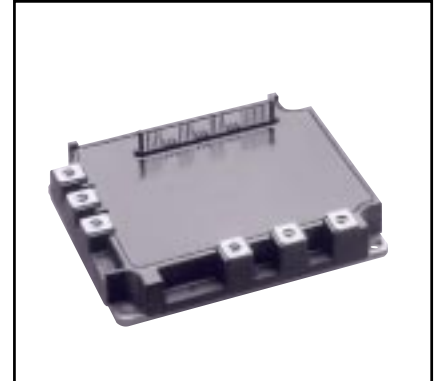
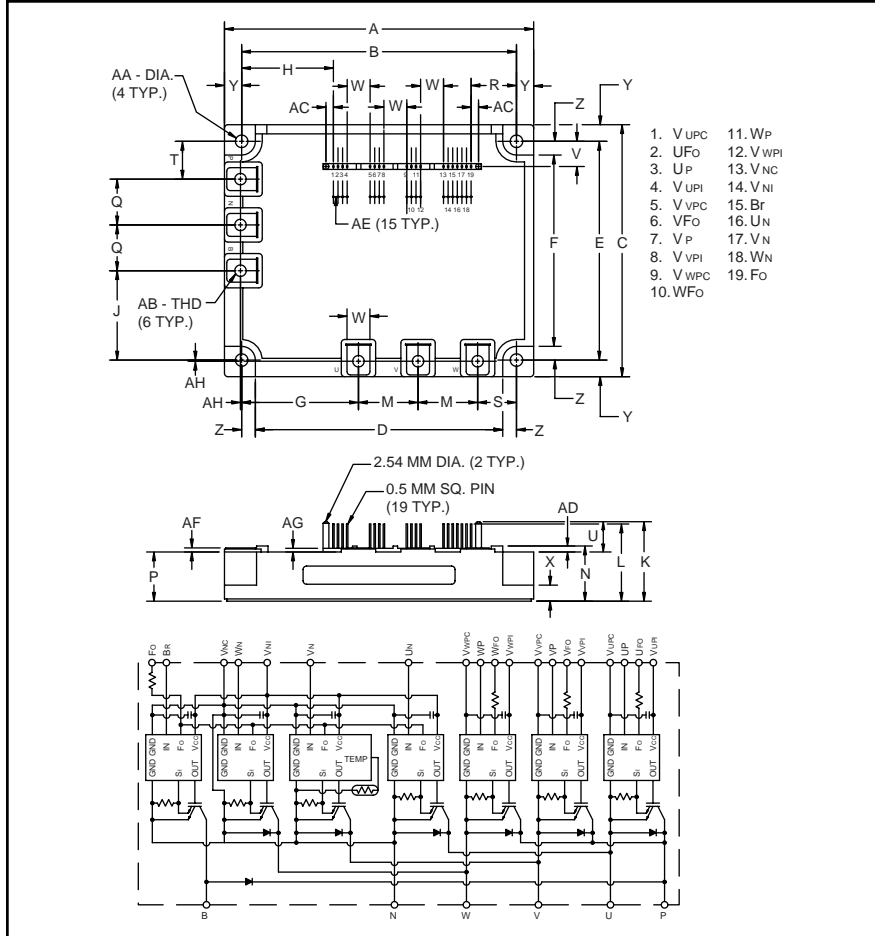


Intellimod™ Module Three Phase + Brake IGBT Inverter Output 100 Amperes/1200 Volts



Description:

Powerex Intellimod™ Intelligent Power Modules are isolated base modules designed for power switching applications operating at frequencies to 20kHz. Built-in control circuits provide optimum gate drive and protection for the IGBT and free-wheel diode power devices.

Features:

- Complete Output Power Circuit
- Gate Drive Circuit
- Protection Logic
 - Short Circuit
 - Over Current
 - Over Temperature
 - Under Voltage
- Low Loss Using 4th Generation IGBT Chip

Applications:

- Inverters
- UPS
- Motion/Servo Control
- Power Supplies

Ordering Information:

Example: Select the complete part number from the table below -i.e. PM100RSD120 is a 1200V, 100 Ampere Intellimod™ Intelligent Power Module.

Outline Drawing and Circuit Diagram

Dimensions	Inches	Millimeters	Dimensions	Inches	Millimeters
A	5.31±0.04	135.0±1.0	S	0.69	17.5
B	4.74±0.02	120.5±0.5	T	0.65	16.5
C	4.33±0.04	110.0±1.0	U	0.52	13.2
D	4.27	108.5	V	0.43	11.0
E	3.76±0.02	95.5±0.5	W	0.39	10.0
F	3.29	83.5	X	0.16	4.0
G	2.01	51.0	Y	0.285	7.25
H	1.602	40.68	Z	0.24	6.0
J	1.54	39.0	AA	0.22 Dia.	Dia. 5.5
K	1.37	34.7	AB	Metric M5	M5
L	1.33	33.7	AC	0.128	3.22
M	1.02	26.0	AD	0.10	2.6
N	0.95 +0.06/-0.0	24.1 +1.5/-0.0	AE	0.08	2.0
P	0.85	21.5	AF	0.07	1.8
Q	0.79	20.0	AG	0.06	1.6
R	0.780	19.82	AH	0.02	0.5

Type	Current Rating Amperes	V _{CES} Volts (x 10)
PM	100	120

PM100RSD120
Intellimod™ Module
Three Phase + Brake IGBT Inverter Output
 100 Amperes/1200 Volts

Absolute Maximum Ratings, $T_j = 25^\circ\text{C}$ unless otherwise specified

Characteristics	Symbol	PM100RSD120	Units
Power Device Junction Temperature	T_j	-20 to 150	$^\circ\text{C}$
Storage Temperature	T_{stg}	-40 to 125	$^\circ\text{C}$
Case Operating Temperature*	T_C	-20 to 100	$^\circ\text{C}$
Mounting Torque, M5 Mounting Screws	—	31	in-lb
Mounting Torque, M5 Main Terminal Screws	—	31	in-lb
Module Weight (Typical)	—	920	Grams
Supply Voltage Protected by OC and SC ($V_D = 13.5 - 16.5\text{V}$, Inverter Part) $T_j = 125^\circ\text{C}$ Start	$V_{\text{CC(prot.)}}$	800	Volts
Isolation Voltage, AC 1 minute, 60Hz Sinusoidal	V_{ISO}	2500	Volts

IGBT Inverter Sector

Collector-Emitter Voltage ($V_D = 15\text{V}$, $V_{\text{CIN}} = 15\text{V}$)	V_{CES}	1200	Volts
Collector Current, \pm ($T_C = 25^\circ\text{C}$)	I_C	100	Amperes
Peak Collector Current, \pm ($T_C = 25^\circ\text{C}$)	I_{CP}	200	Amperes
Supply Voltage (Applied between P - N)	V_{CC}	800	Volts
Supply Voltage, Surge (Applied between P - N)	$V_{\text{CC(surge)}}$	1000	Volts
Collector Dissipation ($T_C = 25^\circ\text{C}$)	P_C	595	Watts

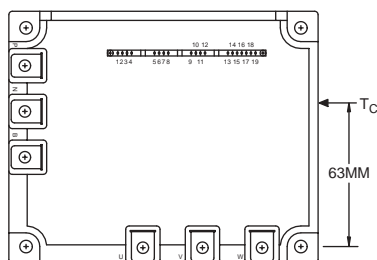
IGBT Brake Sector

Collector-Emitter Voltage ($V_D = 15\text{V}$, $V_{\text{CIN}} = 15\text{V}$)	V_{CES}	1200	Volts
Collector Current, \pm ($T_C = 25^\circ\text{C}$)	I_C	50	Amperes
Peak Collector Current, \pm ($T_C = 25^\circ\text{C}$)	I_{CP}	100	Amperes
FWDi Rated DC Reverse Voltage ($T_C = 25^\circ\text{C}$)	$V_{\text{R(DC)}}$	1200	Volts
FWDi Forward Current ($T_C = 25^\circ\text{C}$)	I_F	50	Amperes
Collector Dissipation ($T_C = 25^\circ\text{C}$)	P_C	416	Watts

Control Sector

Supply Voltage Applied between ($V_{\text{UP1-VUPC}}$, $V_{\text{VP1-VVPC}}$, $V_{\text{WP1-VWPC}}$, $V_{\text{N1-VNC}}$)	V_D	20	Volts
Input Voltage Applied between (U_P-V_{UPC} , V_P-V_{VPC} , W_P-V_{WPC} , $U_N, V_N, W_N, B_r-V_{\text{NC}}$)	V_{CIN}	20	Volts
Fault Output Supply Voltage Applied between ($U_{\text{FO-VUPC}}$, $V_{\text{FO-VVPC}}$, $W_{\text{FO-VWPC}}$, $F_{\text{O-VNC}}$)	V_{FO}	20	Volts
Fault Output Current (U_{FO} , V_{FO} , W_{FO} , F_{O})	I_{FO}	20	mA

* T_C Measure Point



PM100RSD120
Intellimod™ Module
Three Phase + Brake IGBT Inverter Output
100 Amperes/1200 Volts

Electrical and Mechanical Characteristics, $T_j = 25^\circ\text{C}$ unless otherwise specified

Characteristics	Symbol	Test Conditions	Min.	Typ.	Max.	Units
IGBT Inverter Sector						
Collector Cutoff Current	I_{CES}	$V_{CE} = V_{CES}, T_j = 25^\circ\text{C}, V_D = 15\text{V}$	—	—	1.0	mA
		$V_{CE} = V_{CES}, T_j = 125^\circ\text{C}, V_D = 15\text{V}$	—	—	10	mA
Diode Forward Voltage	V_{EC}	$-I_C = 100\text{A}, V_D = 15\text{V}, V_{CIN} = 15\text{V}$	—	2.5	3.5	Volts
Collector-Emitter Saturation Voltage	$V_{CE(sat)}$	$V_D = 15\text{V}, V_{CIN} = 0\text{V}, I_C = 100\text{A},$ Pulsed, $T_j = 25^\circ\text{C}$	—	2.4	3.2	Volts
		$V_D = 15\text{V}, V_{CIN} = 0\text{V}, I_C = 100\text{A},$ Pulsed, $T_j = 125^\circ\text{C}$	—	2.1	2.8	Volts
Inductive Load Switching Times	t_{on}		0.5	1.0	2.5	μS
	t_{rr}	$V_D = 15\text{V}, V_{CIN} = 0 \sim 15\text{V}$	—	0.15	0.3	μS
	$t_{C(on)}$	$V_{CC} = 600\text{V}, I_C = 100\text{A}$	—	0.4	1.0	μS
	t_{off}	$T_j = 125^\circ\text{C},$ Inductive Load	—	2.5	3.5	μS
	$t_{C(off)}$		—	0.7	1.2	μS
IGBT Brake Sector						
Collector Cutoff Current	I_{CES}	$V_{CE} = V_{CES}, T_j = 25^\circ\text{C}, V_D = 15\text{V}$	—	—	1.0	mA
		$V_{CE} = V_{CES}, T_j = 125^\circ\text{C}, V_D = 15\text{V}$	—	—	10	mA
FWDi Forward Voltage	V_{FM}	$I_F = 50\text{A}$	—	2.5	3.5	Volts
Collector-Emitter Saturation Voltage	$V_{CE(sat)}$	$V_D = 15\text{V}, V_{CIN} = 0\text{V}, I_C = 50\text{A},$ Pulsed, $T_j = 25^\circ\text{C}$	—	2.65	3.30	Volts
		$V_D = 15\text{V}, V_{CIN} = 0\text{V}, I_C = 50\text{A},$ Pulsed, $T_j = 125^\circ\text{C}$	—	2.60	3.25	Volts
Control Sector						
Over Current Trip Level Inverter Part ($V_D = 15\text{V}$)	OC	$T_j = 25^\circ\text{C}$	228	345	—	Amperes
		$T_j = 125^\circ\text{C}$	145	—	—	Amperes
Over Current Trip Level Brake Part	OC	$-20^\circ\text{C} \leq T_j \leq 125^\circ\text{C}, V_D = 15\text{V}$	75	—	—	Amperes
Short Circuit Trip Level Inverter Part	SC	$-20^\circ\text{C} \leq T_j \leq 125^\circ\text{C}, V_D = 15\text{V}$	—	340	—	Amperes
Short Circuit Trip Level Brake Part			—	144	—	Amperes
Over Current Delay Time	$t_{off(OC)}$	$V_D = 15\text{V}$	—	10	—	μS
Over Temperature Protection ($V_D = 15\text{V}$) (Lower Arm)	OT	Trip Level	111	118	125	$^\circ\text{C}$
	OT_R	Reset Level	—	100	—	$^\circ\text{C}$
Supply Circuit Under Voltage Protection ($-20 \leq T_j \leq 125^\circ\text{C}$)	UV	Trip Level	11.5	12.0	12.5	Volts
	UV_R	Reset Level	—	12.5	—	Volts
Circuit Current	I_D	$V_D = 15\text{V}, V_{CIN} = 15\text{V}, V_{N1}-V_{NC}$	—	60	82	mA
		$V_D = 15\text{V}, V_{CIN} = 15\text{V}, V_{XP1}-V_{XPC}$	—	15	20	mA
Input ON Threshold Voltage	$V_{CIN(on)}$	Applied between $U_P-V_{UPC}, V_P-V_{VPC},$	1.2	1.5	1.8	Volts
Input OFF Threshold Voltage	$V_{CIN(off)}$	$W_P-V_{WPC}, U_N, V_N, W_N, B_r-V_{NC}$	1.7	2.0	2.3	Volts
Fault Output Current*	$I_{FO(H)}$	$V_D = 15\text{V}, V_{CIN} = 15\text{V}$	—	—	0.01	mA
	$I_{FO(L)}$	$V_D = 15\text{V}, V_{CIN} = 15\text{V}$	—	10	15	mA
Minimum Fault Output Pulse Width*	t_{FO}	$V_D = 15\text{V}$	1.0	1.8	—	mS

*Fault output is given only when the internal OC, SC, OT and UV protections schemes of either upper or lower arm device operate to protect it.

PM100RSD120
Intellimod™ Module
Three Phase + Brake IGBT Inverter Output
100 Amperes/1200 Volts

Thermal Characteristics

Characteristic	Symbol	Condition	Min.	Typ.	Max.	Units
Junction to Case Thermal Resistance	$R_{th(j-c)Q}$	Each IGBT	—	—	0.21	°C/Watt
Inverter Part	$R_{th(j-c)F}$	Each FWDi	—	—	0.35	°C/Watt
	$R_{th(j-c')Q}$	Each IGBT*	—	—	0.13**	°C/Watt
	$R_{th(j-c')F}$	Each FWDi*	—	—	0.21**	°C/Watt
	Junction to Case Thermal Resistance	$R_{th(j-c)Q}$	Each IGBT	—	—	0.30
Brake Part	$R_{th(j-c)F}$	Each FWDi	—	—	0.80	°C/Watt
	$R_{th(j-c')Q}$	Each IGBT*	—	—	0.22**	°C/Watt
	$R_{th(j-c')F}$	Each FWDi*	—	—	0.36**	°C/Watt
	Contact Thermal Resistance	$R_{th(c-f)}$	Case to Fin Per Module, Thermal Grease Applied	—	—	0.018

* T_C measured point is just under the chips.

**If you use this value, $R_{th(f-a)}$ should be measured just under the chips.

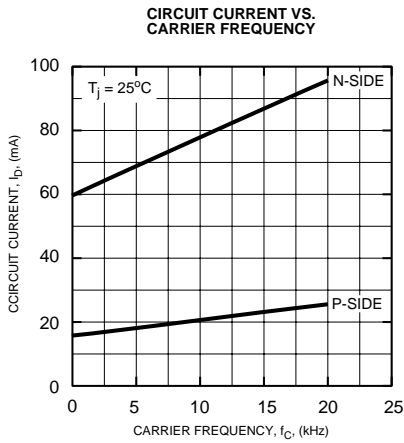
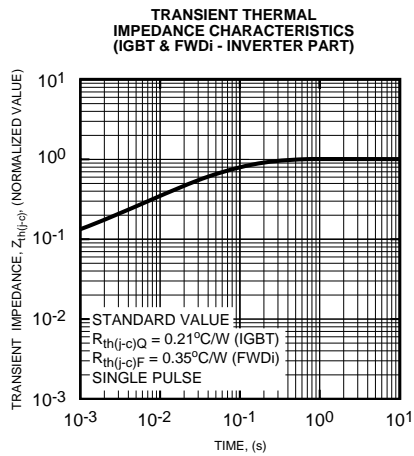
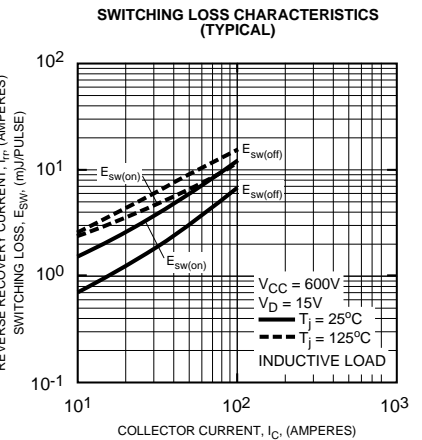
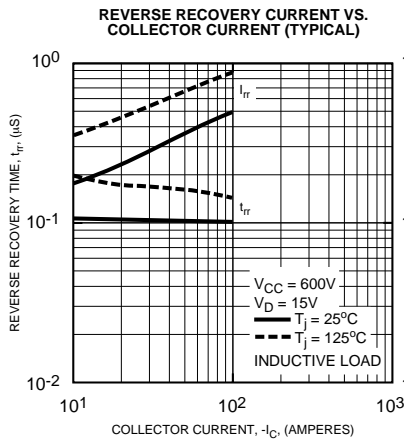
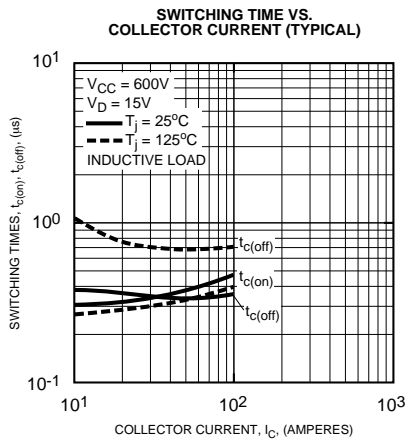
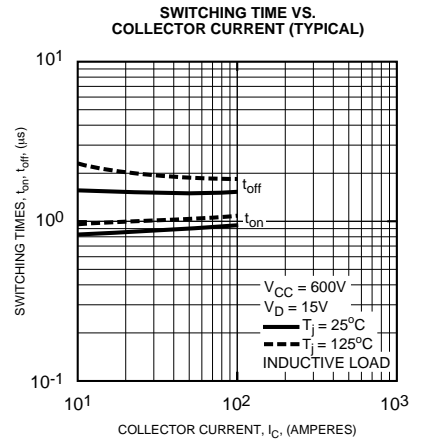
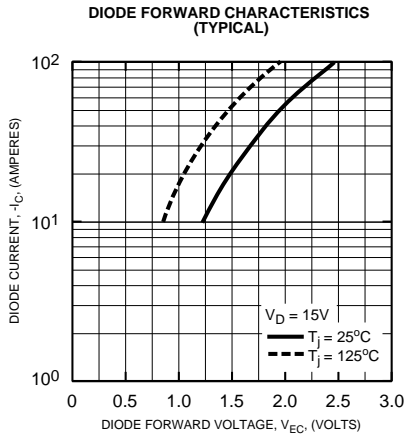
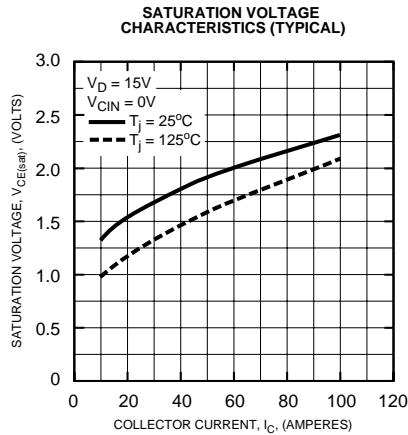
Recommended Conditions for Use

Characteristic	Symbol	Condition	Value	Units
Supply Voltage	V_{CC}	Applied across P-N Terminals	0 ~ 800	Volts
Control Supply Voltage***	V_D	Applied between $V_{UP1}-V_{UPC}$, $V_{N1}-V_{NC}$, $V_{VP1}-V_{VPC}$, $V_{WP1}-V_{WPC}$	15 ± 1.5	Volts
Input ON Voltage	$V_{CIN(on)}$	Applied between U_P-V_{UPC} , V_P-V_{VPC} ,	0 ~ 0.8	Volts
Input OFF Voltage	$V_{CIN(off)}$	W_P-V_{WPC} , U_N , V_N , W_N , B_r-V_{NC}	$4.0 \sim V_D$	Volts
PWM Input Frequency	f_{PWM}	Using Application Circuit	0 ~ 20	kHz
Minimum Dead Time	t_{DEAD}	Input Signal	≥ 3.0	μS

***With ripple satisfying the following conditions: $dv/dt \leq \pm 5v/\mu s$, Variation $\leq 2V$ peak to peak.

PM100RS120
Intellimod™ Module
Three Phase + Brake IGBT Inverter Output
100 Amperes/1200 Volts

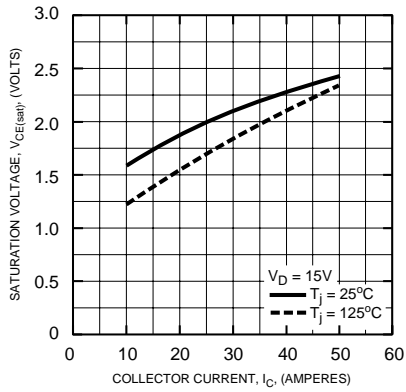
Inverter Part



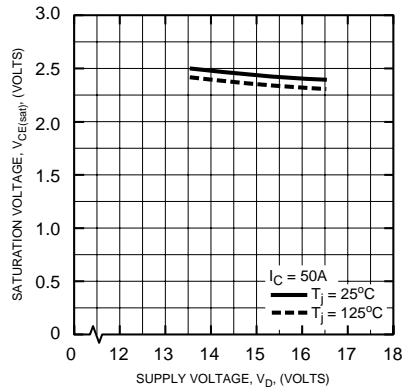
PM100RSD120
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Brake Part

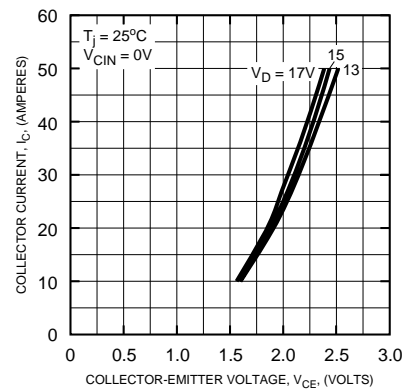
COLLECTOR-EMITTER SATURATION VOLTAGE (TYPICAL)



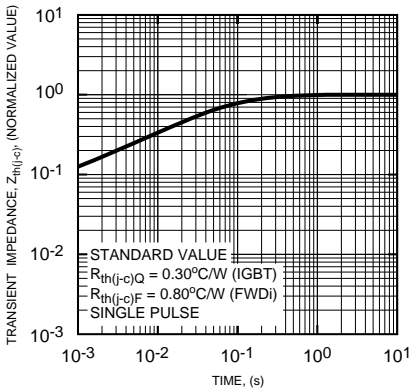
COLLECTOR-EMITTER SATURATION VOLTAGE (TYPICAL)



OUTPUT CHARACTERISTICS (TYPICAL)



TRANSIENT THERMAL IMPEDANCE CHARACTERISTICS (IGBT & FWDi BRAKE PART)



DIODE FORWARD CHARACTERISTICS (TYPICAL)

