

# QUICKSWITCH<sup>®</sup> PRODUCTS HIGH-SPEED CMOS QUICKSWITCH 16-BIT WIDEBUS™ COMPATIBLE BUS SWITCH

#### FEATURES:

- · Enhanced N channel FET with no inherent diode to Vcc
- 5 $\Omega$  bidirectional switches connect inputs to outputs
- Pin compatible with FCT16245
- · Flowthrough pinout for easy layout
- · Zero propagation delay, zero ground bounce
- TTL-compatible input and output levels
- · Undershoot clamp diodes on all switch and control inputs
- Available in SSOP package

## DESCRIPTION:

The QS316245 provides a set of 16 high-speed CMOS TTL-compatible bus switches (two banks of 8 switches each) in a flow-thru pinout. The low ON resistance of the QS316245 allows inputs to be connected to outputs without adding propagation delay and without generating additional ground bounce noise. The Output Enable ( $\overline{OEx}$ ) signal turns the switches on similar to the  $\overline{OEx}$  signal of the 74'245. The QS316245 is ideally suited for 5V to 3.3V translation, bus switching and isolation, and hot insertion.

QuickSwitch devices provide an order of magnitude faster speed than conventional logic devices.

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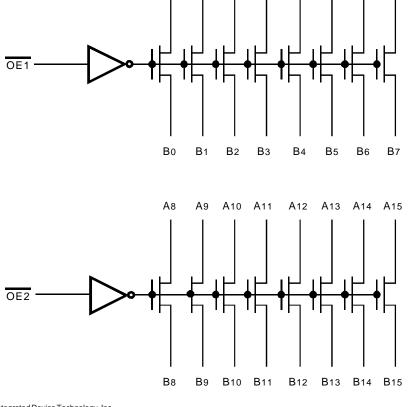
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## **APPLICATIONS:**

- Hot-swapping, hot-docking
- Voltage translation (5V to 3.3V)
- Bus switching, isolation
- · Power conservation, clock gating
- Logic replacement

# FUNCTIONAL BLOCK DIAGRAM



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A<sub>0</sub>

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INDUSTRIAL TEMPERATURE RANGE

#### **INDUSTRIAL TEMPERATURE RANGE**

# **PINCONFIGURATION**

NC 🗌	1	48	OE1
во 🗌	2	47	_ A0
B1 🗌	3	46	A1
GND 🗌	4	45	GND
B2 🗌	5	44	A2
ВЗ 🗌	6	43	A3
Vcc 🗌	7	42	Vcc
В4 🗌	8	41	A4
B5 🗌	9	40	A5
GND 🗌	10	39	GND
в6 🗌	11	38	A6
В7 🗌	12	37	A7
B8 🗌	13	36	A8
В9 🗌	14	35	A9
GND 🗌	15	34	GND
B10	16	33	A10
B11 🗌	17	32	A11
Vcc	18	31	Vcc
B12 🗌	19	30	A12
B13 🗌	20	29	A13
GND 🗌	21	28	GND
B14 🗌	22	27	A14
B15 🗌	23	26	A15
NC [	24	25	OE2

SSOP **TOP VIEW** 

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

Symbol	Description	Мах	Unit
VTERM <sup>(2)</sup>	Supply Voltage to Ground	–0.5 to +7	V
VTERM <sup>(3)</sup>	DC Switch Voltage to Ground	–0.5 to +7	V
VTERM <sup>(3)</sup>	DC Input Voltage VIN	–0.5 to +7	V
VAC	AC Input Voltage (pulse width ≤20ns)	-3	V
Ιουτ	DC Output Current	120	mA
Рмах	Maximum Power	0.5	W
Tstg	Storage Temperature	-65 to +150	°C

NOTES:

1. Stresses greater than those listed under ABSOLUTE MAXIMUM RATINGS may cause permanent damage to the device. This is a stress rating only and functional operation of the device at these or any other conditions above those indicated in the operational sections of this specification is not implied. Exposure to absolute maximum rating conditions for extended periods may affect reliability.

2. Vcc terminals. 3. All terminals except Vcc .

# CAPACITANCE (TA = +25°C, f = 1MHz, VIN = 0V, VOUT = 0V)

Pins	Тур.	Max. <sup>(1)</sup>	Unit
Control Inputs	3	5	pF
Quickswitch Channels (Switch OFF)	5	7	pF

NOTE:

1. This parameter is guaranteed but not production tested.

# **PIN DESCRIPTION**

Pin Names	I/O	Description	
Ax	I/O	Bus A	
Вx	I/O	Bus B	
ŌĒx	I	Bus Enable	

## FUNCTION TABLE<sup>(1)</sup>

ŌĒx	Ах	Function
L	Вх	Connect
Н	Z	Disconnect

NOTE:

1. H = HIGH Voltage Level L = LOW Voltage Level

X = High-Impedance

# DC ELECTRICAL CHARACTERISTICS OVER OPERATING RANGE

Following Conditions Apply Unless Otherwise Specified: Industrial: TA =  $-40^{\circ}$ C to  $+85^{\circ}$ C. Vcc = 5V ± 10%

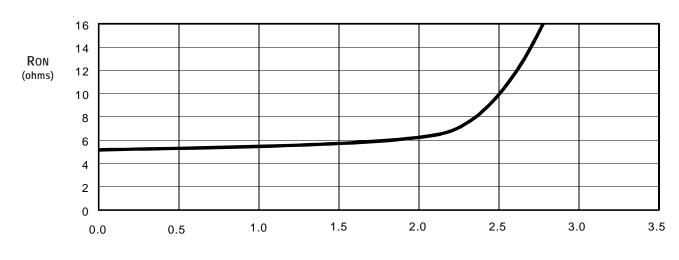
Symbol	Parameter	Test Conditions	Min.	Typ. <sup>(1)</sup>	Max.	Unit
Vih	Input HIGH Voltage	Guaranteed Logic HIGH for Control Inputs	2	_	_	V
Vil	Input LOW Voltage	Guaranteed Logic LOW for Control Inputs	—	_	0.8	V
lin	Input Leakage Current (Control Inputs)	$0V \le VIN \le VCC$	_	-	±1	μA
loz	Off-State Current (Hi-Z)	$0V \le VOUT \le VCC$ , Switches OFF	—	_	±1	μA
Ron	Switch ON Resistance	VCC = Min., VIN = 0V, ION = 30mA	—	5	7	Ω
		VCC = Min., VIN = 2.4V, ION = 15mA	_	10	12	
VP	Pass Voltage <sup>(2)</sup>	$VIN = VCC = 5V$ , $IOUT = -5\mu A$	3.7	4	4.2	V
		1				

NOTES:

1. Typical values are at Vcc = 5V and TA =  $25^{\circ}$ C.

2. Pass voltage is guaranteed but not production tested.

# TYPICAL ON RESISTANCE vs VIN AT Vcc = 5V



VIN (Volts)

# POWER SUPPLY CHARACTERISTICS

Symbol	Parameter	Test Conditions <sup>(1)</sup>	Max.	Unit
Icco	Quiescent Power Supply Current	Vcc = Max., VIN = GND or Vcc, f = 0	3	μA
ΔICC	Power Supply Current per Control Input HIGH <sup>(2)</sup>	Vcc = Max., VIN = 3.4V, f = 0	1.5	mA
ICCD	Dynamic Power Supply Current per MHz <sup>(3)</sup>	Vcc = Max., A and B Pins Open, Control Inputs Toggling @ 50% Duty Cycle	0.25	mA/MHz

#### NOTES:

1. For conditions shown as Min. or Max., use the appropriate values specified under DC Electrical Characteristics.

2. Per TTL-driven input (VIN = 3.4V). A and B pins do not contribute to  $\Delta$ Icc.

3. This current applies to the control inputs only and represents the current required to switch internal capacitance at the specified frequency. The A and B inputs generate no significant AC or DC currents as they transition. This parameter is guaranteed but not production tested.

# SWITCHING CHARACTERISTICS OVER OPERATING RANGE

 $T_A = -40^{\circ}C \text{ to } +85^{\circ}C, V_{CC} = 5V \pm 10\%$ 

CLOAD = 50pF, RLOAD =  $500\Omega$  unless otherwise noted.

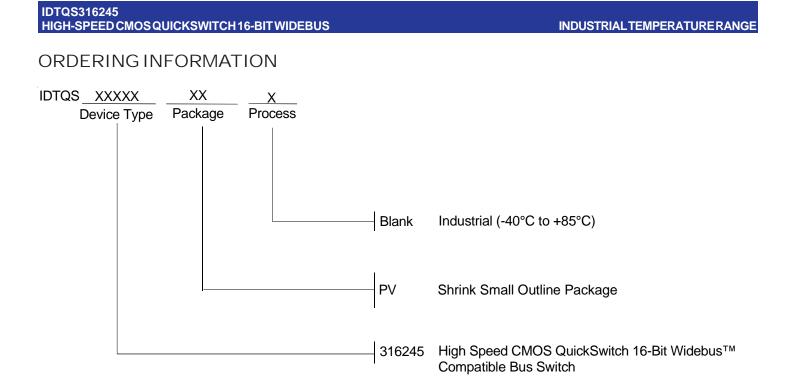
Symbol	Parameter	Min. <sup>(1)</sup>	Тур.	Max.	Unit
tplh tphl	Data Propagation Delay <sup>(2)</sup> Ax to Bx, Bx to Ax			0.25 <sup>(3)</sup>	ns
tPHL tPZL tPZH	Switch Turn-On Delay OEx to Ax/Bx	1.5		6.5	ns
tPLZ	Switch Turn-Off Delay <sup>(2)</sup>	1.5		5.5	ns
<b>t</b> PHZ	OEx to Ax/Bx				

NOTES:

1. Minimums are guaranteed but not production tested.

2. This parameter is guaranteed but not production tested.

<sup>3.</sup> The bus switch contributes no propagation delay other than the RC delay of the ON resistance of the switch and the load capacitance. The time constant for the switch alone is of the order of 0.25ns at CL = 50pF. Since this time constant is much smaller than the rise and fall times of typical driving signals, it adds very little propagation delay to the system. Propagation delay of the bus switch, when used in a system, is determined by the driving circuit on the driving side of the switch and its interaction with the load on the driven side.





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