

Active Rectification and its Advantages in Automotive ECU Designs



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Introduction

In systems powered by internal combustion engines, alternator provides power to the automotive electrical system by charging the battery during normal runtime of the vehicle. Rectified alternator output voltage can contain AC voltage ripple superimposed on the battery voltage during entire life time of the vehicle depending on the operating conditions. The AC voltage ripple is superimposed on the DC battery line due to variation in engine speed, regulator duty cycle with field current switching ON/OFF and electrical load variations. In fully electric systems or semi-hybrid systems, the entire electrical load is fed through DC-DC converters. In the absence power supply line choke, the output voltage of DC-DC converter can inject AC voltage ripple superimposed on the DC output voltage.

The reverse battery protection circuit is typically the first sub-system which is present at the input of Automotive ECUs. Hence the reverse battery protection circuit is verified for uninterrupted and stable operation with AC voltage ripple superimposed on the battery supply line by testing its reverse battery protection circuit according to different automotive test standards.

Automotive Standards on AC Superimposed Tests

AC superimposed tests are specified in various automotive test standards such as ISO 16750-2, LV124 and other OEM specific standards and are intended to verify stable operation of various electronic modules. Standards such as ISO 16750-2 specifies AC ripple of 2-V Peak-Peak on a 13.5-V DC battery voltage, swept from 50 Hz to 25 kHz and the test waveform is shown in Figure 1. Other manufacturer specific requirements such as VW 80000, TS-0000425-05 can vary and the frequency can go up to 200 kHz. Peak-Peak ripple amplitude varies from 1-V peak-peak to 6-V peak-peak, depending on the location of module with reference to Alternator, DC-DC converter and Battery.

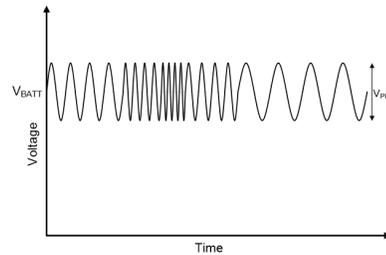
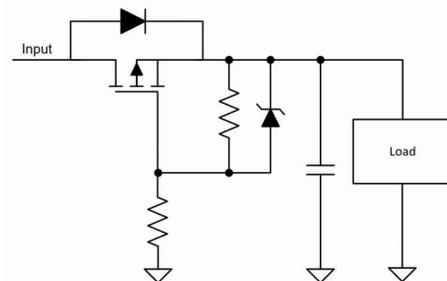


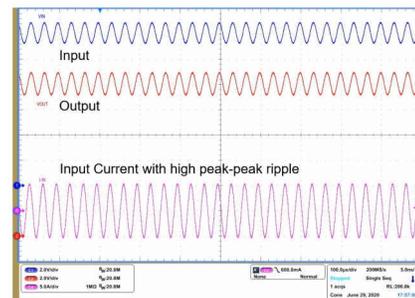
Figure 1. AC Super Imposed Test

Why it is necessary to rectify AC voltage ripple

Conventional input protection circuits use either a Schottky diode or a P-Channel MOSFET based circuit to provide reverse battery protection. Schottky diode rectifies the AC ripple superimposed on the battery voltage effectively. The challenge with Schottky diode is the high power dissipation due to high forward voltage drop across it. Schottky diode is suitable to be used only in very low power designs.



RBP using P-Channel MOSFET



Response to AC ripple: P-Channel MOSFET

Figure 2. Reverse Battery Protection: P-Channel MOSFET

Fast reverse current blocking minimizes the peak reverse current and completely block reverse current during the negative cycle. Thus AC ripple current RMS value is reduced by half which in-turn reduces the power dissipation in the output electrolytic capacitor ESR by half.

Very low forward voltage drop and reduced RMS ripple current reduces the power dissipation in the MOSFET as well.

Summary

Efficient active rectification of AC ripple superimposed on DC voltage results in low forward voltage drop, reduced RMS ripple current leading to lower power dissipation in MOSFET and output electrolytic capacitors and improved PSRR. Hence, Ideal diodes which perform active rectification become an inevitable choice for designing reverse battery protection subsystem in automotive ECU designs. Key performance features such as very low forward voltage drop, fast gate drive, fast reverse recovery response and integrated boost converter enables LM7472x-Q1 family of ideal diode controllers to achieve active rectification of AC voltage ripple with frequencies up to 200 kHz.

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