy the device.

<sup>2</sup> Power On Time is the time required to complete internal offset adjust. It does not include automatic gain control, which requires three tooth valley transitions to complete and is therefore RPM dependent.

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## TRUE ZERO SPEED DIFFERENTIAL PEAK DETECTOR

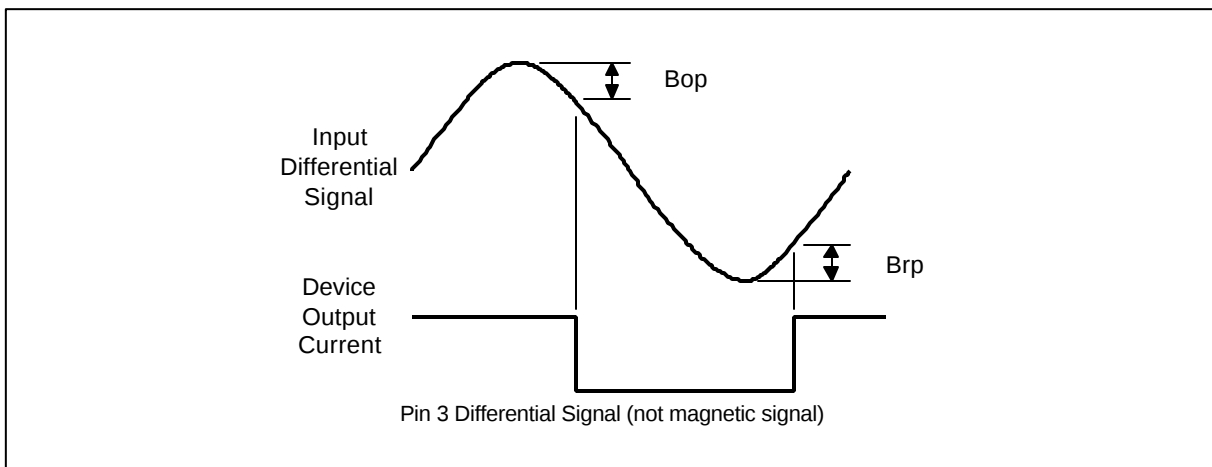
Operating Characteristics: Valid with Reference Target unless otherwise specified

| Characteristics              | Symbol           | Test Conditions                                                                              | Limits |      |      |       |
|------------------------------|------------------|----------------------------------------------------------------------------------------------|--------|------|------|-------|
|                              |                  |                                                                                              | Min.   | Typ. | Max. | Units |
| SWITCH POINT CHARACTERISTICS |                  |                                                                                              |        |      |      |       |
| Rotation Speed               | S <sub>max</sub> | Using Reference Target over Operating Air Gap Range                                          | 0      |      | 8K   | RPM   |
| Analog Signal Bandwidth      | f-3db            | -3dB Point                                                                                   | 20     | 40   |      | KHz   |
| <sup>1</sup> Operate Point   | Bop              | ICC <sub>High</sub> → ICC <sub>Low</sub><br>Positive Peak referenced, AG < AG <sub>max</sub> | -      | 100  | 150  | mV    |
| <sup>1</sup> Release Point   | Brp              | ICC <sub>Low</sub> → ICC <sub>High</sub><br>Negative Peak referenced, AG < AG <sub>max</sub> | -      | 100  | 150  | mV    |

|                     |       |                                                               |  |   |       |
|---------------------|-------|---------------------------------------------------------------|--|---|-------|
| <b>Calibration</b>  |       |                                                               |  |   |       |
| Initial Calibration | $C_i$ | Number of Rising Mechanical Edges for Accurate Edge Detection |  | 3 | Edges |

|                                            |  |                                                               |     |    |   |
|--------------------------------------------|--|---------------------------------------------------------------|-----|----|---|
| <b>DAC Characteristics</b>                 |  |                                                               |     |    |   |
| Allowable User Induced Differential Offset |  | Output switching only; may not meet data sheet specifications | -60 | 60 | G |

## SWITCH POINT DETAIL



<sup>1</sup> Bop and Brp should be adjustable with metal mask changes, limits max air gap but improves vibration immunity.

# ATS645LSH – Preliminary – Allegro Confidential

## TRUE ZERO SPEED DIFFERENTIAL PEAK DETECTOR

### Operating Characteristics:

Valid only if magnetic offset is within the Dynamic Offset Compensation DAC Range as specified above

| Characteristics                                                                              | Symbol              | Test Conditions                                                                        | Limits |      |      |       |
|----------------------------------------------------------------------------------------------|---------------------|----------------------------------------------------------------------------------------|--------|------|------|-------|
|                                                                                              |                     |                                                                                        | Min.   | Typ. | Max. | Units |
| OPERATING CHARACTERISTICS: Using Reference Target and Valid Over Operating Temperature Range |                     |                                                                                        |        |      |      |       |
| <sup>1</sup> Operational Air Gap Range                                                       | Op <sub>AG</sub>    | Duty cycle within specification                                                        | 0.5    |      | 2.75 | mm    |
| Switching Air Gap Range                                                                      | Op <sub>MaxAG</sub> | Output Switching: Duty cycle Not in Specification                                      | 3      | -    | -    | mm    |
| Duty Cycle Variation                                                                         | DC                  | Wobble < 0.5mm<br>Typical value at 1.5mm air gap<br>Valid over operating air gap range | 37     | 53   | 57   | %     |
| <sup>2</sup> Operating Signal Range                                                          | Sig                 | Duty cycle within Specification<br>Wobble < 0.5mm                                      | 30     | -    | 1000 | G     |
| <sup>3</sup> Minimum Operating Signal                                                        | Sig <sub>Min</sub>  | Output Switching: Duty Cycle Not in Specification                                      | 20     | -    | -    | G     |

<sup>1</sup> Operating air gap is dependent on the available magnetic field. The available field is target geometry and material dependent and should be independently characterized. The field available from the reference target is given in the reference gear parameter section of the datasheet

<sup>2</sup> In order to remain in specification the magnetic signal must be larger than the minimum value specified, this includes the effect of target wobble.

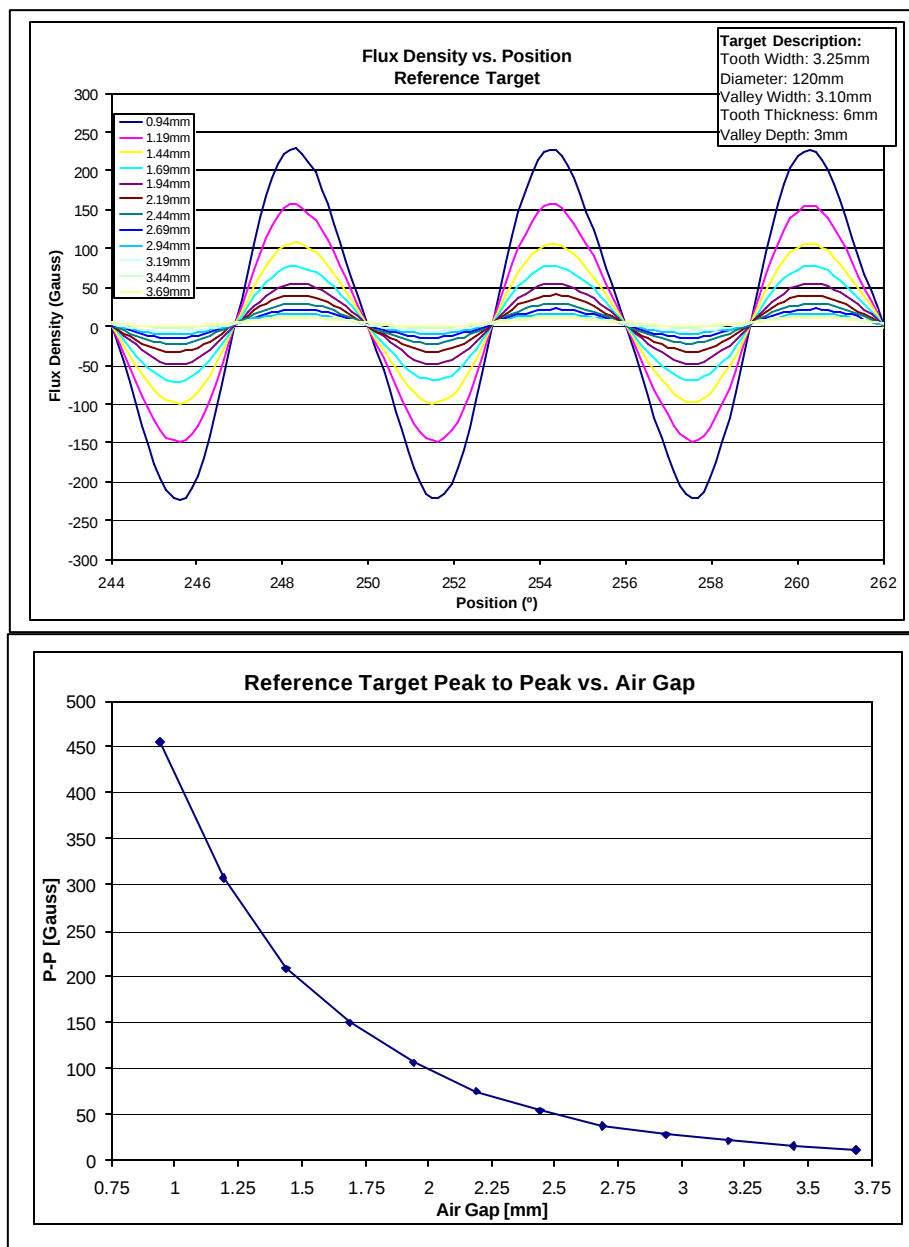
<sup>3</sup> Duty cycle is not guaranteed to be in specification. Reference the Duty Cycle vs. Air Gap Over Temperature graph in the typical operating characteristics section of this document.

# ATS645LSH – Preliminary – Allegro Confidential

## TRUE ZERO SPEED DIFFERENTIAL PEAK DETECTOR

### Reference Gear Parameters

| REFERENCE GEAR DIMENSIONS (60-0) |       |                  |   |     |      |
|----------------------------------|-------|------------------|---|-----|------|
| Diameter                         | $G_d$ |                  | - | 120 | - mm |
| Thickness                        | $G_t$ |                  | - | 6   | - mm |
| Tooth Width                      | $T_w$ |                  | - | 3   | - mm |
| Valley Width                     | $V_w$ |                  | - | 3   | - mm |
| Valley Depth                     | $V_d$ |                  | - | 3   | - mm |
| Material                         |       | Low Carbon Steel |   |     |      |



# ATS645LSH – Preliminary – Allegro Confidential TRUE ZERO SPEED DIFFERENTIAL PEAK DETECTOR

Typical Operating Characteristics: Duty Cycle vs. Air Gap Over Temperature

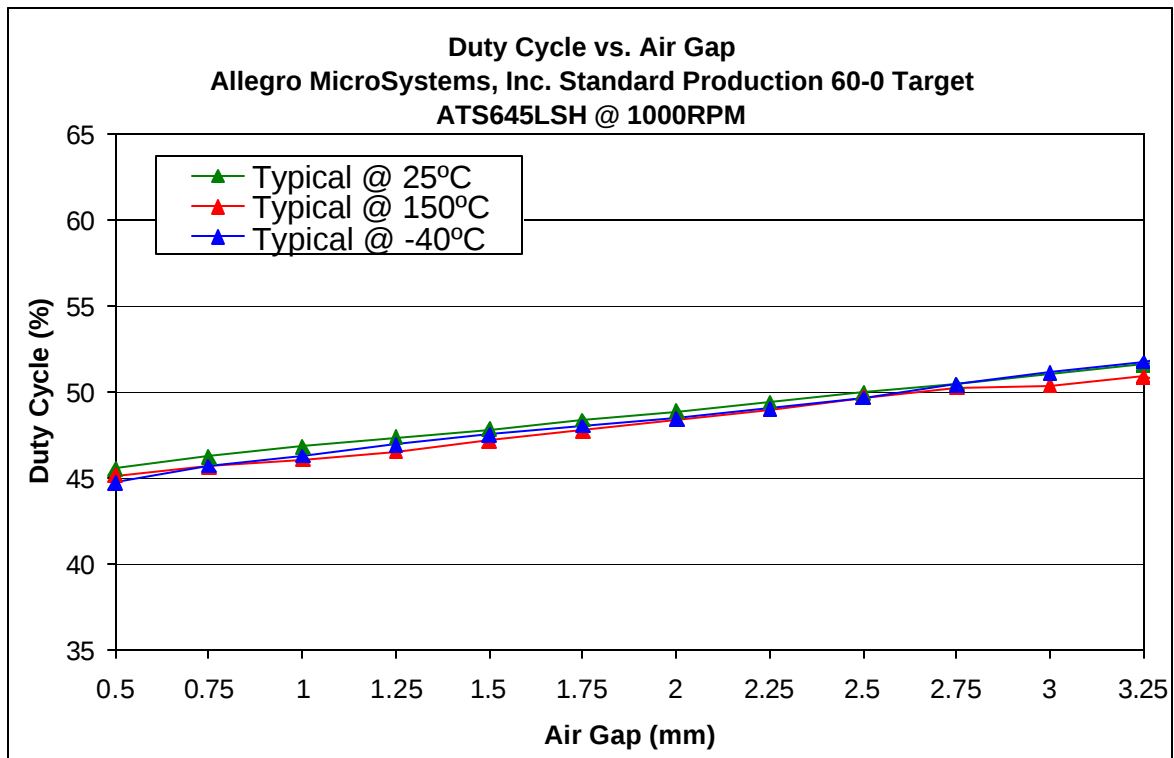
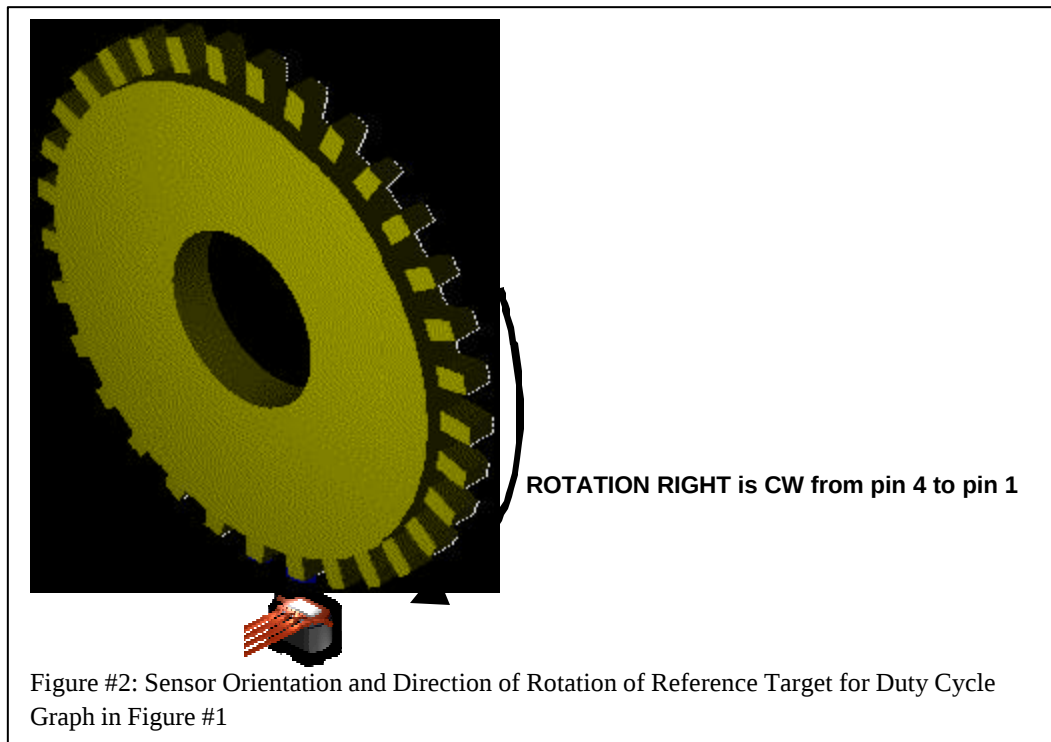


Figure #1: Duty Cycle vs. Air Gap Over Temperature with Reference Target and Orientation Given in Figure #2



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## TRUE ZERO SPEED DIFFERENTIAL PEAK DETECTOR

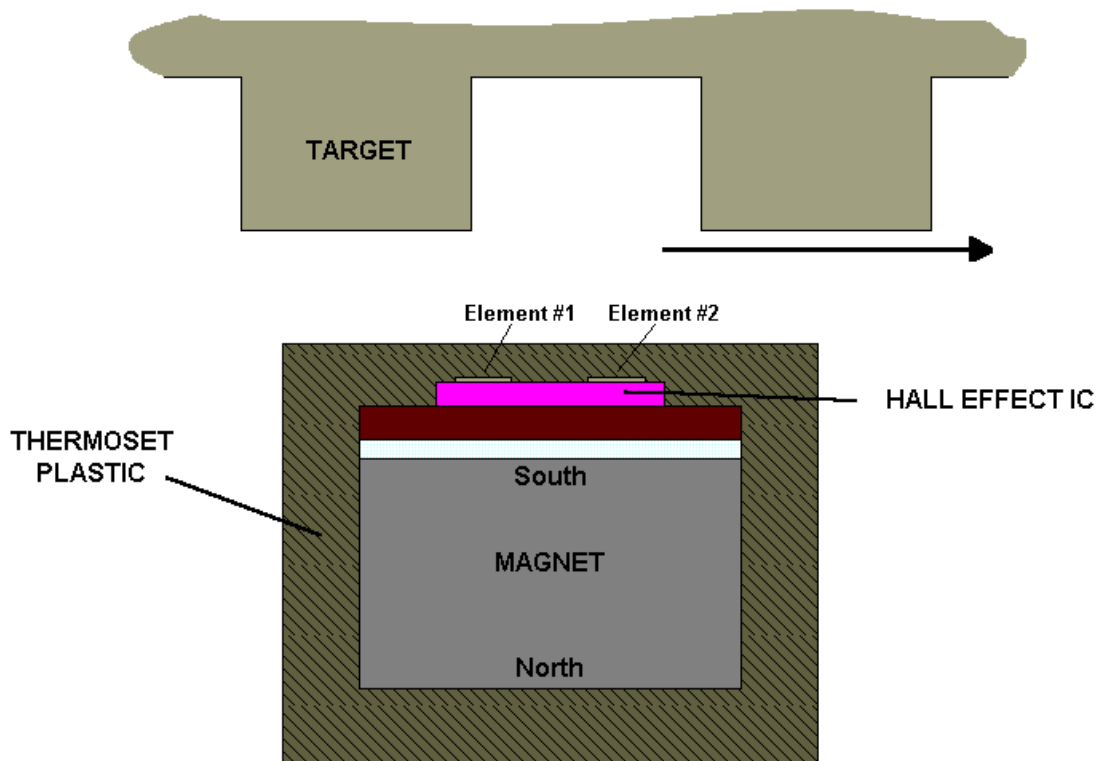
### SENSOR DESCRIPTION

#### Assembly Description:

The ATS645LSH true zero speed gear tooth sensor is a Hall IC/magnet configuration that is fully optimized to provide digital detection of gear tooth edges. This sensor is integrally molded into a plastic body that has been optimized for size, ease of assembly, and manufacturability. High operating temperature materials are used in all aspects of construction.

#### Sensing Technology:

The gear tooth sensor sub-assembly contains a single-chip differential Hall effect sensor IC, a Samarium Cobalt magnet, and a flat ferrous pole piece. The Hall IC consists of 2 Hall elements spaced 1.5 mm apart that measure the magnetic gradient created by the passing of a ferrous object. The two elements measure the magnetic gradient and convert it to an analog voltage that is then processed to provide a digital output signal.



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## TRUE ZERO SPEED DIFFERENTIAL PEAK DETECTOR

### Transient Performance per ISO 7637-1

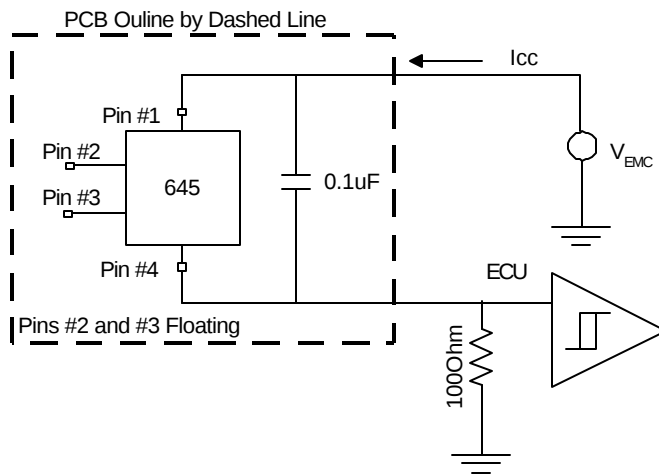
at  $T_A = 23 \pm 5^\circ\text{C}$

(Tested at Allegro test facility – for engineering reference only)

| Pulse No. | Test                                | Performance Class at Test Level |    |     |    |
|-----------|-------------------------------------|---------------------------------|----|-----|----|
|           |                                     | I                               | II | III | IV |
| 1         | Inductive turn off (negative)       | -                               | -  | -   | C  |
| 2         | Inductive turn off (positive)       | -                               | -  | -   | A  |
| 3a        | Capacitive/inductive coupling (neg) | -                               | -  | -   | A  |
| 3b        | Capacitive/inductive coupling (pos) | -                               | -  | -   | A  |
| 4         | Reverse battery                     | -                               | -  | -   | A  |
| 5         | Load dumb                           | A                               | C  | C   | E  |
| 6         | Ignition coil disconnect            | -                               | -  | C   | E  |
| 7         | Field decay (negative)              | -                               | -  | -   | C  |

$U_A = 13.5\text{V}$  for pulses 1, 2, 3a, 3b, 5, 6, 7 and  $12\text{V}$  for pulse 4.

### Test Circuit #1



Transient & EMC test circuit

Power supply voltage transients, or device output short circuits, may be caused by faulty connectors, crimped wiring harnesses, or service errors. The prevent catastrophic failure, internal protection against over-voltage, reverse voltage, and output overloads have been incorporated to meet the automotive 12 volt system protection requirements of ISO DP7637/1. A series-blocking diode or current-limiting resistor is required in order to survive pulse number six.

### Performance Class Definitions

(for transient performance and EMC performance)

A – All functions of a device perform as designed during and after the exposure.

B – All functions of a device perform as designed during exposure; however, one or more of them may go beyond the specified limit tolerance. All functions return automatically to within normal limits after exposure is removed. Memory must remain Class A.

C – One or more functions of the device do not perform as designed during exposure but return automatically to normal operation after exposure is removed.

D – One or more functions of the device do not perform as designed during exposure and do not return to normal operation until exposure is removed and the device is reset by simple "operator" action.

E – One or more functions of the device do not perform as designed during and after the exposure and cannot be returned to proper operation without repairing or replacing the device.

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## TRUE ZERO SPEED DIFFERENTIAL PEAK DETECTOR

### ELECTROMAGNETIC COMPATIBILITY (EMC) PERFORMANCE

at  $T_A = 23 \pm 5^\circ\text{C}$

(Tested at Allegro test facility – for engineering reference only)

#### TEM Cell Performance per ISO 11452-3

| Test severity level<br>I = 50 V/m<br>II = 100 V/m<br>III = 150 V/m<br>IV = 200 V/m | Frequency Band (MHz) | Performance Class at Test Level |    |     |    |
|------------------------------------------------------------------------------------|----------------------|---------------------------------|----|-----|----|
|                                                                                    |                      | I                               | II | III | IV |
|                                                                                    | F1 (0.01 to 10)      | –                               | –  | –   | A  |
|                                                                                    | F2 (0 to 30)         | –                               | –  | –   | A  |
|                                                                                    | F3 (30 to 80)        | –                               | –  | –   | A  |
|                                                                                    | F4 (80 to 200)       | –                               | A  | B   | B  |

#### BCI per ISO 11452-4

| Test severity level<br>I = 25 mA<br>II = 50 mA<br>III = 75 mA<br>IV = 100 mA | Frequency Band (MHz) | Performance Class at Test Level |    |     |    |
|------------------------------------------------------------------------------|----------------------|---------------------------------|----|-----|----|
|                                                                              |                      | I                               | II | III | IV |
|                                                                              | F1 (1 to 10)         | –                               | –  | –   | A  |
|                                                                              | F2 (10 to 30)        | –                               | –  | –   | A  |
|                                                                              | F3 (30 to 80)        | –                               | –  | –   | A  |
|                                                                              | F4 (80 to 200)       | –                               | –  | –   | A  |
|                                                                              | F5 (200 to 400)      | –                               | –  | –   | A  |

#### Direct RF per ISO 11452-7

| Test severity level<br>I = 100 mW<br>II = 200 mW<br>III = 300 mW<br>IV = 400 mW<br>V = 500 mW | Frequency Band (MHz) | Performance Class at Test Level |    |    |   |
|-----------------------------------------------------------------------------------------------|----------------------|---------------------------------|----|----|---|
|                                                                                               |                      | I                               | II | IV | V |
|                                                                                               | F1 (1 to 10)         |                                 |    |    |   |
|                                                                                               | F2 (10 to 30)        |                                 |    |    |   |
|                                                                                               | F3 (30 to 80)        |                                 |    |    |   |
|                                                                                               | F4 (80 to 200)       |                                 |    |    |   |
|                                                                                               | F5 (200 to 400)      |                                 |    |    |   |

# ATS645LSH – Preliminary – Allegro Confidential

## TRUE ZERO SPEED DIFFERENTIAL PEAK DETECTOR

### MECHANICAL INFORMATION

| Component               | Material                              | Function         | Value              |
|-------------------------|---------------------------------------|------------------|--------------------|
| Sensor Package Material | Thermoset Epoxy                       | Max. Temperature | 170°C <sup>1</sup> |
| Leads                   | Copper, 0.016" dia, 0.050" spacing    |                  |                    |
| Lead Coating            | Solder, Tin / Lead 90/10 <sup>2</sup> |                  |                    |

<sup>1</sup> Temperature excursions of up to 225°C for 2 minutes or less are permitted.

<sup>2</sup> Industry accepted soldering techniques are acceptable for this sub-assembly as long as the indicated maximum temperatures for each component are not exceeded.

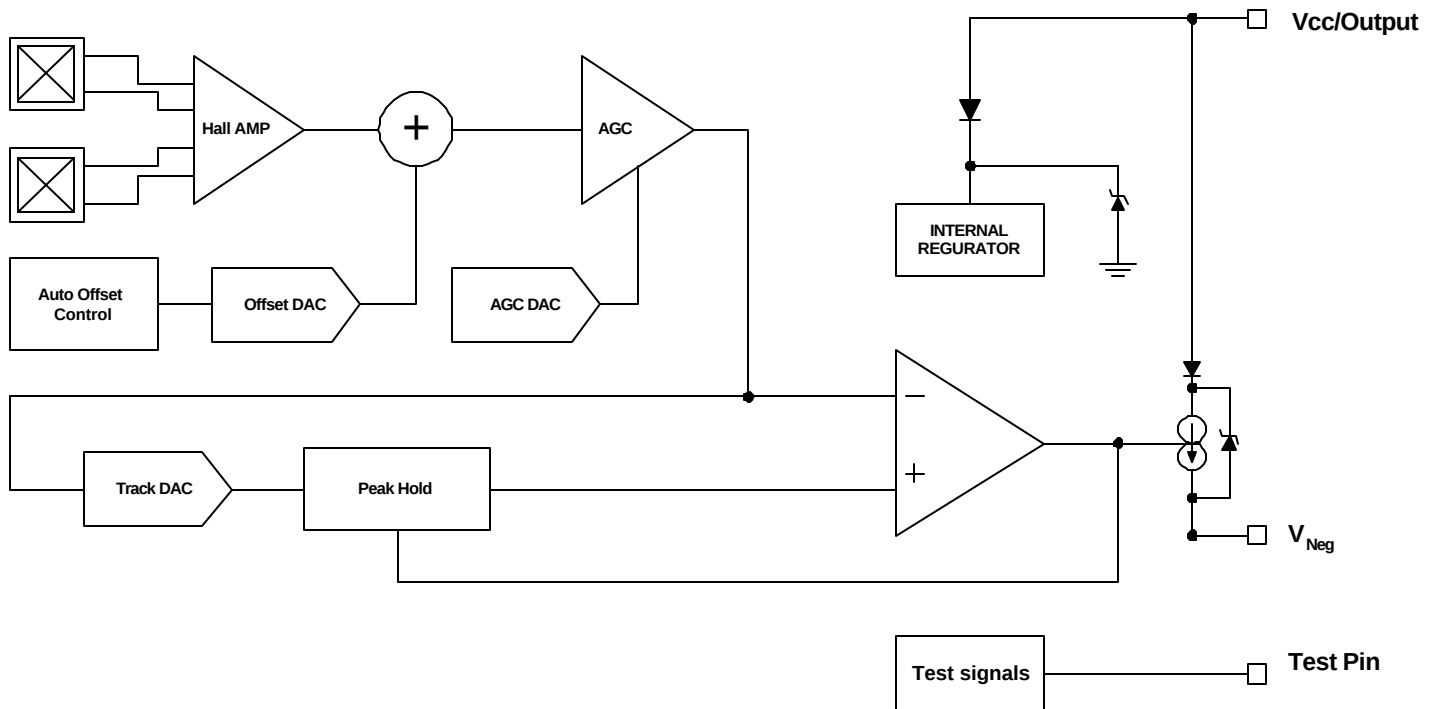
### DEVICE QUALIFICATION PROGRAM

| Test Name                       | Test Conditions                               | Test Length  | # of Lots | Sample / lot | Comments                                             |
|---------------------------------|-----------------------------------------------|--------------|-----------|--------------|------------------------------------------------------|
| High Temperature Operating Life | AEC-Q100 #2 (JA108)<br>Ta = 150°C, Tj = 165°C | 408 hrs      | 1         | 77           |                                                      |
| High Temperature Bake           | AEC-Q100 #3 (JA103)<br>Ta = 170°C             | 1000 hrs     | 1         | 77           |                                                      |
| Temperature Humidity Bias       | AEC-Q100 #5 (JA101)<br>85°C/85%RH             | 1008 hrs     | 1         | 77           |                                                      |
| Autoclave                       | AEC-Q100 #6 (JA102)                           | 96 hrs       | 1         | 77           |                                                      |
| Temperature Cycling             | AEC-Q100 #7(JA104)                            | 500 cycles   | 1         | 77           | -65°C to +160°C, 30 sec. transition, 30 minute dwell |
| ESD                             | AEC-Q100 #20 (AEC-Q100-002, AEC-Q100-003)     | -            | 1         | 3/model/step | Passes ±6kV all pin combinations: Human Body Model   |
| Early Life Failure Rate         | AEC-Q100 #25 (AEC-Q100-008)                   | 150°C/24 hrs | 1         | 800          |                                                      |

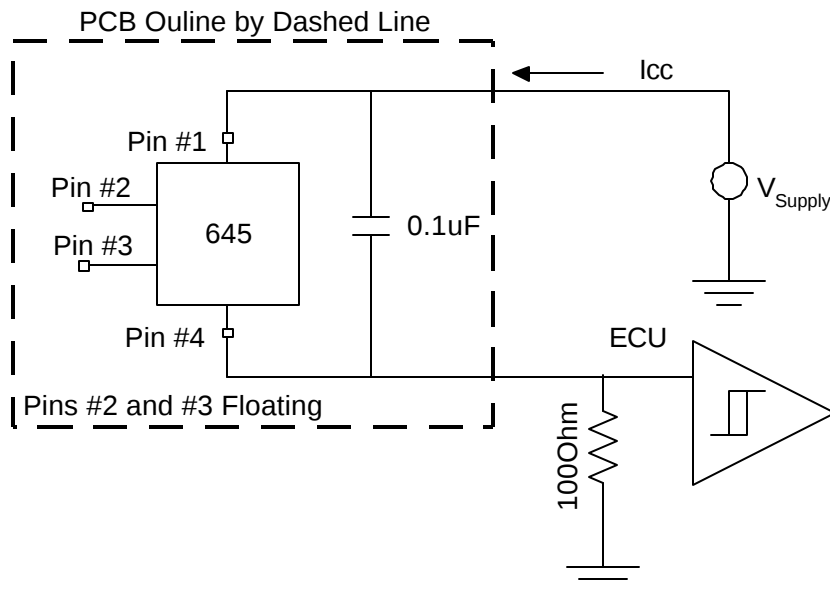
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## TRUE ZERO SPEED DIFFERENTIAL PEAK DETECTOR

Functional block diagram



## Typical Application Circuit



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## SENSOR PACKAGE

LSH PACKAGE  
REFERENCE DIMENSIONS ONLY

