

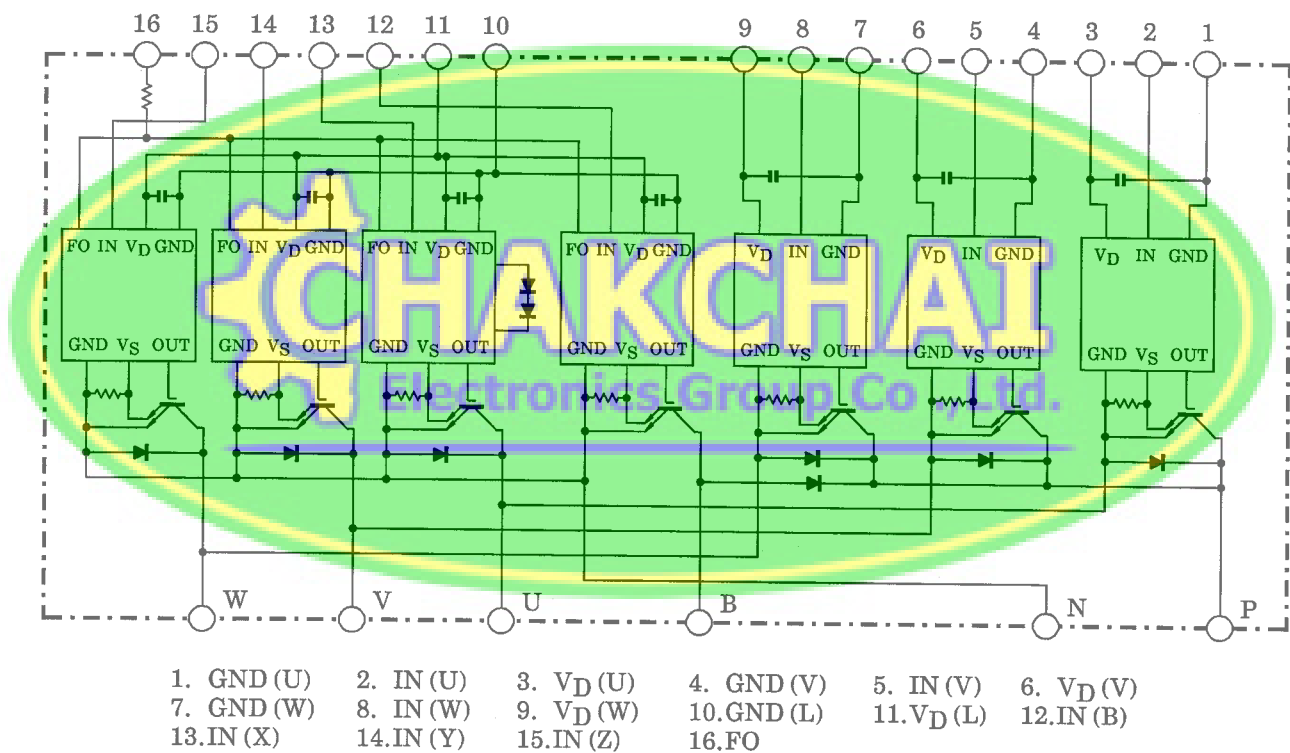
# MIG150J202HC

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.
- Outline : TOSHIBA 2-110A1A
- Weight : 520 g

## Equivalent Circuit



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	$I_C$	150	A
	Forward current	$T_c = 25^\circ\text{C}$ , DC	$I_F$	150	A
	Collector power dissipation	$T_c = 25^\circ\text{C}$	$P_C$	400	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	$I_C$	50	A
	Reverse voltage	—	$V_R$	600	V
	Forward current	$T_c = 25^\circ\text{C}$ , DC	$I_F$	50	A
	Collector power dissipation	$T_c = 25^\circ\text{C}$	$P_C$	120	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	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	$I_{CEX}$	$V_{CE} = 600\text{ V}$	$T_j = 25^\circ\text{C}$	—	1	mA
			$T_j = 125^\circ\text{C}$	—	20	
Collector-emitter saturation voltage	$V_{CE(sat)}$	$V_D = 15\text{ V}$ , $I_C = 150\text{ A}$ $V_{IN} = 15\text{ V} \rightarrow 0\text{ V}$	$T_j = 25^\circ\text{C}$	—	2.5	V
			$T_j = 125^\circ\text{C}$	—	—	
Forward voltage	$V_F$	$I_F = 150\text{ A}$	—	2.5	3.5	V
Switching time	$t_{on}$	$V_{CC} = 300\text{ V}$ , $I_C = 150\text{ A}$ $V_D = 15\text{ V}$ , $V_{IN} = 15\text{ V} \leftrightarrow 0\text{ V}$ Inductive load (Note 1)	—	1.2	2.0	$\mu\text{s}$
	$t_{off}$		—	2.0	3.0	
	$t_f$		—	0.25	0.5	
	$t_{rr}$		—	0.1	0.3	

## b. Brake Stage

Characteristic	Symbol	Test Condition	Min	Typ.	Max	Unit
Collector cut-off current	$I_{CEX}$	$V_{CE} = 600V$	$T_j = 25^\circ C$	—	—	1
			$T_j = 125^\circ C$	—	—	20
Collector-emitter saturation voltage	$V_{CE(sat)}$	$V_D = 15V, I_C = 50A$ $V_{IN} = 15V \rightarrow 0V$	$T_j = 25^\circ C$	—	2.0	3.0
			$T_j = 125^\circ C$	—	2.0	—
Reverse current	$I_R$	$V_R = 600V$	$T_j = 25^\circ C$	—	—	1
			$T_j = 125^\circ C$	—	—	20
Forward voltage	$V_F$	$I_F = 50A$	—	2.2	2.5	V
Switching time	$t_{on}$	$V_{CC} = 300V, I_C = 50A$ $V_D = 15V, V_{IN} = 15V \leftrightarrow 0V$ Inductive load (Note 1)	—	1.0	2.0	$\mu s$
	$t_{off}$		—	2.0	3.0	
	$t_f$		—	0.25	0.5	
	$t_{rr}$		—	0.15	0.3	

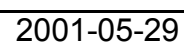
c. Control Stage ( $T_j = 25^\circ C$ )

Characteristic	Symbol	Test Condition	Min	Typ.	Max	Unit
Control circuit current	High side	$V_D = 15V$	—	8	—	mA
	Low side		—	35	—	
Input-on signal voltage	$V_{IN(on)}$	$V_D = 15V, I_C = 150mA$	1.3	1.5	1.7	V
Input-off signal voltage	$V_{IN(off)}$	$V_D = 15V, I_C = 150mA$	2.2	2.5	2.8	V
Fault output current	Protection	$V_D = 15V$	8	10	12	mA
	Normal		—	—	1	
Over current protection trip level	Inverter	$V_D = 15V, T_j = 125^\circ C$	190	300	—	A
	Brake		60	—	—	
Short current protection trip level	Inverter	$V_D = 15V, T_j = 125^\circ C$	285	450	—	A
	Brake		90	—	—	
Over current cut-off time	$t_{off(OC)}$	$V_D = 15V$	—	5	—	$\mu s$
Over temperature protection	Trip level	Case temperature	110	118	125	$^\circ C$
	Reset level		—	80	—	
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

Characteristic	Symbol	Test Condition	Min	Typ.	Max	Unit
Junction to case thermal resistance	R <sub>th(j-c)</sub>	Inverter IGBT	—	—	0.31	°C / W
		Inverter FRD	—	—	0.83	
		Brake IGBT	—	—	1.041	
		Brake FRD	—	—	2.000	
Case to fin thermal resistance	R <sub>th(c-f)</sub>	Compound is applied	—	0.05	—	°C / W

The diagram illustrates the circuit and timing characteristics of a TLP559-based Intelligent Power Module (IPM) driver. The circuit includes a TLP559 optocoupler, a 15V supply, a 33µF capacitor, and an IPM module. The IPM module has pins V<sub>D</sub>, IN, OUT, V<sub>S</sub>, GND, and U (V, W, B). The input pulse is shown as a square wave. The output waveforms for V<sub>IN</sub>, V<sub>CE</sub>, and V<sub>DS</sub> are shown, with parameters t<sub>off</sub>, t<sub>f</sub>, t<sub>on</sub>, and t<sub>rr</sub> indicated.

## Unit: mm





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