

## Automotive Fault-Protected High-Speed CAN FD Transceiver with Standby Mode

### Features

- Meets the ISO 11898-2:2024 and SAE J2284-1 to SAE J2284-5 Physical Layer Standards
- Supports Classical CAN and Optimized CAN FD up to 8 Mbps Data Rates
- Short and Symmetrical Propagation Delay and Fast Loop Delay for Enhanced Timing Margin
- 5-V Power Supply, I/O Voltage Range Supports 1.7-V to 5.5-V MCU Interface (V variants only)
- Ultra-low Current Standby Mode with Bus Wake-up Capability
- Ideal Passive Behavior to CAN Bus when Unpowered
- Glitch-free on CAN Bus and RXD when Power on/off
- Protection Feature:
  - Bus HBM ESD Protection up to 15 kV and IEC 61000-4-2 ESD Protection
  - Bus Fault Protection:  $\pm 45$  V
  - VCC and VIO (V variants only) Undervoltage Protection
  - TXD Dominant Time-out and Bus-dominant Time-out Functions
  - Thermal Shutdown Protection
- Available in SOP8 Package and Leadless DFN3X3-8 Package with Improved Automated Optical Inspection (AOI) Capability
- AEC-Q100 Qualified for Automotive Applications , Grade 1

### Applications

- All Devices Supporting Highly Loaded CAN Networks
- Automotive and Transportation
  - Body Electronics / Lighting
  - Power Train / Chassis
  - Infotainment / Cluster
  - ADAS / Safety

### Description

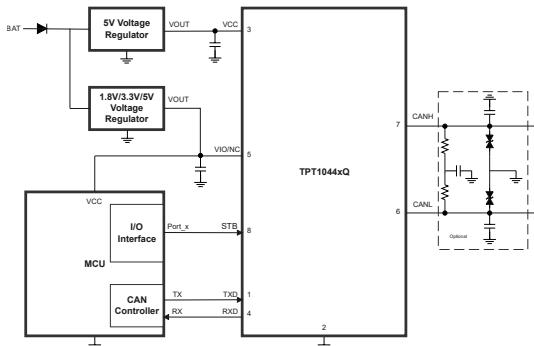
The TPT1044VQ and the TPT1044Q are CAN transceivers that meet the ISO11898-2:2024, SAEJ2284-1 to SAE J2284-5 high-speed CAN (Controller Area Network) physical layer standards.

The devices are designed to be used in CAN FD networks up to 5 Mbps with enhanced timing margin and higher data rates in long and highly loaded networks, and support up to 8-Mbps data rates in simple CAN bus networks. The system design can be optimized with excellent electromagnetic compatibility (EMC) and electrostatic discharge (ESD) performance. The TPT1044VQ has a secondary power supply input VIO pin for I/O level shifting to support 1.8-V, 2.5-V, 3.3-V, and 5-V MCU logic levels directly. This family has a low-current standby mode with CAN bus wake-up capability via wake-up pattern (WUP) which is defined in ISO11898-2:2024.

As designed, the devices feature bus fault protection from  $-45$  V to  $+45$  V, TXD dominant time-out (DTO), and over-temperature shutdown (TSD). Additionally, all devices include power-off ideal passive behavior fail-safe features to enhance the network robustness.

The TPT1044VQ and the TPT1044Q are available in SOP8 and DFN3X3-8 packages and are AEC-Q100 qualified for automotive applications.

### Typical Application Circuit



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TPT1044VQ, TPT1044Q

## Automotive Fault-Protected High-Speed CAN FD Transceiver with Standby Mode

### Product Family Table

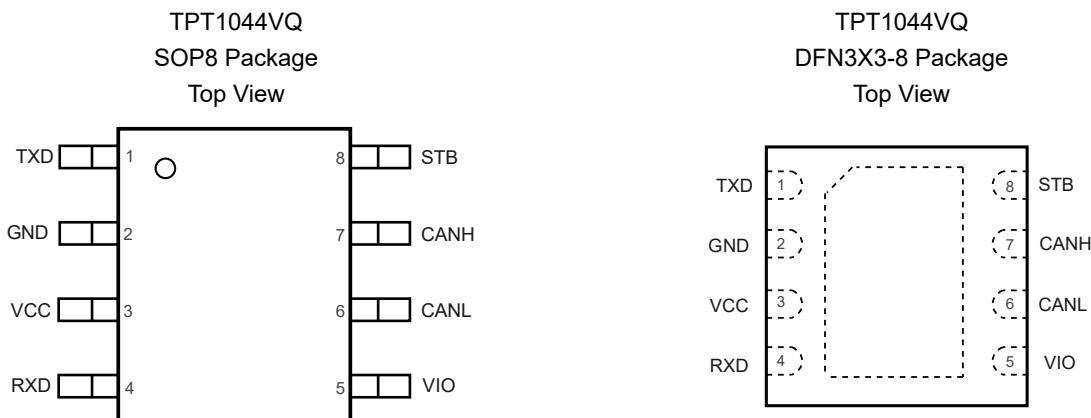
Order Number	VCC (V)	VIO (V)	BUS Protection (V)	Package
TPT1044VQ-SO1R-S	4.5 to 5.5	1.7 to 5.5	±45	SOP8
TPT1044VQ-DFCR-S	4.5 to 5.5	1.7 to 5.5	±45	DFN3X3-8
TPT1044Q-SO1R-S	4.5 to 5.5	NA	±45	SOP8
TPT1044Q-DFCR-S	4.5 to 5.5	NA	±45	DFN3X3-8

### Revision History

Date	Revision	Notes
2023-1-05	Rev.Pre.0	Initial version
2024-9-10	Rev.A.0	Released version
2025-2-19	Rev.A.1	Updated the minimum values for 8-Mbps t <sub>BIT_BUS</sub> and 8-Mbps t <sub>BIT_RXD</sub>
2025-5-29	Rev.A.2	<p>Typo revision:</p> <ul style="list-style-type: none"><li>• Updated the unit of t<sub>START_UP</sub> to 'ms'</li><li>• Updated V<sub>HYS_UVVI</sub> and Pin RXD I<sub>OL</sub></li><li>• Updated some figures and descriptions</li></ul> <p>Added the dimensions of the reel</p> <p>Added the Typ value for the ICC standby mode</p>

## Automotive Fault-Protected High-Speed CAN FD Transceiver with Standby Mode

### Pin Configuration and Functions

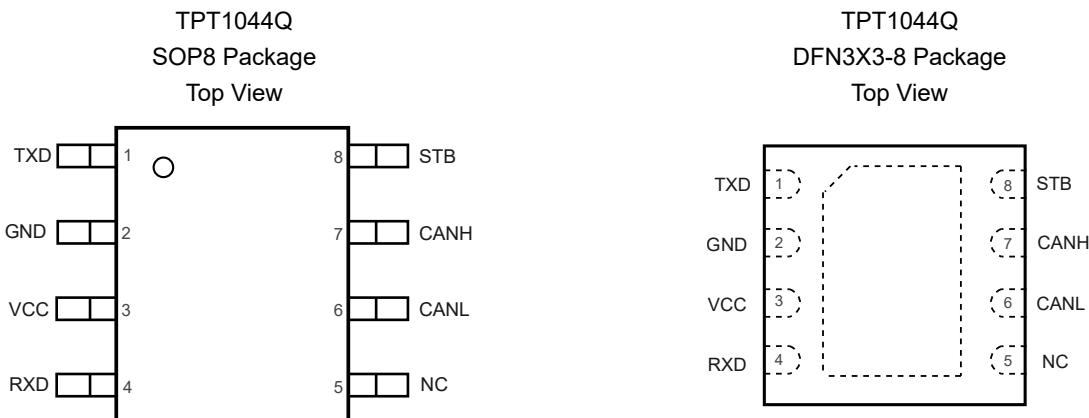


**Table 1. Pin Functions: TPT1044VQ**

Pin		I/O	Description
No.	Name		
1	TXD	I	CAN transmit data input, internal weak pull-up (LOW for dominant and HIGH for recessive bus states)
2	GND <sup>(1)</sup>	GND	Ground
3	VCC	POWER	Transceiver 5 V supply voltage
4	RXD	O	CAN receive data output (LOW for dominant and HIGH for recessive bus states)
5	VIO	POWER	Transceiver I/O level shifting supply voltage
6	CANL	BUS I/O	Low-level CAN bus input/output line
7	CANH	BUS I/O	High-level CAN bus input/output line
8	STB	I	Standby mode control input, internal weak pull-up (active high)

(1) The DFN package die is connected to both the GND pin and the exposed pad. The GND pin must be soldered to the board ground and for enhanced thermal and electrical performance, the exposed pad is also recommended to be soldered to board ground.

## Automotive Fault-Protected High-Speed CAN FD Transceiver with Standby Mode



**Table 2. Pin Functions: TPT1044Q**

Pin		I/O	Description
No.	Name		
1	TXD	I	CAN transmit data input (LOW for dominant and HIGH for recessive bus states)
2	GND <sup>(1)</sup>	GND	Ground
3	VCC	Power	Transceiver 5 V supply voltage
4	RXD	O	CAN receive data output (LOW for dominant and HIGH for recessive bus states)
5	NC	-	Not connected, no bonding
6	CANL	Bus I/O	Low-level CAN bus input/output line
7	CANH	Bus I/O	High-level CAN bus input/output line
8	STB	I	Standby mode control input (active high)

(1) The DFN package die is connected to both the GND pin and the exposed pad. The GND pin must be soldered to the board ground and for enhanced thermal and electrical performance, the exposed pad is also recommended to be soldered to the board ground.

**Automotive Fault-Protected High-Speed CAN FD Transceiver with Standby Mode**

## Specifications

### Absolute Maximum Ratings (1)

Parameter		Min	Max	Unit
V <sub>CC</sub>	Supply Voltage Range	-0.3	7.0	V
V <sub>IO</sub>	I/O Level-shifting Voltage Range	-0.3	7.0	V
V <sub>BUS</sub>	CAN Bus Voltage Range (CANH, CANL)	-45	45	V
V <sub>BUS_DIFF</sub>	Differential Output Voltage of CAN Bus, (CANH - CANL)	-45	45	V
V <sub>LOGIC_IN</sub>	Logic Input Terminal Voltage Range (TXD, STB)	-0.3	7.0	V
V <sub>LOGIC_OUT</sub>	Logic Output Terminal Voltage Range (RXD)	-0.3	7.0	V
T <sub>J</sub>	Junction Temperature	-40	150	°C
T <sub>STG</sub>	Storage Temperature	-55	150	°C

(1) Stresses beyond those listed under Absolute Maximum Ratings may cause permanent damage to the device. Exposure to any Absolute Maximum Rating condition for extended periods may affect device reliability and lifetime.

### ESD and Transient Ratings

Parameter		Condition	Min	Max	Unit
V <sub>ESD</sub>	Electrostatics Discharge (1)(2)	IEC61000-4-2(150pF, 330Ω discharge circuit), contact discharge on bus pins (CANH, CANL)	-8	8	kV
		Human Body Model (HBM) on bus pins (CANH, CANL) all pins	-15	15	kV
		Human Body Model (HBM) on all pins	-8	8	kV
		Charged Device Model (CDM) on all pins	-750	750	V
V <sub>TRAN</sub>	Transient Immunity ISO 7637-2 on Bus Pins	Pulse1	-100		V
		Pulse2a		75	V
		Pulse3a	-150		V
		Pulse3b		100	V

(1) JEDEC document JEP155 states that 500-V HBM allows safe manufacturing with a standard ESD control process.

(2) JEDEC document JEP157 states that 250-V CDM allows safe manufacturing with a standard ESD control process.



TPT1044VQ, TPT1044Q

**Automotive Fault-Protected High-Speed CAN FD Transceiver with  
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**Recommended Operating Conditions**

	Parameter	Min	Max	Unit
$V_{IO}$	Input/Output Voltage, TXD, RXD, STB	1.7	5.5	V
$V_{CC}$	Power Supply	4.5	5.5	V
$I_{OH(RXD)}$	RXD Terminal High-Level Output Current	-1		mA
$I_{OL(RXD)}$	RXD Terminal Low-Level Output Current		1	mA
$T_J$	Operating Junction Temperature	-40	150	°C

**Thermal Information**

Package Type	$\theta_{JA}$	$\theta_{JC}$	Unit
SOP8	126	51	°C/W
DFN3x3-8	52	58	°C/W

**Automotive Fault-Protected High-Speed CAN FD Transceiver with Standby Mode**
**Electrical Characteristics**

All test conditions:  $V_{CC} = 4.5 \text{ V to } 5.5 \text{ V}$ ,  $V_{IO} = 1.7 \text{ V to } 5.5 \text{ V}$ ,  $R_L = 60 \Omega$ ,  $T_J = -40^\circ\text{C to } 150^\circ\text{C}$ , unless otherwise noted.

Symbol	Parameter	Conditions	Min	Typ	Max	Unit
<b>Pin VCC; Power Supply</b>						
$V_{CC}$	Supply Voltage		4.5		5.5	V
$V_{UV_{D\_STB\_V}}_{CC}$	Standby Undervoltage Detection on $V_{CC}$		3.5	4.0	4.3	V
$V_{UV_{D\_SWOF\_F\_VCC}}$	Switch-off Undervoltage Detection on $V_{CC}$ for Protected Mode (Variants without V suffix)		1.35	1.5	1.65	V
$I_{CC}$	Normal Mode Supply Current	Dominant, $V_{TXD} = 0 \text{ V}$ ; $t < t_{TXD\_DTO}$		42	60	mA
		Dominant bus fault, $V_{TXD} = 0 \text{ V}$ ; short circuit on bus lines; $-40 \text{ V} < (V_{CANH} = V_{CANL}) < +40 \text{ V}$			110	mA
		Recessive; $V_{TXD} = V_{IO}$		5	10	mA
	Standby Mode Supply Current	Device with the "V" suffix; $V_{STB} = V_{IO}$		0.3	2	$\mu\text{A}$
		Device without the "V" suffix; $V_{STB} = V_{CC}$		8.0	17.5	$\mu\text{A}$
<b>Pin VIO; IO Level Adapter Power Supply (variants with V suffix only)</b>						
$V_{IO}$	Supply Voltage		1.7		5.5	V
$V_{UV\_VIO}$	Rising Undervoltage Detection on $V_{IO}$ for Protected Mode				1.65	V
	Falling Undervoltage Detection on $V_{IO}$ for Protected Mode		1.35			V
$V_{HYS\_UVVIO}$	Hysteresis Voltage on $V_{IO}$ undervoltage detection <sup>(1)</sup>			100		mV
$I_{IO}$	Normal Mode Supply Current	Dominant; $V_{TXD} = 0 \text{ V}$		150	300	$\mu\text{A}$
		Recessive; $V_{TXD} = V_{IO}$		17	30	$\mu\text{A}$
	Standby Mode Supply Current	$V_{STB} = V_{IO}$		8.0	19	$\mu\text{A}$
<b>Pin STB; Standby Mode Control Input</b>						
$V_{IH}$	High-level Input Voltage	$V_{IO} = V_{CC}$ for variants without V suffix	$0.7 \times V_{IO}$		$V_{IO} + 0.3$	V
$V_{IL}$	Low-level Input Voltage	$V_{IO} = V_{CC}$ for variants without V suffix	-0.3		$0.3 \times V_{IO}$	V
$V_{HYS\_STB}$	Hysteresis Voltage on pin STB <sup>(1)</sup>			300		mV
$I_{IH}$	High-level Input Current	$V_{STB} = V_{IO}$	-1		1	$\mu\text{A}$
$I_{IL}$	Low-level Input Current	$V_{STB} = 0 \text{ V}$	-15		-1	$\mu\text{A}$

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Symbol	Parameter	Conditions	Min	Typ	Max	Unit
$C_{IN}$	Input Capacitance <sup>(1)</sup>				10	pF
<b>Pin TXD; CAN Transit Data Input</b>						
$V_{IH}$	High-level Input Voltage	$V_{IO} = V_{CC}$ for variants without V suffix	$0.7 \times V_{IO}$		$V_{IO} + 0.3$	V
$V_{IL}$	Low-level Input Voltage	$V_{IO} = V_{CC}$ for variants without V suffix	-0.3		$0.3 \times V_{IO}$	V
$V_{HYS\_TXD}$	Hysteresis Voltage on pin TXD <sup>(1)</sup>			300		mV
$I_{IH}$	High-level Input Current	$V_{TXD} = V_{IO}$	-5		5	$\mu A$
$I_{IL}$	Low-level Input Current	$V_{TXD} = 0 V$	-270		-25	$\mu A$
$C_{IN}$	Input Capacitance <sup>(1)</sup>				10	pF
<b>Pin RXD; CAN Receive Data Output</b>						
$I_{OH}$	High-level Output Current	$V_{RXD} = V_{IO} - 0.4 V$	-10		-1	mA
$I_{OL}$	Low-level Output Current	$V_{RXD} = 0.4 V$ ; Bus dominant	1		35	mA
<b>Pin CANH, CANL; Bus lines</b>						
$V_{O\_DOM}$	Dominant Output Voltage, CANH	Dominant; $V_{TXD} = 0 V$ ; $t < t_{TXD\_DTO}$ ; $50 \Omega \leq R_L \leq 65 \Omega$	2.75	3.5	4.5	V
	Dominant Output Voltage, CANL	Dominant, $V_{TXD} = 0 V$ ; $t < t_{TXD\_DTO}$ ; $50 \Omega \leq R_L \leq 65 \Omega$	0.5	1.5	2.25	V
$V_{DOM\_TX\_SYM}$	Transmitter Dominant Voltage Symmetry	$V_{DOM\_TX\_SYM} = V_{CC} - V_{CANH} - V_{CANL}$	-300		300	mV
$V_{SYM}$	Transmitter Symmetry (Dominant or Recessive) <sup>(1)</sup>	$V_{SYM} = (V_{CANH} + V_{CANL}) / V_{CC}$ ; $C_{SPLIT} = 4.7 \text{ nF}$ ; $f_{TXD} = 250 \text{ kHz}$ , 1 MHz, 2.5 MHz	0.9		1.1	
$V_{OD\_DOM}$	Dominant Differential Output Voltage	Normal mode; $4.75 V \leq V_{CC} \leq 5.25 V$ ; $V_{TXD} = 0 V$ ; $t < t_{TXD\_DTO}$ ; $50 \Omega \leq R_L \leq 65 \Omega$	1.5		3.0	V
		Normal mode; $4.75 V \leq V_{CC} \leq 5.25 V$ ; $V_{TXD} = 0 V$ ; $t < t_{TXD\_DTO}$ ; $45 \Omega \leq R_L \leq 70 \Omega$	1.4		3.3	V
		Normal mode; $4.75 V \leq V_{CC} \leq 5.25 V$ ; $V_{TXD} = 0 V$ ; $t < t_{TXD\_DTO}$ ; $R_L = 2240 \Omega$	1.5		5.0	V
$V_{OD\_REC}$	Recessive Differential Output Voltage	Normal mode; $V_{TXD} = V_{IO}$ ; no load	-50		50	mV
		Standby mode; no load	-0.2		0.2	V
$V_{O\_REC}$	Recessive Output Voltage	Normal mode; $V_{TXD} = V_{IO}$ ; no load	2.0	2.5	3.0	V
		Standby mode; no load	-0.1		0.1	V
$V_{TH\_RX\_DIF}$	Differential Receiver Threshold Voltage	Normal mode; $t < t_{TXD\_DTO}$ ; $-12 V \leq V_{CANH} / V_{CANL} \leq +12 V$	0.5		0.9	V
		Standby mode; $t < t_{TXD\_DTO}$ ; $-12 V \leq V_{CANH} / V_{CANL} \leq +12 V$	0.4		1.1	V

**Automotive Fault-Protected High-Speed CAN FD Transceiver with Standby Mode**

Symbol	Parameter	Conditions	Min	Typ	Max	Unit
V <sub>REC_RX</sub>	Receiver Recessive Voltage <sup>(1)</sup>	Normal mode; $t < t_{TXD\_DTO}$ ; $-12 \text{ V} \leq V_{CANH}/V_{CANL} \leq +12 \text{ V}$	-4		0.5	V
		Standby mode; $t < t_{TXD\_DTO}$ ; $-12 \text{ V} \leq V_{CANH}/V_{CANL} \leq +12 \text{ V}$	-4		0.4	V
V <sub>DOM_RX</sub>	Receiver Dominant Voltage <sup>(1)</sup>	Normal mode; $t < t_{TXD\_DTO}$ ; $-12 \text{ V} \leq V_{CANH}/V_{CANL} \leq +12 \text{ V}$	0.9		9.0	V
		Standby mode; $t < t_{TXD\_DTO}$ ; $-12 \text{ V} \leq V_{CANH}/V_{CANL} \leq +12 \text{ V}$	1.1		9.0	V
V <sub>HYS_RX_DI</sub> F	Differential Receiver Hysteretic Threshold <sup>(1)</sup>	Normal mode; Standby mode; $t < t_{TXD\_DTO}$ ; $-12 \text{ V} \leq V_{CANH}/V_{CANL} \leq +12 \text{ V}$	50	100	300	mV
I <sub>O_SC_DOM</sub>	Dominant Short-Circuit Output Current	$V_{TXD} = 0 \text{ V}$ ; $t < t_{TO\_DOM\_TXD}$ ; $V_{CC} = 5 \text{ V}$ ; $-40 \text{ V} \leq V_{CANH}/V_{CANL} \leq +40 \text{ V}$		55	100	mA
I <sub>O_SC_REC</sub>	Recessive Short-Circuit Output Current	$V_{TXD} = V_{IO}$ ; $t < t_{TO\_DOM\_TXD}$ ; $V_{CC} = 5 \text{ V}$ ; $-40 \text{ V} \leq V_{CANH}/V_{CANL} \leq +40 \text{ V}$	-3		3	mA
I <sub>L</sub>	Unpowered Bus Input Leakage Current	$V_{CC} = V_{IO} = 0 \text{ V}$ or $V_{CC} = V_{IO}$ pins shorted to GND via $47 \text{ k}\Omega$ ; $V_{CANH} = V_{CANL} = 5 \text{ V}$	-10		10	µA
R <sub>IN</sub>	CANH or CANL Input Resistance	$-2 \text{ V} \leq V_{CANH}/V_{CANL} \leq +7 \text{ V}$	9	17	28	kΩ
ΔR <sub>IN</sub>	Input Resistance Deviation	$-2 \text{ V} \leq V_{CANH}/V_{CANL} \leq +7 \text{ V}$	-3		3	%
R <sub>IN_DIF</sub>	Differential Input Resistance	$-2 \text{ V} \leq V_{CANH}/V_{CANL} \leq +7 \text{ V}$	19	34	52	kΩ
C <sub>IN</sub>	Common Mode Input Capacitance <sup>(1)</sup>				20	pF
C <sub>IN_DIF</sub>	Differential Input Capacitance <sup>(1)</sup>				10	pF
<b>Temperature Detection</b>						
T <sub>J_SD</sub>	Thermal Shutdown Temperature <sup>(1)</sup>		160	175	190	°C
T <sub>J_SD_HYS</sub>	Thermal Shutdown Hysteresis <sup>(1)</sup>			20		°C

(1) The data is based on bench tests and design simulation.

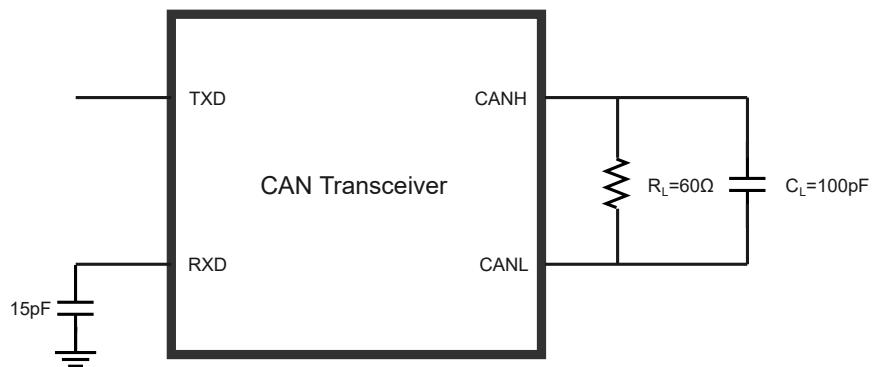
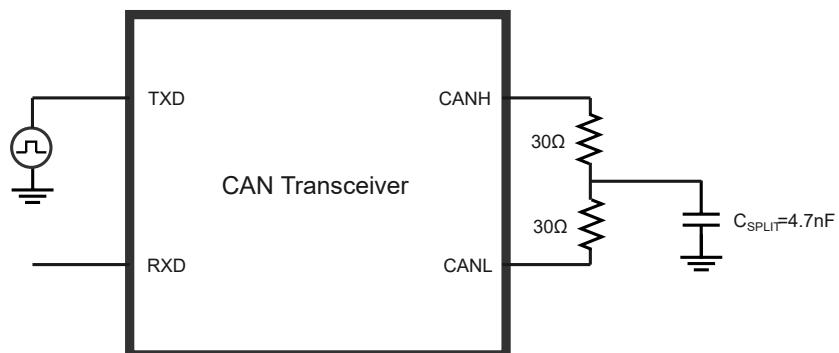
## Automotive Fault-Protected High-Speed CAN FD Transceiver with Standby Mode

### AC Timing Requirements

All test conditions:  $V_{CC} = 4.5 \text{ V to } 5.5 \text{ V}$ ,  $V_{IO} = 1.7 \text{ V to } 5.5 \text{ V}$ ,  $R_L = 60 \Omega$ ,  $T_J = -40^\circ\text{C to } 150^\circ\text{C}$ , unless otherwise noted.

Parameter	Conditions	Min	Typ	Max	Unit	
<b>CAN Timing Characteristics</b>						
$t_{D\_TXD\_BUSDO\_M}$	Delay time from TXD to bus dominant	Normal mode		90	ns	
$t_{D\_TXD\_BUSRE\_C}$	Delay time from TXD to bus recessive	Normal mode		90	ns	
$t_{D\_BUSDOM\_RXD}$	Delay time from bus dominant to RXD	Normal mode		110	ns	
$t_{D\_BUSREC\_RXD}$	Delay time from bus recessive to RXD	Normal mode		110	ns	
$t_{D\_TXDL\_RXDL}$	Loop delay time from TXD low to RXD low	Normal mode		200	ns	
$t_{D\_TXDH\_RXDH}$	Loop delay time from TXD high to RXD high	Normal mode		200	ns	
<b>CAN FD Timing Characteristics</b>						
$t_{BIT\_BUS}$	Transmitted recessive bit width	2 Mbps, $t_{BIT\_TXD} = 500 \text{ ns}$	435		530	ns
		5 Mbps, $t_{BIT\_TXD} = 200 \text{ ns}$	155		210	ns
		8 Mbps, $t_{BIT\_TXD} = 125 \text{ ns}$ <sup>(1)</sup>	95		135	ns
$t_{BIT\_RXD}$	RXD bit width	2 Mbps, $t_{BIT\_TXD} = 500 \text{ ns}$	400		550	ns
		5 Mbps, $t_{BIT\_TXD} = 200 \text{ ns}$	120		220	ns
		8 Mbps, $t_{BIT\_TXD} = 125 \text{ ns}$ <sup>(1)</sup>	75		145	ns
$\Delta t_{REC}$	Receiver timing symmetry	2 Mbps	-65		40	ns
		5 Mbps	-45		15	ns
		8 Mbps <sup>(1)</sup>	-30		15	ns
<b>Device Timing Characteristics</b>						
$t_{TXD\_DTO}$	TXD dominant time-out time	Normal mode; $V_{TXD} = 0 \text{ V}$	0.8	2.0	6.5	ms
$t_{WAKE\_BUS\_TO}$	Bus wake-up time-out time <sup>(1)</sup>	Standby mode	0.8	3.0	6.5	ms
$t_{WAKE\_BUS\_FIL\_TER}$	Bus wake-up filter time (Dominant or Recessive)	Standby mode	0.5		1.8	$\mu\text{s}$
$t_{MODE}$	Mode transition time <sup>(1)</sup>				30	$\mu\text{s}$
$t_{START\_UP}$	Start-up time <sup>(1)</sup>				0.5	ms
$t_{UVD}$	Undervoltage detection time <sup>(1)</sup>	Pin VCC			30	$\mu\text{s}$
$t_{UVDOFF}$	Switch-off undervoltage detection time <sup>(1)</sup>	Pin VCC; Device without V suffix			30	$\mu\text{s}$
		Pin VIO; Device with V suffix			30	$\mu\text{s}$
$t_{UVR}$	Undervoltage recovery time <sup>(1)</sup>	Pin VCC			30	$\mu\text{s}$

(1) The test data is based on bench tests and design simulation.

**Automotive Fault-Protected High-Speed CAN FD Transceiver with Standby Mode****Parameter Measurement Information****Test Circuit****Figure 1. CAN Transceiver Timing Parameter Test Circuit****Figure 2. CAN Transceiver Driver Symmetry Test Circuit**

## Automotive Fault-Protected High-Speed CAN FD Transceiver with Standby Mode

### Parameter Diagram

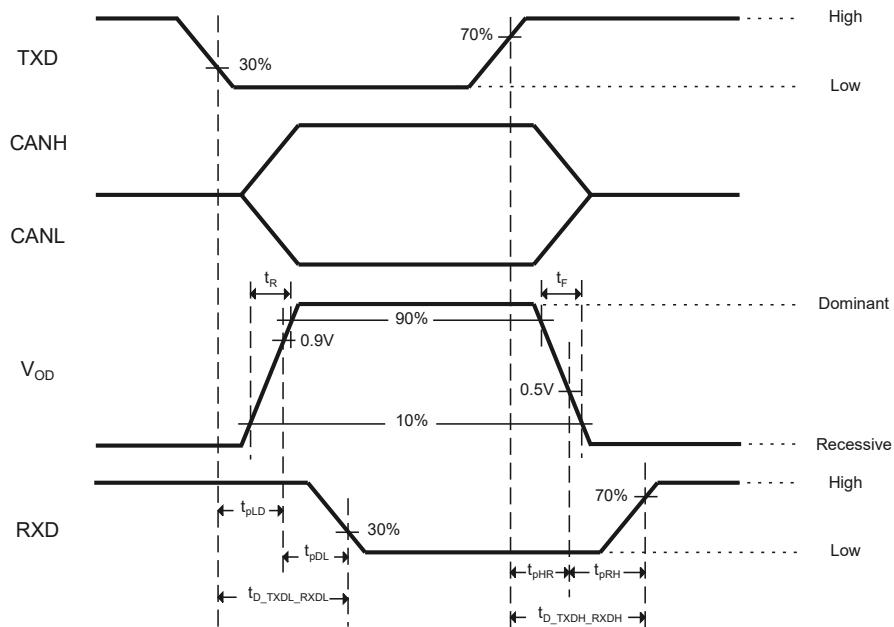


Figure 3. CAN Transceiver Timing Diagram

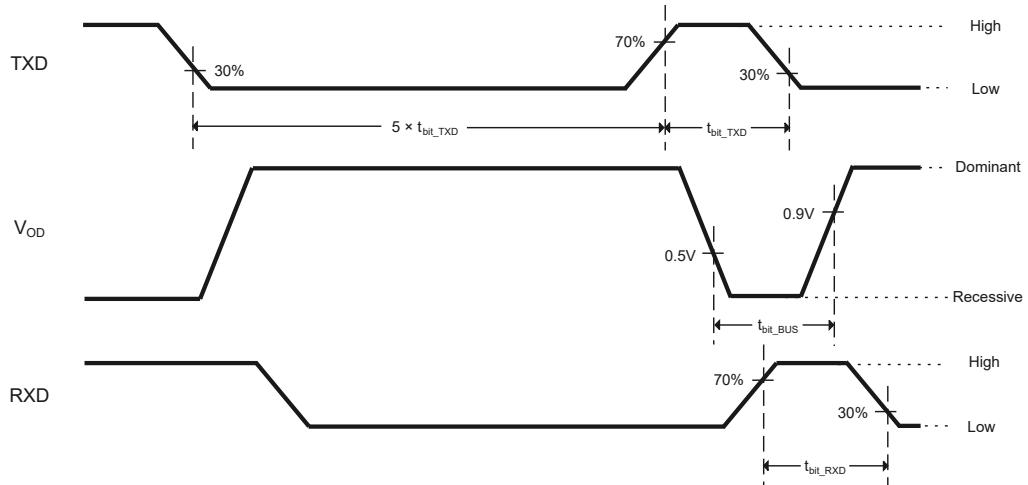


Figure 4. CAN FD Timing Parameter Diagram

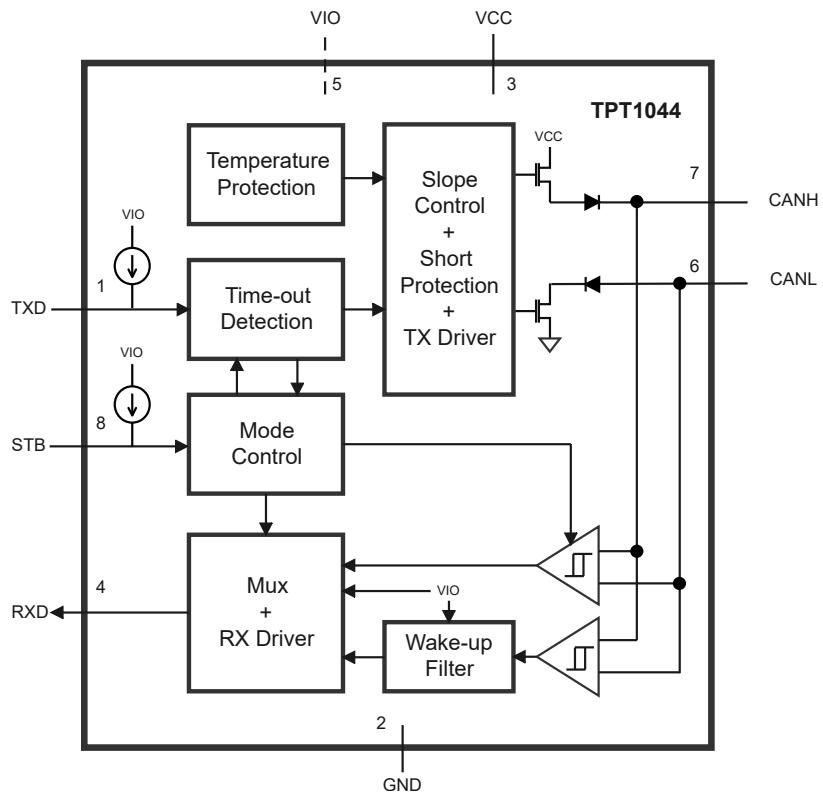
## Automotive Fault-Protected High-Speed CAN FD Transceiver with Standby Mode

### Detailed Description

#### Overview

The TPT1044VQ and the TPT1044Q are CAN transceivers that meet the ISO11898-2:2024, SAEJ2284-1 to SAE J2284-5 high-speed CAN (Controller Area Network) physical layer standards. The devices are designed to be used in CAN FD networks up to 5 Mbps with enhanced timing margin and higher data rates in long and highly loaded networks and support up to 8-Mbps data rates in simple CAN bus networks. The system design can be optimized with excellent electromagnetic compatibility (EMC) and electrostatic discharge (ESD) performance. The TPT1044VQ has a secondary power supply input VIO pin for I/O level shifting to support 1.8-V, 2.5-V, 3.3-V, and 5-V MCU logic levels directly. This family has a low-current standby mode with CAN bus waked-up capability via wake-up pattern (WUP) which is defined in ISO11898-2:2024. As designed, the devices feature bus fault protection from -45 V to +45 V, TXD dominant time-out (DTO), and over-temperature shutdown (TSD). Additionally, all devices include power-off ideal passive behavior fail-safe features to enhance the network robustness. The TPT1044VQ and the TPT1044Q are available in SOP8 and DFN3X3-8 packages and are AEC-Q100 qualified for automotive applications.

#### Functional Block Diagram



**Figure 5. Functional Block Diagram**

(1) Pin5 is not connected and VIO = VCC in variants without V suffix

## Automotive Fault-Protected High-Speed CAN FD Transceiver with Standby Mode

### Feature Description

#### Device Operating Modes

**Table 3. Operating Modes Table**

Mode	Inputs		Outputs	
	STB Pin	TXD Pin	CAN BUS State	RXD Pin
Normal	Low	Low	Dominant	L
		H or Open (Internal weak pull-up)	Recessive	Low when bus dominant
				High when bus recessive
Standby	High or Open (Internal weak pull-up)	X (Don't care)	Biased to ground	Follow bus state when wake-up is detected
				High when no wake-up is detected

#### Normal Mode

A low level on the STB pin sets the device into normal mode. In normal mode, the transceiver is fully operational, it can transmit and receive data via CANH and CANL bus lines. The differential receiver converts the analog data on the bus lines into digital output on the RXD pin. The driver converts the digital data on the TXD pin to differential analog output on bus lines, the slopes of the output signals on the bus lines are controlled internally and optimized to guarantee the lowest possibility for Electro Magnetic Emission (EME).

#### Standby Mode

Activate the low-power standby mode by setting the STB terminal high. In this mode, the bus transmitter is not able to send data and the normal mode receiver is not able to accept data as the bus lines are biased to ground minimizing the system supply current. Only the low-power receiver is actively monitoring the bus for activity. RXD follows the bus state after a valid wake-up signal has been detected on the bus. For the variants with the V suffix, the low-power receiver is powered using the VIO pin only, this allows  $V_{CC}$  to be removed reducing power consumption further. The device transmits into Normal mode after the STB pin is forced low.

#### Remote Wake-up

A dedicated wake-up pattern (specified in ISO11898-2:2024) on the can bus wakes up the device from standby mode, this filtering prevents the device from being woken up by bus dominant clamped, or noise on the bus. The wake-up pattern consists of the following:

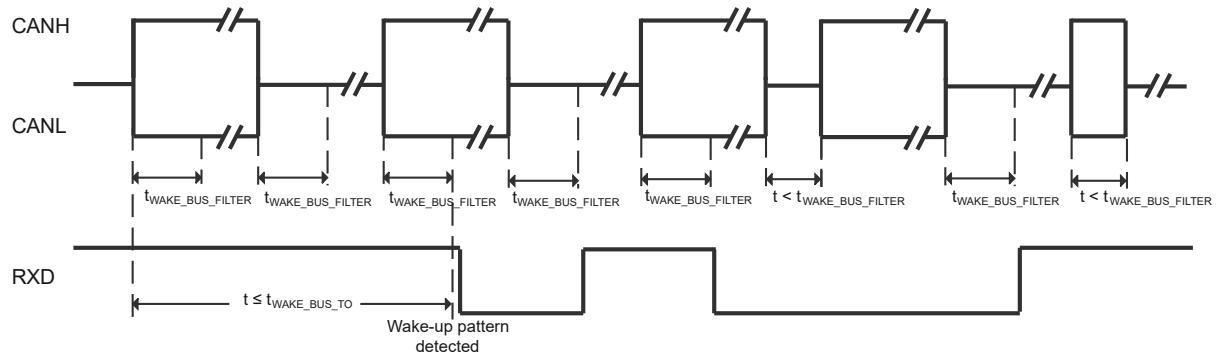
- a dominant phase of at least  $t_{WAKE\_BUS\_FILTER}$  followed by
- a recessive phase of at least  $t_{WAKE\_BUS\_FILTER}$  followed by
- a dominant phase of at least  $t_{WAKE\_BUS\_FILTER}$

The complete wake-up pattern (dominant-recessive-dominant) must be received within  $t_{WAKE\_BUS\_TO}$ , otherwise, the internal wake-up logic is reset to wait for the next valid wake-up pattern, the complete wake-up pattern needs to be reserved to wake up the device. The RXD pin is kept high until the device wakes up. A wake-up event is not flagged on the RXD pin if any of the following events occurs:

- The device transits to Normal mode
- A undervoltage event is detected

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- The complete wake-up pattern was not received within  $t_{WAKE\_BUS\_TO}$



## Protection Features

## **TXD Dominant Time-out**

The device detects TXD dominant time-out and prevents a permanent low on the TXD pin, caused by application failure, driving the CAN bus into permanent dominant blocking the CAN bus network. A TXD dominant time-out timer is started when the TXD pin is set low, if the TXD pin remains low for longer than  $t_{TXD\_DTO}$ , the transmitter is disabled, releasing the bus lines to a recessive state. The TXD dominant time-out timer is reset when the TXD pin is set high.

## **TXD and STB Pins Internal Biasing**

There is an internal weak pull-up to VCC (variant without V suffix) or VIO (variant with V suffix) on TXD and STB pins to ensure a defined safe state in case these pins are floating. Both pins should be held high in Standby mode to minimize the supply current.

## Under-voltage Lockout (UVLO)

The device integrates the under-voltage to detect and lockout circuit of the supply terminal to keep the device in protected mode if the supply voltage drops below the threshold until the supply voltage is higher than the UVLO threshold. This protects the device and system during undervoltage events on supply terminals.

If VCC drops below the standby undervoltage detection threshold, the device transits to Standby mode. The STB pin state is ignored until the VCC power supply is recovered. If VCC (variants without V suffix) or VIO (variants with V suffix) drops below the switch-off undervoltage detection threshold, the device switches off until the power supply has recovered.

### Overtemperature Protection (OTP)

The devices are protected against overtemperature conditions. If the junction temperature exceeds the shutdown junction temperature  $T_{J\_SD}$ , the output drivers are disabled until the virtual junction temperature falls below  $T_{J\_SD\_R}$  and TXD sets to high again.

## VIO Supply Pin

The VIO pin should be connected to the microcontroller supply voltage, this adjusts the voltage level of TXD, RXD, and STB pins to the microcontroller I/O level, this allows the device to interface with 5-V, 3.3-V, and 1.8-V supplied microcontrollers without additional level shifters. The VIO pin also powers the low-power receiver, this allows the wake-up frame to be



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detected without a VCC power supply in low-power applications. For the device without a VIO pin, all block is connected to VCC, pin5 is not connected internally.

## Automotive Fault-Protected High-Speed CAN FD Transceiver with Standby Mode

### Application and Implementation

#### Note

Information in the following application sections is not part of the 3PEAK's component specification and 3PEAK does not warrant its accuracy or completeness. 3PEAK's customers are responsible for determining suitability of components for their purposes. Customers should validate and test their design implementation to confirm system functionality.

### Application Information

The TPT1044xQ is a CAN transceiver that supports CAN FD up to 8 Mbps, with BUS protection voltage from  $-45\text{ V}$  to  $+45\text{ V}$ . The VIO of TPT1044VQ can support the voltage level of TXD and RXD from  $1.7\text{ V}$  to  $5.5\text{ V}$ . The following sections show a typical application of the TPT1044xQ.

### Typical Application

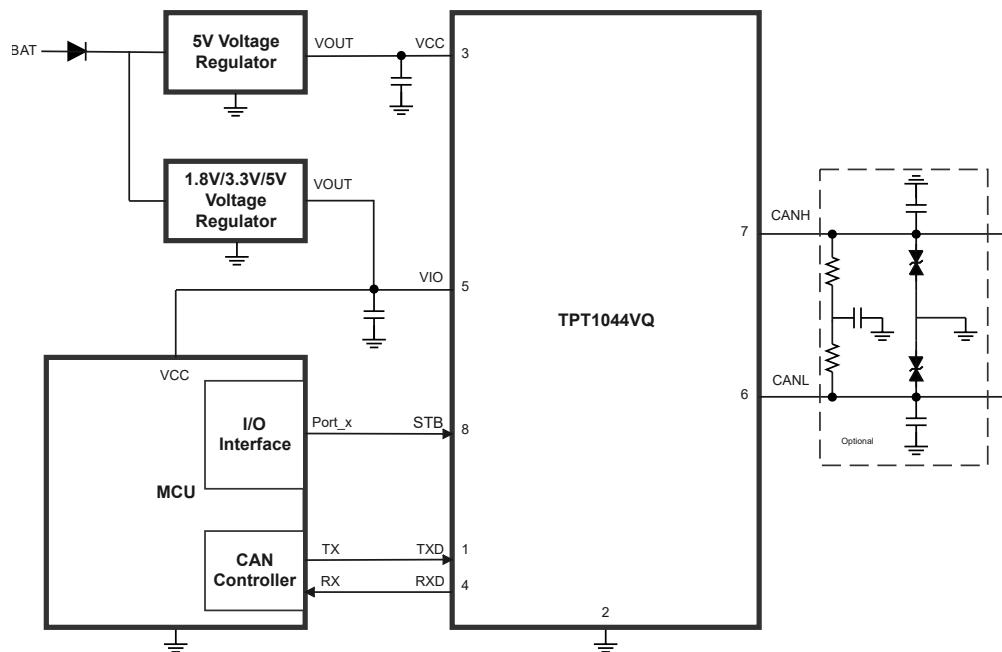


Figure 6. TPT1044VQ Typical Application Circuit

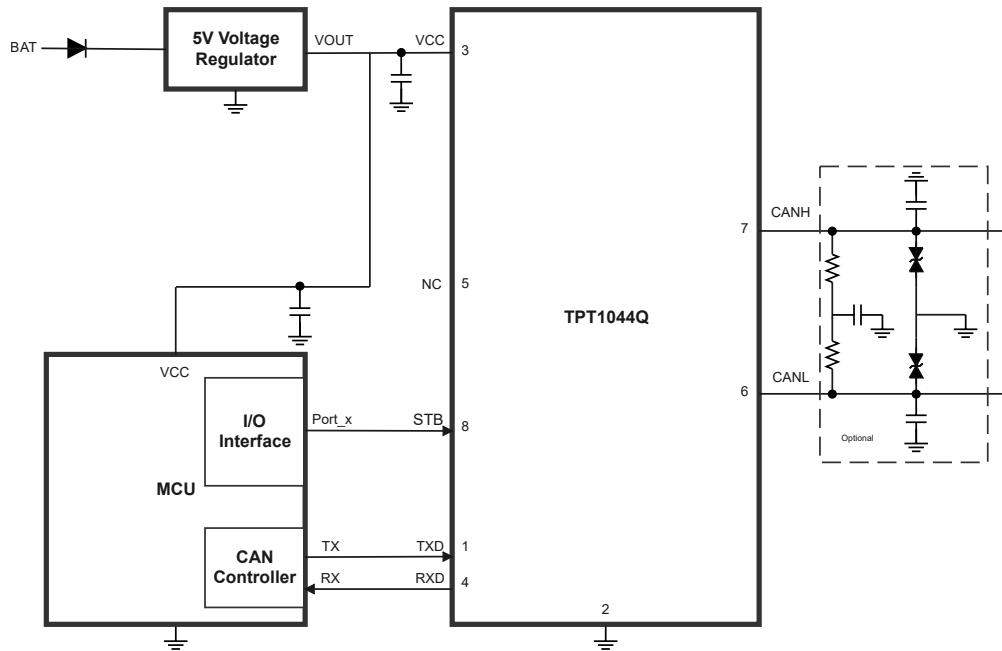
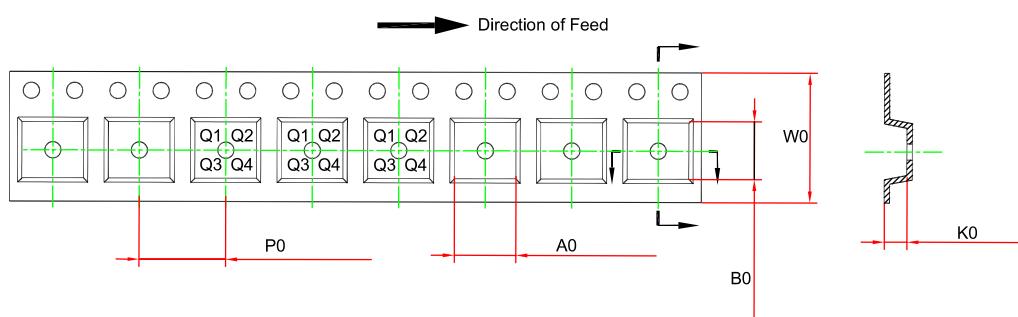
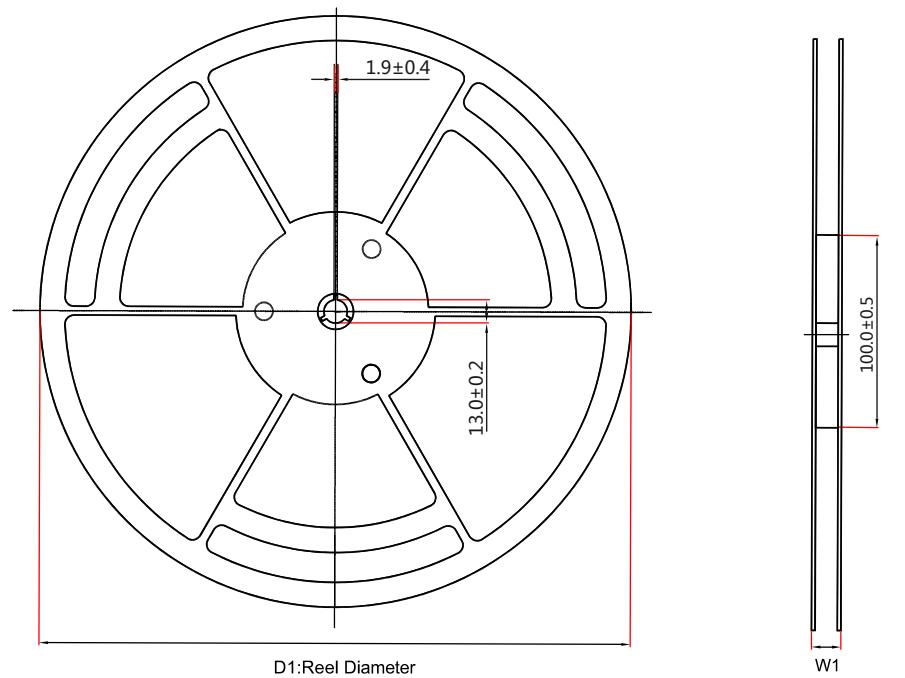
**Automotive Fault-Protected High-Speed CAN FD Transceiver with Standby Mode**


Figure 7. TPT1044Q Typical Application Circuit

**Automotive Fault-Protected High-Speed CAN FD Transceiver with Standby Mode**
**Tape and Reel Information**


Order Number	Package	D1 (mm)	A0 (mm)	K0(mm)	W0 (mm)	W1 (mm)	B0 (mm)	P0 (mm)	Pin1 Quadrant
TPT1044VQ-SO1R-S	SOP8	330	6.5	2	12	17.6	5.4	8	Q1
TPT1044VQ-DFCR-S	DFN3x3-8	330	3.3	1.1	12	17.6	3.3	8	Q1
TPT1044Q-SO1R-S	SOP8	330	6.5	2	12	17.6	5.4	8	Q1
TPT1044Q-DFCR-S	DFN3x3-8	330	3.3	1.1	12	17.6	3.3	8	Q1

**Automotive Fault-Protected High-Speed CAN FD Transceiver with  
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**Package Outline Dimensions**
**SOP8**

Package Outline Dimensions				SO1(SOP-8-A)
Symbol	Dimensions In Millimeters		Dimensions In Inches	
	MIN	MAX	MIN	MAX
A	1.350	1.750	0.053	0.069
A1	0.050	0.250	0.002	0.010
A2	1.250	1.550	0.049	0.061
b	0.330	0.510	0.013	0.020
c	0.170	0.250	0.007	0.010
D	4.700	5.100	0.185	0.201
E	5.800	6.200	0.228	0.244
E1	3.800	4.000	0.150	0.157
e	1.270 BSC		0.050 BSC	
L	0.400	1.000	0.016	0.039
θ	0	8°	0	8°

**NOTES**

1. Do not include mold flash or protrusion.
2. This drawing is subject to change without notice.

**Automotive Fault-Protected High-Speed CAN FD Transceiver with  
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**DFN3X3-8**

Package Outline Dimensions		DFC(DFN3X3-8-WET-H)			
Symbol	Dimensions In Millimeters		Dimensions In Inches		Notes
	MIN	MAX	MIN	MAX	
A	0.800	0.900	0.031	0.035	1. Do not include mold flash or protrusion.
A1	0.000	0.050	0.000	0.002	2. This drawing is subject to change without notice.
A2	0.150	0.250	0.006	0.010	3. The many types of E-pad Pin1 signs may appear in the product.
A3	0.080	0.180	0.003	0.007	
D	2.900	3.100	0.114	0.122	
D2	1.500	1.700	0.059	0.067	
E	2.900	3.100	0.114	0.122	
b	0.250	0.350	0.010	0.014	
E2	2.300	2.500	0.091	0.098	
e	0.650 BSC		0.026 BSC		
L	0.350	0.450	0.014	0.018	
L1	0.010	0.090	0.0004	0.004	
K	0.300 REF		0.012 REF		

## Automotive Fault-Protected High-Speed CAN FD Transceiver with Standby Mode

## Order Information

Order Number	Operating Temperature Range	Package	Marking Information	MSL	Transport Media, Quantity	Eco Plan
TPT1044VQ-SO1R-S	-40 to 125°C	SOP8	T44VQ	MSL1	Tape and Reel, 4000	Green
TPT1044VQ-DFCR-S	-40 to 125°C	DFN3x3-8	T44VQ	MSL1	Tape and Reel, 4000	Green
TPT1044Q-SO1R-S	-40 to 125°C	SOP8	T144Q	MSL1	Tape and Reel, 4000	Green
TPT1044Q-DFCR-S	-40 to 125°C	DFN3x3-8	T144Q	MSL1	Tape and Reel, 4000	Green

**Green:** 3PEAK defines "Green" to mean RoHS compatible and free of halogen substances.



TPT1044VQ, TPT1044Q

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## Automotive Fault-Protected High-Speed CAN FD Transceiver with Standby Mode

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