

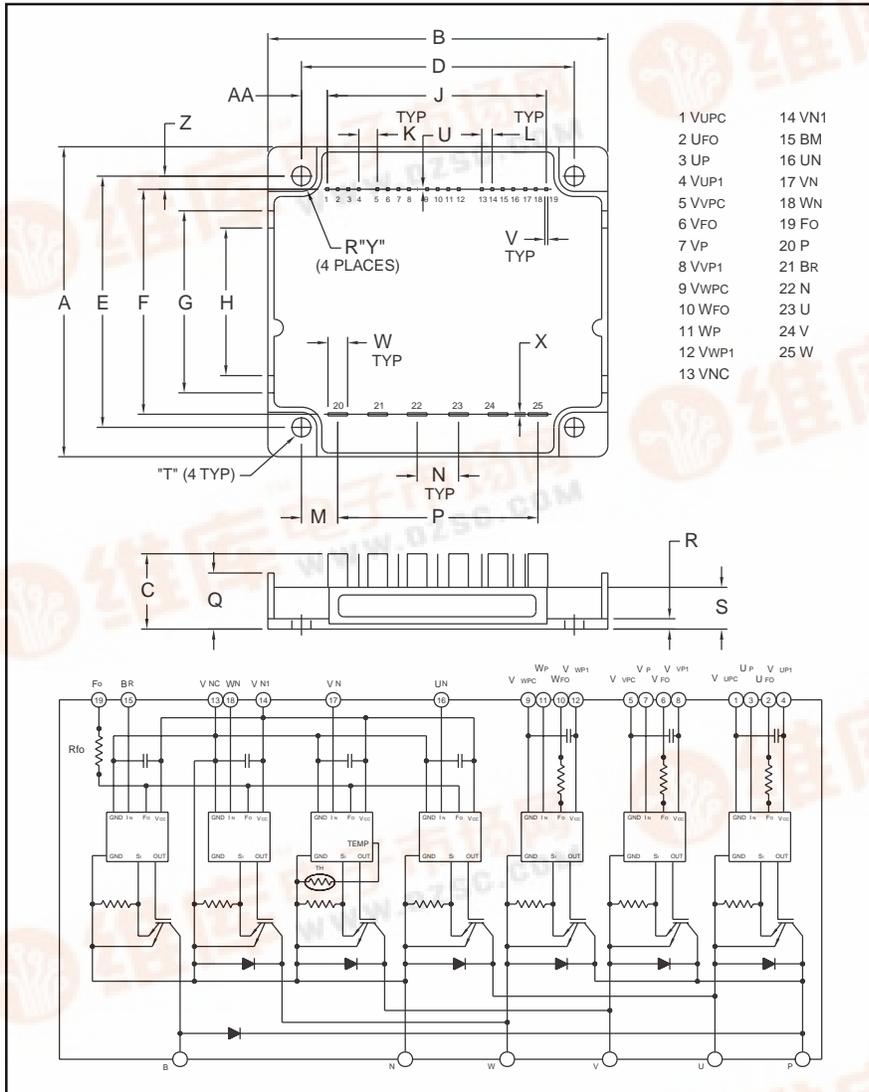


PM25RSK120

Powerex, Inc., 200 Hillis Street, Youngwood, Pennsylvania 15697-1800 (724) 925-7272

Intellimod™ Module

Three Phase + Brake
IGBT Inverter Output
25 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

Applications:

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

Ordering Information:

Example: Select the complete part number from the table below -i.e. PM25RSK120 is a 1200V, 25 Ampere Intellimod™ Intelligent Power Module.

Outline Drawing and Circuit Diagram

Dimensions	Inches	Millimeters
A	2.76±0.04	70.0±1.0
B	3.96±0.04	100.5±1.0
C	0.71±0.04	18.0±1.0
D	3.48±0.02	88.5±0.5
E	2.30±0.02	58.5±0.5
F	2.23±0.03	56.75±0.8
G	1.61	41.0
H	1.30	33.0
K	2.70±0.03	68.58±0.8
M	0.10±0.01	2.54±0.25

Dimensions	Inches	Millimeters
P	2.66±0.03	67.5±0.8
Q	0.49	12.4
R	0.17 Rad.	4.4 Rad.
S	0.35	8.9
T	0.18 Dia.	Dia. 4.5
U	0.02	0.4
V	0.02	0.6
W	0.08±0.004	2.0±0.1
X	0.02	0.5
Y	0.20	5.0
Z	0.04	1.02
AA	0.30±0.03	7.62±0.8

Type	Current Rating Amperes	V _{CES} Volts (x 10)
PM	25	120





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

Characteristics	Symbol	PM25RSK120	Units
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 M4 Mounting Screws	-	13	in-lb
Module Weight (Typical)	-	130	Grams
Supply Voltage Protected by OC and SC ($V_D = 13.5 \sim 16.5\text{V}$, Inverter Part, $T_j = 125^\circ\text{C}$)	$V_{CC(prot.)}$	800	Volts
Isolation Voltage, AC 1 Minute, 60Hz Sinusoidal	V_{RMS}	2500	Volts

Control Sector

Supply Voltage Applied between ($V_{UP1}-V_{UPC}$, $V_{VP1}-V_{VPC}$, $V_{WP1}-V_{WPC}$, $V_{N1}-V_{NC}$)	V_D	20	Volts
Input Voltage Applied between (U_P , V_P , W_P , U_N , V_N , W_N , B_r)	V_{CIN}	20	Volts
Fault Output Supply Voltage (Applied between F_O and V_{NC})	V_{FO}	20	Volts
Fault Output Current	I_{FO}	20	mA

IGBT Inverter Sector

Collector-Emitter Voltage ($V_D = 15\text{V}$, $V_{CIN} = 15\text{V}$)	V_{CES}	1200	Volts
Collector Current, \pm	I_C	25	Amperes
Peak Collector Current, \pm	I_{CP}	50	Amperes
Supply Voltage (Applied between P-N)	V_{CC}	900	Volts
Supply Voltage, Surge (Applied between P-N)	$V_{CC(surge)}$	1000	Volts
Collector Dissipation	P_C	100	Watts

Brake Sector

Collector-Emitter Voltage ($V_D = 15\text{V}$, $V_{CIN} = 15\text{V}$)	V_{CES}	1200	Volts
Collector Current, \pm	I_C	10	Amperes
Peak Collector Current, \pm	I_{CP}	20	Amperes
Supply Voltage (Applied between P-N)	V_{CC}	900	Volts
Supply Voltage, Surge (Applied between P-N)	$V_{CC(surge)}$	1000	Volts
Collector Dissipation	P_C	43	Watts
Diode Forward Current	I_F	10	Amperes
Diode DC Reverse Voltage	$V_{R(DC)}$	1200	Volts



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

Characteristics	Symbol	Test Conditions	Min.	Typ.	Max.	Units
Control Sector						
Over Current Trip Level Inverter Part	OC	$-20\text{ °C} \leq T_j \leq 125\text{ °C}$	32	58	–	Amperes
Over Current Trip Level Brake Part			15	30	–	Amperes
Short Circuit Trip Level Inverter Part	SC	$-20\text{ °C} \leq T_j \leq 125\text{ °C}$	–	81	–	Amperes
Short Circuit Trip Level Brake Part			–	41	–	Amperes
Over Current Delay Time	$t_{\text{off(OC)}}$	$V_D = 15\text{V}$	–	10	–	μS
Over Temperature Protection	OT	Trip Level	100	110	120	°C
	OT_R	Reset Level	–	90	–	°C
Supply Circuit Under Voltage Protection	UV	Trip Level	11.5	12.0	12.5	Volts
	UV_R	Reset Level	–	12.5	–	Volts
Supply Voltage	V_D	Applied between $V_{UP1}-V_{UPC}$, $V_{VP1}-V_{VPC}$, $V_{WP1}-V_{WPC}$, $V_{N1}-V_{NC}$	13.5	15.0	16.5	Volts
Circuit Current	I_D	$V_D = 15\text{V}$, $V_{CIN} = 15\text{V}$, $V_{N1}-V_{NC}$	–	44	60	mA
		$V_D = 15\text{V}$, $V_{CIN} = 15\text{V}$, $V_{XP1}-V_{XPC}$	–	13	18	mA
Input ON Threshold Voltage	$V_{CIN(\text{on})}$	Applied between	1.2	1.5	1.8	Volts
Input OFF Threshold Voltage	$V_{CIN(\text{off})}$	$U_P, V_P, W_P, U_N, V_N, W_N, B_r$	1.7	2.0	2.3	Volts
PWM Input Frequency	f_{PWM}	3- \emptyset Sinusoidal	5	15	20	kHz
Fault Output Current	$I_{\text{FO(H)}}$	$V_D = 15\text{V}$, $V_{\text{FO}} = 15\text{V}$	–	–	0.01	mA
	$I_{\text{FO(L)}}$	$V_D = 15\text{V}$, $V_{\text{FO}} = 15\text{V}$	–	10	15	mA
Minimum Fault Output Pulse Width	t_{FO}	$V_D = 15\text{V}$	1.0	1.8	–	mS



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Characteristics	Symbol	Test Conditions	Min.	Typ.	Max.	Units
IGBT Inverter Sector						
Collector-Emitter Cutoff Current	I_{CES}	$V_{CE} = V_{CES}, V_D = 15V, T_j = 25^\circ\text{C}$	-	-	1	mA
		$V_{CE} = V_{CES}, V_D = 15V, T_j = 125^\circ\text{C}$	-	-	10	mA
Diode Forward Voltage	V_{FM}	$-I_C = 25A, V_D = 15V, V_{CIN} = 15V$	-	2.5	3.5	Volts
Collector-Emitter Saturation Voltage	$V_{CE(sat)}$	$V_D = 15V, V_{CIN} = 0V, I_C = 25A, T_j = 25^\circ\text{C}$	-	2.5	3.5	Volts
		$V_D = 15V, V_{CIN} = 0V, I_C = 25A, T_j = 125^\circ\text{C}$	-	2.2	3.2	Volts
Inductive Load Switching Times	t_{on}		0.5	1.0	2.5	μS
	t_{rr}	$V_D = 15V, V_{CIN} = 0 \sim 15V,$	-	0.15	0.3	μS
	$t_{C(on)}$	$V_{CC} = 600V, I_C = 25A,$	-	0.4	1.0	μS
	t_{off}	$T_j = 125^\circ\text{C},$ Inductive Load	-	2.0	3.0	μS
	$t_{C(off)}$		-	0.7	1.2	μS

Brake Sector

Collector-Emitter Saturation Voltage	$V_{CE(sat)}$	$V_D = 15V, V_{CIN} = 0V, I_C = 10A, T_j = 25^\circ\text{C}$	-	2.8	3.8	Volts
		$V_D = 15V, V_{CIN} = 0V, I_C = 10A, T_j = 125^\circ\text{C}$	-	2.5	3.5	Volts
Diode Forward Voltage	V_{FM}	$-I_C = 15A, V_D = 15V, V_{CIN} = 15V$	-	2.5	3.5	Volts
Collector-Emitter Cutoff Current	I_{CES}	$V_{CE} = V_{CES}, V_D = 15V, T_j = 25^\circ\text{C}$	-	-	1	mA
		$V_{CE} = V_{CES}, V_D = 15V, T_j = 125^\circ\text{C}$	-	-	10	mA

Thermal Characteristics

Characteristic	Symbol	Condition	Min.	Typ.	Max.	Units
Junction to Case Thermal Resistance	$R_{th(j-c)Q}$	Each Inverter IGBT	-	-	1.25	$^\circ\text{C/Watt}$
	$R_{th(j-c)D}$	Each Inverter FWDi	-	-	3.0	$^\circ\text{C/Watt}$
	$R_{th(j-c)Q}$	Each Brake IGBT	-	-	2.9	$^\circ\text{C/Watt}$
	$R_{th(j-c)D}$	Each Brake FWDi	-	-	5.4	$^\circ\text{C/Watt}$
Contact Thermal Resistance	$R_{th(c-f)}$	Case to Fin Per Module, Thermal Grease Applied	-	-	0.038	$^\circ\text{C/Watt}$

Recommended Conditions for Use

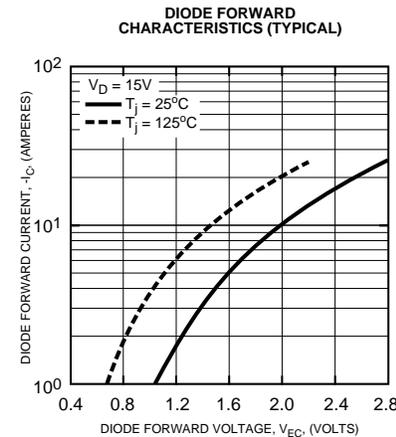
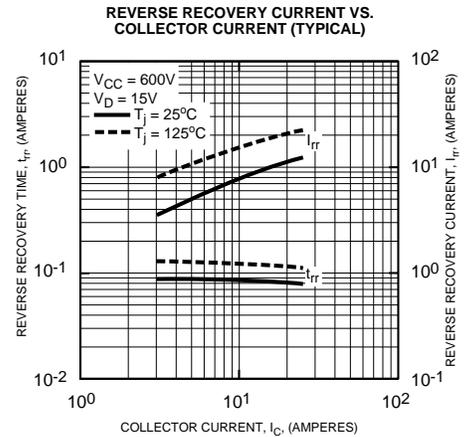
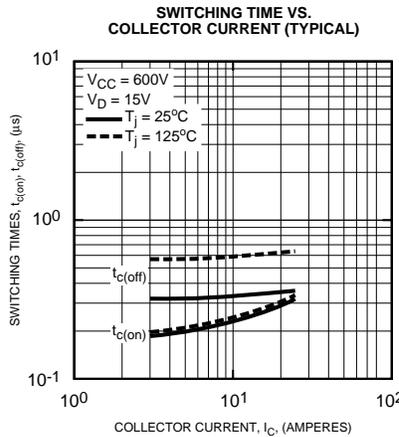
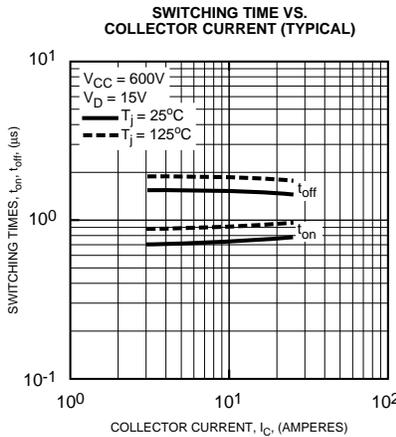
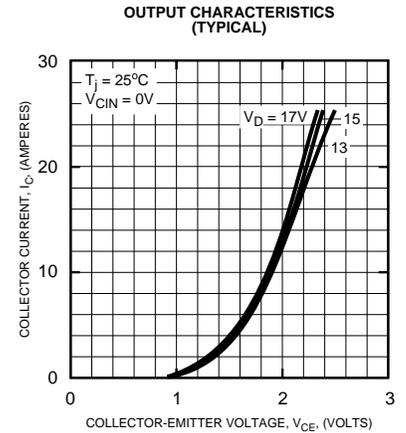
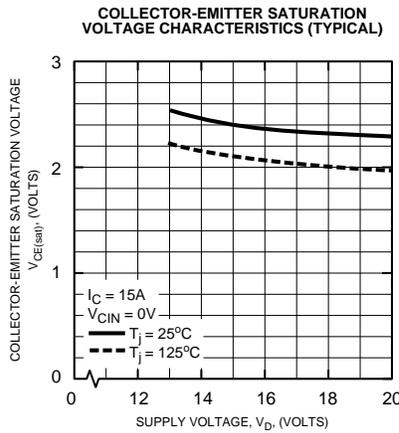
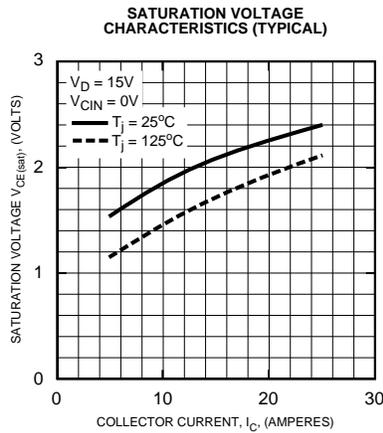
Characteristic	Symbol	Condition	Value	Units
Supply Voltage	V_{CC}	Applied across P-N Terminals	0 ~ 800	Volts
	V_D	Applied between $V_{UP1}-V_{UPC}, V_{N1}-V_{NC}, V_{VP1}-V_{VPC}, V_{WP1}-V_{WPC}$	15 ± 1.5	Volts
Input ON Voltage	$V_{CIN(on)}$	Applied between	0 ~ 0.8	Volts
Input OFF Voltage	$V_{CIN(off)}$	$U_P, V_P, W_P, U_N, V_N, W_N, B_r$	$4.0 \sim V_D$	Volts
PWM Input Frequency	f_{PWM}	Using Application Circuit	5 ~ 20	kHz
Minimum Dead Time	t_{DEAD}	Input Signal	≥ 2.5	μS



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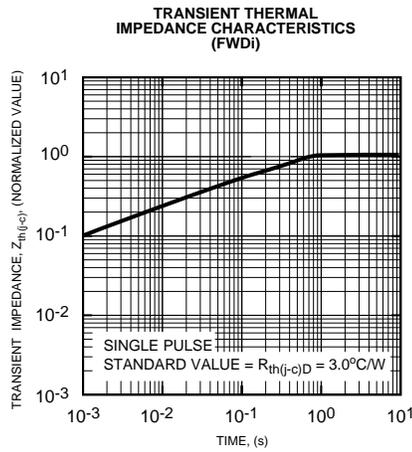
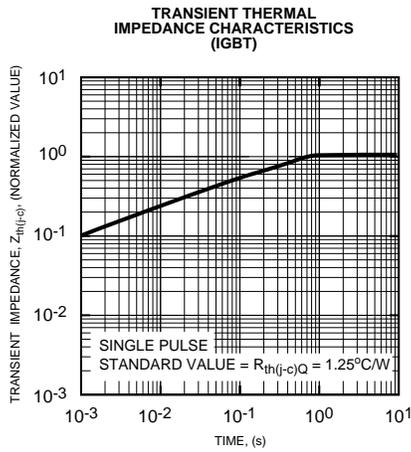




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