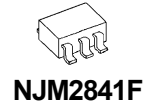


Low Output Voltage Low Dropout Regulator

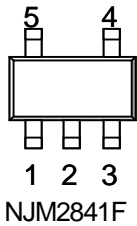
FEATURES

- Output Voltage Range 0.8V to 2.5V
- High Ripple Rejection 86 dB typ. ($V_{O}=1.2V$ version)
- Output Noise Voltage $V_{NO}=40\mu V_{rms}$ ($V_{O}=1.2V$ version)
- Output Current $I_{O(min)}=500mA$
- High Precision Output $V_{O}\pm 1.0\%$ @ $T_a=25^\circ C$
 $V_{O}\pm 2.5\%$ @ $T_a= -40^\circ C$ to $+125^\circ C$
- Dual Supply Voltage Type V_{IN}, V_{BIAS} (sequence free)
- Output Capacitor with 4.7 μF ceramic capacitor
- Low Dropout Voltage 0.1V typ. @ $I_{O}=300mA$
- ON/OFF Control
- Built-in Thermal Overload Protection and Over Current Protection
- Bipolar Technology
- Package Outline SOT-23-5
- AEC-Q100 "This product meets the reliability level required by AEC-Q100."

PACKAGE OUTLINE

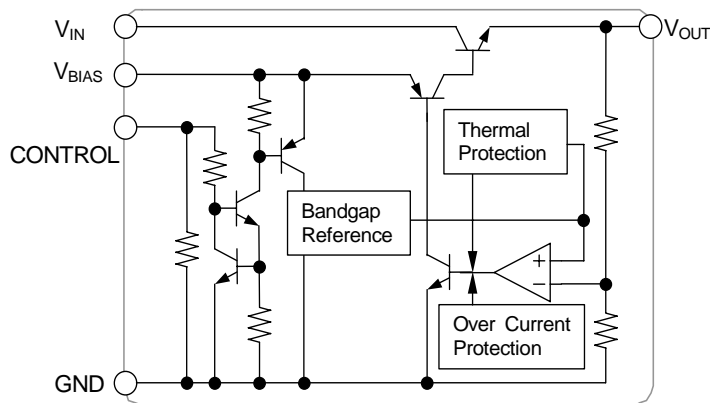


PIN CONNECTION



1. CONTROL
2. GND
3. V_{OUT}
4. V_{IN}
5. V_{BIAS}

BLOCK DIAGRAM



OUTPUT VOLTAGE RANK LIST

Device Name	V_{OUT}
NJM2841F012-T	1.2V

Output Voltage Range: 0.8V to 2.5V (0.1V step)

Automotive NJM2841-T

■ ABSOLUTE MAXIMUM RATINGS

(Ta=25°C)

PARAMETER	SYMBOL	RATINGS	UNIT	
Input Voltage	V _{IN}	+10	V	
Bias Voltage	V _{BIAS}	+10	V	
Control Voltage	V _{CONT}	+10	V	
Power Dissipation	P _D	SOT-23-5	480(*1)	mW
			640(*2)	
Operating Temperature	T _{opr}	-40 ~ +105	°C	
Storage Temperature	T _{stg}	-50 ~ +150	°C	

(*1): Mounted on glass epoxy board. (76.2 × 114.3 × 1.6mm:based on EIA/JDEC standard, 2Layers)

(*2): Mounted on glass epoxy board. (76.2 × 114.3 × 1.6mm:based on EIA/JDEC standard, 4Layers), internal Cu area: 74.2 × 74.2mm

■ BIAS VOLTAGE RANGE

V_{BIAS} = +2.5V to +10V (V_O < 1.5V)

V_{BIAS} = V_O + 1V to +10V (V_O ≥ 1.5V)

Automotive NJM2841-T

■ ELECTRICAL CHARACTERISTICS

($V_{BIAS}=2.5V(V_O \geq 1.5V) : V_{BIAS}=V_O+1V$), $V_{IN}=V_O+1V$, $C_{BIAS}=0.1\mu F$, $C_{IN}=4.7\mu F$, $C_O=4.7\mu F$, $T_a=25^\circ C$)

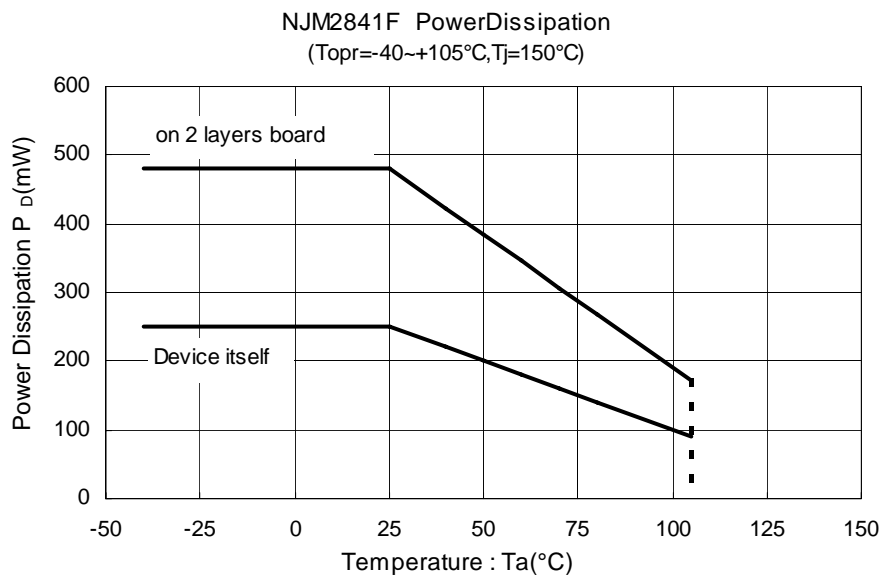
PARAMETER	SYMBOL	TEST CONDITION	MIN.	TYP.	MAX.	UNIT
Output Voltage	V_O	$I_O=30mA$	-1.0%	-	+1.0%	V
		$I_O=30mA$, $T_a=-40^\circ C$ to $+105^\circ C$	-2.5%		+2.5%	
Unloaded Bias Current	I_{BIAS}	$I_O=0mA$, except I_{CONT}	-	180	300	μA
		$I_O=0mA$, except I_{CONT} , $T_a=-40^\circ C$ to $+105^\circ C$	-	-	350	
Unloaded Input Current	I_{IN}	$I_O=0mA$, except I_{CONT}	-	-	20	μA
		$I_O=0mA$, except I_{CONT} , $T_a=-40^\circ C$ to $+105^\circ C$	-	-	25	
Bias Current at Control OFF	$I_{BIAS(OFF)}$	$V_{CONT}=0V$	-	-	100	nA
		$V_{CONT}=0V$, $T_a=-40^\circ C$ to $+105^\circ C$	-	-	500	
Input Current at Control OFF	$I_{IN(OFF)}$	$V_{CONT}=0V$	-	-	100	nA
		$V_{CONT}=0V$, $T_a=-40^\circ C$ to $+105^\circ C$	-	-	500	
Output Current	I_O	$V_O \times 0.9V$	500	650	-	mA
		$V_O \times 0.9V$, $T_a=-40^\circ C$ to $+105^\circ C$	500	-	-	
Line Regulation 1 (V_{BIAS})	$\Delta V_O / \Delta V_{BIAS}$	$V_{BIAS}=2.5V$ to V_O+6V ($V_O < 1.5V$) $V_{BIAS}=V_O+1V$ to V_O+6V ($V_O \geq 1.5V$) $I_O=30mA$	-	-	0.10	%/V
Line Regulation 2 (V_{IN})	$\Delta V_O / \Delta V_{IN}$	$V_{IN}=V_O+1V$ to V_O+6V , $I_O=30mA$	-	-	0.10	%/V
Load Regulation	$\Delta V_O / \Delta I_O$	$I_O=30$ to $500mA$	-	-	0.002	%/mA
Dropout Voltage	ΔV_{I_O}	$I_O=300mA$	-	0.10	0.18	V
Ripple Rejection Ratio 1 (V_{BIAS})	$RR1(V_{BIAS})$	$V_{BIAS}=3.5V$, $e_{BIAS}=200mV_{rms}$, $f=1kHz$, $I_O=10mA$	Refer to Table 1			dB
Ripple Rejection Ratio 2 (V_{IN})	$RR2(V_{IN})$	$e_{IN}=200mV_{rms}$, $f=1kHz$, $I_O=10mA$	Refer to Table 1			dB
Average Temperature Coefficient of Output Voltage	$\Delta V_O / \Delta T_a$	$T_a=0$ to $+85^\circ C$, $I_O=10mA$	-	± 50	-	ppm/ $^\circ C$
Output Noise Voltage	V_{NO}	$f=10Hz$ to $80kHz$, $I_O=10mA$	Refer to Table 1			μV_{rms}
Control Current	I_{CONT}	$V_{CONT}=1.6V$	-	3	12	μA
		$V_{CONT}=2.0V$, $T_a=-40^\circ C$ to $+105^\circ C$	-	-	22	
Control Voltage for ON-state	$I_{CONT(ON)}$		1.6	-	-	V
		$T_a=-40^\circ C$ to $+105^\circ C$	2.0	-	-	
Control Voltage for OFF-state	$V_{CONT(ON)}$		-	-	0.6	V
		$T_a=-40^\circ C$ to $+105^\circ C$	-	-	0.5	
Bias Voltage	V_{BIAS}		-	-	10	V
		$T_a=-40^\circ C$ to $+105^\circ C$	-	-	10	
Input Voltage	V_{IN}		-	-	9	V
		$T_a=-40^\circ C$ to $+105^\circ C$	-	-	9	

Automotive NJM2841-T

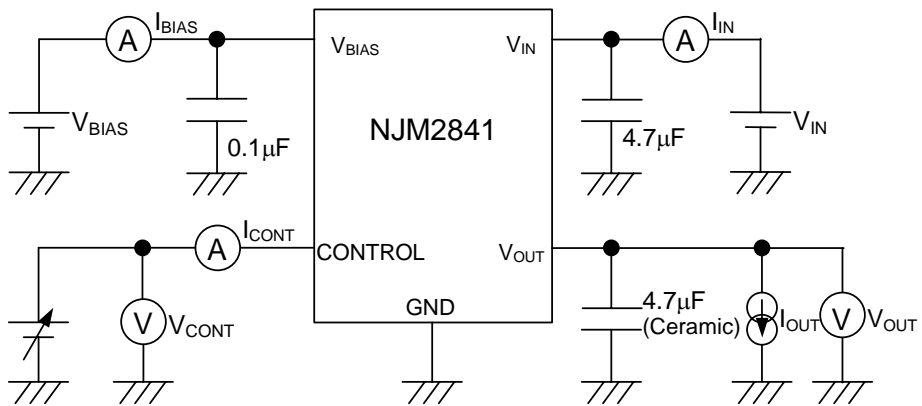
• Table1

PARAMETER	SYMBOL	TEST CONDITION	MIN.	TYP.	MAX.	UNIT	
Ripple Rejection Ratio 1 (V_{BIAS})	RR(V_{BIAS})	$V_{BIAS}=3.5V$, $e_{BIAS}=200mV_{rms}$, $f=1kHz$, $I_o=10mA$	$V_O=0.8V$	-	80	-	dB
			$V_O=0.9V$	-	80	-	
			$V_O=1.0V$	-	79	-	
			$V_O=1.2V$	-	77	-	
			$V_O=1.5V$	-	75	-	
		$V_{BIAS}=4.5V$, $e_{BIAS}=200mV_{rms}$, $f=1kHz$, $I_o=10mA$	$V_O=2.5V$	-	70	-	
Ripple Rejection Ratio 2 (V_{IN})	RR(V_{IN})	$e_{in}=200mV_{rms}$, $f=1kHz$, $I_o=10mA$	$V_O=0.8V$	-	87	-	dB
			$V_O=0.9V$	-	87	-	
			$V_O=1.0V$	-	87	-	
			$V_O=1.2V$	-	86	-	
			$V_O=1.5V$	-	85	-	
			$V_O=2.5V$	-	75	-	
Output Noise Voltage	V_{NO}	$f=10Hz\sim 80kHz$, $I_o=10mA$,	$V_O=0.8V$	-	27	-	μV_{rms}
			$V_O=0.9V$	-	30	-	
			$V_O=1.0V$	-	34	-	
			$V_O=1.2V$	-	40	-	
			$V_O=1.5V$	-	48	-	
			$V_O=2.5V$	-	75	-	

POWER DISSIPATION vs. AMBIENT TEMPERATURE



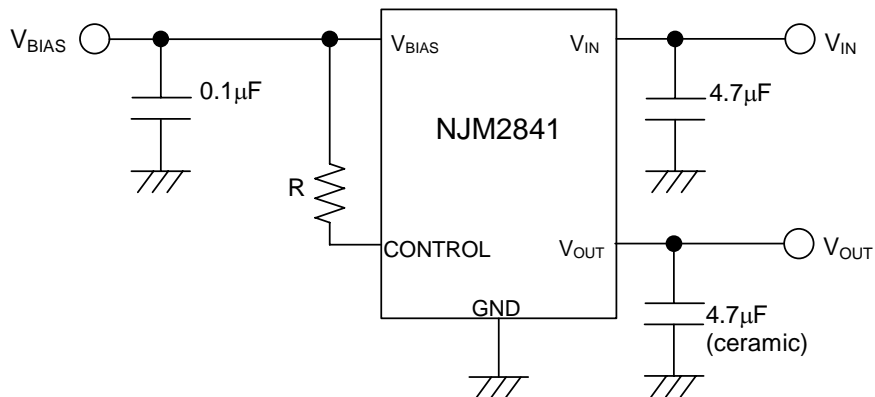
TEST CIRCUIT



Automotive NJM2841-T

■ TYPICAL APPLICATION

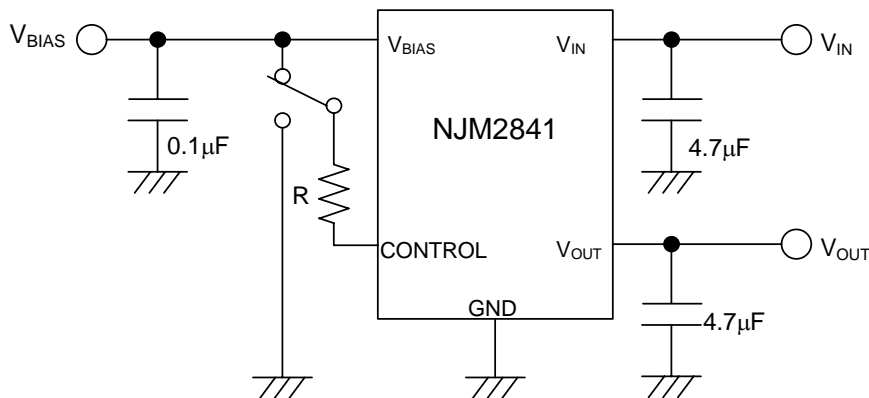
a) In case of where ON/OFF control is not required:



Connect control pin to V_{BIAS} pin.

Though the I_{CONT} decreases by inserting "R" to between Control pin and V_{BIAS} pin, the minimum operating voltage is increased due to the resistor "R".

b) In use of ON/OFF control:



State of control pin:

"H" → output is enabled.

"L" or "open" → output is disabled.

* Bias Capacitor C_{BIAS} and an Input Capacitor C_{IN}

C_{BIAS} and C_{IN} are required to prevent oscillation and reduce power supply ripple for applications when high power supply impedance or a long power supply line.

Therefore, use recommended C_{BIAS} and C_{IN} value (refer to conditions of ELECTRIC CHARACTERISTIC) or larger and should connect between $V_{BIAS} - GND$, $V_{IN} - GND$ as shortest path as possible to avoid the problem.

*Output Capacitor C_O

Output capacitor (C_O) will be required for a phase compensation of the internal error amplifier.

The capacitance and the equivalent series resistance (ESR) influence to stable operation of the regulator.

Use of a smaller C_O may cause excess output noise or oscillation of the regulator due to lack of the phase compensation.

On the other hand, Use of a larger C_O reduces output noise and ripple output, and also improves output transient response when rapid load change.

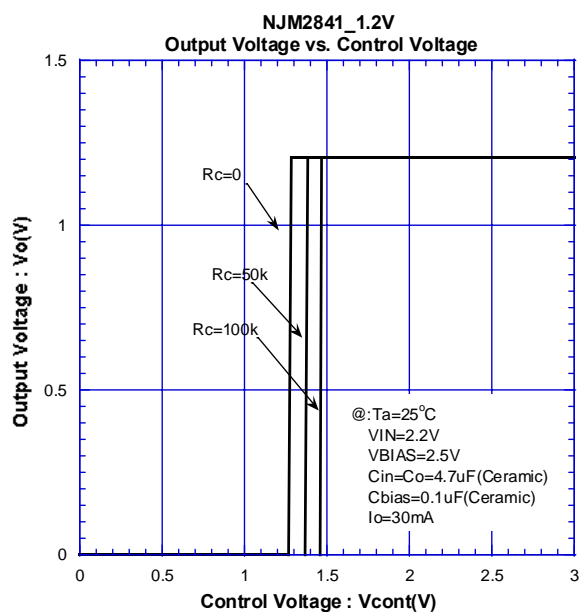
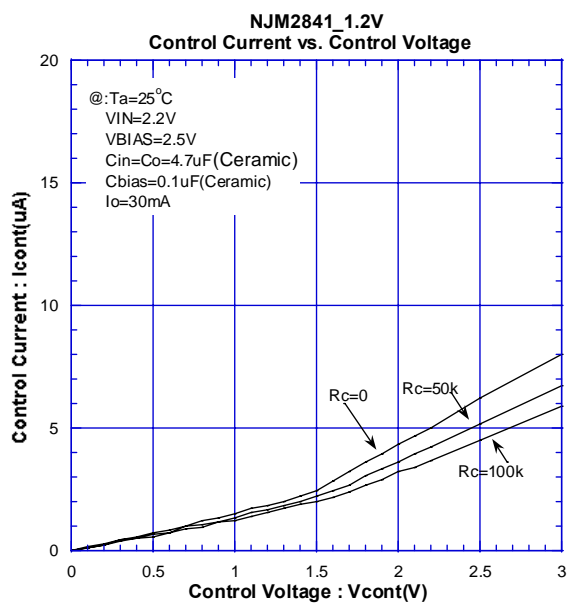
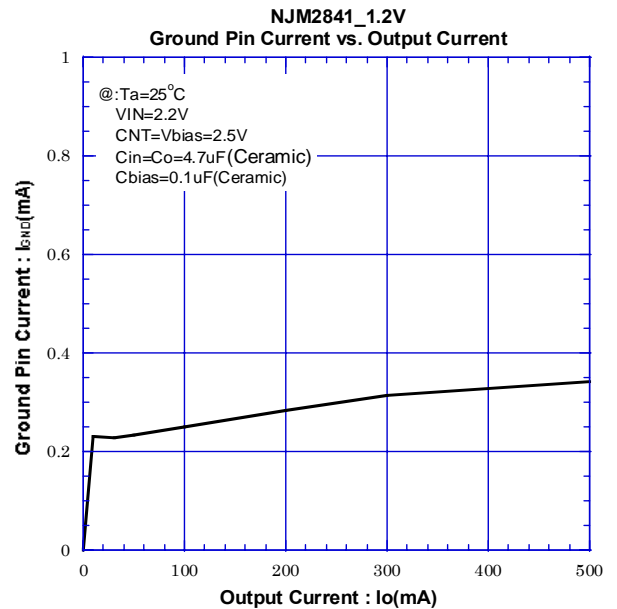
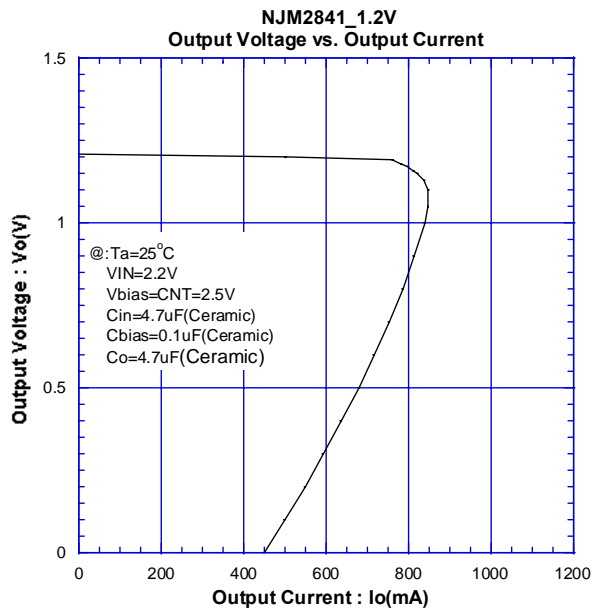
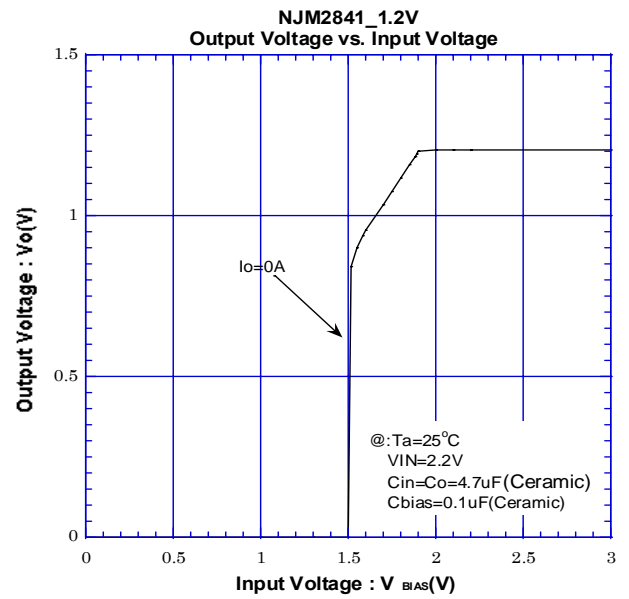
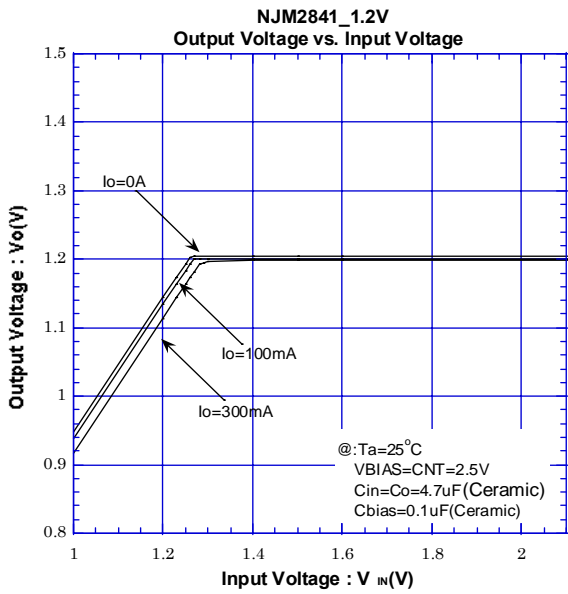
Therefore, use the recommended C_O value (refer to conditions of ELECTRIC CHARACTERISTIC) or larger and should connect between GND and V_{OUT} as shortest path as possible for stable operation

In addition, you should consider varied characteristics of capacitor (a frequency characteristic, a temperature characteristic, a DC bias characteristic and so on) and unevenness peculiar to a capacitor supplier enough.

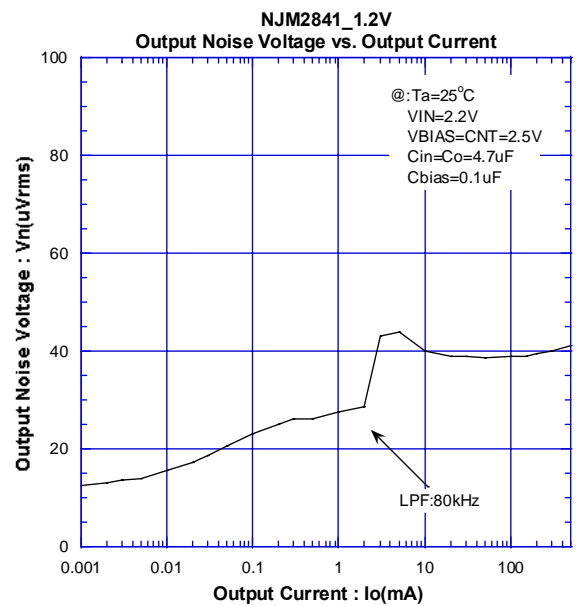
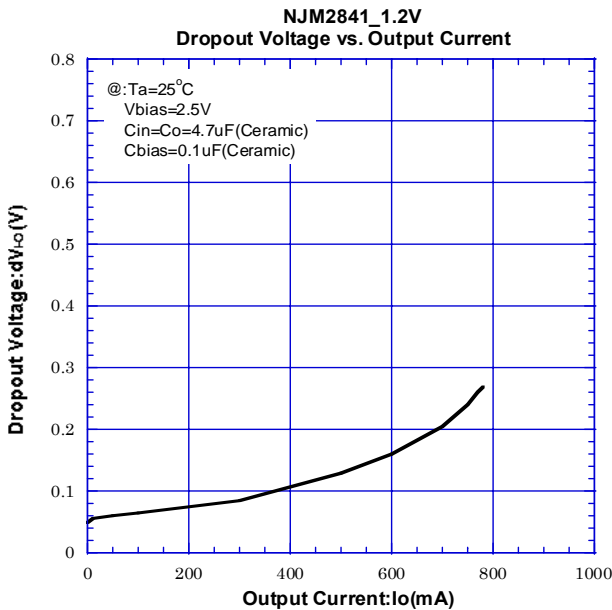
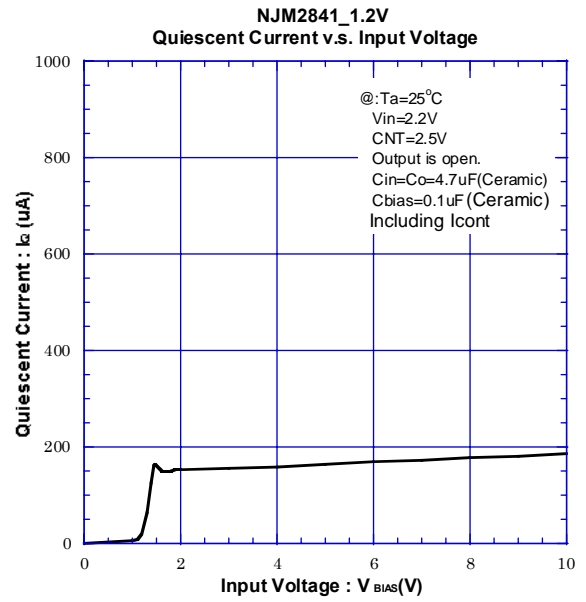
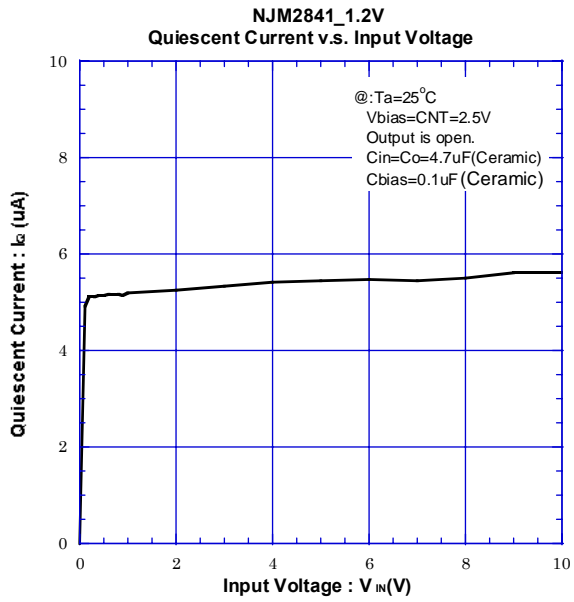
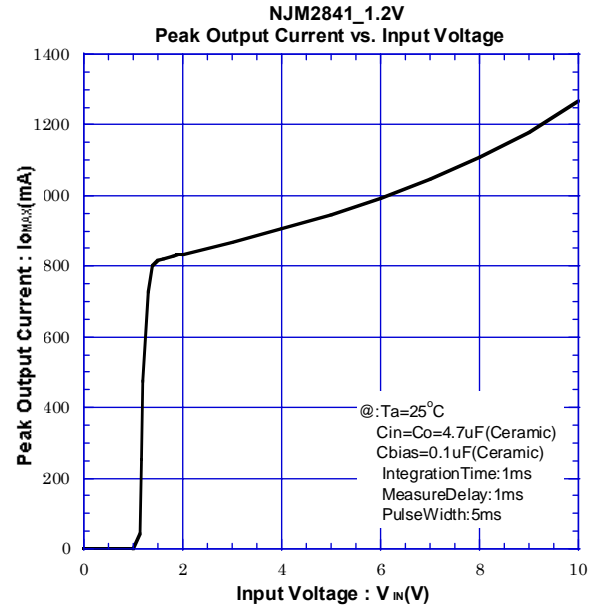
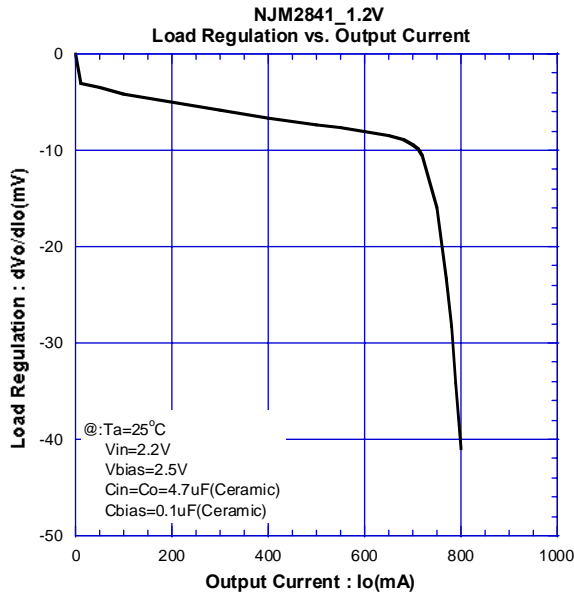
When selecting C_O , recommend that have withstand voltage margin against output voltage and superior temperature characteristic though this product is designed stability works with wide range ESR of capacitor including low ESR products.

Automotive NJM2841-T

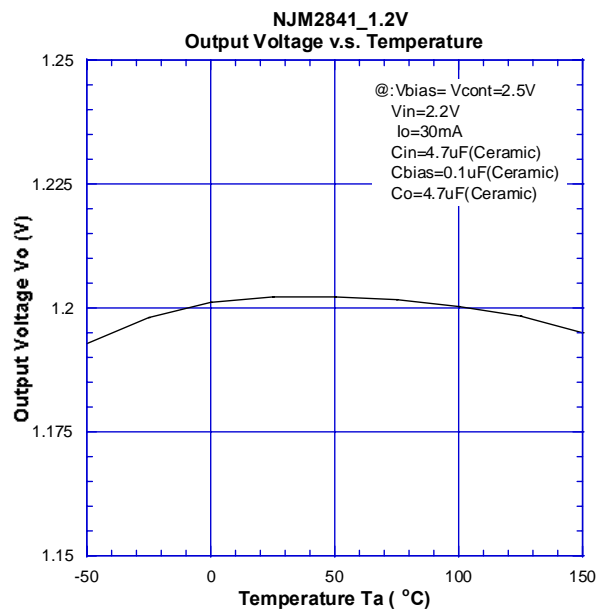
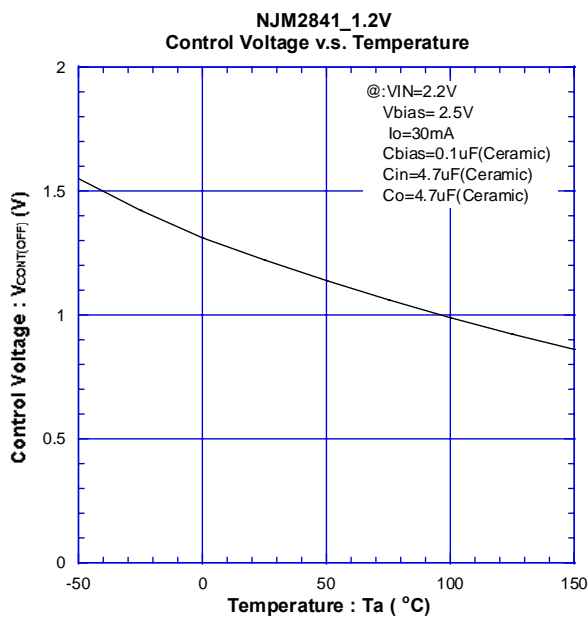
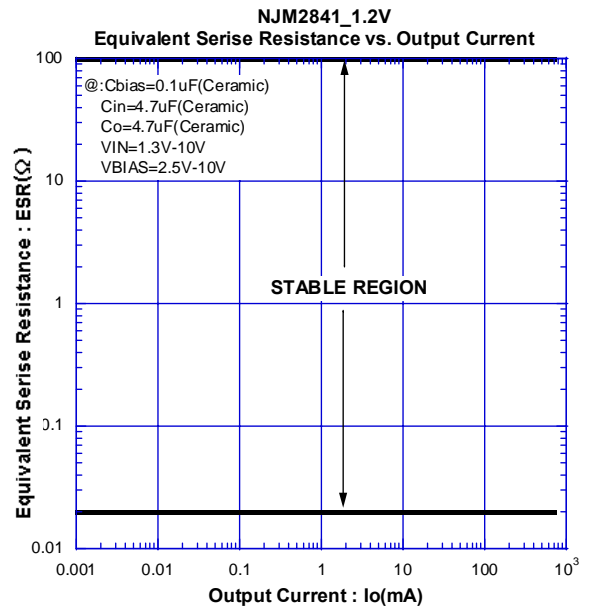
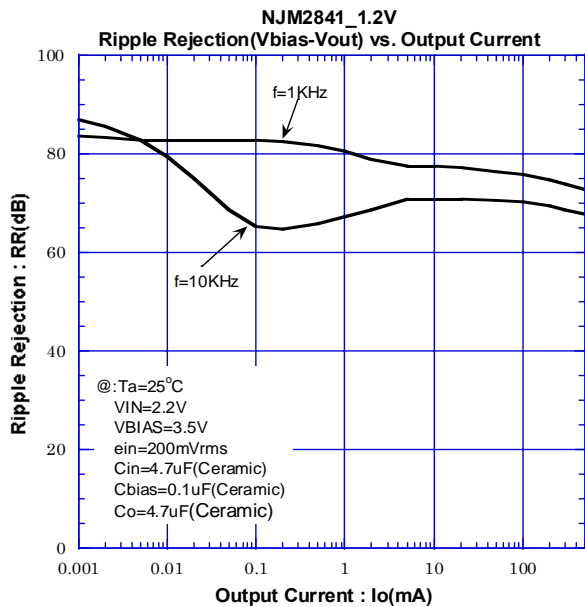
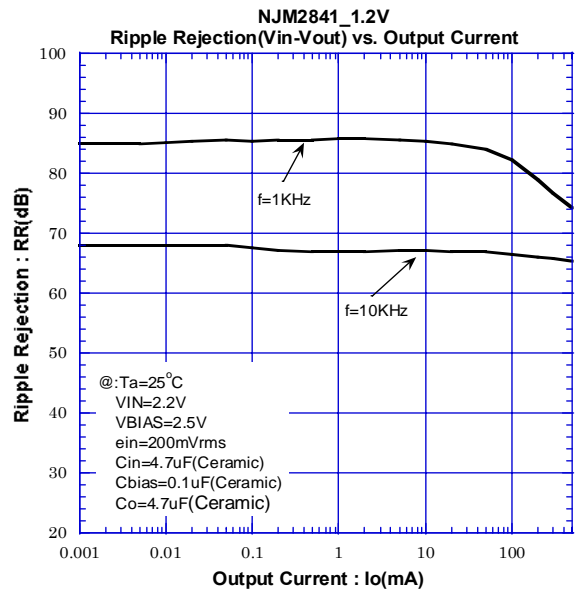
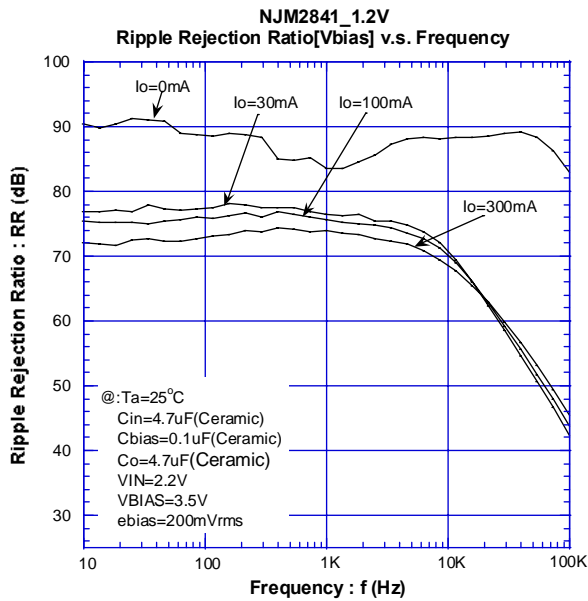
■ TYPICAL CHARACTERISTICS



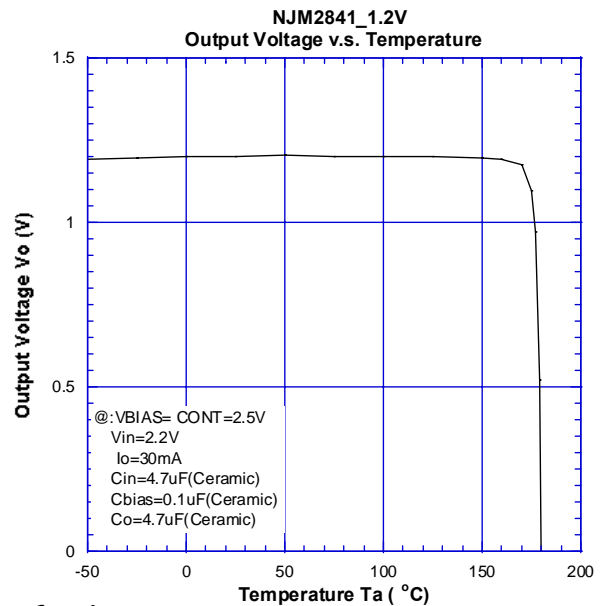
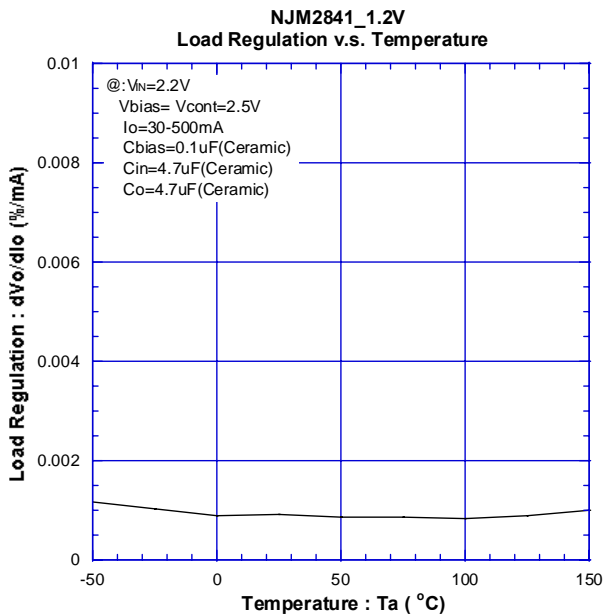
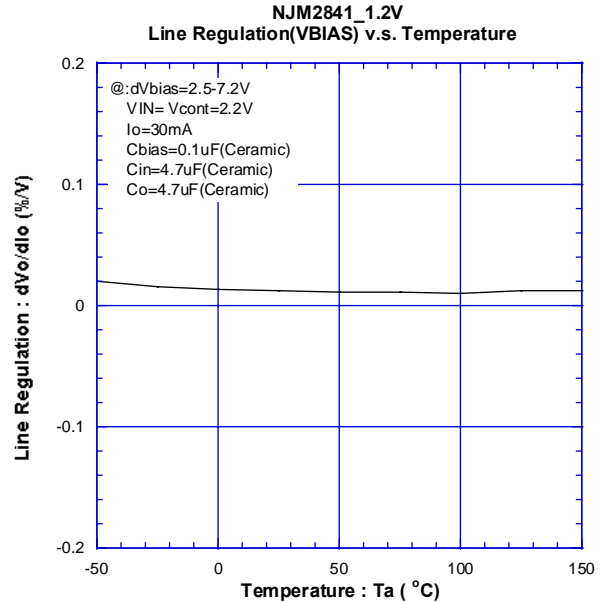
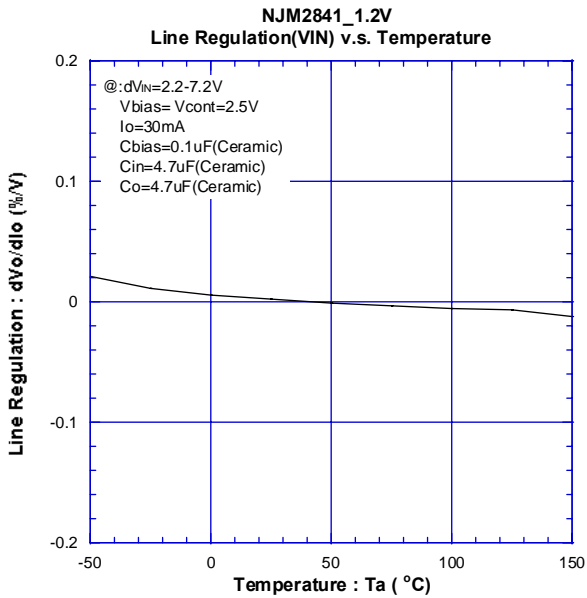
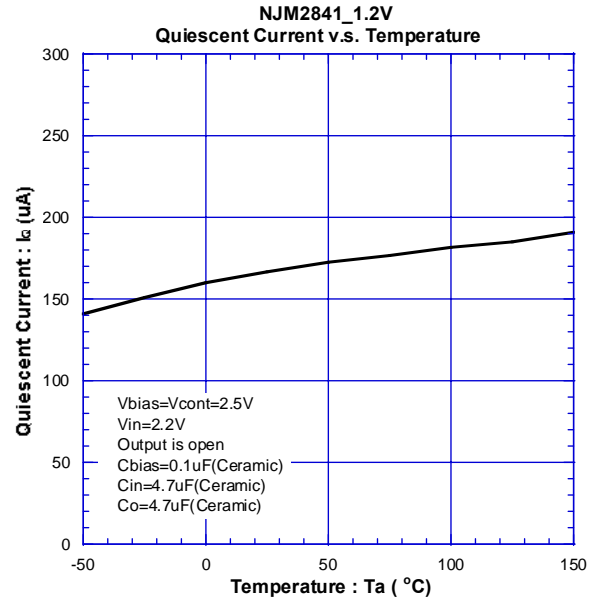
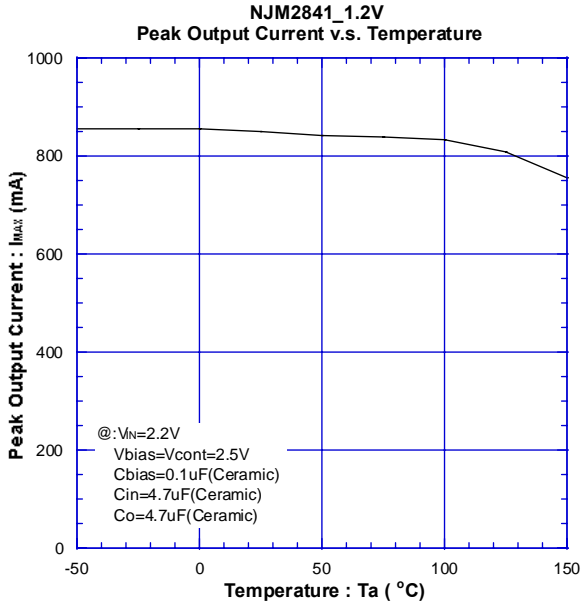
Automotive NJM2841-T



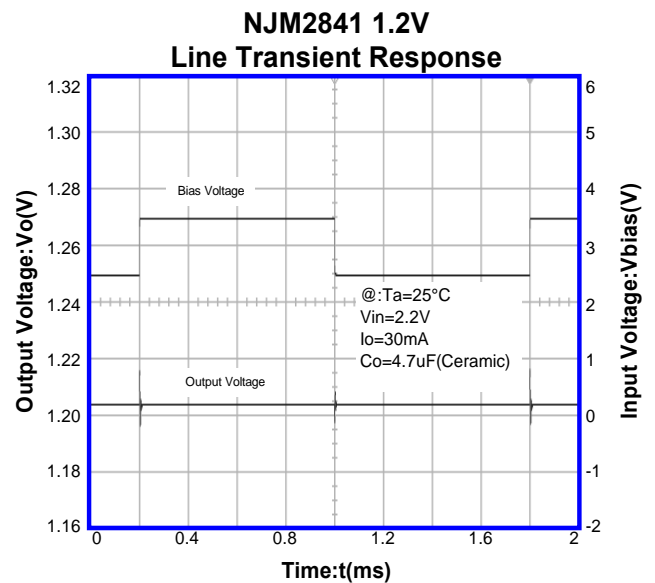
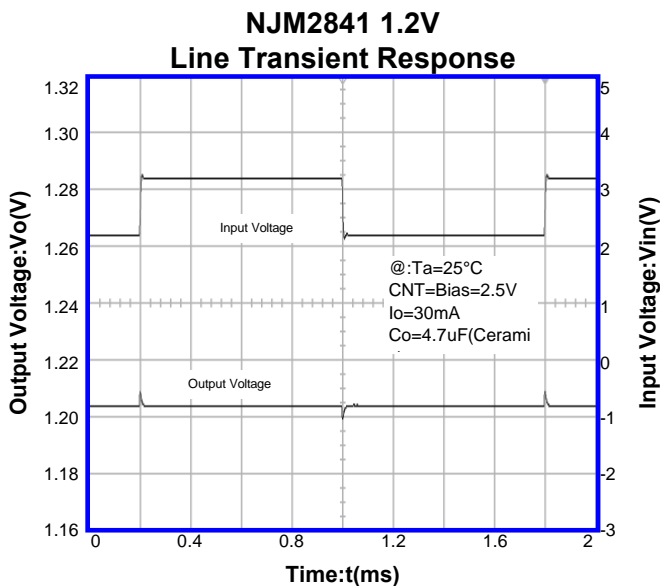
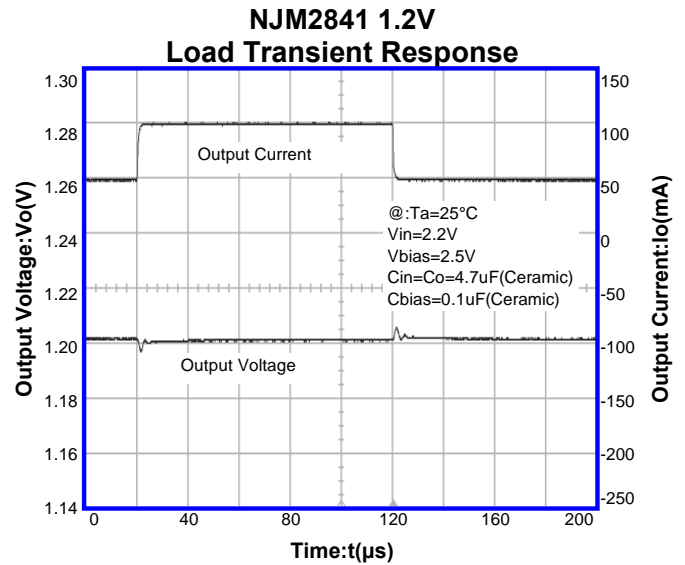
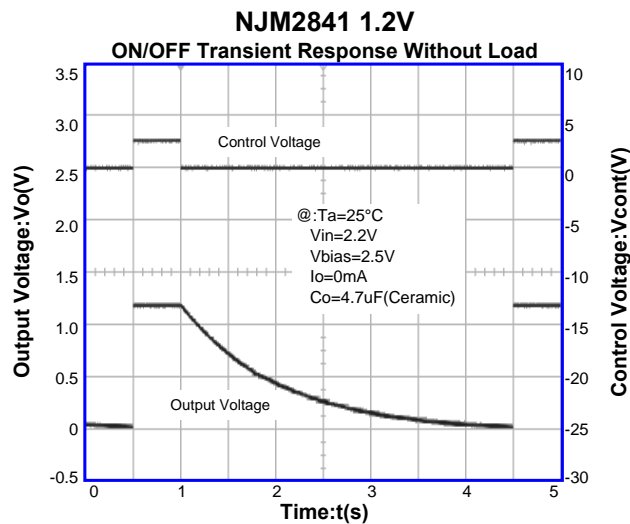
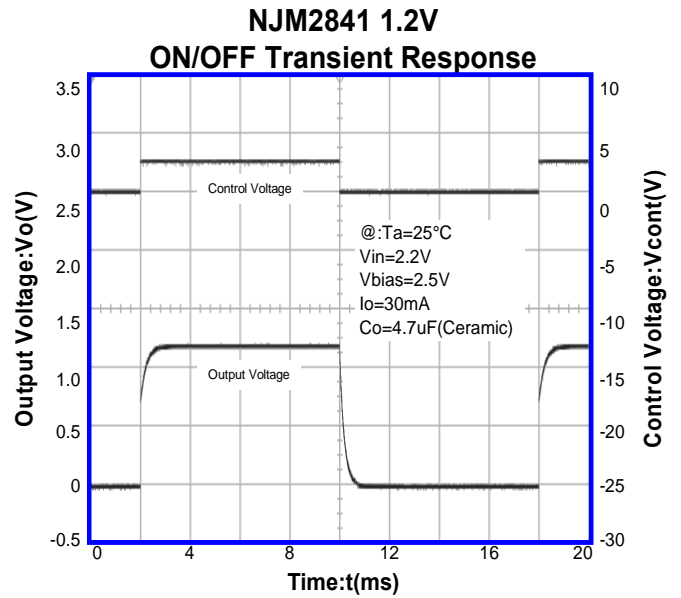
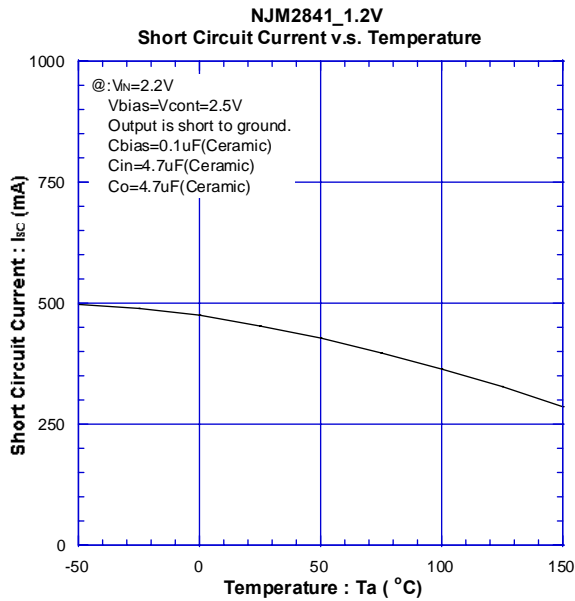
Automotive NJM2841-T



Automotive NJM2841-T



Automotive NJM2841-T



[CAUTION]

The specifications on this databook are only given for information, without any guarantee as regards either mistakes or omissions. The application circuits in this databook are described only to show representative usages of the product and not intended for the guarantee or permission of any right including the industrial rights.