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SLLS152D-DECEMBER 1992-REVISED AUGUST 2013

# DIFFERENTIAL DRIVER AND RECEIVER PAIR

Check for Samples: SN75ALS181

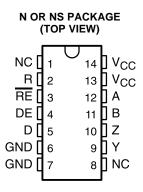
#### **FEATURES**

- Meets TIA/EIA-422-B, TIA/EIA-485-A, and CCITT Recommendations V.11 and X.27
- Low Supply-Current Requirements... 30 mA Max
- Driver Output Capacity...±60 mA
- Thermal Shutdown Protection
- Driver Common-Mode Output Voltage Range of -7 V to 12 V
- Receiver Input Impedance...12 kΩ Min
- Receiver Input Sensitivity...±200 mV
- Receiver Input Hysteresis...60 mV Typ
- Receiver Common-Mode Input Voltage Range of ±12 V
- Operates From Single 5-V Supply
- Glitch-Free Power-Up and Power-Down
  Protection

## DESCRIPTION

The SN75ALS181 is a differential driver and receiver pair designed for bidirectional data communication on multipoint bus transmission lines. The design provides for balanced transmission lines and meets TIA/EIA-422-B and TIA/EIA-485-A, and CCITT recommendations V.10, V.11, X.26, and X.27.

The SN75ALS181 combines a 3-state differential line driver and a differential-input line receiver that operate from a single 5-V power supply. The driver and receiver have active-high and active-low enables, respectively, that can be connected together externally to function as a direction control. The driver differential outputs and the receiver differential inputs are connected to separate pins for greater flexibility and are designed to offer minimum loading to the bus when the driver is disabled or  $V_{CC} = 0$ . These ports feature wide positive and negative common-mode voltage changes, making the device suitable for party-line applications.



N.C. – No internal connection



Please be aware that an important notice concerning availability, standard warranty, and use in critical applications of Texas Instruments semiconductor products and disclaimers thereto appears at the end of this data sheet.

SLLS152D – DECEMBER 1992 – REVISED AUGUST 2013

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## **FUNCTION TABLES**

#### Each Driver

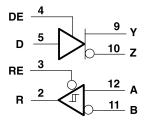
INPUTS	ENABLE	OUT	PUTS						
D	DE	Y	Z						
н	Н	Н	L						
L	Н	L	н						
Х	L	Z	Z						

#### Each Receiver<sup>(1)</sup>

DIFFERENTIAL A–B	ENABLE RE	OUTPUT R							
V <sub>ID</sub> ≥ 0.2 V	L	Н							
$-0.2 \text{ V} < \text{V}_{\text{ID}} < 0.2 \text{ V}$	L	?							
$V_{ID} \leq -0.2 V$	L	L							
Х	Н	Z							

(1) H = high level, L = low level, ? = indeterminate, X = irrelevant, Z = high impedance (off)

#### LOGIC DIAGRAM (POSITIVE LOGIC)



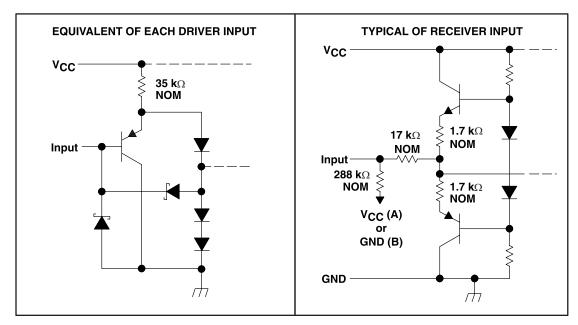
# SN75ALS181



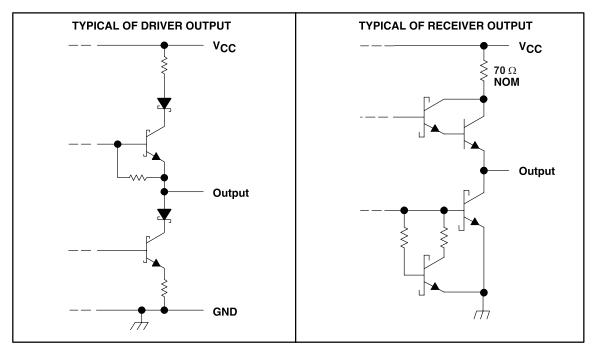
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#### SCHEMATICS OF OUTPUTS



SLLS152D - DECEMBER 1992 - REVISED AUGUST 2013



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#### **ABSOLUTE MAXIMUM RATINGS<sup>(1)</sup>**

over operating free-air temperature range (unless otherwise noted)

			MIN	MAX	UNIT
V <sub>CC</sub>	Supply voltage range <sup>(2)</sup>			7	V
	Input voltage range	D, DE, and $\overline{RE}$ inputs		7	V
	Output voltage range	Driver	-9	14	V
	Input voltage range	Receiver	-14	14	V
	Receiver differential input voltage range <sup>(3)</sup>		-14	14	V
0	Package thermal impedance (4)(5)	N package		80	°C 11/
$\theta_{JA}$	Package mermai impedance (1)(5)	NS package		76	°C/W
	Lead temperature 1,6 mm (1/16 inch) from ca		260	°C	
T <sub>stg</sub>	Storage temperature range	-65	150	°C	

(1) Stresses beyond those listed under "absolute maximum ratings" may cause permanent damage to the device. These are stress ratings only, and functional operation of the device at these or any other conditions beyond those indicated under "recommended operating conditions" is not implied. Exposure to absolute-maximum-rated conditions for extended periods may affect device reliability.

(2) All voltage values, except differential input voltage, are with respect to network ground terminal.

(3) Differential input voltage is measured at the noninverting terminal with respect to the inverting terminal.

(4) Maximum power dissipation is a function of TJ(max),  $\theta$ JA, and TA. The maximum allowable power dissipation at any allowable ambient temperature is PD = (TJ(max) – TA)/ $\theta$ JA. Operating at the absolute maximum TJ of 150°C can affect reliability.

(5) The package thermal impedance is calculated in accordance with JESD 51-7.

#### **RECOMMENDED OPERATING CONDITIONS**

			MIN	NOM	MAX	UNIT
$V_{CC}$	Supply voltage		4.75	5	5.25	V
V <sub>OC</sub>	Common-mode output voltage <sup>(1)</sup>	Driver	-7		12	V
V <sub>IC</sub>	Common-mode input voltage <sup>(1)</sup>	Receiver	-12		12	V
VIH	High-level input voltage	D, DE, and RE	2			V
VIL	Low-level input voltage	D, DE, and RE			0.8	V
V <sub>ID</sub>	Differential input voltage				±12	V
	Lich lovel entruit entreast	Driver			-60	mA
IOH	High-level output current	Receiver			-400	μA
		Driver			60	
IOL	Low-level output current	Receiver			8	mA
T <sub>A</sub>	Operating free-air temperature		0		70	°C

(1) The algebraic convention, where the less positive (more negative) limit is designated as minimum, is used in this table for commonmode output voltage level only.



SLLS152D - DECEMBER 1992 - REVISED AUGUST 2013

#### **Driver Section**

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## **ELECTRICAL CHARACTERISTICS**

over recommended ranges of supply voltage and operating free-air temperature (unless otherwise noted)

PARAMETER		TEST CONDITIONS		MIN	TYP <sup>(1)</sup>	MAX	UNIT	
V <sub>IK</sub>	Input clamp voltage	I <sub>I</sub> = -18 mA	I <sub>I</sub> = -18 mA			-1.5	V	
Vo	Output voltage	I <sub>O</sub> = 0		0		6	V	
V <sub>OD1</sub>	Differential output voltage	I <sub>O</sub> = 0		1.5		6	V	
		$V_{CC} = 5 V$ ,		1/2 V <sub>OD1</sub>				
V <sub>OD2</sub>	Differential output voltage	$R_L = 100 \Omega$	See Figure 1	2			V	
		R <sub>L</sub> = 54 Ω		1.5	2.3	5		
V <sub>OD3</sub>	Differential output voltage	$V_{\text{test}} = -7 \text{ V to } 12 \text{ V},$	See Figure 2	1.5		5	V	
$\Delta  V_{OD} $	Change in magnitude of differential output voltage	$R_L = 54 $ Ω or 100 Ω,	See Figure 1			±0.2	V	
V <sub>OC</sub>	Common mode output voltage	$R_L = 54 $ Ω or 100 Ω,	See Figure 1			3	V	
						-1	v	
Δ V <sub>OC</sub>	Change in magnitude of common-mode output voltage <sup>(2)</sup>	$R_L$ = 54 Ω or 100 Ω,	See Figure 1			±0.2	V	
I <sub>OZ</sub>	High-impedance-state output current	$V_{\rm O} = -7$ V to 12 V <sup>(3)</sup>				±100	μA	
I <sub>IH</sub>	High-level input current	V <sub>IH</sub> = 2.4 V				20	μA	
IIL	Low-level input current	$V_{IL} = 0.4 V$				-100	μA	
		$V_0 = -7 V$			-250			
	Chart size it sutsut surgest	$V_{O} = V_{CC}$			250			
l <sub>OS</sub>	Short circuit output current	V <sub>O</sub> = 12 V				250	mA	
		V <sub>O</sub> = 0 V			-150			
1	Supply surrent (total package)	Noload	Outputs enabled		21	30		
I <sub>CC</sub>	Supply current (total package)	No load	Outputs disabled		14	21	mA	

(1) All typical values are at  $V_{CC} = 5 \text{ V}$  and TA = 25°C. (2)  $\Delta |V_{OD}|$  and  $\Delta |V_{OC}|$  are the changes in magnitude of  $V_{OD}$  and  $V_{OC}$ , respectively, that occur when the input is changed from a high level to a low level.

(3) This applies for both power on and power off. Refer to TIA/EIA-485-A for exact conditions

## SWITCHING CHARACTERISTICS

over recommended ranges of supply voltage and operating free-air temperature (unless otherwise noted)

	PARAMETER	TEST CONDITIONS			MIN	TYP <sup>(1)</sup>	MAX	UNIT
t <sub>dD</sub>	Differential output delay time, tdDH or tdDL	$R_L = 54 \ \Omega \ ,$	C <sub>L</sub> = 50 pF,	See Figure 3	9	13	20	ns
t <sub>sk(p)</sub>	Pulse skew ( tdDH – tdDL )	$R_L=54~\Omega$ ,	$C_{L} = 50 \text{ pF},$	See Figure 3		1	8	ns
tt	Differential output transition time	$R_L=54~\Omega$ ,	$C_{L} = 50 \text{ pF},$	See Figure 3	3	10	16	ns
t <sub>PZH</sub>	Output enable time to high level	$R_L = 110 \ \Omega$ ,	See Figure 4			36	53	ns
t <sub>PZL</sub>	Output enable time to low level	$R_L = 110 \ \Omega$ ,	See Figure 5			39	56	ns
t <sub>PHZ</sub>	Output disable time from high level	$R_L = 110 \ \Omega$ ,	See Figure 4			20	31	ns
t <sub>PLZ</sub>	Output disable time from low level	$R_L = 110 \ \Omega$ ,	See Figure 5			9	20	ns

(1) All typical values are at  $V_{CC} = 5 \text{ V}$  and TA = 25°C.

SLLS152D - DECEMBER 1992 - REVISED AUGUST 2013



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## **Receiver Section**

# **ELECTRICAL CHARACTERISTICS**

over recommended ranges of supply voltage and operating free-air temperature (unless otherwise noted)

	PARAMETER	Т	EST CONDITIONS		MIN	TYP <sup>(1)</sup>	MAX	UNIT
$V_{T+}$	Positive-going threshold voltage, differential input	V <sub>O</sub> = 2.7 V,	I <sub>O</sub> = -0.4 mA				0.2	V
$V_{T-}$	Negative-going threshold voltage, differential input	V <sub>O</sub> = 0.5 V,	I <sub>O</sub> = 8 mA		-0.2			V
$V_{\rm hys}$	Input hysteresis (V <sub>T+</sub> – V <sub>T</sub> )					60		mV
V <sub>IK</sub>	Input clamp voltage, RE	I <sub>I</sub> = -18 mA					-1.5	V
V <sub>OH</sub>	High-level output voltage	$V_{ID} = 200 \text{ mV},$	$I_{OH} = -400 \ \mu A$ , See F	igure 6	2.7			V
$V_{OL}$	Low-level output voltage	V <sub>ID</sub> = 200 mV,	I <sub>OL</sub> = 8 mA, See F	igure 6			0.45	V
I <sub>OZ</sub>	High-impedance-state output current	$V_0 = 0.4 V$ to 2.4	V				±20	μA
		Other input at 0	V <sub>I</sub> = 12 V				1	mA
I <sub>I</sub>	Line input current	V <sup>(2)</sup> ,	$V_{I} = -7 V$				-0.8	mA
I <sub>IH</sub>	High-level input current, RE	V <sub>IH</sub> = 2.7 V					20	μA
IIL	Low-level input current, RE	$V_{IL} = -7 V$					-100	μA
RI	Input resistance				12			kΩ
I <sub>OS</sub>	Short circuit output current	V <sub>ID</sub> = 200 mV,	$V_0 = 0 V$		-15		-85	mA
	Supply current (total package)	Nolood	Outputs enabled			21	30	~ ^
I <sub>CC</sub>		No load	Outputs disabled			14	21	mA

(1)

All typical values are at  $V_{CC}$  = 5 V and TA = 25°C. This applies for both power on and power off. Refer to TIA/EIA-485-A for exact conditions (2)

## SWITCHING CHARACTERISTICS

over recommended ranges of supply voltage and operating free-air temperature (unless otherwise noted)

	PARAMETER	TEST CONDITIONS	MIN	TYP <sup>(1)</sup>	MAX	UNIT
t <sub>PHL</sub>	Differential output delay time, tdDH or tdDL	$V_{ID} = -1.5 \text{ V}$ to 1.5 V	10	16	25	ns
t <sub>PLH</sub>	Propagation delay time, low- to high-level output	$V_{ID} = -1.5 \text{ V}$ to 1.5 V	10	16	25	ns
t <sub>sk(p)</sub>	Pulse skew ( tdDH – tdDL )	$V_{ID} = -1.5 \text{ V}$ to 1.5 V		1	8	ns
t <sub>PZH</sub>	Output enable time to high level			7	15	ns
t <sub>PZL</sub>	Output enable time to low level			9	19	ns
t <sub>PHZ</sub>	Output disable time from high level			18	27	ns
t <sub>PLZ</sub>	Output disable time from low level			10	15	ns

(1) All typical values are at  $V_{CC} = 5 \text{ V}$  and TA = 25°C.



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SLLS152D-DECEMBER 1992-REVISED AUGUST 2013

#### PARAMETER MEASUREMENT INFORMATION

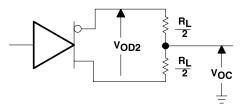


Figure 1. Driver Test Circuit, V<sub>OD</sub> and V<sub>OC</sub>

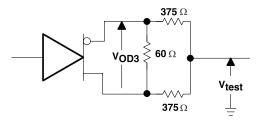
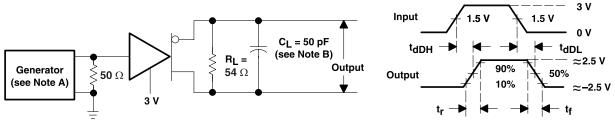


Figure 2. Driver Circuit, V<sub>OD3</sub>

- A. The input pulse is supplied by a generator having the following characteristics: PRR ≤ 1 MHz, 50% duty cycle,  $t_r \le 6$  ns,  $t_f \le 6$  ns,  $Z_O = 50 \ \Omega$
- B.  $C_L$  includes probe and jig capacitance.

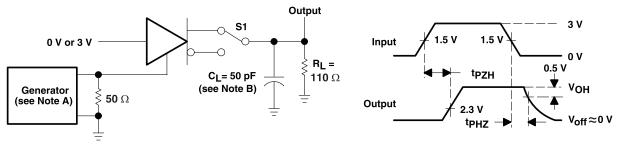


TEST CIRCUIT

VOLTAGE WAVEFORMS

#### Figure 3. Driver Differential-Output Delay and Transition Times

- A. The input pulse is supplied by a generator having the following characteristics: PRR ≤ 1 MHz, 50% duty cycle,  $t_r \le 6$  ns,  $t_f \le 6$  ns,  $Z_O = 50 \ \Omega$
- B.  $C_L$  includes probe and jig capacitance.





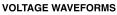


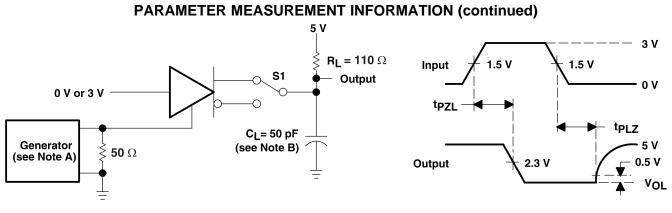
Figure 4. Driver Enable and Disable Times

- A. The input pulse is supplied by a generator having the following characteristics: PRR ≤ 1 MHz, 50% duty cycle,  $t_r \le 6$  ns,  $t_f \le 6$  ns,  $Z_O = 50 \ \Omega$
- B. C<sub>L</sub> includes probe and jig capacitance.

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**TEST CIRCUIT** 

VOLTAGE WAVEFORMS

Figure 5. Driver Enable and Disable Times

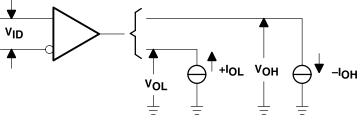
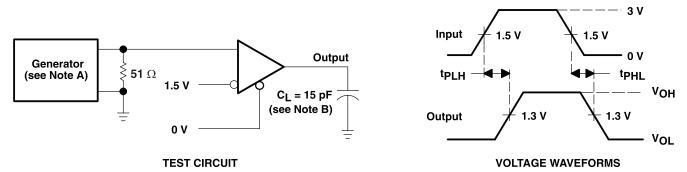


Figure 6. Receiver,  $V_{OH}$  and  $V_{OL}$ 

- A. The input pulse is supplied by a generator having the following characteristics: PRR ≤ 1 MHz, 50% duty cycle,  $t_r \le 6$  ns,  $t_f \le 6$  ns,  $Z_O = 50 \ \Omega$
- B. C<sub>L</sub> includes probe and jig capacitance.



#### Figure 7. Receiver Propagation-Delay Times

- A. The input pulse is supplied by a generator having the following characteristics: PRR ≤ 1 MHz, 50% duty cycle,  $t_r \le 6$  ns,  $t_f \le 6$  ns,  $Z_O = 50 \Omega$
- B. C<sub>L</sub> includes probe and jig capacitance.



## SN75ALS181

SLLS152D - DECEMBER 1992 - REVISED AUGUST 2013

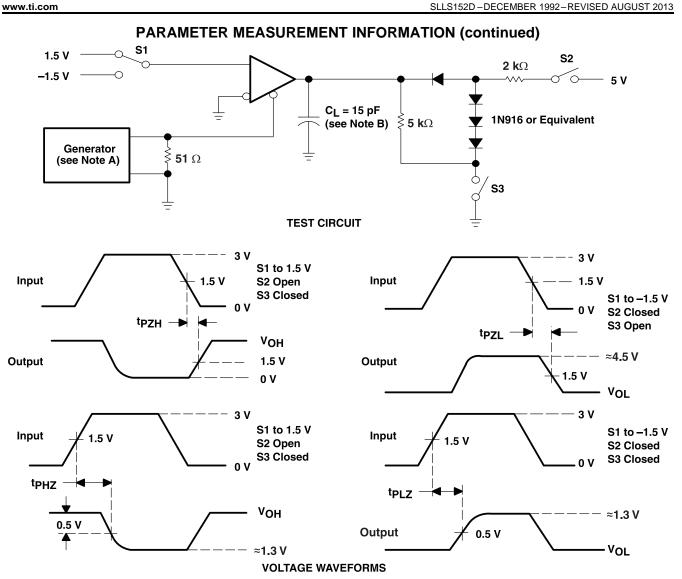


Figure 8. Receiver Output Enable and Disable Times

SLLS152D – DECEMBER 1992 – REVISED AUGUST 2013

# **REVISION HISTORY**

# Changes from Revision C (May 2010) to Revision D Page • Removed Ordering Information table. 2 • Fixed graphical error in schematic. 3 • Fixed typographical error in MAX value for Δ|V<sub>OD</sub>|. 5 • Fixed typographical error in UNITS for Δ|V<sub>OC</sub>|. 5

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## PACKAGING INFORMATION

Orderable Device	Status	Package Type	•	Pins	Package	Eco Plan	Lead/Ball Finish	MSL Peak Temp	Op Temp (°C)	Device Marking	Samples
	(1)		Drawing		Qty	(2)		(3)		(4/5)	
SN75ALS181N	ACTIVE	PDIP	Ν	14	25	Pb-Free (RoHS)	CU NIPDAU	N / A for Pkg Type	0 to 70	SN75ALS181N	Samples
SN75ALS181NE4	ACTIVE	PDIP	Ν	14	25	Pb-Free (RoHS)	CU NIPDAU	N / A for Pkg Type	0 to 70	SN75ALS181N	Samples
SN75ALS181NSLE	OBSOLETE	SO	NS	14		TBD	Call TI	Call TI	0 to 70		
SN75ALS181NSR	ACTIVE	SO	NS	14	2000	Green (RoHS & no Sb/Br)	CU NIPDAU	Level-1-260C-UNLIM	0 to 70	75ALS181	Samples
SN75ALS181NSRG4	ACTIVE	SO	NS	14	2000	Green (RoHS & no Sb/Br)	CU NIPDAU	Level-1-260C-UNLIM	0 to 70	75ALS181	Samples

<sup>(1)</sup> The marketing status values are defined as follows:

ACTIVE: Product device recommended for new designs.

**LIFEBUY:** TI has announced that the device will be discontinued, and a lifetime-buy period is in effect.

NRND: Not recommended for new designs. Device is in production to support existing customers, but TI does not recommend using this part in a new design.

**PREVIEW:** Device has been announced but is not in production. Samples may or may not be available.

**OBSOLETE:** TI has discontinued the production of the device.

<sup>(2)</sup> Eco Plan - The planned eco-friendly classification: Pb-Free (RoHS), Pb-Free (RoHS Exempt), or Green (RoHS & no Sb/Br) - please check http://www.ti.com/productcontent for the latest availability information and additional product content details.

TBD: The Pb-Free/Green conversion plan has not been defined.

**Pb-Free (RoHS):** TI's terms "Lead-Free" or "Pb-Free" mean semiconductor products that are compatible with the current RoHS requirements for all 6 substances, including the requirement that lead not exceed 0.1% by weight in homogeneous materials. Where designed to be soldered at high temperatures, TI Pb-Free products are suitable for use in specified lead-free processes.

**Pb-Free (RoHS Exempt):** This component has a RoHS exemption for either 1) lead-based flip-chip solder bumps used between the die and package, or 2) lead-based die adhesive used between the die and leadframe. The component is otherwise considered Pb-Free (RoHS compatible) as defined above.

Green (RoHS & no Sb/Br): TI defines "Green" to mean Pb-Free (RoHS compatible), and free of Bromine (Br) and Antimony (Sb) based flame retardants (Br or Sb do not exceed 0.1% by weight in homogeneous material)

<sup>(3)</sup> MSL, Peak Temp. -- The Moisture Sensitivity Level rating according to the JEDEC industry standard classifications, and peak solder temperature.

<sup>(4)</sup> There may be additional marking, which relates to the logo, the lot trace code information, or the environmental category on the device.

(5) Multiple Device Markings will be inside parentheses. Only one Device Marking contained in parentheses and separated by a "~" will appear on a device. If a line is indented then it is a continuation of the previous line and the two combined represent the entire Device Marking for that device.

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# N (R-PDIP-T\*\*)

PLASTIC DUAL-IN-LINE PACKAGE

16 PINS SHOWN



NOTES:

- A. All linear dimensions are in inches (millimeters).B. This drawing is subject to change without notice.
- Falls within JEDEC MS-001, except 18 and 20 pin minimum body length (Dim A).
- $\triangle$  The 20 pin end lead shoulder width is a vendor option, either half or full width.



## MECHANICAL DATA

#### PLASTIC SMALL-OUTLINE PACKAGE

#### 0,51 0,35 ⊕0,25⊛ 1,27 8 14 0,15 NOM 5,60 8,20 5,00 7,40 $\bigcirc$ Gage Plane ₽ 0,25 7 1 1,05 0,55 0°-10° Δ 0,15 0,05 Seating Plane — 2,00 MAX 0,10PINS \*\* 14 16 20 24 DIM 10,50 10,50 12,90 15,30 A MAX A MIN 9,90 9,90 12,30 14,70 4040062/C 03/03

NOTES: A. All linear dimensions are in millimeters.

NS (R-PDSO-G\*\*)

**14-PINS SHOWN** 

- B. This drawing is subject to change without notice.
- C. Body dimensions do not include mold flash or protrusion, not to exceed 0,15.



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Audio	www.ti.com/audio	Automotive and Transportation	www.ti.com/automotive
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