

## 36-V, 3.5-MHz, 15-V/μs Operational Amplifier, Automotive Qualification

### Features

- Supply Voltage: 3 V to 36 V
- Low Supply Current: 1000 μA Maximum per Channel
- Differential Input Voltage Range to Supply Rail, can Work as Comparator
- Input Rail to  $-V_S$ , Rail-to-Rail Output
- Fast Response: 3.5-MHz Bandwidth, 15-V/μs Slew Rate, 100-ns Overload Recovery
- Low Offset Voltage:
  - ±2 mV Maximum at 25°C
  - ±4 mV Maximum at -40°C to 125°C
- Excellent EMIRR: 60 dB at 900 MHz
- Operating Temperature Range: -40°C to 125°C
- Qualified for Automotive Applications with AEC-Q100 Reliability Test

### Applications

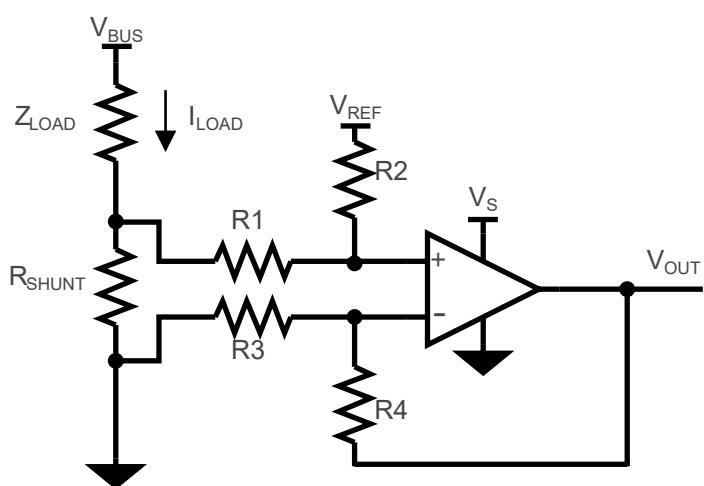
- Motor Control
- Industrial Control
- Automotive

### Description

The TP226x is a series of the newest high supply voltage amplifiers with low offset, low power, and stable high-frequency response. The TP226x series incorporates 3PEAK's proprietary and patented design techniques to achieve very good AC performance with a 3.5-MHz bandwidth, a 15-V/μs slew rate, and low distortion while drawing a quiescent current of only typical 700 μA per amplifier. The input common-mode voltage range extends to  $V_-$ , and the outputs swing rail-to-rail. The series can be used as plug-in replacements for many commercially available op-amps to reduce power and improve the input/output range and performance.

The combination of features makes the TP226x series an ideal choice for industrial control, motor control, portable audio amplification, sound ports, and other consumer audio.

### Typical Application Circuit



$$V_{OUT} = (I_{LOAD} \times R_{SHUNT}) \times (R2 / R1) + V_{REF}$$

When  $R3 = R1$ ,  $R2 = R4$ ,  $R_{SHUNT} \ll R1$



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**36-V, 3.5-MHz, 15-V/μs Operational Amplifier, Automotive Qualification****Table of Contents**

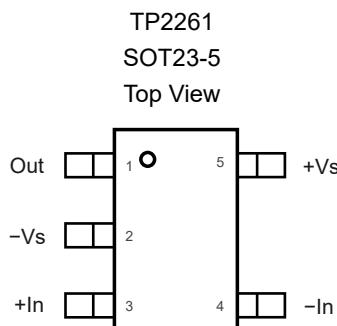
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## 36-V, 3.5-MHz, 15-V/μs Operational Amplifier, Automotive Qualification

### Revision History

Date	Revision	Notes
	Rev.A.0	Initial version.
2025-02-20	Rev.A.1	<p>The following updates are all about the new datasheet formats or typos, and the actual product remains unchanged.</p> <ul style="list-style-type: none"><li>• Updated to a new datasheet format.</li><li>• Added part number: TP2264-TS2R-S.</li></ul>

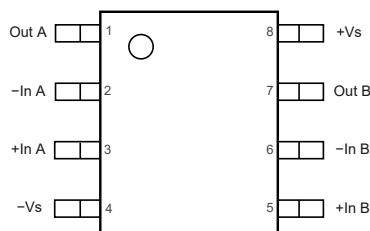
**36-V, 3.5-MHz, 15-V/ $\mu$ s Operational Amplifier, Automotive Qualification****Pin Configuration and Functions****Table 1. Pin Functions: TP2261**

Pin No.	Name	I/O	Description
1	Out	O	Output
2	-Vs		Negative power supply
3	+In	I	Non-inverting input
4	-In	I	Inverting input
5	+Vs		Positive power supply

**36-V, 3.5-MHz, 15-V/ $\mu$ s Operational Amplifier, Automotive Qualification**
**TP2262**

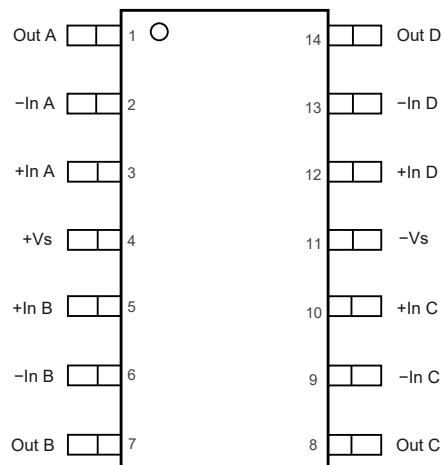
SOP8

Top View


**TP2264**

SOP14/TSSOP14

Top View


**Table 2. Pin Functions: TP2262, TP2264**

Pin No.		Name	I/O	Description
TP2262	TP2264			
SOP8	SOP14/ TSSOP14			
1	1	Out A	O	Output
2	2	-In A	I	Inverting input
3	3	+In A	I	Non-inverting input
4	11	-Vs		Negative power supply
5	5	+In B	I	Non-inverting input
6	6	-In B	I	Inverting input
7	7	Out B	O	Output
8	4	+Vs		Positive power supply
	8	Out C	O	Output
	9	-In C	I	Inverting input
	10	+In C	I	Non-inverting input
	12	+In D	I	Non-inverting input
	13	-In D	I	Inverting input
	14	Out D	O	Output

**36-V, 3.5-MHz, 15-V/μs Operational Amplifier, Automotive Qualification**

## Specifications

### Absolute Maximum Ratings (1)

Parameter		Min	Max	Unit
	Supply Voltage, (+Vs) – (–Vs)		40	V
	Input Voltage	(–Vs) – 0.3	(+Vs) + 0.3	V
	Differential Input Voltage		(+Vs) – (–Vs)	V
	Input Current: +IN, –IN (2)	–10	10	mA
	Output Short-Circuit Duration (3)		Infinite	
T <sub>J</sub>	Maximum Junction Temperature		150	°C
T <sub>A</sub>	Operating Temperature Range	–40	125	°C
T <sub>STG</sub>	Storage Temperature Range	–65	150	°C
T <sub>L</sub>	Lead Temperature (Soldering, 10 sec)		260	°C

(1) Stresses beyond those listed under Absolute Maximum Ratings may cause permanent damage to the device. Exposure to any Absolute Maximum Rating condition for extended periods may affect device reliability and lifetime.

(2) The inputs are protected by ESD protection diodes to each power supply. If the input extends more than 300 mV beyond the power supply, the input current should be limited to less than 10 mA.

(3) A heat sink may be required to keep the junction temperature below the absolute maximum. This depends on the power supply voltage and how many amplifiers are shorted. The thermal resistance varies with the amount of PC board metal connected to the package. The specified values are for short traces connected to the leads.

### ESD, Electrostatic Discharge Protection

Symbol	Parameter	Condition	Minimum Level	Unit
HBM	Human Body Model ESD	AEC-Q100-002	2	kV
CDM	Charged Device Model ESD	AEC-Q100-011	1	kV

### Thermal Information

Package Type	θ <sub>JA</sub>	θ <sub>JC</sub>	Unit
SOT23-5	250	81	°C/W
SOP8	158	43	°C/W
SOP14	120	36	°C/W
TSSOP14	108	43	°C/W

**36-V, 3.5-MHz, 15-V/μs Operational Amplifier, Automotive Qualification**
**Electrical Characteristics**

All test conditions:  $V_S = (+V_S) - (-V_S) = 30 \text{ V}$ ,  $T_A = 25^\circ\text{C}$ ,  $R_L = 10 \text{ k}\Omega$  to  $V_S / 2$ , unless otherwise noted.

Symbol	Parameter	Conditions	$T_A$	Min	Typ	Max	Unit
<b>Power Supply</b>							
$V_S$	Supply Voltage Range			3		36	V
$I_Q$	Quiescent Current per Amplifier	$V_S = 30 \text{ V}$ , TP2261			1000	1500	$\mu\text{A}$
			$-40^\circ\text{C} \text{ to } 125^\circ\text{C}$			2500	$\mu\text{A}$
		$V_S = 5 \text{ V}$ , TP2261			850	1300	$\mu\text{A}$
			$-40^\circ\text{C} \text{ to } 125^\circ\text{C}$			2000	$\mu\text{A}$
		$V_S = 30 \text{ V}$ , TP2262/2264			700	1000	$\mu\text{A}$
			$-40^\circ\text{C} \text{ to } 125^\circ\text{C}$			2000	$\mu\text{A}$
PSRR	Power Supply Rejection Ratio	$V_S = 3 \text{ V} \text{ to } 36 \text{ V}$		95	120		$\text{dB}$
			$-40^\circ\text{C} \text{ to } 125^\circ\text{C}$	80			$\text{dB}$
<b>Input Characteristics</b>							
$V_{os}$	Input Offset Voltage	$V_S = 30 \text{ V}$ , $V_{CM} = 0 \text{ V} \text{ to } 28 \text{ V}$		-2	0.1	2	$\text{mV}$
			$-40^\circ\text{C} \text{ to } 125^\circ\text{C}$	-4		4	$\text{mV}$
		$V_S = 30 \text{ V}$ , $V_{CM} = 28.5 \text{ V}$		-3		3	$\text{mV}$
			$-40^\circ\text{C} \text{ to } 125^\circ\text{C}$	-5		5	$\text{mV}$
		$V_S = 5 \text{ V}$ , $V_{CM} = 2.5 \text{ V}$		-2	0.1	2	$\text{mV}$
			$-40^\circ\text{C} \text{ to } 125^\circ\text{C}$	-4		4	$\text{mV}$
$V_{os \text{ TC}}$	Input Offset Voltage Drift		$-40^\circ\text{C} \text{ to } 125^\circ\text{C}$		2		$\mu\text{V}/^\circ\text{C}$
$I_B$	Input Bias Current			-250	25	250	$\text{pA}$
			$-40^\circ\text{C} \text{ to } 125^\circ\text{C}$		1	10	$\text{nA}$
$I_{os}$	Input Offset Current <sup>(1)</sup>			-250	25	250	$\text{pA}$
			$-40^\circ\text{C} \text{ to } 125^\circ\text{C}$		1	10	$\text{nA}$
$I_{IN}$	Differential Input Current	$V_S = 36 \text{ V}$ , $V_{ID} = 36 \text{ V}$			10		$\text{nA}$



TP2261-S/TP2262-S/TP2264-S

## 36-V, 3.5-MHz, 15-V/μs Operational Amplifier, Automotive Qualification

Symbol	Parameter	Conditions	T <sub>A</sub>	Min	Typ	Max	Unit
		-40°C to 125°C		100			nA
C <sub>IN</sub>	Input Capacitance	Differential mode			5		pF
		Common mode			5		pF
Av	Open-Loop Voltage Gain		105	120			dB
		-40°C to 125°C	90				dB
V <sub>CMR</sub>	Common-Mode Input Voltage Range		(V-)		(V+) - 1.5		V
CMRR	Common-Mode Rejection Ratio	V <sub>CM</sub> = 0 V to 28 V	105	130			dB
			-40°C to 125°C	90			dB

### Output Characteristics

V <sub>OH</sub>	Output Swing from Positive Rail	R <sub>LOAD</sub> = 10 kΩ to V <sub>S</sub> / 2			200	300	mV
			-40°C to 125°C			600	mV
		R <sub>LOAD</sub> = 2 kΩ to V <sub>S</sub> / 2			1.1	1.4	V
			-40°C to 125°C			2.8	V
V <sub>OL</sub>	Output Swing from Negative Rail	R <sub>LOAD</sub> = 10 kΩ to V <sub>S</sub> / 2			200	300	mV
			-40°C to 125°C			600	mV
		R <sub>LOAD</sub> = 2 kΩ to V <sub>S</sub> / 2			0.8	1	V
			-40°C to 125°C			2	V
I <sub>SC</sub>	Output Short-Circuit Current			25	32		mA
			-40°C to 125°C	10			mA

### AC Specifications

GBW	Gain-Bandwidth Product				3.5		MHz
SR	Slew Rate	G = 1, 10-V step			15		V/μs
				9	15		V/μs
		Open loop	-40°C to 125°C	6			V/μs
t <sub>OR</sub>	Overload Recovery				100		ns
t <sub>s</sub>	Settling Time, 0.1%	G = -1, 10-V step			0.8		μs
	Settling Time, 0.01%				1		μs
PM	Phase Margin	V <sub>S</sub> = 36 V, R <sub>L</sub> = 10 kΩ, C <sub>L</sub> = 100 pF			60		°



TP2261-S/TP2262-S/TP2264-S

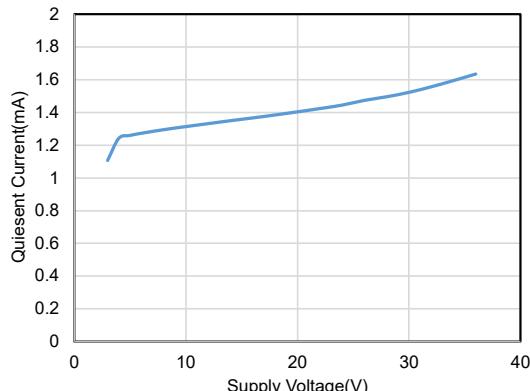
**36-V, 3.5-MHz, 15-V/μs Operational Amplifier, Automotive Qualification**

Symbol	Parameter	Conditions	T <sub>A</sub>	Min	Typ	Max	Unit
GM	Gain Margin	V <sub>S</sub> = 36 V, R <sub>L</sub> = 10 kΩ, C <sub>L</sub> = 100 pF			15		dB
<b>Noise Performance</b>							
E <sub>N</sub>	Input Voltage Noise	f = 0.1 Hz to 10 Hz			1.7		μV <sub>RMS</sub>
e <sub>N</sub>	Input Voltage Noise Density	f = 1 kHz			30		nV/√Hz
i <sub>N</sub>	Input Current Noise	f = 1 kHz			2		fA/√Hz
THD+N	Total Harmonic Distortion and Noise	f = 1 kHz, G = 1, R <sub>L</sub> = 10 kΩ, V <sub>OUT</sub> = 6 V <sub>RMS</sub>			0.0005		%

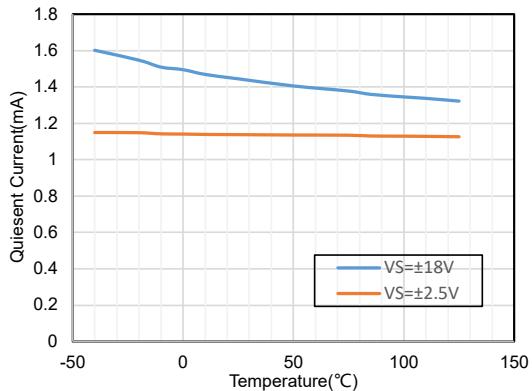
(1) Provided by the bench tests and design simulation.

**36-V, 3.5-MHz, 15-V/ $\mu$ s Operational Amplifier, Automotive Qualification**
**Typical Performance Characteristics**

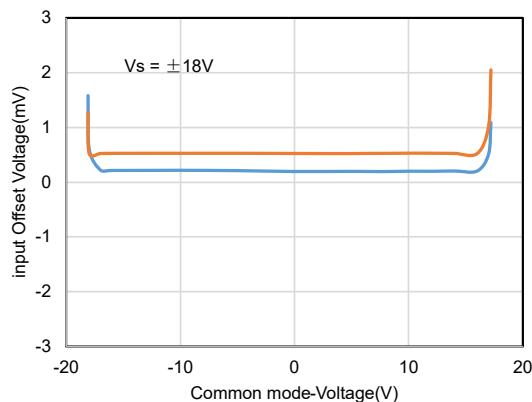
All test conditions:  $V_S = \pm 15 V$ ,  $V_{CM} = 0 V$ ,  $R_L = 10 k\Omega$ , unless otherwise noted.



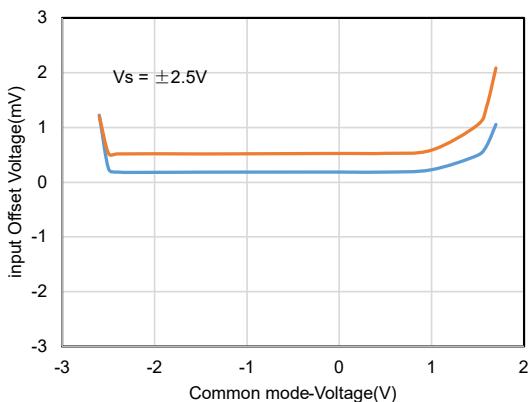
**Figure 1. Quiescent Current vs. Supply Voltage, 2-Channel, TP2262**



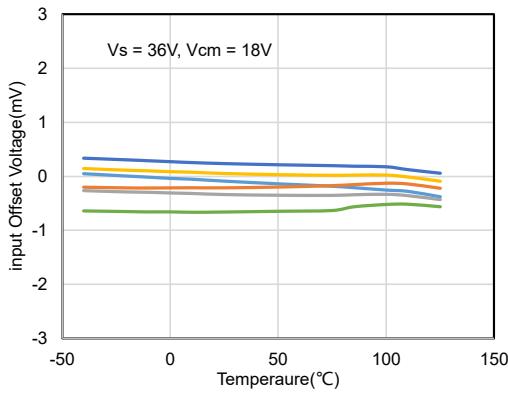
**Figure 2. Quiescent Current vs. Temperature, 2-Channel, TP2262**



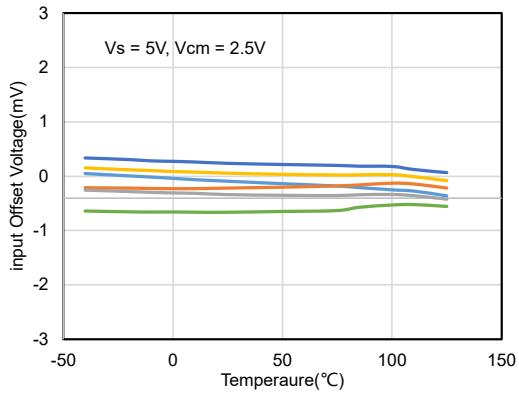
**Figure 3. Offset Voltage vs. Common-Mode Voltage**



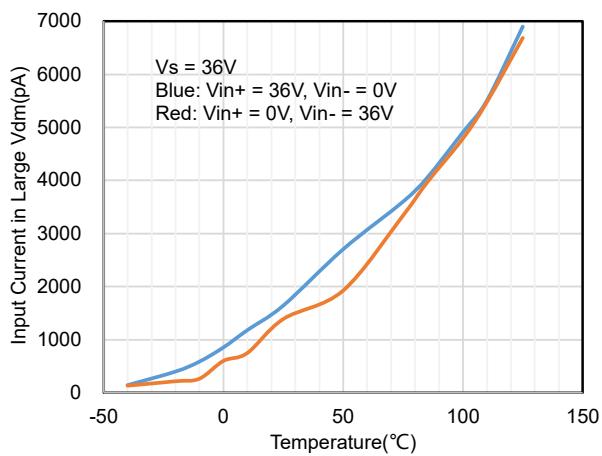
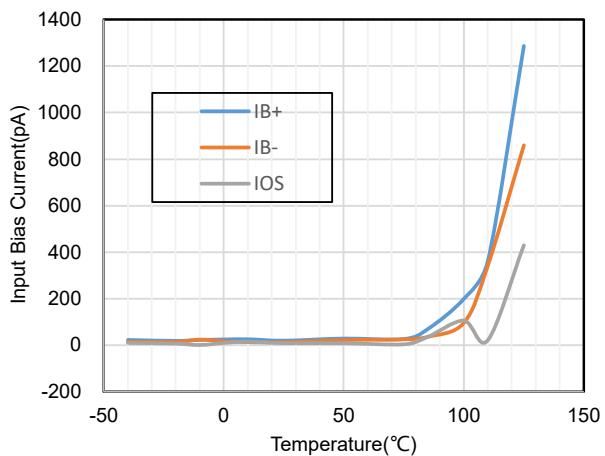
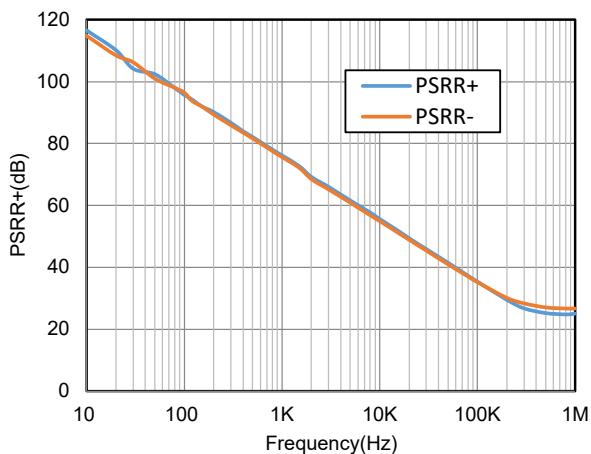
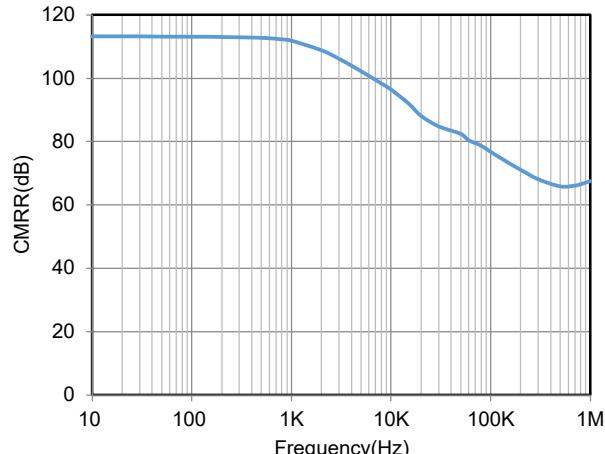
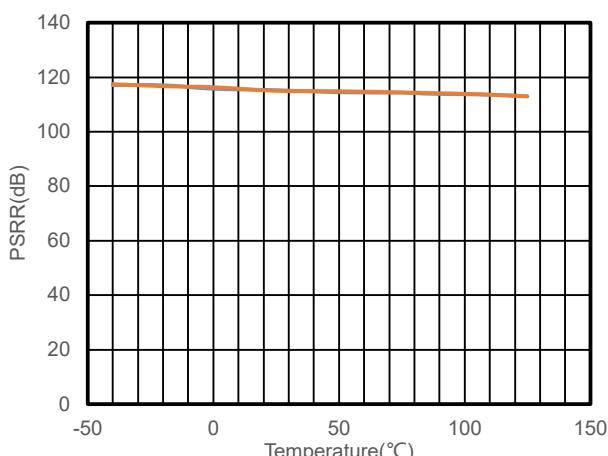
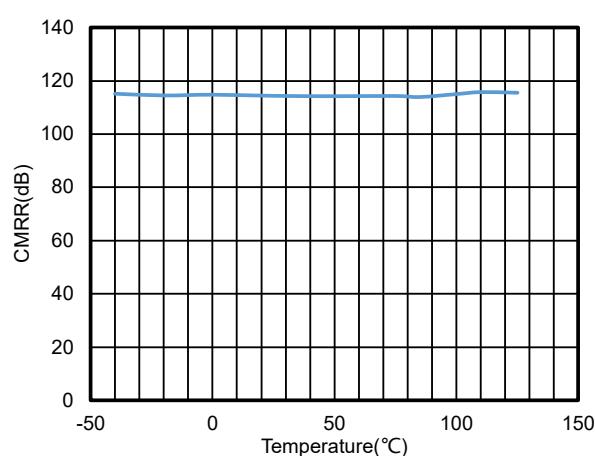
**Figure 4. Offset Voltage vs. Common-Mode Voltage**

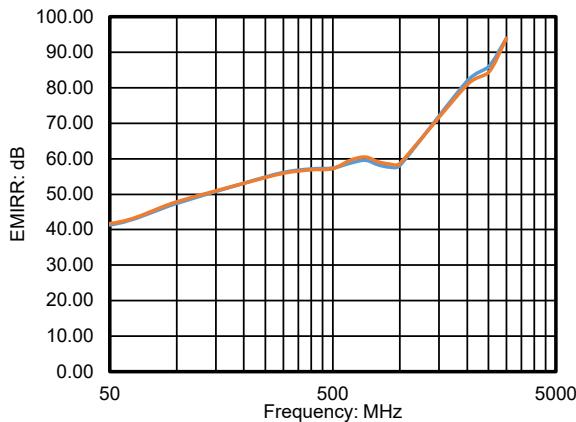
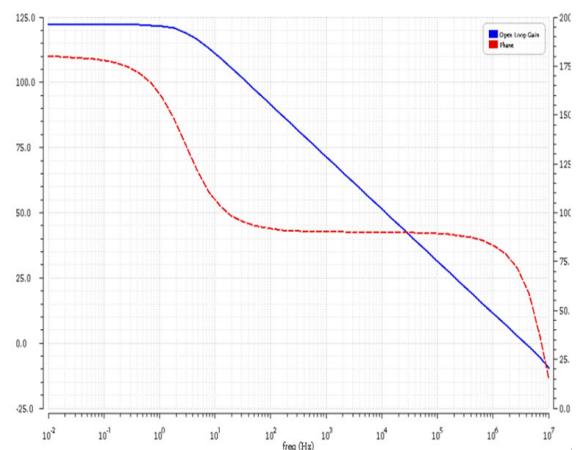
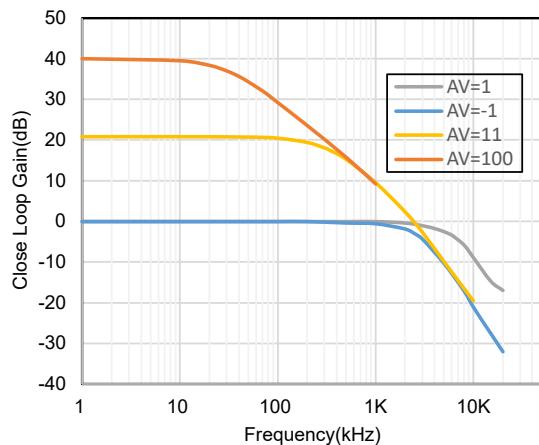
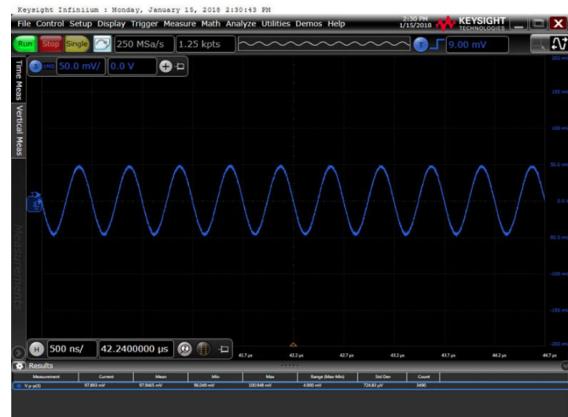
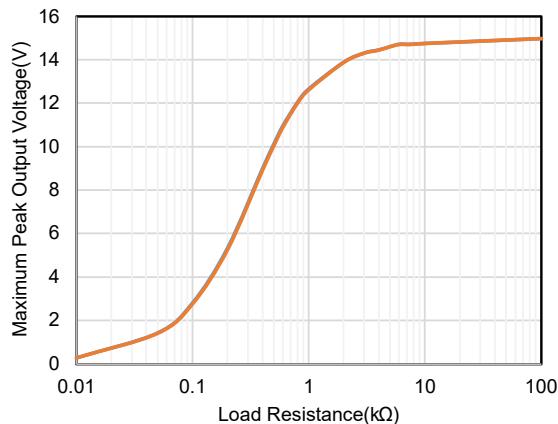
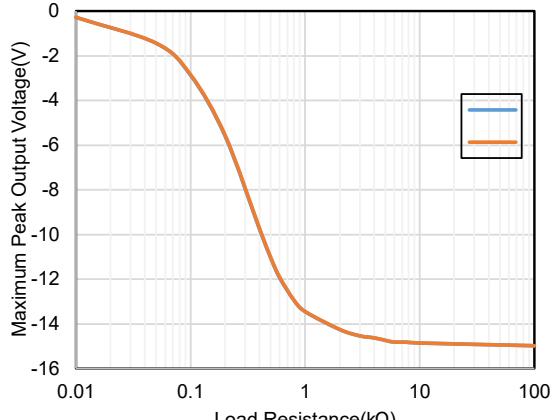


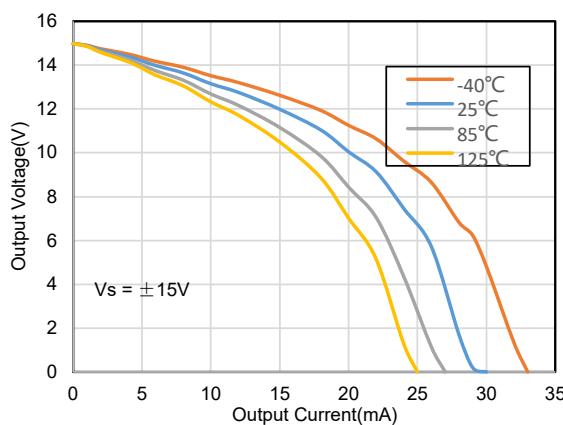
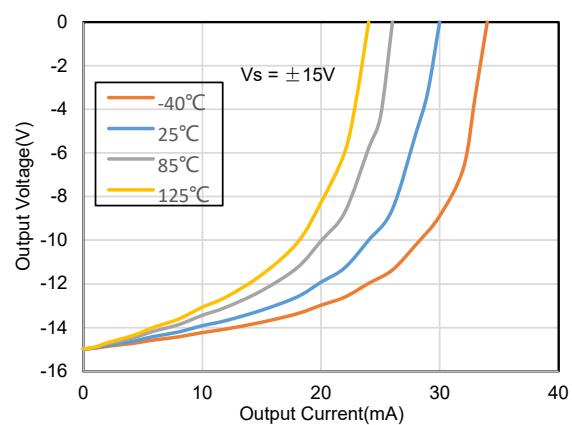
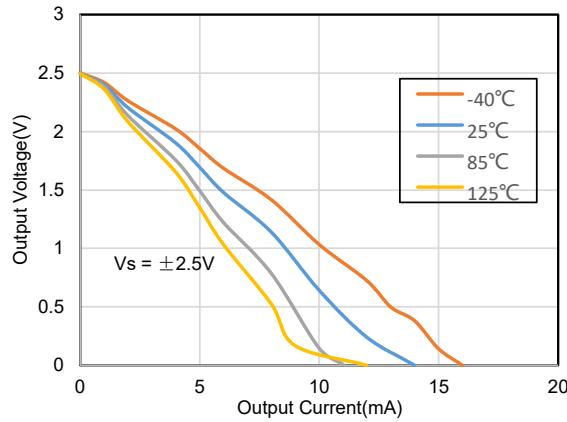
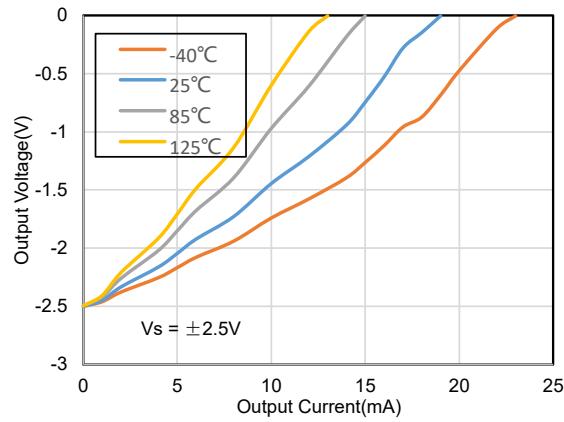
**Figure 5. Vos vs. Temperature**



**Figure 6. Vos vs. Temperature**

**36-V, 3.5-MHz, 15-V/ $\mu$ s Operational Amplifier, Automotive Qualification**

**Figure 7. Input Current in Large Vdm vs. Temperature**

**Figure 8.  $I_B$  vs. Temperature**

**Figure 9. PSRR vs. Frequency**

**Figure 10. CMRR vs. Frequency**

**Figure 11. PSRR vs. Temperature**

**Figure 12. CMRR vs. Temperature**

**36-V, 3.5-MHz, 15-V/ $\mu$ s Operational Amplifier, Automotive Qualification**

**Figure 13. EMIRR IN+ vs. Frequency**

**Figure 14. Open-Loop Gain and Phase vs. Frequency**

**Figure 15. Close-Loop Gain and Phase vs. Frequency**

 $V_S = \pm 1.5 \text{ V}$ ,  $V_{IN} = 100 \text{ mV}_{PP}$ ,  $R_L = 10 \text{ K}$ ,  $C_L = 100 \text{ pF}$ ,  $G = 1$ 
**Figure 16. Waveform under 3-V Supply Voltage**

**Figure 17. Maximum Peak Output Voltage vs. Load Resistance**

**Figure 18. Maximum Peak Output Voltage vs. Load Resistance**

**36-V, 3.5-MHz, 15-V/ $\mu$ s Operational Amplifier, Automotive Qualification**

**Figure 19. Positive Output Voltage vs. Output Current**

**Figure 20. Negative Output Voltage vs. Output Current**

**Figure 21. Positive Output Voltage vs. Output Current**

**Figure 22. Negative Output Voltage vs. Output Current**


Voltage: 1 V/div, Time: 200 ns/div

 $V_S = 5 \text{ V}$ ,  $V_{IN} = 2 \text{ V}$ ,  $R_L = \text{Open}$ ,  $G = 3$ 
**Figure 23. Positive Overload Recovery**


Voltage: 1 V/div, Time: 200 ns/div

 $V_S = 5 \text{ V}$ ,  $V_{IN} = 2 \text{ V}$ ,  $R_L = \text{Open}$ ,  $G = 3$ 
**Figure 24. Negative Overload Recovery**

## 36-V, 3.5-MHz, 15-V/ $\mu$ s Operational Amplifier, Automotive Qualification



Voltage: 20 mV/div, Time: 100 ns/div

$V_S = \pm 15$  V,  $R_L = 2$  K,  $C_L = 100$  pF, G = 1

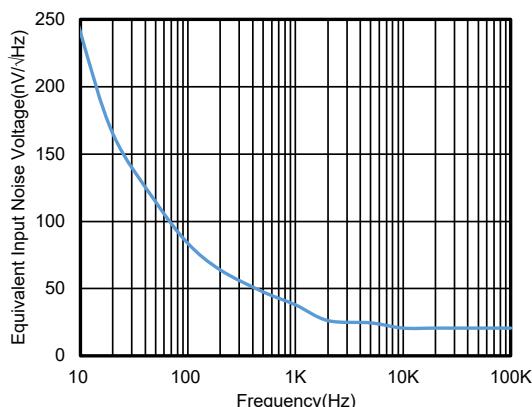
**Figure 25. 100-mV Signal Step Response**



Voltage: 2 V/div, Time: 1  $\mu$ s/div

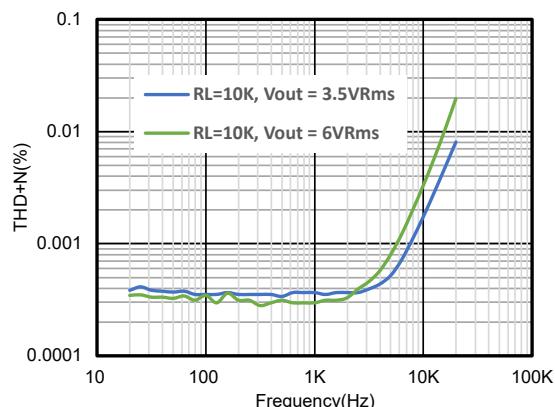
$V_S = \pm 15$  V,  $R_L = 2$  K,  $C_L = 100$  pF, G = 1

**Figure 26. 10-V Signal Step Response**



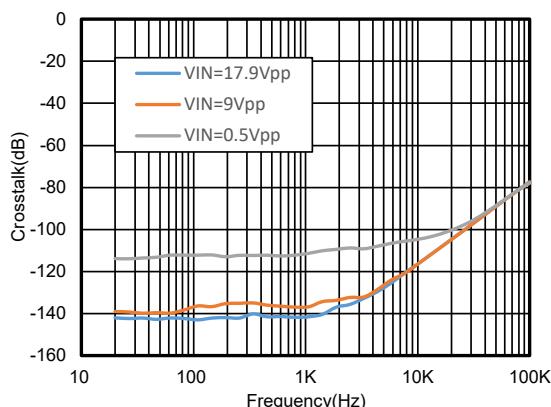
$V_S = \pm 15$  V,  $V_{CM} = 0$  V

**Figure 27. Voltage Noise Spectral Density vs. Frequency**



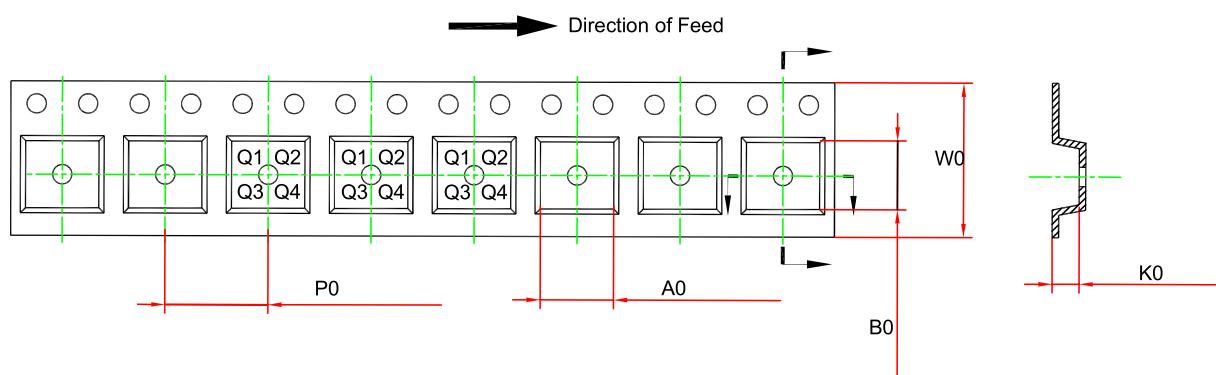
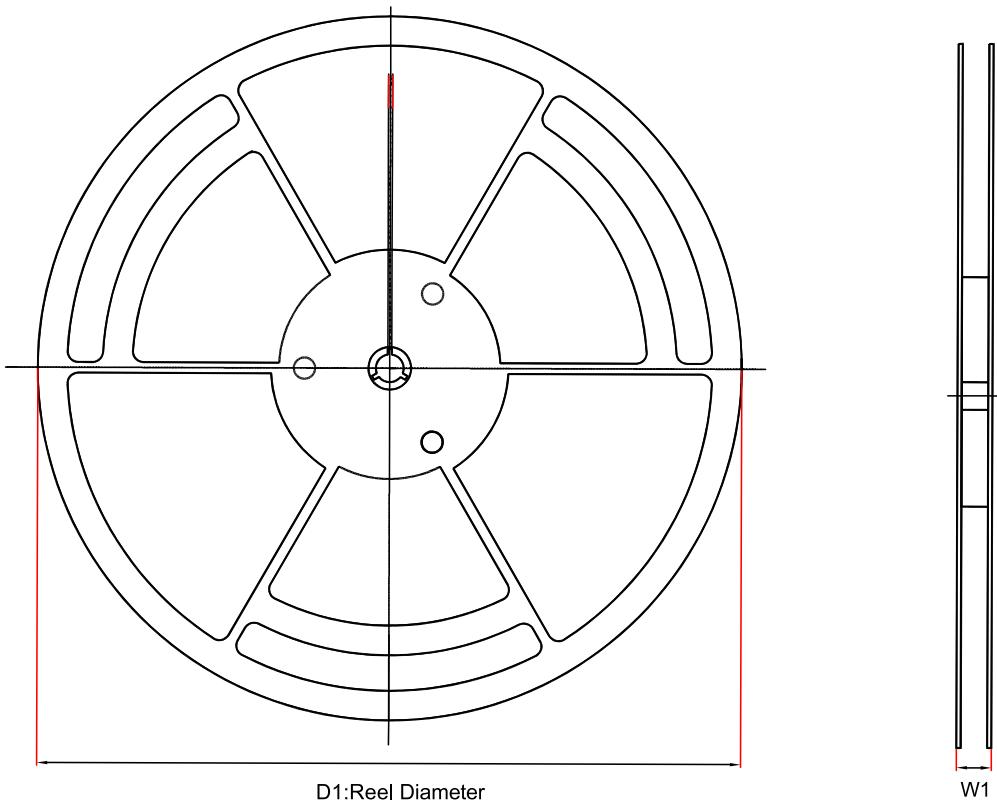
$V_S = \pm 15$  V,  $V_{CM} = 0$  V, G = 1

**Figure 28. THD+N vs. Frequency**



$V_S = \pm 15$  V,  $V_{CM} = 0$  V

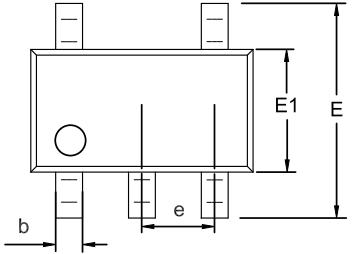
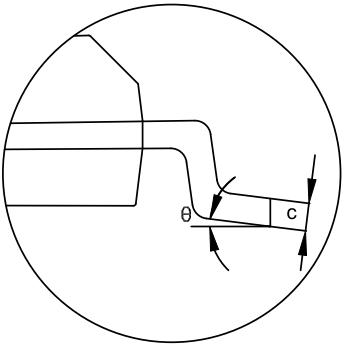
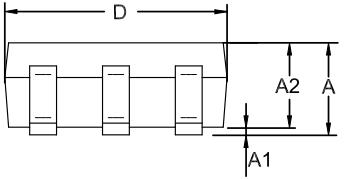
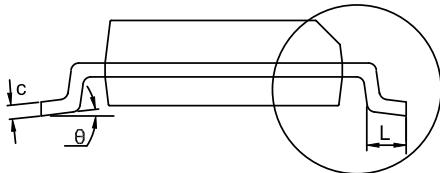
**Figure 29. Crosstalk vs. Frequency**

**36-V, 3.5-MHz, 15-V/ $\mu$ s Operational Amplifier, Automotive Qualification**
**Tape and Reel Information**


Order Number	Package	D1 (mm)	W1 (mm)	A0 (mm) <sup>(1)</sup>	B0 (mm) <sup>(1)</sup>	K0 (mm) <sup>(1)</sup>	P0 (mm)	W0 (mm)	Pin1 Quadrant
TP2261L1-S5TR-S	SOT23-5	179.0	12.0	3.3	3.25	1.4	4.0	8.0	Q3
TP2262L1-SO1R-S	SOP8	330.0	17.6	6.5	5.4	2.0	8.0	12.0	Q1
TP2264L1-SO2R-S	SOP14	330.0	21.6	6.5	9.1	1.8	8.0	16.0	Q1
TP2264-TS2R-S	TSSOP14	330.0	17.6	6.8	5.5	1.5	8.0	12.0	Q1

(1) The value is for reference only. Contact the 3PEAK factory for more information.

**36-V, 3.5-MHz, 15-V/ $\mu$ s Operational Amplifier, Automotive Qualification**
**Package Outline Dimensions**
**SOT23-5**

Package Outline Dimensions		S5T(SOT23-5-A)			
					
					
Symbol	Dimensions In Millimeters		Dimensions In Inches		
	MIN	MAX	MIN	MAX	
A	1.050	1.250	0.041	0.049	
A1	0.000	0.150	0.000	0.006	
A2	1.000	1.200	0.039	0.047	
b	0.280	0.500	0.011	0.020	
c	0.100	0.230	0.004	0.009	
D	2.820	3.020	0.111	0.119	
E	2.600	3.000	0.102	0.118	
E1	1.500	1.720	0.059	0.068	
e	0.950 BSC		0.037 BSC		
L	0.300	0.600	0.012	0.024	
$\theta$	0	$8^\circ$	0	$8^\circ$	

**NOTES**

1. Do not include mold flash or protrusion.
2. This drawing is subject to change without notice.

**36-V, 3.5-MHz, 15-V/ $\mu$ s Operational Amplifier, Automotive Qualification**
**SOP8**

Package Outline Dimensions		SO1(SOP-8-A)			
Symbol	Dimensions In Millimeters		Dimensions In Inches		
	MIN	MAX	MIN	MAX	
A	1.350	1.750	0.053	0.069	
A1	0.050	0.250	0.002	0.010	
A2	1.250	1.550	0.049	0.061	
b	0.330	0.510	0.013	0.020	
c	0.170	0.250	0.007	0.010	
D	4.700	5.100	0.185	0.201	
E	5.800	6.200	0.228	0.244	
E1	3.800	4.000	0.150	0.157	
e	1.270 BSC		0.050 BSC		
L	0.400	1.000	0.016	0.039	
$\theta$	0	$8^\circ$	0	$8^\circ$	

**NOTES**

1. Do not include mold flash or protrusion.
2. This drawing is subject to change without notice.

**36-V, 3.5-MHz, 15-V/ $\mu$ s Operational Amplifier, Automotive Qualification**
**SOP14**

Package Outline Dimensions		SO2(SOP-14-A)			
Symbol	Dimensions In Millimeters		Dimensions In Inches		
	MIN	MAX	MIN	MAX	
A	1.350	1.750	0.053	0.069	
A1	0.050	0.250	0.002	0.010	
A2	1.250	1.650	0.049	0.065	
b	0.310	0.510	0.012	0.020	
c	0.100	0.250	0.004	0.010	
D	8.450	8.850	0.333	0.348	
E	5.800	6.200	0.228	0.244	
E1	3.800	4.000	0.150	0.157	
e	1.270 BSC		0.050 BSC		
L	0.400	1.270	0.016	0.050	
$\theta$	0	8°	0	8°	

**NOTES**

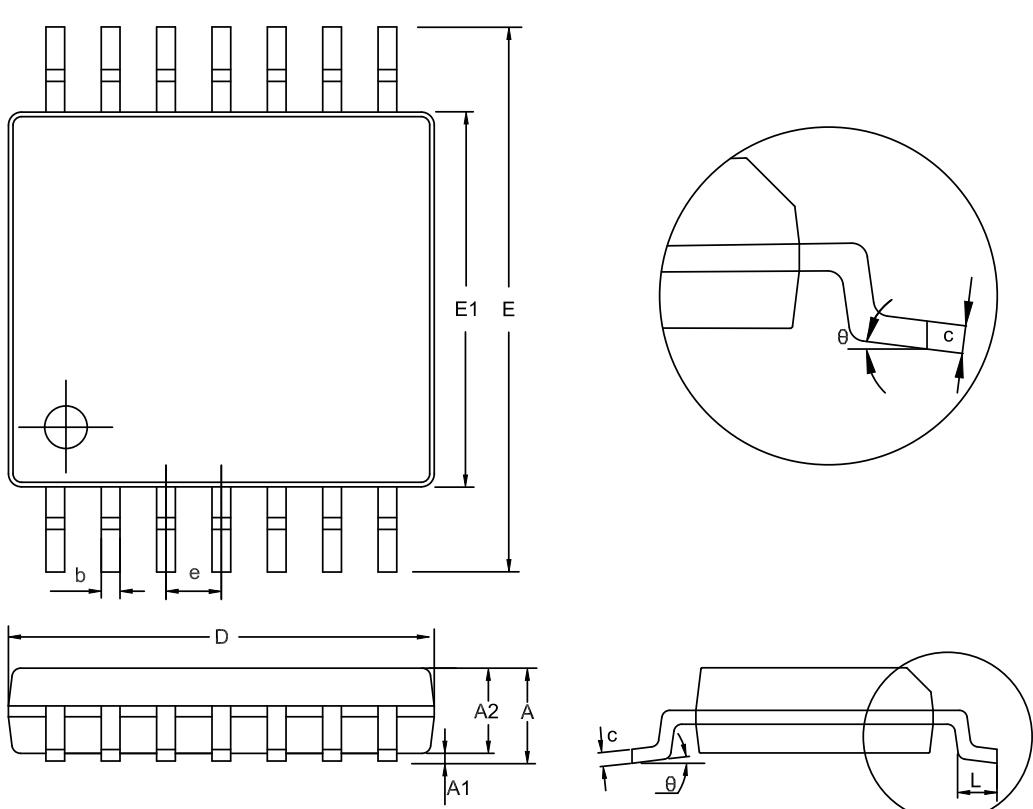
1. Do not include mold flash or protrusion.
2. This drawing is subject to change without notice.

**TSSOP14**

Package Outline Dimensions		TS2(TSSOP-14-A)			
Symbol	Dimensions In Millimeters		Dimensions In Inches		
	MIN	MAX	MIN	MAX	
A	0.900	1.200	0.035	0.047	
A1	0.050	0.150	0.002	0.006	
A2	0.800	1.050	0.031	0.041	
b	0.190	0.300	0.007	0.012	
c	0.090	0.200	0.004	0.008	
D	4.900	5.100	0.193	0.201	
E	6.200	6.600	0.244	0.260	
E1	4.300	4.500	0.169	0.177	
e	0.650 BSC		0.026 BSC		
L	0.450	0.750	0.018	0.030	
$\theta$	0	$8^\circ$	0	$8^\circ$	

**NOTES**

- Do not include mold flash or protrusion.
- This drawing is subject to change without notice.





TP2261-S/TP2262-S/TP2264-S

**36-V, 3.5-MHz, 15-V/μs Operational Amplifier, Automotive Qualification**

**Order Information**

Order Number	Operating Temperature Range	Package	Marking Information	MSL	Transport Media, Quantity	Eco Plan
TP2261L1-S5TR-S	-40 to 125°C	SOT23-5	226	3	Tape and Reel, 3000	Green
TP2262L1-SO1R-S	-40 to 125°C	SOP8	TP2262	1	Tape and Reel, 4000	Green
TP2264L1-SO2R-S <sup>(1)</sup>	-40 to 125°C	SOP14	TP2264		Tape and Reel, 2500	Green
TP2264-TS2R-S	-40 to 125°C	TSSOP14	2264	3	Tape and Reel, 3000	Green

(1) For future products, contact the 3PEAK factory for more information and samples.

**Green:** 3PEAK defines "Green" to mean RoHS compatible and free of halogen substances.



TP2261-S/TP2262-S/TP2264-S

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**36-V, 3.5-MHz, 15-V/ $\mu$ s Operational Amplifier, Automotive Qualification**

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**TP2261-S/TP2262-S/TP2264-S**

**36-V, 3.5-MHz, 15-V/ $\mu$ s Operational Amplifier, Automotive  
Qualification**

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