

**TOSHIBA**

**MIG100J201H**

TOSHIBA INTELLIGENT POWER MODULE SILICON N CHANNEL IGBT

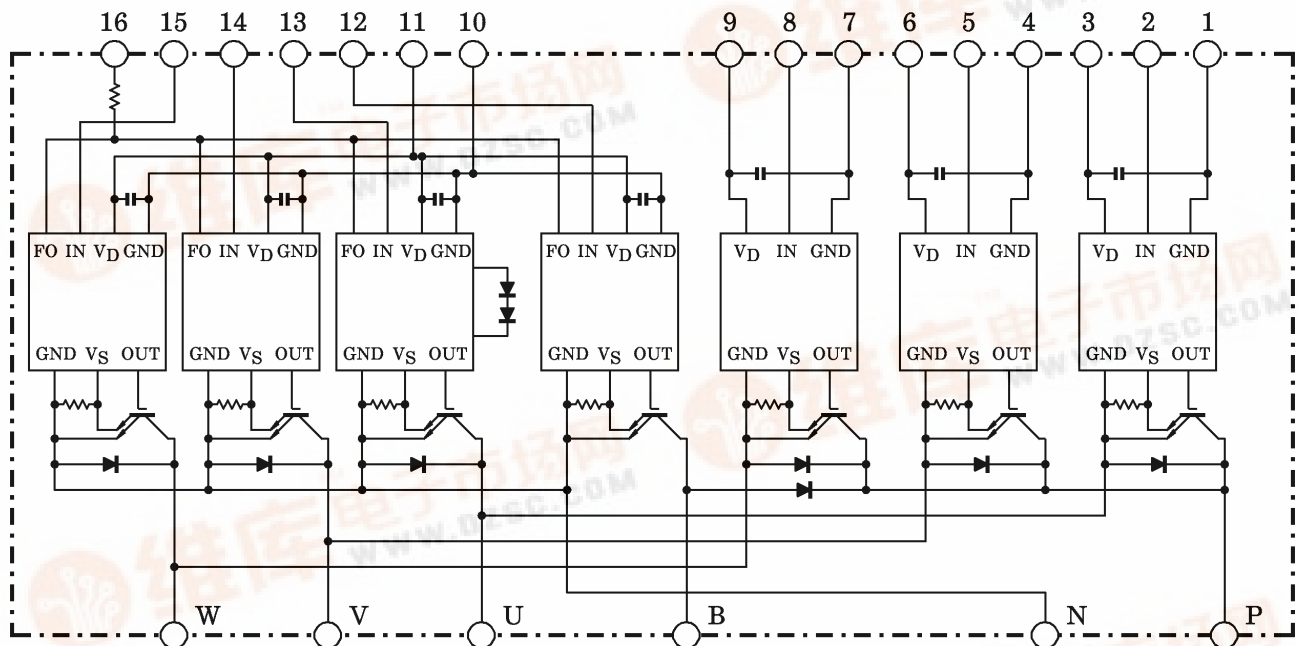
# MIG100J201H

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	$I_C$	100	A
	Forward Current	$T_c = 25^\circ\text{C}$ , DC	$I_F$	100	A
	Collector Power Dissipation	$T_c = 25^\circ\text{C}$	$P_C$	300	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	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	$V_{CE}(\text{sat})$	$V_D = 15\text{V}$ , $I_C = 100\text{A}$ $V_{IN} = 15\text{V} \rightarrow 0\text{V}$	$T_j = 25^\circ\text{C}$	—	2.0	2.5	V
			$T_j = 125^\circ\text{C}$	—	2.0	—	
Forward Voltage	$V_F$	$I_F = 100\text{A}$	—	2.1	3.3	V	
Switching Time	$t_{on}$	$V_{CC} = 300\text{V}$ , $I_C = 100\text{A}$ $V_D = 15\text{V}$ , $V_{IN} = 15\text{V} \leftrightarrow 0\text{V}$ Inductive load (Note 1)	—	1.0	2.0	$\mu\text{s}$	
	$t_{off}$		—	1.7	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 <sub>CEX</sub>	V <sub>CEX</sub> = 600V	T <sub>j</sub> = 25°C	—	—	1	mA
			T <sub>j</sub> = 125°C	—	—	20	
Collector-Emitter Saturation Voltage	V <sub>CE (sat)</sub>	V <sub>D</sub> = 15V, I <sub>C</sub> = 30A V <sub>IN</sub> = 15V → 0V	T <sub>j</sub> = 25°C	—	1.7	2.7	V
			T <sub>j</sub> = 125°C	—	1.6	—	
Reverse Current	I <sub>R</sub>	V <sub>R</sub> = 600V	T <sub>j</sub> = 25°C	—	—	1	mA
			T <sub>j</sub> = 125°C	—	—	20	
Forward Voltage	V <sub>F</sub>	I <sub>F</sub> = 30A	—	2.0	2.5	V	
Switching Time	t <sub>on</sub>	V <sub>CC</sub> = 300V, I <sub>C</sub> = 30A	—	0.9	2.0	μs	
	t <sub>off</sub>	V <sub>D</sub> = 15V, V <sub>IN</sub> = 15V ↔ 0V	—	1.7	3.0		
	t <sub>f</sub>	Inductive load	—	0.25	0.5		
	t <sub>rr</sub>	(Note 1)	—	0.15	0.3		

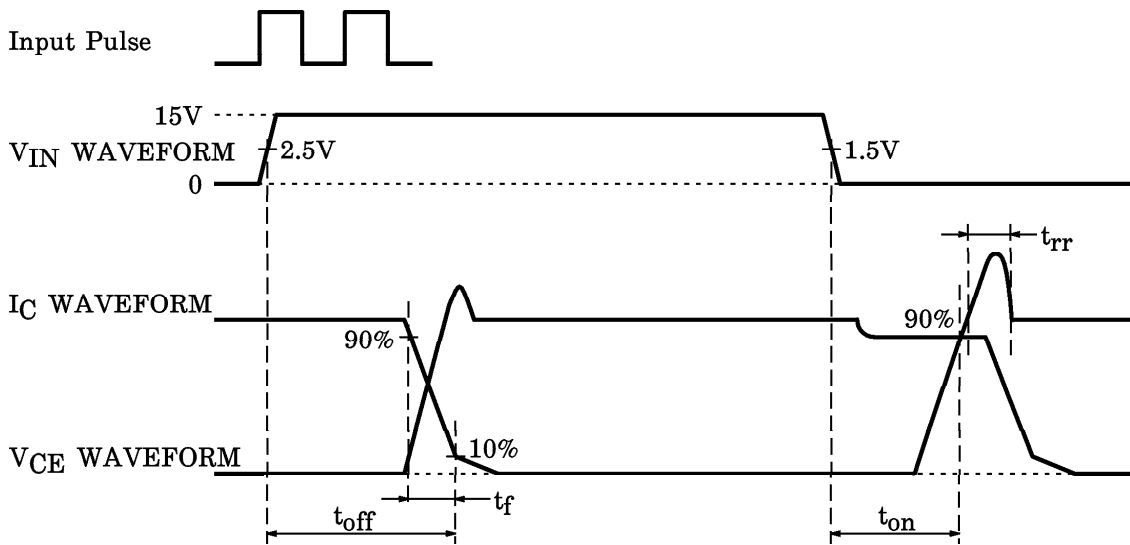
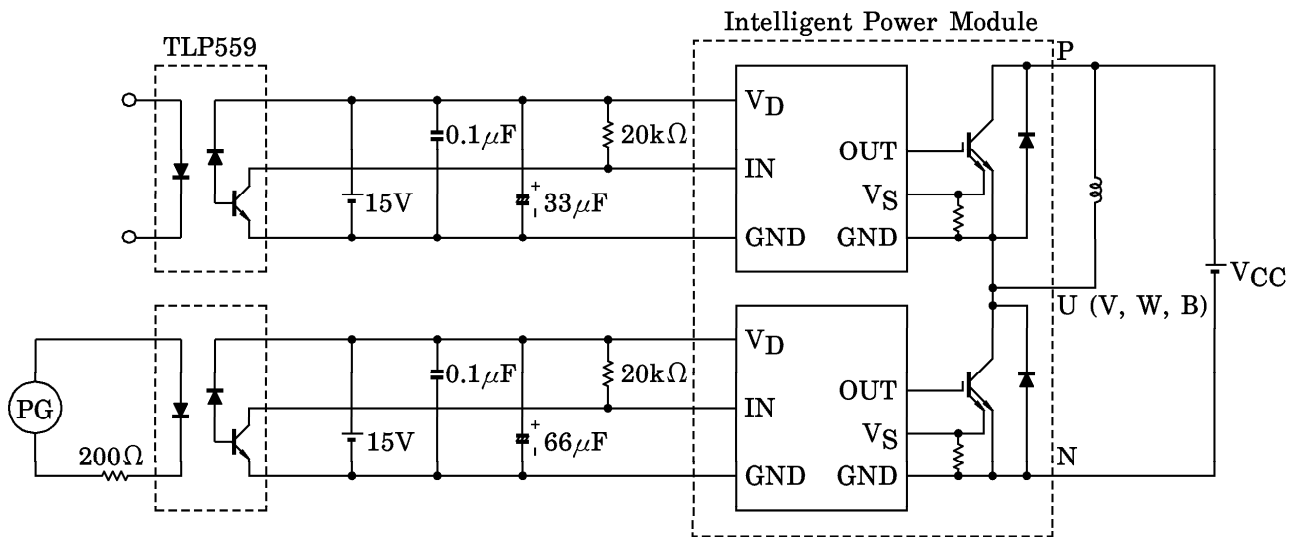
c. Control stage (T<sub>j</sub> = 25°C)

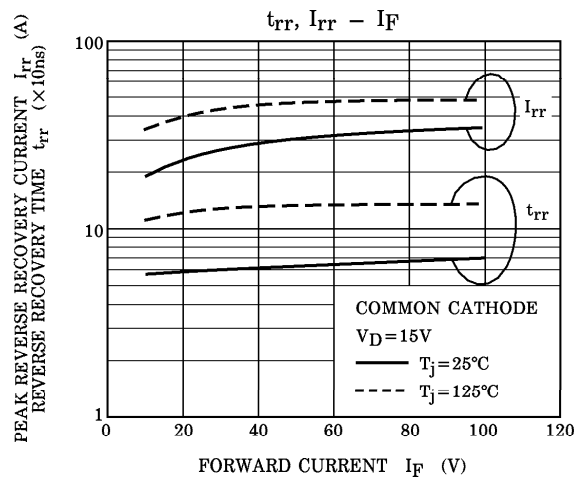
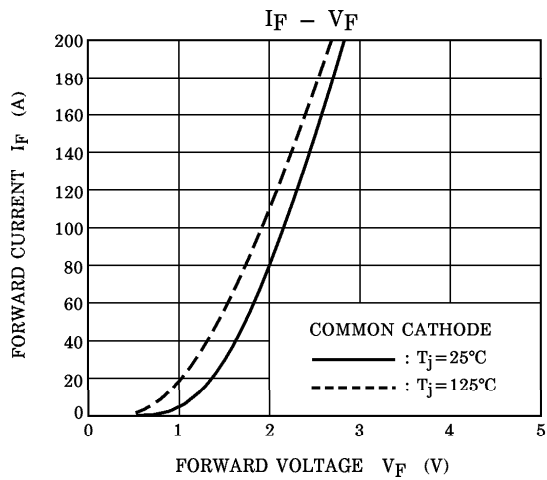
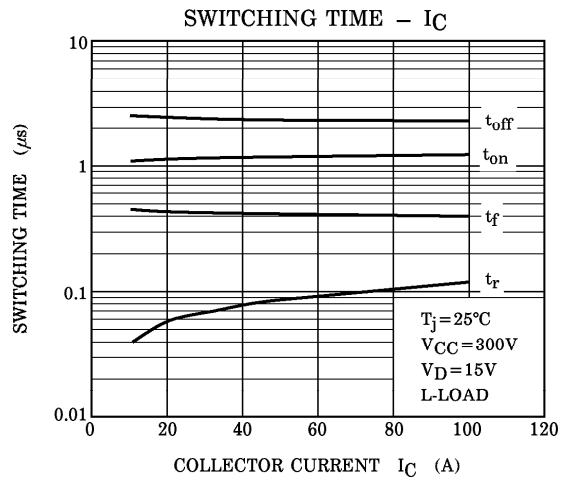
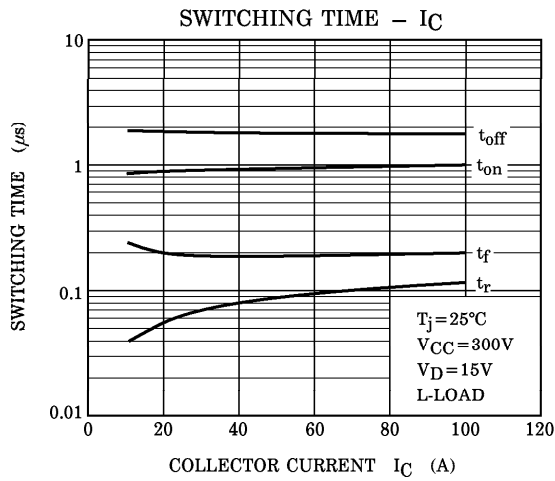
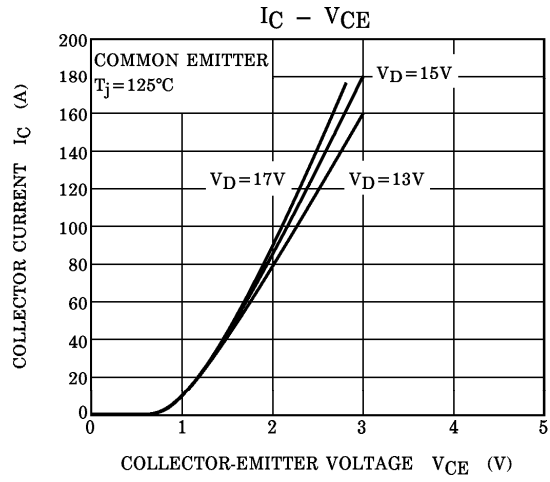
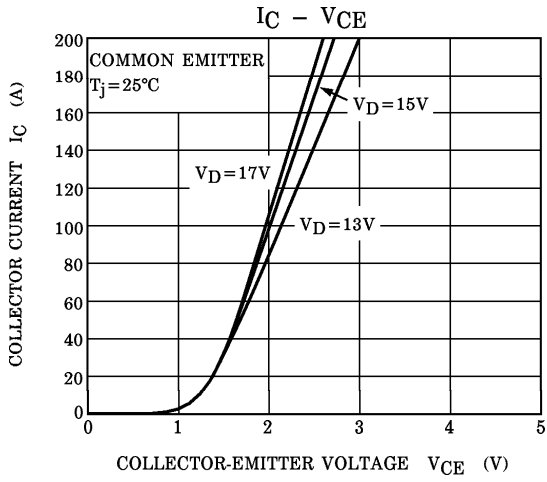
CHARACTERISTIC	SYMBOL	TEST CONDITION	MIN.	TYP.	MAX.	UNIT	
Control Circuit Current	High Side	I <sub>D (H)</sub>	V <sub>D</sub> = 15V	—	8	—	mA
	Low Side			I <sub>D (L)</sub>	—	32	
Input-On Signal Voltage	V <sub>IN (on)</sub>	V <sub>D</sub> = 15V, I <sub>C</sub> = 100mA	1.3	1.5	1.7	V	
Input-Off Signal Voltage	V <sub>IN (off)</sub>	V <sub>D</sub> = 15V, I <sub>C</sub> = 100mA	2.2	2.5	2.8	V	
Fault Output Current	Protection	I <sub>FO (on)</sub>	8	10	12	mA	
	Normal	I <sub>FO (off)</sub>	—	—	1		
Over Current Protection Trip Level	Inverter	OC	V <sub>D</sub> = 15V, T <sub>j</sub> = 125°C	160	200	—	A
	Brake			40	—	—	
Short Circuit Protection Trip Level	Trip Level	SC	V <sub>D</sub> = 15V, T <sub>j</sub> = 125°C	240	300	—	A
	Reset Level			60	—	—	
Over Current Cut-Off Time	t <sub>off (OC)</sub>	V <sub>D</sub> = 15V	—	5	—	μs	
Over Temperature Protection	Trip Level	OT	Case temperature	110	118	125	°C
	Reset Level			OTr	—	98	
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 <sub>FO</sub>	V <sub>D</sub> = 15V	1	2	3	ms	

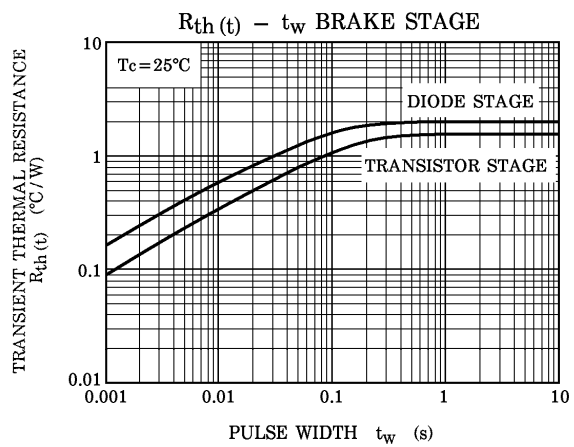
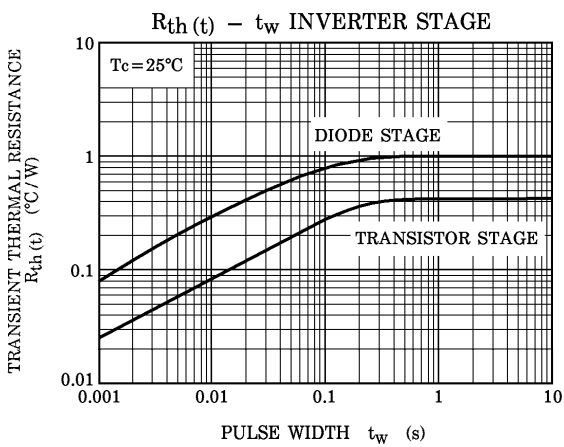
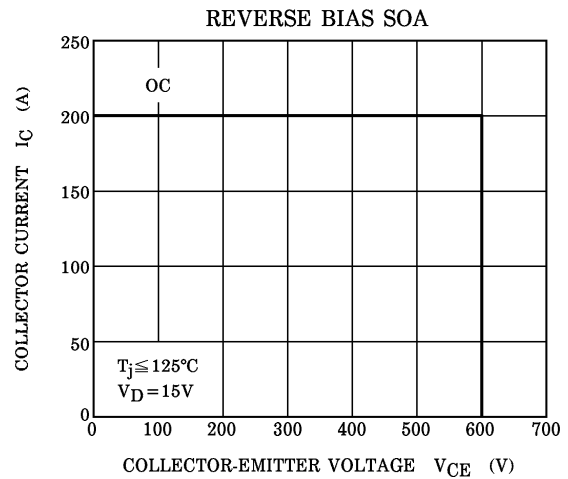
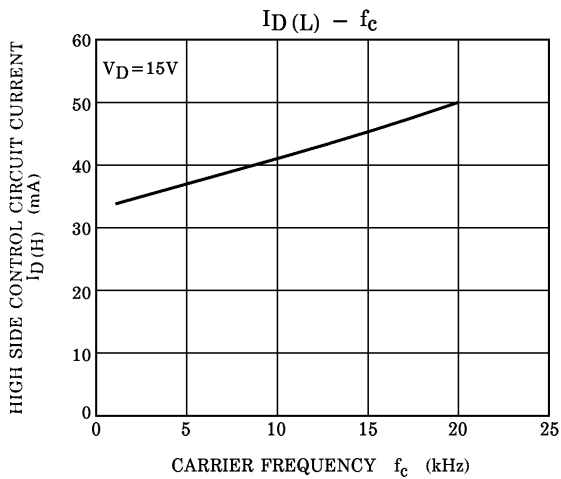
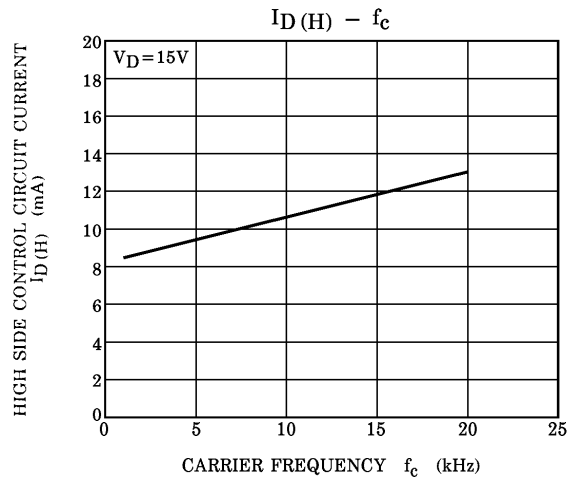
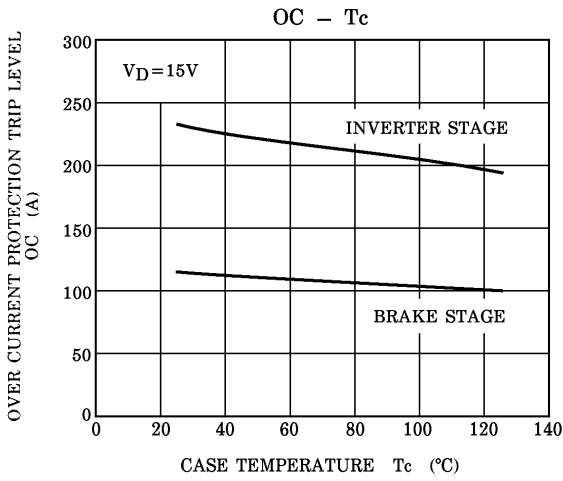
d. Thermal resistance ( $T_j = 25^\circ\text{C}$ )

CHARACTERISTIC	SYMBOL	TEST CONDITION	MIN.	TYP.	MAX.	UNIT
Junction to Case Thermal Resistance	$R_{th(j-c)}$	Inverter IGBT stage	—	—	0.418	$^\circ\text{C/W}$
		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

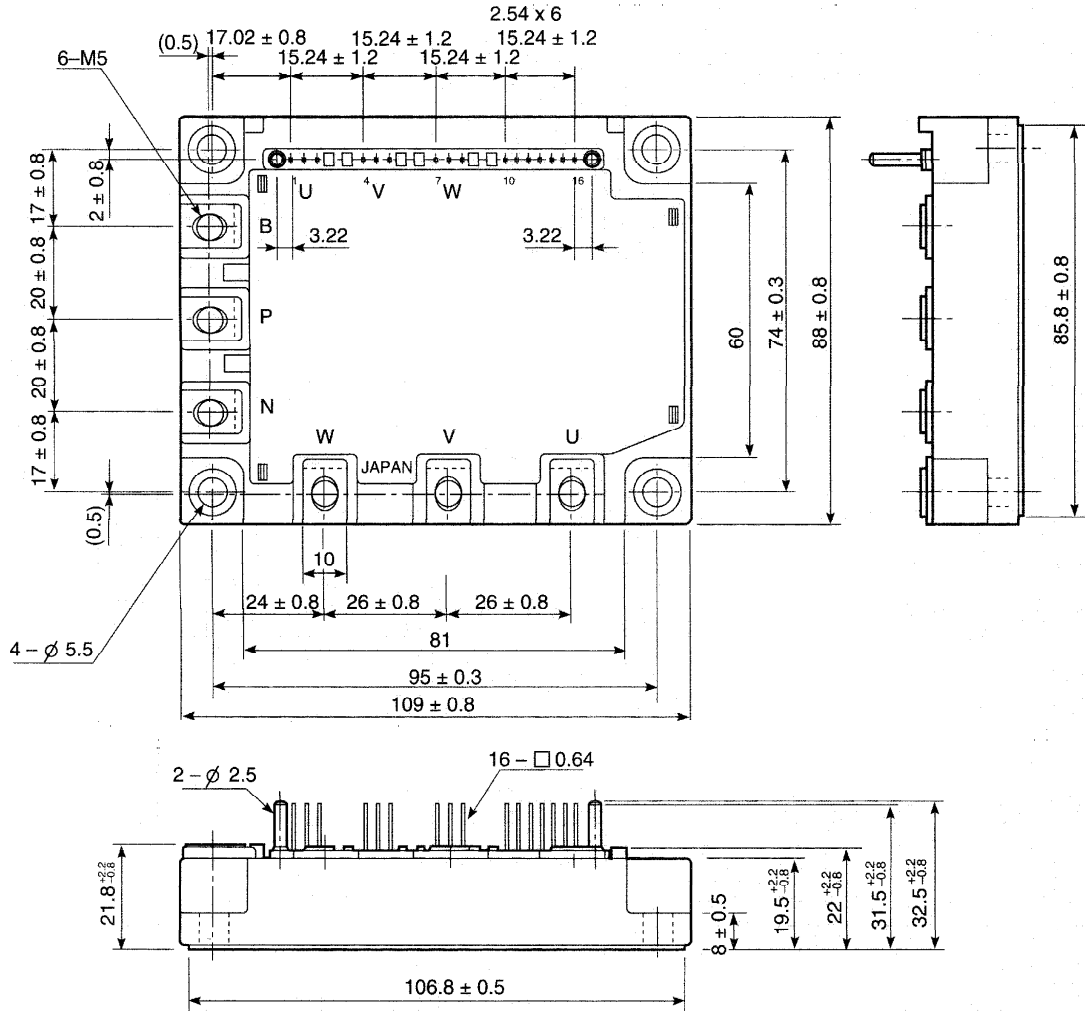






OUTLINE

Unit : mm



	GND	IN	VD	GND	IN	VD	GND	IN	VD	GND	VD	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