National Semiconductor

## **DS1487** Low Power RS-485 1/4 Unit Load Multipoint Transceiver

#### **General Description**

The DS1487 is a low-power transceiver for RS-485 and RS-422 communication. The device contains one driver and one receiver. The drivers slew rate allows for operation up to 2.0 Mbps (see Applications Information section). The transceiver presents 1/4 unit loading to the RS-485 bus allowing up to 128 nodes to be connected together without the use of repeaters.

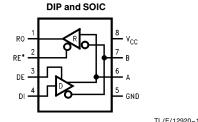
The transceiver draws 200 µA of supply current when unloaded or fully loaded with the driver disabled and operates from a single +5V supply.

The driver is short-circuit current limited and is protected against excessive power dissipation by thermal shutdown circuitry that places the driver outputs into TRI-STATE® (High Impedance state) under fault conditions. The driver guarantees a minimum of 1.5V differential output voltage with maximum loading across the common mode range (V<sub>OD3</sub>).

The receiver has a failsafe feature that guarantees a logichigh output if the input is open circuit.

The DS1487 is available in surface mount and DIP packages

### **Connection and Logic Diagram**



Order Number	Temp. Range	Package/###
DS1487N	0°C to +70°C	DIP/N08E
DS1487M	$0^{\circ}C$ to $+70^{\circ}C$	SOP/M08A

Features

- Meets TIA/EIA RS-485 multipoint standard
- Allows up to 128 transceivers on the bus (1/4 U.L.)
- Guaranteed full load output voltage (V<sub>OD3</sub>) 200 µA typ
- Low quiescent current
- -7V to +12V common-mode input voltage range
- TRI-STATE outputs on driver and receiver AC performance: Driver transition time 25 ns typ 40 ns typ - Driver propagation delay
- Driver skew 1 ns typ - Receiver propagation delay 200 ns typ - Receiver skew 20 ns typ ■ Half-duplex flow through pinout

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- Operates from a single 5V supply
- Current-limiting and thermal shutdown for driver overload protection
- Pin and functional compatible with MAX1487

#### **Truth Table**

DRIVER S	ECTION					
RE*	DE	DI	Α	в		
Х	н	н	н	L		
Х	н	L	L	н		
Х	L	X	Z	Z		
RECEIVER SECTION						
RE*	DE	A	-В	RO		
L	L	$\geq +$	0.2V	н		
L	L	$\leq$ $-0.2V$		L		
н	X	Х		Z		
L	L	OPEN*		н		

\*Note: Non Terminated, Open Input only

RRD-B30M17/Printed in U. S. A.

X = indeterminate

Z = TRI-STATE

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Absolute	Maximum	Ratings	(Note 1)
/10001010	maximani	natingo	(11010-1)

If Military/Aerospace specified devices are required, please contact the National Semiconductor Sales Office/Distributors for availability and specifications.

Supply Voltage (V <sub>CC</sub> )	+12V
Enable Input Voltage (RE*, DE)	- 0.5V to (V <sub>CC</sub> + 0.5V)
Driver Input Voltage (DI)	- 0.5V to (V <sub>CC</sub> + 0.5V)
Driver Output Voltage (A, B)	-14V to $+14V$
Receiver Input Voltage (A, B)	-14V to $+14V$
Receiver Output Voltage (RO)	- 0.5V to (V <sub>CC</sub> + 0.5V)
Maximum Package Power Dissipa	ation @ +25°C
M Package	1.19W
N Package	0.74W
Derate M Package 9.5 mW/°C at	pove +25°C
Derate N Package 6.0 mW/°C ab	oove +25°C

Maximum Package Power Dissipation	₽ +70°C
M Package	0.76W
N Package	0.47W
Storage Temperature Range	$-65^{\circ}$ C to $+150^{\circ}$ C
Lead Temperature Range	
(Soldering, 4 sec.)	+ 260°C
ESD (HBM)	$\geq$ 2 kV

# Recommended Operating Conditions

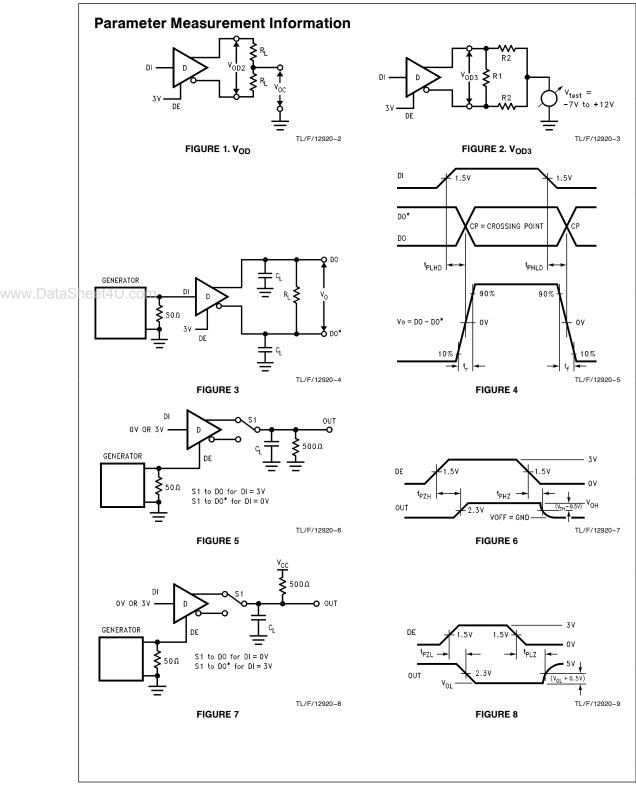
	Min	Тур	Мах	Units
Supply Voltage (V <sub>CC</sub> )	+4.75	+ 5.0	+5.25	V
Operating Free Air				
Temperature (T <sub>A</sub> )				
DS1487	0	+ 25	+70	°C
Bus Common Mode Voltage	-7		+12	V

#### **Electrical Characteristics**

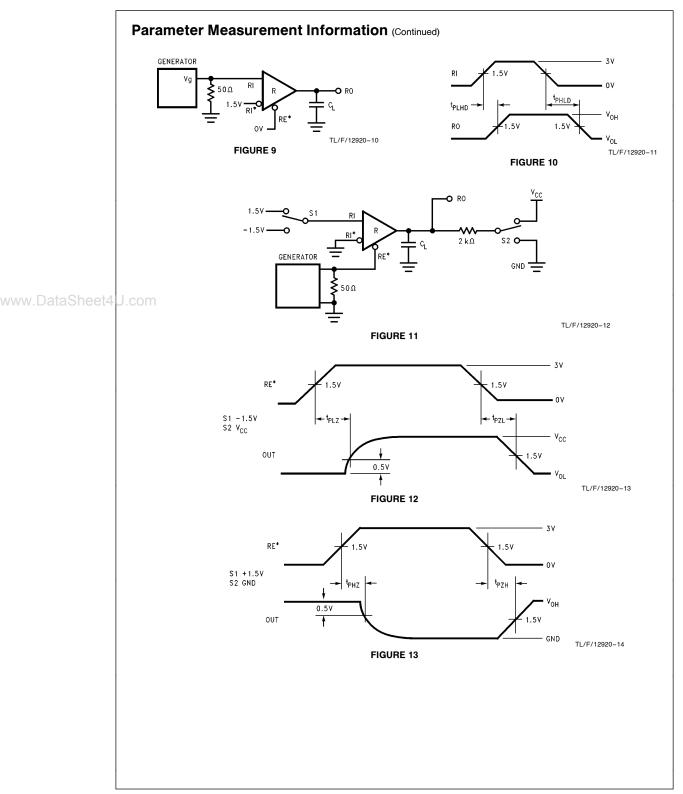
Over Supply Voltage and Operating Temperature Ranges, unless otherwise specified (Notes 2, 3)

Symbol	Parameter	Conditions	Pin	Min	Тур	Max	
V <sub>OD1</sub>	Differential Driver Output Voltage	(No Load)	A, B	1.5		5	
V <sub>OD2</sub>	Differential Driver Output Voltage	$R_L=50\Omega,$ (RS422), <i>Figure 1</i>		2	2.8		
	with Load	$R_{L}=27\Omega$ , (RS485), <i>Figure 1</i>		1.5	2.3	5	
$\Delta V_{OD}$	Change in Magnitude of Output Differential Voltage	$R_L=27\Omega$ or $50\Omega$ (Note 4)				0.2	
V <sub>OD3</sub>	Differential Driver Output Voltage— Full Load with Max V <sub>CM</sub>	$\begin{array}{l} R1 = 54\Omega, R2 = 375\Omega \\ V_{TEST} = -7V \text{ to } + 12V, \textit{Figure 2} \end{array}$		1.5	2.0	5	
V <sub>OC</sub>	Driver Common-Mode Output Voltage	$R_L = 27\Omega$ or 50 $\Omega$ , <i>Figure 1</i>		0		3	
$\Delta V_{OC}$	Change in Magnitude of Common-Mode Output Voltage	$R_L = 27\Omega \text{ or } 50\Omega, Figure 1 \text{ (Note 4)}$				0.2	
VIH	Input High Voltage		DI, DE,	2.0			
V <sub>IL</sub>	Input Low Voltage		RE*			0.8	
I <sub>IN1</sub>	Input Current	$V_{IN} = 0V \text{ or } V_{CC}$				±2	
I <sub>IN2</sub>	Input Current (Note 5)	$V_{IN} = +12V$	А, В	0	190	250	
	$DE = 0V, V_{CC} = 0V \text{ or } 5.25V$	$V_{IN} = -7V$		0	-100	-200	
V <sub>TH</sub>	Receiver Differential Threshold Voltage	$-7V \leq V_{CM} \leq +12V$		-0.2		0.2	
$\Delta V_{TH}$	Receiver Input Hysteresis	$V_{CM} = 0V$			70		
V <sub>OH</sub>	Receiver Output High Voltage	$I_{O} = -4$ mA, $V_{ID} = 0.2V$	RO	3.5			
V <sub>OL</sub>	Receiver Output Low Voltage	$I_{O} = 4 \text{ mA}, V_{ID} = -0.2 V$				0.5	
I <sub>OZR</sub>	TRI-STATE Output Current at Receiver	$0.4V \leq V_O \leq 2.4V$				±1	
R <sub>IN</sub>	Receiver Input Resistance	$-7V \le V_{IN} \le +12V$	А, В	48	68		
ICC	No-Load Supply Current (Note 6)	$DE = V_{CC}$ , $RE^* = 0V$ or $V_{CC}$	V <sub>CC</sub>		200	500	
		$DE = 0V, RE^* = 0V \text{ or } V_{CC}$			200	500	
I <sub>OSD1</sub>	Driver Short Circuit Current, $V_0 = HIGH$	$-7V \le V_O \le +12V$	А, В			250	
I <sub>OSD2</sub>	Driver Short Circuit Current, $V_0 = LOW$	$-7V \le V_O \le +12V$				-250	
IOSR	Receiver Short Circuit Current	$V_{O} = GND$	RO	7		85	

Symbol	Parameter	Conditions	Min	Тур	Max	Unit
t <sub>PLHD</sub>	Driver Differential Propagation Delay—Low to High	$R_L = 54\Omega, C_L = 100 \text{ pF}$	10	40	80	ns
t <sub>PHLD</sub>	Driver Differential Propagation Delay—High to Low		10	39	80	ns
t <sub>SKEW</sub>	Differential Skew  t <sub>PHLD</sub> - t <sub>PLHD</sub>		0	1	10	ns
t <sub>r</sub>	Driver Rise Time		3	25	50	ns
t <sub>f</sub>	Driver Fall Time		3	25	50	ns
t <sub>ZH</sub>	Driver Enable to Output High	C <sub>L</sub> = 100 pF		50	200	ns
t <sub>ZL</sub>	Driver Enable to Output Low	C <sub>L</sub> = 100 pF		65	200	ns
t <sub>LZ</sub>	Driver Disable from Output Low	$C_L = 15  \text{pF}$		80	200	ns
t <sub>HZ</sub>		C <sub>L</sub> = 15 pF		80	200	ns
t <sub>PLHD</sub>	Receiver Differential Propagation Delay—Low to High	C <sub>L</sub> = 15 pF (RO)	30	190	400	ns
t <sub>PHLD</sub>	Receiver Differential Propagation Delay—High to Low		30	210	400	ns
t <sub>SKEW</sub>	Differential Skew  t <sub>PHLD</sub> - t <sub>PLHD</sub>		0	20	50	ns
t <sub>ZH</sub>	Receiver Enable to Output High	C <sub>L</sub> = 15 pF		45	150	ns
l.t <u>2</u> 0m	Receiver Enable to Output Low			40	150	ns
t <sub>LZ</sub>	Receiver Disable from Output Low			50	150	ns
t <sub>HZ</sub>	Receiver Disable from Output High			55	150	ns
f <sub>max</sub>	Maximum Data Rate	(Note 9)	2.0			Mb
Note 7: f	upply current specification is valid for loaded transmitters when $DE = OV$	or enabled ( $DE = H$ ) with no load.				
<b>Note 9:</b> f <sub>m</sub> rate unit in	= 1 MHz, $t_r$ and $t_f \le 6$ ns, $Z_O = 50\Omega$ . _ includes jig and probe capacitance. <sub>ax</sub> is the guaranteed data rate for 50 ft of twisted pair cable. $f_{max}$ may be c terval (1/f <sub>max</sub> ). Using a 10% ratio yields $f_{max} = (0.1)/50$ ns = 2.0 Mb/s	onservatively determined from the ra . Higher data rates may be supporte	tio of drive d by allow	r transition ing larger i	time (t <sub>r</sub> ) to atios.	the da



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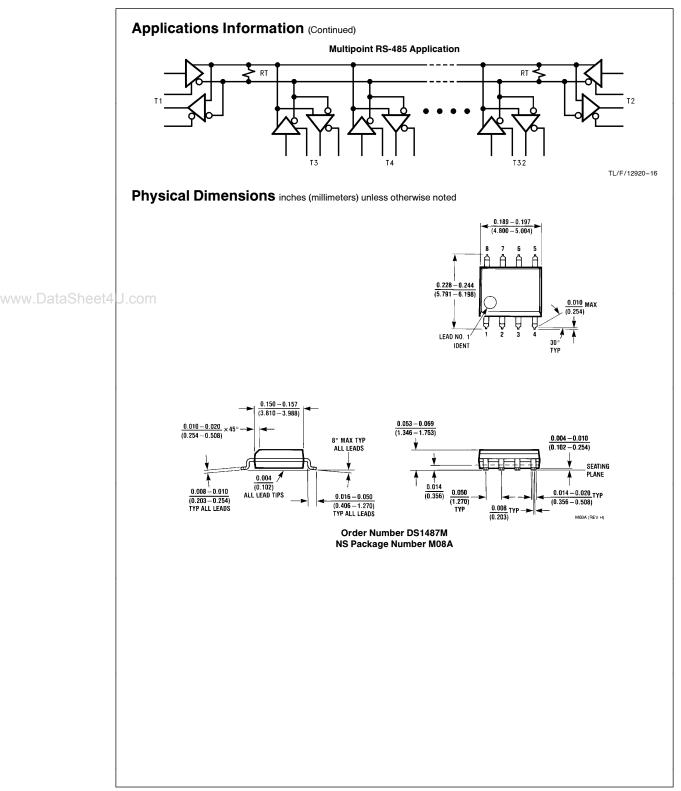
Pin	in Descriptions				
Pin #	I/O	Name	Function		
1	0	RO	Receiver Output: If $A > B$ by 200 mV, RO will be high; If $A < B$ by 200 mV, RO will be low. RO will be high also if the inputs (A and B) are open (non-terminated).		
2	1	RE*	Receiver Output Enable: RO is enabled when RE* is low; RO is in TRI-STATE when RE* is high.		
3	I	DE	Driver Output Enable: The driver outputs (A and B) are enabled when DE is high; they are in TRI- STATE when DE is low. Pins A and B also function as the receiver input pins (see below).		
4	I	DI	Driver Input: A low on DI forces A low and B high while a high on DI forces A high and B low when the driver is enabled.		
5	NA	GND	Ground		
6	1/0	A	Non-inverting Driver Output and Receiver Input pin. Driver output levels conform to RS-485 signaling levels.		
7	1/0	В	Inverting Driver Output and Receiver Input pin. Driver output levels conform to RS-485 signaling levels.		
8	NA	V <sub>CC</sub>	Power Supply: 4.75V $\leq$ V <sub>CC</sub> $\leq$ 5.25V		

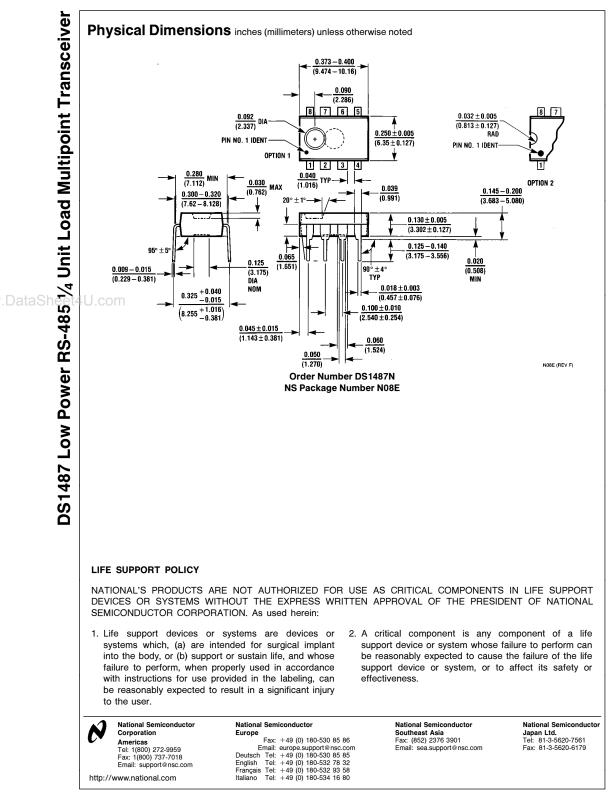
#### **Applications Information**

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The DS1487 is a low power transceiver designed for use in **PS**485 multipoint applications. The DS1487 can transmit data up to 2.0 Mbps based on a ratio of driver transition time to the unit interval (bit time) of 10%. This maximum data rate may be further limited by the interconnecting media. The DS1487 provides a 1/4 unit load to the RS-485 bus across the common mode range of -7V to +12V. This allows up to 128 transceivers (1/4 unit load) to be connected to the bus. The DS1487 also guarantees the driver's output differential voltage into a worst case load that models standard termination loads and 32 unit loads (=128 DS1487's) referenced to the maximum common mode voltage extremes. With a minimum of 1.5V swing into this load, a 1.3V differential noise margin is supported along with the standard common mode rejection range of the receivers. Due to the multipoint nature of the bus, contention between drivers may occur. This will not cause damage to the drivers since they feature short-circuit protection and also thermal shutdown protection. Thermal shutdown senses die temperature and puts the driver outputs into TRI-STATE if a fault condition occurs that causes excessive power dissipation which can elevate the junction temperature to  $\pm 150^{\circ}$ C.

A typical multipoint application is shown in the following figure. Note that termination is typically required but is only located at the two ends of the cable (not on every node). Commonly pull up and pull down resistors may be required at one end of the bus to provide a failsafe bias. These resistors provide a bias to the line when all drivers are in TRI-STATE. See National Application Note 847 for a complete discussion of failsafe biasing of differention buses.





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