

Battery Monitoring IC for Automotive

KA84923UA Product Brief

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Automotive Battery Management IC for Multi-cell Stacked Battery System

Characteristics

- Supports up to 20 battery cells connected in series
- Measurement accuracy: less than 1.5 mV (before shipment)
- Redundant measurement system for functional safety
- Low shutdown current less than 1uA
- 2.5 MHz serial interface with packet error check function
- 63 Ics daisy chain connection using twisted pair cables for propagation of differential signals
- Alarm function for detecting overcharging (OV) or over-discharging (UV)
- Options for cell-balance function
 - Internal 200mA cell-balance by built-in MOS
 - External cell-balance by driving external NMOS
- 16-bit ADC
- 13 CH of general purpose input/output (GPIO) which can be configured as analog input or digital input/output
- I²C serial bus interface
- Designed for ISO26262-compliant systems
- AEC-Q100 compliance
- Package: TQFP80L 14x14x1mm³, Lead_Pitch 0.65mm

Overview

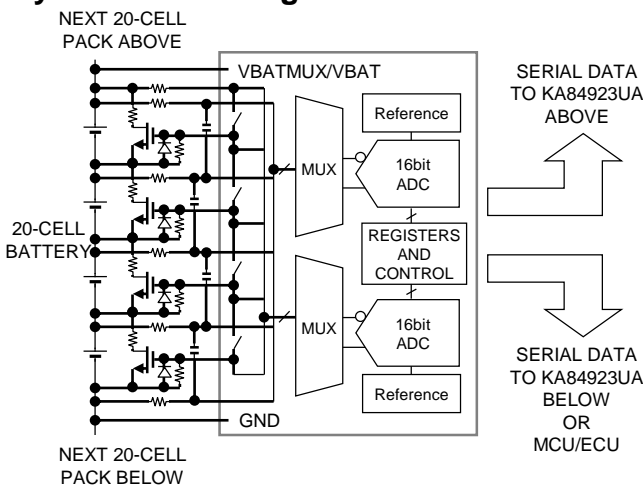
KA84923UA series comprises 20 channel multi-cell stacked battery management ICs which measure up to 100 V. This makes it ideal for applications that require the control of high voltages, such as those used in electric vehicle systems.

Another important feature of this IC is system redundancy, which is built in to support functional safety. Cell voltage is measured with two separate independent systems: a highly precise data acquisition system and a fault surveillance system.

Applications

- Electric and Hybrid Electric Vehicles (EV, PHEV, HEV)
- Other power applications which utilize multi stacked battery cells

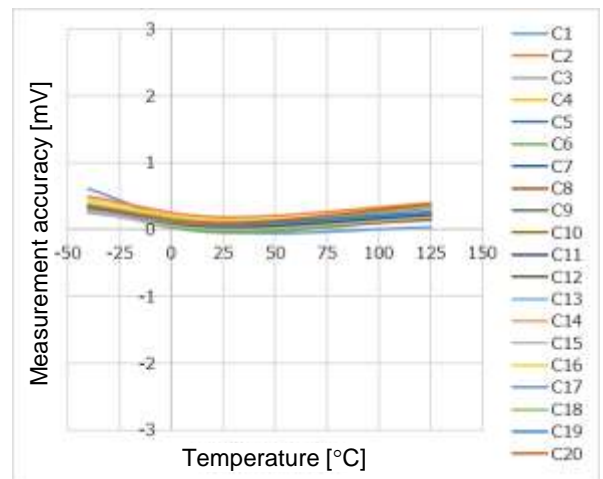
System Block Diagram



Notes: This is just an example of a circuit set: it is not guaranteed to function identically to the final production version. When designing a set for production, make sure to carefully evaluate and verify the circuitry.

Representative Characteristics

Measurement accuracy



Application circuit example (20cells connection), VBAT=74V, cell voltage $\Delta C_n (C_n - C_{n-1}) = 3.7V$

Part Numbers List

Part number	Functional Safety		Voltage meas. *2	Aging accuracy *3	Negative voltage meas. *4	Bi-directional comm.	Daisy SPI
	RANK	GPIO *1					
Advanced grade							
KA84933UA	Standard	No	EV+FR	Yes	Yes	Yes	1.1Mbps 2.5Mbps
KA84939UA	Enhanced	Yes	EV+FR	Yes	Yes	Yes	1.1Mbps 2.5Mbps
Basic grade							
KA84923UA	Standard	No	FR	No	No	No	1.1Mbps 2.5Mbps

*1 : Enhanced safety mechanism including redundant GPIO voltage measurement is available.

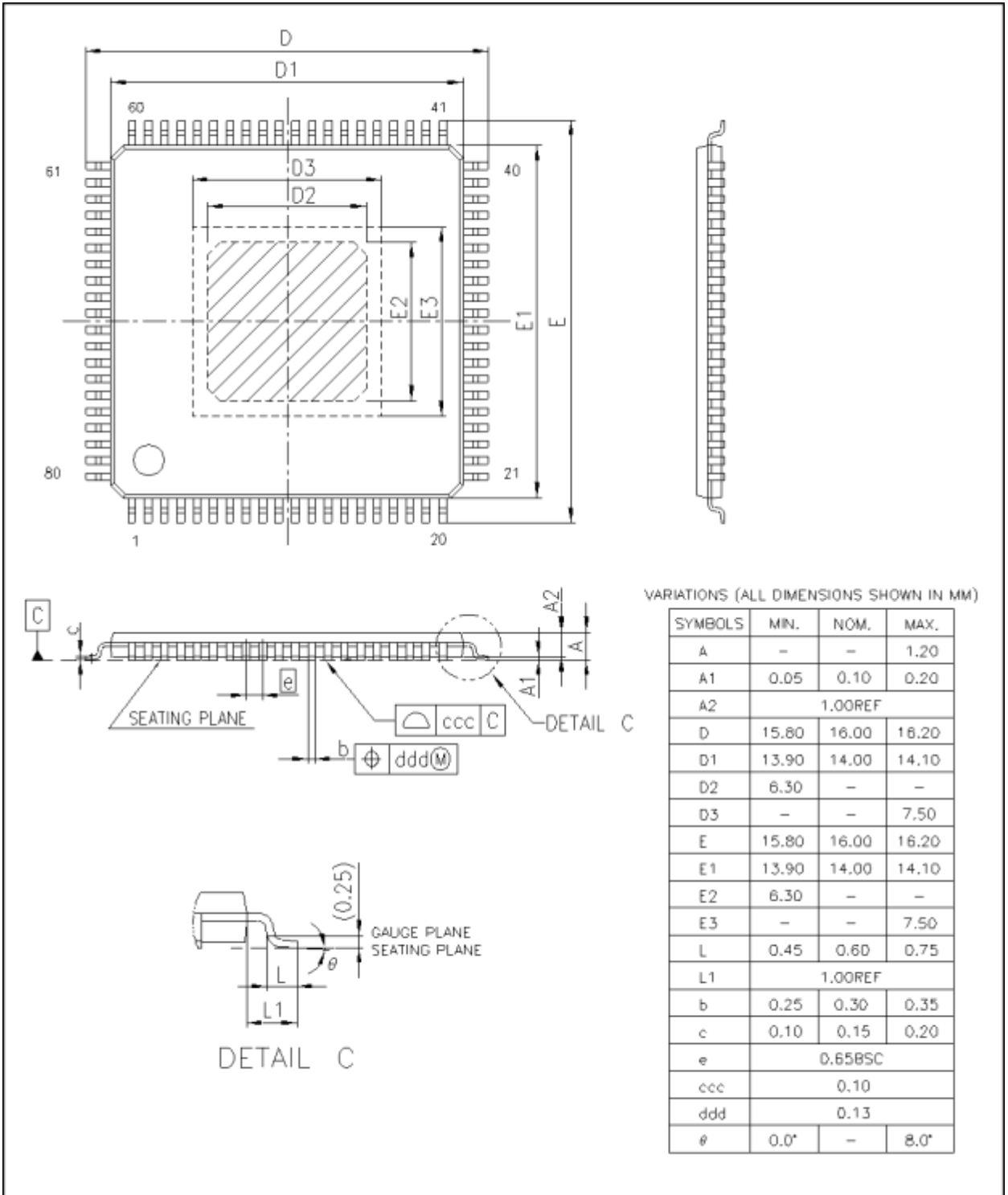
*2 : EV (event-driven measurement sequence) / FR (free-run sequence)

*3 : Ensured measurement accuracy after soldering (MSL3 preconditioning) and aging (1000h HTOL at Tj=150°C) at IC level.

*4 : Supported busbar connection with negative voltage measurement. .

Dimensions

TQFP80L 14x14mm², Thickness 1.00mm, Lead_Pitch 0.65mm, Lead_Length 1.00mm, EP_Size 6.3x6.3mm²



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IMPORTANT NOTICE

1. When using the IC for new models, verify the safety including the long-term reliability for each product.
2. When the application system is designed by using this IC, please confirm the notes in this book. Please read the notes to descriptions and the usage notes in the book.
3. This IC is intended to be used for measuring battery cell voltage in automotive application. Consult our sales staff in advance for information on the following applications: Special applications in which exceptional quality and reliability are required, or if the failure or malfunction of this IC may directly jeopardize life or harm the human body. Any applications other than the standard applications intended.
 - (1) Space appliance (such as artificial satellite, and rocket)
 - (2) Traffic control equipment (such as for airplane, train, and ship, except for automotive)
 - (3) Medical equipment for life support
 - (4) Submarine transponder
 - (5) Control equipment for power plant
 - (6) Disaster prevention and security device
 - (7) Weapon
 - (8) Others : Applications of which reliability equivalent to (1) to (7) is required

Our company shall not be held responsible for any damage incurred as a result of or in connection with the IC being used for any special application, unless our company agrees to the use of such special application.
However, for the IC which we designate as products for automotive use, it is possible to be used for automotive.
4. This IC does not have any security functions using cryptographic algorithms, such as authentication, encryption, tampering detection.
5. Please use this IC in compliance with all applicable laws and regulations that regulate the inclusion or use of controlled substances, including without limitation, the EU RoHS Directive. Our company shall not be held responsible for any damage incurred as a result of our IC being used by our customers, not complying with the applicable laws and regulations.
6. Pay attention to the direction of the IC. When mounting it in the wrong direction onto the PCB (printed-circuit-board), it might be damaged.
7. Pay attention in the PCB (printed-circuit-board) pattern layout in order to prevent damage due to short circuit between pins. In addition, refer to the Pin Description for the pin configuration.
8. Perform visual inspection on the PCB before applying power, otherwise damage might happen due to problems such as solder-bridge between the pins of the IC. Also, perform full technical verification on the assembly quality, because the same damage possibly can happen due to conductive substances, such as solder ball, that adhere to the IC during transportation.
9. Take notice in the use of this IC that it might be damaged when an abnormal state occurs such as output pin - VBAT short, output pin – CVDD fault (Power supply fault), output pin-GND short (Ground fault), output-to-output-pin short (load short), or leakage current between pins. Safety measures such as installation of fuses are recommended because the extent of the above-mentioned damage will depend on the current capability of the power supply.
10. The protection circuit is for maintaining safety against abnormal operation. Therefore, the protection circuit should not work during normal operation.
Especially for the thermal protection circuit, if the area of safe operation or the absolute maximum rating is momentarily exceeded due to output pin to VBAT short, output pin to CVDD short (Power supply fault), or output pin to GND short (Ground fault), the IC might be damaged before the thermal protection circuit could operate.
11. Verify the risks which might be caused by the malfunctions of external components.

Important Notice

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