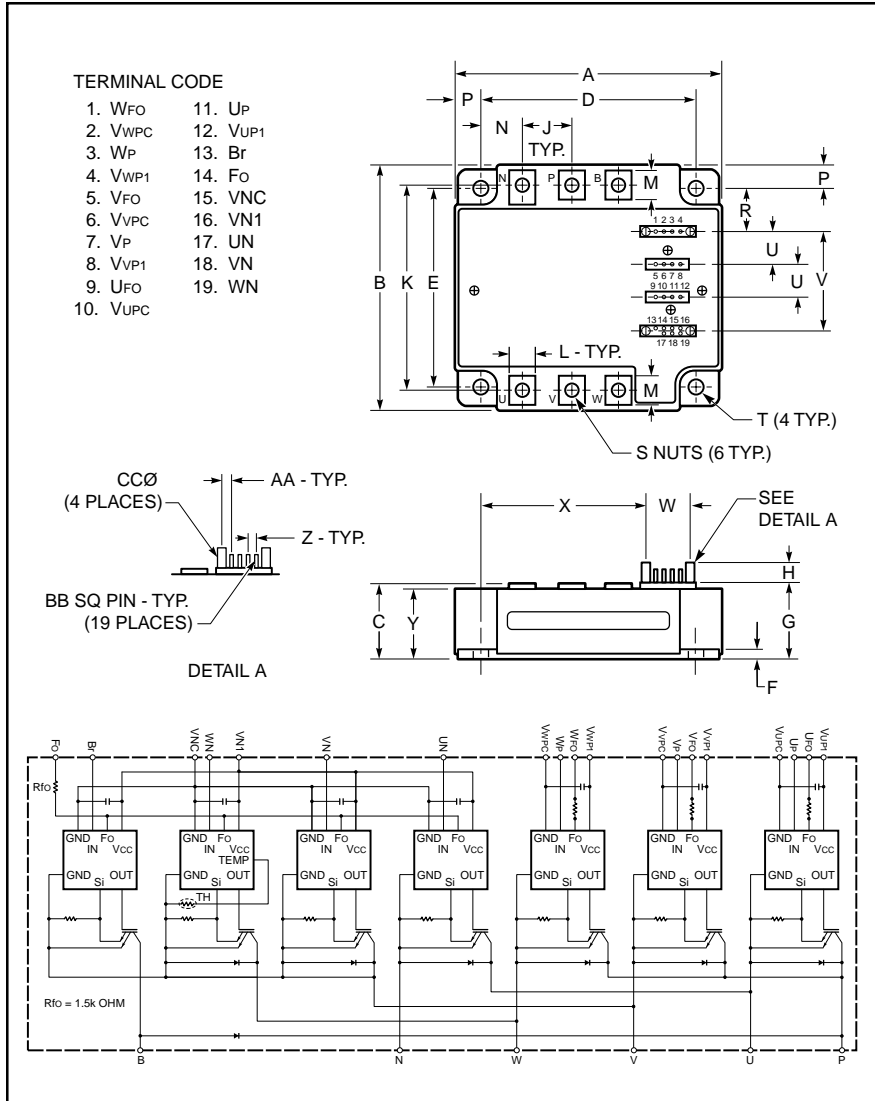


Intellimod™ Module

Three Phase + Brake
IGBT Inverter Output
50 Amperes/1200 Volts



Outline Drawing and Circuit Diagram

Dimensions	Inches	Millimeters
A	4.33	110.0
B	3.50	89.0
C	0.87 +0.04/-0.02	22.0 +1.0/-0.5
D	3.74±0.010	95.0±0.25
E	2.91±0.010	74.0±0.25
F	0.16	4.0
G	0.87	22.0
H	0.42	10.6
J	0.79	20.0
K	2.99±0.02	76.0±0.5
L	0.39	10.0
M	0.49	12.5
N	0.67	17.0

Dimensions	Inches	Millimeters
P	0.30	7.5
R	0.65	16.5
S	M5 Metric	M5
T	0.22 Dia.	Dia. 5.5
U	0.56±0.010	14.1±0.25
V	1.72±0.012	43.57±0.3
W	0.57±0.012	14.6±0.3
X	2.90	73.7
Y	0.78	19.7
Z	0.10±0.010	2.54±0.25
AA	0.137±0.010	3.49±0.25
BB	0.02 SQ	0.64 SQ
CC	0.12 +0.04/-0.02	3.0 +1.0/-0.5



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 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. PM50RVA120 is a 1200V, 50 Ampere Intellimod™ Intelligent Power Module.

Type	Current Rating Amperes	V _{CES} Volts (x 10)
PM	50	120



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

PM50RVA120
Intellimod™ Module
Three Phase + Brake IGBT Inverter Output
50 Amperes/1200 Volts

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

Characteristics	Symbol	PM50RVA120	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 (Typical)	—	17	in-lb
Mounting Torque, M5 Main Terminal Screws (Typical)	—	17	in-lb
Module Weight (Typical)	—	560	Grams
Supply Voltage (Applied between P - N)	$V_{\text{CC(surge)}}$	1000	Volts
Supply Voltage Protected by SC ($V_D = 13.5 \sim 16.5\text{V}$, Inverter Part, $T_j = 125^\circ\text{C}$ Start)	$V_{\text{CC(prot.)}}$	800	Volts
Isolation Voltage, AC 1 minute, 60Hz Sinusoidal	V_{RMS}	2500	Volts

Control Sector

Supply Voltage Applied between ($V_{\text{UP1}}-V_{\text{UPC}}$, $V_{\text{VP1}}-V_{\text{VPC}}$, $V_{\text{WP1}}-V_{\text{WPC}}$, $V_{\text{N1}}-V_{\text{NC}}$)	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-V_{NC} , $*F_O-V_{\text{PC}}$)	V_{FO}	20	Volts
Fault Output Current (Sink Current at F_O Terminals)	I_{FO}	20	mA

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	50	Amperes
Peak Collector Current, \pm ($T_C = 25^\circ\text{C}$)	I_{CP}	100	Amperes
Collector Dissipation ($T_C = 25^\circ\text{C}$)	P_C	338	Watts

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	15	Amperes
Peak Collector Current, \pm ($T_C = 25^\circ\text{C}$)	I_{CP}	30	Amperes
Collector Dissipation ($T_C = 25^\circ\text{C}$)	P_C	134	Watts
FWDi Forward Current ($T_C = 25^\circ\text{C}$)	I_F	15	Amperes
FWDi Rated DC Reverse Voltage ($T_C = 25^\circ\text{C}$)	$V_{\text{R(DC)}}$	1200	Volts



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

Characteristics	Symbol	Test Conditions	Min.	Typ.	Max.	Units
Control Sector						
Over Current Trip Level Brake Part	OC	$-20^\circ\text{C} \leq T_j \leq 125^\circ\text{C}$, $V_D = 15\text{V}$	22	—	—	Amperes
Short Circuit Trip Level Inverter Part	SC	$-20^\circ\text{C} \leq T_j \leq 125^\circ\text{C}$, $V_D = 15\text{V}$	59	—	—	Amperes
Short Circuit Trip Level Brake Part			—	52	—	Amperes
Short Circuit Current Shut-off Time	$t_{\text{off(SC)}}$	$V_D = 15\text{V}$	—	10	—	μS
Over Temperature Protection	OT	Trip Level	111	118	125	$^\circ\text{C}$
($V_D = 15\text{V}$, Lower Arm)	OT_r	Reset Level	90	100	110	$^\circ\text{C}$
Supply Circuit Under Voltage Protection	UV	Trip Level	11.5	12.0	12.5	Volts
($-20^\circ\text{C} \leq T_j \leq 125^\circ\text{C}$)	UV_r	Reset Level	—	12.5	—	Volts
Supply Voltage	V_D	Applied between $V_{UP1}-V_{UPC}$, $V_{VP1}-V_{VPC}$, $V_{WP1}-V_{WPC}$, $V_{N1}-V_{NC}$	—	15	—	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 U_P-V_{UPC} , V_P-V_{VPC} ,	1.2	1.5	1.8	Volts
Input OFF Threshold Voltage	$V_{CIN(\text{off})}$	W_P-V_{WPC} , U_N , V_N , W_N , $Br-V_{NC}$	1.7	2.0	2.3	Volts
Fault Output Current	$I_{FO(H)}$	$V_D = 15\text{V}$, $V_{FO} = 15\text{V}$	—	—	0.01	mA
	$I_{FO(L)}$	$V_D = 15\text{V}$, $V_{FO} = 15\text{V}$	—	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}	$V_{CE} = V_{CES}, V_D = 15V, T_j = 25^\circ\text{C}$	—	—	1.0	mA
		$V_{CE} = V_{CES}, V_D = 15V, T_j = 125^\circ\text{C}$	—	—	10.0	mA
FWDi Forward Voltage	V_{EC}	$-I_C = 50A, V_D = 15V, V_{CIN} = 15V$	—	2.50	3.50	Volts
Collector-Emitter Saturation Voltage	$V_{CE(sat)}$	$V_D = 15V, V_{CIN} = 0V, I_C = 50A,$ Pulsed, $T_j = 25^\circ\text{C}$	—	2.65	3.30	Volts
		$V_D = 15V, V_{CIN} = 0V, I_C = 50A,$ Pulsed, $T_j = 125^\circ\text{C}$	—	2.75	3.35	Volts
Inductive Load Switching Times	t_{on}		0.4	0.9	2.3	μS
	t_{rr}	$V_D = 15V, V_{CIN} = 0V \sim 15V$	—	0.2	0.3	μS
	$t_{C(on)}$	$V_{CC} = 600V, I_C = 50A,$ $T_j = 125^\circ\text{C}$	—	0.4	1.0	μS
	t_{off}		—	2.4	3.4	μS
	$t_{C(off)}$		—	0.7	1.2	μS
Brake Sector						
Collector-Emitter Cutoff Current	I_{CES}	$V_{CE} = V_{CES}, V_D = 15V, T_j = 25^\circ\text{C}$	—	—	1.0	mA
		$V_{CE} = V_{CES}, V_D = 15V, T_j = 125^\circ\text{C}$	—	—	10.0	mA
FWDi Forward Voltage	V_{FM}	$I_F = 15A$	—	2.50	3.50	Volts
Collector-Emitter Saturation Voltage	$V_{CE(sat)}$	$V_D = 15V, V_{CIN} = 0V, I_C = 15A,$ $T_j = 25^\circ\text{C}$	—	2.50	3.30	Volts
		$V_D = 15V, V_{CIN} = 0V, I_C = 15A,$ $T_j = 125^\circ\text{C}$	—	2.20	3.20	Volts



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Thermal Characteristics

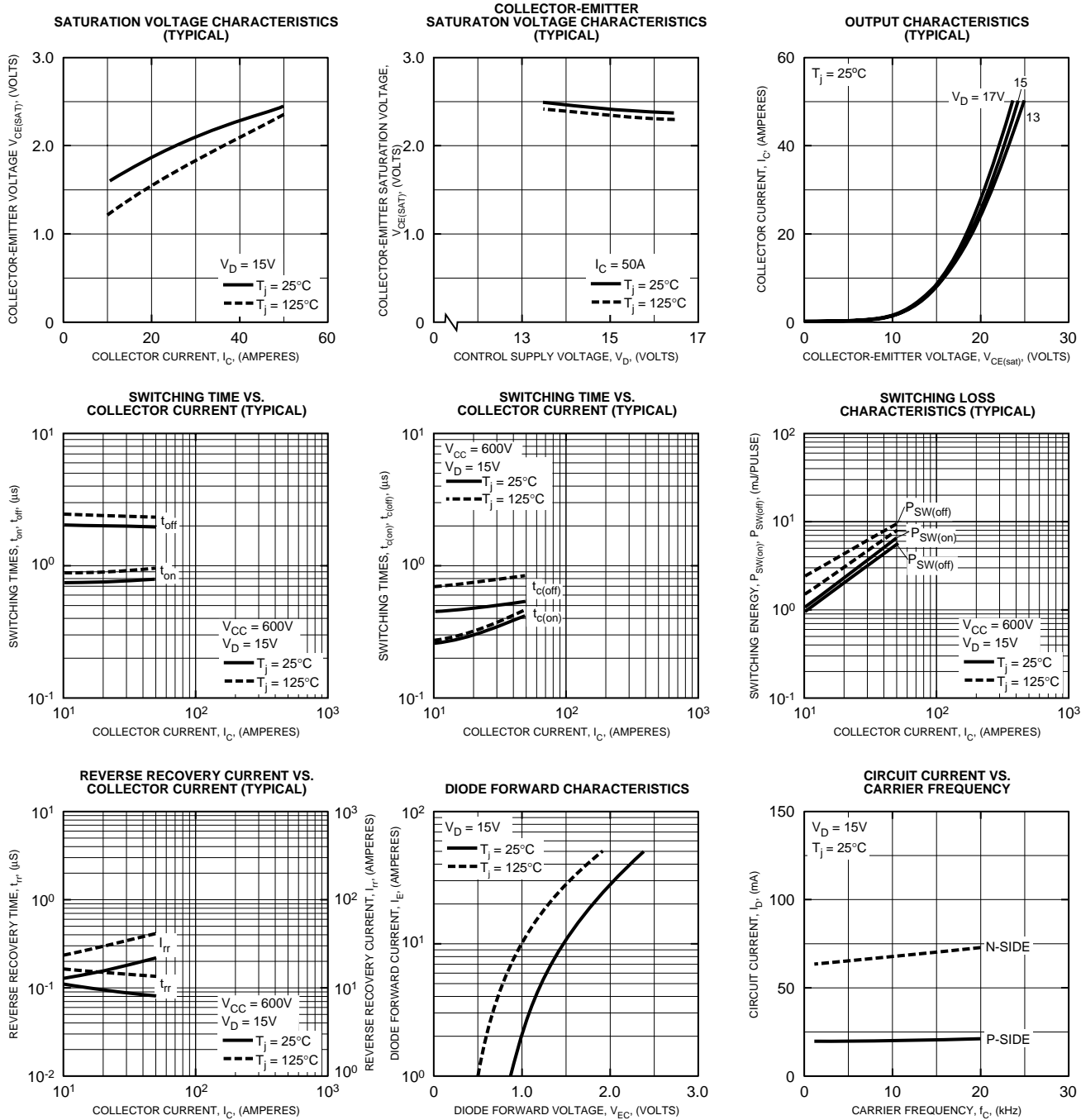
Characteristic	Symbol	Condition	Min.	Typ.	Max.	Units
Junction to Case Thermal Resistance	$R_{th(j-c)Q}$	Each Inverter IGBT	—	—	0.37	°C/Watt
	$R_{th(j-c)D}$	Each Inverter FWDi	—	—	0.70	°C/Watt
	$R_{th(j-c)Q}$	Each Brake IGBT	—	—	0.93	°C/Watt
	$R_{th(j-c)D}$	Each Brake FWDi Part	—	—	1.50	°C/Watt
Contact Thermal Resistance	$R_{th(c-f)}$	Case to Fin Per Module, Thermal Grease Applied	—	—	0.027	°C/Watt

Recommended Conditions for Use

Characteristic	Symbol	Condition	Value	Units
Supply Voltage	V_{CC}	Applied across P-N Terminals	≤ 800	Volts
	$V_{CE(surge)}$	Applied across C-E Terminals	≤ 1000	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	≤ 0.8	Volts
Input OFF Voltage	$V_{CIN(off)}$	$U_P, V_P, W_P, U_N, V_N, W_N, B_r$	≥ 4.0	Volts
Arm Shoot-Through Blocking Time	t_{DEAD}	For IPM's each Input Signal	≥ 3.0	μS

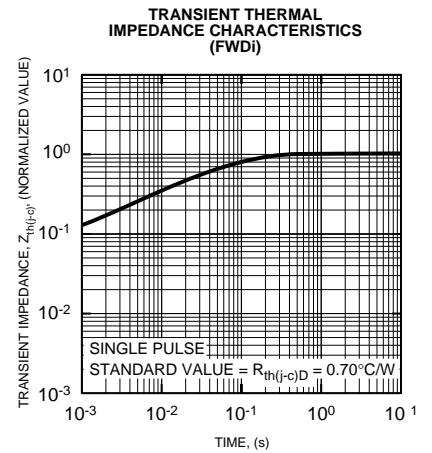
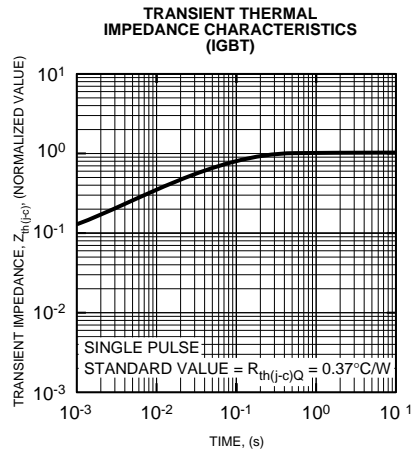
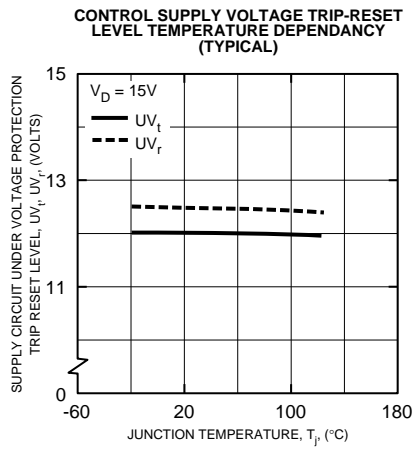
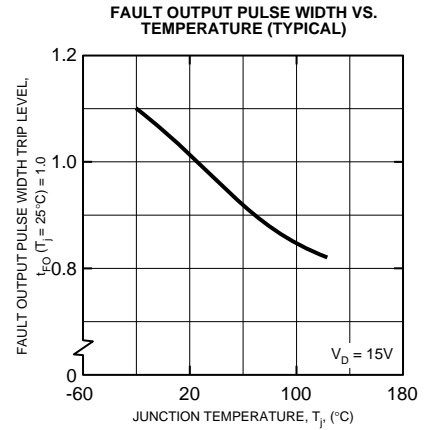
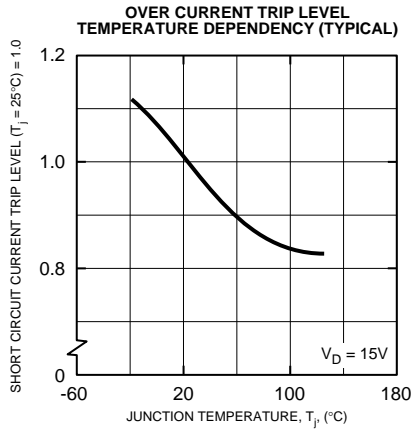
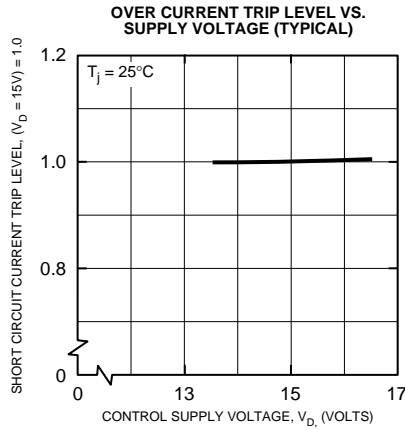
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Inverter Part



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Brake Part

