

**PS11014****INTEGRATED FUNCTIONS AND FEATURES**

- Converter bridge for 3 phase AC-to-DC power conversion.
- Circuit for dynamic braking of motor regenerative energy.
- 3-phase IGBT inverter bridge configured by the latest 3rd. generation IGBT and diode technology.
- Inverter output current capability  $I_O$  (Note 1):

Type Name	100% load	150% over load
PS11014	5.0A (rms)	7.5A (rms), 1min

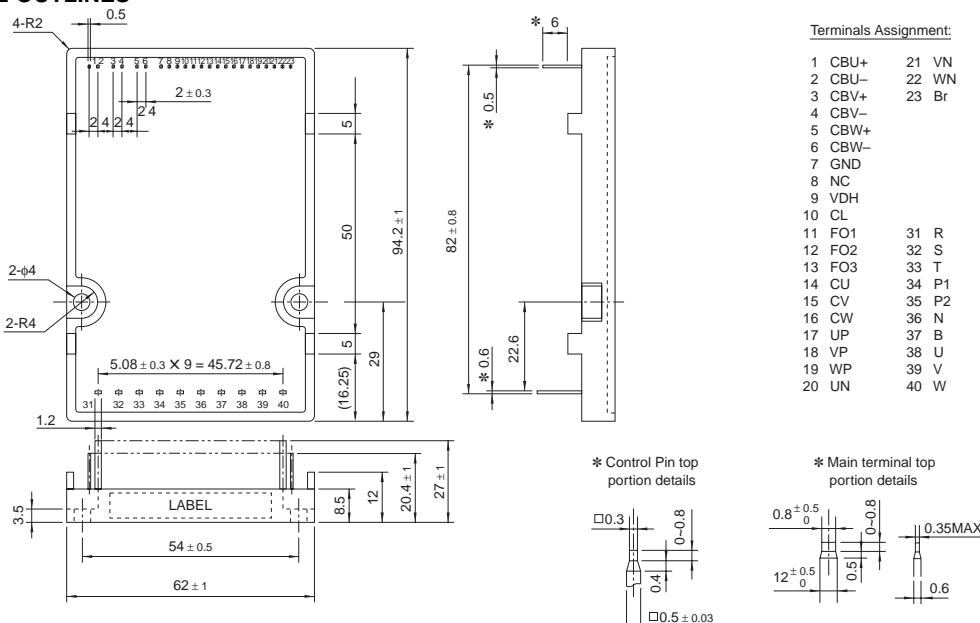
(Note 1) : The inverter output current is assumed to be sinusoidal and the peak current value of each of the above loading cases is defined as :  $I_{OP} = I_O \times \sqrt{2}$

**INTEGRATED DRIVE, PROTECTION AND SYSTEM CONTROL FUNCTIONS:**

- For inverter side upper-leg IGBTs : Drive circuit, High voltage isolated high-speed level shifting, Short circuit protection (SC). Bootstrap circuit supply scheme (single drive power supply) and Under voltage protection (UV).
- For inverter side lower-leg IGBTs : Drive circuit, Short circuit protection (SC). Control supply circuit under- & over- voltage protection (OV/UV). System over temperature protection (OT). Fault output signaling circuit (FO) and Current limit warning signal output (CL).
- For Brake circuit IGBT : Drive circuit
- Warning and Fault signaling :
  - F01 : Short circuit protection for lower-leg IGBTs and Input interlocking against spurious arm shoot-through.
  - F02 : N-side control supply abnormality locking (OV/UV).
  - F03 : System over-temperature protection (OT).
  - CL : Warning for inverter current overload condition
- For system feedback control : Analogue signal feedback reproducing actual inverter output phase currents (3φ).
- Input Interface : 5V CMOS/TTL compatible, Schmitt trigger input, and Arm-Shoot-Through interlock protection.

**APPLICATION**

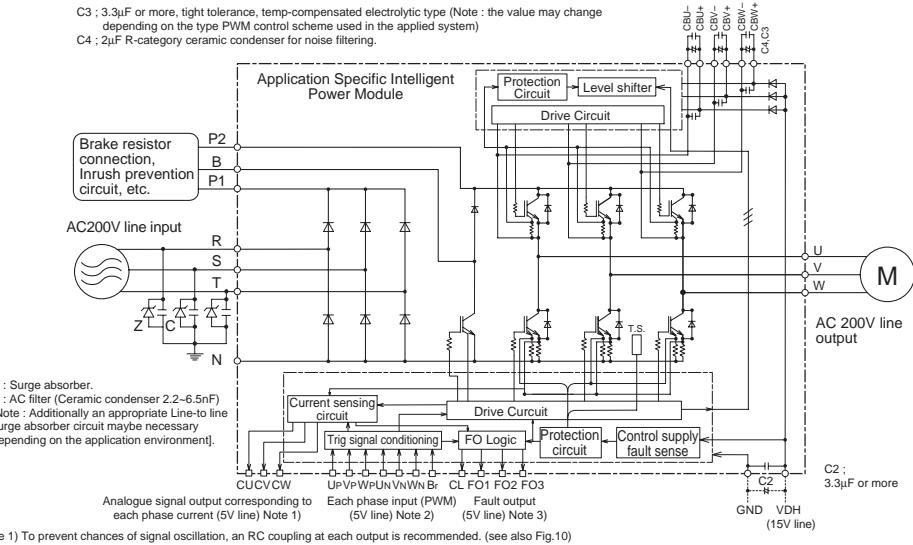
Acoustic noise-less 0.75kW/AC200V class 3 phase inverter and other motor control applications

**PACKAGE OUTLINES**

(Fig. 1)

## INTERNAL FUNCTIONS BLOCK DIAGRAM

C3 : 3.3μF or more, tight tolerance, temp-compensated electrolytic type (Note : the value may change depending on the type PWM control scheme used in the applied system)  
 C4 ; 2μF R-category ceramic condenser for noise filtering.



(Fig. 2)

MAXIMUM RATINGS ( $T_j = 25^\circ\text{C}$ )

## INVERTER PART (Including Brake Part)

Symbol	Item	Condition	Ratings	Unit
Vcc	Supply voltage	Applied between P2-N	450	V
Vcc(surge)	Supply voltage (surge)	Applied between P2-N, Surge-value	500	V
VP or VN	Each output IGBT collector-emitter static voltage	Applied between P-U, V, W, Br or U, V, W, Br-N	600	V
VP(S) or VN(S)	Each output IGBT collector-emitter switching surge voltage	Applied between P-U, V, W, Br or U, V, W, Br-N	600	V
$\pm I_c(\pm I_{CP})$	Each output IGBT collector current	$T_c = 25^\circ\text{C}$	$\pm 15 (\pm 30)$	A
Ic(Icp)	Brake IGBT collector current		4 (8)	A
IF(IFP)	Brake diode anode current		4 (8)	A

## CONVERTER PART

Symbol	Item	Condition	Ratings	Unit
VRRM	Repetitive peak reverse voltage		800	V
Ea	Recommended AC input voltage		220	V
Io	DC output current	3φ rectifying circuit	25	A
IFSM	Surge (non-repetitive) forward current	1 cycle at 60Hz, peak value non-repetitive	196	A
I <sup>2</sup> t	I <sup>2</sup> t for fusing	Value for one cycle of surge current	160	A <sup>2</sup> s

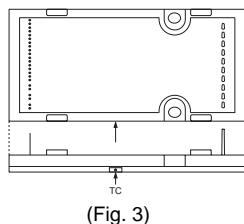
## CONTROL PART

Symbol	Item	Condition	Ratings	Unit
VDH, VDB	Supply voltage	Applied between VDH-GND, CBU+-CBU-, CBV+-CBV-, CBW+-CBW-	20	V
VCIN	Input signal voltage	Applied between UP · VP · WP · UN · VN · WN · Br-GND	-0.5 ~ 7.5	V
VFO	Fault output supply voltage	Applied between F01 · F02 · F03-GND	-0.5 ~ 7	V
IFO	Fault output current	Sink current of F01 · F02 · F03	15	mA
VCL	Current-limit warning (CL) output voltage	Applied between CL-GND	-0.5 ~ 7	V
ICL	CL output current	Sink current of CL	15	mA
ICO	Analogue current signal output current	Sink current of CU · CV · CW	±1	mA

**TOTAL SYSTEM**

Symbol	Item	Condition	Ratings	Unit
T <sub>j</sub>	Junction temperature	(Note 2)	-20 ~ +125	°C
T <sub>stg</sub>	Storage temperature	—	-40 ~ +125	°C
T <sub>C</sub>	Module case operating temperature	(Fig. 3)	-20 ~ +100	°C
V <sub>iso</sub>	Isolation voltage	60 Hz sinusoidal AC applied between all terminals and the base plate for 1 minute.	2500	Vrms
—	Mounting torque	Mounting screw: M3.5	0.78 ~ 1.27	kg·cm

Note 2) The item defines the maximum junction temperature for the power elements (IGBT/Diode) of the ASIPM to ensure safe operation. However, these power elements can endure junction temperature as high as 150°C instantaneously. To make use of this additional temperature allowance, a detailed study of the exact application conditions is required and, accordingly, necessary information is requested to be provided before use.

**CASE TEMPERATURE MEASUREMENT POINT (3mm from the base surface)**

(Fig. 3)

**THERMAL RESISTANCE**

Symbol	Item	Condition	Ratings			Unit
			Min.	Typ.	Max.	
R <sub>th(j-c)Q</sub>	Junction to case Thermal Resistance	Inverter IGBT (1/6)	—	—	2.8	°C/W
R <sub>th(j-c)F</sub>		Inverter FWDi (1/6)	—	—	3.9	°C/W
R <sub>th(j-c)QB</sub>		Brake IGBT	—	—	5.8	°C/W
R <sub>th(j-c)FB</sub>		Brake FWDi	—	—	6.0	°C/W
R <sub>th(j-c)FR</sub>		Converter Di (1/6)	—	—	4.3	°C/W
R <sub>th(c-f)</sub>	Contact Thermal Resistance	Case to fin, thermal grease applied (1 Module)	—	—	0.044	°C/W

**ELECTRICAL CHARACTERISTICS (T<sub>j</sub> = 25°C, VDH = 15V, VDB = 15V unless otherwise noted)**

Symbol	Item	Condition	Ratings			Unit
			Min.	Typ.	Max.	
V <sub>CE(sat)</sub>	Collector-emitter saturation voltage	VDH = VDB = 15V, Input = ON, T <sub>j</sub> = 25°C, I <sub>c</sub> = 15A	—	—	2.9	V
V <sub>EC</sub>	FWDi forward voltage	T <sub>j</sub> = 25°C, I <sub>c</sub> = -15A, Input = OFF	—	—	2.9	V
V <sub>CE(sat)Br</sub>	Brake IGBT Collector-emitter saturation voltage	VDH = 15V, Input = ON, T <sub>j</sub> = 25°C, I <sub>c</sub> = 4A	—	—	3.5	V
V <sub>FBr</sub>	Brake diode forward voltage	T <sub>j</sub> = 25°C, I <sub>f</sub> = 4A, Input = OFF	—	—	2.9	V
I <sub>RRM</sub>	Converter diode reverse current	VR = V <sub>RRM</sub> , T <sub>j</sub> = 125°C	—	—	8	mA
V <sub>FR</sub>	Converter diode voltage	T <sub>j</sub> = 25°C, I <sub>f</sub> = 10A	—	—	1.5	V
ton tc(on) toff tc(off)	Switching times	1/2 Bridge inductive load, Input = ON	0.3	0.6	1.5	μs
		V <sub>CC</sub> = 300V, I <sub>c</sub> = 15A, T <sub>j</sub> = 125°C	—	0.2	0.6	μs
		VDH = 15V, VDB = 15V	—	1.1	1.8	μs
		Note : ton, toff include delay time of the internal control circuit				μs
		—	0.4	1.0	—	μs
		—	0.1	—	—	μs
trr	FWD reverse recovery time	Short circuit endurance (Output, Arm, and Load, Short Circuit Modes)	V <sub>CC</sub> ≤ 400V, Input = ON (one-shot) T <sub>j</sub> = 125°C start 13.5V ≤ VDH = VDB ≤ 16.5V	• No destruction • Fo output by protection operation		
	Switching SOA	V <sub>CC</sub> ≤ 400V, T <sub>j</sub> ≤ 125°C, I <sub>c</sub> < I <sub>OL(CL)</sub> operation level, Input = ON 13.5V ≤ VDH = VDB ≤ 16.5V	• No destruction • No protecting operation • No Fo output			

ELECTRICAL CHARACTERISTICS ( $T_j = 25^\circ\text{C}$ ,  $V_{DH} = 15\text{V}$ ,  $V_{DB} = 15\text{V}$  unless otherwise noted)

Symbol	Item	Condition	Ratings			Unit	
			Min.	Typ.	Max.		
$I_{DH}$	Circuit current	$V_{DH} = 15\text{V}$ , $V_{CIN} = 5\text{V}$	—	—	150	mA	
$V_{th(on)}$	Input on threshold voltage		0.8	1.4	2.0	V	
$V_{th(off)}$	Input off threshold voltage		2.5	3.0	4.0	V	
$R_i$	Input pull-up resistor	Integrated between input terminal-V <sub>DH</sub>	—	150	—	kΩ	
$f_{PWM}$	PWM input frequency	$T_c \leq 100^\circ\text{C}$ , $T_j \leq 125^\circ\text{C}$	2	—	20	kHz	
$t_{xx}$	Allowable input on-pulse width	$V_{DH} = 15\text{V}$ , $T_c = -20^\circ\text{C} \sim +100^\circ\text{C}$ (Note 3)	1	—	500	μs	
$t_{dead}$	Allowable input signal dead time for blocking arm shoot-through	Relates to corresponding input (Except brake part) $T_c = -20^\circ\text{C} \sim +100^\circ\text{C}$	2.2	—	—	μs	
$t_{int}$	Input inter-lock sensing	Relates to corresponding input (Except brake part)	—	65	100	ns	
$V_{CO}$	Analogue signal linearity with output current	$I_C = 0\text{A}$	$V_{DH} = 15\text{V}$	1.87	2.27	2.57	
$V_{C+(200\%)}$		$I_C = I_{OP}(200\%)$	$T_c = -20^\circ\text{C} \sim +100^\circ\text{C}$	0.77	1.17	1.47	
$V_{C-(200\%)}$		$I_C = -I_{OP}(200\%)$	(Fig. 4)	2.97	3.37	3.67	
$ \Delta V_{CO} $	Offset change area vs temperature	$V_{DH} = 15\text{V}$ , $T_c = -20^\circ\text{C} \sim +100^\circ\text{C}$	—	15	—	mV	
$V_{C+}$	Analogue signal output voltage limit	$I_C > I_{OP}(200\%)$ , $V_{DH} = 15\text{V}$	—	—	0.7	V	
$V_{C-}$		(Fig. 4)	4.0	—	—	V	
$\Delta V_C(200\%)$	Analogue signal over all linear variation	$ V_{CO}-V_{C\pm}(200\%) $	—	1.1	—	V	
$r_{CH}$	Analogue signal data hold accuracy	Correspond to max. 500μs data hold period only, $I_C = I_{OP}(200\%)$ (Fig. 5)	-5	—	5	%	
$t_{d(read)}$	Analogue signal reading time	After input signal trigger point (Fig. 8)	—	3	—	μs	
$\pm I_{OL}$	Current limit warning (CL) operation level	$V_{DH} = 15\text{V}$ , $T_c = -20^\circ\text{C} \sim +100^\circ\text{C}$ (Note 4)	14.05	17.30	20.80	A	
$I_{CL(H)}$	Signal output current of CL operation	Idle	—	—	1	μA	
$I_{CL(L)}$		Active	—	1	—	mA	
SC	Short circuit over current trip level	$T_j = 25^\circ\text{C}$	(Fig. 7) (Note 5)	23.2	43.0	62.0	A
OT	Over temperature protection	Trip level	$V_{DH} = 15\text{V}$	100	110	120	°C
OTr		Reset level		—	90	—	°C
UV <sub>DH</sub>	Supply circuit under & over voltage protection	Trip level	$T_c = -20^\circ\text{C} \sim +100^\circ\text{C}$ $T_j \leq 125^\circ\text{C}$	11.05	12.00	12.75	V
UV <sub>DHr</sub>		Reset level		11.55	12.50	13.25	V
OV <sub>DH</sub>		Trip level		18.00	19.20	20.15	V
OV <sub>DHr</sub>		Reset level		16.50	17.50	18.65	V
UV <sub>DB</sub>		Trip level		10.0	11.0	12.0	V
UV <sub>DBr</sub>		Reset level		10.5	11.5	12.5	V
$t_{dV}$		Filter time		—	10	—	μs
IFO(H)	Fault output current	Idle	Open collector output	—	—	1	μA
IFO(L)		Active		—	1	—	mA

(Note 3) : (a) Allowable minimum input on-pulse width : This item applies to P-side circuit only.

(b) Allowable maximum input on-pulse width : This item applies to both P-side and N-side circuits excluding the brake circuit.

(Note 4) : CL output : The "current limit warning (CL) operation circuit outputs warning signal whenever the arm current exceeds this limit. The circuit is reset automatically by the next input signal and thus, it operates on a pulse-by-pulse scheme.

(Note 5) : The short circuit protection works instantaneously when a high short circuit current flows through an internal IGBT rising up momentarily. The protection function is, thus meant primarily to protect the ASIPM against short circuit distortion. Therefore, this function is not recommended to be used for any system load current regulation or any over load control as this might, cause a failure due to excessive temperature rise. Instead, the analogue current output feature or the over load warning feature (CL) should be appropriately used for such current regulation or over load control operation. In other words, the PWM signals to the ASIPM should be shut down, in principle, and not to be restarted before the junction temperature would recover to normal, as soon as a fault is feed back from its F01 pin of the ASIPM indicating a short circuit situation.

## RECOMMENDED CONDITIONS

Symbol	Item	Condition	Ratings	Unit
$V_{CC}$	Supply voltage	Applied across P2-N terminals	400 (max.)	V
$V_{DH}$ , $V_{DB}$	Control supply voltage	Applied between $V_{DH}$ -GND, CBU+-CBU-, CBV+-CBV-, CBW+-CBW-	$15 \pm 1.5$	V
$\Delta V_{DH}$ , $\Delta V_{DB}$	Supply voltage ripple		$\pm 1$ (max.)	V/μs
$V_{CIN(on)}$	Input on voltage		0 ~ 0.3	V
$V_{CIN(off)}$	Input off voltage		4.8 ~ 5.0	V
$f_{PWM}$	PWM Input frequency	Using application circuit	2 ~ 20	kHz
$t_{dead}$	Arm shoot-through blocking time	Using application circuit	2.2 (min.)	μs