

Precision, single supply, Rail-to-Rail Output Dual Operational Amplifier

■ FEATURES

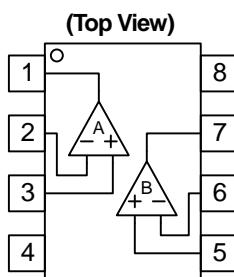
- Enhanced RF noise immunity
- Operating Temperature $T_a = -40^\circ\text{C}$ to $+125^\circ\text{C}$
- Operation Voltage $+4\text{V}$ to $+35\text{V}$
- Input Voltage Protection $V_{IN} = V^+ + 20\text{V}$ @ $V^+ = 16\text{V}$
- Input Offset Voltage Drift $2\mu\text{V}/^\circ\text{C}$ (typ.)
- Rail-to-Rail Output
- Input Offset Voltage $200\mu\text{V}$ typ ($T_a = 25^\circ\text{C}$)
 1mV max ($T_a = -40^\circ\text{C}$ to $+125^\circ\text{C}$)
- Slew Rate $0.15\text{V}/\mu\text{s}$ typ.
- GBW 300kHz
- Supply Current 3mA max ($T_a = -40^\circ\text{C}$ to $+125^\circ\text{C}$)
- Package DMP8

■ PACKAGE OUTLINE



NJM8207M-Z

■ Pin CONFIGURATION



PIN FUNCTION

1: A OUTPUT
2: A -INPUT
3: A +INPUT
4: V
5: B +INPUT
6: B -INPUT
7: B OUTPUT
8: V ⁺

Automotive NJM8207

■ABSOLUTE MAXIMUM RATINGS (Ta=25°C, unless otherwise noted.)

PARAMETER	SYMBOL	RATING	UNIT
Supply Voltage	V ⁺ (V ^{+/V})	+36 (± 18)	V
Input Voltage Range	VICM	-0.3 to +36 (Note1)	V
Differential Input Voltage Range	VID	± 36	V
Power Dissipation	PD	530 (Note2)	mW
Operating Temperature Range	T _{opr}	-40 to +125	°C
Storage Temperature Range	T _{stg}	-50 to +150	°C

(Note1) The input voltage range should be allowed to input without damage or destruction independent of the magnitude of V⁺.

The normal operation will establish when the both inputs are within the Common Mode Input Voltage Range of electrical characteristics.

(Note2) On the PCB "EIA/JEDEC (76.2x114.3x1.6mm, 2 layers, FR-4)"

Do not exceed "Power dissipation: PD" in which power dissipation in IC is shown by the absolute maximum rating.

Refer to following Figure 1 for a permissible loss when ambient temperature (Ta) is Ta≥25°C.

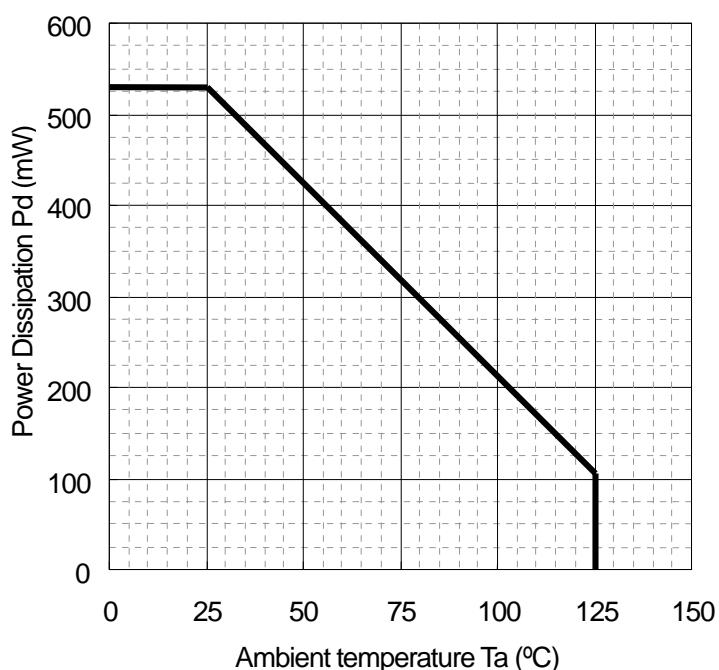


Figure1: P_D – Temperature

■RECOMMENDED OPERATING CONDITIONS (Ta = -40°C to +125°C)

PARAMETER	SYMBOL	TEST CONDITION	MIN.	TYP.	MAX.	UNIT
Supply Voltage	V ⁺		4	-	35	V

■ELECTRICAL CHARACTERISTICS

DC CHARACTERISTICS ($V^+=5V$, $T_a=25^\circ C$, unless otherwise noted.)

PARAMETER	SYMBOL	TEST CONDITION	MIN.	TYP.	MAX.	UNIT
Input Offset Voltage	V_{IO}	$R_S=50\Omega$, $R_F=50k\Omega$	-	200	450	μV
		$R_S=10k\Omega$, $R_F=50k\Omega$, $T_a = -40^\circ C$ to $+125^\circ C$	-	-	1000	
Input Offset Voltage Drift	$V_{IO}/\Delta T$	$T_a = -40^\circ C$ to $+125^\circ C$	-	2	-	$\mu V/\text{^\circ C}$
Input Bias Current	I_B	$T_a = -40^\circ C$ to $+125^\circ C$	-	120	500	nA
		$T_a = -40^\circ C$ to $+125^\circ C$	-	-	500	
Input Offset Current	I_{IO}	$T_a = -40^\circ C$ to $+125^\circ C$	-	5	20	nA
		$T_a = -40^\circ C$ to $+125^\circ C$	-	-	20	
Supply Current	I_{CC}	No Signal	-	1.4	2	mA
		No Signal, $T_a = -40^\circ C$ to $+125^\circ C$	-	-	3	
Output Voltage1	V_{OH1}	R_L 2k Ω to 2.5V	4.85	4.95	-	V
		R_L 2k Ω to 2.5V, $T_a = -40^\circ C$ to $+125^\circ C$	4.8	-	-	
	V_{OL1}	R_L 2k Ω to 2.5V	-	0.05	0.15	V
		R_L 2k Ω to 2.5V, $T_a = -40^\circ C$ to $+125^\circ C$	-	-	0.2	
Output Voltage2	V_{OH2}	R_L 2k Ω to GND	4.85	4.95	-	V
		R_L 2k Ω to GND, $T_a = -40^\circ C$ to $+125^\circ C$	4.8	-	-	
	V_{OL2}	R_L 2k Ω to GND	-	0.05	0.15	V
		R_L 2k Ω to GND, $T_a = -40^\circ C$ to $+125^\circ C$	-	-	0.2	
Output Current	I_{OUT}	V_{OH} 4.75V, V_{OL} 0.25V	2	10	-	mA
		V_{OH} 4.75V, V_{OL} 0.25V, $T_a = -40^\circ C$ to $+125^\circ C$	2	-	-	
Common Mode Input Voltage Range	V_{ICM}	CMR 80dB	0	-	3.5	V
		CMR 70dB, $T_a = -40^\circ C$ to $+125^\circ C$	0	-	3.5	
Common Mode Rejection Ratio1	CMR	$V_{CM}=-0.2$ V to 3.5V	80	110	-	dB
		$V_{CM}=-0.2$ V to 3.5V, $T_a = -40^\circ C$ to $+125^\circ C$	70	-	-	
Supply Voltage Rejection Ratio	SVR	$V^+/V = \pm 2$ V to ± 10 V	80	110	-	dB
		$V^+/V = \pm 2$ V to ± 10 V, $T_a = -40^\circ C$ to $+125^\circ C$	70	-	-	
Voltage Gain	A_V	$R_L=10k\Omega$ to 2.5V, $V_o=2.5V\pm 2V$	70	90	-	dB
		$R_L=10k\Omega$ to 2.5V, $V_o=2.5V\pm 2V$, $T_a = -40^\circ C$ to $+125^\circ C$	60	-	-	

AC CHARACTERISTICS ($V^+=5V$, $T_a=25^\circ C$, unless otherwise noted.)

PARAMETER	SYMBOL	TEST CONDITION	MIN.	TYP.	MAX.	UNIT
Unity Gain Frequency	f _T	$Gv=40dB$, $RL=10k\Omega$, $CL=15pF$	-	300	-	kHz
Phase Margin	φ_m	$Gv=40dB$, $RL=10k\Omega$, $CL=15pF$	-	50	-	deg
Gain Margin	G _m	$Gv=40dB$, $RL=10k\Omega$, $CL=15pF$	-	12	-	dB
Channel Separation	CS	f=1kHz, $Gv=40dB$, $RL=10k\Omega$ to 2.5V	-	120	-	dB

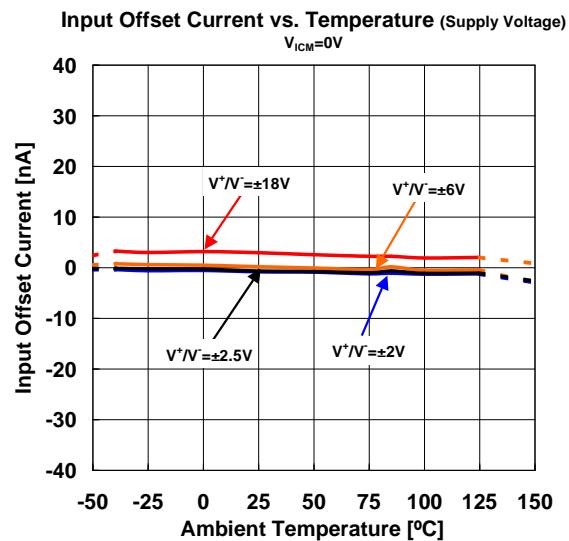
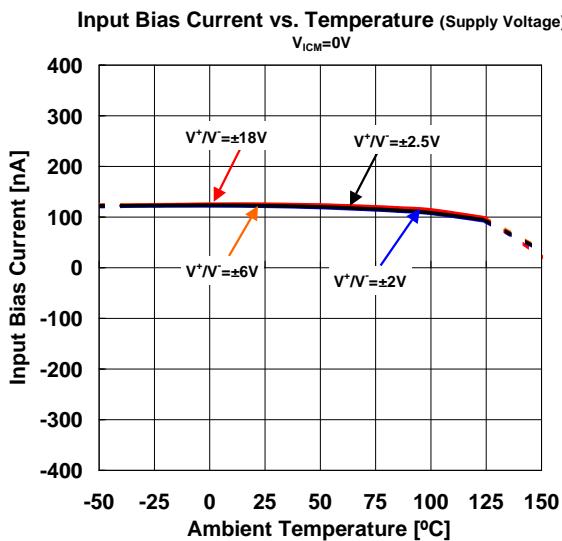
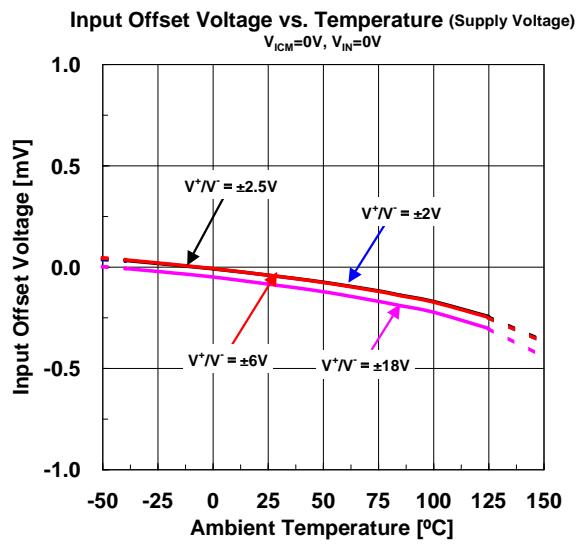
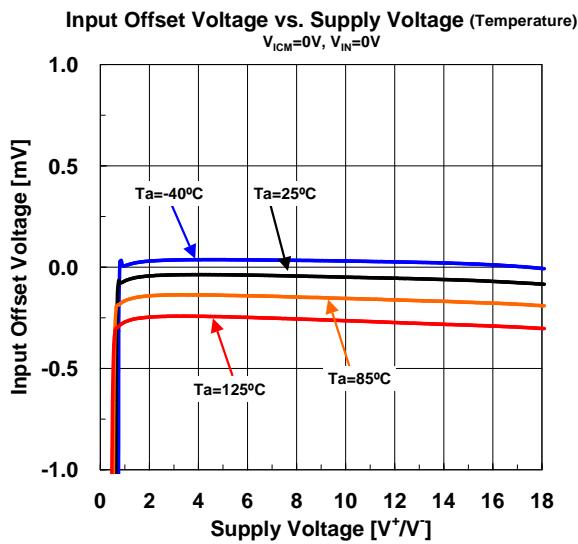
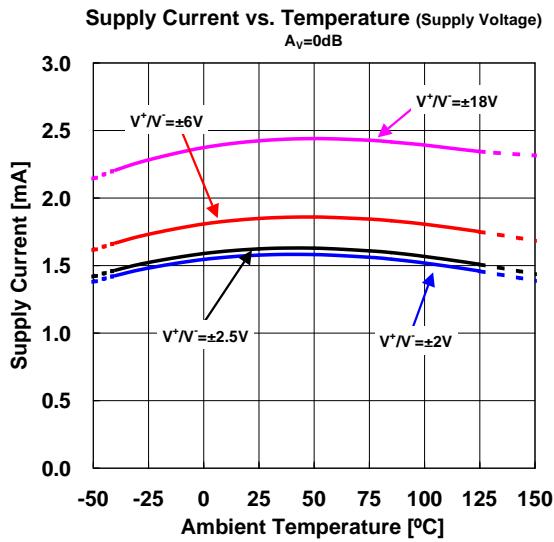
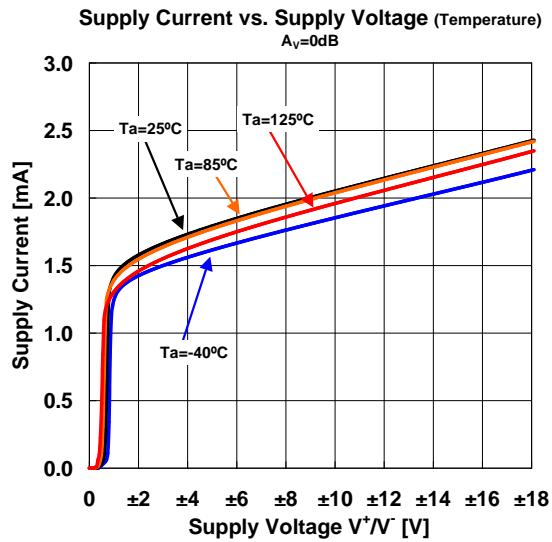
TRANSIENT CHARACTERISTICS ($V^+=5V$, $T_a=25^\circ C$, unless otherwise noted.)

PARAMETER	SYMBOL	TEST CONDITION	MIN.	TYP.	MAX.	UNIT
Slew Rate	SR	(Note3), $AV=1$, $VIN=2Vpp$, $RL=10k\Omega$ to 2.5V, $CL=10pF$	-	0.15	-	$V/\mu s$

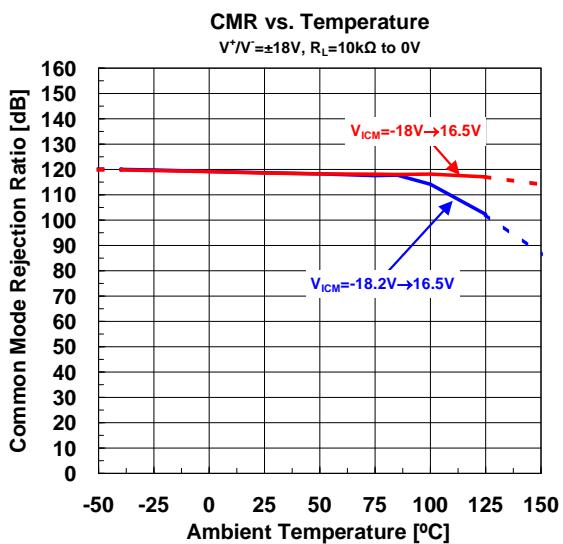
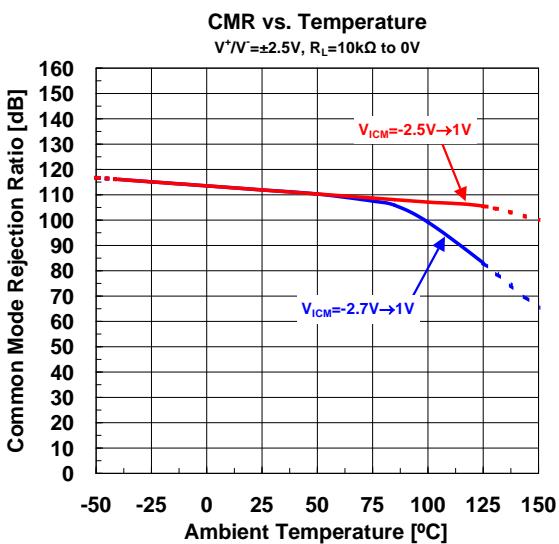
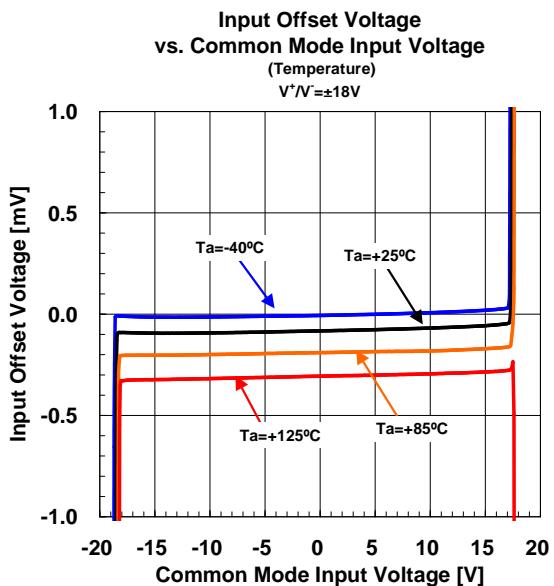
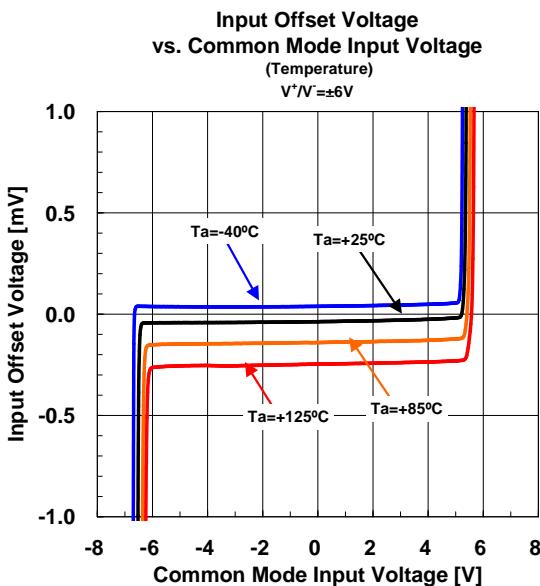
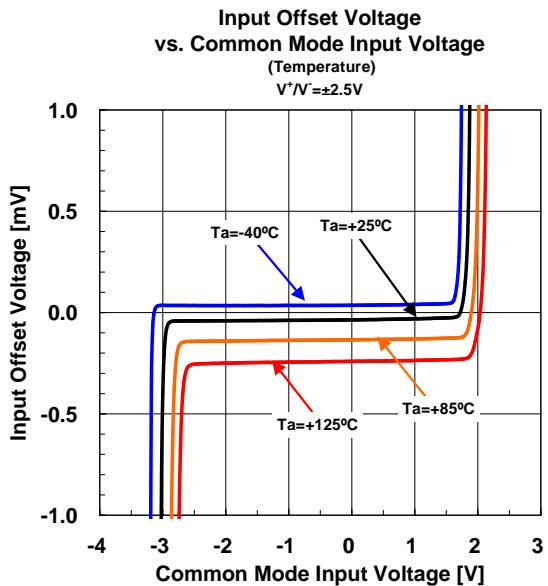
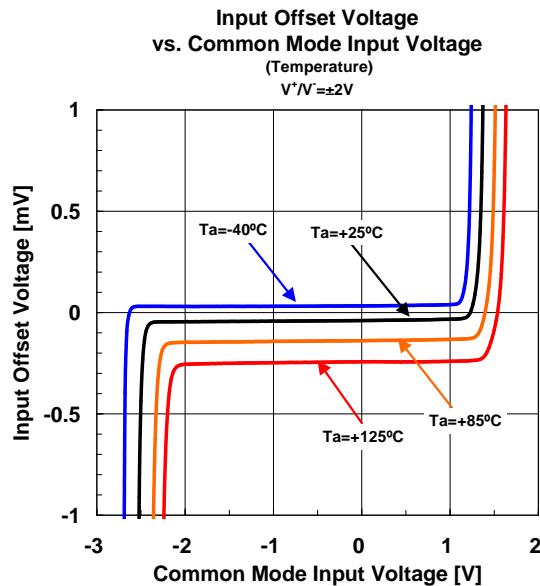
(Note3) Specified number is the slower of positive and negative slew rates.

Automotive NJM8207

■ TYPICAL CHARACTERISTICS

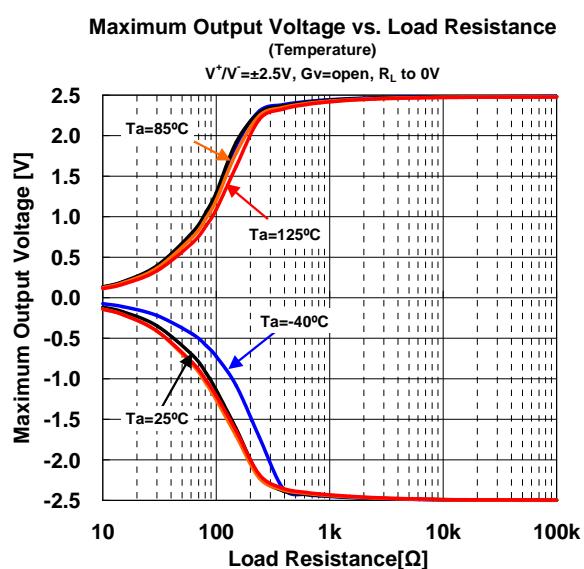
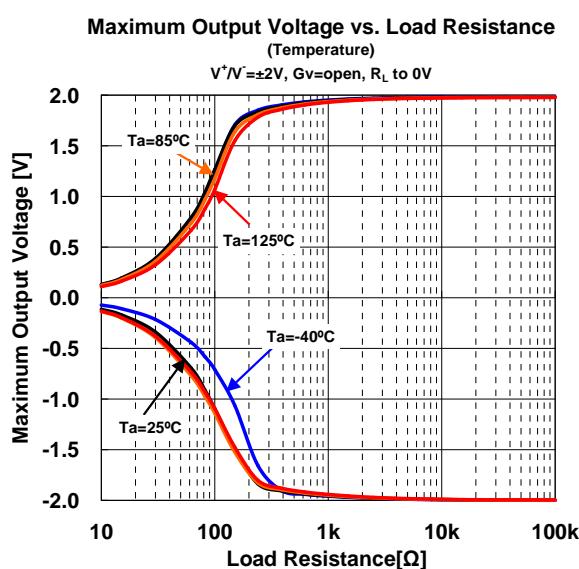
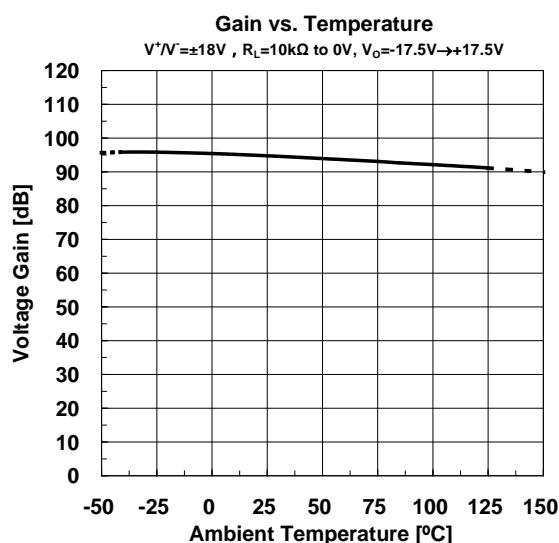
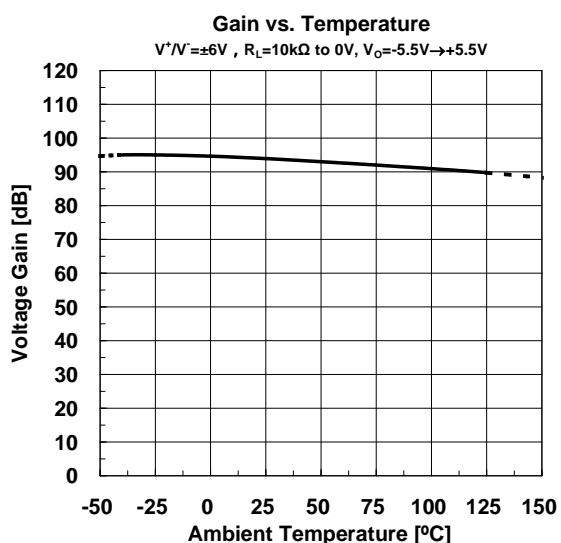
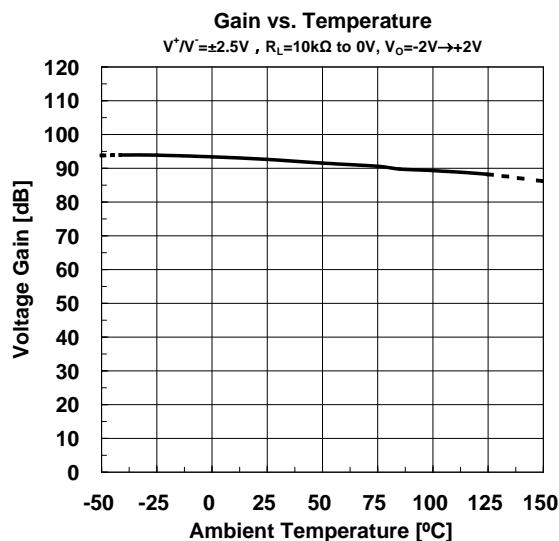
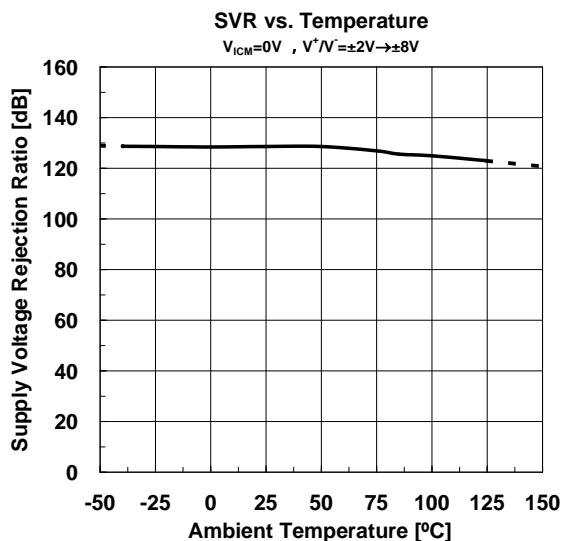


■ TYPICAL CHARACTERISTICS

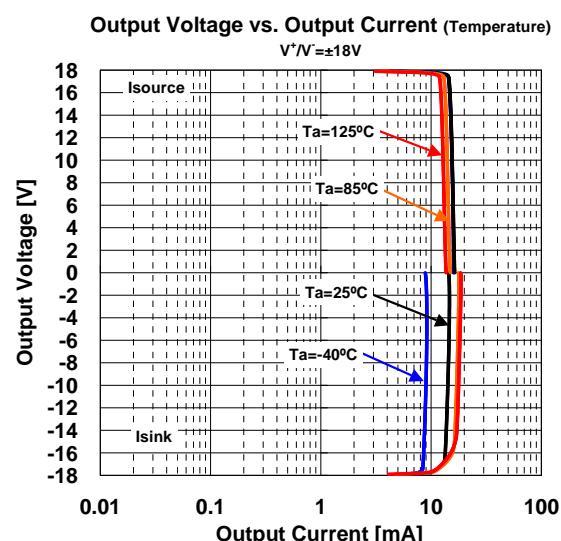
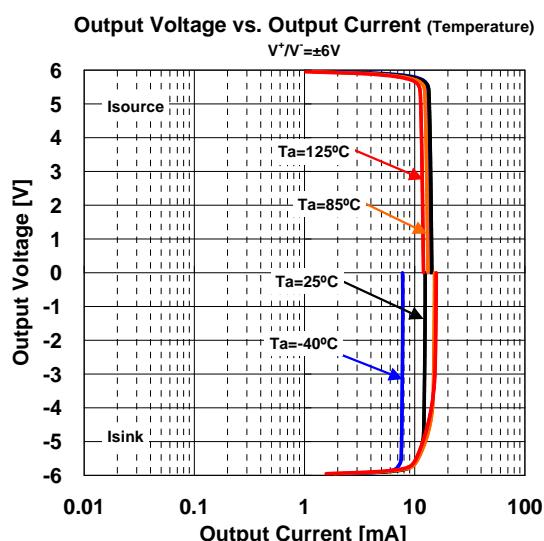
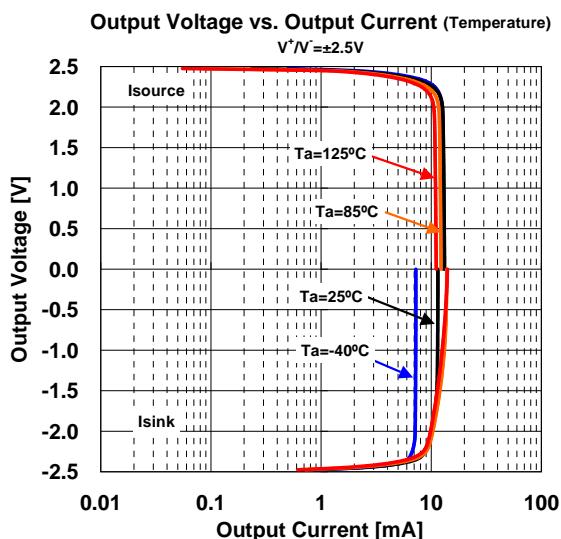
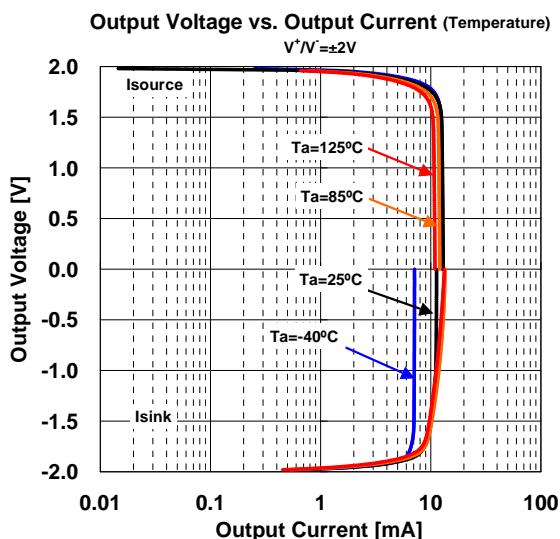
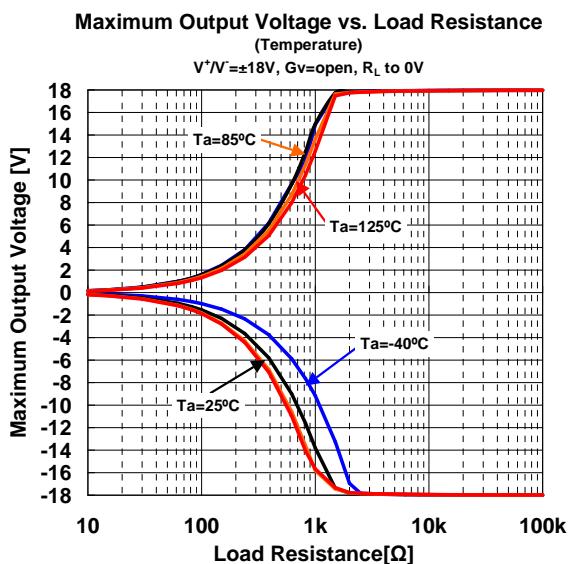
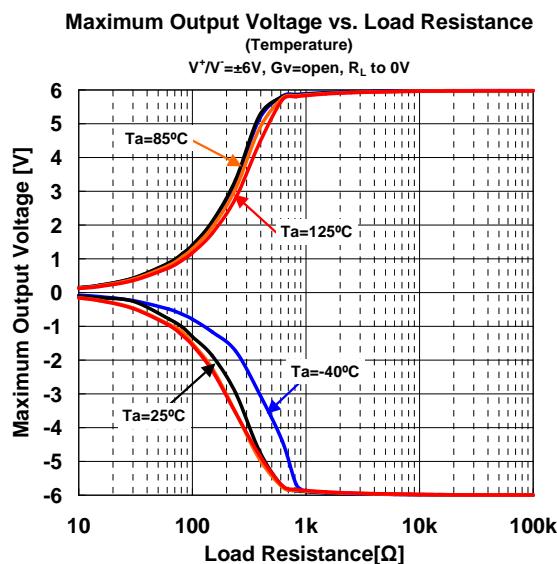


Automotive NJM8207

■TYPICAL CHARACTERISTICS

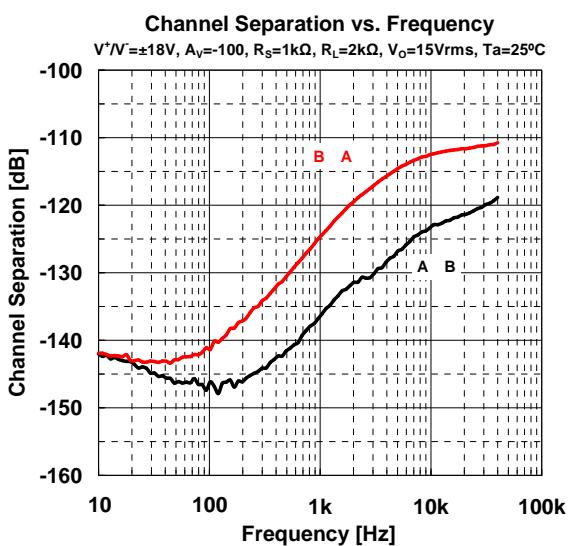
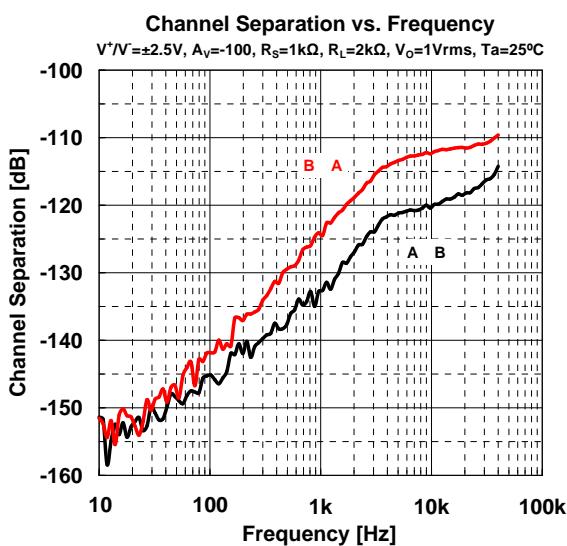
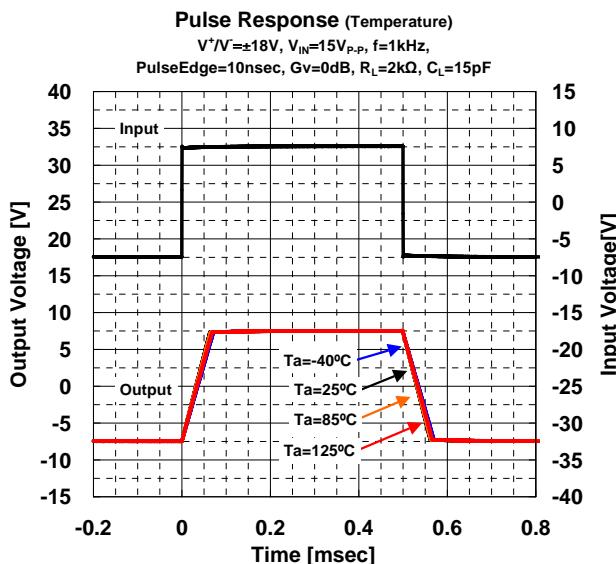
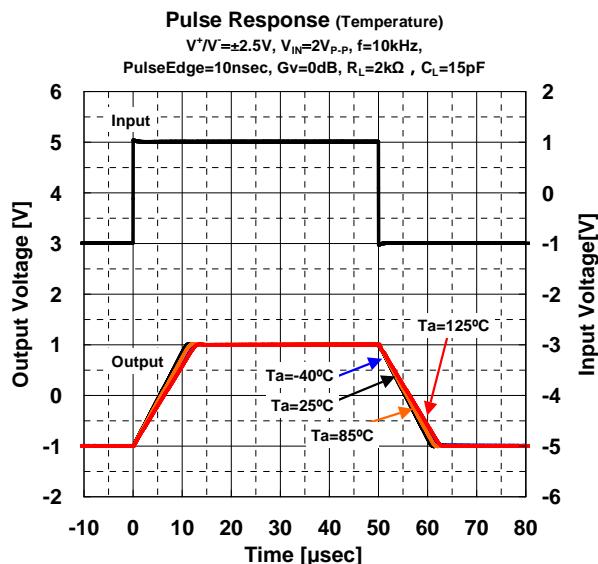
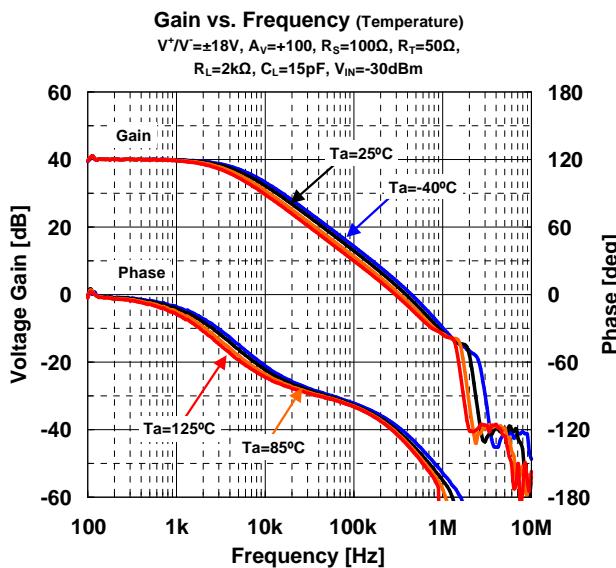
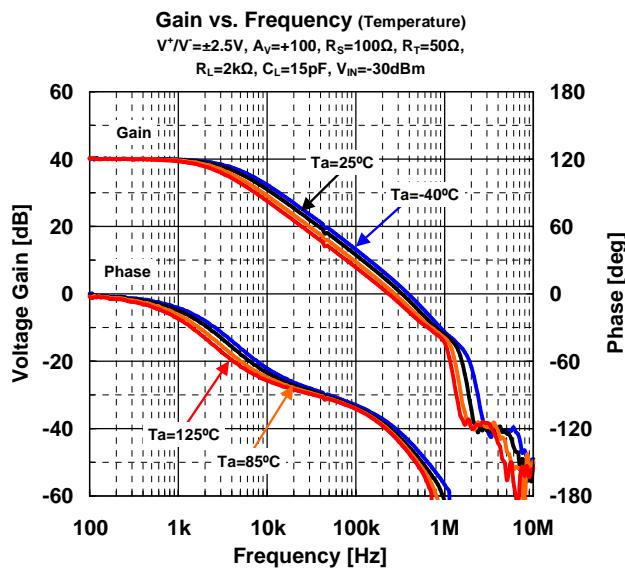


■TYPICAL CHARACTERISTICS

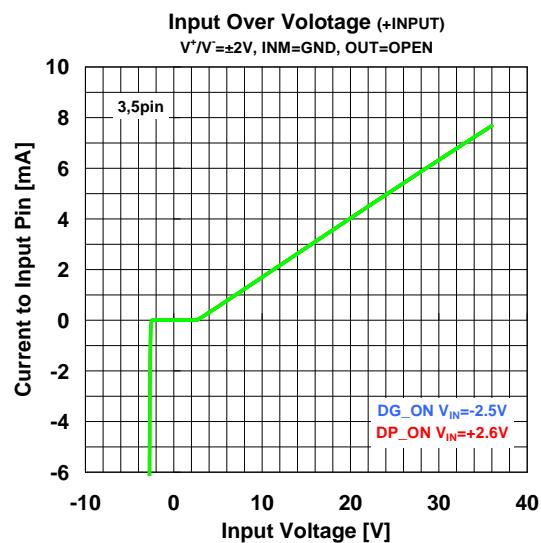
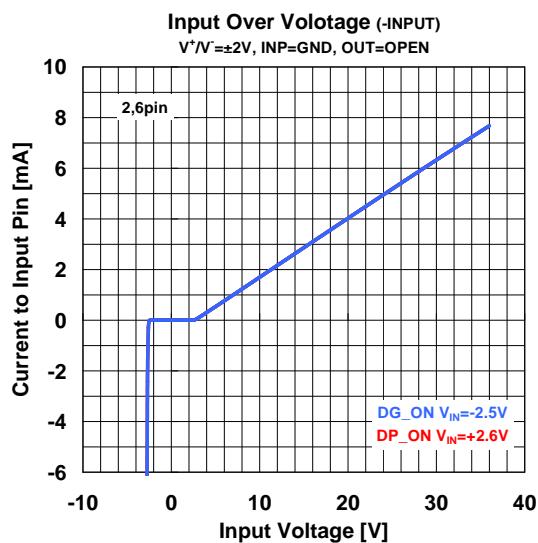


Automotive NJM8207

TYPICAL CHARACTERISTICS



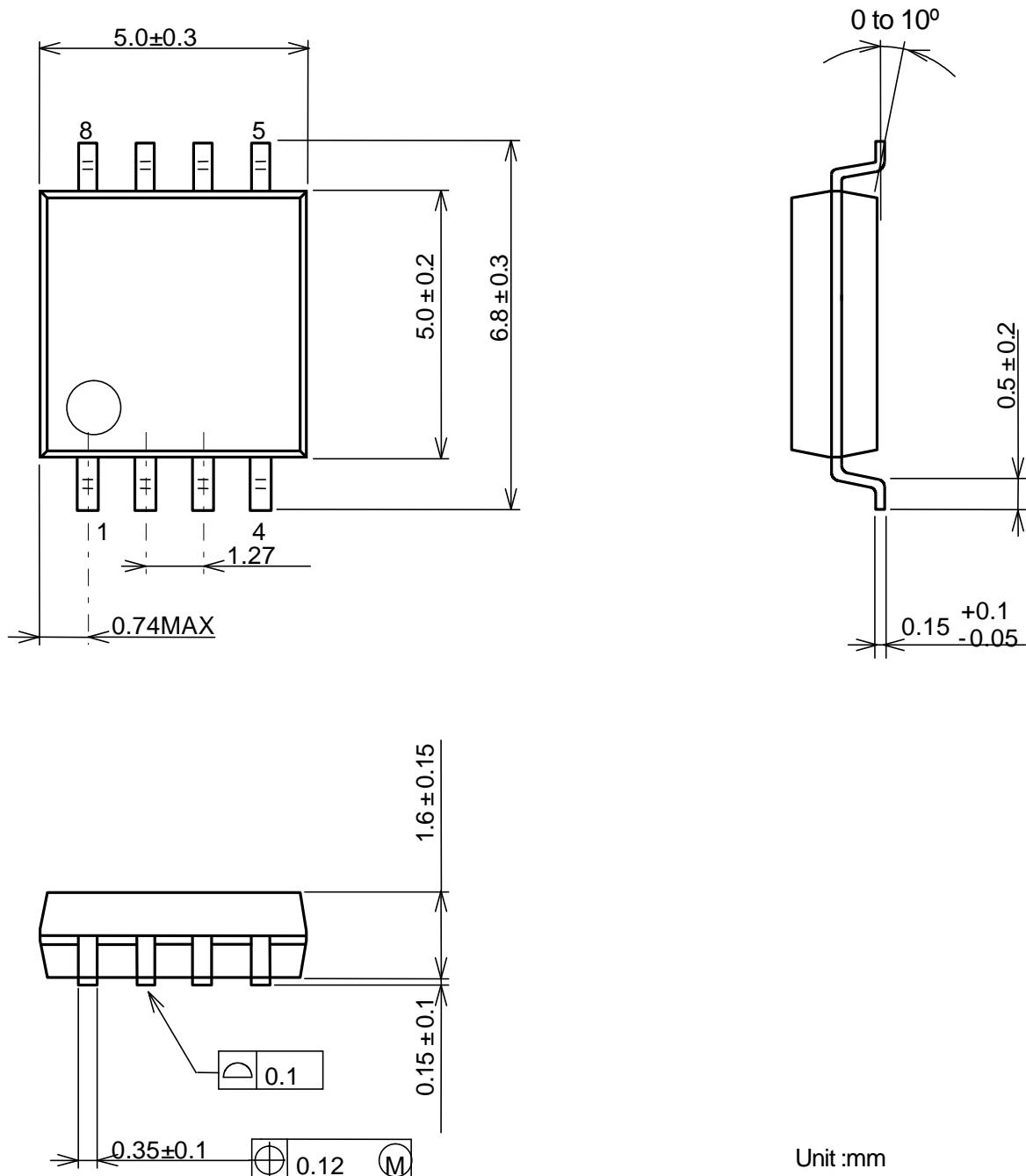
■ TYPICAL CHARACTERISTICS



Automotive NJM8207

■ PACKAGE DIMENSIONS

DMP8



[CAUTION]
The specifications on this data sheet are only given for information, without any guarantee as regards either mistakes or omissions. The application circuits in this data sheet are described only to show representative usages of the product and not intended for the guarantee or permission of any right including the industrial rights.