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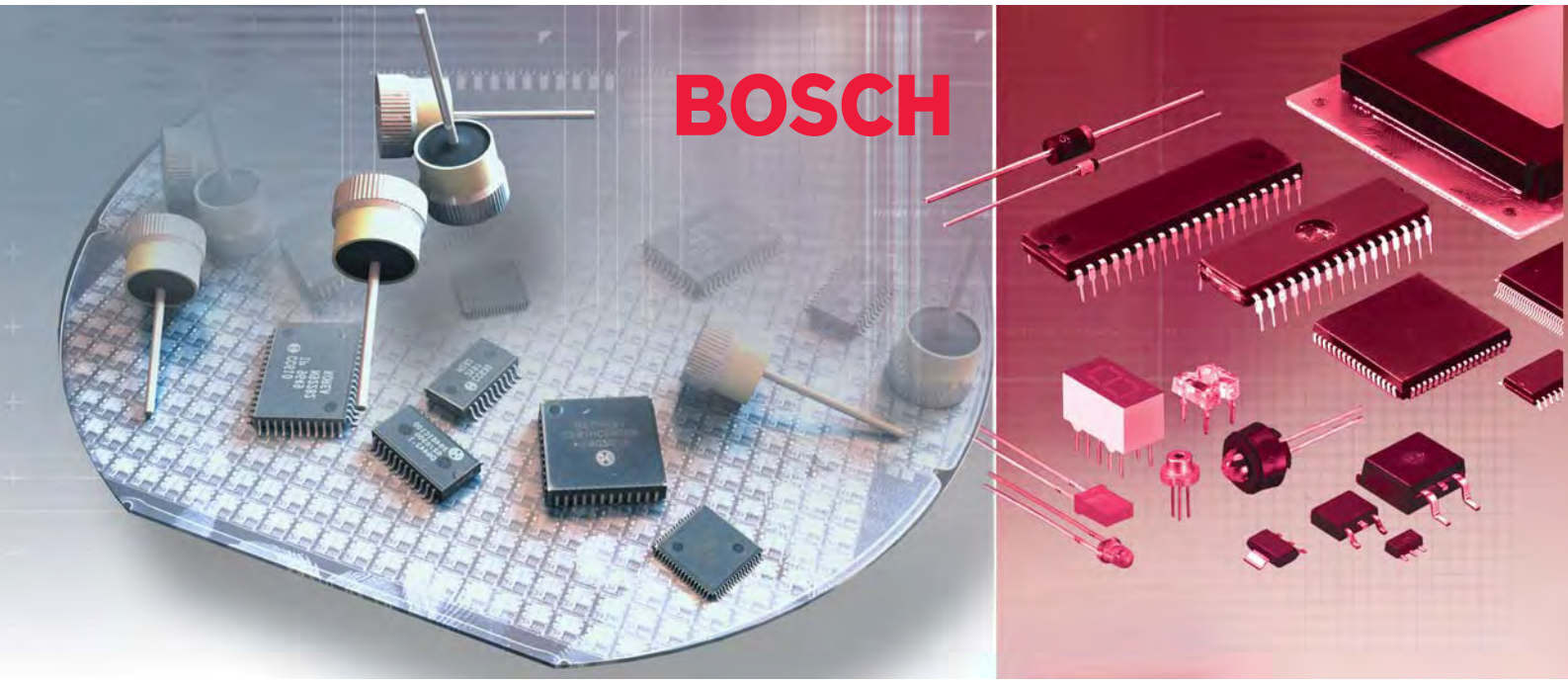
Automotive Competence you can buy!

Semiconductors and Sensors from BOSCH



committed to excellence

Semiconductors and Sensors from BOSCH

System Supply ICs
- Transmission Control, Chassis Systems (ESP, ABS), Restraint Systems (Airbag), Motor Management

Sensor I/F ICs
- Lambda Probe Sensing, Knock Detection, Inductive Wheel Speed

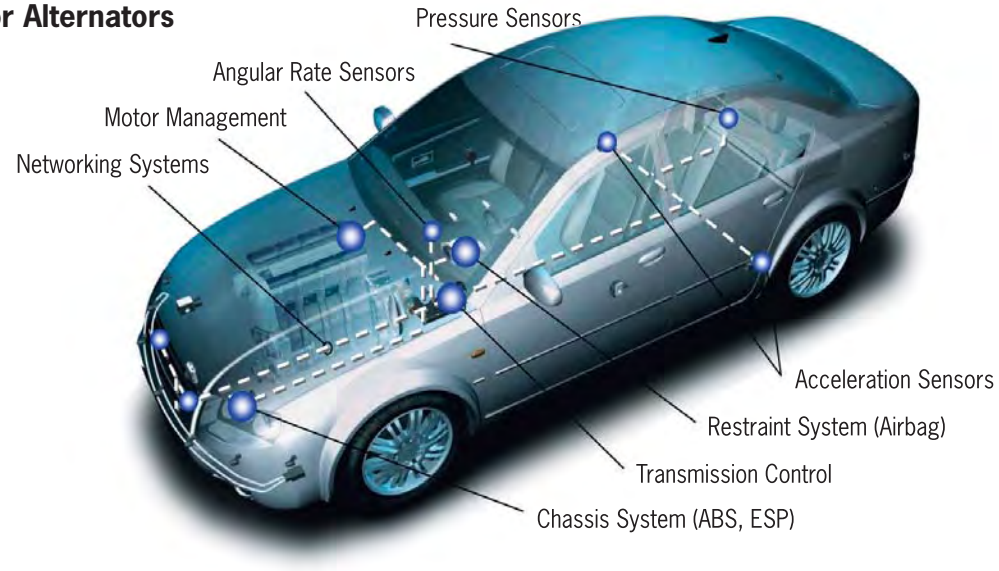
Actuator Driver ICs
- Fully Integrated Current Regulators (Transmission Control, Airbag, Chassis Systems), Power Stages

Sensors
- Pressure, Acceleration, Angular Rate

Networking Systems
- CAN, TT-CAN, Flexray, PAS

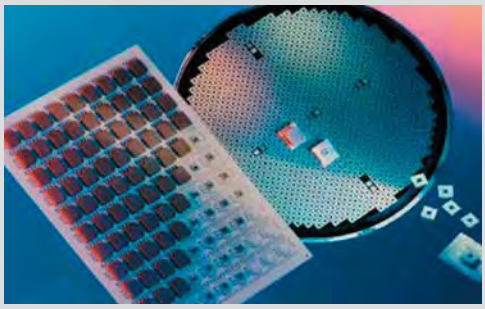
Voltage Regulators for Alternators

Automotive Applications

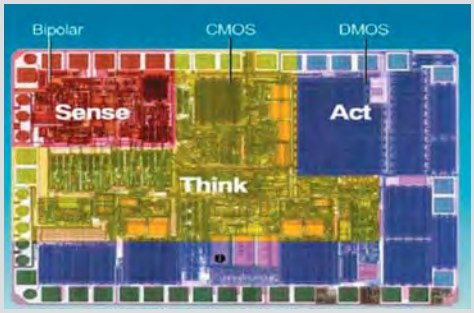


Quality for you

- **100% Focus on Automotive market**
- **Clear Fab Strategy: 100% Automotive loaded**
- **Closed loop in Design, Processing and Testing at one Location**
- **2nd line capability with Partner Silicon Foundry**
- **Implementation of Process Improvements for Automotive Requirements**
- **Outstanding Long Term Availability for Process and Devices**
- **Competitor Benchmark in Release Procedure for Automotive Semiconductor**
- **Dedicated to ZERO Failure rate, 100% qualified QS9000, ISO/TS16949**
- **System Know How on Device Level**
- **Market Leadership in all our major Segments**



Micromachining-Technology



BCD-Technology

CAN-Driver

Features	CF150C	CF151	CF160*	CF163	CF173/175*
Availability	available	available	available	available	available
ISO 11898	+	+	+	+	+
Protection	Short Circuit - 5V ... +36V (with limitation for truck applications)	Short Circuit - 5V ... +36V	Short Circuit Overtemperature	Short Circuit Overtemperature	Short Circuit
Supply Voltage	5V	5V	5V	µC: 3V, Bus: 5V	µC: 3V/5V, Bus: 5V
T ambient	110°C	125°C	125°C	125°C	125°C
Package	SOIC8	SOIC8	SOIC8	SOIC8	SOIC8
Compatibility	–	Fully with CF150C	Pins 1-4, 6, 7 with CF150C	Pins 1-4, 6, 7 with CF150C	–
Remarks	■ High / Low Speed Mode (Slew Rate-Switch)	■ High / Low Speed Mode (Slew Rate-Switch)	■ Only High Speed ■ No external Coil ■ Improved EMC Performance ■ Reset Function	■ Only High Speed ■ No external Coil ■ Improved EMC Performance ■ No Reset Function	■ Only High Speed ■ 42 V ■ Wake Up ■ Exceptional EMC Performance ■ ESD 8 kV

BOSCH

* c&s

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- University of Applied Sciences - communication & systems group

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Authentication on CAN Transceiver Conformance (d1.1)

Test Specification done by Ford and c&s, derived from
- **CAN Low Speed Fault Tolerant Test Specification – GIFT ICT group**
- **ISO 11898-2 CAN High Speed Transceiver Component**
- **SAE J 2284 High Speed CAN for Vehicle Applications**
- **Ford Requirements**

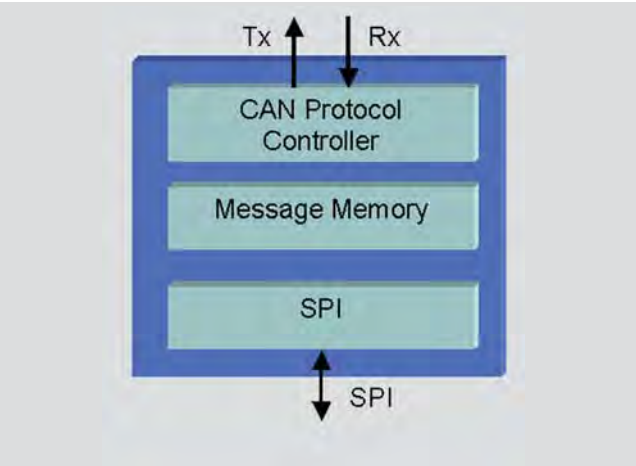
CAN-Controller

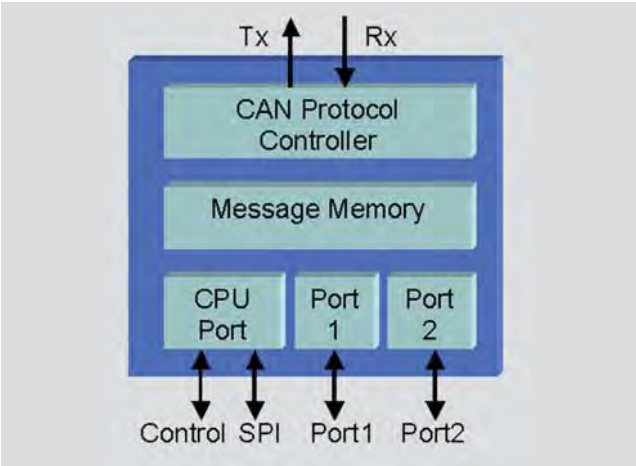
CC750 (SPI-CAN)

- CAN Protocol 2.0 Part A,B
- Programmable bit rate
- 15 Message Objects (14 Tx-Buffer;1 Rx-Double Buffer)
- Programmable ID masks
- SPI
- SOIC16-W package

CC770 CAN-Controller

- CAN Protocol 2.0 Part A,B
- Programmable bit rate
- 15 Message Objects (14 Tx-Buffer;1 Rx-Double Buffer)
- Programmable ID masks
- Programmable clock out pin
- 8, 16 bit and SPI interfaces
- 2 bi-directional 8 Bit I/O-Ports
- PLCC44, MQFP44





Sensors: Core Competences

- Sensors in Silicon Technology
  – Micromachining
  – Thin Film Technology
  – Microelectronics
- Sensor Design and Simulation
- Packaging/ Assembly and Mounting
- Test, Calibration
- High Volume Manufacturing
- Automotive Quality
- Communication of different systems and sensors over standardized bus systems

Principles

Minimal function

- Transformation and amplification of electrical signal of the sensor into signal which is suitable for the electronic control unit

Further implemented functions

- Supply drive signal to sensor element (current, oscillation, heating....)
- Compensation of manufacturing tolerances of sensor elements by end-of-line sensor specific comparison (e.g. sensitivity, offset)
- Compensation of temperature dependence
- Non-linear signal transformations
- Filtering in the frequency domain
- Integration of self test (electronics and mechanics)
- Over voltage and reverse voltage protection

Silicon Micromachining Technology

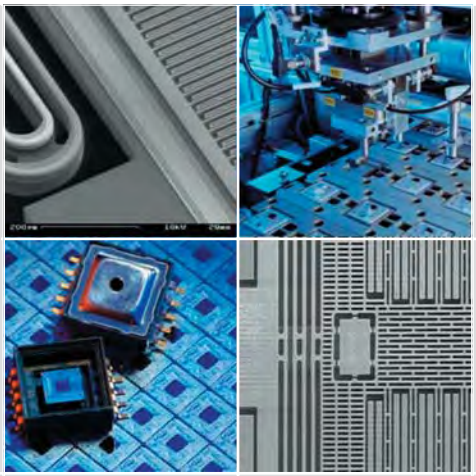
- Introduced in mid-90's as important new technology at Bosch
- Quickly became state-of-the-art

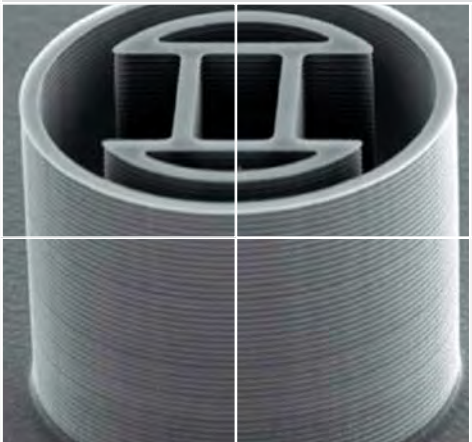
Benefits

- Silicon technology enables standard SMD packages
- Small size
- Reduced manufacturing cost vs. conventional technologies

Trends

- Further shrink and size reduction
- Close hybrid or monolithic integration with electronics





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Highg Accelaration Sensors

- Sensor element: surface micromachining technology
- Small size
- SMD-housing
- Improved self-test capability
- Automotive temp.-range
- Reliability
- Single supply
- Ranges from
- ± 35g up to ± 200g
- Single (x) and dual axis (x,y) in one package
- Analog or digital 2wire IF (PAS3; PAS4)
- Cost efficient solutions

Applications (automotive):

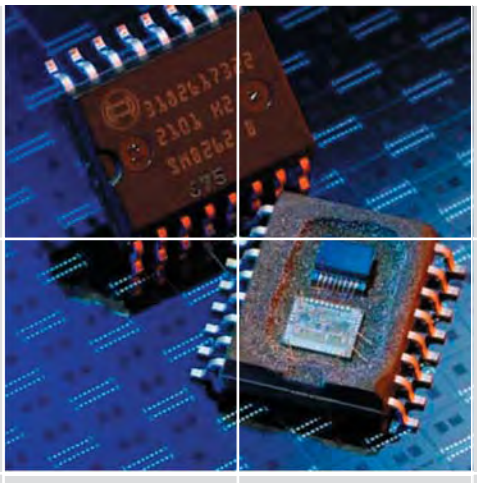
- Crash detection
- Restraint system

Angular Rate Sensors

- Sensor element: surface micromachining technology
- Sensitive axis: in-plane
- Low sensitivity
- Low parameter drift
- SMD-housing
- Full self-test capability (electronics and mechanics)
- Bandwidth adjustable by external capacitor
- Linear acceleration
- Ratiometrical analog Output
- Reliability
- Automotive temp. range
- Cost efficient solutions

Applications (automotive)

- Airbag (Rollover)
- Navigation





Pressure Sensors

Introduction

- Piezoresisitive silicon pressure sensor
- On chip compensation circuit
- Electronical end of line trimming

Pressure ranges:

- ± 2.5 kPa up to 500 kPa (relative)
- 100 kPa up to 1000 kPa (absolute)

Applications (automotive):

- Barometric pressure
- MAP, turbo pressure
- Fuel tank pressure
- IPS (injection pressure)
- Oil pressure

Mass production since 1995

(more than 50 million pcs. in field)

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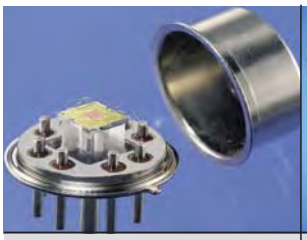


Metal Can
(SMD022/070)

20 - 105	kPa abs
10 - 115	kPa abs
20 - 115	kPa abs
20 - 250	kPa abs
20 - 300	kPa abs
50 - 350	kPa abs
15 - 380	kPa abs
50 - 400	kPa abs
50 - 600	kPa abs
50 - 1000	kPa abs
± 2,5	kPa rel
- 3,75 - 1,25	kPa rel
0 - 500	kPa rel

Applications:

MAP
Turbo Pressure
Fuel Tank Pressure
Oil Pressure

Hybrid
(SMD090/091/092)

20 - 10	kPa abs
10 - 115	kPa abs
20 - 115	kPa abs
20 - 250	kPa abs
20 - 300	kPa abs
50 - 350	kPa abs
50 - 400	kPa abs
-3,75 - 1,75	kPa rel
0 - 100	kPa rel
-2 - 108	kPa rel

MAP
Turbo Pressure

Hybrid
(SMD082)

60 - 115	kPa abs
50 - 135	kPa abs

Barometric Pressure

Premold
(SMD084/085/087)

60 - 115	kPa abs

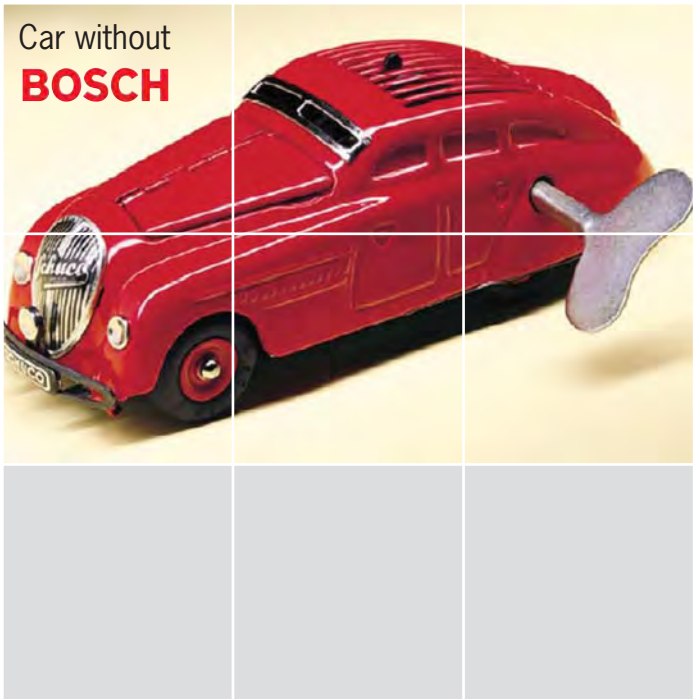
MAP
Turbo Pressure
Barometric Pressure

custom ranges on request

Product Overview

Sensors

Product	Description	Package	Application	Status
SMD085	MAP, Turbo Pressure, Barometric Pressure Pressure range: 60 - 115 kPa, Burst pressure: 600kPa	SOIC8	Pressure Sensor	In Production
SMD090	MAP, Turbo Pressure Pressure range: 10 - 115 kPa	Hybrid	Pressure Sensor	In Production
SMB05x	Acceleration Sensor single axis; ±35 g or ±50g (other g-ranges on request); analog output; tolerance: 5%	PLCC28	Airbag	In Production
SMB06x	Acceleration Sensor dual axis; ±35 g or ±50g (other g-ranges on request); analog output; tolerance: 5%	PLCC28	Airbag	In Production
SMB25x	Acceleration Sensor single axis; ±35 g, ±50g or ±140g (other g-ranges on request); analog output; tolerance: nom. 4% max. 5%	SOIC16	Airbag	In Production +/- 35g not yet in production
SMB26x	Acceleration Sensor dual axis; ±35 g or ±50g (other g-ranges on request); analog output; tolerance: nom. 4% max. 5%	SOIC16	Airbag	In Production +/- 35g not yet in production
SMB120	Acceleration Sensor single axis; ±50g; digital 2-wire current I/F with PAS3 protocol; tolerance: nom. 5% max. 9%	PLCC28	Airbag	In Production
SMB124	Acceleration Sensor single axis; ±100g; digital 2-wire current I/F with PAS3 protocol; tolerance: nom. 5% max. 9%	PLCC28	Airbag	In Production
SMB172	Acceleration Sensor single axis; ±200g; digital 2-wire current I/Fwith PAS3 protocol; tolerance: nom.10% max.15%	PLCC28	Airbag	In Production
SMB180	Acceleration Sensor single axis; ±50g or ±100g; digital 2-wire current I/F with PAS4 protocol; tolerance: 5%; unique serial part no.	SOIC16	Airbag	In Production
SMB190	Acceleration Sensor single axis; ±200g; digital 2-wire current I/Fwith PAS4 protocol; tolerance: 10%; unique serial part no.	SOIC16	Airbag	In Production
SMG040	Angular Rate sensor Sensitive axis: in plane, 250°/s; offset: 2.5V; sensitivity: 6.72mV/°/s; noise: <2%; non-linearity: ±1%; analog output	PLCC44	Airbag (Roll-over)	In Production
SMG045	Angular Rate sensor Sensitive axis: in plane, 75°/s; offset: 2.5V; sensititvity: 24mV/°/s; noise: <0.5%; non-linearity: ±1%; analog output	PLCC44	Navigation	In Production



Product Overview

Sensor I/F Driver ICs

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Product	Description	Package	Application	Status
CC195	Knock Detection IC 4 Inputs; Programmable Gain; Programmable BP Filter; Programmable Input Clock	PLCC 28	Motor-Management	In Production
CC196	Knock Detection IC 4 Inputs; Data RAM; Coefficient RAM; Freely Prammable FIR; SPI-Interface; Coefficient Change on the fly	SOIC16W/ SOIC20	Motor-Management	In Production
CY100	8ch 5V ADC, 3V SPI 5V, 10 bit ADC; 3V SPI; Conversion Time 120µs; Interfaces: SPI, ISO; 8ch Multiplex	LQFP 32	Motor-Management	SOP 2005
CY30	Inductive Wheel Speed Measurement Sensor I/F for Inductive Rotation Speed Sensors, Open Drain Output	SOIC 8	Motor-Management	SOP 2005
CJ120	Lambda Probe Sensing IC For LSU4.x; Ri Measurement; SPI-Interface; Diagnostics	SOIC 24	Motor-Management	In Production
CJ125	Lambda Probe Sensing IC For LSU4.x; Ri Measurement; SPI-Interface; advanced Diagnostics	PLCC28/QFP32/SOIC24	Motor-Management	In Production
CJ110	Lambda Probe Sensing IC For LSU4.x	SOIC 16	Motor-Management	In Production
CA500	System Supply IC µC-Supply 5V,150mA; Reset; Analog-Supply 5V, 50mA; CAN-Transceiver; 3 * Lowside Switches 50mA	POSO20	Chassis Systems	In Production
CG642	Seat Occupancy IC 25 sense inputs for precise resistor measurement (23 with low current driver capability, 2 with high current driver capability); Multiplexer; SPI-Interface	PLCC44	Body Electronic	In Production
CS800	Wheel speed Interface IC Sensor supply for wheel speed sensors with magnetized pulse wheel (DF11); 4 current and voltage regulated high side power switches; VDA sensor interface	SOIC24	Chassis Systems	on request
CS830	Wheel speed Interface IC Sensor supply for wheel speed sensors with magnetized pulse wheel (DF11); 4 current and voltage regulated high side power switches; VDA sensor interface		Chassis Systems	In Development
CA700	Delta Sigma A/D Converter Delta Sigma A/D Converter for AMR sensors; high resolution; Digital signal processing and filtering, 2-wire digital power line communication		Chassis Sytems	
CG974	3*PAS4 IF for side airbag sensors Cascadable sensor supply; PAS3- and PAS4 protocol compatible data receiver; all functions controlled via SPI; analog output for sensor supply monitoring; for 5V and 3.3V systems	SOIC24	Airbag	In Production
CG975	Airbag Safety Controller 3 Watchdogs, Safety Path Feature, 12 Dedicated I/Os, Key Lock Control, 3 Channel Satellite Interface; SPI, Monitor-SPI	QFP44	Airbag	
CG570	2*PAS3 IF for side airbag sensor Sensor supply; PAS3-protocol compatible data receiver; all functions controlled via SPI; for 5V systems	SOIC16	Airbag	In Production

System ICs

Product	Description	Package	Application	Status
CY320	System Basis Chip for µC IFX TC17xx System supply: 5V + 3.3V + 2.5V + 1.5V; Sensor Supply: 2 x 5V + 3 x 3.3V; multiple wakable CAN-Transceiver; ISO-I/F; SPI-I/F; Sleep-Wake Control; STOP Counter; buck converter; advanced 3 level watchdog	Power SO 36	Motor-Management	SOP 2005
CY317	System Basis Chip		Motor-Management	In Production
CY315	System Basis Chip for µC MOTOROLA Oak System supply: 5V + 2.6V; sensor supply: 3 x 5V ; Standby supply: 3.3V; CAN-Transceiver; 2 x ISO-I/F; SP-I/F; RPM-I/F/ 4 x LSPS; 1 x HSPS; Wake Up Terminal 15; buck converter; reverse polarity protection	HiQUAD 64	Motor-Management	In Production
CY310	System Basis Chip for µC MOTOROLA Oak µC supply: 5V + 3.3V; Sensor supply: 3 x 5V; Standby supply: 3.3V; CAN-Transceiver; 2 x ISO-I/F; SPI-I/F; RPM-I/F; 4 x LSPS; 1 x HSPS	HiQUAD 64	Motor-Management	In Production
CG980	System Basis Chip for for µC TI TMS470 µC supply: 5V + 3.3V + 1.8V; energy reserve for loss of battery		Airbag	
CS241	Power Supply for TI µC based Systems (ABS, EHB, ASR8) System supply: 5V + 3.3V +1.8V; Sensor supply: 5V; Voltage reference; Loaddump monitor; Watchdog; ISO diagnostic interface; CAN-Transceiver; I/F for active wheelspeed sensors+F28/ 9 low side switches/ 2 drivers for external high side switches	HIQUAD64	Chassis Systems	on request

System ICs - continued

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Product	Description	Package	Application	Status
CA500	Steering Wheel Signal and µC Supply µC-Supply: 5V, 150mA; Analog supply: 5V,50mA; CAN-Transceiver; 3 x LSPS 50mA; µC Reset	POSO20	Chassis Systems	In Production
CG680	Power Supply System supply for 5V system		Airbag	
CG681	Power Supply Supply for 2 Peripheral Acceleration Sensors (PAS3 Standard) and 2 ISO Interfaces	PLCC44	Airbag	
CJ910	SBC Supply: 5V±2%, 600mA; Standby supply: 5V±10%, 475mA in standby mode; 5V±2%, 100mA the operating mode; Sensor supply: 5V±2%, 130mA; HSPS: 100mA; LSPS: 100mA; overvoltage shutdown; free wheeling clamping voltage 40V	SOIC36	Motor-Management	In Production
CJ911	SBCPOSO36	Motor-Management		In Production
CY141	Buck-Boost-converter/ semiconductor relay control Gate control for 5 external main relay MOSFET transistors; 1 main relay path with internal bypass in stand by mode for continuous supplied systems or components; short circuit monitoring; diagnosis for main relay paths; step up/step down switching regulator; short circuit current limiter; charge pump; SPI Interface; after run function; programmable via SPI	POSO36	Motor-Management	In Production

Actuator Driver ICs

Product	Description	Package	Application	Status
CK110	Ignition Driver 6ch Ignition Transistor Driver for IGBT and BIP; Diagnostics function	SOIC20L	Motor-Management	In Production
CK200	Ignition Driver 6ch Ignition Transistor Driver for IGBT and BIP; SPI-Interface; Reset; Bidirectional Igniter Diagnosis	SOIC20L	Motor-Management	on request
CJ450	4 x Low Side Power Switch 4 x 0.6A; 46V; Serial Interface; Diagnosis	PLCC28	Motor-Management	In Production
CJ406	4 x Low Side Power Switch 4 x 2.2A, 70V; Serial Interface; Diagnosis	Multi Watt 15	Motor-Management	In Production
CJ420	4 x Low Side Power Switch 6 x 2.2A, 70V; 2 x 2.2A, 45V; 2 x 2.7A, 45V; 4 x 0.6A, 40V; Serial Interface; Diagnosis	Power SO 20	Motor-Management	In Production
CJ920	14 x Low Side Power Switch 6 x 2.2A, 70V; 6 x 2.2A, 45V; 2 x 2.7A, 45V; 4 x 0.6A, 40V; Serial Interface, Diagnosis	HiQUAD 64	Motor-Management	In Production
CJ945	18 x Low Side Power Switch 6 x 2.2A, 70V; 6 x 2.2A, 45V; 2 x 3A, 45V; 4 x 1.1A, 40V; SPI-Interface; Parallel Port; Diagnosis; High speed µ-sec. channel I/F	HiQUAD 64	Motor-Management	In Production
CJ220	H-Bridge RDSON 150mOhm; Imax= 6.3A; Diagnosis	Power SO 20	Motor-Management	In Production
CG202	Current Regulator Lowside for ext. Shunt Current Range with ext. 1W shunt: 0-1200mA; accuracy of arithmetic mean current with 1W Shunt: ±7mA at Tj = 25°C; opt. external Sync.; Diagnosis output; current setting by PWM; suitable also for highside application	SOIC16	Transmission-Control	In Production
CG205	Integrated Current Regulator Lowside Current range (integrated shunt): 0-1200mA; Regulation of arithmetic mean current; current setting by PWM; switching frequency set by ext. cap.; diagnosis output; opt. ext. Sync for output switching frequency; digital out for external power switch	SOIC16	Transmission-Control	on request
CG207	High Precision integrated Current Regulator Lowside Dual Channel Current Regulator; current range up to 1A , accuracy < 2,5%); fully integrated current controllers; digital control loop; LSPS; shunts and free wheeling diodes integrated; SPI controlled loop characteristics; full fault detection and protection	bare die	Transmission-Control	on request
CG208	High precision low cost Current Regulator Lowside Dual Channel Current Regulator; current range up to 1.2A; accuracy < 2%; fully integrated current controllers; LSPS; shunts and free wheeling diodes integrated; SPI controlled load current; SPI controlled dither ampl. and freq.; SPI controlled loop characteristics; fault detection and protection	POSO36 or TQFP44_ePad	Transmission-Control	Under Specification

Product Overview

Actuator Driver ICs – continued

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Product	Description	Package	Application	Status
CS363	Current Regulator Lowside Synchronized switchmode current controller for valves in electro hydraulic application; 4 Fold Valve Current Controller; current range: 50mA - 1.87A; PWM input control (synchronized)	HIQUAD64	Brake Systems	on request
CY220	Power stage control Power stage control of 2 x 4 (1 x 8) power stages for High pressure-Diesel-Injectors	MQFP64	Motor-Management	In Production
CG685	4 x Firing Loop IC for Airbag SystemsHigh Energy firing current 4 x 1.75A, 3ms; detection of: short to Ubat, short to ground, short in between firing loops; leakage to Ubat, leakage to ground, leakage to firing loops; squib resistance messurement; test current for resistance messurement; basic safety concept; SPI interface; 8 Channel; Tristate	SOIC24	Airbag	In Production
CG687	2 x Firing Loop IC for Airbag Systems Firing current 2 x 1.75A, 3ms; detection of: short to Ubat,short to ground, short in between firing loops, leakage to Ubat, leakage to ground, leakage to firing loops; squib resistance messurement; test current for resistance messurement; basic safety concept included; SPI interface; 6 Channel; Tristate	SOIC24	Airbag	In Production
CG984	4 x Firing Loop IC for Airbag SystemsHigh Energy Firing current 4 x 3.4A max, 3ms >25V; 4 x 2.8A max, 3ms <25V; detection of: short to Ubat, short to ground, short in between firing loops, leakage to Ubat, leakage to ground, leakage to firing loops; squib resistance messurement; test current for resistance messurement; sophisticated safety concept; SPI Interface; Firing current counter; full crosscoupling capability; 15 Channel; Tristate; Energy reserve voltage: 35V	QFP44	Airbag	In Production
CG988	8 x Firing Loop IC for Airbag SystemsHigh Energy Firing current 8 x 3.4A max, 3ms >25V; 8 x 2.8A max, 3ms <25V; detection of short to Ubat, short to ground, short in between firing loops, leakage to Ubat, leakage to ground, leakage to firing loops; squib resistance messurement; test current for resistance messurement; sophisticated safety concept; SPI-Interface; Firing current counter; full crosscoupling capability; 26 Channel; Tristate; Energy reserve voltage: 35V	QFP44	Airbag	In Production
CG983	4 x Firing Loop IC for Airbag Systems - High Energy Firing current 4 x 2A max, 1ms or 1.2Amax, 3ms, >25V; 4 x 1.75Amax, 3ms <25V; detection of: short to Ubat, short to ground, short in between firing loops; leakage to Ubat, leakage to ground, leakage to firing loops; squib resistance messurement; test current for resistance messurement; sophisticated safety concept; SPI Interface; Firing current counter; full crosscoupling capability; 15 Channel; Tristate; Energy reserve voltage: 35V	QFP44 / QFP32	Airbag	In Production
CG987	8 x Firing Loop IC for Airbag Systems - High Energy Firing current 8 x 2A max,1ms or 1.2A max, 3ms >25V; 8 x 1.75A max, 3ms <25V; detection of: short to Ubat, short to ground, short in between firing loops; leakage to Ubat, leakage to ground, leakage to firing loops; squib resistance messurement; test current for resistance messurement; sophisticated safety concept; SPI Interface; Firing current counter; full crosscoupling capability; 26 Channel; Tristate; Energy reserve voltage: 35V	QFP44	Airbag	In Production
CG989	8 x FLIC for Airbag Systems - Low Energy Firing current 8 x 1.2A max, 2ms; 8 x 1.75A max, 0.5ms; detection of short to Ubat, short to ground, short in between firing loops, leakage to Ubat, leakage ground, leakage to firing loops; squib resistance messurement; test current for resistance messurement; sophisticated safety concept; SPI interface; Firing current counter; full crosscoupling capability; 26 Channel; Tristate; Energy reserve voltage: 35V	QFP44	Airbag	SOP E2005
CG985	4 x Firing Loop IC for Airbag Systems - Low Energy Firing current 4 x 1.2A max, 2ms; 4 x 1.75A max, 0.5ms; detection of: short to Ubat, short to ground, short in between firing loops / leakage to Ubat, leakage to ground, leakage to firing loops; squib resistance messurement; test current for resistance messurement; sophisticated safety concept; SPI Interface; Firing current counter; full crosscoupling capability; 15 Channel; Tristate; Energy reserve voltage: 35V	QFP44	Airbag	SOP E2005
CM156	Dashboard Driver IC Power-On reset; On-Chip oscillator; SPI-interface (4 MHz); 6 fold stepping motor driver; 5 low side driver for illumination; 11 low side driver (max. 50mA) for telltales brightness regulated; 8 low side driver (max. 50mA) for telltales open load and over current detection,max. current 50mA for each driver	QFP64	Body Electronic	In Production
BIP172	CE voltage clamp: 360V Max. base current: 100mA; Vsat: <2V	TO220/ D2PAK	Ignition stage	In Production
BIP350	CE voltage clamp: 375V Max. base current: 100mA; Vsat: <2V	TO220/ D2PAK	Ignition stage	In Production
BIP355	CE voltage clamp: 375V Max. base current: 500mA; Vsat: <2V	TO220	Ignition stage	In Production
BIP372	CE voltage clamp: 375V Max. base current: 200mA; Vsat: <2V; Over temp. det.: 195°C	D2PAK	Ignition stage	In Production
BIP380	CE voltage clamp: 375V Max. base current: 200mA; Vsat: <2V; Over temp. det.: 195°C	TO218/3	Ignition stage	In Production
BIP390	CE voltage clamp: 375V Max. base current: 150mA; Vsat: <2V; Collector current flag: 2A	TO218/5	Ignition stage	In Production
BIP142	Vsat: <2V			Ignition stage
BIP306	CE voltage clamp: 375V Max. base current: 200mA; Vsat: <2V; Over temp. det.: 195°C; collector current flag: 2A; Voltage flag: 105V	PSO10	Ignition stage	In Production

CAN from Bosch

BOSCH

Product	Description	Package	Application	Status
CF150	CAN Transceiver 5V-µC Interface; High-Speed CAN-Transceiver acc. to ISO 11898; Slew rate Control	SOIC 8	CAN Transceiver	In Production
CF151	CAN Transceiver 5V-µC Interface; High-Speed CAN-Transceiver acc. to ISO 11898; Slew rate Control; Optimised for 24V bordnet Application	SOIC 8	CAN Transceiver	In Production
CF160	CAN Transceiver 5V-µC Interface; High Speed CAN-Transceiver acc. to ISO 11898; Reset function; improved EMC	SOIC 8	CAN Transceiver	In Production
CF163	CAN Transceiver 3V-µC Interface; High Speed CAN-Transceiver acc. to ISO 11898; improved EMC	SOIC 8	CAN Transceiver	In Production
CF173	CAN Transceiver 3V-µC Interface; High Speed CAN-Transceiver acc. to ISO 11898; Sleep-Wake Up; ESD 4kV	SOIC 8	CAN Transceiver	In Production
CF175	CAN Transceiver 5V-µC Interface; High Speed CAN-Transceiver acc. to ISO 11898; Sleep-Wake Up; ESD 4kV	SOIC 8	CAN Transceiver	In Production
CC750	CAN Controller 15 Message Objects	SOIC16C	CAN Controller	In Production
CC770	CAN Controller 15 Message Objects; 2 x 8bit Bidirectional I/O Ports; programmable Clock Input	PLCC44	CAN Controller	In Production

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- certified company management
- permanent process control

Profile

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- maximum performance
- personal commitment

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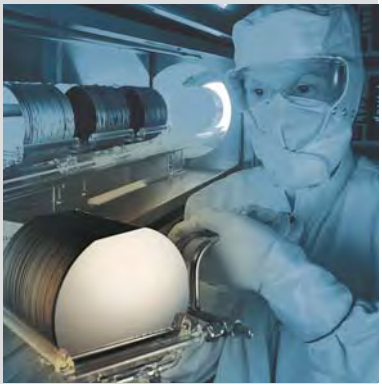

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