### **General Description**

The MAX16972/MAX16972A provide high-ESD and short-circuit protection for the low-voltage internal USB data and USB power line in automotive radio, navigation, connectivity, and USB hub applications. The devices support both Hi-Speed USB (480Mbps) and full-speed USB (12Mbps) operation. In addition, the devices include integrated circuitry to enable fast charging for consumer devices that adhere to either the Apple® method or the Hi-Speed USB host-charger port-detection protocol and support USB on-the-go (OTG).

The short-circuit protection features include short-to-battery on the protected HVBUS, HVD+, and HVD- outputs, as well as short-to-HVBUS on the protected HVD+ and HVDoutputs. The devices are capable of a short-to-battery condition of up to +18V. Short-to-GND and overcurrent protection are also provided on the HVBUS output to protect the internal BUS power rail from overcurrent faults.

Each device features high-ESD protection to ±15kV Air-Gap method and ±8kV Contact method on all protected HVBUS, HVD+, and HVD- outputs.

Each device features two low 4.0Ω on-resistance Hi-Speed USB switches, a current-limited low-voltage 31mΩ BUS switch, and provides an integrated high-voltage external power-switch controller. The BUS switch can start up into high-capacitance noncompliant USB loads. The devices also feature an enable input, a fault output, integrated Apple iPhone®/iPad® fast-charging termination resistors, and an integrated host-charger port-detection circuit that adheres to the USB 2.0 battery-charging specification version 1.2.

The devices are available in 16-pin QSOP and 16-pin (4mm x 4mm) TQFN packages, and operate over the -40°C to +105°C temperature range. The MAX16972 and MAX16972A are drop-in compatible with the MAX16970, MAX16971, MAX16970A, MAX16971A, MAX16917, MAX16919, and MAX16969 devices.

### **Applications**

- Automotive Radio and Navigation
- USB Hub
- **Automotive Connectivity**
- Telematics

*Apple, iPhone and iPad are registered trademarks of Apple, Inc.*

## **MAX16972/MAX16972A 3A Automotive Hi-Speed USB Protectors with Apple iPhone/iPad and USB 2.0 Charge Detection**

### **Benefits and Features**

- 900MHz Bandwidth USB 2.0 Data Switches
- Industry-Leading R<sub>DS(ON)</sub> Minimizes Voltage Drop on Bus Line to Help Meet USB Voltage Specifications at Device Connector
	- Current-Limited 31mΩ (typ) BUS Switch with High-Capacitive Load Capability
- Robust Overvoltage and ESD Protection for Automotive Environment Saves on External Protection Components
	- Short-to-Battery and Short-to-GND Protection on Protected HVBUS Output
	- Short-to-Battery and Short-to-HVBUS Protection on Protected HVD+ and HVD- Outputs
	- Two 4.0Ω (typ)  $R_{ON}$  USB 2.0 Data Switches
	- Integrated Overcurrent and Short-Circuit Autoretry
	- High ESD Protection (HVD+, HVD-, HVBUS)
	- ±15kV Human Body Model
	- ±15kV IEC 61000-4-2 Air Gap
	- ±8kV IEC 61000-4-2 Contact
	- 20ms Fault-Blanking Timeout Period
- Automatic Transitioning of Charge Modes through Intelligent State Machine for Seamless Device Integration
	- Integrated Apple iPhone 1.0A Dedicated Charging Mode
	- Integrated Apple iPad 2.1A Dedicated Charging Mode
	- USB-IF BC1.2 Charging Downstream Port (CDP) and Dedicated Charging Port (DCP) Modes
	- Chinese Telecommunication Industry-Standard YD/T 1591-209
	- USB On-The-Go (OTG) Support
- AEC-Q100 Qualified

*[Typical Operating Circuit](#page-26-0) and [Ordering Information](#page-27-0) appear at end of data sheet.*



## **Simplified Block Diagram**



### **Absolute Maximum Ratings**





*Stresses beyond those listed under "Absolute Maximum Ratings" may cause permanent damage to the device. These are stress ratings only, and functional operation of the device at these or any other conditions beyond those indicated in the operational sections of the specifications is not implied. Exposure to absolute maximum rating conditions for extended periods may affect device reliability.*

### **Package Information**

#### **16 QSOP**



#### **16 TQFN**



For the latest package outline information and land patterns (footprints), go to **[www.maximintegrated.com/packages](http://www.maximintegrated.com/packages)**. Note that a "+", "#", or "-" in the package code indicates RoHS status only. Package drawings may show a different suffix character, but the drawing pertains to the package regardless of RoHS status.

Package thermal resistances were obtained using the method described in JEDEC specification JESD51-7, using a four-layer board. For detailed information on package thermal considerations, refer to **[www.maximintegrated.com/thermal-tutorial](http://www.maximintegrated.com/thermal-tutorial)**.

## <span id="page-3-0"></span>**Electrical Characteristics**

(V<sub>BUS</sub> = 5.0V, V<sub>IN</sub> = 3.3V, T<sub>J</sub> = T<sub>A</sub> = -40°C to +105°C, R<sub>L</sub> = ∞, Typical values are at V<sub>EN</sub> = 0V or V<sub>EN</sub> = 3.3V and T<sub>A</sub> = +25°C, unless otherwise noted.) (Note 1)



## **Electrical Characteristics (continued)**

(V<sub>BUS</sub> = 5.0V, V<sub>IN</sub> = 3.3V, T<sub>J</sub> = T<sub>A</sub> = -40°C to +105°C, R<sub>L</sub> =  $\infty$ , Typical values are at V<sub>EN</sub> = 0V or V<sub>EN</sub> = 3.3V and T<sub>A</sub> = +25°C, unless otherwise noted.) (Note 1)



## **Electrical Characteristics (continued)**

(V<sub>BUS</sub> = 5.0V, V<sub>IN</sub> = 3.3V, T<sub>J</sub> = T<sub>A</sub> = -40°C to +105°C, R<sub>L</sub> =  $\infty$ , Typical values are at V<sub>EN</sub> = 0V or V<sub>EN</sub> = 3.3V and T<sub>A</sub> = +25°C, unless otherwise noted.) (Note 1)



## **Electrical Characteristics (continued)**

(V<sub>BUS</sub> = 5.0V, V<sub>IN</sub> = 3.3V, T<sub>J</sub> = T<sub>A</sub> = -40°C to +105°C, R<sub>L</sub> =  $\infty$ , Typical values are at V<sub>EN</sub> = 0V or V<sub>EN</sub> = 3.3V and T<sub>A</sub> = +25°C, unless otherwise noted.) (Note 1)



**Note 1:** Specifications with minimum and maximum limits are 100% production tested at  $T_A$  = +25°C and are guaranteed over the operating temperature range by design and characterization. Actual typical values may vary and are not guaranteed.

**Note 2:** Design guaranteed by ATE characterization. Limits are not production tested.

**Note 3:** Design guaranteed by bench characterization. Limits are not production tested.



### <span id="page-7-0"></span>**Timing Diagrams/Test Circuits**

*Figure 1. BUS Undervoltage Event*



*Figure 2. Overvoltage Protection Event*



*Figure 3. Short-to-Ground Protection Event*

# <span id="page-10-0"></span>ILOAD G\_DMOS FAULT ILIM GND GND GND tB,ILIM GND HVBUS tB,RETRY IRETRY<br>====== VRETRY REMOVED AUTORETRY OVERCURRENT

*Figure 4. Overcurrent Protection Event*



*Figure 5. In-Channel -3dB Bandwidth and Crosstalk*



*Figure 6. On-Capacitance*

#### **MAX16972** RS D+ INPUT+  $\longrightarrow \wedge \wedge \qquad \qquad \longrightarrow \qquad \longrightarrow \qquad \longrightarrow \qquad \longrightarrow \qquad \longrightarrow$ OUT+ RISE-TIME PROPAGATION DELAY = tPLHX OR tPLHY FALL-TIME PROPAGATION DELAY = tPLHX OR tPLHY  $tsK(O) = |tPLHX - tPLHY|OR|tPLXX - tPHLY|$ RL  $tsK(P) = |tp_{LHX} - tp_{H LX} | OR |tp_{LHY} - tp_{HLY} |$ RS  $D MVD$   $HWD$ INPUT-OUT-RL EN (Л) VIL TO VIH tINRISE tINFALL  $V<sub>+</sub>$ 90% 90%  $V_{\text{INPUT+}}$  50% 50% 10%  $10<sup>°</sup>$ 0V V+ 50% VINPUT-50% 0V toutrise toutrise toutrise  $tpLHX$ tPHLX  $V_{+}$ 90% 90% 50% 50% VOUT+ 10% 10%  $0V$  $V+$ V<sub>OUT</sub> 50% 50% 0V tPHLY  $\longrightarrow$  tPLHY

*Figure 7. Propagation Delay and Output Skew*

## **Typical Operating Characteristics**

 $(T_A = +25^{\circ}C,$  unless otherwise noted.)











60 70







## **Typical Operating Characteristics (continued)**

 $(T_A = +25^{\circ}C,$  unless otherwise noted.)



















### **Typical Operating Characteristics (continued)**

 $(T_A = +25^{\circ}C,$  unless otherwise noted.)









## **Typical Operating Characteristics (continued)**

 $(T_A = +25^{\circ}C,$  unless otherwise noted.)







40µs/div





#### **INRUSH CURRENT EN ON RESPONSE WITH RC LOAD**



### **Typical Operating Characteristics (continued)**

 $(T_A = +25^{\circ}C,$  unless otherwise noted.)









## **Pin Configurations**



### **Pin Description**



### **Detailed Description**

The MAX16972/MAX16972A provide high-ESD and short-circuit protection for the low-voltage internal USB data and USB power line in automotive radio, navigation, connectivity, and USB hub applications. Each device supports both Hi-Speed USB (480Mbps) and full-speed USB (12Mbps) operation. In addition, they also include integrated circuitry to enable fast-charging for consumer devices adhering to either the Apple method or the Hi-Speed USB host-charger port-detection protocol.

The short-circuit protection features include short-tobattery on the protected HVBUS, HVD+, and HVD- outputs, as well as short-to-HVBUS on the protected HVD+ and HVD- outputs. Each device is capable of a shortto-battery condition of up to +18V. Short-to-GND and overcurrent protection are also provided on the HVBUS output to protect the internal BUS power rail from overcurrent faults.

Each device features high-ESD protection to ±15kV Air-Gap method and ±8kV Contact method on all protected HVBUS, HVD+, and HVD- outputs.

Each device features two low 4.0Ω on-resistance Hi-Speed USB switches, a current-limited low-voltage 31mΩ BUS switch, and provides an integrated highvoltage external power-switch controller. The devices also feature an enable input, a fault output, integrated Apple iPhone/iPad fast-charging termination resistors, and an integrated host-charger port-detection circuit adhering to the USB 2.0 battery-charging specification.

#### **BUS Protection**

Power to the USB connector is provided through an externally controlled high-voltage FET and an internal,

## MAX16972/MAX16972A 3A Automotive Hi-Speed USB Protectors with Apple iPhone/iPad and USB 2.0 Charge Detection

current-limited protected FET. The design can withstand short-to-battery conditions of up to 18V, short-to-ground, and can withstand the ±15kV (Air-Gap method)/±8kV (Contact method) ESD requirement. The internal FET has an adjustable current limit from 500mA up to 3A.

The HVBUS short-to-battery protection is done with an external power FET. The gate of this FET is driven by an internal charge pump which generates a minimum 7V gate-source voltage.

All overvoltage protection switches are guaranteed to be off when power is not applied to the device.

### **Fault Conditions**

[Table 1](#page-20-0) summarizes the conditions that generate a fault and subsequent actions taken by the device.

### **Fault Output (FAULT)**

Each device features an active-low, open-drain fault output. FAULT goes low when there is a fault condition. Fault detection includes short-to-battery, short-to-GND, or overcurrent on HVBUS, overvoltage on HVD+ or HVD-, overheating in the device, and a low R<sub>ISET</sub> value. Connect a 100kΩ pullup resistor from FAULT to IN.

### **Enable Input (EN/EN)**

Each device features either active-high or active-low enable logic (see the *[Ordering Information](#page-27-0)* table ). While  $V_{CHEN}$  = 0V, drive EN/( $\overline{EN}$ ) high/(low) for normal operation and to enable the protection switches. This allows BUS power, D+, and D- USB signals to pass through the device. Drive EN/(EN) low/(high) to disable the device and to turn off the power and USB data switches (see [Table 2](#page-22-0) and [Table 3](#page-22-1)).

### <span id="page-20-0"></span>**Table 1. Fault Conditions**



### **CHEN Input**

Use CHEN (along with EN/(EN); see [Table 2](#page-22-0) and [Table 3](#page-22-1)) to enable the device's internal Apple iPhone/iPad fastcharge circuitry or the device's internal USB host-charger port-detection circuitry [\(Figure 8](#page-23-0)). The device's internal charge-detect circuitry allows any attached peripheral device to determine whether it is connected to a USB port capable of supplying greater than 500mA (typ). If detected, the peripheral device enables its internal battery charger to enter fast-charge mode, and begins charging above 500mA at its maximum capable current.

Connect CHEN to an I/O port on the host system microprocessor that has access to the USB transceiver. This is needed to place the device into one of its four operating modes: disabled, USB Hi-Speed (HS) mode, USB low-speed (LS)/full-speed (FS) mode with automatic host-charger port detection, and Apple iPhone/iPad fastcharging mode [\(Table 2](#page-22-0) and [Table 3\)](#page-22-1).

For proper operation, the module system software must determine in which mode to place the device. When the consumer USB access port is idle (i.e., user selects playing FM, AM, or CD), the USB port could be placed in Apple iPhone fast-charging mode to rapid charge an Apple-compliant device. When the consumer USB port is active (i.e., user selects the USB port), the USB port must be placed in USB LS/FS mode with automatic hostcharger port detection to begin normal operation.

### **Disable Mode**

This is the lowest power mode for the device. In this mode, both the USB BUS power, HVD+ to D+ and HVDto D-, data paths are disabled. The system software must select the disabled mode for a minimum of 100ms before entering or exiting the Apple iPhone/iPad fast-charging mode. This ensures a true hardware and software reset for the attached peripheral so that it can properly detect either normal operation or fast-charge mode upon powerup.

### **Modes of Operation**

#### **USB-IF Dedicated Charging Port (DCP) and Apple 2.1A with Autodetection**

The devices feature an iPad/DCP autodetection mode for emulating dedicated iPad 2.1A charging and USB-IF dedicated charging ports (DCPs). See [Table 2](#page-22-0) and [Table 3](#page-22-1) for correct values of EN  $(EN)$  and CHEN to activate the iPad/ DCP autodetection mode. In this mode, the high-voltageprotected HVD+ and HVD- pins are disconnected from the low-voltage D+ and D- pins and are initially connected

## MAX16972/MAX16972A 3A Automotive Hi-Speed USB Protectors with Apple iPhone/iPad and USB 2.0 Charge Detection

to internal resistor-dividers to provide the proper Applecompliant iPad bias voltage. Data switches SA are opened and switches SB are closed [\(Figure 8\)](#page-23-0). Initially, the iPad termination resistors are presented on the HVD± pins; the devices then monitor the voltages at HVD+ and HVD- to determine the type of device attached.

If the voltage at HVD- is  $+1.5V$  (typ) (V<sub>BUS</sub> x 0.3) or higher and the voltage at HVD+ is  $+2.86V$  (typ) (V<sub>BUS</sub> x 0.572) or lower, the state remains unchanged and the iPad termination resistors remain present.

If the voltage at HVD- is forced below the +1.5V (typ) ( $V_{\rm BUS}$  x 0.3) threshold or if the voltage at HVD+ is forced higher than the  $+2.86V$  (typ) (V<sub>BUS</sub> x 0.572) threshold, the internal switch disconnects HVD- and HVD+ from the resistor-divider (iPad switch open) and HVD+ and HVD- are shorted together for dedicated charging mode (S2 closed).

Once the charging voltage is removed, the short between HVD+ and HVD- is disconnected and the operation is restarted with the internal resistor-divider bias voltages appearing on HVD+ and HVD-.

#### **USB-IF Dedicated Charging Port (DCP) and Apple 1A with Autodetection**

Each device features an iPhone/DCP autodetection mode for emulating dedicated iPhone 1.0A charging and USB- IF dedicated charging ports (DCPs). See [Table 2](#page-22-0) and [Table 3](#page-22-1) for correct values of EN  $(EN)$  and CHEN to activate iPhone/DCP autodetection mode. In this mode, the highvoltage-protected HVD+ and HVD- pins are disconnected from the low-voltage D+ and D- pins and are initially connected to internal resistor-dividers to provide the proper Apple-compliant iPhone bias voltage. Data switches SA are opened and switches SB are closed ([Figure 8](#page-23-0)).

Initially, the iPhone termination resistors are presented on the HVD± pins. The devices then monitor the voltages at HVD+ and HVD- to determine the type of peripheral device attached.

If the voltage at HVD- is  $+2.3V$  (typ) (V<sub>BUS</sub> x 0.46) or higher and the voltage at HVD+ is  $+2.3V$  (typ) (V<sub>BUS</sub> x 0.46) or lower, the state remains unchanged and the iPhone termination resistors remain present.

If the voltage at HVD- is forced below the +2.3V (typ) threshold or if the voltage at HVD+ is forced higher than the +2.3V threshold, the internal switch disconnects HVDand HVD+ from the resistor-divider (iPhone switch open) and HVD+ and HVD- are shorted together for dedicated charging mode (S2 closed).

Once the charging voltage is removed, the short between HVD+ and HVD- is disconnected and the operation is restarted with the internal resistor-divider bias voltages appearing on HVD+ and HVD-.

#### **USB Low-Speed/Full-Speed (LS/FS) Mode with Automatic Host-Charger Port Protection**

After a USB-compliant portable device detects  $V_{\text{bus}}$ , it is allowed to check if the host device is a host charger by applying a voltage to HVD+ and checking the voltage on HVD-. At this time, it is assumed that HVD+ and HVD- are logic-low, which means that the voltage is less than 0.8V and CHEN is logic-high. The host charger port-detection circuit is then enabled ([Figure 8\)](#page-23-0).

## MAX16972/MAX16972A 3A Automotive Hi-Speed USB Protectors with Apple iPhone/iPad and USB 2.0 Charge Detection

When the portable device has connected in low-speed or full-speed mode, either D+ or D- is logic-high upon enumeration, which disables the automatic charger-detection circuit. The charger-detection circuitry is not enabled again until a USB disconnect is detected which ensures that USB communication is not interrupted by chargerdetection circuitry.

#### **USB Hi-Speed (HS) Mode**

USB Hi-Speed (HS) mode provides true pass-through operation for USB Hi-Speed (480Mbps) data signals and disables the USB host-charger port-detection circuitry. See [Table 2](#page-22-0) and [Table 3](#page-22-1) for correct values of EN (EN) and CHEN.

### <span id="page-22-0"></span>**Table 2. MAX16972GEEA/V+, MAX16972GTEA/V+, MAX16972AGEEA/V+, MAX16972AGTEA/V+ Operation**



*( ) For MAX16972; X = Don't care.*

*Note: Operation described in this table is similar to MAX16969 to enable drop-in compatibility.*

## <span id="page-22-1"></span>**Table 3. MAX16972GEEB/V+, MAX16972AGEEB/V+, MAX16972AGTEB/V+ Operation**



*( ) For MAX16972; X = Don't care.*

<span id="page-23-0"></span>

*Figure 8. Host-Charger Port-Detection Circuit*

### **Applications Information**

### <span id="page-24-0"></span>**Forward-Current Limit**

Each device allows the current limit of the power switch to be set by a resistor. As shown in the forward-current limit specification of the *[Electrical Characteristics](#page-3-0)* table, the typical current limit can vary by ±20% to ±25%. Assume variation of ±25% for forward-current limit between 500mA and 1A. For current limit above 1A, assume ±20% variation. The maximum expected current in the application determines the worst-case minimum current limit value to be set. It is recommended to have an additional 5% mar- gin to prevent triggering the current limit at the maximum expected current limit in the application. To find the correct value for  $R_{\text{ISET}}$ , modify the desired current limit value for the application  $(I_{LIM, MIN})$  with a factor 1.33 (>1A) to 1.43 (<1A), which corresponds to the previously mentioned variations including the 5% margin.

#### **Equation 1:**

 $I_{LIM, TYP}$  = factor x  $I_{LIM, MIN}$ 

The resistor value is then calculated as: follows:

#### **Equation 2:**

 $R<sub>ISET</sub> = 35,650/l<sub>LIM</sub>$ , TYP

Examples for R<sub>ISET</sub> are given in the *[Electrical](#page-3-0) [Characteristics](#page-3-0)* table and correspond to 0.5A, 1.2A, 2.1A, and 3.1A maximum current in the application.

The devices accommodate a forward current-limit range of 500mA to 3A. The short-circuit peak current limit is set 20% higher than the forward-current limit.

#### **Selecting the External n-Channel DMOS Device**

The external power DMOS device must be a 20V  $V_{GS}$ type. The charge pump generates approximately  $7V\,V_{GS}$ , which guarantees low  $R_{ON}$  for nonlogic-level devices.

#### **Power-Supply Bypass Capacitor**

Bypass HVBUS to GND with a 0.1μF ceramic capacitor as close as possible to the USB connector to provide ±15kV (HBM) ESD protection. Parasitic inductance and capacitance due to long wire lengths between the load and HVBUS form an LC tank circuit, which can cause overshoots that violate absolute maximum ratings.

Ferrite beads to reduce EMI should be placed between the 0.1μF ceramic connector capacitor and the HVBUS node.

Connect a 1Ω resistor in series with a 10μF capacitor on the HVBUS node to GND to avoid overshoots on HVBUS. Bypass BUS to GND with a minimum 100μF, low-ESR

## MAX16972/MAX16972A 3A Automotive Hi-Speed USB Protectors with Apple iPhone/iPad and USB 2.0 Charge Detection

ceramic capacitor to avoid large droops on BUS when hot plugging discharged capacitors on HVBUS. A capacitance of 100μF or more can already be present on the BUS net (i.e., from an upstream converter output). If this is the case, the MAX16972/MAX16972A do not require this 100μF bypass capacitor as long as the impedance between the existing capacitance and the BUS input pins is low enough to avoid a droop of 330mV at the USB receptacle during output current surges. For a HUB application, there is a minimum of 120μF per port in order to meet the USB specification.

Bypass IN to GND with 1μF ceramic capacitor. Place a 1kΩ resistor between the logic supply and IN node to ensure optimal ESD performance.

### **Wire Length**

The wire length between USB peripheral and HVBUS, HVD+, and HVD- should each be in the range of 0.5m to 5m for proper operation. This length range corresponds to approximately 650nH to 6.5mH inductance. A minimum wire length is required for limiting the current slew rate for the short-to-battery and short-to-ground events.

### **Layout of USB Data Line Traces**

USB Hi-Speed mode requires careful PCB layout with 90Ω controlled differential impedance matched traces of equal lengths. Insert tuning peaking inductors and capacitors on both the HVD\_ and D\_ pins to tune out parasitic capacitance. The values are layout dependent. Contact Maxim Applications for assistance.

### **±15kV ESD Protection**

Maxim devices incorporate structures to protect against electrostatic discharges that may be encountered during handling and assembly.Maxim's state-of-the-art structures protect against ESD of ±15kV on HVD+, HVD-, and HVBUS. The ESD structures withstand high ESD in all states: normal operation, shutdown, and power-down. While other solutions can latch up and require cycling power to resume operation after an ESD event, this device continues to work without latchup. The devices are characterized for protection to the following limits:

- 1) ±15kV using the Human Body Model
- 2) ±15kV using the IEC 61000-4-2 Air-Gap method
- 3) ±8kV using the IEC 61000-4-2 Contact Discharge method

### **ESD Test Conditions**

ESD performance depends on a variety of conditions. Contact Maxim for a reliability report that documents test setup, test methodology, and test results.

#### **Human Body Model**

[Figure 9](#page-25-0) shows the Human Body Model, and [Figure 10](#page-25-1) shows the current waveform it generates when discharged into a low impedance. This model consists of a 100pF capacitor charged to the ESD voltage of interest, which is then discharged into the device through a 1.5k $\Omega$ resistor.

#### **IEC 61000-4-2**

The IEC 61000-4-2 standard covers ESD testing and performance of finished equipment. The devices help users design equipment that meets Level 4 of IEC 61000-4-2.

<span id="page-25-0"></span>

*Figure 9. Human Body Test Model*

<span id="page-25-1"></span>

*Figure 10. Human Body Current Waveform*

## MAX16972/MAX16972A 3A Automotive Hi-Speed USB Protectors with Apple iPhone/iPad and USB 2.0 Charge Detection

The Human Body Model testing is performed on unpowered devices, while IEC 61000-4-2 is performed while the device is powered. The main difference between tests done using the Human Body Model and tests done using IEC 61000- 4-2 is higher peak current in IEC 61000-4- 2 tests. Because series resistance is lower in the IEC 61000-4-2 ESD test model [\(Figure 11](#page-25-2)), the ESD withstand voltage measured to this standard is generally lower than that measured using the Human Body Model. [Figure 12](#page-25-3) shows the current waveform for the ±8kV, IEC 61000- 4-2 Level 4, ESD Contact Discharge test. The Air-Gap Discharge test involves approaching the device with a charged probe. The Contact Discharge method requires connecting the probe to the device before the probe is energized.

<span id="page-25-2"></span>

*Figure 11. IEC 61000-4-2 ESD Test Model*

<span id="page-25-3"></span>

*Figure 12. IEC 61000-4-2 ESD Generator Current Waveform*

## <span id="page-26-0"></span>**Typical Operating Circuit**



## <span id="page-27-0"></span>**Ordering Information**



*Notes: All devices operate over the -40°C to +105°C temperature range and support USB CDP/HS modes.*

*To order tape and reel, add a T at the end of the part (e.g., MAX16972GEEB/V+T).*

*/V Denotes an automotive-qualified part.*

*+ Denotes a lead(Pb)-free/RoHS-compliant package.*

*\*EP = Exposed pad.*

### **Revision History**



For pricing, delivery, and ordering information, please contact Maxim Direct at 1-888-629-4642, or visit Maxim Integrated's website at www.maximintegrated.com.

*Maxim Integrated cannot assume responsibility for use of any circuitry other than circuitry entirely embodied in a Maxim Integrated product. No circuit patent licenses*  are implied. Maxim Integrated reserves the right to change the circuitry and specifications without notice at any time. The parametric values (min and max limits) *shown in the Electrical Characteristics table are guaranteed. Other parametric values quoted in this data sheet are provided for guidance.*

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