

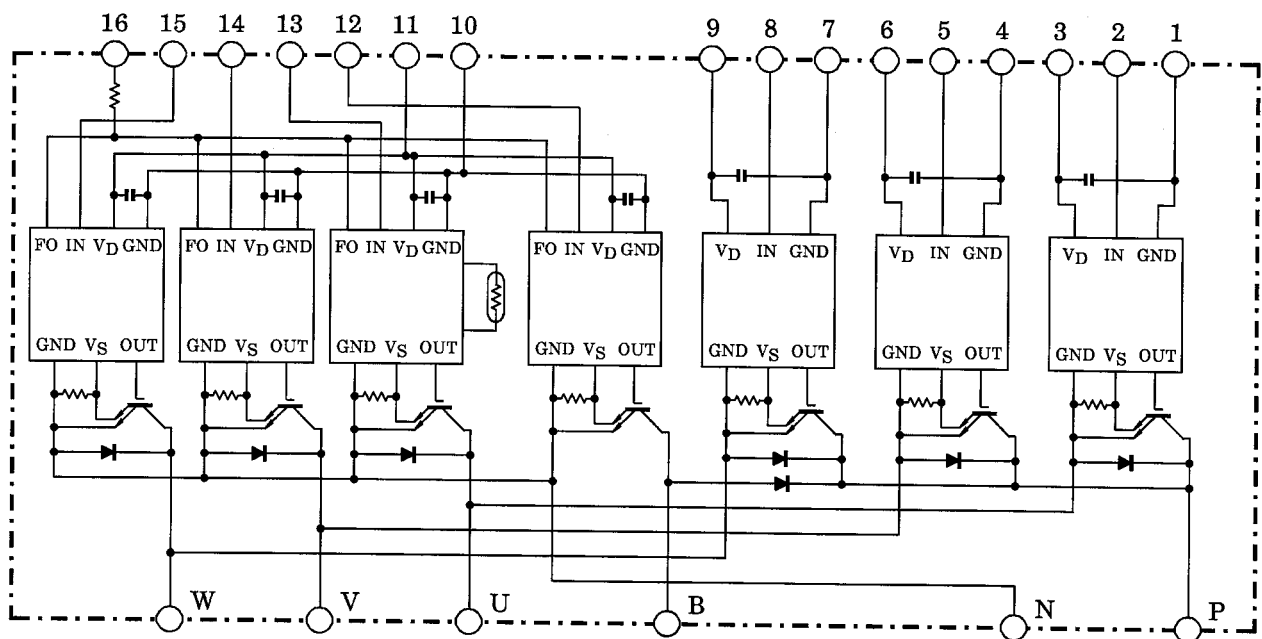
# MIG100Q201H

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 :  $V_{CE(sat)} = 3.5 \text{ V (Max.)}$   
 $t_{off} = 2.5 \mu\text{s (Max.)}$   
 $t_{rr} = 0.21 \mu\text{s (Max.)}$
- Outline : TOSHIBA 2-136A1A
- Weight :

## 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      |               |              |

## Maximum Ratings ( $T_j = 25^\circ\text{C}$ )

Stage	Characteristic	Condition	Symbol	Ratings	Unit
Inverter	Supply voltage	P-N power terminal	$V_{CC}$	900	V
	Collector-emitter voltage	—	$V_{CES}$	1200	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	$T_c = 25^\circ\text{C}$	$P_C$	800	W
	Junction temperature	—	$T_j$	150	$^\circ\text{C}$
Brake	Supply voltage	P-N power terminal	$V_{CC}$	900	V
	Collector-emitter voltage	—	$V_{CES}$	1200	V
	Collector current	$T_c = 25^\circ\text{C}$ , DC	$I_C$	50	A
	Reverse voltage	—	$V_R$	1200	V
	Forward current	$T_c = 25^\circ\text{C}$ , DC	$I_F$	50	A
	Collector power dissipation	$T_c = 25^\circ\text{C}$	$P_C$	400	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	—	TC	-20 ~ +100	$^\circ\text{C}$
	Storage temperature range	—	$T_{stg}$	-40 ~ +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	$I_{CEX}$	$V_{CE} = 1200\text{ V}$	$T_j = 25^\circ\text{C}$	—	—	1	mA
			$T_j = 125^\circ\text{C}$	—	—	20	
Collector-emitter saturation voltage	$V_{CE(sat)}$	$V_D = 15\text{ V}$ , $I_C = 100\text{ A}$ $V_{IN} = 3\text{ V} \rightarrow 0\text{ V}$	$T_j = 25^\circ\text{C}$	—	2.7	3.5	V
			$T_j = 125^\circ\text{C}$	—	2.6	—	
Forward voltage	$V_F$	$I_F = 100\text{ A}$	—	2.0	2.7	V	
Switching time	$t_{on}$	$V_{CC} = 600\text{ V}$ , $I_C = 100\text{ A}$ $V_D = 15\text{ V}$ , $V_{IN} = 3\text{ V} \leftrightarrow 0\text{ V}$ Inductive load (Note 1)	0.8	1.5	2.2	$\mu\text{s}$	
	$t_{o(on)}$		—	0.5	1.0		
	$t_{rr}$		—	0.14	0.21		
	$t_{off}$		—	1.5	2.5		
	$t_{c(off)}$		—	0.3	0.6		

## b. Brake Stage

Characteristic	Symbol	Test Condition	Min	Typ.	Max	Unit	
Collector cut-off current	$I_{CEX}$	$V_{CE} = 1200V$	$T_j = 25^\circ C$	—	—	1	mA
			$T_j = 125^\circ C$	—	—	20	
Collector-emitter saturation voltage	$V_{CE (sat)}$	$V_D = 15V, I_C = 50A$ $V_{IN} = 3V \rightarrow 0V$	$T_j = 25^\circ C$	—	2.7	3.5	V
			$T_j = 125^\circ C$	—	2.6	—	
Reverse current	$I_R$	$V_R = 1200V$	$T_j = 25^\circ C$	—	—	1	mA
			$T_j = 125^\circ C$	—	—	20	
Forward voltage	$V_F$	$I_F = 50A$	—	2.0	2.7	V	
Switching time	$t_{on}$	$V_{CC} = 600V, I_C = 50A$ $V_D = 15V, V_{IN} = 3V \leftrightarrow 0V$ Inductive load (Note 1)	0.8	1.5	2.2	$\mu s$	
	$t_{c(on)}$		—	0.5	1.0		
	$t_{rr}$		—	0.30	0.45		
	$t_{off}$		—	1.5	2.5		
	$t_{c(off)}$		—	0.3	0.6		

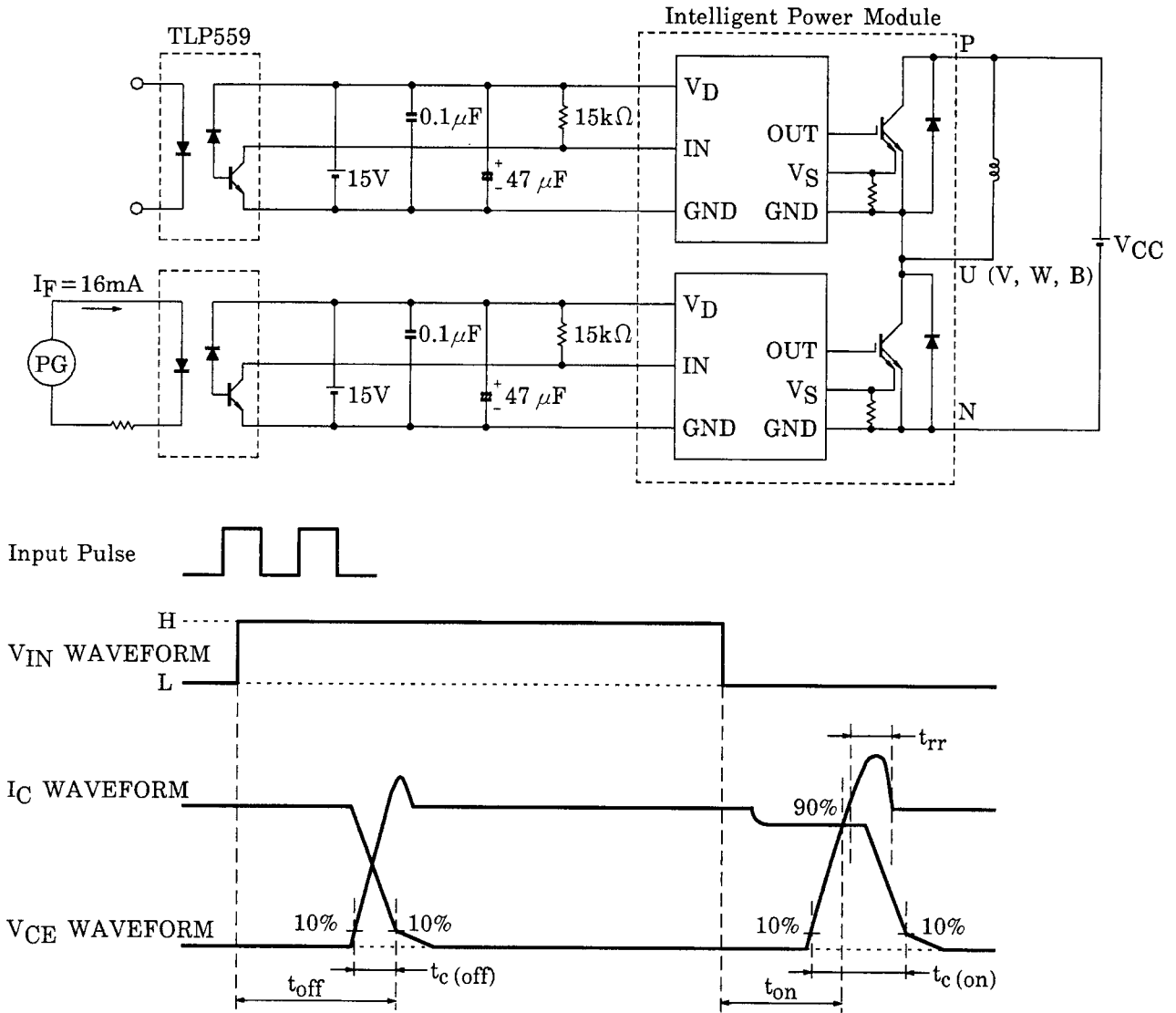
## c. Control Stage ( $T_j = 25^\circ C$ )

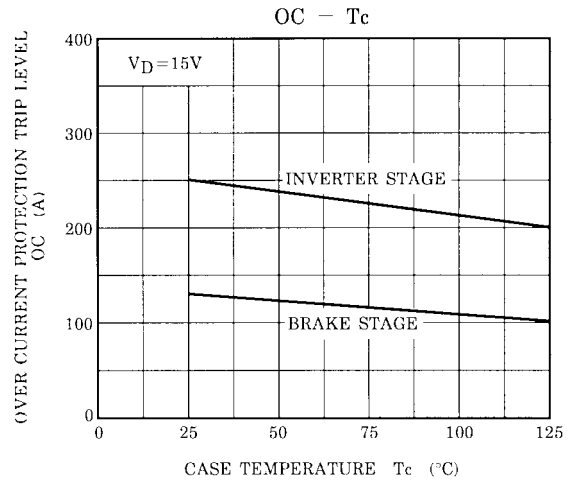
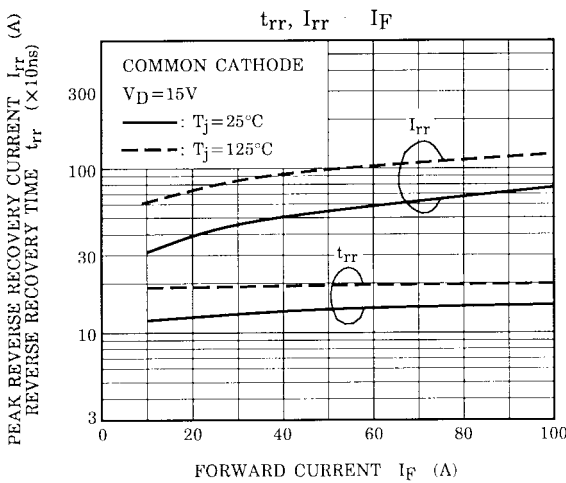
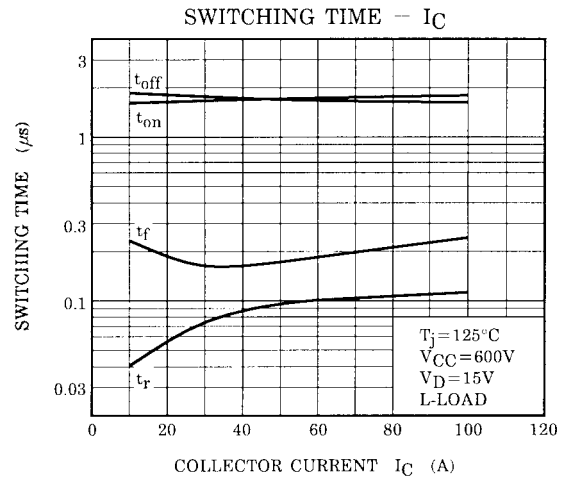
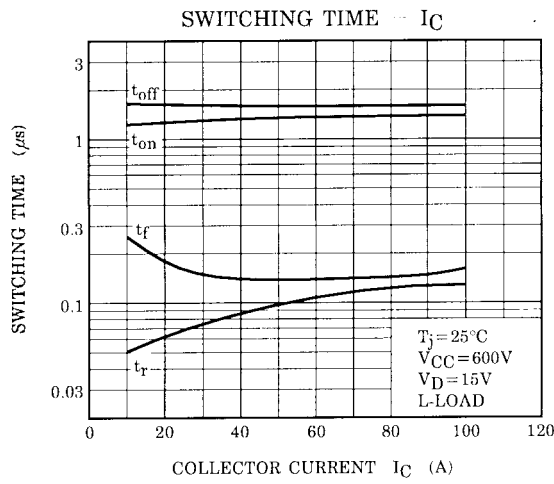
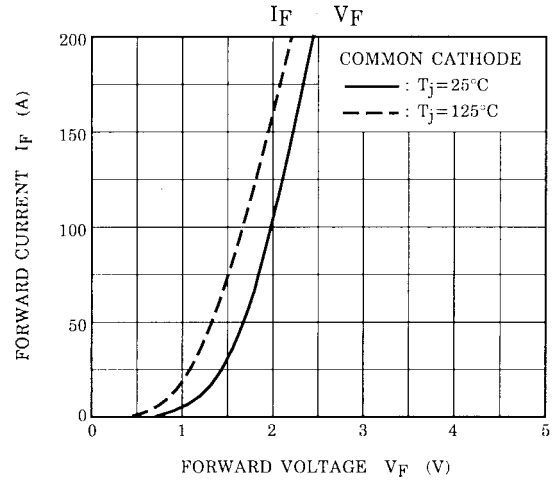
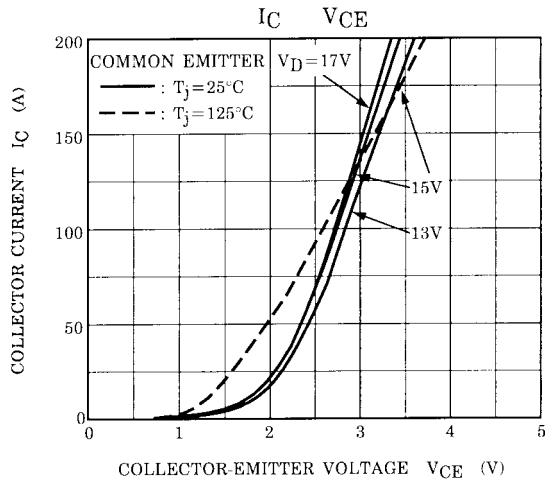
Characteristic	Symbol	Test Condition	Min	Typ.	Max	Unit	
Control circuit current	High side	$I_D (H)$	$V_D = 15 V$	—	20	30	mA
	Low side			$I_D (L)$	—	80	
Input-on signal voltage	$V_{IN (on)}$	$V_D = 15 V, I_C = 100 mA$	0.9	1.1	1.3	V	
Fault output current	Protection	$I_{FO (on)}$	$V_D = 15 V$	8	10	12	mA
	Normal			$I_{FO (off)}$	—	—	
Over current protection trip level	Inverter	OC	$V_D = 15 V, T_j = 125^\circ C$	160	200	—	A
	Brake			70	100	—	
Short current protection trip level	Inverter	SC	$V_D = 15 V, T_j = 125^\circ C$	240	300	—	A
	Brake			105	150	—	
Over current cut-off time	$t_{off (OC)}$	$V_D = 15 V$	—	10	—	$\mu s$	
Over temperature protection	Trip level	OT	Case temperature	111	118	125	$^\circ C$
	Reset level			OTr	93	100	
Control supply under voltage protection	Trip level	UV	—	11.3	12.0	12.7	V
	Reset level			UVr	11.8	12.5	
Fault output pulse width	$t_{FO}$	$V_D = 15 V$	1	2	3	ms	

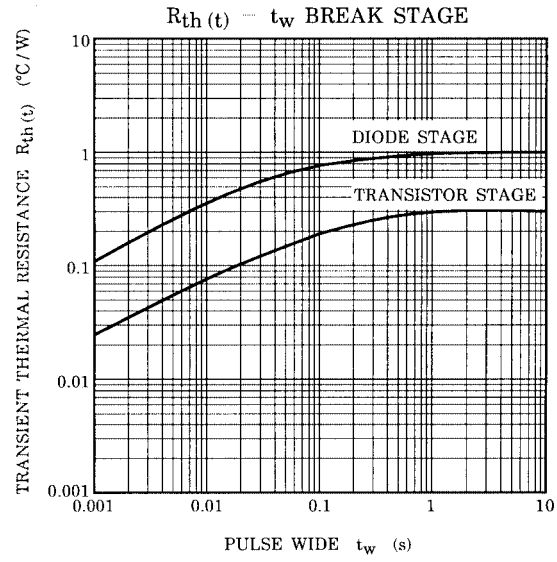
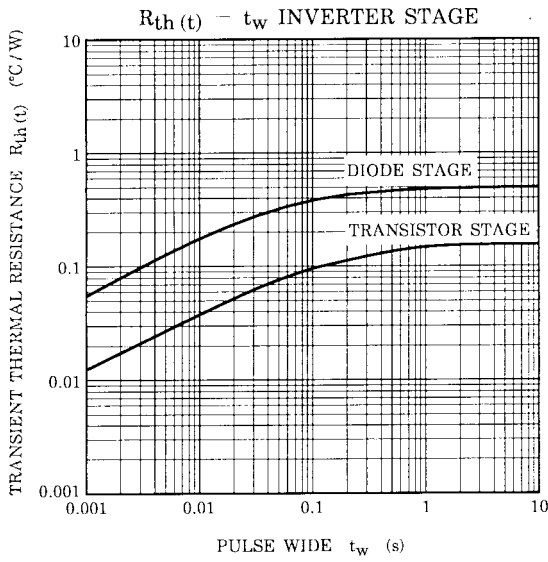
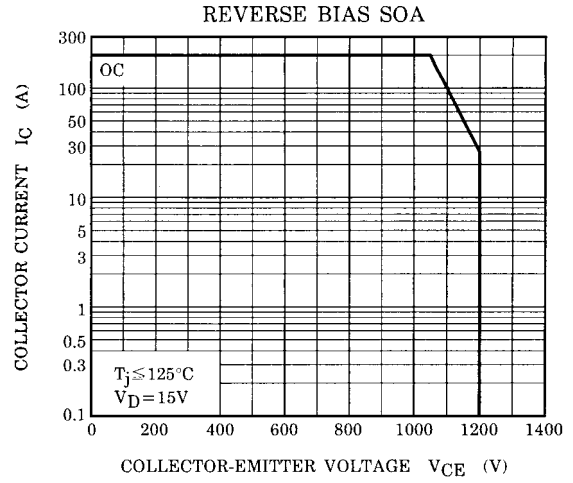
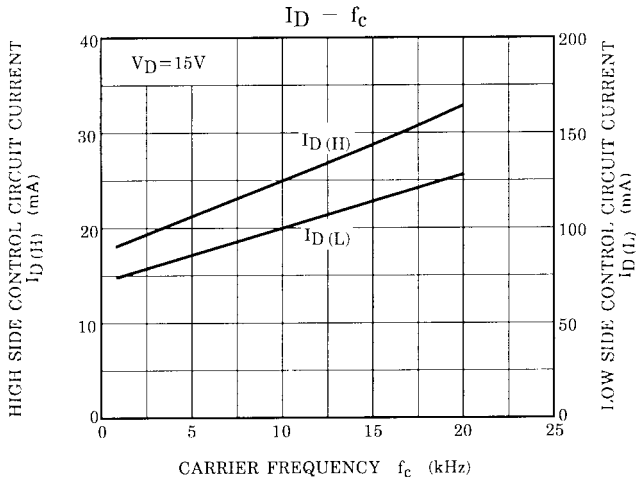
**d. Thermal Resistance ( $T_j = 25^\circ\text{C}$ )**

Characteristic	Symbol	Test Condition	Min	Typ.	Max	Unit
Junction to case thermal resistance	$R_{th(j-c)}$	Inverter IGBT	—	—	0.156	$^\circ\text{C} / \text{W}$
		Inverter FRD	—	—	0.50	
		Brake IGBT	—	—	0.312	
		Brake FRD	—	—	1.00	
Case to fin thermal resistance	$R_{th(c-f)}$	Compound is applied	—	0.04	—	$^\circ\text{C} / \text{W}$

Note 1 : Switching time test circuit & timing chart

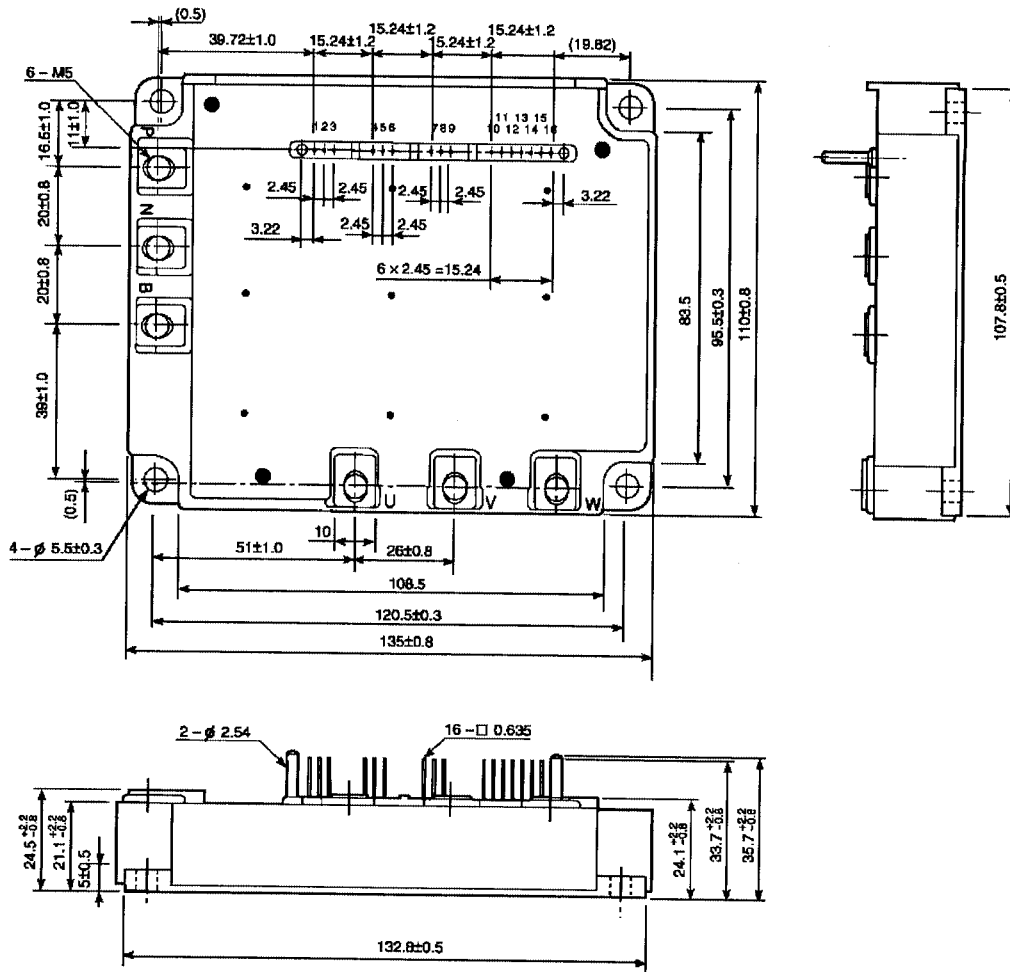






## Package Dimensions: TOSHIBA 2-136A1A

Unit: mm



- |            |            |                       |             |                        |                       |
|------------|------------|-----------------------|-------------|------------------------|-----------------------|
| 1. GND (U) | 2. IN (U)  | 3. V <sub>D</sub> (U) | 4. GND (V)  | 5. IN (V)              | 6. V <sub>D</sub> (V) |
| 7. GND (W) | 8. IN (W)  | 9. V <sub>D</sub> (W) | 10. GND (L) | 11. V <sub>D</sub> (L) | 12. IN (B)            |
| 13. IN (X) | 14. IN (Y) | 15. IN (Z)            | 16. FO      |                        |                       |

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