

# KP201

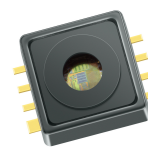
## Technical product description

### PRO-SIL™ pressure sensor for side crash and pedestrian impact detection

This document is only an extract of the technical datasheet which can be provided by Infineon in its full version under NDA only.

## Features

- Compatible to AK-LV 29 for side impact detection and AK-LV 38 for pedestrian protection applications
- Ambient operating temperature up to 125°C
- Synchronous data transmission based on PSI5-P10P-500/3L and PSI5-P10P-250/1L mode
- Asynchronous data transmission based on PSI5-A10P-250/1L<sup>1)</sup> mode
- 2-wire interface with on chip current modulator for Manchester communication
- E<sup>2</sup>PROM for ID number, calibration and mode selection
- On chip voltage regulator
- Relative pressure signal ( $\Delta p/p_0$ -signal)



PG-DSOF-8-16

 ISO 26262 ready

 RoHS

 AEC Qualified

## Potential applications

The KP201 can be used in pedestrian protection systems in or around the engine compartment of the car, or inside a door to detect side impacts.

## Product validation

Qualified for automotive applications.

Product validation according to AEC-Q100.

## Description

The KP201 is a pressure sensor especially qualified for high temperatures up to 125°C, as they can occur in and around the engine compartment of a car in Pedestrian Protection Systems. In such a system, the pressure sensor is connected to a tube which is placed inside the front bumper of the car. When the tube is compressed by an object hit by the car, the KP201 provides a signal pulse which is proportional to the pressure change inside the tube ( $\Delta p/p_0$ ). The height of signal pulse is independent of the ambient pressure but is dependent on the relative pressure change. This is achieved by dividing the absolute pressure change by the ambient pressure. The division is performed on-chip. The ambient pressure is calculated with a low pass filter from the absolute pressure.

The sensor provides the relative pressure as a digital Manchester encoded output signal.

This cost optimized configuration allows autonomous operation of the sensor without any further logic ICs in the pressure satellite.

KP201 is also suitable for the detection of side impacts in passenger cars. In this application, the pressure sensor is assembled in a door module located within the car's side door.

During the normal operation mode there is a continuous internal range check.

<sup>1</sup> In the asynchronous mode, the sensor sends every 228  $\mu\text{s} \pm$  clock variation a Manchester frame.

# KP201

## Technical product description

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### Description

Product name	Product type	Ordering code	Package
KP201	Pressure sensor for side crash detection and pedestrian protection systems	SP001018002	PG-DSOF-8-16

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1 Application example

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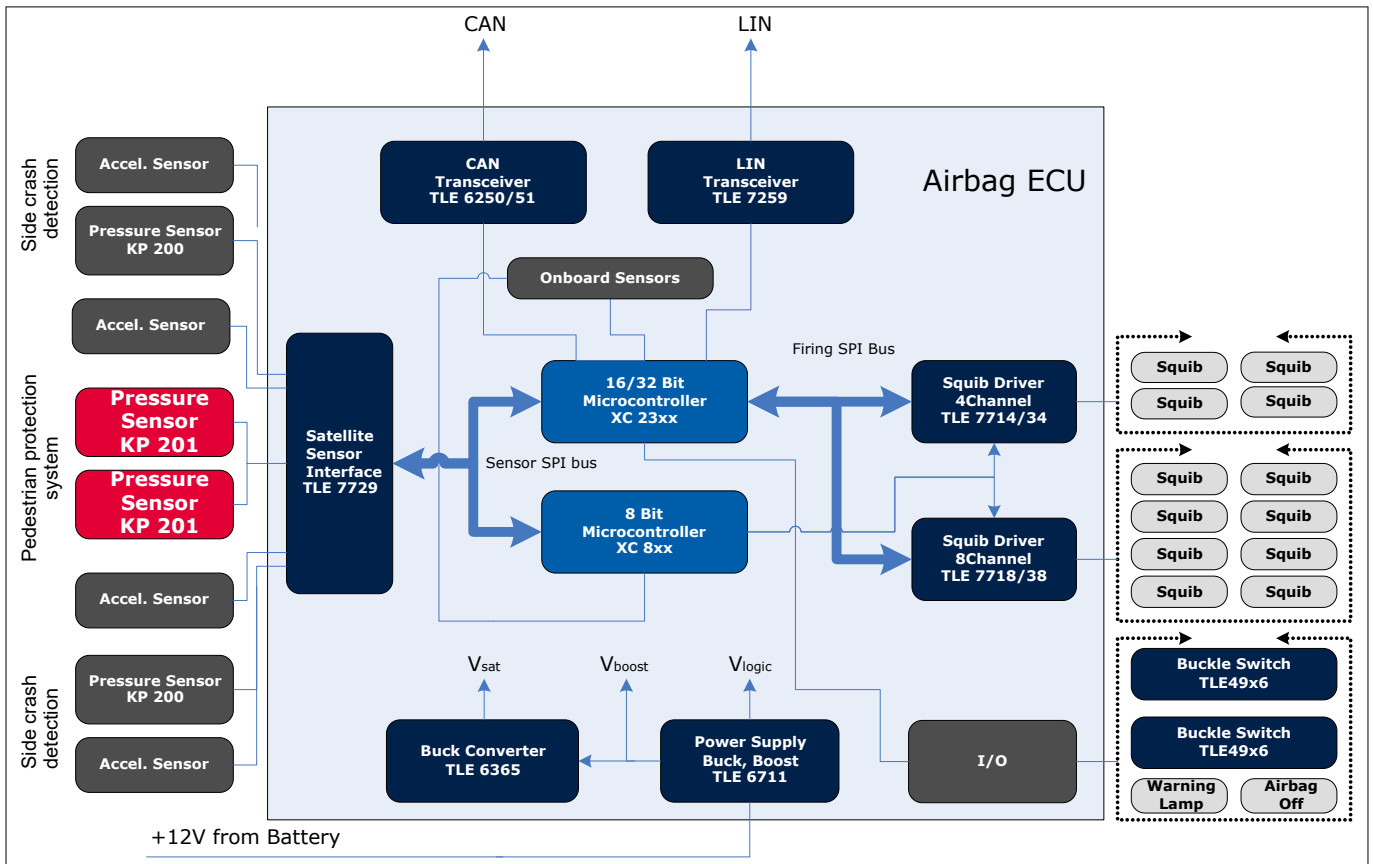


Figure 1 Application example for a restraint system

**2 Specification**

**2 Specification**

**2.1 Absolute maximum ratings**

**Attention:** Stresses above the max. values listed in the table below may cause permanent damage to the device. Exposure to absolute maximum rating conditions for extended periods may affect device reliability. Maximum ratings are absolute ratings; exceeding only one of these values may cause irreversible damage to the integrated circuit.

**Table 1 Absolute maximum ratings**

Parameter	Symbol	Values			Unit	Note or Test Condition	Number
		Min.	Typ.	Max.			
Voltage on $V_{DD}^{2)}$	$V_{DD}$	-16.5	–	16.5	V	$ V_{DD} - V_{iout}  < 16.5V$	1.1
Voltage on $I_{OUT}$	$V_{iout}$	-16.5	–	16.5	V	$ V_{DD} - V_{iout}  < 16.5V$	1.2
Voltage on $CAP$	$V_{CAP}$	-16.5	–	16.5	V		1.3
Voltage on digital pins	$V_{dig\_pin}$	-0.3	–	3.5	V		1.4
Voltage on $DAT\_IN/$ $V_{PROG}$ during programming	$V_{dig\_prog}$	-0.3	–	20.0	V		1.5
Current on serial pin	$I_{dig\_out}$	–	–	0.1	mA		1.6
Latch-up robustness for each pin	$I_{latchup}$	100	–	–	mA	according to EIA/JESD78	1.7
Ambient storage temperature	$T_{st}$	-55	–	125	C		1.8
Mechanical shock survival	$g_{st}$	-2000	–	2000	g	unpowered, 0.5 ms	1.9
Input pressure range	$p_{range}$	10	–	200 600	kPa kPa	limited time: max. 300 s	1.10
ESD robustness at pins (HBM: 1.5 k, 100 pF)	$V_{ESD}$	–	–			according to EIA/JESD22-A114-B	1.11
$V_{DD}, GND, I_{OUT}, CAP$				4	kV		
$CLK, CS, DAT\_IN, DAT\_OUT$				2	kV		
Lid pull-off force	$F_{pull\_off\_lid}$	1	–	–	N		1.12
Lid push-in force	$F_{push\_in\_lid}$	–	–	10	N	max. allowed force on top of the lid without damaging the sensor	1.13
Maximum operating temperature	$T_{OP\_max}$	–	–	135	°C	Time limited for 30 minutes maximum	1.14

<sup>2)</sup> Outside the normal operation supply voltage range the over voltage detection disables the Manchester communication; as long as the over voltage detection has not detected an over voltage, the sensor operates inside the specified operating range.

**2 Specification**

**2.2 Operating range**

**Table 2 Operating conditions**

Parameter	Symbol	Values			Unit	Note or Test Condition	Number
		Min.	Typ.	Max.			
Supply voltage at pin <i>VDD</i>	$V_{DD}$	4.5	–	11.0	V		2.1
Voltage at pin <i>I_OUT</i>	$V_{iout}$	3.5	–	11.0	V		2.2
Voltage at pin <i>CAP</i>	$V_{CAP}$	4.5	–	11.0	V	connector only defined to connect with a capacitor; connection with a constant voltage source not allowed	2.3
Voltage during sync pulse at pin <i>VDD</i> & pin <i>I_OUT</i>	$V_{sync}$	–	–	16.5	V		2.4
Supply voltage power up/down gradient	$V_{grad}$	1E-5	–	1E4	V/ms		2.5
Input voltage for low level at pins <i>DAT_IN</i> , <i>CLK</i> & <i>CS</i>	$V_{low\_in}$	0.0	–	1.0	V	not valid for programming pulse (see parameter 3.84: programming pulse voltage level in [1])	2.6
Input voltage for high level at pins <i>DAT_IN</i> , <i>CLK</i> & <i>CS</i>	$V_{high\_in}$	2.3	–	3.3	V	not valid for programming pulse (see parameter 3.84: programming pulse voltage level in [1])	2.7
Output voltage for low level at pin <i>DAT_OUT</i>	$V_{low\_out}$	0.0	–	1.0	V		2.8
Output voltage for high level at pin <i>DAT_OUT</i>	$V_{high\_out}$	2.3	–	3.4	V		2.9
Current on pin <i>DAT_OUT</i>	$I_{DAT\_OUT}$	–	–	0.1	mA		2.10
Ambient operating temperature	$T_{Op}$	-40	–	125	C		2.11
Thermal resistance	$R_{thj-pin}$	–	180	–	K/Ω	describes the thermal resistance between the die and the pins	2.12
Absolute operating pressure range	$p_{abs}$	50.9	–	126.5	kPa	range for pressure pulses during a crash	2.13
Ambient operating pressure range	$p_{amb}$	53.6	–	110.0	kPa	range for $p_0$ value	2.14
Lifetime	$t_{live}$	15	–	–	years		2.15

**(table continues...)**

**2 Specification**

**Table 2 (continued) Operating conditions**

Parameter	Symbol	Values			Unit	Note or Test Condition	Number
		Min.	Typ.	Max.			
No. of programming cycles	$n_{\text{prog}}$	–	–	20	–	<ul style="list-style-type: none"> <li>inside programming temperature</li> <li>a programming cycle is defined as applying the programming pulse once in order to change the state of at least one E<sup>2</sup>PROM cell</li> </ul>	2.16
Programming temperature	$T_{\text{prog}}$	10	–	30	C		2.17
External buffer capacitor	$C_{\text{buf}}$	0	–	4.7	μF	no capacitor needed to avoid oscillation of regulator	2.18
Autarky time	$t_{\mu\text{b}}$	–	–	2	ms	the autarky time defined with $C_{\text{buf}}$ must not exceed 2 ms	2.19

In addition to the lifetime (ambient operation temperature), the temperature profile over lifetime is given as follows.

**Table 3 Lifetime profile (biased device)**

Ambient temperature $T_a$ [°C]	Lifetime [%]	Lifetime [h]
-40	6	480
+23	20	1600
+82	65	5200
+115	8	640
+120	1	80

3 Package information

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For passivation the sensor die is covered with a transparent silicone gel. Bubbles adjacent to the bond wires are not allowed (delivery status). The bond wires have to be completely covered by gel. The surface of the gel must be smooth.

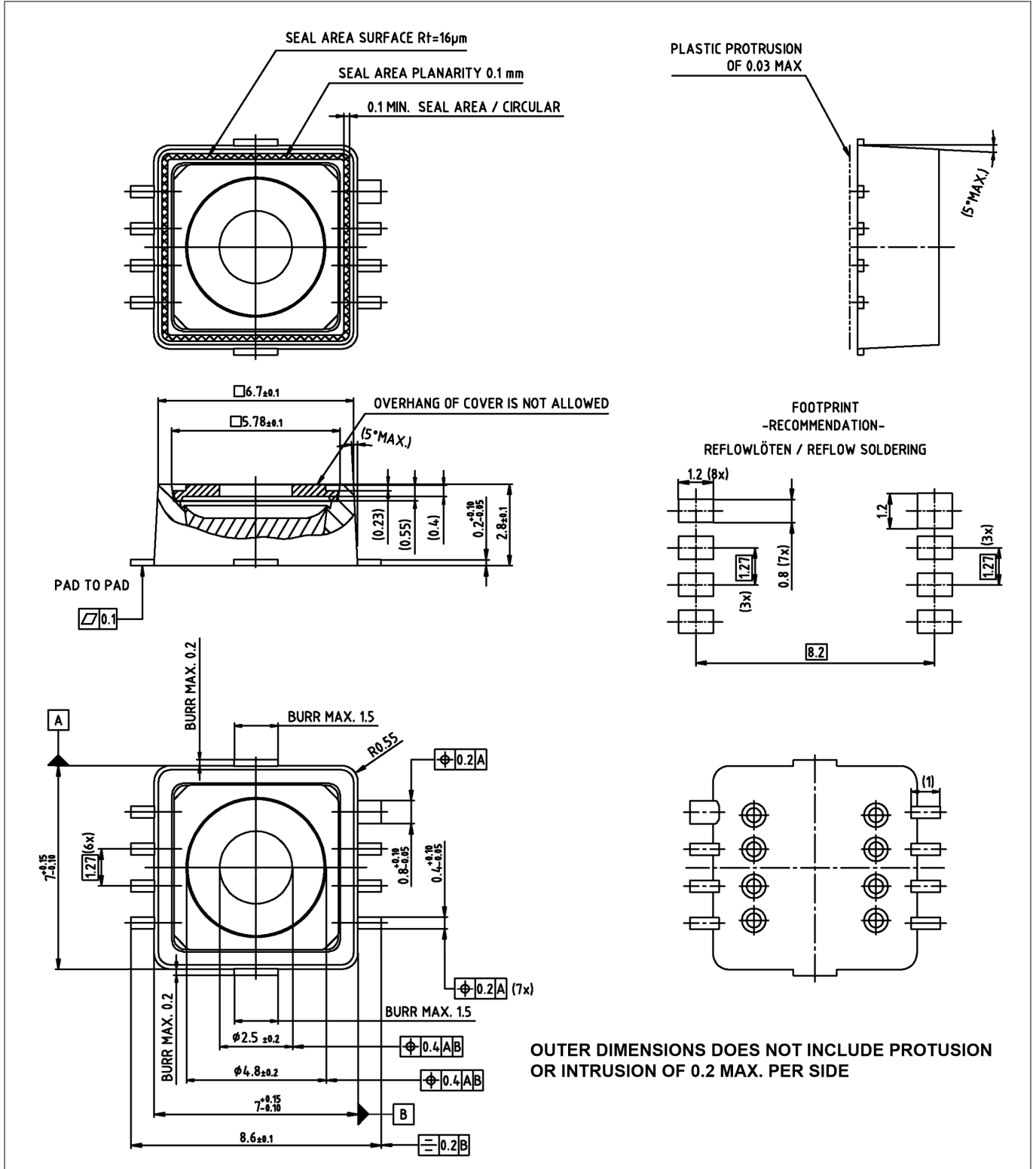


Figure 2 PG-DSOF-8-16 package outline (all dimensions in mm)



**References**

## References

[1] Infineon Technologies AG: *Datasheet KP201* (Revision 1.1), 2014-12-22

## Revision history

<b>Document version</b>	<b>Date of release</b>	<b>Description of changes</b>
V1.00	2020-12-01	<ul style="list-style-type: none"><li>• Extracted from <i>Datasheet KP201</i> [1]</li></ul>
V1.01	2022-02-14	<ul style="list-style-type: none"><li>• Editorial changes</li></ul>

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