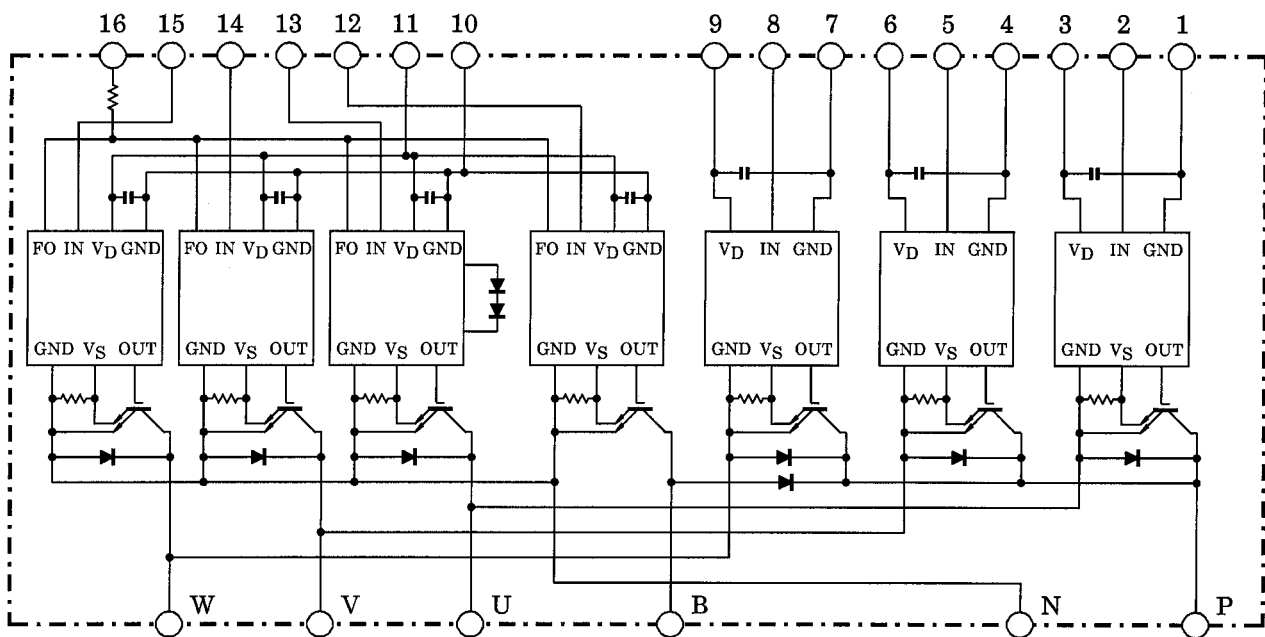


# MIG75J201H

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 :  $V_{CE(sat)} = 2.5 \text{ V (Max)}$   
 $t_{off} = 3.0 \mu\text{s (Max)}$   
 $t_{rr} = 0.30 \mu\text{s (Max)}$
- Package dimensions : 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      |               |              |

## 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	$T_c = 25^\circ\text{C}$	$P_C$	195	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
	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	Nm

## Electrical Characteristics ( $T_j = 25^\circ\text{C}$ )

### a. Inverter Stage

Characteristic	Symbol	Test Condition	Min	Typ.	Max	Unit	
Collector cut-off current	$I_{CEX}$	$V_{CE} = 600\text{V}$	$T_j = 25^\circ\text{C}$	—	—	1	mA
			$T_j = 125^\circ\text{C}$	—	—	20	
Collector-emitter saturation voltage	$V_{CE}(\text{sat})$	$V_D = 15\text{V}$ , $I_C = 75\text{A}$ $V_{IN} = 15\text{V} \rightarrow 0\text{V}$	$T_j = 25^\circ\text{C}$	—	2.0	2.5	V
			$T_j = 125^\circ\text{C}$	—	2.0	—	
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	$\mu\text{s}$
	$t_{off}$			—	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	$I_{CEX}$	$V_{CE} = 600V$	$T_j = 25^\circ C$	—	—	1	mA
			$T_j = 125^\circ C$	—	—	20	
Collector-emitter saturation voltage	$V_{CE (sat)}$	$V_D = 15 V, I_C = 30 A$ $V_{IN} = 15 V \rightarrow 0 V$	$T_j = 25^\circ C$	—	1.7	2.7	V
			$T_j = 125^\circ C$	—	1.6	—	
Reverse current	$I_R$	$V_R = 600 V$	$T_j = 25^\circ C$	—	—	1	mA
			$T_j = 125^\circ C$	—	—	20	
Forward voltage	$V_F$	$I_F = 30A$	—	2.0	2.5	V	
Switching time	$t_{on}$	$V_{CC} = 300 V, I_C = 30 A$ $V_D = 15 V, V_{IN} = 15 V \leftrightarrow 0 V$ Inductive load  (Note 1)	—	0.9	2.0	$\mu s$	
	$t_{off}$		—	1.7	3.0		
	$t_f$		—	0.25	0.5		
	$t_{rr}$		—	0.15	0.3		

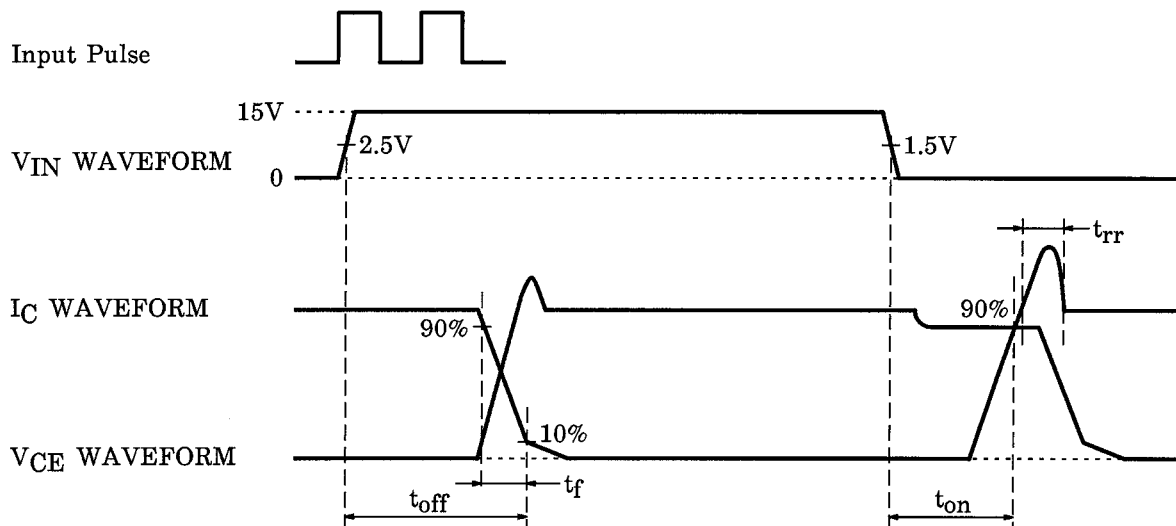
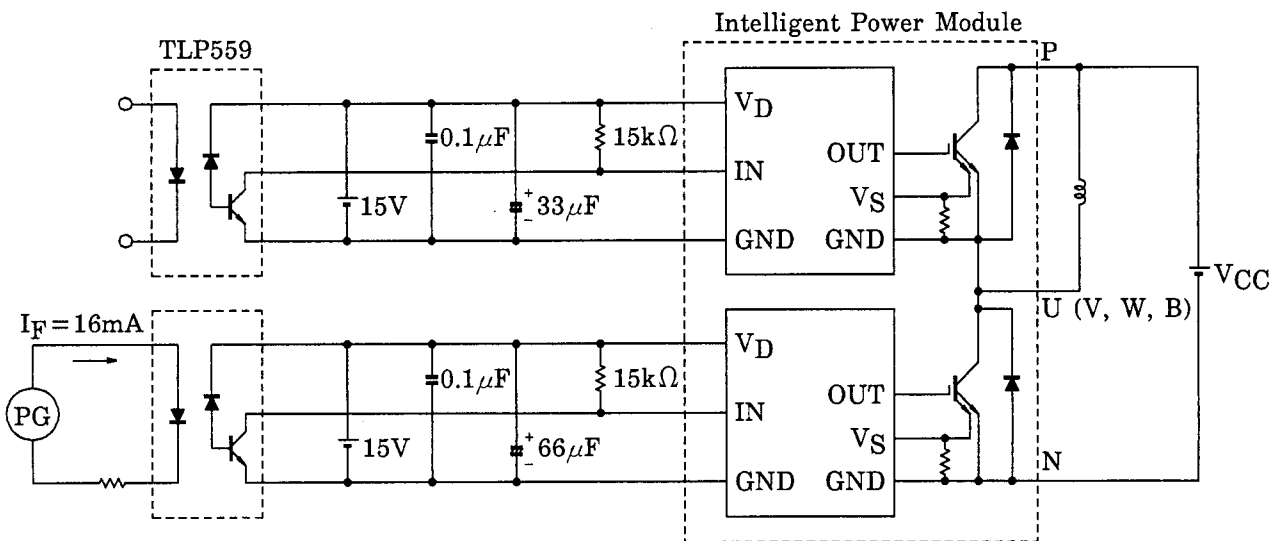
**c. Control Stage ( $T_j = 25^\circ C$ )**

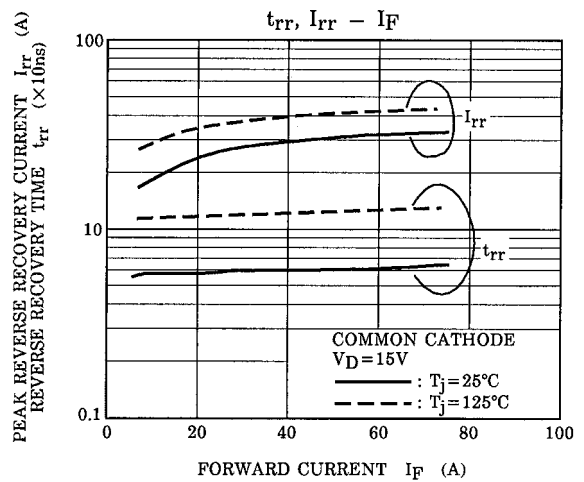
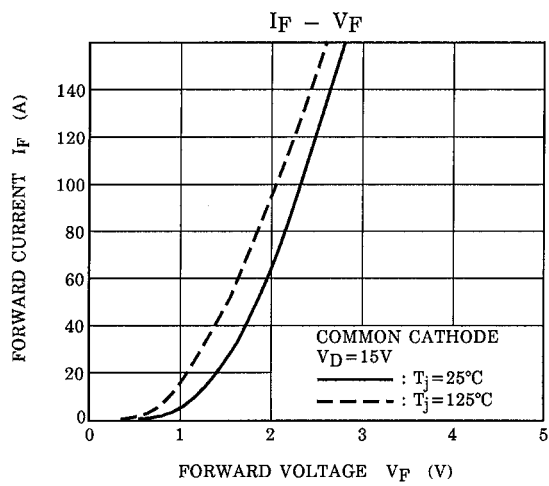
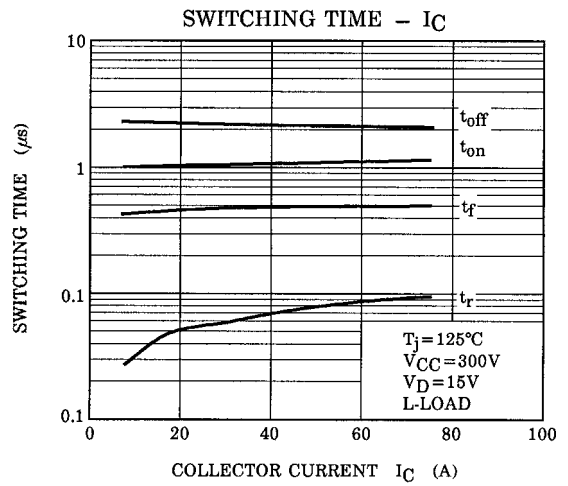
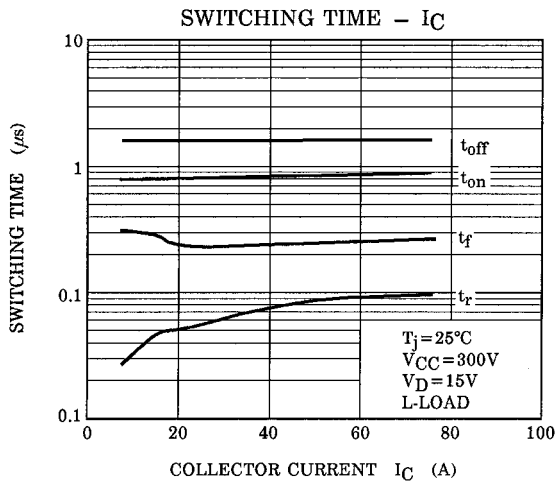
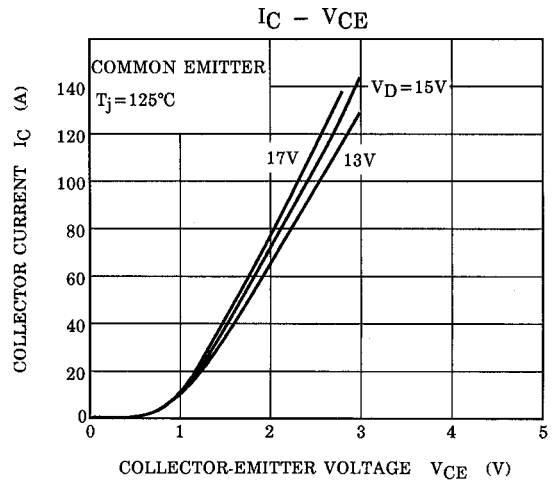
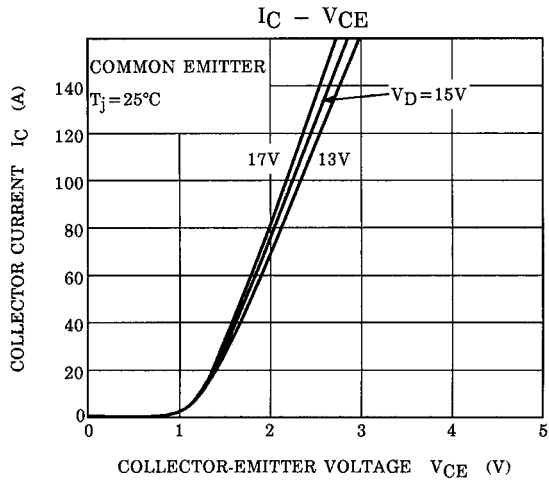
Characteristic	Symbol	Test Condition	Min	Typ.	Max	Unit
Control circuit current	High side	$V_D = 15 V$	—	8	—	mA
	Low side		$I_D (L)$	—	32	
Input-on signal voltage	$V_{IN (on)}$	$V_D = 15 V, I_C = 75 mA$	1.3	1.5	1.7	V
Input-off signal voltage	$V_{IN (off)}$	$V_D = 15 V, I_C = 75 mA$	2.2	2.5	2.8	V
Fault output current	Protection	$V_D = 15 V$	8	10	12	mA
	Normal		$I_{FO (off)}$	—	—	
Over current protection trip level	Inverter	$V_D = 15 V, T_j = 125^\circ C$	105	150	—	A
	Brake		40	—	—	
Short circuit protection trip level	Inverter	$V_D = 15 V, T_j = 125^\circ C$	157	225	—	A
	Brake		60	—	—	
Over current cut-off time	$t_{off (OC)}$	$V_D = 15 V$	—	5	—	$\mu s$
Over temperature protection	Trip level	Case temperature	110	118	125	$^\circ C$
	Reset level		$OTr$	—	98	
Control supply under voltage protection	Trip level	—	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

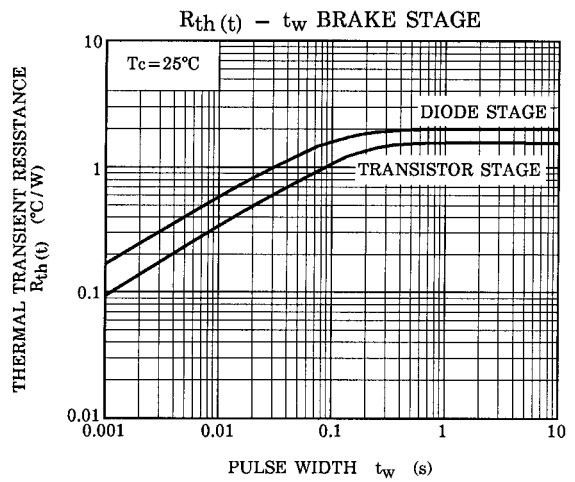
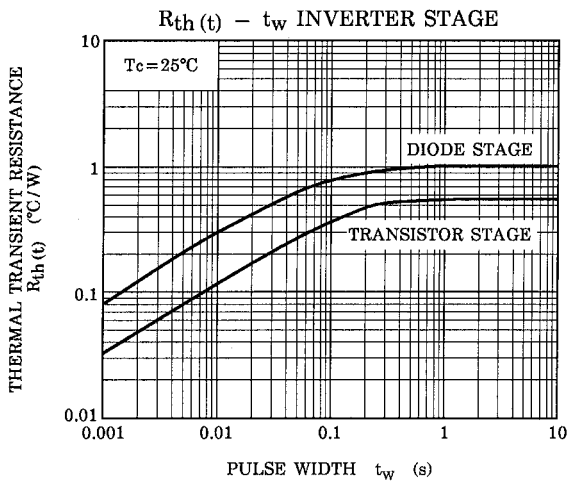
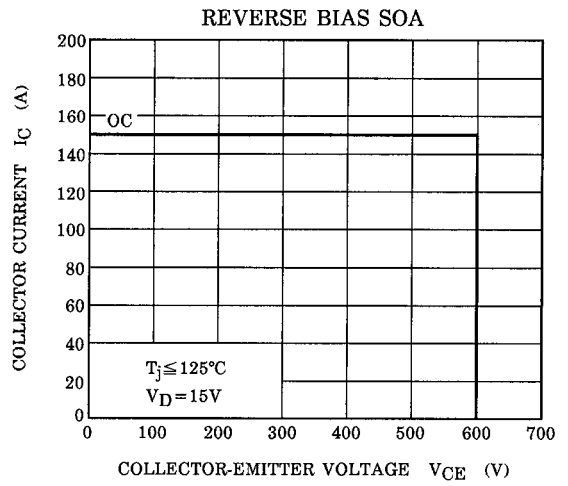
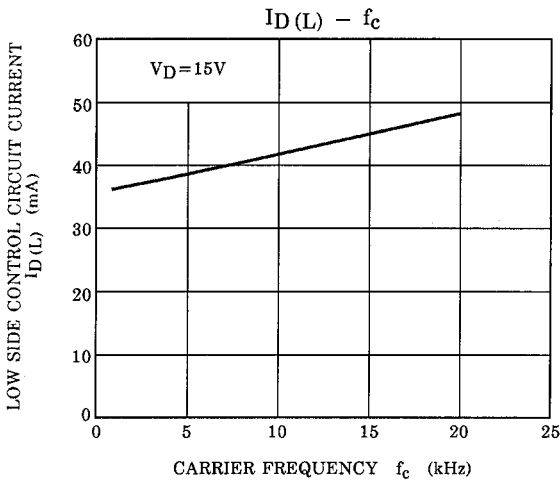
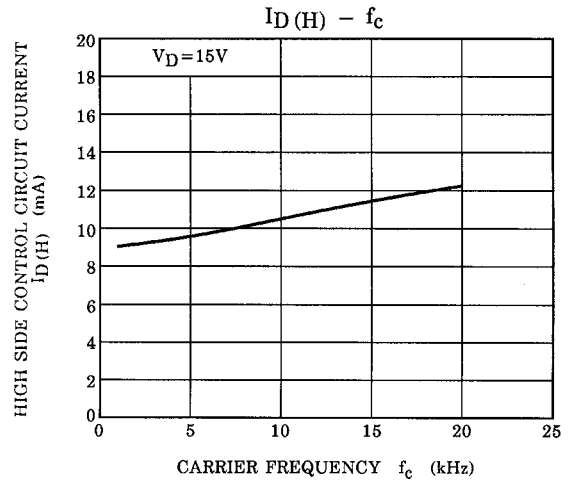
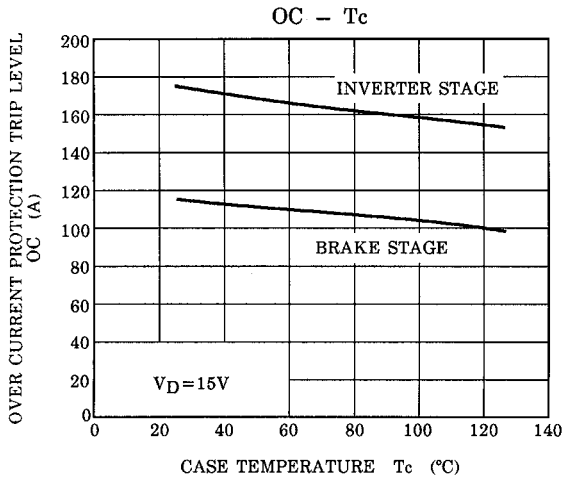
**d. Thermal Resistance ( $T_j = 25^\circ\text{C}$ )**

Characteristic	Symbol	Test Condition	Min	Typ.	Max	Unit
Junction to case thermal resistance	$R_{th(j-c)}$	Inverter IGBT stage	—	—	0.553	$^\circ\text{C} / \text{W}$
		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	—	$^\circ\text{C} / \text{W}$

Note 1: Switching time test circuit & timing chart

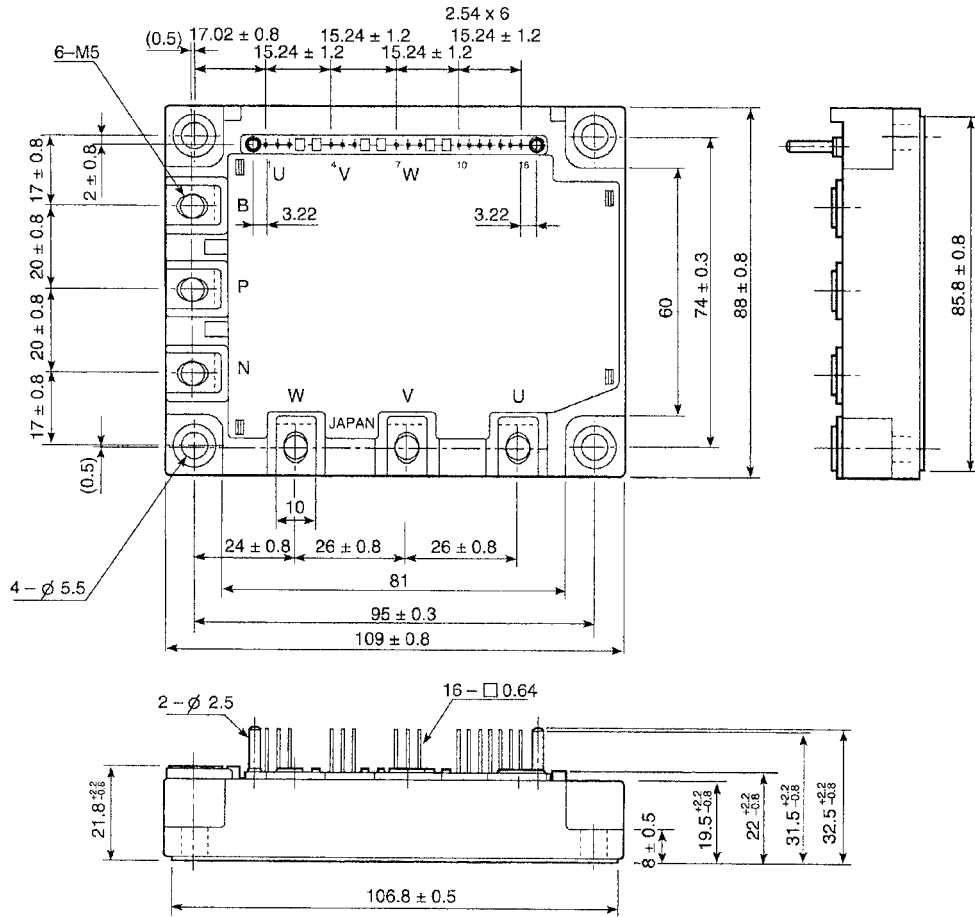






## Package Dimensions: TOSHIBA 2-110A1A

Unit: mm



	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

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