

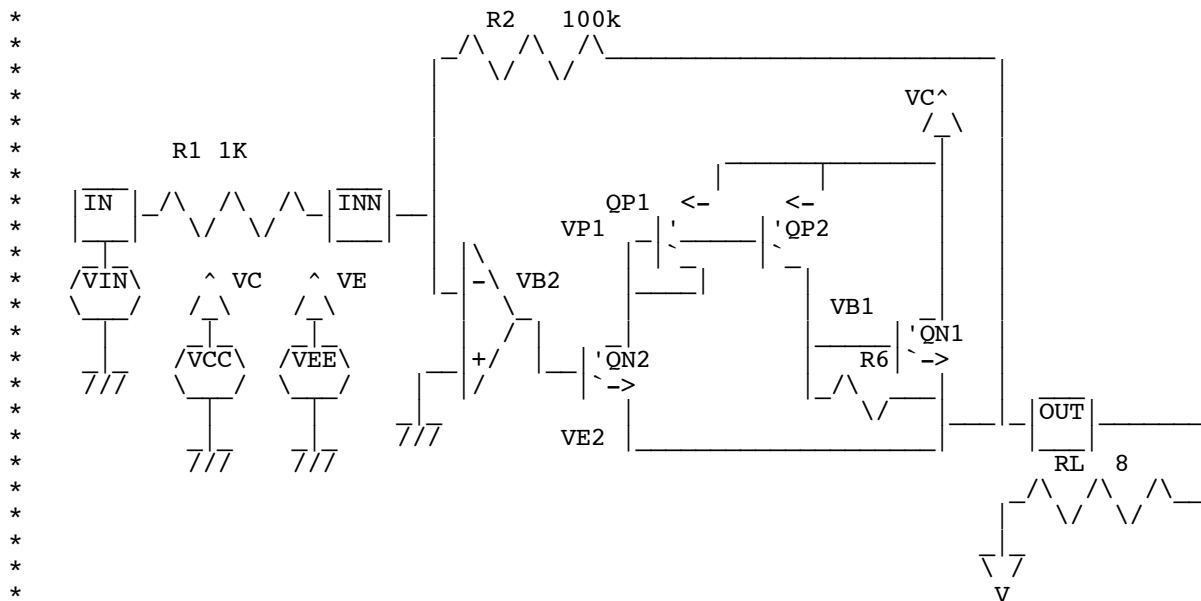

```

.model PNPP PNP( BF=30 IS=1e-17 IKF=7.6e-3 ITF=1.70E-6
+ CJE= 4e-12 CJC=1.826E-12 CJS=1.826E-12
+ TF=.03e-6 PTF=205 )
.end

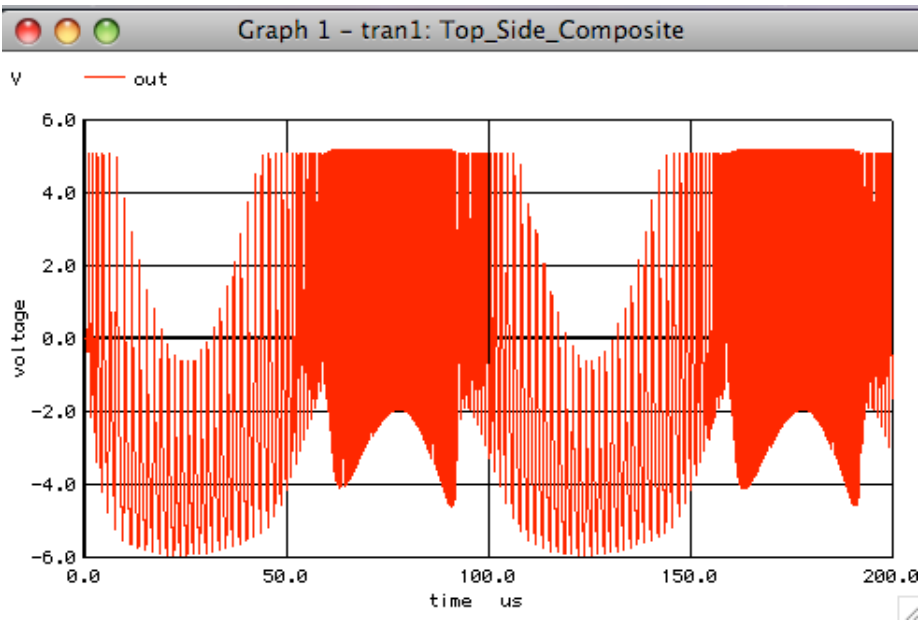
```

=====**Top_Side_Composite**=====

In automotive radio application, the low supply voltage limits the available output power. Ideally, the power amplifier should have a rail to rail output. But the lateral PNPs at the time of the LM383 were barely functional.



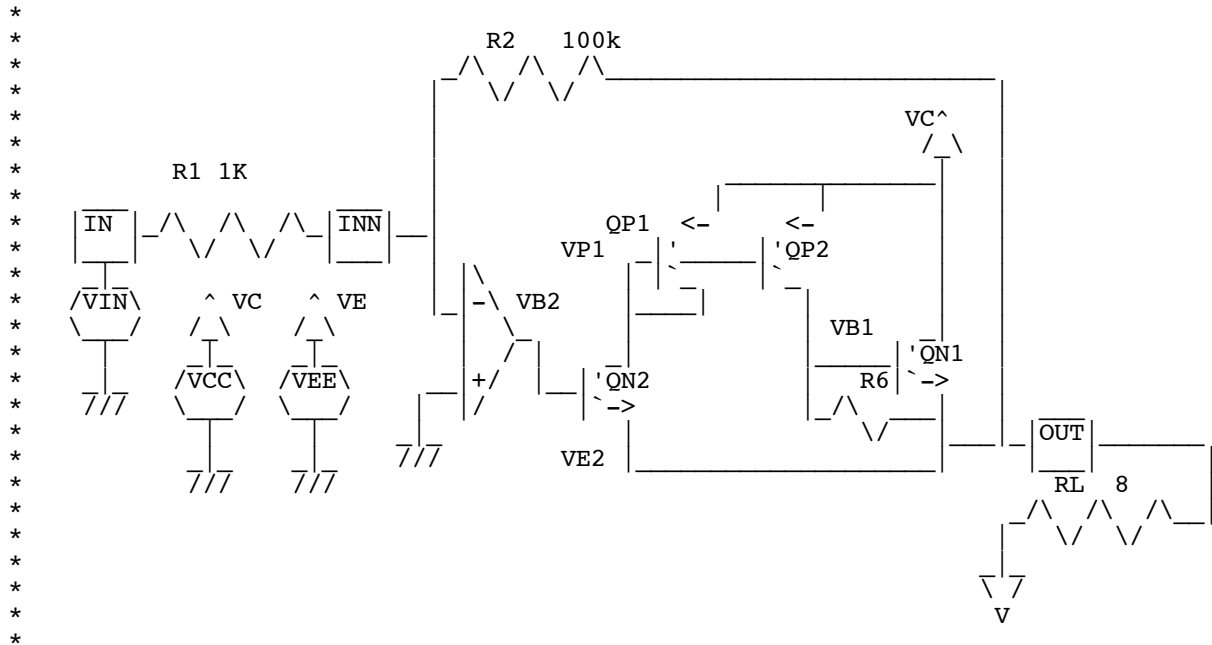
Swinging to a saturation of a NPN on the bottom rail was straightforward. But swinging as close to the rail on the top side was a problem. An output NPN would be needed to swing as close as a diode to the top rail. But in order to do this, the output NPN would have to get its base current from a lateral PNP. This meant another PNP composite output circuit. And this top side composite is even more unstable than the bottom side composite.



It was found that the stability for this PNP composite could be greatly improved through the addition of one diode and one current source.

*#1=====WinSpiceVersion=====

Top_Side_Composite
 * dsauersanjose@aol.com 8/15/08
 * www.idea2ic.com



.OPTIONS GMIN=1e-15 METHOD=gear ABSTOL=1e-15 temp=27 set srcsteps = 1

VCC	VC	0	DC	6
VEE	VE	0	DC	-7
VIN	IN	0	DC	0 SIN(0 40m 10k 1n)
R1	IN	INN	1k	
R2	INN	OUT	100k	

```

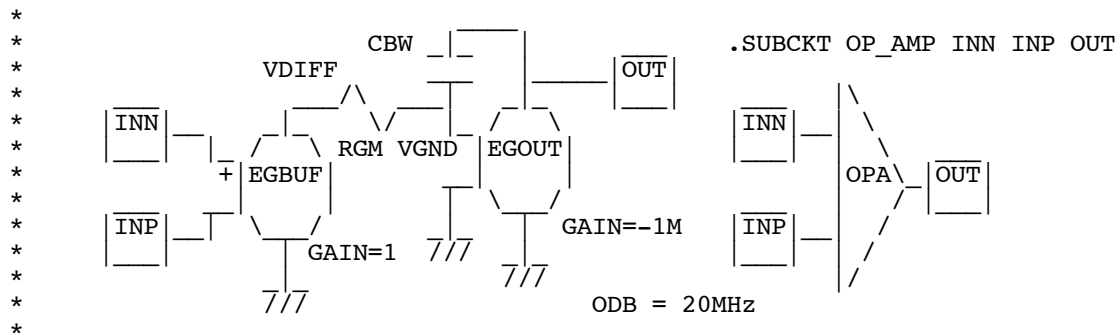
X_OPA  INN  0  OUT1  OP_AMP
R3     OUT1 VB2  1k
QN2    VP1  VB2  OUT   NPNP  5
QP1    VP1  VP1  VC    PNPP  1
QP2    VB1  VP1  VC    PNPP  30
QN1    VC   VB1  OUT   NPNP  400
R6     VB1  OUT  20k
RL     OUT  VE   4

```

```
.tran 10n .2m 0 10n
```

```
.control
run
set pensize = 1
plot out
.endc
```

```
.SUBCKT OP_AMP INN INP OUT
EGBUF VDIFF 0 INN INP 1
RGM1  VDIFF VDIFF2 1k
RGM2  VDIFF2 VGND2 1k
CBW   OUT  VGND2 4p
CSP   VDIFF2 0 4f
EGOUT OUT 0 VGND2 0 -100000000
.ENDS OP_AMP
```



```
.model NPNP NPN( BF=210 IS=1e-17 RC= 100)

.model PNPP PNP( BF=30 IS=1e-17 IKF=7.6e-3 ITF=1.70E-6
+ CJE= 4e-12 CJC=1.826E-12 CJS=1.826E-12
+ TF=.03e-6 PTF=205 )

.end
```