

TOSHIBA

MIG75J201HC

TENTATIVE TOSHIBA INTELLIGENT GTR MODULE SILICON N CHANNEL IGBT

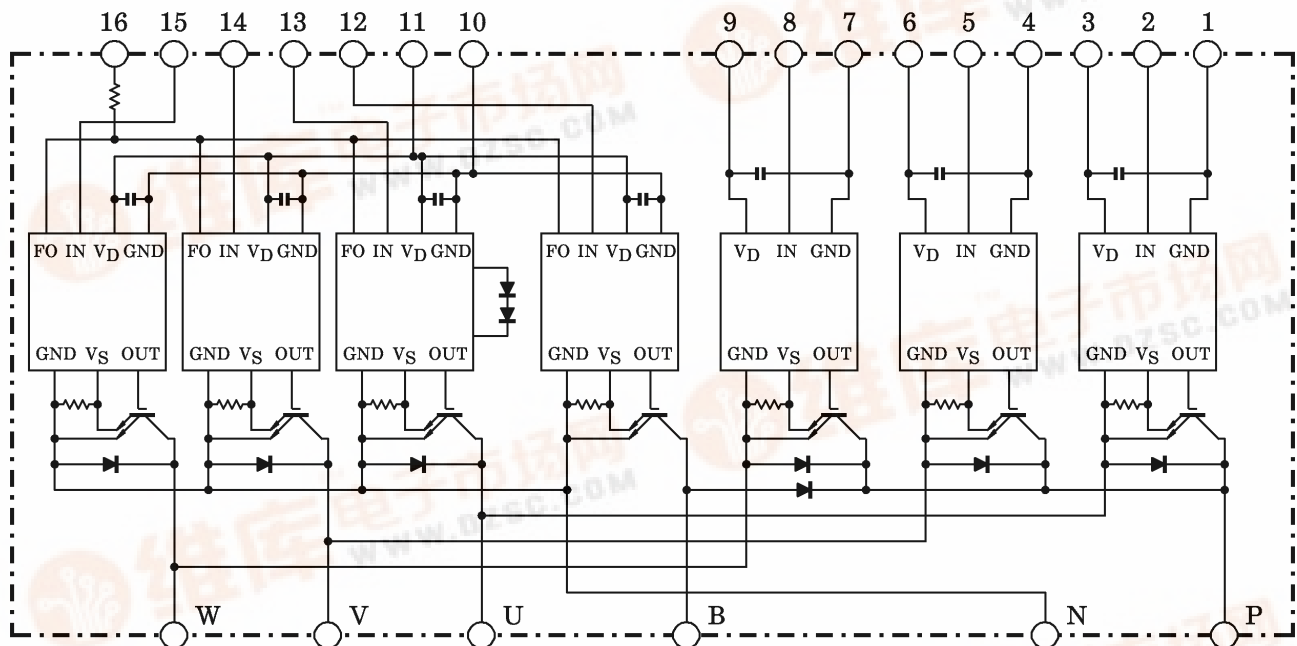
MIG75J201HC

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 : $V_{CE(sat)} = 2.8\text{ V (Max.)}$
 $t_{off} = 3.0\ \mu\text{s (Max.)}$
 $t_{rr} = 0.30\ \mu\text{s (Max.)}$
- Outline : TOSHIBA 2-110A1A
- Weight : 520 g

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	225	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
Control	Junction Temperature	—	T_j	150	$^\circ\text{C}$
	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	$-20 \sim +100$
Storage Temperature Range		—	T_{stg}	$-40 \sim +125$	$^\circ\text{C}$
Isolation Voltage		AC 1 minute	V_{ISO}	2500	V
Screw Torque		M5	—	3	N·m

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	$V_{CE}(\text{sat})$	$V_D = 15\text{ V}$, $I_C = 75\text{ A}$ $V_{IN} = 15\text{ V} \rightarrow 0\text{ V}$	$T_j = 25^\circ\text{C}$	—	2.3	2.8	V
			$T_j = 125^\circ\text{C}$	—	2.3	—	
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	ICEX	VCEX = 600 V	T _j = 25°C	—	—	1	mA
			T _j = 125°C	—	—	20	
Collector-Emitter Saturation Voltage	V _{CE} (sat)	V _D = 15 V, I _C = 30 A V _{IN} = 15 V → 0 V	T _j = 25°C	—	1.7	2.7	V
			T _j = 125°C	—	1.6	—	
Reverse Current	I _R	V _R = 600 V	T _j = 25°C	—	—	1	mA
			T _j = 125°C	—	—	20	
Forward Voltage	V _F	I _F = 30 A	—	2.0	2.5	V	
Switching Time	t _{on}	V _{CC} = 300 V, I _C = 30 A	—	0.9	2.0	μs	
	t _{off}	V _D = 15 V, V _{IN} = 15 V ↔ 0 V	—	1.7	3.0		
	t _f	Inductive load	—	0.25	0.5		
	t _{rr}	(Note 1)	—	0.15	0.3		

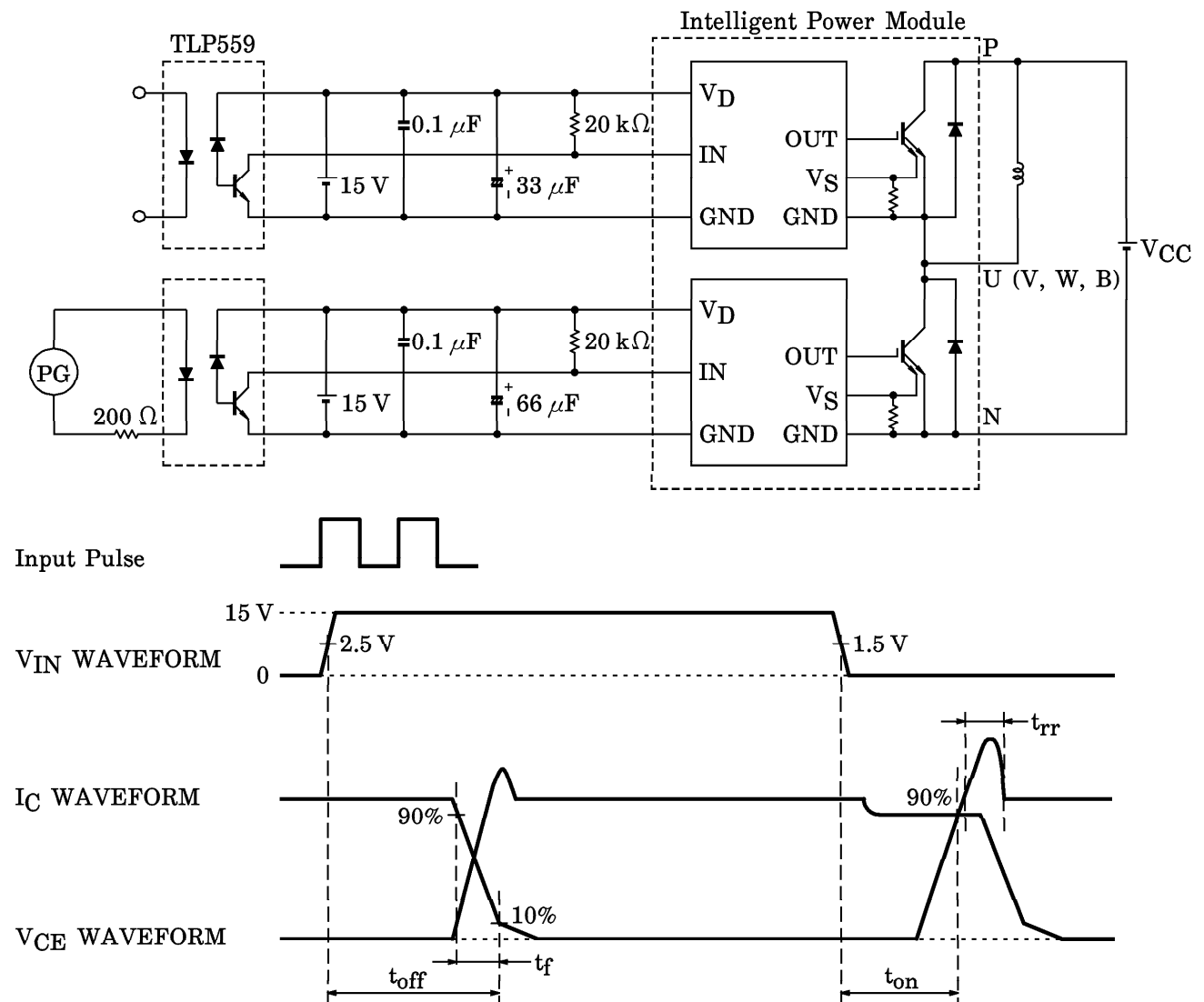
c. Control stage (T_j = 25°C)

CHARACTERISTIC	SYMBOL	TEST CONDITION	MIN.	TYP.	MAX.	UNIT	
Control Circuit Current	High Side	I _D (H)	V _D = 15 V	—	8	—	mA
	Low Side			I _D (L)	—	35	
Input-On Signal Voltage	V _{IN} (on)	V _D = 15 V, I _C = 75 mA	1.3	1.5	1.7	V	
Input-Off Signal Voltage	V _{IN} (off)	V _D = 15 V, I _C = 75 mA	2.2	2.5	2.8	V	
Fault Output Current	Protection	I _{FO} (on)	8	10	12	mA	
	Normal	I _{FO} (off)	—	—	1		
Over Current Protection Trip Level	Inverter	OC	V _D = 15 V, T _j = 125°C	105	150	—	A
	Brake			40	—	—	
Short Circuit Protection Trip Level	Inverter	SC	V _D = 15 V, T _j = 125°C	157	225	—	A
	Brake			60	—	—	
Over Current Cut-Off Time	t _{off} (OC)	V _D = 15 V	—	5	—	μs	
Over Temperature Protection	Trip Level	OT	Case temperature	110	118	125	°C
	Reset Level			OTr	—	80	
Control Supply Under Voltage Protection	Trip Level	UV	—	11.0	12.0	12.5	V
	Reset Level			UVr	—	12.5	
Fault Output Pulse Width	t _{FO}	V _D = 15 V	1	2	3	ms	

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

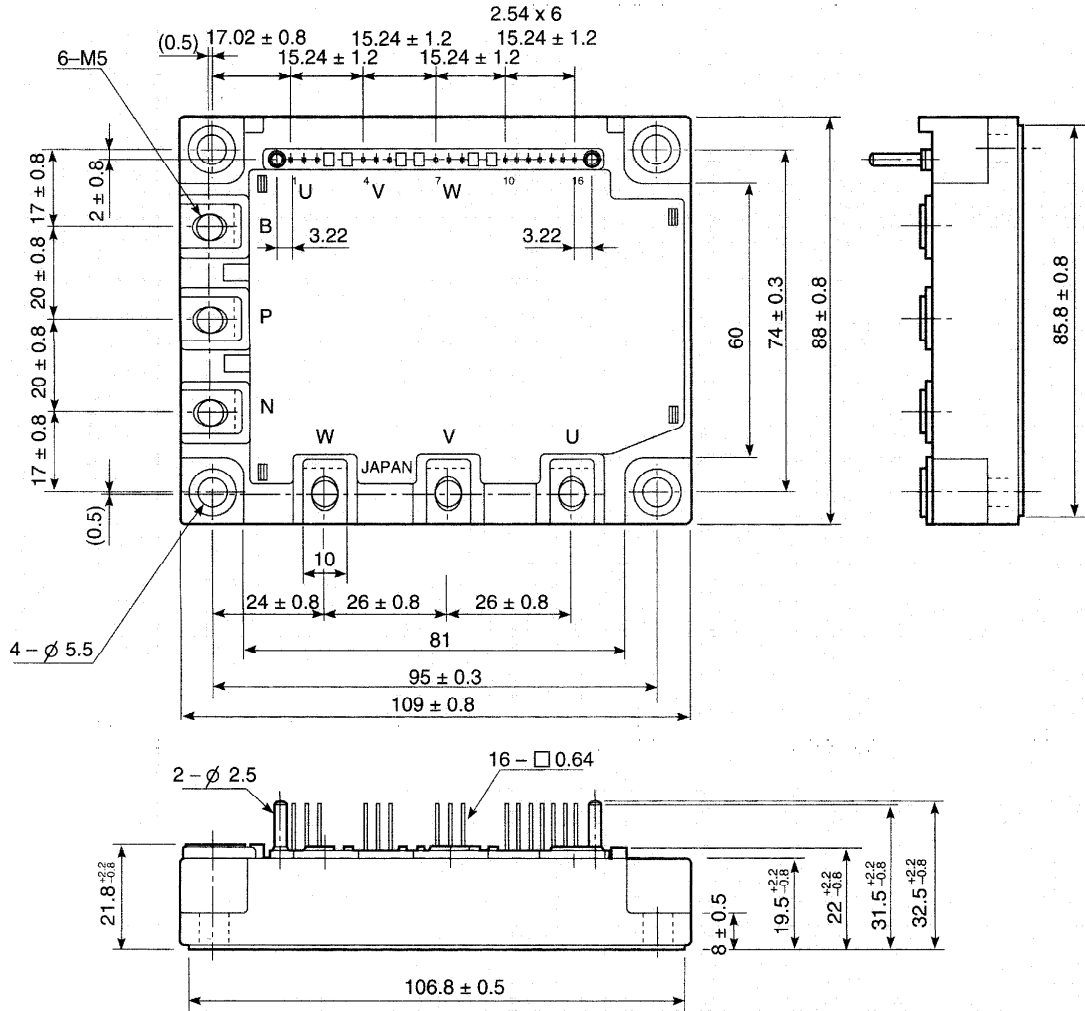
CHARACTERISTIC	SYMBOL	TEST CONDITION	MIN.	TYP.	MAX.	UNIT
Junction to Case Thermal Resistance	$R_{th(j-c)}$	Inverter IGBT stage	—	—	0.553	$^\circ\text{C/W}$
		Inverter FRD stage	—	—	1.000	
		Brake IGBT stage	—	—	1.562	
		Brake FRD stage	—	—	2.000	
Case to Fin Thermal Resistance	$R_{th(c-f)}$	Compound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

(Note 1) Switching time test circuit & timing chart



OUTLINE

Unit : mm



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