

TOSHIBA INTELLIGENT GTR MODULE SILICON N CHANNEL IGBT

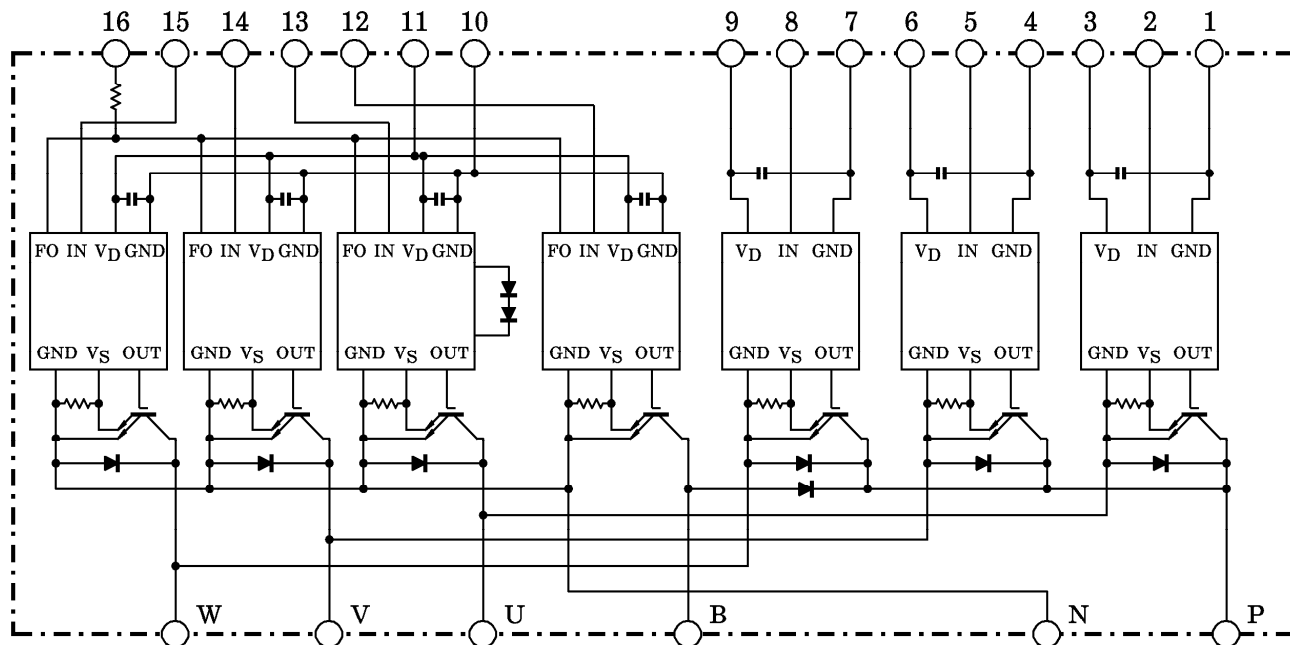
MIG75J201H

HIGH POWER SWITCHING APPLICATIONS

MOTOR CONTROL APPLICATIONS

- Integrates Inverter, Brake Power Circuits & Control Circuits (IGBT drive units, Protection units for Over-Current, Under-Voltage & Over-Temperature) in One Package.
- The Electrodes are Isolated from Case.
- High Speed Type IGBT : $V_{CE(sat)} = 2.5V$ (Max.)
 $t_{off} = 3.0\mu s$ (Max.)
 $t_{rr} = 0.30\mu s$ (Max.)
- Outline : TOSHIBA 2-110A1A
- Weight : 520g

EQUIVALENT CIRCUIT



1. GND (U)	2. IN (U)	3. V_D (U)	4. GND (V)	5. IN (V)	6. V_D (V)
7. GND (W)	8. IN (W)	9. V_D (W)	10. GND (L)	11. V_D (L)	12. IN (B)
13. IN (X)	14. IN (Y)	15. IN (Z)	16. FO		

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MAXIMUM RATINGS ($T_j = 25^\circ\text{C}$)

STAGE	CHARACTERISTIC	CONDITION	SYMBOL	RATINGS	UNIT
Inverter	Supply Voltage	P-N power terminal	V_{CC}	450	V
	Collector-Emitter Voltage	—	V_{CES}	600	V
	Collector Current	$T_c = 25^\circ\text{C}$, DC	I_C	75	A
	Forward Current	$T_c = 25^\circ\text{C}$, DC	I_F	75	A
	Collector Power Dissipation	$T_c = 25^\circ\text{C}$	P_C	195	W
	Junction Temperature	—	T_j	150	$^\circ\text{C}$
Brake	Supply Voltage	P-N power terminal	V_{CC}	450	V
	Collector-Emitter Voltage	—	V_{CES}	600	V
	Collector Current	$T_c = 25^\circ\text{C}$, DC	I_C	30	A
	Reverse Voltage	—	V_R	600	V
	Forward Current	$T_c = 25^\circ\text{C}$, DC	I_F	30	A
	Collector Power Dissipation	$T_c = 25^\circ\text{C}$	P_C	80	W
	Junction Temperature	—	T_j	150	$^\circ\text{C}$
Control	Control Supply Voltage	V_D -GND terminal	V_D	20	V
	Input Voltage	IN-GND terminal	V_{IN}	20	V
	Fault Output Voltage	FO-GND (L) terminal	V_{FO}	20	V
	Fault Output Current	FO sink current	I_{FO}	14	mA
Module	Operating Temperature	—	T_C	$-20 \sim +100$	$^\circ\text{C}$
	Storage Temperature Range	—	T_{stg}	$-40 \sim +125$	$^\circ\text{C}$
	Isolation Voltage	AC 1 minute	V_{ISO}	2500	V
	Screw Torque	M5	—	3	Nm

ELECTRICAL CHARACTERISTICS ($T_j = 25^\circ\text{C}$)

a. Inverter stage

CHARACTERISTIC	SYMBOL	TEST CONDITION		MIN.	TYP.	MAX.	UNIT
Collector Cut-Off Current	I_{CEX}	$V_{CEX} = 600\text{V}$	$T_j = 25^\circ\text{C}$	—	—	1	mA
			$T_j = 125^\circ\text{C}$	—	—	20	
Collector-Emitter Saturation Voltage	$V_{CE}(\text{sat})$	$V_D = 15\text{V}$, $I_C = 75\text{A}$ $V_{IN} = 15\text{V} \rightarrow 0\text{V}$	$T_j = 25^\circ\text{C}$	—	2.0	2.5	V
			$T_j = 125^\circ\text{C}$	—	2.0	—	
Forward Voltage	V_F	$I_F = 75\text{A}$		—	2.1	3.0	V
Switching Time	t_{on}	$V_{CC} = 300\text{V}$, $I_C = 75\text{A}$ $V_D = 15\text{V}$, $V_{IN} = 15\text{V} \leftrightarrow 0\text{V}$ Inductive load (Note 1)		—	1.0	2.0	μs
	t_{off}			—	1.2	3.0	
	t_f			—	0.2	0.5	
	t_{rr}			—	0.1	0.3	

b. Brake stage

CHARACTERISTIC	SYMBOL	TEST CONDITION	MIN.	TYP.	MAX.	UNIT
Collector Cut-Off Current	I_{CEX}	$V_{CEX} = 600V$	$T_j = 25^{\circ}C$	—	1	mA
			$T_j = 125^{\circ}C$	—	20	
Collector-Emitter Saturation Voltage	$V_{CE(sat)}$	$V_D = 15V, I_C = 30A$ $V_{IN} = 15V \rightarrow 0V$	$T_j = 25^{\circ}C$	—	1.7	V
			$T_j = 125^{\circ}C$	—	1.6	
Reverse Current	I_R	$V_R = 600V$	$T_j = 25^{\circ}C$	—	1	mA
			$T_j = 125^{\circ}C$	—	20	
Forward Voltage	V_F	$I_F = 30A$	—	2.0	2.5	V
Switching Time	t_{on}	$V_{CC} = 300V, I_C = 30A$ $V_D = 15V, V_{IN} = 15V \leftrightarrow 0V$ Inductive load (Note 1)	—	0.9	2.0	μs
	t_{off}		—	1.7	3.0	
	t_f		—	0.25	0.5	
	t_{rr}		—	0.15	0.3	

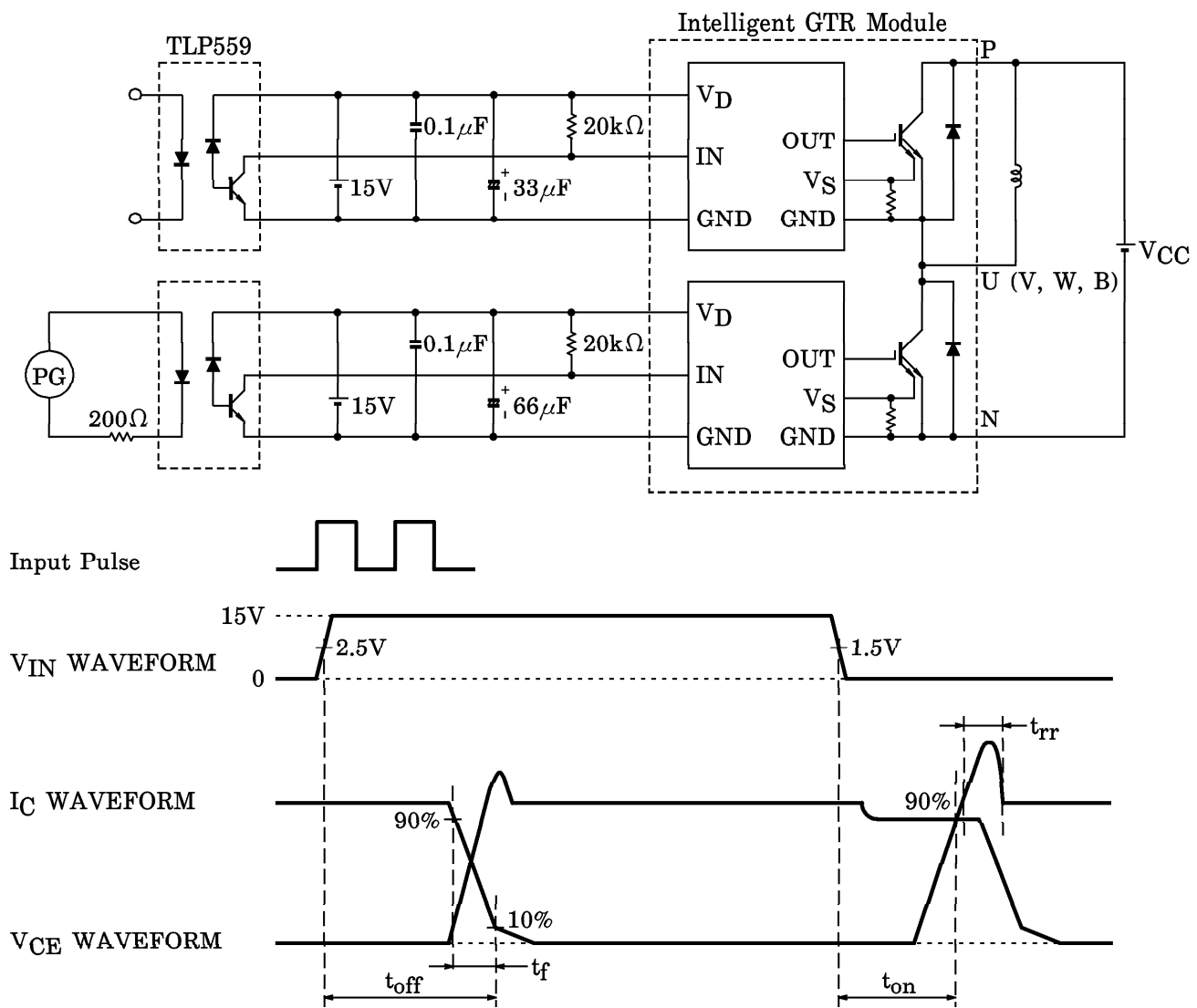
c. Control stage ($T_j = 25^{\circ}C$)

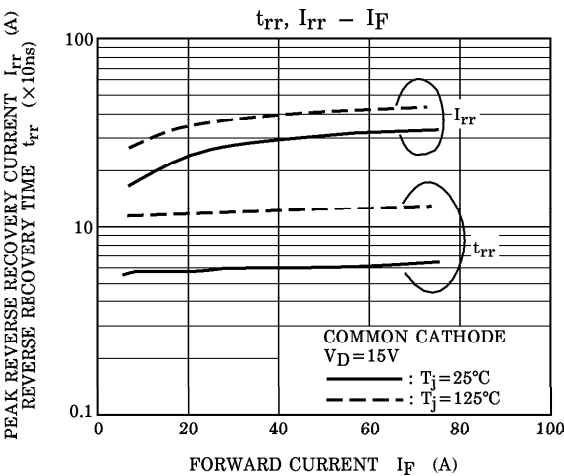
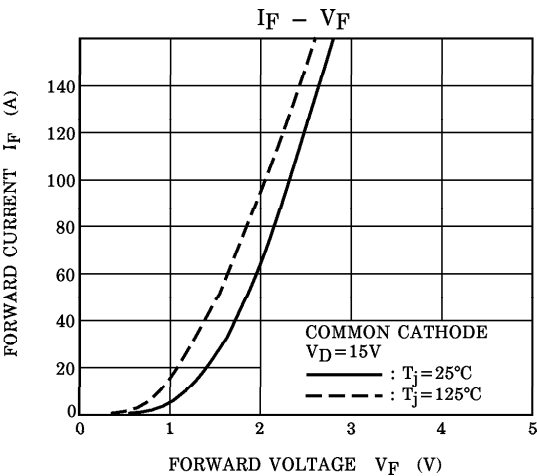
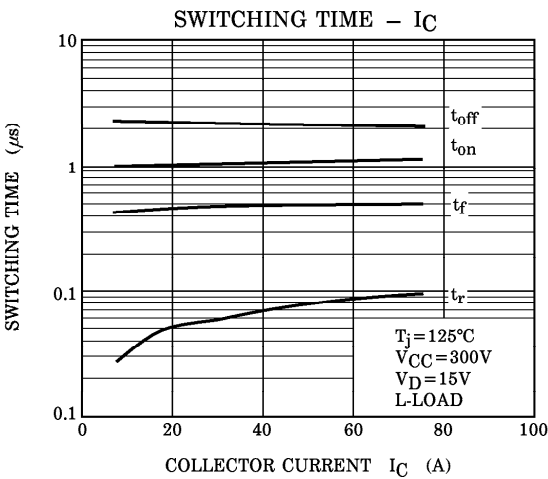
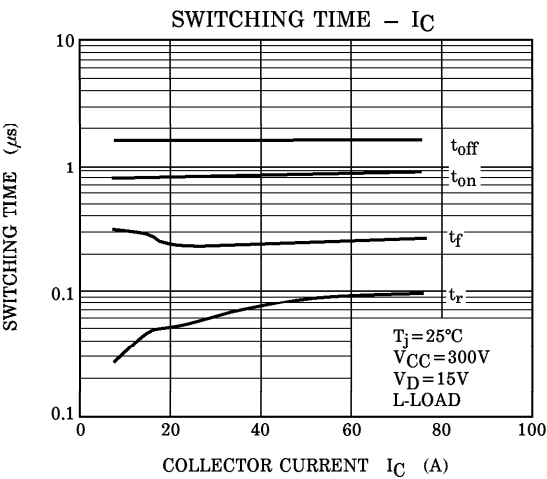
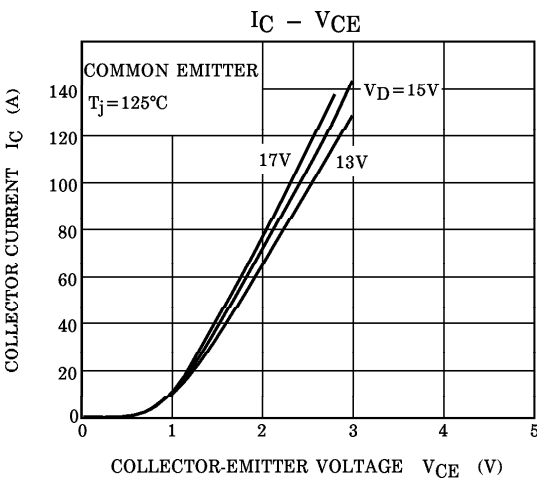
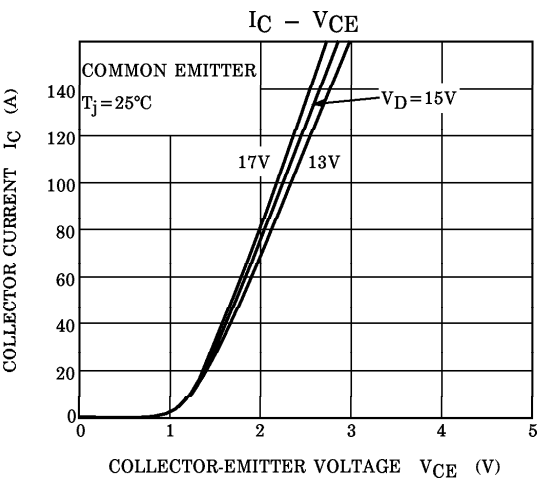
CHARACTERISTIC	SYMBOL	TEST CONDITION	MIN.	TYP.	MAX.	UNIT
Control Circuit Current	High Side	$I_D(H)$	$V_D = 15V$	—	8	mA
	Low Side			—	32	
Input-On Signal Voltage	$V_{IN(on)}$	$V_D = 15V, I_C = 75mA$	1.3	1.5	1.7	V
Input-Off Signal Voltage	$V_{IN(off)}$	$V_D = 15V, I_C = 75mA$	2.2	2.5	2.8	V
Fault Output Current	Protection	$I_{FO(on)}$	$V_D = 15V$	8	10	mA
	Normal			—	1	
Over Current Protection Trip Level	Inverter	OC	$V_D = 15V, T_j = 125^{\circ}C$	105	150	A
	Brake			40	—	
Short Circuit Protection Trip Level	Inverter	SC	$V_D = 15V, T_j = 125^{\circ}C$	157	225	A
	Brake			60	—	
Over Current Cut-Off Time	$t_{off(OC)}$	$V_D = 15V$	—	5	—	μs
Over Temperature Protection	Trip Level	Case temperature	110	118	125	$^{\circ}C$
	Reset Level		—	98	—	
Control Supply Under Voltage Protection	Trip Level	—	11.0	12.0	12.5	V
	Reset Level		—	12.5	—	
Fault Output Pulse Width	t_{FO}	$V_D = 15V$	1	2	3	ms

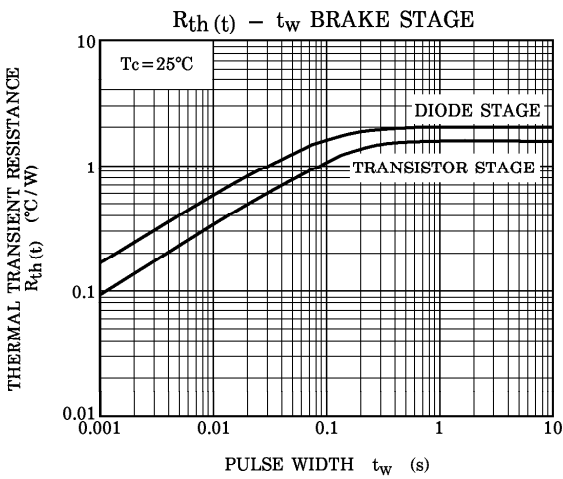
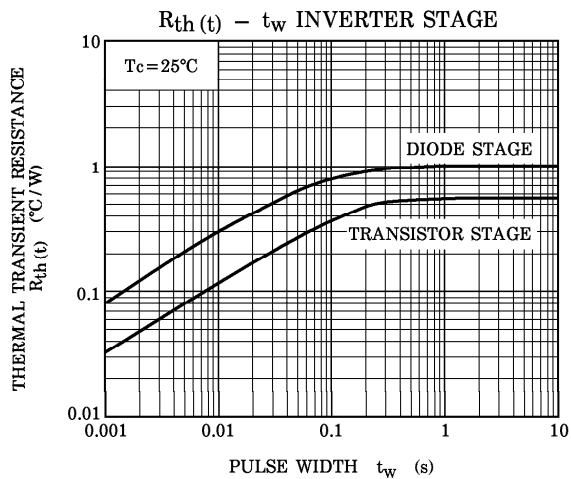
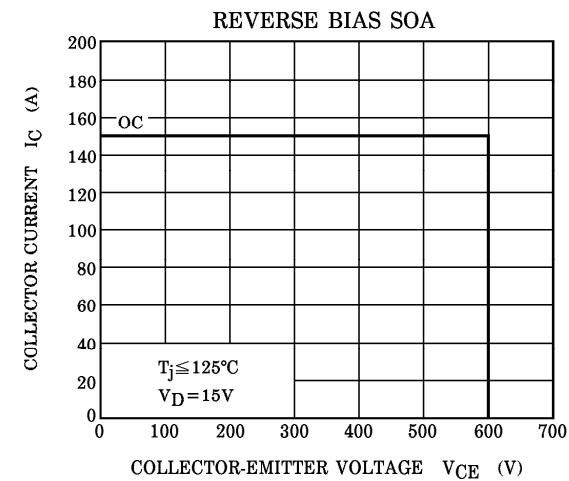
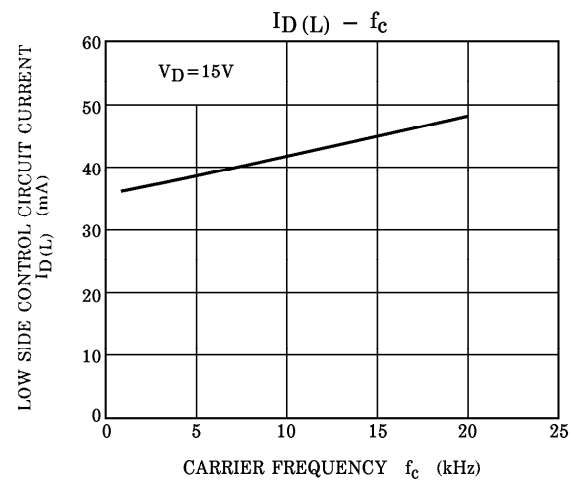
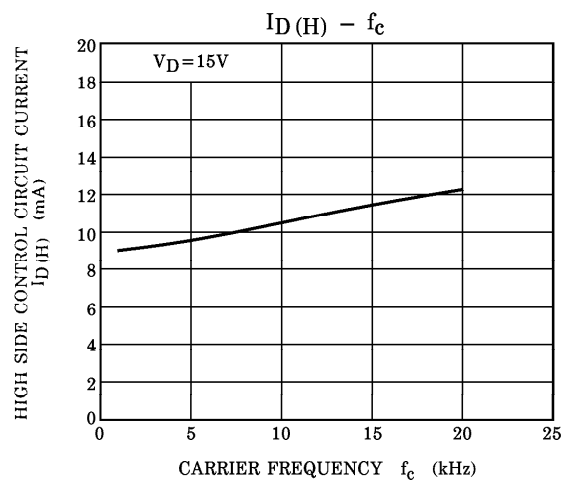
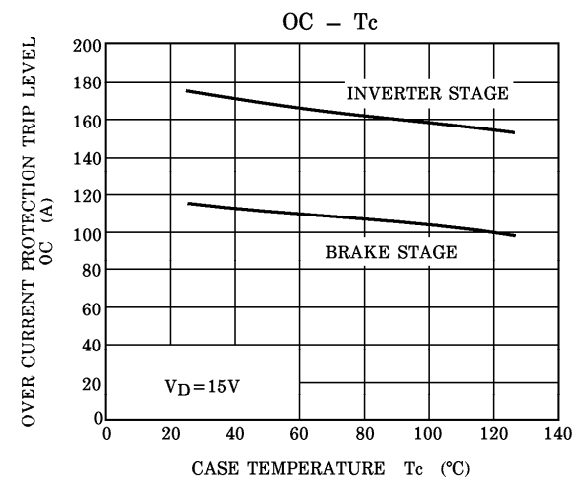
d. Thermal resistance ($T_j = 25^{\circ}\text{C}$)

CHARACTERISTIC	SYMBOL	TEST CONDITION	MIN.	TYP.	MAX.	UNIT
Junction to Case Thermal Resistance	$R_{th(j-c)}$	Inverter IGBT stage	—	—	0.553	$^{\circ}\text{C/W}$
		Inverter FRD stage	—	—	1.000	
		Brake IGBT stage	—	—	1.562	
		Brake FRD stage	—	—	2.000	
Case to Fin Thermal Resistance	$R_{th(c-f)}$	Compound is applied	—	0.05	—	$^{\circ}\text{C/W}$

Note 1 : Switching time test circuit & timing chart







OUTLINE

Unit : mm

