1. Introduction

This design kit provides a complete system-level solution for sensorless, brushless dc (BLDC) motors. This application note includes complete schematics, PCB layouts and firmware. This kit supports 3-phase BLDC motors that meet the following specifications:

- Trapezoidal back-EMF
- Max operating voltage of between 10 V to 24 V dc
- 24 kHz PWM frequency
- Maximum average current of 10 A
- Maximum speed not exceeding 200,000 rpm for a 2-pole BLDC motor
- Overcurrent detection capability stops the motor when average current exceeds 10 A.
- Motor Stall detect capability stops the motor when a motor stall is detected or extreme loads encountered.
- Tachometer Frequency Generator (FG) output signal

The kit aims to demonstrate the capabilities of the C8051F850 for operating BLDC motors. The unique features offered by this MCU for BLDC motor operation are:

- PWM synchronized blanking of comparator for BEMF Zero-Crossing Detection
- Automatic PWM duty cycle reduction to limit motor current during startup
- Hyperdrive mode to increase the maximum speed of some motors

1.1. Kit Contents

The kit consists of the following:

- One MCU Board: MCRD-MCU-C8051F850 with the motor control firmware preprogrammed into the MCU
- One Powertrain Board: MCRD-PWR-NLV-F85X
- One BLDC Motor: Turnigy 450 Series 3800 kV Brushless Outrunner Helicopter Motor
- One Motor Mount Board
- One 8-bit MCU Kit CD
- One 12 V, 5 Amp Universal Input Power Adapter
1.2. Operational Specifications

The kit uses the Turnigy 450 Series 3800 kV Brushless Outrunner Helicopter Motor. The motor operating range and specifications are given in Table 1.

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Min</th>
<th>Typ</th>
<th>Max</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of poles</td>
<td>—</td>
<td>6</td>
<td>—</td>
<td></td>
</tr>
<tr>
<td>Operating voltage</td>
<td>7.4</td>
<td>—</td>
<td>14.8</td>
<td>V</td>
</tr>
<tr>
<td>Maximum current</td>
<td>—</td>
<td>—</td>
<td>35</td>
<td>A</td>
</tr>
<tr>
<td>Maximum power</td>
<td>—</td>
<td>—</td>
<td>365</td>
<td>W</td>
</tr>
<tr>
<td>No-load full-speed average current @ 12 V</td>
<td>—</td>
<td>3.66</td>
<td>—</td>
<td>A</td>
</tr>
<tr>
<td>No-load peak startup current @ 12 V</td>
<td>—</td>
<td>—</td>
<td>11</td>
<td>A</td>
</tr>
<tr>
<td>Motor constant</td>
<td>—</td>
<td>3800</td>
<td>—</td>
<td>RPM/V</td>
</tr>
<tr>
<td>Maximum speed @ 12 V</td>
<td>—</td>
<td>—</td>
<td>45600</td>
<td>RPM</td>
</tr>
<tr>
<td>Weight</td>
<td>—</td>
<td>80</td>
<td>—</td>
<td>g</td>
</tr>
</tbody>
</table>

The operating ranges of the hardware and firmware in the kit are shown in Table 2.

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Min</th>
<th>Typ</th>
<th>Max</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power supply</td>
<td>10</td>
<td>—</td>
<td>24</td>
<td>V</td>
</tr>
<tr>
<td>Motor driver PWM frequency</td>
<td>—</td>
<td>24</td>
<td>—</td>
<td>kHz</td>
</tr>
<tr>
<td>Continuous average output current</td>
<td>—</td>
<td>—</td>
<td>10</td>
<td>A</td>
</tr>
<tr>
<td>Speed range (2-pole motor)</td>
<td>2250</td>
<td>—</td>
<td>200000</td>
<td>RPM</td>
</tr>
<tr>
<td>Speed range (4-pole motor)</td>
<td>1125</td>
<td>—</td>
<td>100000</td>
<td>RPM</td>
</tr>
<tr>
<td>Speed range (6-pole motor)</td>
<td>750</td>
<td>—</td>
<td>66667</td>
<td>RPM</td>
</tr>
</tbody>
</table>

In the default operation mode using the ac/dc adapter, the operating parameters of the motor are shown in Table 3.

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power supply</td>
<td>12</td>
<td>V</td>
</tr>
<tr>
<td>No-load full-speed average current @ 12 V</td>
<td>3.66</td>
<td>A</td>
</tr>
<tr>
<td>No-load peak startup current @ 12 V</td>
<td>11</td>
<td>A</td>
</tr>
<tr>
<td>Maximum speed @ 12 V</td>
<td>45600</td>
<td>RPM</td>
</tr>
<tr>
<td>Motor driver PWM frequency</td>
<td>24</td>
<td>kHz</td>
</tr>
<tr>
<td>Maximum Power</td>
<td>43.92</td>
<td>W</td>
</tr>
</tbody>
</table>
2. Theory of Operation

This section describes the theory of operation of 3-phase BLDC motors so that users of this design kit can understand the design choices they may face in their application.

2.1. System Model

Firstly, we will describe the system model of 3-phase BLDC motor including its drive system. This will help us understand the behavior of the system and design the appropriate drive systems and filters for our application.

Figure 1. System Model of 3-Phase BLDC Motor Drive
A BLDC motor has 3 stator windings and is driven by an inverter circuit that consists of 6 switches. Figure 1 shows the equivalent circuit of a Y-connection BLDC motor and the inverter circuit topology. In this model, the stator inductance and resistance of each phase are assumed to be equal. RX is a very small valued resistor used for current measurement and can be assumed to be zero to simplify the analysis of the different modes of operation.

The electrical equations of the system model can be expressed by the following equation:

\[
V_A - V_N = I_A R + L \frac{dI_A}{dt} + e_A \quad (1)
\]

\[
V_B - V_N = I_B R + L \frac{dI_B}{dt} + e_B \quad (2)
\]

\[
V_C - V_N = I_C R + L \frac{dI_C}{dt} + e_C \quad (3)
\]

\[
e_A = K \omega_m F(\theta_e) \quad (4)
\]

\[
e_B = K \omega_m F\left(\theta_e - \frac{2\pi}{3}\right) \quad (5)
\]

\[
e_C = K \omega_m F\left(\theta_e - \frac{4\pi}{3}\right) \quad (6)
\]

\[
\omega_m = \frac{2}{N_p} \frac{d\theta_e}{dt} \quad (7)
\]

Where:

- \(V_A, V_B, V_C\) denote the voltages of motor terminals A, B, and C, respectively
- \(I_A, I_B, I_C\) denote the phase currents entering terminals A, B, and C, respectively
- \(e_A, e_B, e_C\) denote the phase back-EMF (BEMF) associated with terminals A, B, and C, respectively
- \(R\) is the stator phase resistance
- \(L\) is the stator phase inductance
- \(V_N\) is the neutral voltage of the Y connection
- \(K\) is the motor constant
- \(N_p\) is the number of poles in the motor
- \(\theta_e\) is the electrical angle of the motor
- \(\omega_m\) is the angular speed of the motor
- \(F(\theta_e)\) represents the BEMF reference waveform as a function of rotor electrical angle

The electromagnetic torque is described by the following equation:

\[
T_e = K I_A F(\theta_e) + K I_B F\left(\theta_e - \frac{2\pi}{3}\right) + K I_C F\left(\theta_e - \frac{4\pi}{3}\right) \quad (8)
\]
BLDC and PMSM (permanent magnet synchronous motor) motors are differentiated by the BEMF reference waveform $F(\theta_e)$. BLDC motors are identified by their trapezoidal BEMF reference waveforms on each phase as shown in Figure 2.

![Figure 2. BEMF Reference Waveforms of all Phases](image)

### 2.2. Driving 3-Phase BLDC Motors

There are many methods of driving a 3-phase BLDC motor. For the simple 8-bit MCU implementation, block commutation is used to drive the motor. This method of driving requires the inverter circuit to commutate the current every 60 degrees of the motor phase electrical angle according to the rotor position given by Hall sensors or a sensorless method. This is performed efficiently by adjusting the commutation sequence to synchronize with the BEMF reference waveforms as listed in Table 4.

#### Table 4. Commutation Sequence for Block Commutation

<table>
<thead>
<tr>
<th>Commutation Phase</th>
<th>Motor Phase Electrical Angle (Degrees)</th>
<th>Gate Drive Outputs</th>
<th>Open Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>High-Side</td>
<td>Low-Side</td>
</tr>
<tr>
<td></td>
<td></td>
<td>AH</td>
<td>BH</td>
</tr>
<tr>
<td>0</td>
<td>0–60</td>
<td>Off</td>
<td>Off</td>
</tr>
<tr>
<td>1</td>
<td>60–120</td>
<td>On</td>
<td>Off</td>
</tr>
<tr>
<td>2</td>
<td>120–180</td>
<td>On</td>
<td>Off</td>
</tr>
<tr>
<td>3</td>
<td>180–240</td>
<td>Off</td>
<td>On</td>
</tr>
<tr>
<td>4</td>
<td>240–300</td>
<td>Off</td>
<td>On</td>
</tr>
<tr>
<td>5</td>
<td>300–360</td>
<td>Off</td>
<td>Off</td>
</tr>
</tbody>
</table>

The conducting interval of each phase is 120°, and only two phases are conducted at any time. The motor speed can be controlled by applying PWM to either the high side or low side MOSFETs during each commutation phase. There are many PWM schemes that can be applied to control the current. The following sections described the different schemes.
2.2.1. High-Side PWM

High-side PWM can be used if the high-side MOSFETs are N-channel enhancement type MOSFETs. It is not advisable to apply this scheme to P-channel MOSFETs because they are typically slower than N-channel MOSFETs. The advantage of high-side PWM scheme is that it is simple to implement since it requires only 1 PWM signal to be active at any time. Another advantage is that the bootstrap capacitor of a typical high-side driver of an N-channel MOSFET is guaranteed to get enough charge when its low-side MOSFET is enabled. The disadvantage of this scheme is heat built-up by re-circulation current through the body diodes of the low-side MOSFETs during the PWM off cycle can cause problems if these MOSFETs cannot dissipate the heat. The sequence of current flow through the inverter circuit is illustrated in Figures 4, 5, and 6.
Figure 4. Current Flow: High-Side PWM, PWM On Cycle
Figure 5. Current Flow: High-Side PWM, Start (Part 1) of PWM Off Cycle

At the start of the PWM off cycle, current can flow in the open terminal. This effect will be explained in the next section. When the low level current in the open terminal decays to zero, only the recirculation current remains flowing as shown in Figure 6.
Figure 6. Current Flow: High-Side PWM, (Part 2) of PWM Off Cycle

If the PWM off cycle is sufficiently long, the remaining recirculation current will decay to zero. The oscilloscope capture in Figure 7 shows the voltage of an open terminal for all the phases of the PWM off cycle:
Figure 7. Oscilloscope Capture of Open Terminal

Note the slight dip in voltage during “PWM Off phase Part 2”. This corresponds to the period when a small current flows in the open terminal.

2.2.2. Low-Side PWM

Figure 8. Low-Side PWM Scheme

Low-side PWM is typically used in low-cost designs where the high-side MOSFETs are P-channel type MOSFETs with simple discrete drivers where high-side PWM would not be suitable. As in the high-side PWM scheme, low-side PWM is simple to implement as it requires only one PWM signal to be active at any time. Like the high-side PWM, the disadvantage is the potential heat problems due to the recirculation current.
2.2.3. Complementary High-Side PWM

Complementary high-side PWM should only be applied when the high-side MOSFETs are N-channel types. The scheme resolves the heat problems mentioned earlier because the re-circulation current now passes through the low-side MOSFET channel instead of the body diode. The disadvantage is that it is more complicated to implement as it requires two complementary PWM signals with dead time between the enable periods of the two signals. Another disadvantage is that this method is not suitable for applications where the load is light; this causes the recirculation current during the PWM off cycle to decay to zero quickly and flow in the opposite direction, effectively applying a braking effect on the motor, which lowers the efficiency of the motor.

2.2.4. Complementary Low-Side PWM
Complementary low-side PWM should only be applied when the high-side MOSFETs are N-channel type. It has similar advantages and disadvantages as complementary high-side PWM.

2.2.5. Mixed Mode PWM

Mixed mode PWM is a combination of high-side and low-side PWM. Mixed mode PWM is simple to implement because it requires only 1 active PWM signal at any time. But it can normally be applied only if all the power MOSFETs are N-channel type. The advantage of mixed mode PWM over either high-side or low-side only PWM is that the re-circulation current load is shared between the body diodes of all the 6 MOSFETs. In high-side or low-side PWM schemes, the re-circulation current load is shared between the body diodes of 3 MOSFETs. Hence, mixed mode PWM offers improved long term reliability compared to high-side only or low-side only PWM schemes.
2.3. Determining Commutation Instant

The key problem to solve in sensorless operation of 3-phase BLDC motor is determining the time of commutation. There are various sensorless drive methods based on the zero crossing point (ZCP) detection of the open BEMF. The relationship between the ZCP of the open phase and the commutation instant is shown in Figure 2. It can be observed that the required commutation instant lags 300 behind the ZCP. However, the phase BEMF cannot be extracted directly because the neutral point N is not accessible in most BLDC motors.

Hence, the following circuit using 3 resistors (Rp) is typically used to construct a virtual neutral point:

![Figure 12. BLDC Motor Drive Circuit with Virtual Neutral Circuit](image)

The voltage at the virtual neutral point Y can be shown to be:

\[ V_Y = \frac{1}{3} (V_A + V_B + V_C) \]  (9)
During the commutation phase 1 (0° to 60°), phases C and B are conducting; the phase current and voltage relationships can be easily expressed as follows:

\[ I_C = -I_B \] (10)
\[ I_A = 0 \] (11)
\[ e_C = -e_B \] (12)
\[ V_A = e_A + V_N \] (13)

Substituting (10) to (12) into (2) and (3), we can derive the following expression for the neutral voltage:

\[ V_N = \frac{1}{2} (V_B + V_C) \] (14)

Substituting (13) and (14) into (9), we derive the virtual neutral voltage:

\[ V_Y = \frac{1}{3} e_A + V_N \] (15)

From (14) and (15), it can be observed that a comparator can be used to compare voltages at A and Y to detect the ZCP of the BEMF of A:

\[ V_Y - V_A = -\frac{2}{3} e_A \] (16)

It is important to note that the above equations hold irrespective of whether PWM drive is applied to the high side or low side MOSFET. Hence, ZCP occurs when \( V_Y - V_A \) crosses zero, and a scheme based on comparing the voltages between Y and A will yield the zero crossing.
2.3.1. High-Side PWM (Part 1 of PWM Off Cycle)

In the earlier analysis, the assumption was made that the open phase A was not conducting during commutation phase 1. But this is not true during the initial phase of the PWM off cycle. During the PWM off phase (assuming high-side PWM), majority of the current flow is as shown below:

![Diagram of High-Side PWM Off Majority Current Flow]

If we assume the forward bias voltage of the body diode of the CL MOSFET is $V_{FCL}$, then during the start of the off phase:

$$V_C = -V_{FCL} \quad (17)$$
$$V_B = 0 \quad (18)$$

Substituting (17) and (18) into (14), the neutral point voltage is:

$$V_N = \frac{-V_{FCL}}{2} \quad (19)$$
The voltage after the BEMF element in the system model (refer to Figure 15), $V_{ae}$, is:

$$V_{ae} = V_N + e_A = e_A - \frac{V_{FCL}}{2}$$  \hspace{1cm} (20)

If the minimum forward diode voltage required for current to flow is $V_{Fmin}$, then current will flow in the open phase if the following condition is met:

$$V_{ae} < -V_{Fmin}$$

$$e_A < \frac{V_{FCL}}{2} - V_{Fmin}$$  \hspace{1cm} (21)

The current flow is illustrated in Figure 14 and also earlier in Figure 5.

![Figure 14. High-Side PWM: PWM Off with Current Flow in Open Terminal](image-url)
During the commutation Phase 1, when the BEMF of phase A is rising and ZCP of A has not yet occurred, the
BEMF of phase A ($e_A$) is negative (see $0^\circ$ to $30^\circ$ in Figure 2); so, it is possible for the condition of inequality (21) to
be met. When this occurs, the actual terminal voltage of A when the body diode of AL conducts is:

$$V_A = -V_{FAL} \leq -V_{Fmin}$$  \hspace{1cm} (22)

And the virtual neutral voltage can be derived from (9), (17), (18), and (22):

$$V_Y = \frac{1}{3}(V_{FAL} + V_{FCL})$$  \hspace{1cm} (23)

When PWM is off and current flows in the open terminal, the comparison relationship is:

$$V_Y - V_A = \frac{1}{3}(-2 \times V_{FAL} + V_{FCL})$$  \hspace{1cm} (24)

This small-value current flowing in the open terminal may or may not decay to zero before the PWM returns to the
PWM on cycle. Hence, when current flows in the open terminal, it is impossible to measure the zero-crossing point.
And this problem can be further exacerbated by parasitic capacitance across the drain-source terminals of the
power MOSFETs that can cause ringing at the motor terminals.

2.3.2. High-Side PWM (Part 2 of PWM Off Cycle)

When the current in the open terminal decays to zero, only the re-circulation current flows through the circuit along
the path illustrated in Figure 13. The voltages at terminals A and Y are simply:

$$V_A = V_{Ae} = e_A - \frac{V_{FCL}}{2}$$  \hspace{1cm} (25)

$$V_Y = \frac{1}{3}(e_A - 3 \times \frac{V_{FCL}}{2})$$  \hspace{1cm} (26)

The comparison relationship is still the same as when PWM is on:

$$V_Y - V_A = \frac{2}{3}e_A$$  \hspace{1cm} (16)
2.3.3. Low-Side PWM (Part 1 of PWM Off Cycle)

At the start of the PWM off cycle of the low-side PWM scheme, current flows through the path shown in Figure 15:

\[ V_B = V_{DC} \]  
\[ V_C = V_{DC} + V_{FCH} \]  
\[ V_N = V_{DC} + \frac{V_{FCH}}{2} \]  
\[ V_{Ae} = V_N + e_A = e_A + V_{DC} + \frac{V_{FCH}}{2} \]

And the inequality condition to satisfy to achieve current flow is:

\[ V_{Ae} > V_{DC} + V_{Fmin} \]
\[ e_A > V_{Fmin} - \frac{V_{FCH}}{2} \]  

Figure 15. Low-Side PWM: PWM Off with Current Flow in Open Terminal

Similar analysis can be applied to obtain the voltages for low-side PWM during the off phase:
And the terminal voltages at A and Y are:

\[ V_A = V_{DC} + V_{FAH} \]  \hspace{1cm} (32)

\[ V_Y = V_{DC} + \frac{1}{3}(V_{FAH} + V_{FCH}) \]  \hspace{1cm} (33)

The corresponding comparison relationship is:

\[ V_Y - V_A = \frac{1}{3}(-2 \times V_{FAH} + V_{FCH}) \]  \hspace{1cm} (34)

### 2.3.4. Low-Side PWM (Part 2 of PWM Off Cycle)

When the open terminal current decays to zero, the voltages at terminals A and Y are simply:

\[ V_A = V_{Ae} = e_A + V_{DC} + \frac{V_{FCH}}{2} \]  \hspace{1cm} (35)

\[ V_Y = V_{DC} + \frac{1}{3}(e_A + 3 \times \frac{V_{FCH}}{2}) \]  \hspace{1cm} (36)

The comparison relationship is still the same as when PWM is on:

\[ V_Y - V_A = -\frac{2}{3}e_A \]  \hspace{1cm} (16)

### 2.3.5. Summary of Terminal Voltage Comparisons for ZCP Detection

Table 5 presents a summary of the terminal voltage comparison with the virtual neutral point voltage:

<table>
<thead>
<tr>
<th>Active PWM State</th>
<th>VY-VA Equation</th>
</tr>
</thead>
<tbody>
<tr>
<td>PWM on</td>
<td>[ V_Y - V_A = -\frac{2}{3}e_A ]  \hspace{1cm} (16)</td>
</tr>
<tr>
<td>High-side/Low-side PWM off, zero current flows in open terminal A</td>
<td>[ V_Y - V_A = -\frac{2}{3}e_A ]  \hspace{1cm} (16)</td>
</tr>
<tr>
<td>High-side PWM off, non-zero current flows in open terminal A</td>
<td>[ V_Y - V_A = \frac{1}{3}(-2 \times V_{FAL} + V_{FCL}) ]  \hspace{1cm} (24) \hspace{1cm} conditional upon: [ e_A &lt; \frac{V_{FCL}}{2} - V_{F_{min}} ]  \hspace{1cm} (21)</td>
</tr>
<tr>
<td>Low-side PWM off, non-zero current flows in open terminal A</td>
<td>[ V_Y - V_A = \frac{1}{3}(-2 \times V_{FAH} + V_{FCH}) ]  \hspace{1cm} (34) \hspace{1cm} conditional upon: [ e_A &gt; V_{F_{min}} - \frac{V_{FCH}}{2} ]  \hspace{1cm} (31)</td>
</tr>
</tbody>
</table>

These equations will aid in the selection of the hardware design, PWM scheme, and firmware algorithm to be used in the design kit.
3. System Implementation

This section describes the system implementation of the design kit. Schematics for the design kit can be found in "8. Schematics" on page 57. The kit consists of two boards: an MCU board and a powertrain board. The block diagram of the reference design is shown in Figure 16.

3.1. Powertrain Board

The powertrain board is designed to meet the following key motor specifications:

- Motor supply voltage range of 10 to 24 V
- Maximum average current of 10 amps

It consists of the following components that are relevant to this application:

- 6 IRFH7446 Power MOSFETS for the inverter circuit
- 3 Silicon Labs Si8230 isolated dual drivers
- An LDO to generate the 3.3 V required by the MCU board
- 50 mΩ current sensing resistor rated for 10 W
- Motor terminal blocks to allow user to attach their own motor
- Resistor divider to generate attenuated motor voltage supply (VMDC) - allows MCU to determine if motor supply voltage is high enough for safe operation
- Resistor dividers to generate attenuated motor phase voltages with a small positive offset voltage (VMA, VMB, VMC)
- Resistor network to generate attenuated sum of motor phase voltages with a small positive offset voltage (VMY)
3.1.1. Attenuated Motor Voltage Circuit

There is a circuit to provide an attenuated motor voltage signal to the MCU as shown below:

![Attenuated Motor Voltage Circuit Diagram]

**Figure 17. Attenuated Motor Voltage Circuit**

This circuit allows the MCU to measure the motor voltage and determine whether the voltage is high enough to operate the motor.

3.1.2. Back-EMF Filter Circuit

The BEMF filter circuit is intended to attenuate the motor terminal voltage to a level that can be used by the MCU. The circuit for one of the terminals is shown below:

![Back-EMF Filter Circuit for Motor Terminal Voltage Diagram]

**Figure 18. Back-EMF Filter Circuit for Motor Terminal Voltage**

A slight positive offset voltage via the pull-up R68 because the voltage at MTR_VA may be negative during the PWM off cycle (refer to equations 22 and 25) of high-side PWM operation. It can be shown that the voltage at VMA is:

\[
V_{VMA} = \frac{3.3}{R68} + \frac{V_{MTR_VA}}{R23} + \frac{1}{R23 + \frac{1}{R27 + \frac{1}{R68}}} \tag{37}
\]

This sets the offset voltage at 0.55 V and the gain at 0.0877. C10 is a 100 pF capacitor that filters sharp ringing voltages at the motor terminal.
3.1.3. Virtual Neutral Filter Circuit

The virtual neutral voltage is also adjusted similarly with a resistor network:

![Figure 19. Virtual Neutral Filter Circuit]

It can be similarly demonstrated that the voltage at VMY is:

\[
V_{VMY} = \frac{+3.3}{R72} + \frac{(V_{MTR,VA} + V_{MTR,VB} + V_{MTR,VC})}{(3 \times R31)}
\]  

Recall equation 9:

\[
V_Y = \frac{1}{3}(V_A + V_B + V_C)
\]  

This shows that the voltage at VMY is the virtual neutral voltage with the same scale and offset applied in the same manner as VMA. Thus, the VMx signals from the resistor network circuits can be used for back-EMF zero crossing detection by the MCU's comparator without saturating. C14 is a 100 pF capacitor that filters sharp ringing voltages at the motor terminals.

3.2. MCU Board

The MCU board consists of the following:

- C8051F850-A-GU QSOP-24 package
- 2 push-buttons
- 3 controllable LEDs
- 1 rotary variable resistance potentiometer
- Op-amp to amplify and bias the current sense voltage
- USB Hub to support:
  - C2 USB debug interface
  - CP2103 USB-UART bridge operating at 115200 baud
  - CP2112 USB-I2C bridge
- Configurable jumpers to select either Hall-sensored or sensorless mode of operation
- Test points for connecting to gate drive of user powertrain board and motor.

The crossbar is configured such that all digital pins have pull-ups disabled. This is an unusual configuration of the digital pins, which will be explained in "3.3. Back-EMF Zero Crossing Point Detection Technique" on page 25.
3.2.1. Gate Drive Pin Connections

Pins P1.2 to P1.7 are connected to the gate drive pins of the powertrain board. These pins are configured as push-pull outputs by the firmware. The pin connections, pin names and associated motor phase are specified in Table 6.

Table 6. MCU Motor Gate Drive Pin Connection

<table>
<thead>
<tr>
<th>MCU Pin</th>
<th>Connection Name</th>
<th>Controlled Motor Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>P1.2</td>
<td>PWM0B_GD0_EN</td>
<td>A</td>
</tr>
<tr>
<td>P1.3</td>
<td>PWM0A</td>
<td>A</td>
</tr>
<tr>
<td>P1.4</td>
<td>PWM1B_GD1_EN</td>
<td>B</td>
</tr>
<tr>
<td>P1.5</td>
<td>PWM1A</td>
<td>B</td>
</tr>
<tr>
<td>P1.6</td>
<td>PWM2B_GD2_EN</td>
<td>C</td>
</tr>
<tr>
<td>P1.7</td>
<td>PWM2A</td>
<td>C</td>
</tr>
</tbody>
</table>

This sequence facilitates the commutation using the crossbar pin skip register P1SKIP. For example in the commutation sequence shown in Figure 20:

```
0.0 ns  100.0 us  200.0 us

P1.2 [PWM0B_GD0_EN]
P1.3 [PWM0A]
P1.4 [PWM1B_GD1_EN]
P1.5 [PWM1A]
P1.6 [PWM2B_GD2_EN]
P1.7 [PWM2A]
```

Figure 20. Commutation from PWM0A to PWM1A

Prior to the commutation event, P1SKIP contains the value 0xF7. The commutation event can be easily executed by a single C language instruction:

```c
P1SKIP = 0xDF; // P1.5 can be assigned by crossbar
```

Depending on the firmware configuration, users can observe PWM signals on either the high-side or low-side gate drive pins.

3.2.2. Motor Sensor Connections

Pins P0.0, P0.1 and P0.2 are connected to jumpers J110, J111, J112 respectively. The jumpers allow the user to select either Hall-sensored mode operation or sensorless mode operation. For sensorless mode operation, the MCU expects these pins to be connected to attenuated motor phase voltages that are offset with a small positive voltage (see "3.1.2. Back-EMF Filter Circuit" on page 21). In sensorless mode operation, P0.3 must be connected to the attenuated virtual neutral that is offset with a small positive voltage. Refer to the attenuation and offset circuit in "3.1.3. Virtual Neutral Filter Circuit" on page 22. As explained earlier sections, the offset voltage is required because the voltage at the motor terminal may be negative during the PWM off cycle when PWM is applied to a high-side FET.
3.2.3. Current Sensing Circuit

Pin P0.6 is connected to the current sensing voltage of the motor drive circuit. Jumper 113 allows the user to select 1 of 2 options to measure this voltage:

- Direct connection to low-side current sensing resistor. This is a low-cost option when the user is only concerned with over-current protection and hence is only required to detect high current on this pin.
- Output of a op-amp circuit (refer to U201 in schematics). This is the default jumper selection. This option is for applications that need to measure small current for motor start-up.

Figure 21. Current Sensing Opamp Gain Circuit

The current sense circuit adds a small 0.275V offset and gain of 1.545 for the current sense voltage.
3.3. Back-EMF Zero Crossing Point Detection Technique

Detecting the Back-EMF zero crossing point can be challenging when there is an active PWM signal that interferes with the BEMF signal. Some designs implement a low-pass filter for the terminal signals and the virtual neutral. However, a low-pass filter is not suitable for motors with high commutation frequencies because of the phase shift caused by the filter.

This design kit implements a technique that takes advantage of some unique features of the C8051F850. Referring to the terminal comparison equations in Table 5 on page 19, it can be observed that the open terminal does not yield any zero crossing information when current flows through that terminal. So, a tracking signal is used to disable a comparator input so that the comparator is effectively not operational when current is flowing in the open terminal.

When BEMF is rising in the open terminal, the firmware configures the peripherals to operate as shown in Figure 22.

![Figure 22. Peripheral Configuration for ZCP Detection on Rising BEMF Signal](image)

When BEMF is falling in the open terminal, the firmware re-configures the peripherals to operate as shown in Figure 23.

![Figure 23. Peripheral Configuration for ZCP Detection of Falling BEMF Signal](image)
Recall from Table 5 the terminal voltage comparison equations; they show that ZCP cannot be detected reliably when current is flowing in the open terminal because the voltages are dominated by the forward bias voltage of the body diode of the power MOSFETs. Thus, a tracking signal is used to enable the comparator for use at appropriate times during the PWM cycle.

The tracking signal technique requires the following conditions to be met:

1. Ensuring the filtered terminal and virtual neutral voltages are positive - this is accomplished by adding a small positive offset voltage in the filter circuits as shown in Figure 18 on page 21 and Figure 19 on page 22.
2. MCU disables the pull-ups via the crossbar.
3. The pin that is connected to negative input of comparator is configured as digital input (P0MDIN.x = 1).
4. CEX0 is setup as a PWM tracking signal connected to the negative input of the comparator as shown in Figures 22 and 23.

When the motor PWM duty cycle is low (inactive period is much longer than the active period), CEX0 is setup to synchronize with the motor PWM signal to observe the BEMF only at the tail end of the inactive part of the PWM cycle as shown in Figure 24:

![Figure 24. Active High Motor PWM (Tracking Synchronization for Low Duty Cycle)](image)

This corresponds to the last part of the motor PWM off cycle when no current flows in the open terminal, as shown in Figure 7 on page 10.

When the motor PWM duty cycle is high, CEX0 is setup to observe the BEMF at the tail end of the inactive part of the PWM cycle and the entire active part of the PWM cycle as shown in Figure 25:

![Figure 25. Active High Motor PWM (Tracking Synchronization for High Duty Cycle)](image)

The advantage of this technique is that blanking out the undesirable parts of the BEMF signal does not incur any CPU overhead. If the tracking signal is not used, the MCU must be interrupted at least twice every PWM cycle to enable and disable the comparator to observe the BEMF. When this processing overhead is removed, a higher frequency motor PWM signal can be applied. This leads to lower current ripple and reduced torque ripple during the operation of the BLDC motor.
3.4. PWM and Comparator Configuration Sequences

Based on the different PWM techniques and Back-EMF ZCP detection techniques, we can derive the sequences of peripheral assignments for different PWM modes. Tables 7, 8, and 9 specify the peripheral assignment sequences for the three different PWM modes in a specific direction.

**Table 7. High-Side PWM Peripheral Configuration Sequence**

<table>
<thead>
<tr>
<th>State</th>
<th>Gate Drive Outputs</th>
<th>BEMF</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>High-Side</td>
<td>Low-Side</td>
</tr>
<tr>
<td></td>
<td>AH</td>
<td>BH</td>
</tr>
<tr>
<td>0</td>
<td>PWM</td>
<td>L</td>
</tr>
<tr>
<td>1</td>
<td>L</td>
<td>L</td>
</tr>
<tr>
<td>2</td>
<td>L</td>
<td>L</td>
</tr>
<tr>
<td>3</td>
<td>L</td>
<td>PWM</td>
</tr>
<tr>
<td>4</td>
<td>L</td>
<td>PWM</td>
</tr>
<tr>
<td>5</td>
<td>PWM</td>
<td>L</td>
</tr>
</tbody>
</table>

**Table 8. Low-Side PWM Peripheral Configuration Sequence**

<table>
<thead>
<tr>
<th>State</th>
<th>Gate Drive Outputs</th>
<th>BEMF</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>High-Side</td>
<td>Low-Side</td>
</tr>
<tr>
<td></td>
<td>AH</td>
<td>BH</td>
</tr>
<tr>
<td>0</td>
<td>H</td>
<td>L</td>
</tr>
<tr>
<td>1</td>
<td>L</td>
<td>L</td>
</tr>
<tr>
<td>2</td>
<td>L</td>
<td>L</td>
</tr>
<tr>
<td>3</td>
<td>L</td>
<td>H</td>
</tr>
<tr>
<td>4</td>
<td>L</td>
<td>H</td>
</tr>
<tr>
<td>5</td>
<td>H</td>
<td>L</td>
</tr>
</tbody>
</table>

**Table 9. Mixed Mode PWM Peripheral Configuration Sequence**

<table>
<thead>
<tr>
<th>State</th>
<th>Gate Drive Outputs</th>
<th>BEMF</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>High-side</td>
<td>Low-side</td>
</tr>
<tr>
<td></td>
<td>AH</td>
<td>BH</td>
</tr>
<tr>
<td>0</td>
<td>H</td>
<td>L</td>
</tr>
<tr>
<td>1</td>
<td>L</td>
<td>L</td>
</tr>
<tr>
<td>2</td>
<td>L</td>
<td>L</td>
</tr>
<tr>
<td>3</td>
<td>L</td>
<td>PWM</td>
</tr>
<tr>
<td>4</td>
<td>L</td>
<td>H</td>
</tr>
<tr>
<td>5</td>
<td>PWM</td>
<td>L</td>
</tr>
</tbody>
</table>

For rotation in the opposing direction, the peripheral configuration sequences can be adjusted by exchanging the BEMF rows with the same “Open Phase” terminal.
3.5. BLDC Motor Startup Technique

In the typical BLDC motor sensorless starting phase, the motor is driven like a stepper motor. The motor is initially commutated very slowly then velocity is increased while the PWM duty cycle is increased to boost the applied motor voltage in an attempt to keep the current constant.

However, it is not easy to predetermine PWM duty cycle for constant current level because the motor load may change or the motor supply voltage fluctuates. The design kit uses the comparator clear feature to trim the motor PWM duty cycle automatically to ensure that the current does not exceed a predetermined level regardless of the motor load or motor supply voltage. During motor startup, the comparator and PWM are configured as shown in Figure 26.

Using the comparator clear mechanism, the PWM signal is automatically shut off for that cycle when the current sensing voltage exceeds 1.8 V. The firmware programs the MCU to generate a 50% duty cycle PWM signal for motor startup and lets the comparator clear functionality trim the duty cycle to limit the peak current. The current trip level can be adjusted by changing the resistors R208 and R209 shown in Figure 21 on page 24. The gain of the op-amp = R207/R209. R208 and R209 should always have the same value; R205 and R207 should always have the same value. In the reference design kit, the limit is set such that the current sensing voltage will trigger the comparator at twice the maximum current supported by the motor. The trigger limit is set at 20 A in the design because the average current will not exceed 10 A if the motor PWM is running at the maximum 50% duty cycle. Using this method, the firmware does not need to store a table of duty cycles to use during startup.

During startup, the firmware commutates at a rate such that the angular speed is increased at a constant rate. As commutation always drives the rotor a fixed angle, the angular speed is directly proportional to the reciprocal of the time interval since the last commutation. At the same time, we also want the speed to be increased at a linear rate:

\[
\text{Motor PWM (CEX1) with comparator clear} \quad \text{PCA0CLR.CPCE1} = 1
\]

---

**Figure 26. Comparator and PCA Configuration for Motor Startup**
Figure 27. Motor Startup (Linearly Increasing Angular Speed)

Each $T_i$ represents the time interval between successive commutation instants. It can be demonstrated that the time interval can be represented by the following recurrence relationship:

$$T_{k+1} = \left( \frac{1}{2} \sum_{i=0}^{k} T_i \right) \times \left[ 1 + \frac{4T_k}{k} - 1 \right]$$

The first 3 terms can be worked out off line and stored within the firmware using only 6 bytes of code memory. Using binomial expansion, the subsequent terms can be computed in firmware using the following approximation:

$$T_{k+1} = \frac{T_k \sum_{i=0}^{k-1} T_i}{\sum_{i=0}^{k-1} T_i}$$

This method significantly reduces the amount of code space to store the startup interval table. The firmware will operate in this startup mode until the motor speed reaches 5% of the maximum motor speed.
3.6. Hyperdrive Mode

In block commutation driving method, maximum speed is achieved when the motor PWM duty cycle is at 100%. Hyperdrive mode is a technique to further increase this maximum speed. Recall the electrical torque equation shown earlier:

\[ T_e = K_I A F(\theta_e) + K_I B F\left(\theta_e - \frac{2\pi}{3}\right) + K_I C F\left(\theta_e - \frac{4\pi}{3}\right) \]  

(8)

In the typical block commutation, there is zero current through one motor terminal at any one time because the phase is open for ZCP detection. If the third terminal can be energized, there will be increased electrical torque generated to further increase the speed of the motor, but the third terminal is required for ZCP detection. However, the open phase is free to be energized after ZCP has been detected. This technique is the most beneficial for motor designs in which the motor current saturates well before the next commutation event.
4. Firmware

The firmware is located in `<Install Directory>`\F850_BLDC_RD\Firmware, where `<Install Directory>` is `C:\Silabs\MCU` if the default option is chosen during installation. The firmware consists of two IDE projects. One project is for sensorless designs and is called `f85x_bldc.wsp`; the other project is for Hall-sensor designs and is called `f85x_bldc_hall.wsp`.

The firmware can be re-compiled with the following steps:

1. Launch the Silicon Laboratories IDE from the Start Menu.
2. Select the “Project | Open Project…” menu item.
3. Browse to the source code location listed above, and open the file `f85x_bldc.wsp` (or `f85x_bldc_hall.wsp` for Hall-sensor design).
4. Select the “Project | Rebuild Project” menu item, or click on the “Rebuild All” button. The IDE will compile and link all the files in the project.

5. Select the “Options | Connection Options…” menu item to bring up the Connection Options dialog.
6. Select the USB Debug Adapter of the BLDC kit. Make sure that “C2” is selected as the Debug Interface. Then, click OK.

7. Select the “Debug | Connect” menu item, or click on the “Connect” toolbar button, or press the Alt+C keys. This will connect the IDE to the MCU on the BLDC kit.

8. Select the “Download code” toolbar button.

9. When completed, click on the “Disconnect” toolbar button to disconnect from the MCU.

The motor control application firmware framework is designed and organized such that user application and motor control services are separated. Motor control services are exposed through a set of variables and functions. Figure 33 shows a high-level overview of this organization.
Figure 33. Motor Control Application Firmware Framework

This framework simplifies the organization and implementation of user-specific application code. Users can write application code to access the following services:

- Standard C library
- Standard C8051F85x peripheral registers such as CLKSEL, P0, P1.
- Protothreads Services
  - Protothreads are extremely lightweight, stackless threads developed by Adam Dunkels. More information can be found at this website: [http://dunkels.com/adam/pt](http://dunkels.com/adam/pt)
  - The Protothreads API are prefixed by `PT_`.
- Motor control services. These are services provided to the application for the purpose driving the BLDC motor. There are 3 groups of API services:
  - Functions. These are prefixed by `SL_`.
  - Read-only variables. These are prefixed by `SLR_`.
  - Read-write variables. These are prefixed by `SLW_`.

The firmware provided in the design kit is organized as follows:
### Table 10. Categorization of BLDC Reference Design Firmware

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
<th>Files</th>
</tr>
</thead>
</table>
| User Application                | This is the user application code. Users should re-implemet the code here for their own applications. The default firmware is complex because it communicates with the Silicon Labs Spinner over the UART interface and presents a register-based configuration interface. | btn.c  
main.c  
MCP_core.c  
MCP_Registers.c  
mtrapp.c  
UART_Driver.c  
blcdck.h  
btn.h  
MCP_Core.h  
MCP_Registers.h  
mtrapp.h  
UART_Driver.h |
| Standard C8051F85x Services     | Standard header files to access C8051F85x SFRs in a compiler-independent manner. | C8051F850_defs.h  
compiler_defs.h |
| Protothreads Services           | An extremely lightweight, stackless, cooperative threading service.        | lc.h  
lc-addrlabels.h  
lc-switch.h  
pt.h  
pt-sem.h |
| Motor Control Services          | These files implement the motor control services. Functions and variables that are accessible by user application are prefixed by SL_, SLR_, SLW_. BLDC_RD_Build_Params.h and BLDC_RD_System.h can be modified to test out other operating modes – such has high-side PWM or low-side PWM modes. These 2 files are configuration files and they provide the configuration interface between the motor control module and the user application. The ADC module can be easily modified to read other user-defined voltages. | adc.c  
BLDC_RD_Build_Params.h  
BLDC_RD_System.h  
comp.c  
motor.c  
mtrpid.c  
adc.h  
pca.c  
timers.c  
comp.h  
motor.h  
mtrpid.h  
pca.h  
timers.h |
4.1. Motor Control API

The motor control API functions consists of the following functions.

Table 11. Motor Control API Functions

<table>
<thead>
<tr>
<th>Function Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SL_MTR_init(void)</td>
<td>Initializes the motor control variables and peripherals (PCA, timers, comparator). User application should call this function during MCU</td>
</tr>
<tr>
<td></td>
<td>initialization. It initializes the motor state machine to the MOTOR_STOPPED state.</td>
</tr>
<tr>
<td>SL_MTR_motor(void)</td>
<td>Executes the motor control state machine according to the motor state. User application should call this function regularly within its</td>
</tr>
<tr>
<td></td>
<td>state machine or background loop.</td>
</tr>
<tr>
<td>SL_MTR_start_motor(void)</td>
<td>This function starts the BLDC motor spinning if the motor is in the MOTOR_STOPPED state. This function will first validate if the motor is</td>
</tr>
<tr>
<td></td>
<td>still spinning. If the motor was still spinning in the desired direction, this function will start spinning the motor immediately. Otherwise,</td>
</tr>
<tr>
<td></td>
<td>this function will align the motor in a known position before it starts spinning the motor. After starting the motor, the motor state machine</td>
</tr>
<tr>
<td></td>
<td>is transitioned to the MOTOR_RUNNING state.</td>
</tr>
<tr>
<td>SL_MTR_stop_motor(void)</td>
<td>This function stops energizing the coils of the BLDC motor if the motor is in the MOTOR_RUNNING state. The motor state machine will then be</td>
</tr>
<tr>
<td></td>
<td>transitioned to the MOTOR_STOPPED state.</td>
</tr>
<tr>
<td>SL_MTR_time(void)</td>
<td>Gets the high 16-bit of the 32-bit running time of the system. Each time unit is 2.7 ms.</td>
</tr>
<tr>
<td>SL_MTR_GET_32BIT_TIME(x)</td>
<td>A macro to read the 32-bit running time of the system and store in x. x is a UU32 type variable.</td>
</tr>
<tr>
<td>SL_MTR_change_pid_gain(pg, ig)</td>
<td>Initializes the PI proportional gain and PI integral gain parameters. The proportional gain is represented in units of 256/(SPEED_UNIT RPM).</td>
</tr>
<tr>
<td></td>
<td>Refer to &quot;4.5.9. Rotation Speed Resolution&quot; on page 49 for definition of SPEED_UNIT. The integral gain has the same units based on a time</td>
</tr>
<tr>
<td></td>
<td>resolution unit of 1.</td>
</tr>
<tr>
<td>SL_MTR_change_num_poles(poles)</td>
<td>Change the number of poles in the motor. This is normally not used in an actual application, but this is useful in a demo kit where users</td>
</tr>
<tr>
<td></td>
<td>may wish to test a new motor without recompiling the firmware.</td>
</tr>
</tbody>
</table>

The motor control API also exports six read-only variables for the user application. These variables are prefixed by SLR_.


The motor control API exports writable variables for the user application to control the operation of the motor control state machine. These variables are prefixed by `SLW_`.

### Table 12. Motor Control API Read-Only Variables

<table>
<thead>
<tr>
<th>Variable Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SLR_motor_state</td>
<td>Represents the state of the motor state machine. Can be one of 2 states: MOTOR_STOPPED or MOTOR_RUNNING.</td>
</tr>
<tr>
<td>SLR_motor_current_rpm</td>
<td>Represents the current motor rotation speed in units of ((\text{SPEED_UNIT} \times \text{RPM})). \text{SPEED_UNIT} is a user-configurable compile-time parameter to constrain the maximum rotation speed to a 16-bit value.</td>
</tr>
<tr>
<td>SLR_pwm_duty</td>
<td>Represents the duty cycle of the motor PWM signal. This value is a linear 16-bit quantity where 0xffff represents 100% duty cycle.</td>
</tr>
<tr>
<td>SLR_motor_stalled</td>
<td>This is a 1-bit variable to indicate that the motor has stalled due to a system error event.</td>
</tr>
<tr>
<td>SLR_motor_current</td>
<td>Average motor current measured by the sense resistor. This is expressed in units of 0.01 A.</td>
</tr>
<tr>
<td>SLR_motor_voltage</td>
<td>Average motor supply voltage in units of 0.1 V. This is available only if \text{FEATURE_MEAS_VMDC} is enabled.</td>
</tr>
</tbody>
</table>

The motor control API exports writable variables for the user application to control the operation of the motor control state machine. These variables are prefixed by `SLW_`.

### Table 13. Motor Control API Writable Variables

<table>
<thead>
<tr>
<th>Variable Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SLW_target_rpm</td>
<td>This unsigned 16-bit variable is used only when the \text{BLDC_RD_RP-M_OR_PWM} macro is set to RPM_PARAMETER. This variable is used by the user application to indicate the target rotation speed that the motor control state machine should achieve. It is specified in units of ((\text{SPEED_UNIT} \times \text{RPM})).</td>
</tr>
<tr>
<td>SLW_target_pwm_duty</td>
<td>This unsigned 16-bit variable is used only when the \text{BLDC_RD_RP-M_OR_PWM} macro is set to PWM_PARAMETER. This variable is used by the user application to indicate the target motor PWM duty cycle that the motor control state machine should achieve. This value is a linear quantity where 0xffff represents 100% duty cycle.</td>
</tr>
<tr>
<td>SLW_acceleration_step_size</td>
<td>This unsigned 16-bit variable is used only when the \text{BLDC_RD_RP-M_OR_PWM} macro is set to PWM_PARAMETER. This variable is used by the user application to indicate the rate at which the motor PWM duty cycle is incremented towards the target PWM duty cycle specified in the SLW_target_pwm_duty variable.</td>
</tr>
<tr>
<td>SLW_deceleration_step_size</td>
<td>This unsigned 16-bit variable is used only when the \text{BLDC_RD_RP-M_OR_PWM} macro is set to PWM_PARAMETER. This variable is used by the user application to indicate the rate at which the motor PWM duty cycle is decremented towards the target PWM duty cycle specified in the SLW_target_pwm_duty variable.</td>
</tr>
<tr>
<td>SLW_oc_debounce</td>
<td>This is the overcurrent debounce count. This is normally not updated by the application. But this is useful in a demo kit where users may wish to test a new motor without re-compiling the firmware.</td>
</tr>
</tbody>
</table>
### Table 13. Motor Control API Writable Variables (Continued)

<table>
<thead>
<tr>
<th>Variable Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SLW_current_limit</td>
<td>This is the maximum current limit in units of 0.01A. This is normally not updated by the application. But this is useful in a demo kit where users may wish to test a new motor without re-compiling the firmware.</td>
</tr>
<tr>
<td>SLW_motor_max_rpm</td>
<td>This is the maximum RPM of the motor. This is normally not updated by the application. But this is useful in a demo kit where users may wish to test a new motor without re-compiling the firmware.</td>
</tr>
<tr>
<td>SLW_user_direction</td>
<td>This is a 1-bit variable used by the user application to indicate to the motor control state machine the desired direction of rotation.</td>
</tr>
<tr>
<td>SLW_rpm_updated</td>
<td>This is a 1-bit variable that the user application can test to check if the SLR_motor_current_rpm variable had been re-computed since the last time that this bit was cleared. The user application should clear this bit when it reads the SLR_motor_current_rpm variable. User application need not use this variable to read SLR_motor_current_rpm if the application does not care whether SLR_motor_current_rpm has been re-computed since the last time the variable was read.</td>
</tr>
<tr>
<td>SLW_pwm_updated</td>
<td>This is a 1-bit variable that the user application can test to check if the SLR_pwm_duty variable had been modified since the last time that this bit was cleared. The user application should clear this bit when it reads the SLR_pwm_duty variable. User application need not use this variable to read SLR_pwm_duty if the application does not care whether SLR_pwm_duty has been re-computed since the last time the variable was read.</td>
</tr>
</tbody>
</table>
4.2. Motor Control Demo Application Firmware Flowcharts

The flowcharts in this section provide a guide to the demo firmware application flow. The application developer can use these flowcharts and "4.3. Typical Motor Control Implementation" on page 43 as guides to implement their own application.

![Demo Motor Application Top-Level Flowchart](image)

Figure 34. Demo Motor Application Top-Level Flowchart
Figure 35. Start Motor Top-Level Flowchart

- Setup motor direction
- Motor operation data
- Is motor spinning in correct direction?
- MTR_start_spinning(): Start blind spinning
- MTR_do_quickstart(): Stop energizing and start zero crossing detect, timer0_state set to TIMER0_COMMUTATION
- Exit
Figure 36. Run Motor Top-Level Flowchart
Figure 37. Timer 0 ISR Top-Level Flowchart
Figure 38. Comparator 0 ISR Top-Level Flowchart
4.3. Typical Motor Control Implementation

The typical motor control application implementation is expected to be based on a standard non-blocking execution loop as shown in the following code sample:

```c
void main()
{
    // Application-specific peripheral initialization
    // …

    // Initialize motor state machine and PID gain values
    SL_MTR_init();
    SL_MTR_change_pid_gain(6000, 200);

    while (1)
    {
        SL_MTR_motor();

        if ( MOTOR_STOPPED == SLR_motor_state )
        {
            /* Application-specific code for running state only such as:
               - determine target rotation direction
               - monitor motor voltage for undervoltage protection
            */
            // …
            if ( /* event to trigger start */ )
            {
                // Initialize the Gains of PI controller
                SL_MTR_change_pid_gain(pgain, igain);

                SL_MTR_start_motor(); // Start the motor

                // Other application-specific code for start event - if any
            }
        }
        else if ( MOTOR_RUNNING == SLR_motor_state )
        {
            /* Application-specific code for running state only such as:
               - determine target rotation speed
               - monitor motor current for overcurrent detection
               - monitor motor voltage for undervoltage protection
               - check current motor speed
            */
            // …
            if ( /* event to trigger stop */ )
            {
                SL_MTR_stop_motor(); // Stop the motor

                // Other application-specific code for stop event - if any
            }
        }

        // Application-specific code …
    }
}
```
4.4. Application Firmware Configuration

The default application provided in the kit can be configured for different modes of operation. These configurations are defined in two header files, BLDC_RD_Build_Params.h and BLDC_RD_System.h. Users can modify these files in any text editor and build the firmware for desired configuration. Some of the configurations defined in BLDC_RD_Build_Params.h can also be modified by the Silicon Labs Spinner. Note that some of configurations may require changes to the jumper settings.

4.4.1. Speed Control Type

The firmware can be configured to accept 1 of 2 different types of speed control input: motor speed command or duty cycle of the motor PWM signal. The user can select the speed control type at build-time by defining:

```c
#define BLDC_RD_RPM_OR_PWM XXX_PARAMETER
```

where XXX_PARAMETER can be one of the following:
- **RPM_PARAMETER**—User selects motor rotation speed as the type of speed control user command.
- **PWM_PARAMETER**—User selects motor PWM duty cycle as the type of speed control user command.

This configuration is defined in BLDC_RD_Build_Params.h.

4.4.2. Speed Control Command Source

The firmware supports different input sources of the Speed Control Command:
- External PWM signal
- External analog signal (this is controlled by the potentiometer on the kit)

The user can select the speed control command source at build-time by defining:

```c
#define BLDC_RD_RPM_PWM_SRC XXX_SPEED_SOURCE
```

where XXX_SPEED_SOURCE can be one of the following:
- **PWM_SPEED_SOURCE**—External PWM signal sets the target value of Speed Control Parameter.
- **POT_SPEED_SOURCE**—A potentiometer on BLDC kit sets the target value of Speed Control Parameter.

Note that configuring for PWM_SPEED_SOURCE or POT_SPEED_SOURCE requires a change in the jumper setting at J108.

This configuration is defined in BLDC_RD_Build_Params.h.

4.4.3. Build for Protocol

The firmware implements a protocol to interact with the Silicon Labs Spinner. This protocol can be enabled at build-time by defining:

```c
#define BUILD_FOR_PROTOCOL
```

This configuration is defined in BLDC_RD_Build_Params.h.

4.4.4. Overcurrent Detection

The kit firmware can measure current and detect over-current condition. This feature is enabled at build-time by defining:

```c
#define FEATURE_OVERCURRENT
```

If this feature is not required by user application then this line can be removed or commented. Note that this feature is automatically disabled if the FEATURE_PID_TUNE_FUNCTION is enabled - this is because of code memory limitations.

When this feature is enabled, the current is measured on a user-assigned pin. This signal is assigned to P0.6 of the MCU in the BLDC kit. Users can configure the pin assignment as below:

```c
#define IMEAS_ADCMX 6
```

When this feature is enabled, the appropriate PxMDIN assignment is automatically handled by the PxMDIN_INIT_VAL enumerated type definition in BLDC_RD_System.h header file.
When an op-amp is used to amplify current signal, the gain of the Op-Amp can also be configured as:

```
#define OP_AMP_GAIN     (5.1/3.3)
```

If no op-amp is used, `OP_AMP_GAIN` should be set to 1.

These configurations are defined in `BLDC_RD_System.h`.

4.4.5. Motor Stall Detection

The motor stall detection is enabled at build-time by defining:

```
#define FEATURE_RPM_STALL_DETECTION
```

If this feature is not required by user application then this line can be removed or commented. This feature is automatically disabled if `BLDC_RD_RPM_OR_PWM` is defined as `PWM_PARAMETER`. Motor stall condition is detected by determining whether any increase in motor current is matched by a corresponding increase in motor speed. Motor stall detection can be tuned by the following parameters:

```
#define STALL_CHECK_COUNT              100
#define COMPENSATION_CONSTANT_FACTOR   (1UL * 65536UL / 100)
#define DELTA_CURRENT_FACTOR_K         (70UL * 65536UL / (100UL * CURRENT_UNIT * MOTOR_MAX_CURRENT))
```

`STALL_CHECK_COUNT` defines the number of motor current samples to collect before the algorithm to detect stall is executed. To increase sensitivity to detect motor stall, users can either decrease: `COMPENSATION_CONSTANT_FACTOR` or increase: `DELTA_CURRENT_FACTOR_K`.

4.4.6. Motor Voltage Measurement

The kit firmware can measure the motor operating voltage. This feature is enabled at build-time by defining:

```
#define FEATURE_MEAS_VMDC
```

If this feature is not required by user application then this line can be removed or commented. Note that this feature is automatically disabled if the `FEATURE_PID_TUNE_FUNCTION` is enabled - this is because of code memory limitations.

When this feature is enabled, the voltage is measured on a user-assigned pin. This signal is assigned to P0.7 of the MCU in the BLDC kit. Users can configure the pin assignment as below:

```
#define VMDC_ADCMX     7
```

When this feature is enabled, the appropriate `PxMDIN` assignment is automatically handled by the `PxMDIN_INIT_VAL` enumerated type definition in `BLDC_RD_System.h` header file.

These configurations are defined in `BLDC_RD_System.h`.

4.4.7. Potentiometer Measurement

The kit firmware can measure a voltage of a potentiometer - this is required if the speed control command source (section 4.3.2) is an analog voltage input. This feature is enabled at build-time by defining:

```
#define FEATURE_MEAS_POT
```

If this feature is not required by user application then this line can be removed or commented. When this feature is enabled, the voltage is measured on a user-assigned pin. This signal is assigned to P1.0 of the MCU in the BLDC kit. Users can configure the pin assignment as below:

```
#define POT_ADCMX     8
```

When this feature is enabled, the appropriate `PxMDIN` assignment is automatically handled by the `PxMDIN_INIT_VAL` enumerated type definition in `BLDC_RD_System.h` header file.

These configurations are defined in `BLDC_RD_System.h`. 
4.4.8. Motor-Specific Configurations

In addition to `BLDC_RD_NUM_POLES`, following configurations depend on motor selected by user. Users should define additional headroom of 10% to 20% for the `MOTOR_MAX_SPEED` definition; this allows an opportunity for hyperdrive to kick in if this feature is enabled.

```c
#define MOTOR_MAX_CURRENT  10.0
#define MOTOR_MAX_SPEED     (54720)
#define MOTOR_MAX_RPM ((U16)(MOTOR_MAX_SPEED / SPEED_UNIT))
```

where `MOTOR_MAX_CURRENT` and `MOTOR_MAX_SPEED` are appropriate values given in the motor specifications and system design.

These configurations are defined in `BLDC_RD_System.h`.

4.4.9. Buttons

The BLDC kit firmware supports a 2 button user interface: Button0 (SW101) and Button1 (SW102). The default application firmware uses Button0 for direction control (if Direction Command Source is configured to use button) and Button1 to start and stop the motor. These features can be enabled at build-time by defining:

```c
#define FEATURE_BTN0
#define FEATURE_BTN1
```

If any button is not required by the user application then the corresponding line can be removed or commented.

When the button feature is enabled, the buttons are assigned to user-defined pins as:

```c
#define BTN0_PORT    P1
#define BTN0_BIT     1
#define BTN1_PORT    P2
#define BTN1_BIT     1
```

The following helper macros will be defined to aid the user in writing firmware to use these buttons:

```c
CONFIG_BTN0()
IS_BTN0_PRESSED()
CONFIG_BTN1()
IS_BTN1_PRESSED()
```

But if the button feature is not enabled, then the corresponding `CONFIG_BTNx()` macro will be empty and `IS_BTNx_PRESSED()` will always return 0.

These configurations are defined in `BLDC_RD_System.h`. 

4.5. Motor Control Module Configuration

When users are ready to implement their motor control design and application, the default application and design as supplied by the kit is not likely to be compatible to their requirements - for example, BLDC fans do not normally have buttons. The kit provides design-specific configuration of the motor control module (motor.c, mtrpid.c) for different modes of operation. These configurations are defined in two header files, BLDC_RD_Buld_Params.h and BLDC_RD_System.h. Users can modify these files in any text editor and build the firmware in a suitable configuration.

4.5.1. PWM Scheme

The firmware supports 3 different PWM schemes: high-side, low-side or mixed mode. The different PWM schemes are discussed earlier in section 2.2. The user can select the PWM scheme at build-time by defining:

```c
#define BLDC_RD_PWM_METHOD   H_BRIDGE_XXX_PWM
```

where `H_BRIDGE_XXX_PWM` can be one of the following:

- `H_BRIDGE_HIGH_SIDE_PWM` - High-side only PWM.
- `H_BRIDGE_LOW_SIDE_PWM` - Low-side only PWM.
- `H_BRIDGE_MIXED_MODE_PWM` - Mixed-mode PWM.

This configuration is defined in BLDC_RD_Buld_Params.h.

4.5.2. Commutation Method

The firmware supports 2 different methods of commutation: zero-crossing timing, or detection by Hall sensors. The user can select the commutation method at build-time by defining:

```c
#define BLDC_RD_COMMUT_METHOD COMMUTATION_BY_XXX
```

where `COMMUTATION_BY_XXX` can be one of the following:

- `COMMUTATION_BY_COUNTDOWN` - Commutate using zero-crossing timing method.
- `COMMUTATION_BY_HALL` - Commutate using detection by Hall sensors method.

This configuration is defined in BLDC_RD_Buld_Params.h.

4.5.3. Number of Poles

Different BLDC motors are constructed with different number of poles. The motor rotation speed is calculated based on the number of poles. The user can select the number of poles at build-time by defining:

```c
#define BLDC_RD_NUM_POLES N
```

where `N` is the number of poles. If motor specification mentions pole-pairs then `N` should be two times that number.

This configuration is defined in BLDC_RD_Buld_Params.h.

4.5.4. Frequency Generator Signal

This configuration enables FG feature - a feature commonly used in fan applications to output a digital signal that toggles every 3 commutations (i.e. 1 cycle every 1 motor electrical cycle). This feature is enabled at build-time as:

```c
#define FEATURE_FG
```

If the FG signal is not required by user application then this line can be removed or commented.

When this feature is enabled, it generates FG signal on a user-assigned pin. This signal is assigned to P2.0 of the MCU in the BLDC kit. Users can configure the pin assignment as below:

```c
#define FG_PORT   P2
#define FG_BIT    0
```

When this feature is enabled, the following macros will be defined:

```c
CONFIG_FG()
SET_FG()
CLR_FG()
TOGGLE_FG()
```
These macros will be used by the motor control module to toggle the FG pin - so users need not change the motor control source code to use this feature. If this feature is not required (i.e. FEATURE_FG is not defined), then these macros will be empty - hence, no code is generated even though the motor control source code call these macros. All these configurations are defined in BLDC_RD_System.h.

4.5.5. Motor Startup Current Control Pin
The kit firmware implements a motor startup technique that is based on limiting the current through the motor (see section 3.5). This requires some form of motor current measurement to be available to the MCU so that the comparator CMP0 can be used to implement this feature. This motor current measurement pin must be assigned to a pin on Port 0 because only CMP0 implements the comparator clear functionality. It is possible to assign this pin to the same pin as the over current detection pin (see "4.4.4. Overcurrent Detection" on page 44). This pin is assigned to P0.6 of the MCU in the BLDC kit. Users can configure the pin assignment as below:

```
#define CPT0MX_IMEASURE 6
```

This configuration is defined in BLDC_RD_System.h.

4.5.6. Hyperdrive Mode
The hyperdrive mode can be used to achieve higher speed. This feature is enabled at build-time by defining:

```
#define FEATURE_HYPERDRIVE
```

If this feature is not required by user application then this line can be removed or commented. Note that this feature is automatically disabled if the FEATURE_PID_TUNE_FUNCTION is enabled - this is because of code memory limitations.

These configurations are defined in BLDC_RD_System.h.

4.5.7. Motor Gate Drive Peripheral Assignment
One PCA channel is used to generate the motor PWM signal. This PCA channel can be modified by users for their application:

```
#define MOTPWM_CHANNEL 1
```

Note that channel 0 is reserved for blanking signal.

The motor gate drive pins must be assigned to Port 1, but the pins can be assigned by users for their design as follows:

```
#define MOTDRV_AL_PIN 2
#define MOTDRV_AH_PIN 3
#define MOTDRV_BL_PIN 4
#define MOTDRV_BH_PIN 5
#define MOTDRV_CL_PIN 6
#define MOTDRV_CH_PIN 7
```

The active level of the motor gate drive pins can also be defined as high (1) or low (0) to match the hardware design:

```
#define MOTDRV_LOW_ACT 1
#define MOTDRV_HIGH_ACT 1
```

These configurations are defined in BLDC_RD_System.h.

4.5.8. Filtered Back-EMF Pins
The filtered back-EMF signals can be assigned to Port 0 pins by users for their design:

```
#define FILTERED_A_PIN 0
#define FILTERED_B_PIN 1
#define FILTERED_C_PIN 2
#define FILTERED_Y_PIN 3
```

These configurations are defined in BLDC_RD_System.h.
4.5.9. Rotation Speed Resolution

The BLDC kit supports motor rotation speeds of up to 200000 RPM. However, the firmware uses only 16-bit variables for motor speed to optimize code memory and speed. Hence, to support high speeds, the firmware defines the smallest unit of RPM that the system measures as:

```
#define SPEED_UNIT 10
```

This configuration is defined in BLDC_RD_System.h. The Spinner application assumes this value to be 10.
5. Silicon Labs Spinner

The Silicon Labs Spinner provides a GUI interface to configure some of the build-time parameters in the firmware. The changes must be recompiled into a new firmware and downloaded into the MCU. The tool also provides an interface to view run-time parameters and plot them in real-time.

5.1. Build-Time Configuration

Build-time configurations are set in the Create New Project dialog. This dialog is activated through the “File | Create New Project...” menu item. When Generate Project button is clicked (after selecting appropriate configurations), the entire firmware project is created in the project directory with new settings within BLDC_RD_Build_Params.h. Users can use the Silicon Labs IDE to open the workspace f85x_bldc.wsp in the project directory to rebuild a new firmware image.

![Silicon Labs Spinner Build-Time Configuration](image)

**Figure 39. Silicon Labs Spinner Build-Time Configuration**

Most of the build-time configuration has been covered in "4.3. Typical Motor Control Implementation" on page 43. The "Project Directory" text box field lets the user specify the directory in which the firmware project should be generated.
5.2. Runtime Monitor and Control

Run-time parameters can be read, plotted, and set to desired values using the Easy Mode view or the Advanced Mode view. The appropriate view can be selected from the View menu.

![Easy Mode View](image)

**Figure 40. Easy Mode View**

After the BLDC kit is powered and connected to a host PC, the user can establish a session with the BLDC kit to operate the motor. This is accomplished by performing the following steps with the application (Easy Mode view):

1. Connect a USB cable between the PC and the MCU board.
2. Apply power to the powertrain board (must be done after Step 1).
3. Use Device Manager to identify the COM Port: “Silicon Labs CP210x USB to UART Bridge”.
4. Select the COM port found in Step 3, and click the “Connect” button.
5. Select the appropriate rotational direction.
6. Select the target motor speed.
7. Click the “Start Motor” button to run the motor.
8. The user can change the target motor speed while the motor is running.
9. The user can click the “Stop Motor” button to stop the motor while the motor is running.
10. The user can also press the “Start/Stop” pushbutton on the board to stop the motor while the motor is running. Refer to Figure 44, “User Interface for Standalone Operation of BLDC Demo Kit,” on page 55 for the location of this pushbutton on the board.

The “Configuration Settings” button allows the user to change the “Maximum Motor Speed” and “Pole Pairs” parameters; these parameters must be changed when testing a different motor model.
Figure 41. Advanced Mode View

In the Advanced Mode view, there are more parameters available for the user to change. The “Get” buttons allow the user to read parameters from the MCU, and the “Set” buttons allow the user to write parameters to the MCU. These parameters have been discussed in “4.4. Application Firmware Configuration” on page 44 and “4.5. Motor Control Module Configuration” on page 47.
6. Operating Another BLDC Motor

The kit can be used to operate any 3-phase BLDC motor that conforms to the following operation limits:

- Maximum Motor voltage: \( \leq 24 \text{ Vdc} \)
- Maximum average current: \( \leq 10 \text{ A} \)
- Maximum speed: 200000 RPM or lower for a 2-pole BLDC motor

If the motor current is expected to exceed 5 A, then a suitable external power supply must be used as a power source for the kit. The power source can be connected through one of the two power connections shown in Figure 42.

![Figure 42. Power Source Options for BLDC Demo Kit](image)

The power supply and the USB connection to PC must be connected in the following sequence:

1. Connect USB to PC; then
2. Apply power to the powertrain board

The user must run the Silicon Labs Spinner to connect to the kit and change 2 key parameters to match the motor specifications:

- Number of poles in the motor
- Maximum operation speed of the motor (i.e. Maximum RPM)
Click on the “Configuration Settings” button in the Easy Mode view to change these two parameters.

![Configure Firmware Settings](image)

**Figure 43. Pending Screenshot**

After these two parameters have been changed to match the motor specifications, the user can operate the motor using the Start/Stop button, Direction button and potentiometer as shown in Figure 44.
Figure 44. User Interface for Standalone Operation of BLDC Demo Kit

The details of the user interface behavior are described in Table 14.

**Table 14. BLDC Motor Kit user Interface for Standalone Operation**

<table>
<thead>
<tr>
<th>User Interface</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SW101</td>
<td>Pushbutton. Controls the direction of rotation of the motor. Pressing this button reverses the direction of rotation. This button is read by the firmware only when the motor is not running.</td>
</tr>
<tr>
<td>SW102</td>
<td>Pushbutton. Starts/stops the motor.</td>
</tr>
<tr>
<td>SW301</td>
<td>Pushbutton. Reset button of the C8051F850</td>
</tr>
<tr>
<td>R109</td>
<td>Rotary potentiometer. Controls the speed of the motor. Clockwise direction increases the speed of the motor.</td>
</tr>
<tr>
<td>TP308</td>
<td>Header pin. This is the C2D pin of the F850. The motor firmware synchronizes output of this pin with the electrical cycle of the motor so that the user can monitor the speed of rotation of the motor. The rotor speed can be calculated by this formula: Rotor speed (RPM) = (Frequency of TP308 in Hz) x 120 / (Number of poles in motor)</td>
</tr>
</tbody>
</table>
7. Hardware Design Guide

There are a few key design parameters to observe in the hardware design if the user wishes to take advantage of the unique features of the C8051F850 and the firmware. The kit includes a spreadsheet tool to guide the user to select the optimal resistor values to use in the design. The spreadsheet is located in `<Install Directory>\F850-BLDC-RD\DesignTools\bldcdesign.xlsx`, where `<Install Directory>` is C:\Silabs\MCU if the default option is chosen during installation.

7.1. Design of Op-amp Gain for Current Sense Circuit

"3.2.3. Current Sensing Circuit" on page 24 discussed the operation of the current sense circuit, while "3.5. BLDC Motor Startup Technique" on page 28 explained how the current sensing is applied in the motor startup technique as used by the firmware. The design of the op-amp gain and offset is such that 2 times the maximum motor current will result in a 1.8 V output at the op-amp. The design goal is to match the op-amp voltage output to the internal C8051F850 comparator voltage reference (1.8 V) so that this voltage can be used as the trip point for the motor startup technique without using an additional pin to provide a voltage reference. The spreadsheet tool included in the kit can be used to guide the user to select the correct resistor values for the op-amp circuit.

7.2. Design of BEMF Zero-Crossing Detection Circuit

Sections "3.1.2. Back-EMF Filter Circuit" on page 21 and "3.1.3. Virtual Neutral Filter Circuit" on page 22 describe the Back-EMF filter circuit and the Virtual neutral filter circuit respectively. The design goals of these two circuits are as follows:

- The filtered voltages do not exceed the MCU operating voltage even when the motor supply voltage is at maximum voltage. The design tool allows the designer to specify some headroom to compensate for voltage spikes at the motor terminals.
- The offset of the 2 circuits must be the same (see equations 37 and 38 for the offset voltage formula)
- The gain of the virtual neutral filter circuit must be 1/3 of the gain of the BEMF filter circuit

The spreadsheet tool includes an option to reduce the number of resistors in the virtual neutral resistor network from 9 resistors to 5 resistors. This option is meant for designs that have limited PCB space for layout of all components. This trades off a slight inaccuracy in the zero-crossing detection in return for reduced component count and PCB footprint.

7.3. Low-Cost, Low-Current Design

The powertrain of the reference design kit was based on a design that had to operate at 80 V motor voltage. The design of this kit was then scaled down to meet the requirements of the design kit (24 V, 10 A). However, it is possible to reduce costs further in some applications.

Figure 53 on page 65 shows a schematic of a low-cost version of a design for low-current motors. The key changes in this version are:

- Replace high-side N-channel power MOSFETs with P-channel MOSFETs. This simplifies the design and lowers the cost of the high-side gate drivers.
- Replace the Si8230 isolated gate drivers with discrete components.

The spreadsheet tool includes a guide to help users design the gate drivers of these MOSFETs.
8. Schematics

8.1. Powertrain Board Schematics
Rated Voltage on motor = 1.0 V to MCU

Rated voltage on all three phases = 1.0 V to MCU

MCU_GND

+12V

+5V

MCU_GND

+3.3V

MCU_GND

Figure 46. Powertrain Board Schematic (2 of 3)
Powertrain Connector
(to MCU card) < board edge

Figure 47. Powertrain Board Schematic (3 of 3)
8.2. MCU Board Schematics

Figure 48. MCU Board Schematic
Gain = 1.55

Figure 49. OpAmp Schematic
Figure 50. USB Bridge Schematic
Figure 51. USB Hub Schematic
Figure 52. Connector Schematic
8.3. Low-Cost BLDC Motor Design Sample Schematic

Figure 53. Low-Cost BLDC Motor Design Sample Schematic
9. Bill of Materials

9.1. C8051F850 Powertrain Bill of Materials

Table 15. Bill of Materials—C8051F850 Powertrain

<table>
<thead>
<tr>
<th>Reference</th>
<th>Part Number</th>
<th>Source</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1, C2</td>
<td>ECOS1VA152BA</td>
<td>Panasonic</td>
<td>1500 µF, 1.27 A, 35 V ±20%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Alum_Elec</td>
</tr>
<tr>
<td>C10, C11, C12, C13, C14</td>
<td>C0603C0G500-101M</td>
<td>Venkel</td>
<td>100 pF, 50 V ±20% C0G</td>
</tr>
<tr>
<td>C15, C16, C17, C18, C19, C20, C21, C22, C23, C27</td>
<td>C1206X7R500-105K</td>
<td>Venkel</td>
<td>1 µF, 50 V ±10% X7R</td>
</tr>
<tr>
<td></td>
<td>C24</td>
<td>EEUFC1J681</td>
<td>Panasonic</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>680 µF, 2.16 A 63 V ±20% Alum_Elec</td>
</tr>
<tr>
<td></td>
<td>C26</td>
<td>EEUFC1E221</td>
<td>Panasonic</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>220 µF, 555 mA, 25 V ±20%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Alum_Elec</td>
</tr>
<tr>
<td></td>
<td>C28, C29, C32</td>
<td>C1210X7R250-106M</td>
<td>Venkel</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>10 µF, 25 V ±20% X7R</td>
</tr>
<tr>
<td></td>
<td>C3, C4, C5, C6</td>
<td>C5750X7R2A475K230KA</td>
<td>TDK</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>4.7 µF, 100 V ±10% X7R</td>
</tr>
<tr>
<td></td>
<td>C30</td>
<td>C0603X7R500-472K</td>
<td>Venkel</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>4.7 nF, 50 V ±10% X7R</td>
</tr>
<tr>
<td></td>
<td>C31</td>
<td>C0603X7R500-104K</td>
<td>Venkel</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>0.1 µF, 50 V ±10% X7R</td>
</tr>
<tr>
<td></td>
<td>C7, C8, C9, C25</td>
<td>C1210X7R101-105K</td>
<td>Venkel</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1 µF, 100 V ±10% X7R</td>
</tr>
<tr>
<td>D1, D2, D3, D5</td>
<td>MBR1H100SF</td>
<td>On Semi</td>
<td>1 A, 100 V Schottky Diode</td>
</tr>
<tr>
<td>D4</td>
<td>MBR3100T3</td>
<td>On Semi</td>
<td>3 A, 100 V Schottky Diode</td>
</tr>
<tr>
<td>D6</td>
<td>LTST-C190TBKT</td>
<td>Lite-On Technology Corp.</td>
<td>Blue LED</td>
</tr>
<tr>
<td>D7</td>
<td>LTST-C190KGKT</td>
<td>Lite-On Technology Corp.</td>
<td>Green LED</td>
</tr>
<tr>
<td>D8</td>
<td>SML-LX0603SYW</td>
<td>Lumex Inc.</td>
<td>Yellow 30 mA LED</td>
</tr>
<tr>
<td>J1, J2</td>
<td>S1911-46R</td>
<td>Harwin Inc.</td>
<td>SMT Jumper Link</td>
</tr>
<tr>
<td>J4</td>
<td>RAPC722X</td>
<td>Switchcraft Inc.</td>
<td>Power Jack 5A BARREL</td>
</tr>
<tr>
<td>J5</td>
<td>1714955</td>
<td>Phoenix Contact</td>
<td>2 x 6.35 mm, 32 A, 300 V</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Terminal Block</td>
</tr>
<tr>
<td>J6</td>
<td>1714968</td>
<td>Phoenix Contact</td>
<td>3 x 6.35 mm, 32 A, 300 V</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Terminal Block</td>
</tr>
<tr>
<td>J7</td>
<td>TX25-40P-LT-H1E</td>
<td>JAE</td>
<td>2x20 1.27 mm Receptacle</td>
</tr>
<tr>
<td>L1</td>
<td>P0250.473NL</td>
<td>Pulse Electronics</td>
<td>47 µH, 2.6 A ±15% Unshielded</td>
</tr>
<tr>
<td>L2</td>
<td>P0770.103NL</td>
<td>Pulse Electronics</td>
<td>10 µH, 1.1 A ±20% Unshielded</td>
</tr>
<tr>
<td>LBL1</td>
<td>OL5400SP-F850 24 V, 10 A</td>
<td>OnlineLabels.com</td>
<td>F850 24 V, 10 A Label</td>
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### Table 15. Bill of Materials—C8051F850 Powertrain (Continued)

<table>
<thead>
<tr>
<th>Reference</th>
<th>Part Number</th>
<th>Source</th>
<th>Description</th>
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<tbody>
<tr>
<td>PCB1</td>
<td>MCRD-PWR-NLV REV 2.0</td>
<td>Silicon Labs</td>
<td>MCRD-PWR-NLV REV 2.0 BARE PCB</td>
</tr>
<tr>
<td>Q1, Q2, Q3, Q4, Q5, Q6</td>
<td>IRFH7446TR2PBF</td>
<td>IR</td>
<td>3.3 mΩ, 40 V N-CHNL MOSFET</td>
</tr>
<tr>
<td>R1</td>
<td>WSR5R0500FEA</td>
<td>Vishay Dale</td>
<td>0.05 Ω, 5 W ±1% Metal</td>
</tr>
<tr>
<td>R10, R11, R12, R13, R14, R15, R16, R19, R22, R52, R53, R54, R58</td>
<td>CR0603-16W-000</td>
<td>Venkel</td>
<td>0 Ω, 1/16 W ThickFilm</td>
</tr>
<tr>
<td>R23, R24, R25, R26, R31, R32, R33</td>
<td>CR0603-16W-9761F</td>
<td>Venkel</td>
<td>9.76 kΩ, 1/16 W ±1% ThickFilm</td>
</tr>
<tr>
<td>R27, R28, R29, R30, R34, R35, R36</td>
<td>CR0603-10W-1151F</td>
<td>Venkel</td>
<td>1.15 kΩ, 1/10 W ±1% ThickFilm</td>
</tr>
<tr>
<td>R37, R38, R39, R40, R41, R42</td>
<td>CR0603-10W-1R00F</td>
<td>Venkel</td>
<td>1.0 Ω, 1/10 W ±1% ThickFilm</td>
</tr>
<tr>
<td>R4, R5, R6, R7, R8, R9</td>
<td>CR0603-16W-8R2F</td>
<td>Venkel</td>
<td>8.2 Ω, 1/16 W ±1% ThickFilm</td>
</tr>
<tr>
<td>R43, R44, R45, R60, R61</td>
<td>CR0603-16W-1002F</td>
<td>Venkel</td>
<td>10 kΩ, 1/16 W ±1% ThickFilm</td>
</tr>
<tr>
<td>R46, R47, R48, R49, R50, R51</td>
<td>CR0603-10W-4701F</td>
<td>Venkel</td>
<td>4.7 kΩ, 1/10 W ±1% ThickFilm</td>
</tr>
<tr>
<td>R62</td>
<td>CR0603-10W-2002F</td>
<td>Venkel</td>
<td>20 kΩ, 1/10 W ±1% ThickFilm</td>
</tr>
<tr>
<td>R63, R65</td>
<td>CR0603-16W-8661F</td>
<td>Venkel</td>
<td>8.66 kΩ, 1/16 W ±1% ThickFilm</td>
</tr>
<tr>
<td>R64</td>
<td>CR0603-16W-1001F</td>
<td>Venkel</td>
<td>1 kΩ, 1/16 W ±1% ThickFilm</td>
</tr>
<tr>
<td>R66</td>
<td>CR0603-16W-3011F</td>
<td>Venkel</td>
<td>3.01 Ω, 1/16 W ±1% ThickFilm</td>
</tr>
<tr>
<td>R67</td>
<td>CR0603-10W-1331F</td>
<td>Venkel</td>
<td>1.33 Ω, 1/10 W ±1% ThickFilm</td>
</tr>
<tr>
<td>R68, R69, R70, R72, R73, R74</td>
<td>CR0603-10W-5111F</td>
<td>Venkel</td>
<td>5.11 Ω, 1/10 W ±1% ThickFilm</td>
</tr>
<tr>
<td>U1, U2, U3</td>
<td>Si8230BB-B-IS</td>
<td>Silicon Labs</td>
<td>2500 Vrms, 24 V ISOdriver</td>
</tr>
<tr>
<td>U4</td>
<td>LM2592HVS-5.0</td>
<td>TI</td>
<td>2 A, 5 V Step-Down Voltage Regulator</td>
</tr>
<tr>
<td>U5</td>
<td>LM2698MM-ADJ/NOPB</td>
<td>TI</td>
<td>1.35 A Boost Regulator</td>
</tr>
<tr>
<td>U6</td>
<td>LM2937MP-3.3</td>
<td>National Semiconductor</td>
<td>500 mA Low Dropout Regulator</td>
</tr>
<tr>
<td>U7</td>
<td>24FC64F-I/ST</td>
<td>Microchip</td>
<td>64 kbit i²C Serial EEPROM</td>
</tr>
<tr>
<td>Reference</td>
<td>Part Number</td>
<td>Source</td>
<td>Description</td>
</tr>
<tr>
<td>-----------</td>
<td>-------------</td>
<td>--------</td>
<td>-------------</td>
</tr>
<tr>
<td>HW1, HW2, HW3, HW4</td>
<td>PMS 440 0025 SL</td>
<td>B&amp;F Fastener Supply</td>
<td>Screw</td>
</tr>
<tr>
<td>HW5, HW6, HW7, HW8</td>
<td>2204</td>
<td>Keystone Electronics</td>
<td>Standoff</td>
</tr>
<tr>
<td>HW9, HW10, HW11, HW12</td>
<td>3358</td>
<td>Keystone Electronics</td>
<td>Flat Washer #4</td>
</tr>
<tr>
<td>J3</td>
<td>S1911-46R</td>
<td>Harwin Inc.</td>
<td>SMT Jumper Link</td>
</tr>
<tr>
<td>J8, J9</td>
<td>TSW-102-07-L-S</td>
<td>Samtec</td>
<td>Conn Header 2POS</td>
</tr>
<tr>
<td>R17, R18, R20, R21</td>
<td>CR0603-16W-000</td>
<td>Venkel</td>
<td>0 Ω, 1/16 W ThickFilm</td>
</tr>
<tr>
<td>R2, R3</td>
<td>WSR5R0100FEA</td>
<td>VishayDale</td>
<td>10 mΩ 5 W ±1% Metal</td>
</tr>
<tr>
<td>R55, R56, R57</td>
<td>CR0603-10W-2002F</td>
<td>Venkel</td>
<td>20 kΩ, 1/10 W ±1% ThickFilm</td>
</tr>
<tr>
<td>R59</td>
<td>CR0603-16W-1002F</td>
<td>Venkel</td>
<td>10 kΩ, 1/16 W ±1% ThickFilm</td>
</tr>
<tr>
<td>R71</td>
<td>CR0603-10W-5111F</td>
<td>Venkel</td>
<td>5.11 kΩ, 1/10 W ±1% ThickFilm</td>
</tr>
<tr>
<td>TP1, TP2, TP3, TP4, TP5, TP6, TP7, TP8, TP9, TP10, TP11, TP12, TP13, TP14, TP15, TP16, TP17, TP18, TP19, TP20, TP21, TP22, TP23, TP24, TP25, TP26, TP27, TP28, TP29, TP30, TP31, TP32, TP33, TP34, TP35, TP36, TP37, TP38, TP39, TP40, TP41</td>
<td>151-203-RC</td>
<td>Kobiconn</td>
<td>Test Points</td>
</tr>
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### 9.2. C8051F850 MCU Board Bill of Materials

**Table 16. Bill of Materials—C8051F850 MCU Board**

<table>
<thead>
<tr>
<th>Reference</th>
<th>Part Number</th>
<th>Source</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>U501</td>
<td>24FC64-I/ST</td>
<td>Microchip</td>
<td>IC EEPROM I2C 64 kbit (8Kx8bit) 1 Mbps</td>
</tr>
<tr>
<td>U401</td>
<td>AP7333-33SAG7,3.3V</td>
<td>Diodes Inc</td>
<td>300 mA, 3.3 V LDO Linear Regulator</td>
</tr>
<tr>
<td>U101</td>
<td>C8051F850-C-GU</td>
<td>Silicon Labs</td>
<td>C8051F850-C-GU</td>
</tr>
<tr>
<td>C102, C103, C201, C204, C302, C304, C306, C308, C310, C312, C314, C316, C403, C404, C417, C501</td>
<td>CAP-0.1UF-50V-Y7R-0603, 0.1 µF, 10–80%</td>
<td>Murata</td>
<td>CAP-CER-0.1 µF, 50 V, 10%-Y7R-0603</td>
</tr>
<tr>
<td>C301, C305, C307, C311, C315</td>
<td>CAP-1UF-25V-X5R-0603, 1 µF,10%</td>
<td>Murata</td>
<td>CAP-CER-1UF-25V-10%-X5R-0603</td>
</tr>
<tr>
<td>C405, C406, C407, C409, C410, C411, C412, C413, C414</td>
<td>CAP-22PF-50V-COG-0603, 22 pF,10%</td>
<td>Venkel</td>
<td>CAP-CER-22 pF, 50 V, 10%-C0G-0603</td>
</tr>
<tr>
<td>C415, C416</td>
<td>CAP-27PF-250V-COG-0603, 27 pF,5%</td>
<td>Murata</td>
<td>CAP-CER-27 pF, 250 V, 5%-C0G-0603</td>
</tr>
<tr>
<td>C101, C105, C303, C309, C313, C401, C402</td>
<td>CAP-4.7UF-10V-Y5R-0603, 4.7 µF, 10–80%</td>
<td>Murata</td>
<td>CAP-CER, 4.7 µF, 10 V, 10%-Y5R-0603</td>
</tr>
<tr>
<td>C104, C202, C203</td>
<td>CAP-NI-XXX-XXX-0603, NI, 10–80%</td>
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<td>CAP-NI-0603</td>
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<tr>
<td>U301</td>
<td>CF326-SX0261GM,C8051F326</td>
<td></td>
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<tr>
<td>J116</td>
<td>CONN-1X5-640456-5</td>
<td>TE</td>
<td>CONN-1x5-640456-5</td>
</tr>
<tr>
<td>J501</td>
<td>CONN-JAE-TX24-40R-LT-H1E</td>
<td>JAE</td>
<td>JAE - TX24-40R-LT-H1E</td>
</tr>
<tr>
<td>U302</td>
<td>CP2103</td>
<td></td>
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<tr>
<td>U303</td>
<td>CP2112</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D401</td>
<td>DIODE-SP0503-BAHTG,SP0503BAHTG</td>
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<td></td>
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<tr>
<td>GR1, GR2</td>
<td>GND_RAIL,WIRE LOOP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J101, J102, J103, J104, J105</td>
<td>HEADER_1X2</td>
<td></td>
<td>1 x 2 100 mil Header</td>
</tr>
</tbody>
</table>
### Table 16. Bill of Materials—C8051F850 MCU Board (Continued)

<table>
<thead>
<tr>
<th>Reference</th>
<th>Part Number</th>
<th>Source</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>J106, J107, J108, J109, J110, J111, J112, J113, J403</td>
<td>HEADER_1X3</td>
<td></td>
<td>1 x 3 100 mil Header</td>
</tr>
<tr>
<td>J115</td>
<td>HEADER_1X4</td>
<td></td>
<td>1 x 4 100 mil Header</td>
</tr>
<tr>
<td>U201</td>
<td>LMV842MM/NOPB</td>
<td>TI</td>
<td>IC OpAmp Dual RRIO MSOP8</td>
</tr>
<tr>
<td>MH501, MH502, MH503, MH504</td>
<td></td>
<td></td>
<td>Mechanical Hole 125</td>
</tr>
<tr>
<td>D101, D102, D103, D302, D303, D304, D402</td>
<td>OPTO-LED-RED-CLR-0603, RED</td>
<td>Lite-On</td>
<td>OPTO-LED-RED-CLR-0603</td>
</tr>
<tr>
<td>R109</td>
<td>POT-10K-THUMBWHEEL-LINEAR, 10 kΩ, 20%</td>
<td>Alpha (Taiwan)</td>
<td>POT-10 kΩ, Thumbwheel Linear 30 mW, 20% RoHS</td>
</tr>
<tr>
<td>R101, R501, R502, R503, R507, R508, R509</td>
<td>RES-0-1%-0.1W-0603, 0 k, 1%</td>
<td>Yageo</td>
<td>RES-0 Ω, 1/10 W, 1%, 0603</td>
</tr>
<tr>
<td>R403</td>
<td>RES-1.5K-1%-0.1W-0603, 1.5 kΩ, 1%</td>
<td>Venkel</td>
<td>RES-1.5 kΩ, 1/10W, 1%, 0603</td>
</tr>
<tr>
<td>R107, R108, R131, R202, R404, R405, R406</td>
<td>RES-10K-1%-0.1W-0603, 10 kΩ, 1%</td>
<td>Yageo</td>
<td>RES-10 kΩ, 1/10W, 1%, 0603</td>
</tr>
<tr>
<td>R416, R417, R418, R419, R420, R421, R422, R423</td>
<td>RES-15K-1%-0.1W-0603, 15 kΩ, 1%</td>
<td>Yageo</td>
<td>RES-15 kΩ, 1/10W, 1%, 0603</td>
</tr>
<tr>
<td>R301, R302</td>
<td>RES-1K-1%-0.1W-0603, 1 kΩ, 1%</td>
<td>Panasonic</td>
<td>RES-1 kΩ, 1/10 W, 1%, 0603</td>
</tr>
<tr>
<td>R425</td>
<td>RES-1M-1%-0.1W-0603, 1 MΩ, 1%</td>
<td>Venkel</td>
<td>RES-1 MΩ, 1/10 W, 1%, 0603</td>
</tr>
<tr>
<td>R401, R402, R407, R408, R409, R410, R411, R413, R414, R415</td>
<td>RES-27.4-1%-0.1W-0603, 27.4 Ω, 1%</td>
<td>Venkel</td>
<td>RES-27.4 Ω, 1/10 W, 1%, 0603</td>
</tr>
<tr>
<td>R105, R110, R112, R310, R311, R312, R313, R424</td>
<td>RES-2K-1%-0.1W-0603, 2 kΩ, 1%</td>
<td>Yageo</td>
<td>RES-2 kΩ, 1/10 W, 1%, 0603</td>
</tr>
<tr>
<td>R208, R209</td>
<td>RES-3.3K-1%-0.1 W-0603, 3.3 kΩ, 1%</td>
<td>Yageo</td>
<td>RES-3.3 kΩ, 1/10 W, 1%, 0603</td>
</tr>
</tbody>
</table>
### Table 16. Bill of Materials—C8051F850 MCU Board (Continued)

<table>
<thead>
<tr>
<th>Reference</th>
<th>Part Number</th>
<th>Source</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>R102, R103, R104, R303, R304, R305, R306, R307, R308, R309, R400</td>
<td>RES-470-1%-0.1 W-0603, 470 Ω, 1%</td>
<td>Yageo</td>
<td>RES-470 Ω, 1/10 W-1%, 0603</td>
</tr>
<tr>
<td>R113</td>
<td>RES-49.9-1%-0.1 W-0603, 49.9 Ω, 1%</td>
<td>Yageo</td>
<td>RES-49.9 Ω, 1/10 W, 1%-0603</td>
</tr>
<tr>
<td>R205, R207</td>
<td>RES-5.1K-1%-0.1 W-0603, 5.1 kΩ, 1%</td>
<td>Yageo</td>
<td>RES-5.1 kΩ, 1/10 W, 1%-0603</td>
</tr>
<tr>
<td>R203</td>
<td>RES-910-1%-0.1 W-0603, 910 Ω, 1%</td>
<td>Yageo</td>
<td>RES-910 Ω, 1/10 W, 1%-0603</td>
</tr>
<tr>
<td>SW101, SW102, SW301</td>
<td>SW-PUSH-BUTTON-6X6</td>
<td></td>
<td>SW-Push-Button-6x6mm</td>
</tr>
<tr>
<td>U402</td>
<td>TUSB2046BIRHB</td>
<td>TI</td>
<td>4 Port Full-Speed USB Hub, QFN</td>
</tr>
<tr>
<td>J401</td>
<td>USB_CONN_TYPE_B, TYPE B</td>
<td></td>
<td></td>
</tr>
<tr>
<td>X401</td>
<td>XTAL-ECS-60-20-5P, 6.000 MHz, 30 ppm</td>
<td>ECS</td>
<td>HC49 SMD 6.000 MHZ Crystal</td>
</tr>
</tbody>
</table>

**Components Not Installed**

<table>
<thead>
<tr>
<th>Reference</th>
<th>Part Number</th>
<th>Source</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>J201, J202, J203</td>
<td>HEADER_1X2</td>
<td></td>
<td>1 x 2 100 mill Header, NI</td>
</tr>
<tr>
<td>J114, J402</td>
<td>HEADER_1X4</td>
<td></td>
<td>1 x 4 100 mill Header</td>
</tr>
<tr>
<td>R106, R201, R204, R206, R504, R506</td>
<td>RES-NI-1%-0.1W-0603, NI</td>
<td></td>
<td>RES-NOT-INSTALL-0603</td>
</tr>
<tr>
<td>TP101, TP102, TP103, TP104, TP105, TP106, TP107, TP108, TP109, TP110, TP301, TP302, TP303, TP304, TP305, TP306, TP307, TP308</td>
<td>TESTPOINT_WHITE, White</td>
<td>Keystone Electronics</td>
<td>Test Point - White</td>
</tr>
</tbody>
</table>
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