

TOSHIBA

MIG100J7CSA0A

TOSHIBA INTELLIGENT POWER MODULE SILICON N CHANNEL IGBT

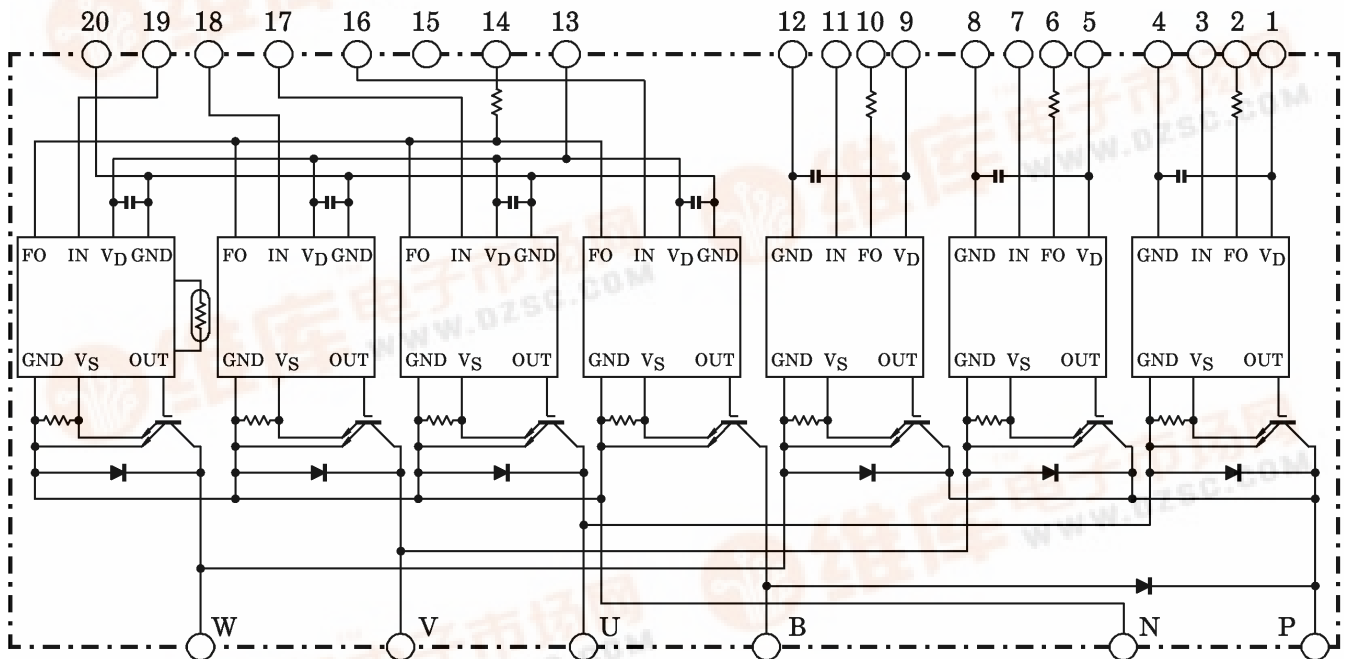
MIG100J7CSA0A (600V / 100A 7in1)

HIGH POWER SWITCHING APPLICATIONS

MOTOR CONTROL APPLICATIONS

- Integrates Inverter, Brake Power Circuits & Control Circuits (IGBT drive unit, Protection units for Short-Current, Over-Current, Under-Voltage & Over Temperature) in One Package.
- The Electrodes are Isolated from Case.
- $V_{CE(sat)} = 1.6V$ (Typ.)

EQUIVALENT CIRCUIT



- | | | | | | | |
|-------------|-------------|-----------|-----------|-------------|--------------|-----------|
| 1. $V_D(U)$ | 2. FO(U) | 3. IN(U) | 4. GND(U) | 5. $V_D(V)$ | 6. FO(V) | 7. IN(V) |
| 8. GND(V) | 9. $V_D(W)$ | 10. FO(W) | 11. IN(W) | 12. GND(W) | 13. $V_D(L)$ | 14. FO(L) |
| 15. Open | 16. IN(B) | 17. IN(X) | 18. IN(Y) | 19. IN(Z) | 20. GND(L) | |

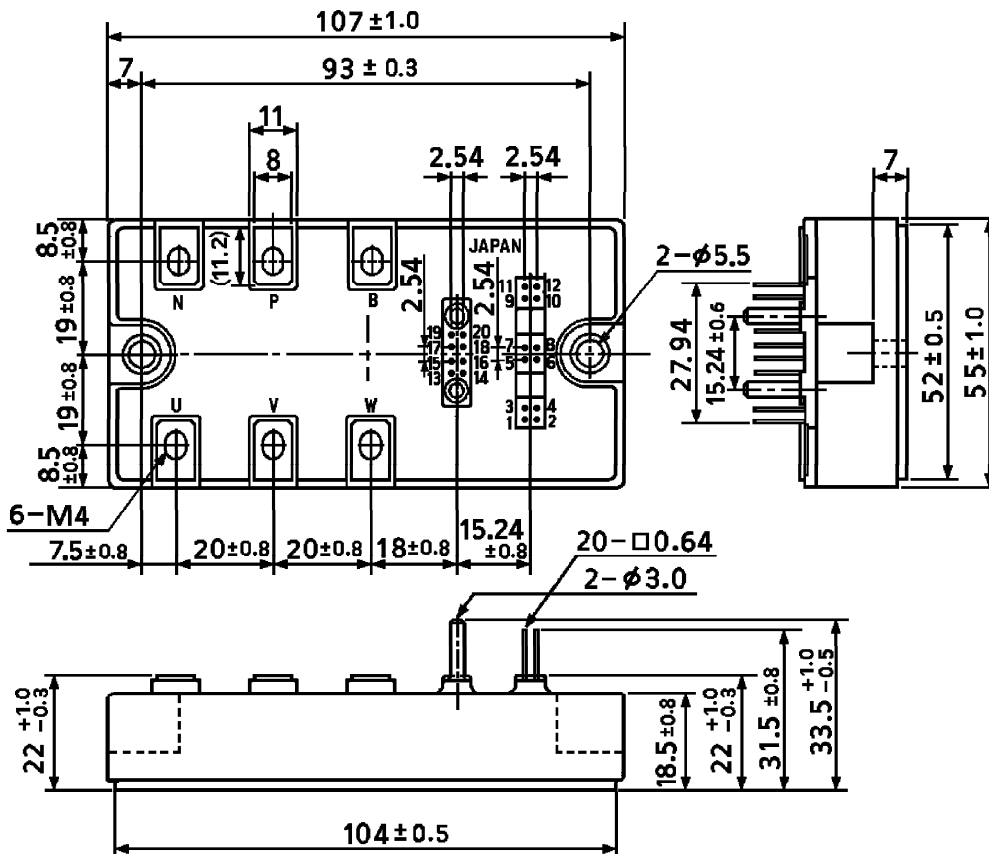
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OUTLINE : TOSHIBA 2-108G1A

Unit : mm

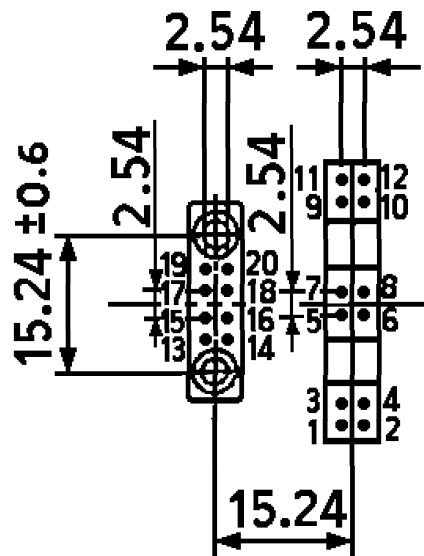


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|---------------|------------|--------------|-----------|--------------|------------|
| 1. V_D (U) | 2. FO(U) | 3. IN(U) | 4. GND(U) | 5. V_D (V) | 6. FO(V) |
| 7. IN(V) | 8. GND(V) | 9. V_D (W) | 10. FO(W) | 11. IN(W) | 12. GND(W) |
| 13. V_D (L) | 14. FO(L) | 15. Open | 16. IN(B) | 17. IN(X) | 18. IN(Y) |
| 19. IN(Z) | 20. GND(L) | | | | |

Weight : 278 g (Typ.)

SIGNAL TERMINAL LAYOUT

Unit : mm



- | | | | | | |
|------------------------|-------------|-----------------------|------------|-----------------------|-------------|
| 1. V _D (U) | 2. FO (U) | 3. IN (U) | 4. GND (U) | 5. V _D (V) | 6. FO (V) |
| 7. IN (V) | 8. GND (V) | 9. V _D (W) | 10. FO (W) | 11. IN (W) | 12. GND (W) |
| 13. V _D (L) | 14. FO (L) | 15. Open | 16. IN (B) | 17. IN (X) | 18. IN (Y) |
| 19. IN (Z) | 20. GND (L) | | | | |

MAXIMUM RATINGS

STAGE	CHARACTERISTIC	CONDITION	SYMBOL	RATING	UNIT
Inverter	Supply Voltage	P-N Power Terminal	V _{CC}	450	V
	Collector-Emitter Voltage	—	V _{CES}	600	V
	Collector Current	T _c = 25°C, DC	I _C	100	A
	Forward Current	T _c = 25°C, DC	I _F	100	A
	Collector Power Dissipation	T _c = 25°C	P _C	290	W
	Junction Temperature	—	T _j	150	°C
Brake	Supply Voltage	P-N Power Terminal	V _{CC}	450	V
	Collector-Emitter Voltage	—	V _{CES}	600	V
	Collector Current	T _c = 25°C, DC	I _C	50	A
	Reverse Voltage	—	V _R	600	V
	Forward Current	T _c = 25°C, DC	I _F	50	A
	Collector Power Dissipation	T _c = 25°C	P _C	150	W
Control	Junction Temperature	—	T _j	150	°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 Terminal	V _{FO}	20	V
	Fault Output Current	FO Sink Current	I _{FO}	14	mA
	Module	Operating Temperature	—	T _c	-20~+100
Storage Temperature Range		—	T _{stg}	-40~+125	°C
Isolation Voltage		AC 1 min	V _{ISO}	2500	V
Screw Torque (Terminal)		M4	—	2	Nm
Screw Torque (Mounting)		M5	—	3	Nm

ELECTRICAL CHARACTERISTICS

a. Inverter Stage (T_j = 25°C)

CHARACTERISTIC	SYMBOL	TEST CONDITION	MIN.	TYP.	MAX.	UNIT	
Collector Cut-Off Current	I _{CEX}	V _{CE} = 600 V	T _j = 25°C	—	—	1	mA
			T _j = 125°C	—	—	10	
Collector-Emitter Saturation Voltage	V _{CE (sat)}	V _D = 15 V, I _C = 100 A, V _{IN} = 15 V → 0 V	T _j = 25°C	1.3	1.6	2.0	V
			T _j = 125°C	—	1.6	—	
Forward Voltage	V _F	I _F = 100 A	1.5	1.9	2.3	V	
Switching Time	t _{on}	V _{CC} = 300 V, I _C = 100 A V _D = 15 V, V _{IN} = 15 V ↔ 0 V Inductive Load (Note 1)	—	1.3	2.2	μs	
	t _{c (on)}		—	0.4	1.0		
	t _{rr}		—	0.2	0.6		
	t _{off}		—	1.7	3.0		
	t _{c (off)}		—	0.4	0.8		

b. Brake Stage ($T_j = 25^\circ\text{C}$)

CHARACTERISTIC	SYMBOL	TEST CONDITION	MIN.	TYP.	MAX.	UNIT	
Collector Cut-Off Current	I_{CE}	$V_{CE} = 600\text{ V}$	$T_j = 25^\circ\text{C}$	—	—	1	mA
			$T_j = 125^\circ\text{C}$	—	—	10	
Collector-Emitter Saturation Voltage	$V_{CE(\text{sat})}$	$V_D = 15\text{ V},$ $I_C = 50\text{ A},$ $V_{IN} = 15\text{ V} \rightarrow 0\text{ V}$	$T_j = 25^\circ\text{C}$	—	1.6	2.0	V
			$T_j = 125^\circ\text{C}$	—	1.6	—	
Reverse Current	I_R	$V_R = 600\text{ V}$	$T_j = 25^\circ\text{C}$	—	—	1	mA
			$T_j = 125^\circ\text{C}$	—	—	10	
Forward Voltage	V_F	$I_F = 50\text{ A}$	1.5	1.9	2.3	V	
Switching Time	t_{on}	$V_{CC} = 300\text{ V}, I_C = 50\text{ A}$ $V_D = 15\text{ V}, V_{IN} = 15\text{ V} \leftrightarrow 0\text{ V}$ Inductive Load (Note 1)	—	1.4	2.6	μs	
	$t_{\text{c(on)}}$		—	0.65	1.2		
	t_{rr}		—	0.45	0.9		
	t_{off}		—	1.85	3.2		
	$t_{\text{c(off)}}$		—	0.4	0.7		

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

CHARACTERISTIC	SYMBOL	TEST CONDITION	MIN.	TYP.	MAX.	UNIT
Control Circuit Current	High Side	$V_D = 15\text{ V}$	—	8	12	mA
	Low Side		—	42	60	
Input On Signal Voltage	$V_{IN(\text{on})}$	$V_D = 15\text{ V}, I_C = 50\text{ mA}$	1.4	1.6	1.8	V
Input Off Signal Voltage	$V_{IN(\text{off})}$	—	2.2	2.5	2.8	
Fault Output Current	Protection	$V_D = 15\text{ V}$	—	10	12	mA
	Normal		—	—	0.1	
Over Current Protection Trip Level	Inverter	$V_D = 15\text{ V}, T_j \leq 125^\circ\text{C}$	160	—	—	A
	Brake		80	—	—	
Short Circuit Protection Trip Level	Inverter	$V_D = 15\text{ V}, T_j \leq 125^\circ\text{C}$	200	—	—	A
	Brake		100	—	—	
Over Current Cut-Off Time	$t_{\text{off(OC)}}$	$V_D = 15\text{ V}$	—	5	—	μs
Over Temperature Protection	Trip Level	Case Temperature	110	118	125	$^\circ\text{C}$
	Reset Level		—	98	—	
Control Supply Under Voltage Protection	Trip Level	—	11.0	12.0	12.5	V
	Reset Level		12.0	12.5	13.0	
Fault Output Pulse Width	t_{FO}	$V_D = 15\text{ V}$	1	2	3	ms

d. Thermal Resistance ($T_c = 25^\circ\text{C}$)

CHARACTERISTIC	SYMBOL	TEST CONDITION	MIN.	TYP.	MAX.	UNIT
Junction to Case Thermal Resistance	$R_{th(j-c)}$	Inverter IGBT Stage	—	—	0.43	$^\circ\text{C/W}$
		Inverter FRD Stage	—	—	0.63	
		Brake IGBT Stage	—	—	0.83	
		Brake FRD Stage	—	—	1.0	

(Note 1) : Switching time test circuit & timing chart

