

Excellent Integrated System Limited

Stocking Distributor

Click to view price, real time Inventory, Delivery & Lifecycle Information:

[Powerex Inc.](#)
[PM150RSA060](#)

For any questions, you can email us directly:

sales@integrated-circuit.com

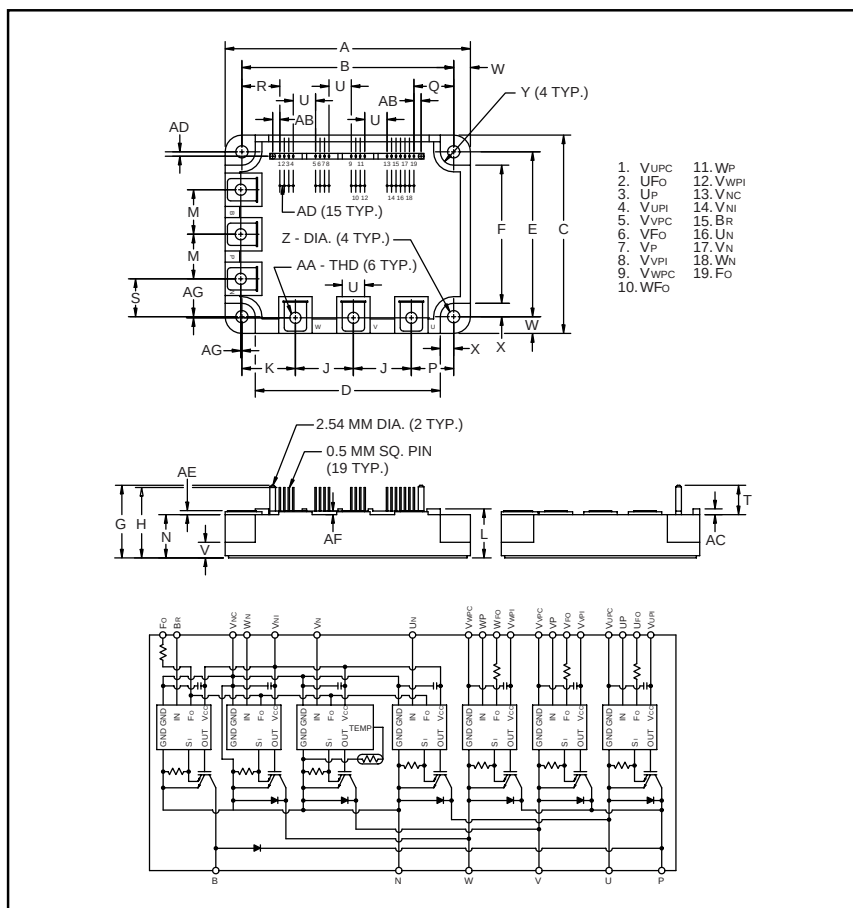


Powerex, Inc., 200 Hillis Street, Youngwood, Pennsylvania 15697-1800 (724) 925-7272

PM150RSA060

Intellimod™ Module

Three Phase + Brake
IGBT Inverter Output
150 Amperes/600 Volts



Outline Drawing and Circuit Diagram

Dimensions	Inches	Millimeters
A	4.33±0.04	110.0±1.0
B	3.74±0.02	95.0±0.5
C	3.50±0.04	89.0±1.0
D	3.27	83.0
E	2.91±0.02	74.0±0.5
F	2.44	62.0
G	1.28	32.6
H	1.24	31.6
J	1.02	26.0
K	0.94	24.0
L	0.87 +0.06/-0.0	22.0 +1.5/-0.0
M	0.79	20.0
N	0.76	19.4
P	0.75	19.0
Q	0.708	17.98
R	0.670	17.02

Dimensions	Inches	Millimeters
S	0.67	17.0
T	0.52	13.2
U	0.39	10.0
V	0.276	7.0
W	0.30	7.5
X	0.24	6.0
Y	0.24 Rad.	Rad. 6.0
Z	0.22 Dia.	Dia. 5.5
AA	Metric M5	M5
AB	0.127	3.22
AC	0.10	2.6
AD	0.08	2.0
AE	0.07	1.8
AF	0.06	1.6
AG	0.02	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 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. PM150RSA060 is a 600V, 150 Ampere Intellimod™ Intelligent Power Module.

Type	Current Rating Amperes	V _{CES} Volts (x 10)
PM	150	60



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

Characteristics	Symbol	PM150RSA060	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	—	17	in-lb
Mounting Torque, M5 Main Terminal Screw	—	17	in-lb
Module Weight (Typical)	—	550	Grams
Supply Voltage Protected by OC and SC ($V_D = 13.5 - 16.5\text{V}$, Inverter Part, $T_j = 125^\circ\text{C}$)	$V_{\text{CC(prot.)}}$	400	Volts
Isolation Voltage, AC 1 minute, 60Hz Sinsoidal	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_T)	V_{CIN}	20	Volts
Fault Output Supply Voltage ($U_{\text{FO}}-V_{\text{UPC}}$, $V_{\text{FO}}-V_{\text{VPC}}$, $W_{\text{FO}}-V_{\text{WPC}}$, $\text{FO}-V_{\text{NC}}$)	V_{FO}	20	Volts
Fault Output Current	I_{FO}	20	mA

IGBT Inverter Sector

Collector-Emitter Voltage ($V_D = 15\text{V}$, $V_{\text{CIN}} = 15\text{V}$)	V_{CES}	600	Volts
Collector Current, $\pm$	I_C	150	Amperes
Peak Collector Current, $\pm$	I_{CP}	300	Amperes
Supply Voltage (Applied between P - N)	V_{CC}	450	Volts
Supply Voltage, Surge (Applied between P - N)	$V_{\text{CC(surge)}}$	500	Volts
Collector Dissipation	P_C	500	Watts

Brake Sector

Collector-Emitter Voltage ($V_D = 15\text{V}$, $V_{\text{CIN}} = 15\text{V}$)	V_{CES}	600	Volts
Collector Current, $\pm$	I_C	50	Amperes
Peak Collector Current, $\pm$	I_{CP}	100	Amperes
Supply Voltage (Applied between P - N)	V_{CC}	450	Volts
Supply Voltage, Surge (Applied between P - N)	$V_{\text{CC(surge)}}$	500	Volts
Collector Dissipation	P_C	312	Watts
Diode Forward Current	I_F	50	Amperes
Diode DC Reverse Voltage	$V_{\text{R(DC)}}$	600	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 Inverter Part	OC	$-20^\circ\text{C} \leq T \leq 125^\circ\text{C}$	210	300	—	Amperes
Over Current Trip Level Brake Part			65	88	—	Amperes
Short Circuit Trip Level Inverter Part	SC	$-20^\circ\text{C} \leq T \leq 125^\circ\text{C}$	—	420	—	Amperes
Short Circuit Trip Level Brake Part			—	132	—	Amperes
Over Current Delay Time	$t_{\text{off}}(\text{OC})$	$V_D = 15\text{V}$	—	10	—	μS
Over Temperature Protection	OT	Trip Level	111	118	125	$^\circ\text{C}$
	OT_R	Reset Level	—	100	—	$^\circ\text{C}$
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 $V_{\text{UP1}}-V_{\text{UPC}}$, $V_{\text{VP1}}-V_{\text{VPC}}$, $V_{\text{WP1}}-V_{\text{WPC}}$, $V_{\text{N1}}-V_{\text{NC}}$	13.5	15	16.5	Volts
Circuit Current	I_D	$V_D = 15\text{V}$, $V_{\text{CIN}} = 15\text{V}$, $V_{\text{N1}}-V_{\text{NC}}$	—	52	72	mA
		$V_D = 15\text{V}$, $V_{\text{CIN}} = 15\text{V}$, $V_{\text{XP1}}-V_{\text{XPC}}$	—	13	18	mA
Input ON Threshold Voltage	$V_{\text{CIN(on)}}$	Applied between	1.2	1.5	1.8	Volts
Input OFF Threshold Voltage	$V_{\text{CIN(off)}}$	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- ϕ Sinusoidal	—	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
Brake Sector						
Collector-Emitter Saturation Voltage	$V_{\text{CE(sat)}}$	$V_D = 15\text{V}$, $V_{\text{CIN}} = 0\text{V}$, $I_C = 150\text{A}$, $T_j = 25^\circ\text{C}$	—	2.7	3.5	Volts
		$V_D = 15\text{V}$, $V_{\text{CIN}} = 0\text{V}$, $I_C = 150\text{A}$, $T_j = 125^\circ\text{C}$	—	2.5	3.4	Volts
Diode Forward Voltage	V_{FM}	$-I_C = 50\text{A}$, $V_D = 15\text{V}$, $V_{\text{CIN}} = 15\text{V}$	—	1.7	2.5	Volts
Collector Cutoff Current	I_{CES}	$V_{\text{CE}} = V_{\text{CES}}$, $T_j = 25^\circ\text{C}$	—	—	1	mA
		$V_{\text{CE}} = V_{\text{CES}}$, $T_j = 125^\circ\text{C}$	—	—	10	mA



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Characteristics	Symbol	Test Conditions	Min.	Typ.	Max.	Units
IGBT Inverter Sector						
Collector Cutoff Current	I_{CES}	$V_{CE} = V_{CES}, T_j = 25^\circ\text{C}$	—	—	1	mA
		$V_{CE} = V_{CES}, T_j = 125^\circ\text{C}$	—	—	10	mA
Diode Forward Voltage	V_{FM}	$-I_C = 150\text{A}, V_D = 15\text{V}, V_{CIN} = 15\text{V}$	—	2.2	3.3	Volts
Collector-Emitter Saturation Voltage	$V_{CE(sat)}$	$V_D = 15\text{V}, V_{CIN} = 0\text{V}, I_C = 150\text{A}, T_j = 25^\circ\text{C}$	—	1.8	2.7	Volts
		$V_D = 15\text{V}, V_{CIN} = 0\text{V}, I_C = 150\text{A}, T_j = 125^\circ\text{C}$	—	1.75	2.63	Volts
Inductive Load Switching Times	t_{on}	$V_D = 15\text{V}, V_{CIN} = 0 \sim 15\text{V}$ $V_{CC} = 300\text{V}, I_C = 150\text{A}$ $T_j = 125^\circ\text{C}$	0.4	0.8	2.0	μS
	t_{rr}		—	0.15	0.3	μS
	$t_{C(on)}$		—	0.4	1.0	μS
	t_{off}		—	2.0	2.9	μS
	$t_{C(off)}$		—	0.6	1.2	μS

Thermal Characteristics

Characteristic	Symbol	Condition	Min.	Typ.	Max.	Units
Junction to Case Thermal Resistance	$R_{th(j-c)Q}$	Each Inverter IGBT	—	—	0.25	$^\circ\text{C/Watt}$
	$R_{th(j-c)D}$	Each Inverter FWDi	—	—	0.47	$^\circ\text{C/Watt}$
	$R_{th(c-f)Q}$	Each Brake IGBT	—	—	0.4	$^\circ\text{C/Watt}$
	$R_{th(c-f)D}$	Each Brake FWDi	—	—	1.0	$^\circ\text{C/Watt}$
Contact Thermal Resistance	$R_{th(c-f)}$	Case to Fin Per Module, Thermal Grease Applied	—	—	0.027	$^\circ\text{C/Watt}$

Recommended Conditions for Use

Characteristic	Symbol	Condition	Value	Units
Supply Voltage	V_{CC}	Applied across P-N Terminals	0 ~ 400	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	$V_{CIN(off)}$	$U_P, V_P, W_P, U_N, V_N, W_N, B_r$	$4.0 - V_D$	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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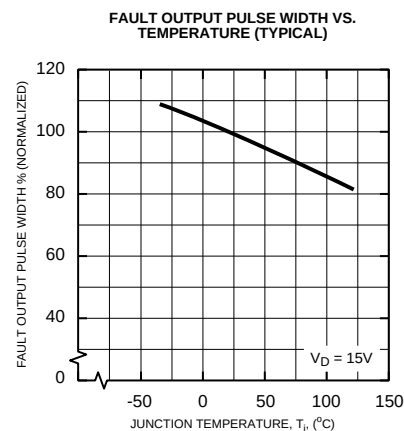
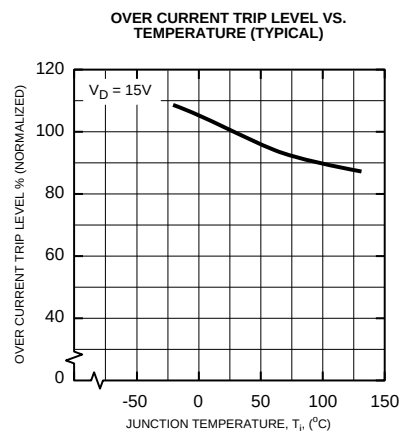
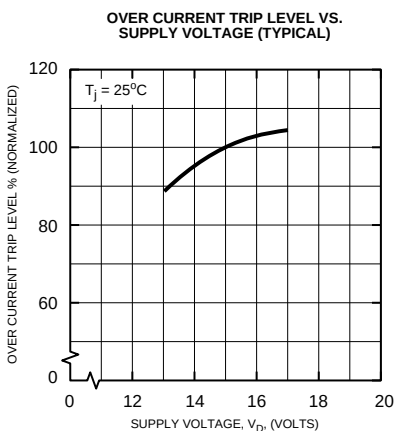
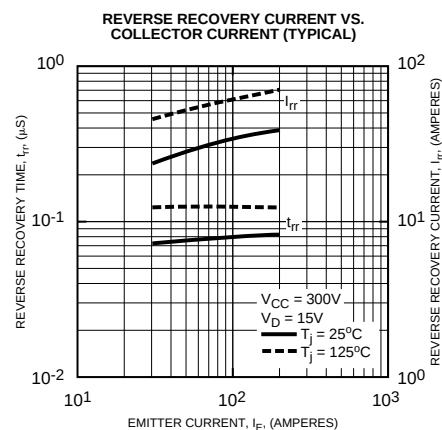
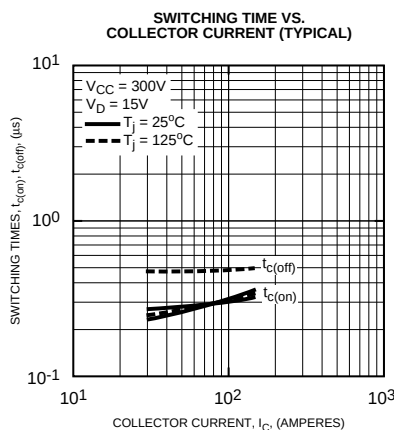
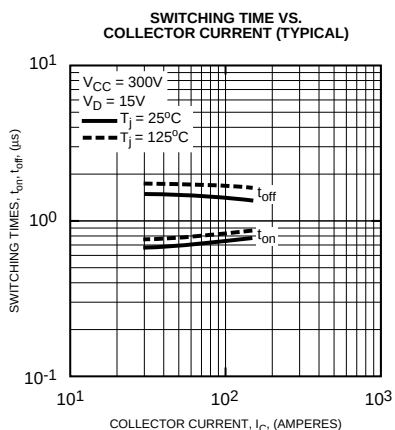
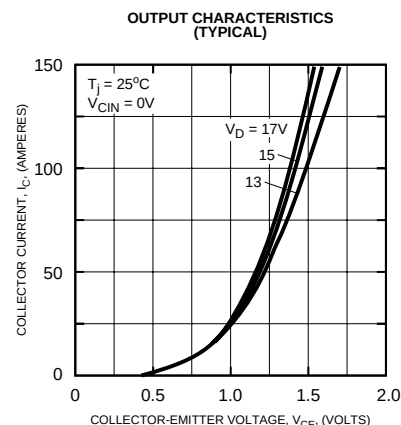
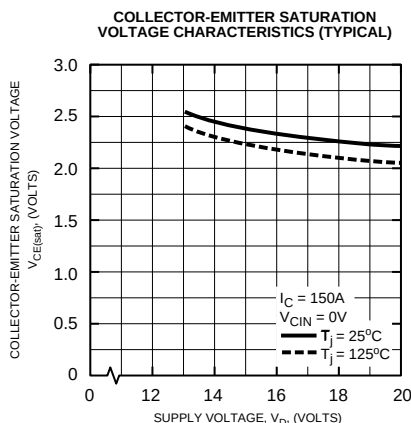
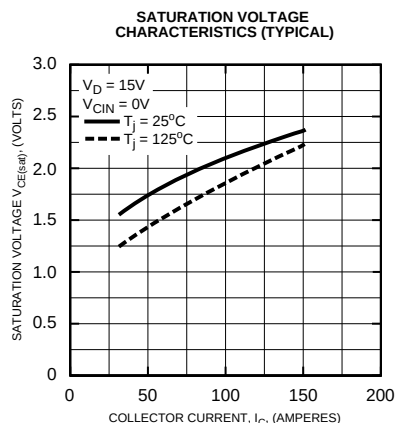
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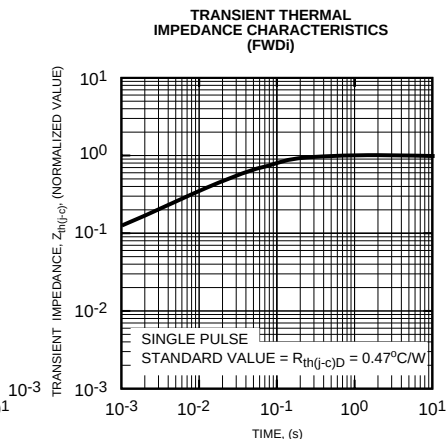
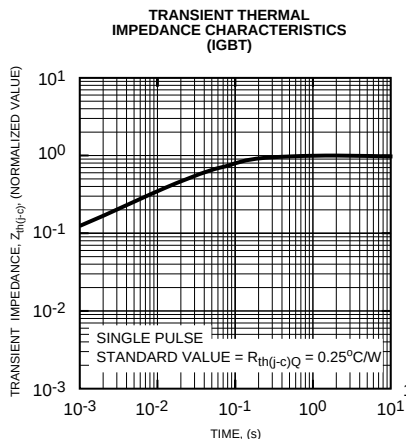
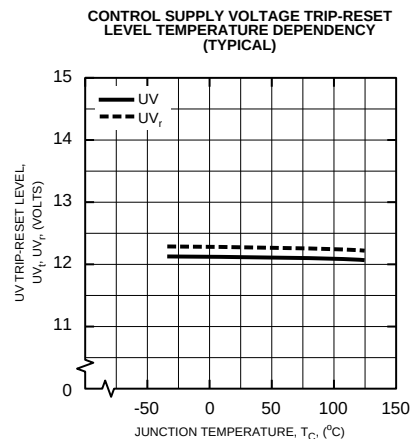
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