High Speed CMOS 10-bit Bus Switches

QS54/74QST3384
QS54/74QST3584
PRELIMINARY

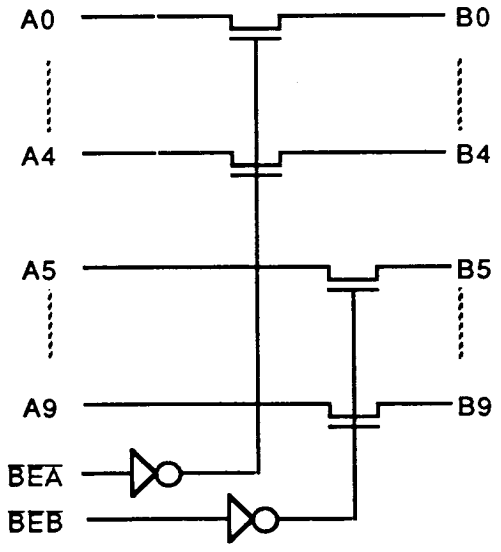
FEATURES/BENEFITS

- 5Ω switches connect inputs to outputs
- Direct bus connection when switches on
- Zero propagation delay
- Undershoot Clamp diodes on all inputs
- Low power CMOS proprietary technology
- 3584 is 25Ω version for low noise
- Two enables control 5 bits each
- Zero ground bounce in flow-through mode
- TTL-compatible input and output levels
- Available in 24-pin PDIP, ZIP, SOIC and CERDIP

DESCRIPTION

The QS54/74QST3384 and 3584 each provide a set of ten high-speed CMOS TTL-compatible bus switches. The low on resistance (5Ω) of the 3384 allows inputs to be connected to outputs without adding propagation delay and without generating additional ground bounce noise. The 3583 adds an internal 25Ω resistor to reduce reflection noise in high speed applications. The bus enable (BE) signals turn the switches on. Two bus enable signals are provided, one for each of the upper and lower five bits of the two 10-bit buses.

FUNCTIONAL BLOCK DIAGRAM



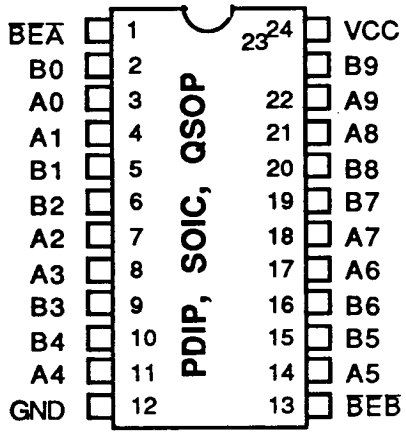
PIN DESCRIPTION

Name	I/O	Function
A0-9	I/O	Bus A
B0-9	I/O	Bus B
$\overline{BEA}$, $\overline{BEB}$	I	Bus Switch Enable

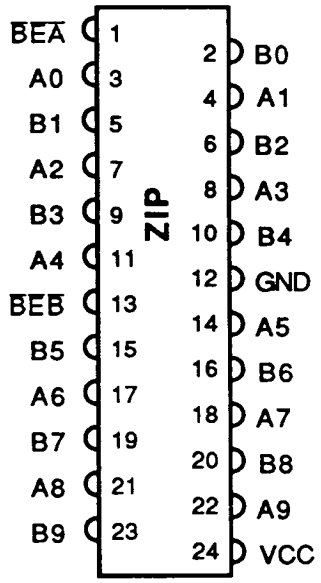
FUNCTION TABLE

$\overline{BEA}$	$\overline{BEB}$	B0-4	B5-9	Function
H	H	Hi-Z	Hi-Z	Disconnect
L	H	A0-4	Hi-Z	Connect
H	L	Hi-Z	A5-9	Connect
L	L	A0-4	A5-9	Connect

PIN CONFIGURATIONS



ALL PINS TOP VIEW



ABSOLUTE MAXIMUM RATINGS

Supply Voltage to Ground..... -0.5V to +7.0V
DC Switch Voltage V_S ..... -0.5V to V_{CC} + 0.5V
DC Input Voltage V_I ..... -0.5V to V_{CC} + 0.5V
AC Input Voltage (for a pulse width ≤20 ns)..... -3.0V
DC Input Diode Current with V_I<0..... -20 mA
DC Output Current Max. sink current/pin..... 120 mA
Maximum Power Dissipation..... 0.5 watts
T_{STG} Storage Temperature..... -65° to +165°C

CAPACITANCE

Ta = 25 °C, f = 1 MHz, Vin = 0V, Vout = 0V

Name	Description	Conditions	Typ	Max	Unit
Cin	Input Capacitance, Controls	Vin = 0 V	6		pF
Coff	A/B I/O Capacitance, Switch Off	Vin = 0 V	6		pF
Con	A/B I/O Capacitance, Switch On	Vin = 0 V	10		pF

Capacitance is guaranteed but not tested

DC ELECTRICAL CHARACTERISTICS OVER OPERATING RANGE

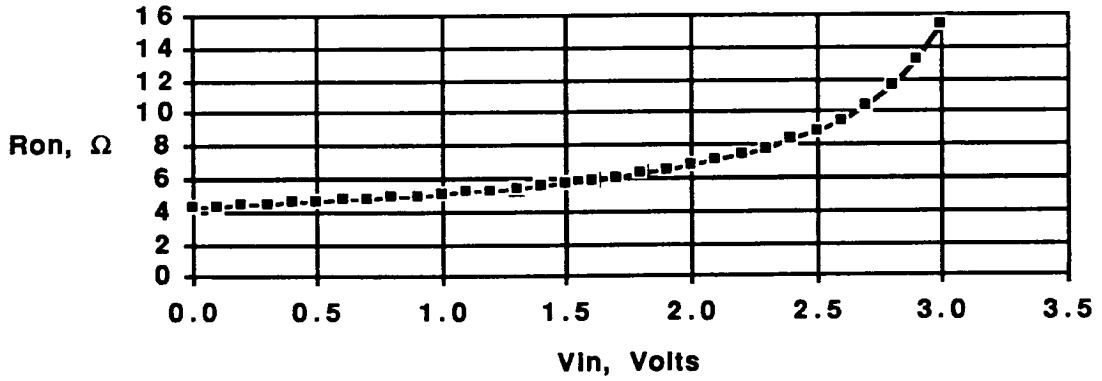
Commercial TA = 0° C to 70°C, Vcc = 5.0V±5% Military TA = -55°C to 125° C, Vcc = 5.0V±10%

Symbol	Parameter	Test Conditions		Min	Typ	Max	Unit
Vih	Input HIGH Voltage	Guaranteed Logic HIGH for Control Inputs		2.0	-	-	Volts
Vil	Input LOW Voltage	Guaranteed Logic LOW for Control Inputs		-	-	0.8	Volts
| Iin |	Input Leakage Current	0 ≤ Vin ≤ Vcc		-	-	1	µA
| Ioz |	Off State Current (Hi-Z)	0 ≤ A, B ≤ Vcc		-	.001	1	µA
| Ios |	Short Circuit Current (2)	A (B) = 0V, B (A) = Vcc		100	-	-	mA
Vic	Clamp Diode Voltage	Vcc = Min, Iin = -18 mA		-	-0.7	-1.2	Volts
Ron	Switch On Resistance (Note 3)	Vcc = Min, Vin = 0.0 Volts Ion = 48 mA	33XX	-	5	7	Ω
			35XX	24	28	35	Ω
		Vcc = Min, Vin = 2.4 Volts Ion = 15 mA	33XX	-	10	15	Ω
			35XX	24	35	48	Ω

Notes:

1. Typical values indicate V_{CC}=5.0V and T_A=25°C.
2. Not more than one output should be used to test this high power condition, and the duration is ≤1 second.
3. Measured by voltage drop between A and B pin at indicated current through the switch. On resistance is determined by the lower of the voltages on the two (A, B) pins.

On Resistance vs Vin @ 4.75 Vcc



POWER SUPPLY CHARACTERISTICS

Symbol	Parameter	Test Conditions (1)	Min	Typ	Max	Unit
Icc	Quiescent Power Supply Current	Vcc = MAX, Vi = GND or Vcc, f = 0	-	-	1.5	mA
ΔIcc	Pwr Supply Current, per Input High (2)	Vcc = MAX, Input = 3.4 V, f = 0 Per control input	-	-	2.5	mA
Qccd	Dynamic Pwr Supply Current per mHz (3)	Vcc = MAX, A & B pins open, Control input toggling @ 50% duty cycle	-	-	0.25	mA/ mHz
Ic	Total Power Supply Current (4,5)	Vcc = MAX, A & B pins at 0.0V, Control inputs toggling @ 50% duty cycle Vih = 3.4V, f clock = 10 mHz	-	-	9.0	mA

1. For conditions shown as MIN or MAX use the appropriate values specified under DC specifications.
2. Per TTL driven input (Vi=3.4V, control inputs only). A and B pins do not contribute to 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 not tested but is guaranteed by design.
4. Ic= I Quiescent + I Inputs+ I Dynamic
   Ic=Icc+ ΔIccDhNt+ Qccd (fiNi)
   Icc= Quiescent Current
   ΔIcc= Power Supply Current for each TTL High input (Vi=3.4V, control inputs only)
   Dh= Duty Cycle for each TTL input that is High (control inputs only).
   Nt= Number of TTL inputs that are at DH (control inputs only).
   fi= frequency that the inputs are toggled (control inputs only).
5. Note that activity on A and/or B inputs do not contribute to Ic if A and B inputs are between gnd and Vcc. The switches merely connect and pass through activity on these pins. For example: If the control inputs are at 0V and the switches are on, Ic will be equal to Icc only regardless of activity on the A and B pins.

SWITCHING CHARACTERISTICS OVER OPERATING RANGE

Commercial TA = 0° C to 70°C, Vcc = 5.0V±5% Military TA = -55°C to 125° C, Vcc = 5.0V±10%
Cload = 50 pF, Rload = 500Ω unless otherwise noted

Symbol	Description	Note	Com		Mil		Unit
			Min	Max	Min	Max	
t PLH t PHL	Data Propagation Delay Ai to Bi, Bi to Ai	3		**		**	ns
t PZH t PZL	Switch Turn On Delay BEA, BEB to Ai, Bi		1.5	6.5	1.5	7.5	
t PLZ t PZL	Switch Turn Off Delay BEA, BEB to Ai, Bi	2	1.5	5.5	1.5	6.5	

Notes:
1) See Test Circuit and Waveforms. Minimums guaranteed but not tested.
2) This parameter is guaranteed by design but not tested.
3) 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 and aloa alone is of the order of 0.25 ns for 50 pf load. Since this time constant is much smaller than the rise/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.