

#### Two-wire differential wheel speed sensor (speed direction)

#### **1. Product Introduction**

AH742C is a new generation wheel speed and direction detection sensor chip developed by Alfa Electronics Co. Ltd based on advanced differential Hall technology and high-performance, dedicated ASIC signal processor. This chip is mainly used in the modern vehicle power control system ABS to provide information on speed and rotation direction, assembly position, and limited air gap. The output is a two-wire current interface based on pulse width modulation (PWM) principle. This sensor does not require external components to operate and combines fast power on time with low cutoff frequency. Its excellent accuracy and sensitivity are suitable for demanding automotive requirements such as wide temperature range, high ESD, and EMC robustness.

Optimized piezoelectric compensation and integrated dynamic offset compensation improve the sensor's anti-interference ability against stray magnetic fields, ferromagnetic particles, or other disturbances.

AH742C also offers an external 1.8nF capacitor to enhance EMC performance.

#### **2. Product Features**

- Two wire PWM current output interface
- Rotation direction detection
- Air gap diagnosis

- Assembly position diagnosis
- Dynamic automatic calibration
- Single chip solution, no need for external components
- High sensitivity
- Back magnetic north and south pole self
  induction
- High resistance piezoelectric effect
- Large working air gap
- Wide working temperature rang
- PG-SSO-2-4 package, RoHS certified



#### **3. Application**

- Anti-lock Braking System (ABS)
- Electronic Stability System (ESP)
- Automatic transmission
- Wheel speed sensing in automotive applications
- Other similar fields of wheel speed detection



Alfa Electronics Co.,Ltd

Two-wire differential wheel speed sensor (speed direction)

## **Table of Contents**

| 1. Product Introduction           | 1  |
|-----------------------------------|----|
| 2. Product Features               | 1  |
| 3. Application                    | 1  |
| 4. Product packaging              | 3  |
| 5. Naming convention              | 3  |
| 6. Function Description           | 3  |
| 7. Output description             | 6  |
| 8. Absolute limit parameter.      | 7  |
| 9. Electrical characteristic.     | 8  |
| 10. Temporal characteristic.      | 9  |
| 11. Magnetic field characteristic | 12 |
| 12. Reference circuit.            | 12 |
| 13. Characteristic curve          | 13 |
| 14. Package information           | 15 |
| 15.Note                           | 15 |
| 16. Historical Version            | 16 |





#### Two-wire differential wheel speed sensor (speed direction)

#### 4. Product packaging

| Part No. | operation temperature | Packages   | Packing                |
|----------|-----------------------|------------|------------------------|
| AH742C   | -40°C~150°C           | PG-SSO-2-4 | Braid, 1500 pieces/box |

#### **5.** Naming convention

1 2

① Series name ② C means built-in 1.8nF capacitor

#### 6. Function Description

The AH742C circuit is powered internally by a 3V voltage regulator, and the on-chip oscillator serves as the clock generator for the DSP and output encoder. The AH742C signal path consists of a pair of Hall effect probes spaced 2.5mm apart, a differential amplifier with a noise limiting low-pass filter, and a comparator with a trigger switch current output stage. In addition, there are speed signal, direction signal tracking A/D converters, digital signal processors (DSPs), and offset cancellation D/A converters that provide offset cancellation feedback loops, as shown in Figure 6-1.



#### 6-1: Functional block diagram



#### Two-wire differential wheel speed sensor (speed direction)

Differential Hall effect integrated circuits detect the motion of ferromagnetic or permanent magnetic structures by measuring the differential magnetic flux density of the magnetic field. In order to detect the motion of ferromagnetic objects, the magnetic field for detecting the motion of ferromagnetic objects (such as gears) must be provided by a back biased permanent magnet. The south or north pole of the magnet can be attached to the back of the IC package, on the unmarked side, as shown in Figure 6-2.



6-2 Sensor installation and sensing position

Magnetic offsets up to  $\pm 20$ mT are eliminated by a self-calibration algorithm, the self calibration process can be completed with only a few conversions. After initial self calibration, when the input signal exceeds the arithmetic mean of its maximum and minimum values (such as the zero crossing of a sine signal), the sequence switches. The on/off status of the IC is indicated by high and low current consumption. Each zero crossing of the magnetic input signal triggers an output pulse, as shown in Figure 6-3. During the power on phase, the output is disabled (low state).



6-3 Zero crossing principle and corresponding pulse output

#### Two-wire differential wheel speed sensor (speed direction)

Alfa Electronics Co.,Ltd

In addition to the speed signal, changing the length of the output pulse (PWM modulation) in Figure 6-3 can also provide the following information:

1) Air gap warning range Warning

When the magnetic field is below the critical value (such as when the air gap between the Hall effect IC and the target wheel exceeds the critical value), as shown in Figure 6-4. The output pulse length will issue a warning message. The functionality of the chip is limited, and warning messages are only given in calibration mode. The warning pulse length is  $45 \mu$  s.

2) Assembly position range EL

When the magnetic field is lower than the predetermined value (the air gap between the Hall effect IC and the target wheel exceeds the predetermined value), as shown in Figure 4-4. Send EL information in the output pulse length. The chip has all functions. The pulse length is  $360 \mu$  s when turning left and  $720 \mu$  s when turning right.



6-4 Definition of Differential Magnetic Field Flux Density Range

3) Rotate direction DR-R to the right

When the target wheel Hall chip moves from the right pin (GND) to the left pin (VDD), the output pulse length emits DR-R information, as shown in Figure 4-5. When turning right, the pulse length is 180  $\mu$  s or 720  $\mu$  s.

4) Left rotation direction DR-L

When the target wheel moves from the VDD pin to the GND pin above the Hall chip, the output pulse length will emit DR-L information. Under sufficient magnetic field, after 2 pulses, the directional



#### Two-wire differential wheel speed sensor (speed direction)

information will be corrected in uncalibrated mode, as shown in Figure 4-5. When turning left, the pulse length is 90  $\mu$  s or 360  $\mu$  s.



6-5 Rotation direction indication

Note: Specific signal parameters are shown in Figure 10-1 PWM interface definition (timing characteristics)

#### 7. Output description

#### 7.1 Circuit Description

The circuit is powered by an internal voltage regulator. The on-chip oscillator is used as a clock generator for DSP and output encoder.

#### 7.2 Speed signal circuit:

During the power on phase (uncalibrated mode), the output is disabled (low state). The differential input signal is digitized in a high-speed A/D converter and provided to the DSP part of the circuit. Extract the minimum and maximum values of the input signal and calculate their corresponding arithmetic mean. The offset of the average value is determined and fed into the offset cancellation DAC.

After successfully correcting the offset, enable the output switch.

In operation mode (calibration mode), the DSP's bias correction algorithm switches to low jitter mode, thereby avoiding oscillation of the bias DAC LSB. The switch occurs at zero crossing. It is only affected by the small residual offset of the comparator and the propagation delay time of the signal path, which is mainly determined by the noise limiting filter. Signals below the predefined threshold  $\Delta$  B limit will not be detected. This can prevent unnecessary switching.

# Alfa Electronics Co.,Ltd

#### Two-wire differential wheel speed sensor (speed direction)

The comparator also detects whether the signal amplitude exceeds  $\Delta BWarning$  or  $\Delta BEL$ . This information is fed into the DSP and output encoder. Generate high output current pulse length based on rotational speed, rotation direction, and magnetic field strength.

#### 7.3 Direction signal circuit:

The differential signal between the average values of the third Hall probe and the differential Hall probe pair is obtained by the directional input amplifier. After being digitized by the directional ADC, the signal is sent to the DSP circuit. There, the phase of the signal related to the speed signal is analyzed and the directional information is transmitted to the output encoder.

#### 7.4 Static state:

When the wheel and chip exceed a certain distance or stop rotating, the chip outputs static state information, as shown in Figure 10-2 static protocol, with a pulse length of 1.44ms and a period of 737ms.

#### 8. Absolute limit parameter

Exceeding the limit parameters during use can lead to unstable chip functionality, and prolonged exposure to this environment can damage the chip. Tj = -40°C to 150°C,  $4.5V \le VDD \le 16.5V$ .

| Symbol          | Parameter                | Min  | Max  | Unit | Condition   |
|-----------------|--------------------------|------|------|------|---|
|                 | Power supply<br>Voltage  | -0.3 |      | V    | Tj<80°C   |
|                 |                          |      | 16.5 | V    | Tj=170°C  |
| ••              |                          |      | 20   | V    | Tj=150°C  |
| V <sub>DD</sub> |                          |      | 22   | V    | Tj=150°C t=10×5min  |
|                 |                          |      | 24   | V    | t=10×5min R <sub>M</sub> ≥75Ωincluded in<br>V <sub>DD</sub> |
|                 |                          |      | 27   | V    | t=400ms, $R_M \ge 75\Omega$ included in $V_{DD}$            |
| Urev            | Reverse voltage          | -22  |      | V    | t<1h, $R_M \ge 75\Omega$ included in $V_{DD}$               |
| Irev            | Reverse polarity current |      | 200  | Ma   | External current limitation<br>required, t < 4 h            |
|                 | Junction temperature     | -    | 150  |      | 5000h,V <sub>DD</sub> <16.5V                                |
| Tj              |                          | -    | 160  |      | 2500h,V <sub>DD</sub> <16.5V                                |
|                 |                          | -    | 170  |      | 500h,V <sub>DD</sub> <16.5V                                 |
|                 |                          | -    | 190  |      | 4h,V <sub>DD</sub> <16.5V                                   |



### Two-wire differential wheel speed sensor (speed direction)

| T <sub>A</sub>   | Operating ambient temperature | -40 | 150 | °C |          |
|------------------|-------------------------------|-----|-----|----|----------|
| V <sub>ESD</sub> | Antistatic capacity           | -   | ±12 | kV | AEC-Q100 |

#### 9. Electrical characteristic

| Parameter  | Symbol                              | Min  | Тур | Max  | Unit  | Condition   |
|--|-------------------------------------|------|-----|------|-------|---|
| Electrical characteristic  |                                     |      |     |      |       |   |
| Operating voltage  | V <sub>DD</sub>                     | 4.5  |     | 20   | V     |   |
| Operating current (low)  | ILOW                                | 5.9  | 7   | 8.4  | mA    |   |
| Working current (high)   | I <sub>HIGH</sub>                   | 11.8 | 14  | 16.8 | mA    |   |
| Working current ratio  | I <sub>HIGH</sub> /I <sub>LOW</sub> | 1.9  | 2.1 | 2.3  |       |   |
| Output owing rate  | t <sub>r</sub> (rise)               | 8    |     | 22   | mA/µs | $R_{\rm M} = 75 \ \Omega + -5\%$<br>Figure 9-1                              |
| Output swing rate  | t <sub>f</sub> ( down )             | 8    |     | 28   | mA/μs | $R_{\rm M} = 75 \ \Omega + -5\%$<br>Figure 9-1                              |
| linearity  | $dI/dV_{DD}$                        |      |     | 90   | μA/V  |   |
| Initial calibration delay  | t <sub>d,input</sub>                | 255  | 300 | 345  | μs    |   |
| Power-on time u  | t <sub>pu</sub>                     |      |     | 100  | μs    |   |
| Duty cycle   | DC                                  | 40   | 50  | 60   | %     |   |
|  | f                                   | 1    |     | 2500 | Hz    |   |
| Signal frequency   |                                     | 2500 |     | 5000 | Hz    |   |
| Signal Jitter<br>1Hz <f<2500hz< td=""><td>S<sub>Jit-close</sub></td><td></td><td></td><td>±2</td><td>%</td><td><math>1\sigma</math> value<br/><math>V_{DD}=12 V</math><br/><math>\Delta B \ge 2 mT</math></td></f<2500hz<> | S <sub>Jit-close</sub>              |      |     | ±2   | %     | $1\sigma$ value<br>$V_{DD}=12 V$<br>$\Delta B \ge 2 mT$                     |
| Signal Jitter<br>2500 Hz < f < 10000 Hz  | S <sub>Jit-close</sub>              |      |     | ±3   | %     | $1\sigma \text{ value} \\ V_{DD}=12 \text{ V} \\ \Delta B \ge 2 \text{ mT}$ |





#### Two-wire differential wheel speed sensor (speed direction)



9-1 Definition of Signal Rise Time tr and Fall Time tf

#### **10. Temporal characteristic**

Unless otherwise specified, the following parameters are tested under constant amplitude and bias of the input signal (test conditions are  $V_{DD}$ =12V,  $T_A$ =25 °C, circuit reference test circuit diagram 10-1).

| Symbol                      | Parameter  | Description            | Min   | Тур  | Max   | Unit |
|-----------------------------|--|------------------------|-------|------|-------|------|
| t <sub>pre-low</sub>        | Pre output low current length                                    | Figure 10-1            | 38    | 45   | 52    | μs   |
| t <sub>LR</sub>             | Warning pulse length   | Figure 10-1            | 38    | 45   | 52    | μs   |
| t <sub>DR-L</sub>           | Pulse length in the left<br>rotation direction                   | Figure 10-1            | 76    | 90   | 104   | μs   |
| t <sub>DR-R</sub>           | Pulse length in the right rotation direction                     | ③Figure 10-1           | 153   | 180  | 207   | μs   |
| tdr-l⪙                      | Left rotation and low<br>magnetic field warning pulse<br>length  | Figure 10-1            | 306   | 360  | 414   | μs   |
| t <sub>DR-R&amp;EE</sub>    | Right rotation and low<br>magnetic field warning pulse<br>length | ④Figure 10-1           | 616   | 720  | 828   | μs   |
| $\mathbf{f}_{\text{ELmax}}$ | Maximum frequency of low magnetic field warning pulse            |                        |       | 117  |       | Hz   |
| t <sub>stop</sub>           | Static pulse length  | <b>(5)</b> Figure 10-2 | 1.232 | 1.44 | 1.656 | ms   |
| T <sub>stop</sub>           | quiet period   | Figure 10-2            | 590   | 737  | 848   | ms   |

PWM current interface description:

(1) To achieve reliable internal transmission, a low current tpre low is pre output between the rising edges of the corresponding output pulses for each magnetic change. Follow the signal pulse (high current) output.

(2) If the magnetic field difference is below  $\Delta B$  warning, the output pulse length is 45 $\mu$ s. The warning



#### Two-wire differential wheel speed sensor (speed direction)

output dominates, which means that the direction and assembly position information close to the limit air gap are disabled.

(3) If the magnetic field difference exceeds  $\Delta BEL$ , the output pulse length will be 90µs or 180µs depending on the rotation direction.

(4) When the magnetic field difference is less than  $\Delta BEL$ , according to left or right rotation, the output pulse lengths are 360µs and 720µs, respectively. Due to the reduced cycle time at higher frequencies, these longer pulses are only output to a frequency of approximately 117Hz. For higher frequencies and differential magnetic fields below  $\Delta BEL$ , the output pulse lengths are 90µs or 180µs, respectively.

(5) When the undetected magnetic difference signal exceeds the stationary period Tstop, output a stop pulse. Usually, when the first output stop pulse occurs, the circuit returns to uncalibrated mode.

For magnetic field differences below the  $\Delta B$  limit, signal loss occurs.



#### Two-wire differential wheel speed sensor (speed direction)



10-1 Schematic diagram of PWM interface definition



#### 10-2 Static Output Protocol





#### Two-wire differential wheel speed sensor (speed direction)

#### **11. Magnetic field characteristic**

Unless otherwise specified, the following parameters are tested under constant amplitude and bias of the input signal (test conditions are  $V_{DD}=12V$ ,  $T_A=25$ °C, circuit reference test circuit Figure 11- 1).

| Parameter                                    | Symbol                  | Min  | Тур | Max  | Unit | Condition                                 |
|--|-------------------------|------|-----|------|------|---|
| Pre-induction                                | $\mathrm{B}_0$          | -500 | -   | +500 | mT   |   |
| Pre-induction offset<br>between outer probes | $\Delta B_{stat., l/r}$ | -30  |     | +30  | mT   |   |
| Differential induction                       | $\Delta B$              | -120 |     | +120 | mT   | f=1kHz, Bdiff=5mT                         |
| Pulse length in the right rotation direction | tDR-R                   | 153  | 180 | 207  | μs   | Figure 10-1                               |
|  | $\Delta B_{Limit}$      | 0.35 | 0.8 | 1.5  | mT   | 1Hz <fmag<2500hz< td=""></fmag<2500hz<>   |
| Threshold limit                              |                         |      |     | 1.6  | mT   | 2500Hz <f<sub>mag&lt;10000<br/>Hz</f<sub> |
| The difference in the                        |                         | 0.7  | 1.4 | 3.3  | mT   | $1Hz < f_{mag} < 2500Hz$                  |
| to start                                     | $\Delta B_{startup}$    |      |     | 3.9  | mT   | 2500Hz <f<sub>mag&lt;10000<br/>Hz</f<sub> |

#### 12. Reference circuit

#### 12.1 Test Circuit



12-1 Test Circuit







#### 12.2 Application reference circuit



#### 12-2 Application reference circuit

#### 13. Characteristic curve

Performance characteristic test (test circuit diagram 12-1)



13-1 Working current and current ratio under voltage of 0-42V

# Alfa Electronics Co.,Ltd

### Two-wire differential wheel speed sensor (speed direction)







13-3 Output signal slew rate at -40~+150 °C temperature

13-4 RM (1~1000) output signal slew rate



#### Two-wire differential wheel speed sensor (speed direction)

#### 14. Package information



#### 15.Note

- Hall chips are sensitive devices, and electrostatic protection measures should be taken during use, installation, and storage.
- During installation and use, mechanical stress applied to the device casing and leads should be minimized as much as possible.
- It is recommended that the welding temperature should not exceed 350 °C and the duration should not exceed 5 seconds.
- To ensure the safety and stability of Hall chips, it is not recommended to use them beyond the parameter range for a long time.



#### Two-wire differential wheel speed sensor (speed direction)

#### **16. Historical Version**

| No. | Time         | Describe                     |
|-----|--------------|------------------------------|
| 1   | February.024 | Publish                      |
| 2   | April,2024   | Update description ambiguity |
| 3   | April,2024   | Revise the layout            |

#### Copyright ©2018, Alfa Electronics Co., Ltd

Alfa Electronics Co., Ltd reserves the right to make, from time to time, such departures from the detail specifications as may be required to permit improvements in the performance, reliability, or manufacturability of its products. Before placing an order, the user is cautioned to verify that the information being relied upon is current.

Alfa's products are not to be used in any devices or systems, including but not limited to life support devices or systems, in which a failure of Alfa's product can reasonably be expected to cause bodily harm. The information included herein is believed to be accurate and reliable. However, Alfa Electronics Co ., Ltd assumes no responsibility for its use; nor for any infringement of patents or other rights of third parties which may result from its use.