

Automotive Fault Protected High-Speed CAN FD Transceiver with Standby Mode

Features

- Meets the ISO 11898-2:2024 and SAE J2284-1 to SAE J2284-5 and SAE J1939-14 Physical Layer Standards
- Supports Classical CAN and Optimized CAN FD up to 8 Mbps Data Rates
- Short and Symmetrical Propagation Delay and Fast Loop Delay for Enhanced Timing Margin
- 5-V Power Supply, I/O Voltage Range Supports 1.7-V to 5.5-V MCU Interface (V variants only)
- Common-mode Input Voltage: ± 30 V
- Ultra-low Current Standby Mode with Bus Wake-up Capability
- Ideal Passive Behavior to CAN Bus when Unpowered
- Glitch-free on CAN Bus and RXD when Power on/off
- Protection Feature:
 - IEC 61000-4-2 ESD Protection up to ± 8 kV
 - Bus Fault Protection: ± 42 V
 - VCC and VIO (V variants only) Undervoltage Protection
 - TXD Dominant Time-out Function and Bus-dominant Time-out
 - Thermal Shutdown Protection
- Available in SOP8 Package and Leadless DFN3X3-8L Package with Improved Automated Optical Inspection (AOI) Capability
- AEC-Q100 Qualified for Automotive Applications , Grade 1

Applications

- All Devices Supporting Highly Loaded CAN Networks
- Automotive and Transportation
 - Body Electronics / Lighting
 - Power Train / Chassis
 - Infotainment / Cluster
 - ADAS / Safety

Description

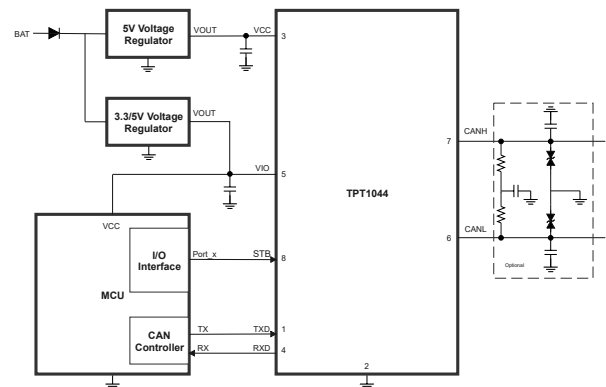
The TPT1044V and TPT1044 are CAN transceiver that meets the ISO11898-2:2024, SAEJ2284-1 to SAE J2284-5 and SAE J1939-14 high-speed CAN (Controller Area Network) physical layer standard.

The devices are designed to be used in CAN FD networks up to 5 Mbps with enhanced timing margin and higher data rates in long and highly loaded networks, and support up to 8-Mbps data rates in simple CAN bus networks. The system design could be optimized with excellent electromagnetic compatibility (EMC) and electrostatic discharge (ESD) performance. The TPT1044V has a secondary power supply input VIO pin for I/O level shifting to support 1.8V, 2.5V, 3.3V and 5V MCU logic levels directly. This family has a low-current standby mode with CAN bus waked-up capability via wake-up pattern (WUP) which is defined in ISO11898-2:2024.

As designed, the devices feature bus fault protection from -42 V to $+42$ V, TXD dominant time-out (DTO), and over-temperature shutdown (TSD). Additionally, all devices include power-off ideal passive behavior fail-safe features to enhance the network robustness.

The TPT1044 and TPT1044V are available in SOP8 and DFN3X3-8L packages and are characterized from -40°C to $+125^{\circ}\text{C}$.

Typical Application Circuit



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**Automotive Fault Protected High-Speed CAN FD Transceiver with
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Order Number	VCC (V)	VIO (V)	Data Rate (Mbps)	Package
TPT1044VQ-SO1R-S	4.5 to 5.5	1.7 to 5.5	8	SOP8
TPT1044VQ-DFCR-S	4.5 to 5.5	1.7 to 5.5	8	DFN3X3-8L
TPT1044Q-SO1R-S	4.5 to 5.5	NA	8	SOP8
TPT1044Q-DFCR-S	4.5 to 5.5	NA	8	DFN3X3-8L

Revision History

Date	Revision	Notes
2023-1-05	Rev.Pre.0	Initial version

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Pin Configuration and Functions

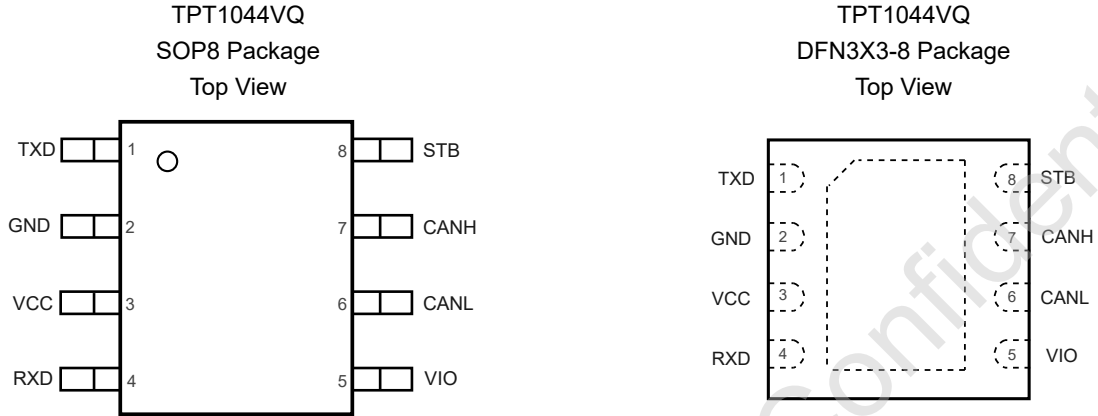


Table 1. Pin Functions: TPT1044VQ

Pin		I/O	Description
No.	Name		
1	TXD	I	CAN transmit data input, internal weak pull-up (LOW for dominant and HIGH for recessive bus states)
2	GND ⁽¹⁾	GND	Ground
3	VCC	POWER	Transceiver 5 V supply voltage
4	RXD	O	CAN receive data output (LOW for dominant and HIGH for recessive bus states)
5	VIO	POWER	Transceiver I/O level shifting supply voltage
6	CANL	BUS I/O	Low-level CAN bus input/output line
7	CANH	BUS I/O	High-level CAN bus input/output line
8	STB	I	Standby mode control input, internal weak pull-up (active high)

(1) The DFN package die is connected to both the GND pin and the exposed pad. The GND pin must be soldered to the board ground and for enhanced thermal and electrical performance, the exposed pad is also recommended to be soldered to board ground.

Automotive Fault Protected High-Speed CAN FD Transceiver with Standby Mode

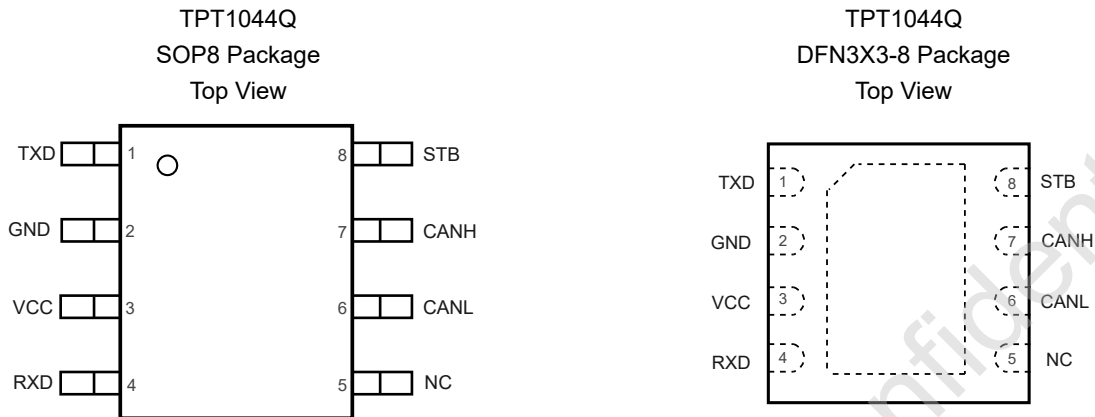


Table 2. Pin Functions: TPT1044Q

Pin		I/O	Description
No.	Name		
1	TXD	I	CAN transmit data input (LOW for dominant and HIGH for recessive bus states)
2	GND ⁽¹⁾	GND	Ground
3	VCC	Power	Transceiver 5 V supply voltage
4	RXD	O	CAN receive data output (LOW for dominant and HIGH for recessive bus states)
5	NC	-	Not connected, no bonding
6	CANL	Bus I/O	Low-level CAN bus input/output line
7	CANH	Bus I/O	High-level CAN bus input/output line
8	STB	I	Standby mode control input (active high)

(1) The DFN package die is connected to both the GND pin and the exposed pad. The GND pin must be soldered to the board ground and for enhanced thermal and electrical performance, the exposed pad is also recommended to be soldered to the board ground.

Automotive Fault Protected High-Speed CAN FD Transceiver with Standby Mode

Specifications

Absolute Maximum Ratings

Parameter		Min	Max	Unit
V _{CC}	Supply Voltage Range	-0.3	7.0	V
V _{IO}	I/O Level-shifting Voltage Range	-0.3	7.0	V
V _{BUS}	CAN Bus Voltage Range (CANH, CANL)	-42	42	V
V _{BUS_DIFF}	Differential Output Voltage of CAN Bus, (CANH - CANL)	-42	42	V
V _{LOGIC_IN}	Logic Input Terminal Voltage Range (TXD, STB)	-0.3	7.0	V
V _{LOGIC_OUT}	Logic Output Terminal Voltage Range (RXD)	-0.3	7.0	V
T _J	Junction Temperature ⁽²⁾	-55	150.0	°C
T _{STG}	Storage Temperature	-55	150.0	°C

(1) Stresses beyond those listed under Absolute Maximum Ratings may cause permanent damage to the device. Exposure to any Absolute Maximum Rating condition for extended periods may affect device reliability and lifetime.

(2) This data was taken with the JEDEC low effective thermal conductivity test board.

(3) This data was taken with the JEDEC standard multilayer test boards.

ESD and Transient Ratings

Parameter		Condition	Min	Max	Unit
V _{ESD}	Electrostatics Discharge ⁽¹⁾⁽²⁾	IEC61000-4-2(150pF, 330Ω discharge circuit), contact discharge on bus pins (CANH, CANL)	-8	8	kV
		Human Body Model (HBM) on all pins	-8	8	kV
		Human Body Model (HBM) on bus pins (CANH, CANL)	-10	10	kV
		Charged Device Model (CDM) on all pins	-750	750	V
V _{TRAN}	Transient Immunity ISO 7637-2 on Bus Pins	Pulse1	-100		V
		Pulse2a		75	V
		Pulse3a	-150		V
		Pulse3b		100	V

(1) JEDEC document JEP155 states that 500-V HBM allows safe manufacturing with a standard ESD control process.

(2) JEDEC document JEP157 states that 250-V CDM allows safe manufacturing with a standard ESD control process.

Automotive Fault Protected High-Speed CAN FD Transceiver with Standby Mode**Recommended Operating Conditions**

	Parameter	Min	Max	Unit
V _{IO}	Input/output voltage, TXD, RXD, STB	1.7	5.5	V
V _{CC}	Power Supply	4.5	5.5	V
I _{OH(RXD)}	RXD Terminal High-Level Output Current	-1		mA
I _{OL(RXD)}	RXD Terminal Low-Level Output Current		1	mA
T _A	Operating Ambient Temperature	-40	125	°C

Thermal Information

Package Type	θ_{JA}	θ_{JC}	Unit
SOP8	118	48	°C/W
DFN3x3-8	51	23	°C/W

Automotive Fault Protected High-Speed CAN FD Transceiver with Standby Mode

Electrical Characteristics

All test conditions: $V_{CC} = 4.5\text{ V to }5.5\text{ V}$, $V_{IO} = 1.7\text{ V to }5.5\text{ V}$, $R_L = 60\ \Omega$, $T = -40^\circ\text{C to }125^\circ\text{C}$, unless otherwise noted.

Symbol	Parameter	Conditions	Min	Typ	Max	Unit	
Pin VCC; Power Supply							
V_{CC}	Supply Voltage		4.5		5.5	V	
$V_{UVD_STB_VCC}$	Standby Undervoltage Detection on V_{CC}		3.5	4.0	4.3	V	
$V_{UVD_SWOFF_VCC}$	Switch-off Undervoltage Detection on V_{CC} for Protected Mode (Variants without V suffix)		1.35	1.5	1.65	V	
I_{CC}	Normal Mode Supply Current	Dominant, $V_{TXD} = 0\text{ V}$; $t < t_{TXD_DTO}$		42.0	60.0	mA	
		Dominant bus fault, $V_{TXD} = 0\text{ V}$; short circuit on bus lines; $-15\text{ V} < (V_{CANH} = V_{CANL}) < +40\text{ V}$			110.0	mA	
		Recessive; $V_{TXD} = V_{IO}$		5.0	10.0	mA	
	Standby Mode Supply Current	Device with the "V" suffix; $V_{STB} = V_{IO}$				2.0	μA
		Device without the "V" suffix; $V_{STB} = V_{CC}$		8.0	17.5	μA	
Pin VIO; IO Level Adapter Power Supply (variants with V suffix only)							
V_{IO}	Supply Voltage		1.7		5.5	V	
V_{UV_VIO}	Rising Undervoltage Detection on V_{IO} for Protected Mode				1.65	V	
	Falling Undervoltage Detection on V_{IO} for Protected Mode		1.35			V	
V_{HYS_UVVIO}	Hysteresis Voltage on V_{IO} undervoltage detection ⁽¹⁾			50.0		mV	
I_{IO}	Normal Mode Supply Current	Dominant; $V_{TXD} = 0\text{ V}$		150.0	300.0	μA	
		Recessive; $V_{TXD} = V_{IO}$		17.0	30.0	μA	
	Standby Mode Supply Current	$V_{STB} = V_{IO}$		8.0	16.5	μA	
Pin STB; Standby Mode Control Input							
V_{IH}	High-level Input Voltage	$V_{IO} = V_{CC}$ for variants without V suffix	$0.7 \times V_{IO}$		$V_{IO} + 0.3$	V	
V_{IL}	Low-level Input Voltage	$V_{IO} = V_{CC}$ for variants without V suffix	-0.3		$0.3 \times V_{IO}$	V	
V_{HYS_STB}	Hysteresis Voltage on pin STB ⁽¹⁾			50.0		mV	
I_{IH}	High-level Input Current	$V_{STB} = V_{IO}$	-1		1.0	μA	
I_{IL}	Low-level Input Current	$V_{STB} = 0\text{ V}$	-15		-1	μA	
C_{IN}	Input Capacitance ⁽¹⁾				10.0	pF	

Automotive Fault Protected High-Speed CAN FD Transceiver with Standby Mode

Symbol	Parameter	Conditions	Min	Typ	Max	Unit
Pin TXD; CAN Transit Data Input						
V _{IH}	High-level Input Voltage	V _{IO} = V _{CC} for variants without V suffix	0.7 × V _{IO}		V _{IO} + 0.3	V
V _{IL}	Low-level Input Voltage	V _{IO} = V _{CC} for variants without V suffix	-0.3		0.3 × V _{IO}	V
V _{HYS_TXD}	Hysteresis Voltage on pin TXD ⁽¹⁾			50.0		mV
I _{IH}	High-level Input Current	V _{TXD} = V _{IO}	-5		5.0	μA
I _{IL}	Low-level Input Current	V _{TXD} = 0 V	-270		-25	μA
C _{IN}	Input Capacitance ⁽¹⁾				10.0	pF
Pin RXD; CAN Receive Data Output						
I _{OH}	High-level Output Current	V _{RXD} = V _{IO} - 0.4 V	-10.0		-1.0	mA
I _{OL}	Low-level Output Current	V _{RXD} = 0.4 V; Bus dominant	1.0		30.0	mA
Pin CANH, CANL; Bus lines						
V _{O_DOM}	Dominant Output Voltage, CANH	Dominant; V _{TXD} = 0 V; t < t _{TXD_DTO} ; 50 Ω ≤ R _L ≤ 65 Ω	2.75	3.5	4.5	V
	Dominant Output Voltage, CANL	Dominant; V _{TXD} = 0 V; t < t _{TXD_DTO} ; 50 Ω ≤ R _L ≤ 65 Ω	0.5	1.5	2.25	V
V _{DOM_TX_SYM}	Transmitter Dominant Voltage Symmetry	V _{DOM_TX_SYM} = V _{CC} - V _{CANH} - V _{CANL}	-400		400	mV
V _{SYM}	Transmitter Symmetry (Dominant or Recessive) ⁽¹⁾	V _{SYM} = (V _{CANH} + V _{CANL}) / V _{CC} ; C _{SPLIT} = 4.7 nF; f _{TXD} = 250 kHz, 1 MHz, 2.5 MHz	0.9		1.1	
V _{OD_DOM}	Dominant Differential Output Voltage	Normal mode; V _{TXD} = 0 V; t < t _{TXD_DTO} ; 50 Ω ≤ R _L ≤ 65 Ω	1.5		3.0	V
		Normal mode; V _{TXD} = 0 V; t < t _{TXD_DTO} ; 45 Ω ≤ R _L ≤ 70 Ω	1.4		3.3	V
		Normal mode; V _{TXD} = 0 V; t < t _{TXD_DTO} ; R _L = 2240 Ω ⁽¹⁾	1.5		5.0	V
V _{OD_REC}	Recessive Differential Output Voltage	Normal mode; V _{TXD} = V _{IO} ; no load	-50		50.0	mV
		Standby mode; no load	-0.2		0.2	V
V _{O_REC}	Recessive Output Voltage	Normal mode; V _{TXD} = V _{IO} ; no load	2.0	2.5	3.0	V
		Standby mode; no load	-0.1		0.1	V
V _{TH_RX_DIF}	Differential Receiver Threshold Voltage	Normal mode; t < t _{TXD_DTO} ; -12 V ≤ V _{CANH} / V _{CANL} ≤ +12 V	0.5		0.9	V
		Standby mode; t < t _{TXD_DTO} ; -12 V ≤ V _{CANH} / V _{CANL} ≤ +12 V	0.4		1.1	V
V _{REC_RX}	Receiver Recessive Voltage ⁽¹⁾	Normal mode; t < t _{TXD_DTO} ; -12 V ≤ V _{CANH} / V _{CANL} ≤ +12 V	-4		0.5	V
		Standby mode; t < t _{TXD_DTO} ; -12 V ≤ V _{CANH} / V _{CANL} ≤ +12 V	-4		0.4	V

Automotive Fault Protected High-Speed CAN FD Transceiver with Standby Mode

Symbol	Parameter	Conditions	Min	Typ	Max	Unit
V _{DOM_RX}	Receiver Dominant Voltage ⁽¹⁾	Normal mode; $t < t_{TXD_DTO}$; $-12\text{ V} \leq V_{CANH}/V_{CANL} \leq +12\text{ V}$	0.9		9.0	V
		Standby mode; $t < t_{TXD_DTO}$; $-12\text{ V} \leq V_{CANH}/V_{CANL} \leq +12\text{ V}$	1.1		9.0	V
V _{HYS_RX_DIF}	Differential Receiver Hysteretic Threshold	Normal mode; $t < t_{TXD_DTO}$; $-12\text{ V} \leq V_{CANH}/V_{CANL} \leq +12\text{ V}$	50.0	100.0	300.0	mV
I _{O_SC_DOM}	Dominant Short-Circuit Output Current	$V_{TXD} = 0\text{ V}$; $t < t_{TO_DOM_TXD}$; $V_{CC} = 5\text{ V}$; $-15\text{ V} \leq V_{CANH}/V_{CANL} \leq +40\text{ V}$		58.0	110.0	mA
I _{O_SC_REC}	Recessive Short-Circuit Output Current	$V_{TXD} = V_{IO}$; $t < t_{TO_DOM_TXD}$; $V_{CC} = 5\text{ V}$; $-40\text{ V} \leq V_{CANH}/V_{CANL} \leq +40\text{ V}$	-5.0		5.0	mA
I _L	Unpowered Bus Input Leakage Current	$V_{CC} = V_{IO} = 0\text{ V}$ or $V_{CC} = V_{IO}$ pins shorted to GND via 47 kΩ; $V_{CANH} = V_{CANL} = 5\text{ V}$	-10.0		10.0	μA
R _{IN}	CANH or CANL Input Resistance	$-2\text{ V} \leq V_{CANH}/V_{CANL} \leq +7\text{ V}$	9.0	17.0	28.0	kΩ
ΔR _{IN}	Input Resistance Deviation	$0\text{ V} \leq V_{CANH}/V_{CANL} \leq +5\text{ V}$	-3.0		3.0	%
R _{IN_DIF}	Differential Input Resistance	$-2\text{ V} \leq V_{CANH}/V_{CANL} \leq +7\text{ V}$	19.0	34.0	52.0	kΩ
C _{IN}	Common Mode Input Capacitance ⁽¹⁾				20.0	pF
C _{IN_DIF}	Differential Input Capacitance ⁽¹⁾				10.0	pF
Temperature Detection						
T _{J_SD}	Shutdown Junction Temperature ⁽¹⁾		160.0	175.0	190.0	°C
T _{J_SD_R}	Recover Shutdown Junction Temperature ⁽¹⁾		125.0	140.0	155.0	°C

(1) The data is based on bench tests and design simulation.

Automotive Fault Protected High-Speed CAN FD Transceiver with Standby Mode

AC Timing Requirements

All test conditions: $V_{CC} = 4.5\text{ V to }5.5\text{ V}$, $V_{IO} = 1.7\text{ V to }5.5\text{ V}$, $R_L = 60\ \Omega$, $T_A = -40^\circ\text{C to }125^\circ\text{C}$, unless otherwise noted.

Parameter	Conditions	Min	Typ	Max	Unit	
CAN Timing Characteristics						
$t_{D_TXD_BUSDOM}$	Delay time from TXD to bus dominant	Normal mode		90.0	ns	
$t_{D_TXD_BUSREC}$	Delay time from TXD to bus recessive	Normal mode		90.0	ns	
$t_{D_BUSDOM_RXD}$	Delay time from bus dominant to RXD	Normal mode		110.0	ns	
$t_{D_BUSREC_RXD}$	Delay time from bus recessive to RXD	Normal mode		110.0	ns	
$t_{D_TXDL_RXDL}$	Loop delay time from TXD low to RXD low	Normal mode; $4.75\text{ V} \leq V_{CC} \leq 5.25\text{ V}$		190.0	ns	
		Normal mode; $4.5\text{ V} \leq V_{CC} \leq 5.5\text{ V}$		255.0	ns	
$t_{D_TXDH_RXDH}$	Loop delay time from TXD high to RXD high	Normal mode; $4.75\text{ V} \leq V_{CC} \leq 5.25\text{ V}$		190.0	ns	
		Normal mode; $4.5\text{ V} \leq V_{CC} \leq 5.5\text{ V}$		255.0	ns	
CAN FD Timing Characteristics						
t_{BIT_BUS}	Transmitted recessive bit width	2 Mbps, $t_{BIT_TXD} = 500\text{ ns}$	435.0	530.0	ns	
		5 Mbps, $t_{BIT_TXD} = 200\text{ ns}$	155.0	210.0	ns	
	Transmitted recessive bit width ⁽¹⁾	8 Mbps, $t_{BIT_TXD} = 125\text{ ns}$	100.0	135.0	ns	
t_{BIT_RXD}	RXD bit width	2 Mbps, $t_{BIT_TXD} = 500\text{ ns}$	400.0	550.0	ns	
		5 Mbps, $t_{BIT_TXD} = 200\text{ ns}$	120.0	220.0	ns	
	RXD bit width ⁽¹⁾	8 Mbps, $t_{BIT_TXD} = 125\text{ ns}$	85.0	145.0	ns	
Δt_{REC}	Receiver timing symmetry	2 Mbps	-65.0	40.0	ns	
		5 Mbps	-45.0	15.0	ns	
	Receiver timing symmetry ⁽¹⁾	8 Mbps	-30.0	15.0	ns	
Device Timing Characteristics						
t_{TXD_DTO}	TXD dominant time-out time ⁽¹⁾	Normal mode; $V_{TXD} = 0\text{ V}$	0.8	3.0	6.5	ms
$t_{WAKE_BUS_TO}$	Bus wake-up time-out time ⁽¹⁾	Standby mode	0.8	2.0	6.5	ms
$t_{WAKE_BUS_FILTER}$	Bus wake-up filter time	Standby mode	0.5		1.8	μs
t_{MODE}	Mode transition time ⁽¹⁾				50.0	μs
t_{START_UP}	Start-up time ⁽¹⁾				0.5	μs
t_{IO_FILTER}	STB pin I/O filter time ⁽¹⁾		0.4		1.5	ms

**Automotive Fault Protected High-Speed CAN FD Transceiver with
Standby Mode**

Parameter		Conditions	Min	Typ	Max	Unit
t _{UVD}	Undervoltage detection time ⁽¹⁾	Pin VCC			30.0	μs
t _{UVD_OFF}	Switch-off undervoltage detection time ⁽¹⁾	Pin VCC			30.0	μs
		Pin VIO			30.0	μs
t _{UVR}	Undervoltage recovery time ⁽¹⁾	Pin VCC			30.0	μs

(1) The test data is based on bench tests and design simulation.

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Automotive Fault Protected High-Speed CAN FD Transceiver with Standby Mode

Parameter Measurement Information

Test Circuit

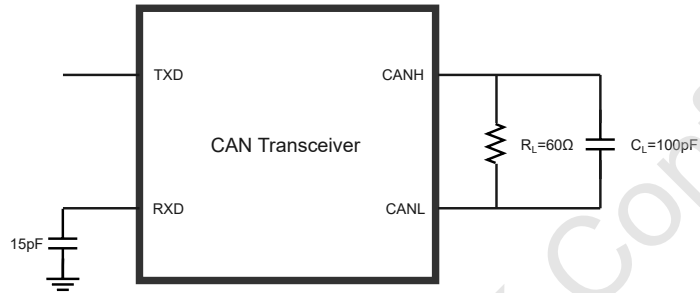


Figure 1. CAN Transceiver Timing Parameter Test Circuit

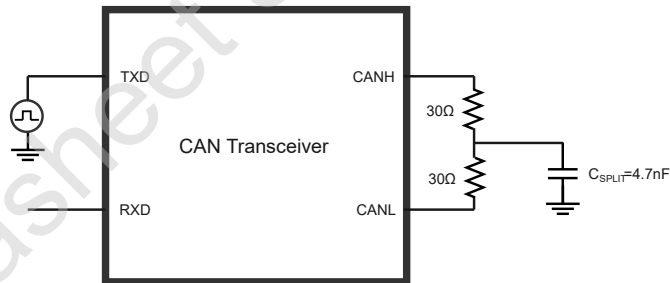


Figure 2. CAN Transceiver Driver Symmetry Test Circuit

Automotive Fault Protected High-Speed CAN FD Transceiver with Standby Mode

Parameter Diagram

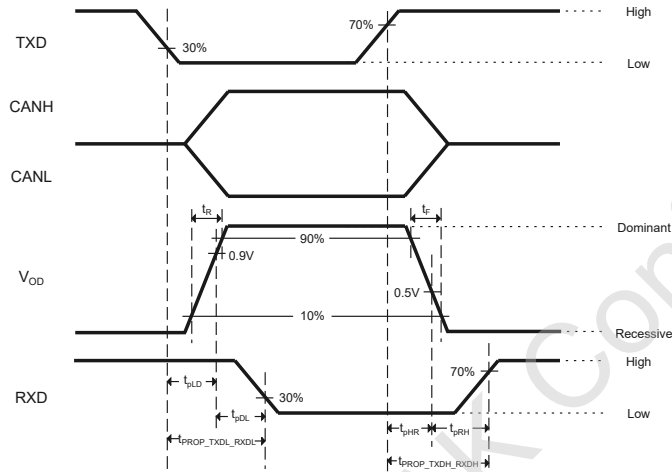


Figure 3. CAN Transceiver Timing Diagram

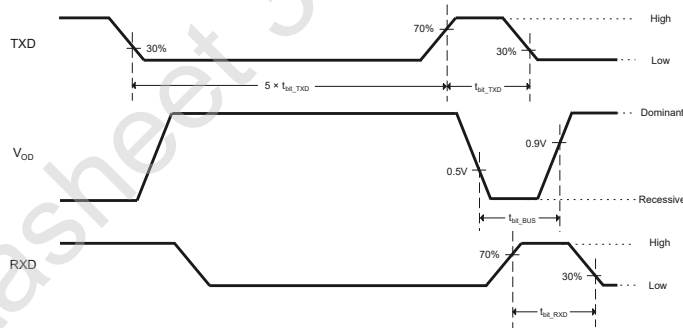
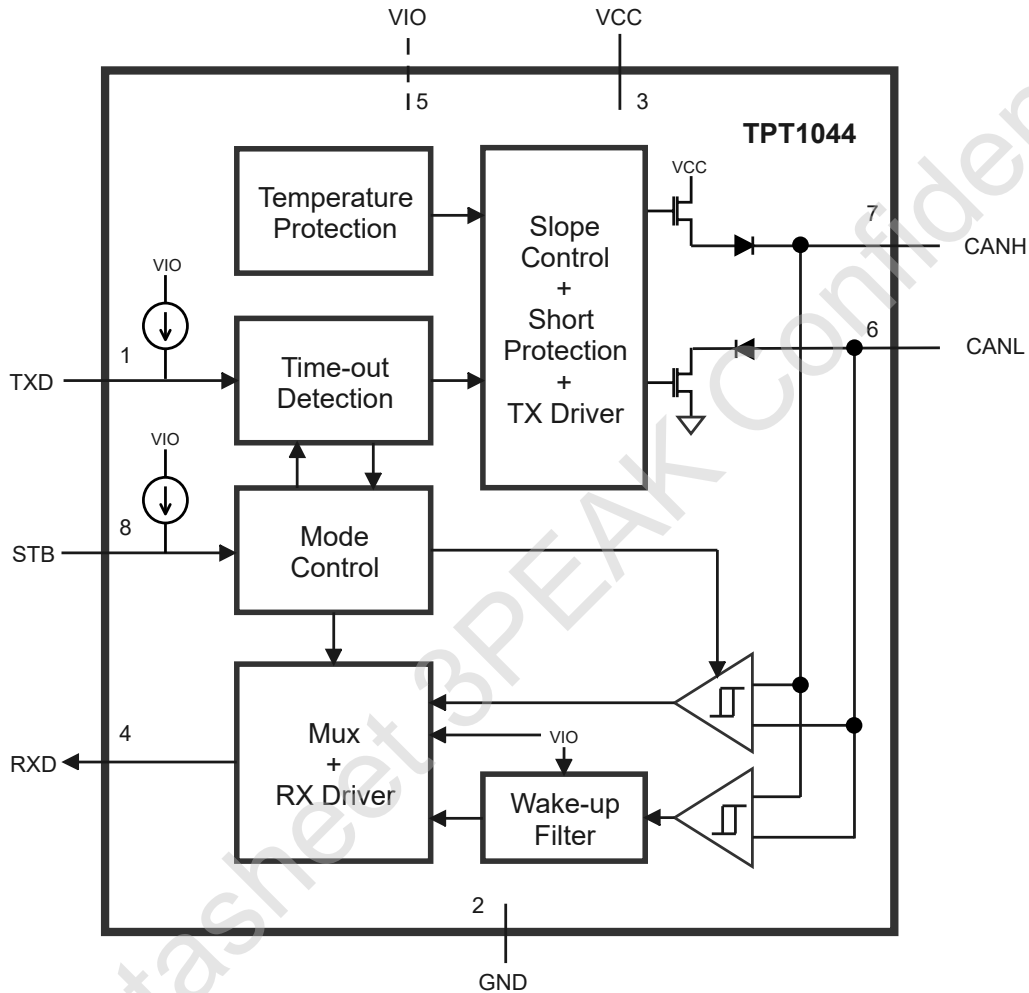


Figure 4. CAN FD Timing Parameter Diagram

**Automotive Fault Protected High-Speed CAN FD Transceiver with
Standby Mode****Detailed Description****Overview**

The TPT1044V and TPT1044 are CAN transceiver that meets the ISO11898-2:2024, SAEJ2284-1 to SAE J2284-5 and SAE J1939-14 high-speed CAN (Controller Area Network) physical layer standard. The devices are designed to be used in CAN FD networks up to 5 Mbps with enhanced timing margin and higher data rates in long and highly loaded networks and support up to 8-Mbps data rates in simple CAN bus networks. The system design could be optimized with excellent electromagnetic compatibility (EMC) and electrostatic discharge (ESD) performance. The TPT1044V has a secondary power supply input VIO pin for I/O level shifting to support 1.8 V, 2.5 V, 3.3 V and 5 V MCU logic levels directly. This family has a low-current standby mode with CAN bus waked-up capability via wake-up pattern (WUP) which is defined in ISO11898-2:2024. As designed, the devices feature bus fault protection from -42 V to +42 V, TXD dominant time-out (DTO), and over-temperature shutdown (TSD). Additionally, all devices include power-off ideal passive behavior fail-safe features to enhance the network robustness. The TPT1044 and TPT1044V are available in SOP8 and DFN3X3-8L packages and are characterized from -40°C to +125°C.

Functional Block Diagram

Figure 5. Functional Block Diagram

(1) Pin5 is not connected and VIO = VCC in variants without V suffix

Feature Description
Device Operating Modes
Table 3. Operating Modes Table

Mode	Inputs		Outputs	
	STB Pin	TXD Pin	CAN BUS State	RXD Pin
Normal	Low	Low	Dominant	L
		H or Open (Internal weak pull-up)	Recessive	Low when bus dominant

Automotive Fault Protected High-Speed CAN FD Transceiver with Standby Mode

Mode	Inputs		Outputs	
	STB Pin	TXD Pin	CAN BUS State	RXD Pin
				High when bus recessive
Standby	High or Open (Internal weak pull-up)	X (Don't care)	Biased to ground	Follow bus state when wake-up is detected High when no wake-up is detected

Normal Mode

A low level on the STB pin sets the device into Normal mode. In normal mode, the transceiver is fully operational, it can transmit and receive data via CANH and CANL bus lines. The differential receiver converts the analog data on the bus lines into digital output on the RXD pin. The driver converts the digital data on the TXD pin to differential analog output on bus lines, the slopes of the output signals on the bus lines are controlled internally and optimized to guarantee the lowest possibility for Electro Magnetic Emission (EME).

Standby Mode

Activate the low-power standby mode by setting the STB terminal high. In this mode, the bus transmitter is not able to send data and the normal mode receiver is not able to accept data as the bus lines are biased to ground minimizing the system supply current. Only the low-power receiver will be actively monitoring the bus for activity. RXD follows the bus state after a valid wake-up signal has been detected on the bus. For the variants with the V suffix, the low-power receiver is powered using the VIO pin only, this allows V_{CC} to be removed reducing power consumption further. The device transmits into Normal mode after the STB pin is forced low.

Remote wake-up

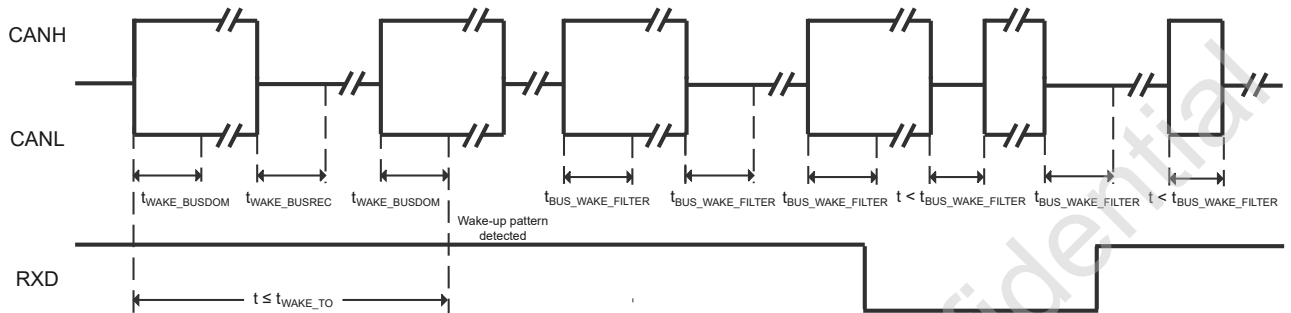
A dedicated wake-up pattern (specified in ISO11898-2:2024) on the can bus wakes up the TPT1044 from standby mode, this filtering prevents the device from being woken up by bus dominant clamped, or noise on the bus. The wake-up pattern consists of the following:

- a dominant phase of at least t_{WAKE_BUSDOM} followed by
- a recessive phase of at least t_{WAKE_BUSRES} followed by
- a dominant phase of at least t_{WAKE_BUSDOM}

The complete wake-up pattern (dominant-recessive-dominant) must be received within $t_{TO_WAKE_BUS}$, otherwise, the internal wake-up logic will be reset to wait for the next valid wake-up pattern, the complete wake-up pattern needs to be reserved to wake-up the device. RXD pin keeps high until the device is woken up. A wake-up event is not flagged on the RXD pin if any of the following events occurs:

- The device transits to Normal mode
- A undervoltage event is detected
- The complete wake-up pattern was not received within $t_{TO_WAKE_BUS}$

Automotive Fault Protected High-Speed CAN FD Transceiver with Standby Mode



Protection Features

TXD Dominant Time-out

The device detects TXD dominant time-out and prevents a permanent low on the TXD pin, caused by application failure, driving the CAN bus into permanent dominant blocking the CAN bus network. A TXD dominant time-out timer is started when TXD pin is set low, if the TXD pin remains low for longer than t_{TXD_DTC} , the transmitter is disabled, releasing the bus lines to a recessive state. The TXD dominant time-out timer is reset when the TXD pin is set high.

TXD and STB Pins Internal Biasing

There are internal weak pull-up to VCC (variant without V suffix) or VIO (variant with V suffix) on TXD and STB pins to ensure a defined safe state in case these pins are floating. Both pins should be held high in Standby mode to minimize the supply current.

Under-voltage Lockout (UVLO)

The device integrated under-voltage detect and lockout circuit of the supply terminal to keep the device in protected mode if the supply voltage drops below the threshold until the supply voltage is higher than the UVLO threshold. This protects the device and system during undervoltage events on supply terminals.

If VCC drops below the standby undervoltage detection threshold, the device transits to Standby mode. The STB pin state is ignored until the VCC power supply is recovered. If VCC (variants without V suffix) or VIO (variants with V suffix) drops below the switch-off undervoltage detection threshold, the device switches off until the power supply has recovered.

Overtemperature Protection (OTP)

The devices are protected against overtemperature conditions. If the junction temperature exceeds the shutdown junction temperature T_{J_SD} , the output drivers will be disabled until the virtual junction temperature falls below $T_{J_SD_R}$ and TXD sets to high again.

VIO Supply Pin

VIO pin should be connected to the microcontroller supply voltage, this will adjust the voltage level of TXD, RXD, and STB pins to the microcontroller I/O level, this allows the device to interface with 5 V, 3.3 V and 1.8 V supplied microcontroller without additional levelshifter. VIO pin also powers the low-power receiver, this allows the wake-up frame to be detected without a VCC power supply in low-power applications. For the device without a VIO pin, all block is connected to VCC, pin5 is not connected internally.

Automotive Fault Protected High-Speed CAN FD Transceiver with Standby Mode

Application and Implementation

Note

Information in the following application sections is not part of the 3PEAK's component specification and 3PEAK does not warrant its accuracy or completeness. 3PEAK's customers are responsible for determining suitability of components for their purposes. Customers should validate and test their design implementation to confirm system functionality.

Application Information

The TPT1044 is a CAN transceiver that supports CAN FD up to 8 Mbps, with BUS protection voltage from -45 V to +45 V. The VIO of TPT1044 can support the voltage level of TXD and RXD from 1.7 V to 5.5 V. The following sections show a typical application of the TPT1044.

Typical Application

Figure 6 shows the typical application schematic of the TPT1044.

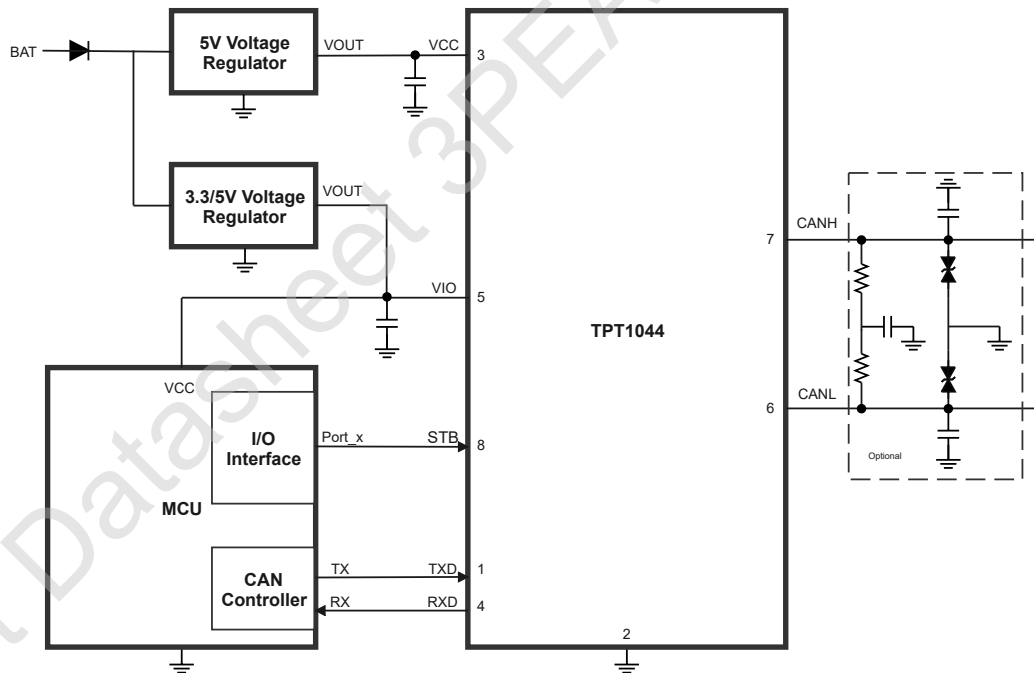
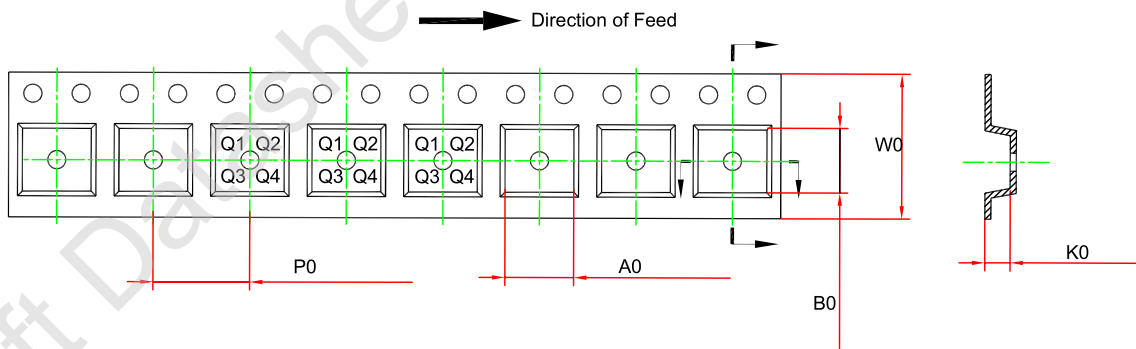
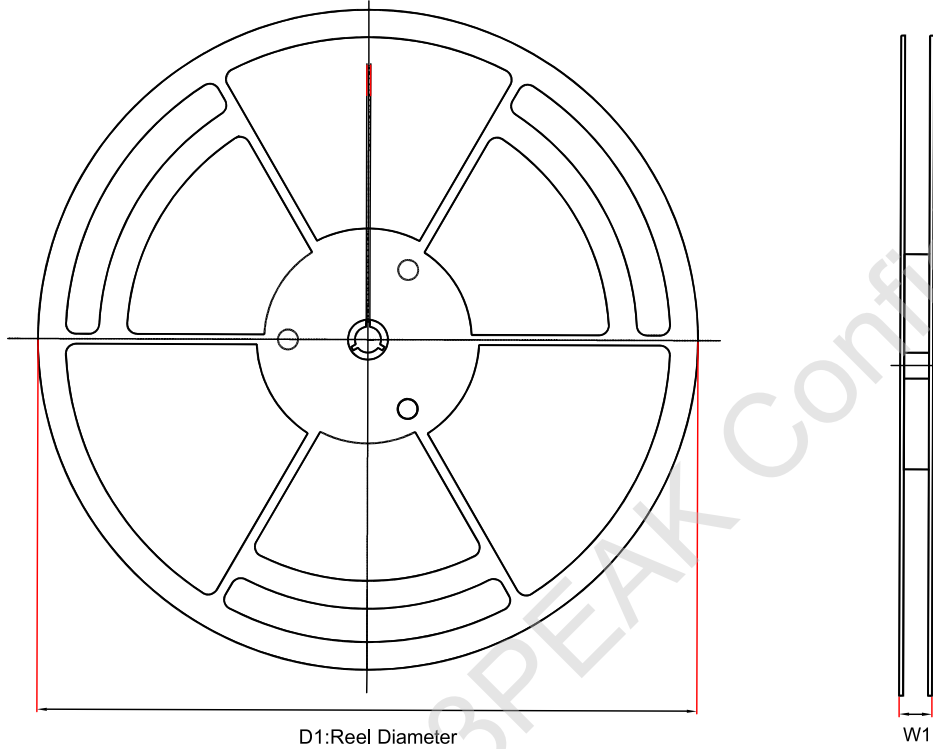


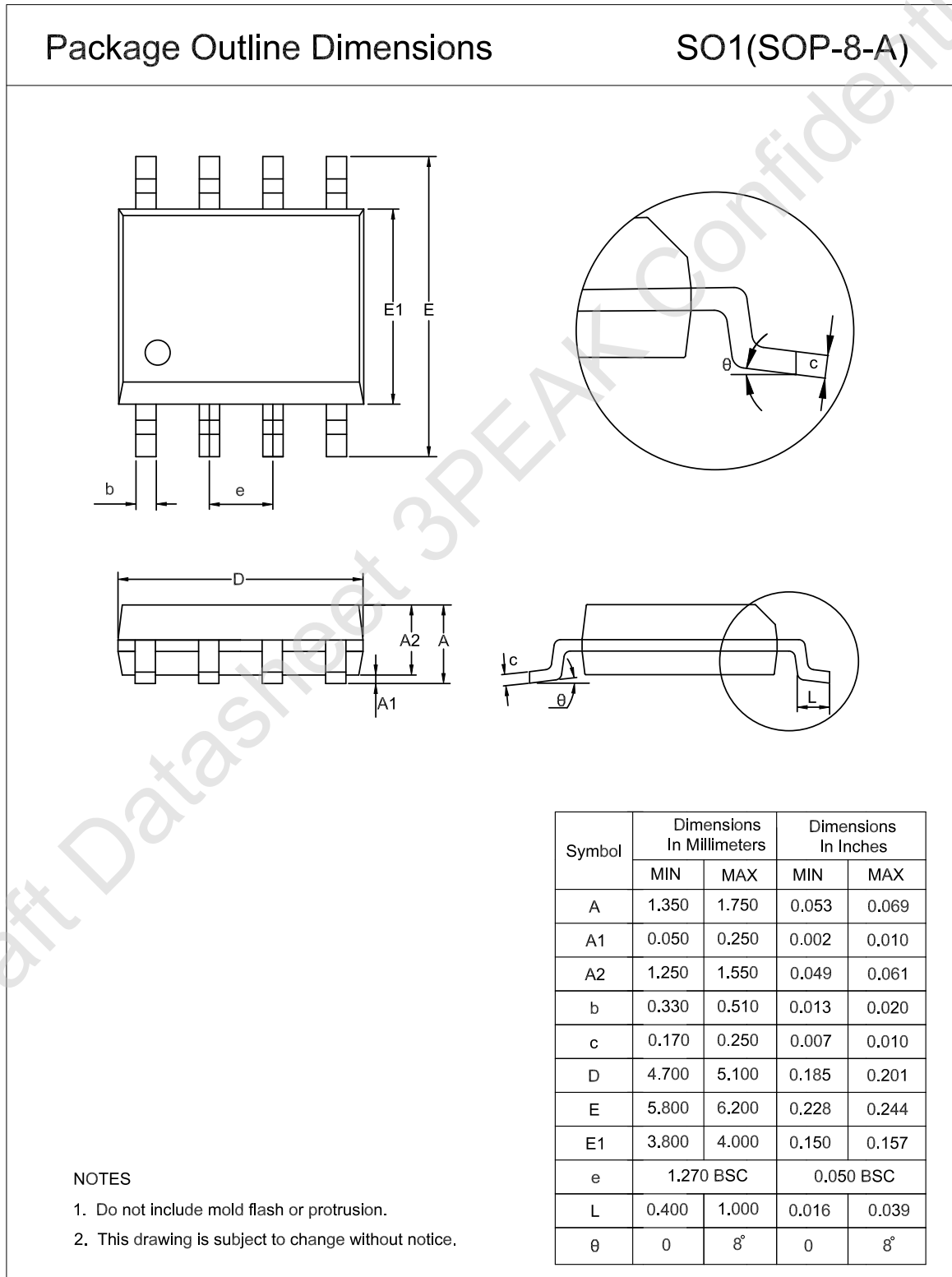
Figure 6. Typical Application Circuit

Automotive Fault Protected High-Speed CAN FD Transceiver with Standby Mode

Tape and Reel Information



Order Number	Package	D1 (mm)	A0 (mm)	K0(mm)	W0 (mm)	W1 (mm)	B0 (mm)	P0 (mm)	Pin1 Quadrant
TPT1044VQ-SO1R-S	SOP8	330	6.5	2	12	17.6	5.4	8	Q1
TPT1044VQ-DFCR-S	DFN3x3-8	330	3.3	1.1	12	17.6	3.3	8	Q1
TPT1044Q-SO1R-S	SOP8	330	6.5	2	12	17.6	5.4	8	Q1
TPT1044Q-DFCR-S	DFN3x3-8	330	3.3	1.1	12	17.6	3.3	8	Q1

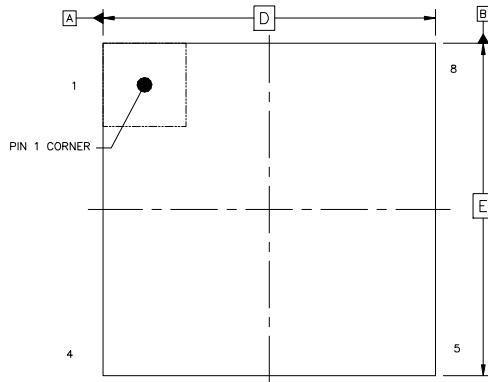
Automotive Fault Protected High-Speed CAN FD Transceiver with Standby Mode
Package Outline Dimensions
SOP8


Automotive Fault Protected High-Speed CAN FD Transceiver with Standby Mode

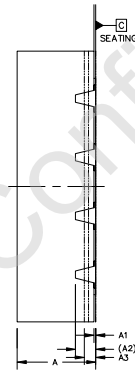
DFN3X3-8

Package Outline Dimensions

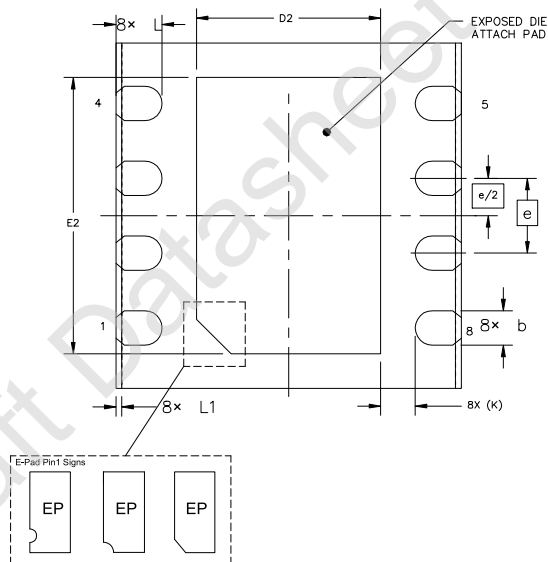
DFC(DFN3X3-8-WET-H)



TOP VIEW



SIDE VIEW



BOTTOM VIEW

NOTES

1. Do not include mold flash or protrusion.
2. This drawing is subject to change without notice.
3. The many types of E-pad Pin1 signs may appear in the product.

Symbol	Dimensions In Millimeters		Dimensions In Inches	
	MIN	MAX	MIN	MAX
A	0.800	0.900	0.031	0.035
A1	0.000	0.050	0.000	0.002
A2	0.150	0.250	0.006	0.010
A3	0.080	0.180	0.003	0.007
D	2.900	3.100	0.114	0.122
D2	1.500	1.700	0.059	0.067
E	2.900	3.100	0.114	0.122
b	0.250	0.350	0.010	0.014
E2	2.300	2.500	0.091	0.098
e	0.650 BSC		0.026 BSC	
L	0.350	0.450	0.014	0.018
L1	0.010	0.090	0.0004	0.004
K	0.300 REF		0.012 REF	

Automotive Fault Protected High-Speed CAN FD Transceiver with Standby Mode**Order Information**

Order Number	Operating Temperature Range	Package	Marking Information	MSL	Transport Media, Quantity	Eco Plan
TPT1044VQ-SO1R-S	-40 to 125°C	SOP8	T44VQ	MSL1	Tape and Reel, 4000	Green
TPT1044VQ-DFCR-S	-40 to 125°C	DFN3x3-8	T44VQ	MSL1	Tape and Reel, 4000	Green
TPT1044Q-SO1R-S	-40 to 125°C	SOP8	T144Q	MSL1	Tape and Reel, 4000	Green
TPT1044Q-DFCR-S	-40 to 125°C	DFN3x3-8	T144Q	MSL1	Tape and Reel, 4000	Green

Green: 3PEAK defines "Green" to mean RoHS compatible and free of halogen substances.

**Automotive Fault Protected High-Speed CAN FD Transceiver with
Standby Mode****IMPORTANT NOTICE AND DISCLAIMER**

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