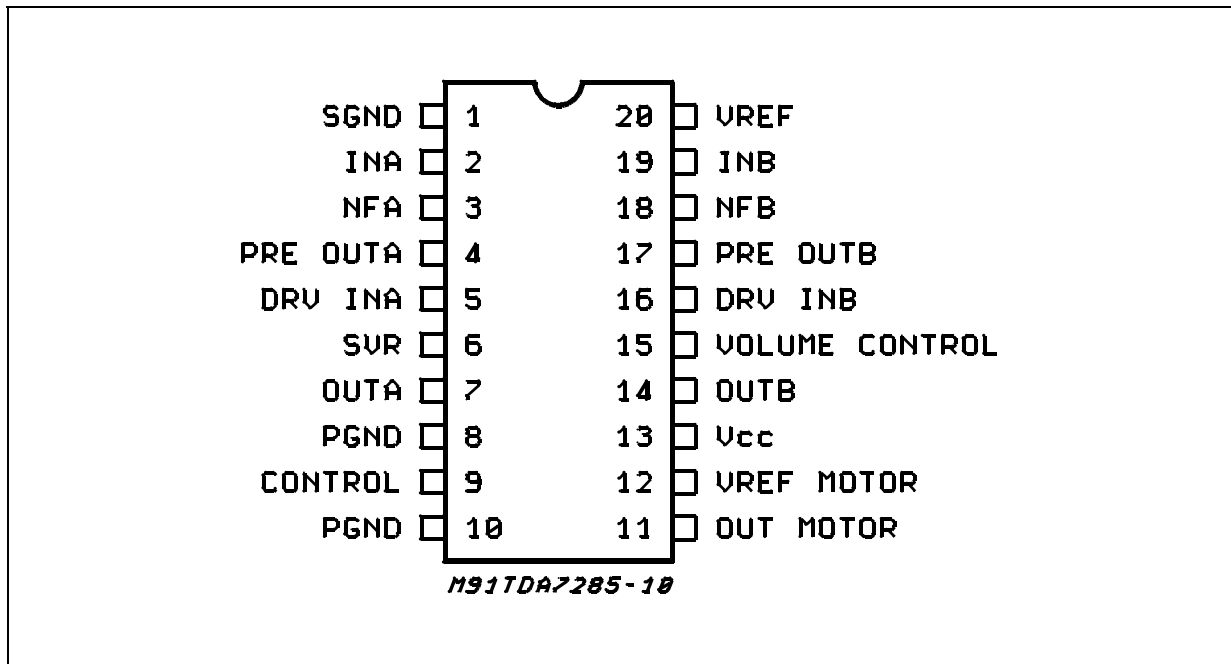


TDA7285

PIN CONNECTION (Top view)



ABSOLUTE MAXIMUM RATINGS

Symbol	Parameter	Value	Unit
V_S	Supply Voltage	8	V
I_{Omax}	Maximum Output Current	70	mA
$I_{m\ max}$	Maximum Motor Current	700	mA
P_{tot}	Total Power Dissipation $T_{amb} = 90^\circ\text{C}$	0.9	W
T_{op}	Operating Temperature	-20 to +70	$^\circ\text{C}$
T_{stg}, T_j	Storage and Junction Temperature	-40 to 150	$^\circ\text{C}$

THERMAL DATA

Symbol	Description	SO20	DIP20	Unit
$R_{th\ j-amb}$	Thermal Resistance Junction-ambient	150	100	$^\circ\text{C}/\text{W}$

DC CHARACTERISTICS ($T_{amb} = 25^\circ\text{C}$; $V_S = 3\text{V}$; $R_L = 32\Omega$ (Headphone) and $R_L = 10\text{K}\Omega$ (Preamplifier); $V_i = 0$; VOL. Control = V_{ref}).

Terminal No	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Term. Volt. (V)	0	1.5	1.5	1.5	1.5	2.7	1.4	0	2.8	0	1.6	3	3	1.4	1.5	1.5	1.5	1.5	1.5	1.5

ELECTRICAL CHARACTERISTICS ($V_S = 3V$; $R_L = 32\Omega$, Vol. Control = $2/3 V_{ref}$ (pin 20); $T_{amb} = 25^\circ C$; $f = 1KHz$; unless otherwise specified)

Symbol	Parameter	Test Condition	Min.	Typ.	Max.	Unit
V_S	Supply Range		1.8		6	V
I_d	Total Quiescent Drain Current			15	22	mA

PLAYBACK AMPLIFIER

G_{vo}	Open Loop Gain			70		dB
G_v	Close Loop Gain			33		dB
V_O	Output Voltage	THD = 1%	600	750		mV
THD	Total Harmonic Distortion	$V_O = 330mV_{rms}$		0.05	0.25	%
I_b	Bias Current			3		μA
C_t	Cross Talk	$R_S = 2.2K\Omega$; $V_O = 330mV_{rms}$		74		dB
e_n	Total Input Noise	$R_S = 2.2K\Omega$; $B = 22Hz$ to $22KHz$		1.2		μV
SVR1	Ripple Rejection	$R_S = 2.2K\Omega$; $V_r = 100mV_{rms}$ $f = 100Hz$; $C_{SVR} = 100\mu F$		50		dB

HEADPHONE DRIVER

V_{DC}	Output DC Voltage			1.4		V
P_O	Output Power	THD = 10%	20	30		mW
P_{O1}	Transient Output Power	THD = 10% $R_L = 16\Omega$		50		mW
G_v	Close Loop Gain	$P_O = 5mW$		31		dB
	Volume Control range		66	75		dB
THD	Total Harmonic Distortion	$P_O = 5mW$		0.3	1	%
C_t	Cross Talk	$P_O = 5mW$; $R_S = 10K\Omega$		50		dB
SVR2	Ripple Rejection	$R_S = 600\Omega$; $V_r = 100mV$ $f = 100Hz$; $C_{SVR} = 100\mu F$		47		dB

MOTOR SPEED CONTROL

V_{ref}	Motor Reference Voltage (pin 12)		0.18	0.20	0.22	V
K	Shunt Ratio	$I_m = 100mA$	45	50	55	-
V_{sat}	Residual Voltage	$I_m = 100mA$		0.13	0.30	V
$\frac{\Delta V_{ref}}{V_{ref}} / \Delta V_S$	Line Regulation	$I_m = 100mA$; $V_S = 1.8$ to $6V$		0.20	0.8	%/V
$\frac{\Delta K}{K} / \Delta V_S$	Voltage Characteristics of Shunt Ratio	$I_m = 100mA$; $V_S = 1.8$ to $6V$		0.80	3	%/V
$\frac{\Delta V_{ref}}{V_{ref}} / \Delta I_m$	Load Regulation	$I_m = 30$ to $200mA$		0.015	0.08	%/mA
$\frac{\Delta K}{K} / \Delta I_m$	Current Characteristics of Shunt Ratio	$I_m = 30$ to $200mA$		0.03	0.1	%/mA
$\frac{\Delta V_{ref}}{V_{ref}} / \Delta T_{amb}$	Temperature Characteristics of Reference Voltage	$I_m = 100mA$ $T_{amb} = -20$ to $+60^\circ C$		0.04		%/°C
$\frac{\Delta K}{K} / \Delta T_{amb}$	Temperature Characteristics of Shunt Ratio	$I_m = 100mA$ $T_{amb} = -20$ to $+60^\circ C$		0.02		%/°C

Figure 3: Quiescent Drain Current vs. Supply Voltage

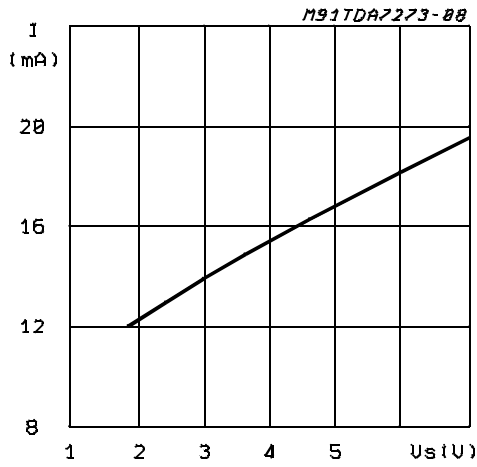


Figure 4: Reference voltage $V_{s/2}$ (pin 20) vs. Supply Voltage

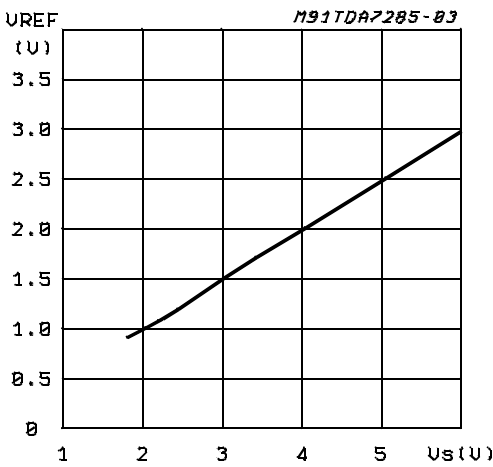


Figure 5: Closed Loop Gain vs. Frequency (PREAMPLIFIER)

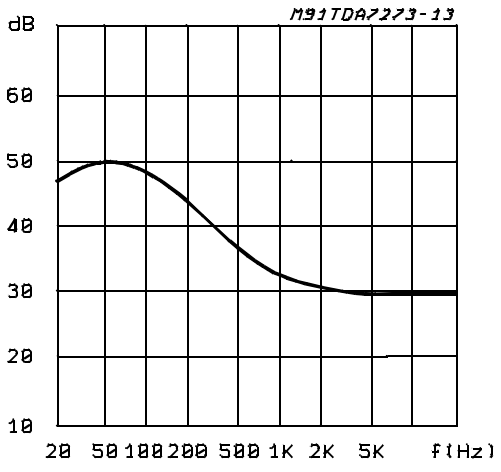


Figure 6: Distortion vs. Frequency (PREAMPLIFIER)

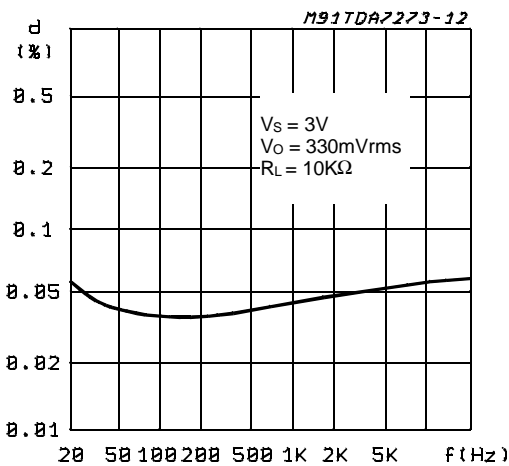


Figure 7: Supply Voltage Rejection vs. Frequency (PREAMPLIFIER)

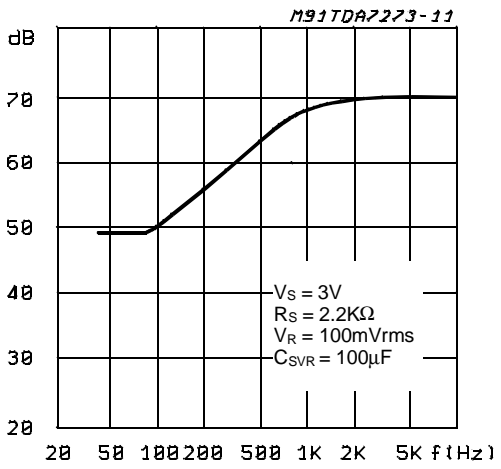


Figure 8: Quiescent Output Voltage vs. Supply Voltage (DRIVER)

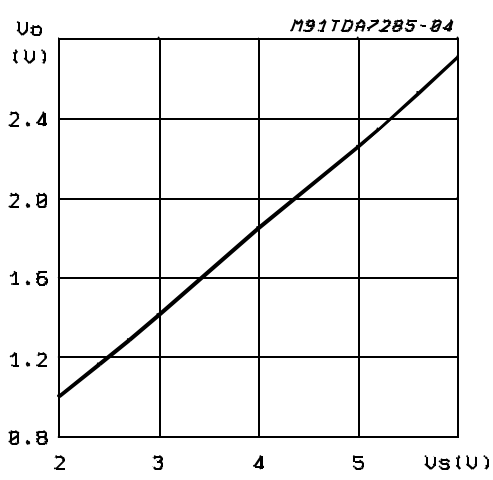


Figure 9: Closed Loop Gain vs. Frequency (DRIVER)

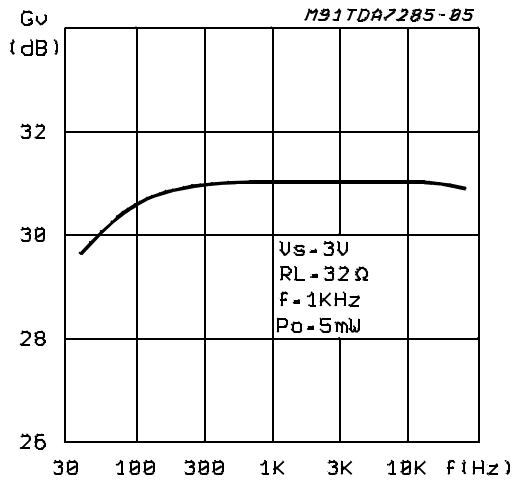


Figure 10: Output Power vs. Supply Voltage (DRIVER)

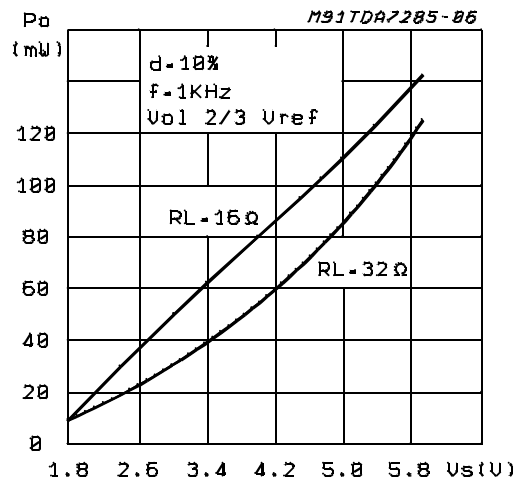


Figure 11: Distortion vs. Output Power (DRIVER)

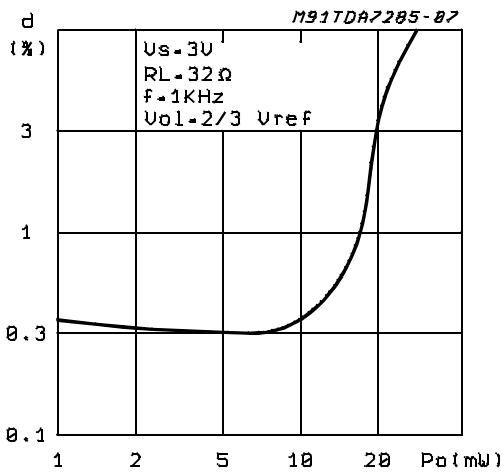


Figure 12: Distortion vs. Frequency (DRIVER)

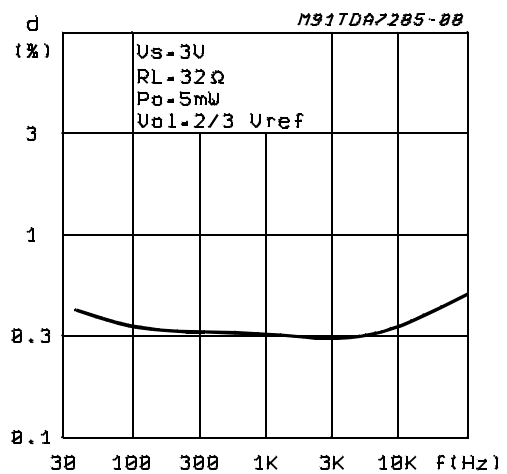


Figure 13: Supply Voltage Rejection vs. Frequency (DRIVER)

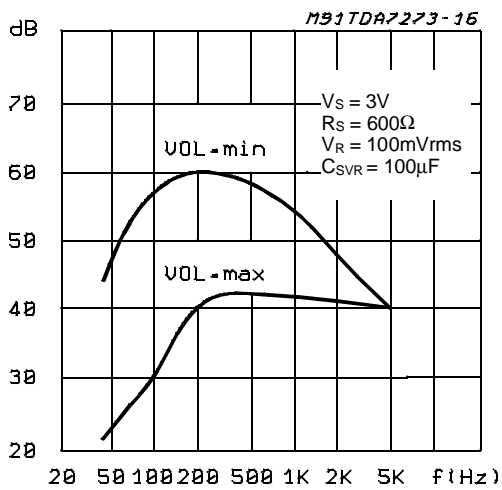


Figure 14: Volume Control (0dB = 10mW; $V_s = 3V$; $R_{VOL} = 50K\Omega$; $R_L = 32\Omega$; $f = 1KHz$) (DRIVER)

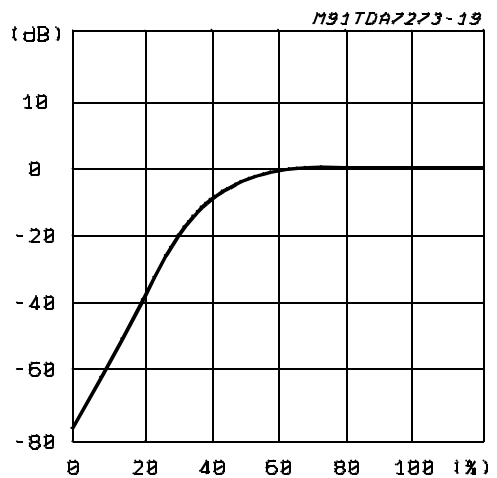


Figure 15: Reference Voltage (Pin 12) vs. Supply Voltage (MOTOR)

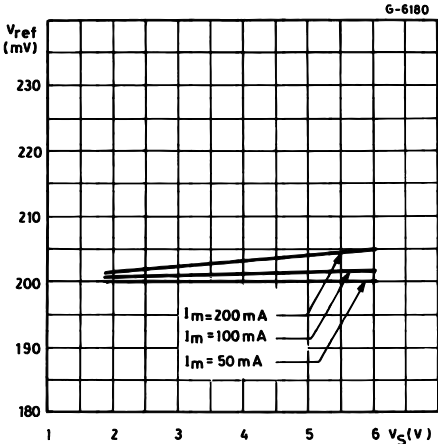


Figure 16: Shunt Ratio vs. Supply Voltage (MOTOR)

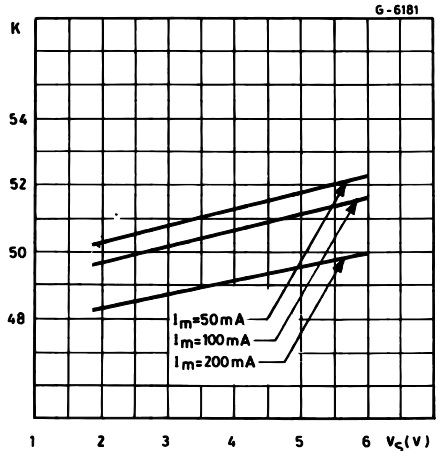


Figure 17: Surt Ratio vs. Load Current (MOTOR)

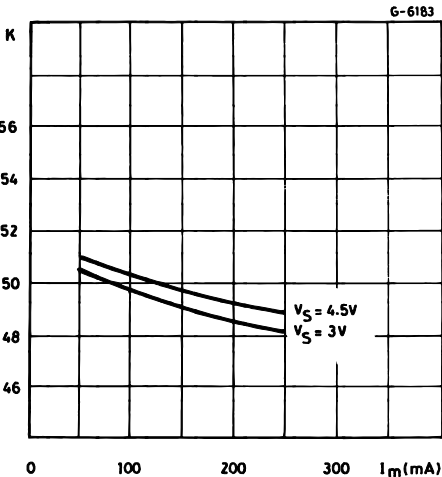


Figure 18: Saturation Voltage vs. Load Current (MOTOR)

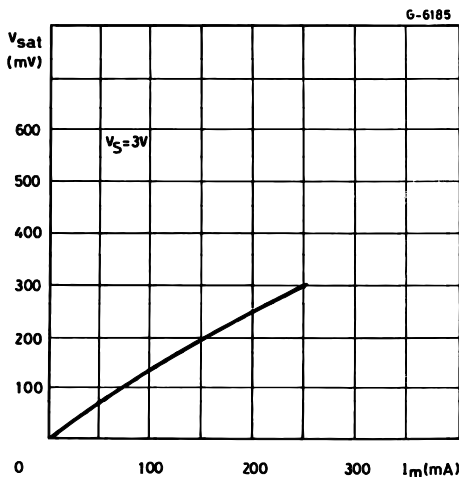


Figure 19: Speed Variations vs. Supply Voltage (MOTOR)

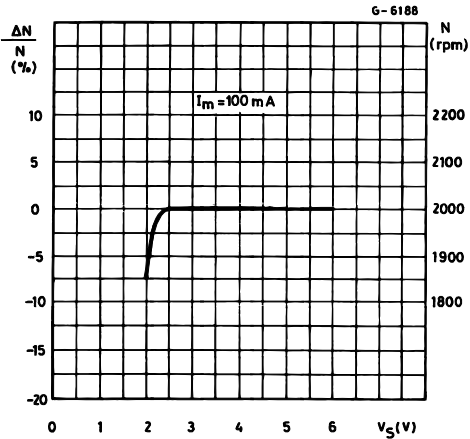
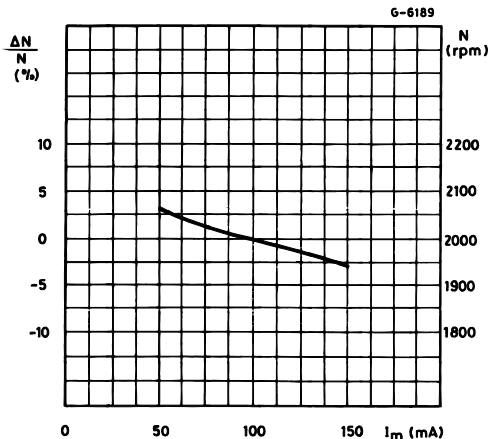
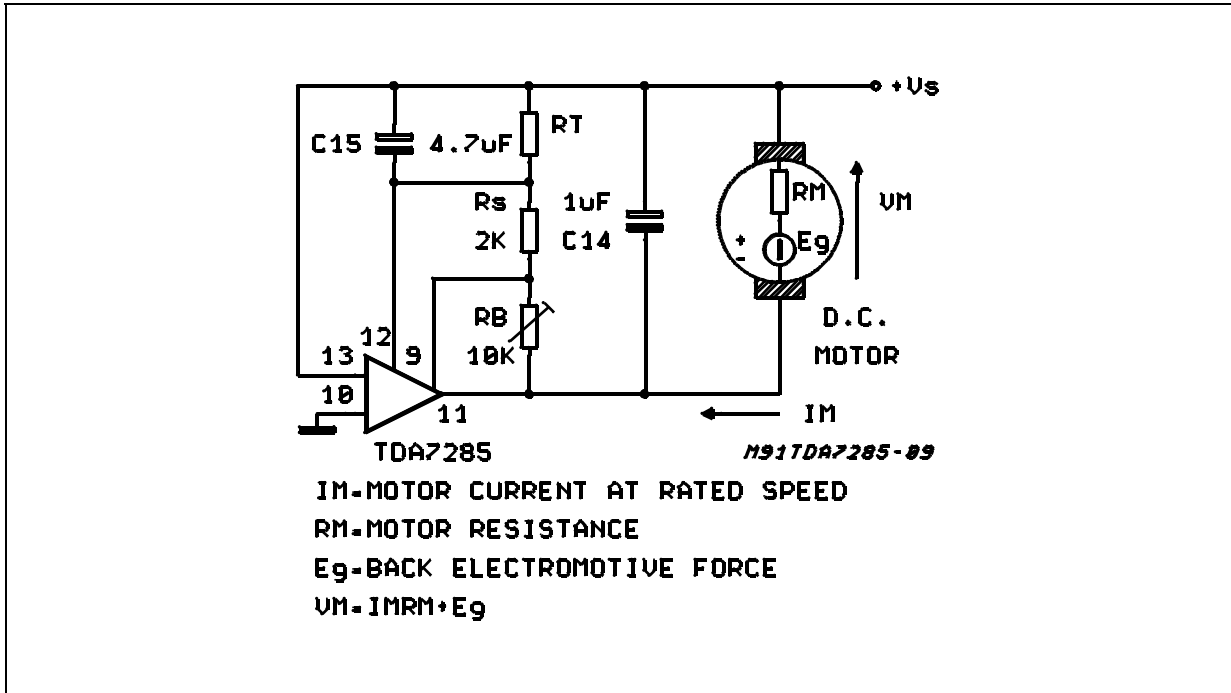


Figure 20: Speed Variations vs. Motor Current (MOTOR)



APPLICATION INFORMATION

Figure 21.



$$E_g = R_T I_d + I_m \left(\frac{R_T}{K} - R_M \right) + V_{ref} \left[1 + \frac{R_b}{R_s} + \frac{R_T}{R_s} \left(1 + \frac{1}{K} \right) \right]$$

R_s has to be adjusted so that the applied voltage V_M is suitable for a given motor, the speed is then linearly adjustable varying R_b .

The value R_T is calculated so that

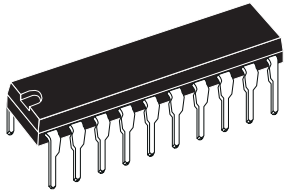
$$R_{T(max.)} > K_{(min.)} * R_{M(min.)}$$

if $R_{T(max.)} > K * R_M$, instability may occur.

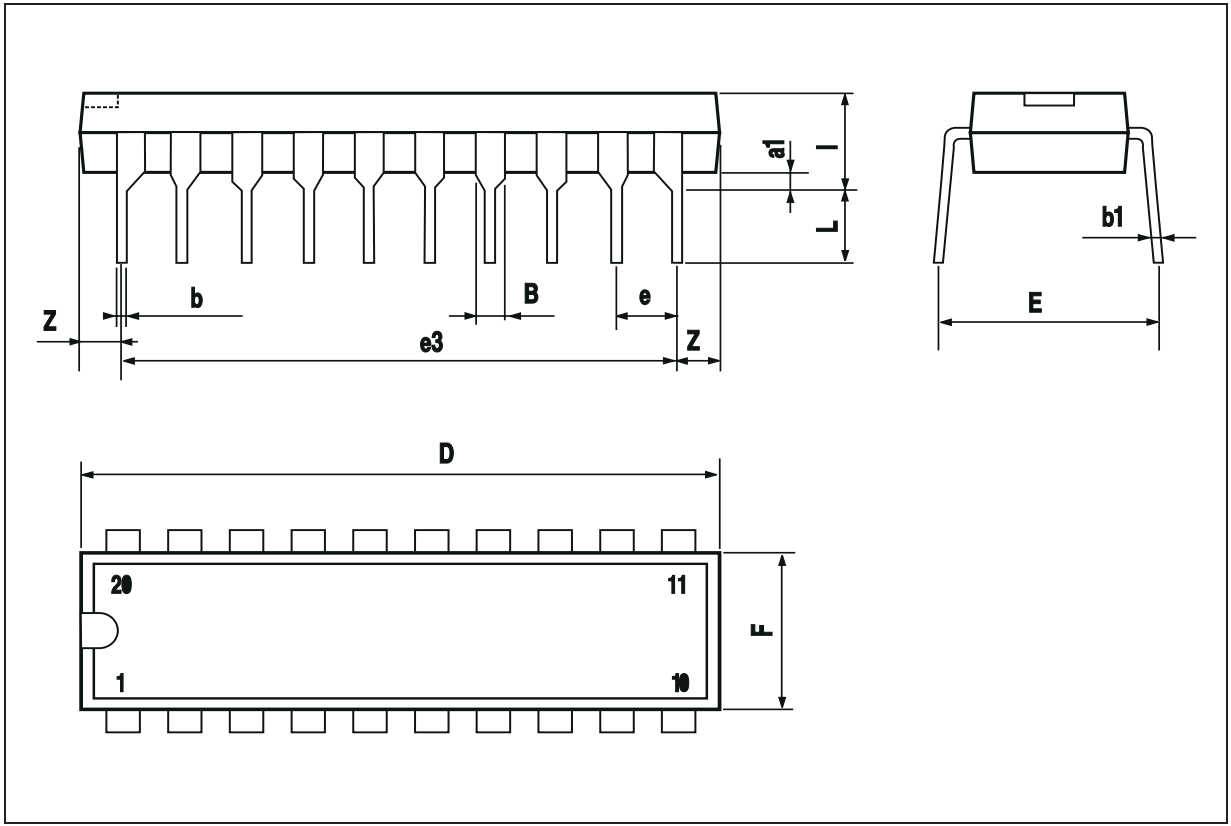
The values of C15 (4.7µF typ.) and C14 (1µF typ.) depend on the type of motor used. C15 adjusts WOW and flutter of the system. C14 suppresses motor spikes.

DIM.	mm			inch		
	MIN.	TYP.	MAX.	MIN.	TYP.	MAX.
a1	0.254			0.010		
B	1.39		1.65	0.055		0.065
b		0.45			0.018	
b1		0.25			0.010	
D			25.4			1.000
E		8.5			0.335	
e		2.54			0.100	
e3		22.86			0.900	
F			7.1			0.280
I			3.93			0.155
L		3.3			0.130	
Z			1.34			0.053

OUTLINE AND MECHANICAL DATA

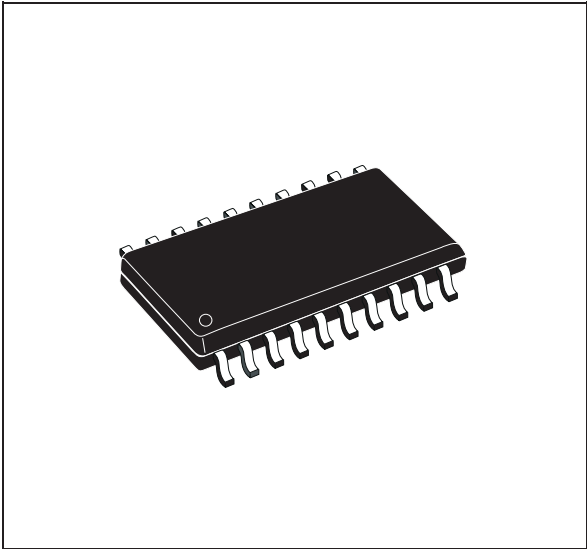


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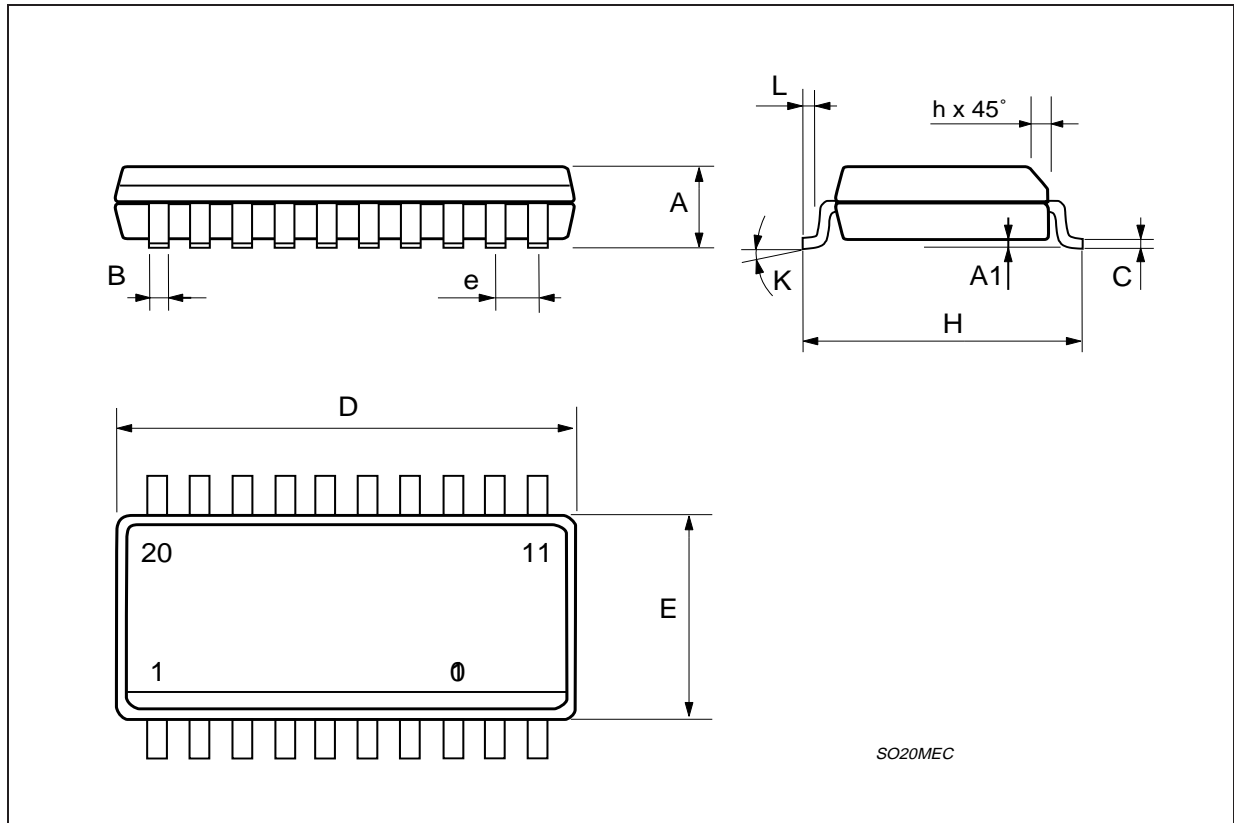


DIM.	mm			inch		
	MIN.	TYP.	MAX.	MIN.	TYP.	MAX.
A	2.35		2.65	0.093		0.104
A1	0.1		0.3	0.004		0.012
B	0.33		0.51	0.013		0.020
C	0.23		0.32	0.009		0.013
D	12.6		13	0.496		0.512
E	7.4		7.6	0.291		0.299
e		1.27			0.050	
H	10		10.65	0.394		0.419
h	0.25		0.75	0.010		0.030
L	0.4		1.27	0.016		0.050
K	0° (min.)8° (max.)					

OUTLINE AND MECHANICAL DATA



SO20



SO20MEC

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