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FAM65V05DF1 Auto SPM[®] Series Automotive 3-Phase IGBT Smart Power Module

Features

- 27 pin Auto SPM[®] module
- 650 V-50 A 3-phase IGBT module with low loss IGBTs and soft recovery diodes optimized for motor control applications
- Integrated gate drivers with Internal V_S connection, Under Voltage lockout, Over-current shutdown, Temperature Sensing Unit and Fault reporting
- Electrically isolated AIN substrate with low Rthjc
- Module serialization for full traceability
- Pb-Free and RoHS compliant
- UL Certified No. E209204 (UL 1557)
- Automotive qualified

Applications and Benefits

Automotive high voltage auxiliary motors such as air conditioning compressor and oil pump

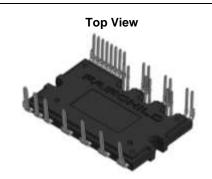
- Compact design
- Simplified PCB layout and low EMI
- Simplified Assembly
- High reliability

General Description

FAM65V05DF1 is an advanced Auto SPM[®] module providing a fully-featured highperformance auxiliary inverter output stage for hybrid and electric vehicles. These modules integrate optimized gate drive of the built-in IGBTs to minimize EMI and losses, while also providing various protection features, in a compact 12cm² footprint.

Applications Note

<u>AN-8422</u>` – 650 V Auto SPM[®] Series; Automotive 3-Phase IGBT Smart Power Module User's Guide





Bottom View

Figure 1. Package view

Ordering Information

Part Number	Marking	Package	Packing Method	Qty. per tube	Qty. per box
FAM65V05DF1	FAM65V05DF1	APM27-CAA	Tube	10	60

Pin Configuration

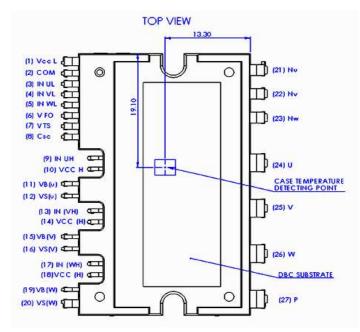
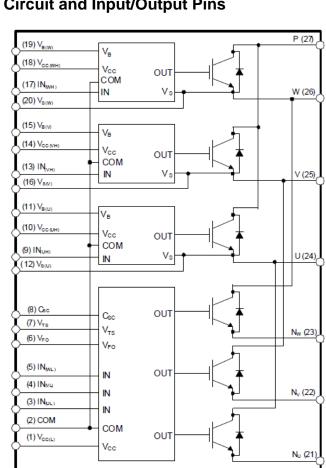


Figure 2. Pin configuration

Pin Description

Pin Number	Pin	Pin Function Description	
1	VCC(L)	Low-side Common Bias Voltage for IC and IGBTs Driving	
2	COM	Common Supply Ground	
3	IN (UL)	Signal Input for Low-side U Phase	
4	IN (VL)	Signal Input for Low-side V Phase	
5	IN (WL)	Signal Input for Low-side W Phase	
6	VFO	Fault Output	
7	VTS	Output for LVIC temperature sense	
8	CSC	Capacitor (Low-pass Filter) for Short-Current Detection Input	
9	IN (UH)	Signal Input for High-side U Phase	
10	VCC(H)	High-side Common Bias Voltage for IC and IGBTs Driving	
11	VB(U)	High-side Bias Voltage for U Phase IGBT Driving	
12	VS(U)	High-side Bias Voltage Ground for U Phase IGBT Driving	
13	IN(VH)	Signal Input for High-side V Phase	
14	VCC(H)	High-side Common Bias Voltage for IC and IGBTs Driving	
15	VB(V)	High-side Bias Voltage for V Phase IGBT Driving	
16	VS(V)	High-side Bias Voltage Ground for V Phase IGBT Driving	
17	IN(WH)	Signal Input for High-side W Phase	
18	VCC(H)	High-side Common Bias Voltage for IC and IGBTs Driving	
19	VB(W)	High-side Bias Voltage for W Phase IGBT Driving	
20	VS(W)	High-side Bias Voltage Ground for W Phase IGBT Driving	
21	NU	Negative DC–Link Input for U Phase	
22	NV	Negative DC–Link Input for V Phase	
23	NW	Negative DC–Link Input for W Phase	
24	U	Output for U Phase	
25	V	Output for V Phase	
26	W	Output for W Phase	
27	Р	Positive DC–Link Input	



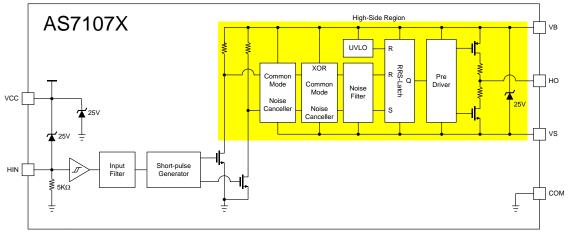
Internal Equivalent Circuit and Input/Output Pins

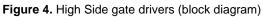
Figure 3. Schematic

Gate drivers block diagram

High side gate driver (x3 single channel):

- Control circuit under-voltage (UV) protection
- 3.3/5 V CMOS/LSTTL compatible, Schmitt trigger input





FAM65V05DF1 Automotive Smart Power Module (Auto SPM®)

Low side gate driver (x1 monolithic three-channel):

- Control circuit under-voltage (UV) protection
- Short circuit protection (SC)
- Temperature sensing unit
- Fault Output
- 3.3/5 V CMOS/LSTTL compatible, Schmitt trigger input

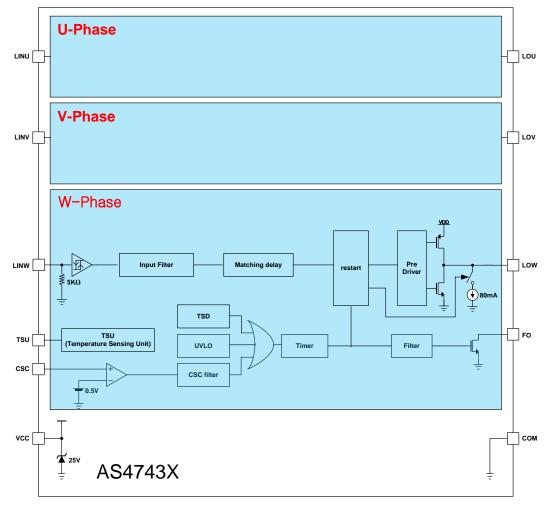


Figure 5. Low Side gate drivers (block diagram)

Absolute Maximum Ratings (T_J = 25°C, Unless Otherwise Specified)

Stresses exceeding the Absolute Maximum Ratings may damage the device. The device may not function or be operable above the recommended operating conditions and stressing the parts to these levels is not recommended. In addition, extended exposure to stresses above the recommended operating conditions may affect device reliability.

Inverter Part

Symbol	Parameter	Condition	Rating	Unit
V _{PN}	Supply voltage Applied between P- N _U ,		500	V
V _{PN(Surge)}	Supply Voltage (surge)	Applied between P- N_U , N_V , N_W dl/dt \leq 3A/ns	575	V
V _{CES}	Collector-emitter Voltage at the IGBT/diode	T _J =25°C	650	V
± I _C	IGBT continuous collector current	$T_{C} = 100^{\circ}C, T_{Jmax} = 175^{\circ}C^{(Note1)}$	50	Α
± I _{CP}	IGBT peak collector pulse current	To = 25°C, Tum=175°C		A
Pc	Collector Dissipation	ation T _C = 25°C per IGBT		W
т	lunction Tomporaturo	IGBT/Diode	-40 ~ +175	°C
TJ	Junction Temperature	Driver IC	-40 ~ +150	°C

Control Part

Symbol	Parameter	Condition	Rating	Unit
Vcc	Control Supply Voltage	Applied between V _{CC(H)} , V _{CC(L)} - COM	20	V
V _{BS}	High-side Control Bias Voltage	Applied between $V_{B(U)}$ - $V_{S(U)},V_{B(V)}$ - $V_{S(V)},V_{B(W)}$ - $V_{S(W)}$	20	V
V _{IN}	Input Signal Voltage	$\begin{array}{c} \mbox{Applied between IN}_{(UH)}, \mbox{IN}_{(VH)}, \mbox{IN}_{(WH)}, \\ \mbox{IN}_{(UL)}, \mbox{IN}_{(VL)}, \mbox{IN}_{(WL)} - \mbox{COM} \end{array}$	-0.3 ~ V _{CC} +0.3	V
V _{FO}	Fault Output Supply Voltage	Applied between VFO - COM	-0.3 ~ V _{CC} +0.3	V
I _{FO}	Fault Output Current	Sink Current at V _{FO} Pin	5	mA
V _{SC}	Current Sensing Input Voltage	Applied between C _{SC} - COM	-0.3 ~ V _{CC} +0.3	V
V _{TS}	Temperature sense unit		-0.3 ~ 2/3 x V _{CC})	V

Total System

Symbol	ymbol Parameter Con		Rating	Unit
T _{STG}	Storage Temperature		-40 ~ 125	°C
V _{ISO}	Isolation Voltage	n Voltage 60Hz, Sinusoidal, AC 1 minute, Connection Pins to heat sink plate		V _{rms}
T _{LEAD}	Max lead temperature at the base of the package during pcb assembly	No remelt of internal solder joints	200	°C

Package Characteristics

Symbol	Parameter	Conditions	Тур.	Max.	Units
R _{th(j-c)Q}	Junction to Case Thermal	Inverter IGBT part (per IGBT)	-	0.45	°C/W
R _{th(j-c)F}	Resistance ⁽²⁾	Inverter FWD part (per DIODE)	-	0.85	°C/W
Lσ	Package Stray Inductance	P to N_U , N_V , N_W ⁽³⁾	24	-	nH

Notes:

1. Current limited by package terminal, defined by design

 Case temperature measured below the package at the chip center, compliant with MIL STD 883-1012.1 (single chip heating), DBC discoloration allowed, please refer to application note <u>AN-9190</u> (Impact of DBC Oxidation on SPM[®] Module Performance)

3. Stray inductance per phase measured per IEC 60747-15

FAM65V05DF1 Automotive Smart Power Module (Auto SPM®)

Electrical Specifications

Inverter part (T_J as specified)

Sy	vmbol	Parameters	Conditions	Min	Тур	Max	Unit
Vo	CE(SAT)	Collector-Emitter Saturation Voltage	$V_{CC} = V_{BS} = 15 \text{ V}, V_{IN} = 5 \text{ V}$ $I_C = 50 \text{ A}, T_J = 25^{\circ}\text{C}$	-	1.65	-	V
			$V_{CC} = V_{BS} = 15 \text{ V}, V_{IN} = 5 \text{ V}$ $I_C = 50 \text{ A}, T_J = 125^{\circ}\text{C}$	-	1.9	2.4	V
	V _F	FWD Forward Voltage	$V_{IN} = 0 V, I_F = 30 A, T_J = 25^{\circ}C$	-	2.1	-	V
			$V_{IN} = 0 V, I_F = 30 A, T_J = 125^{\circ}C$		1.9	2.5	V
	t _{ON}		$V_{PN} = 300 \text{ V}, V_{CC} = V_{BS} = 15 \text{ V}$	-	0.73	-	
	t _{C(ON)}		I _C = 50 A	-	0.12	-	
	t _{OFF}	High Side Switching Times	$V_{IN} = 0 V \leftrightarrow 5V$, Ls=55 nH,	-	0.80	-	μs
	t _{C(OFF)}		Inductive Load	-	0.14	-	-
	t _{rr}		$T_{J}=25^{\circ}C^{(4,5)}$	-	0.10	-	
HS	t _{ON}		$V_{PN} = 300 \text{ V}, V_{CC} = V_{BS} = 15 \text{ V}$ $I_C = 50 \text{ A}$	-	0.70	-	μs
	t _{C(ON)}			-	0.15	-	
	t _{OFF}	High Side Switching Times	$V_{IN} = 0 V \leftrightarrow 5V, Ls = 55 nH,$	-	0.87	-	
	$t_{C(OFF)}$		Inductive Load	-	0.19	-	
	t _{rr}		T _J = 125°C ^(4, 5)	-	0.20	-	
	t _{ON}	Low Side Switching Times	$V_{PN} = 300 \text{ V}, V_{CC} = V_{BS} = 15 \text{ V}$	-	0.68	-	μs
	t _{C(ON)}	_	I _C = 50 A	-	0.20	-	
	tOFF		$V_{IN} = 0 V \leftrightarrow 5 V$, Ls=55 nH,	-	0.86	-	
	t _{C(OFF)}		Inductive Load	-	0.19	-	
	t _{rr}		$T_{J}= 25^{\circ}C^{(4,5)}$	-	0.14	-	
LS	t _{ON}	Low Side Switching Times	$V_{PN} = 300 \text{ V}, V_{CC} = V_{BS} = 15 \text{ V}$	-	0.64	-	
	t _{C(ON)}		I _C = 50 A	-	0.24	-	
	torr		$V_{IN} = 0 V \leftrightarrow 5 V$, Ls=55 nH,	-	0.88	-	μs
	t _{C(OFF)}		Inductive Load	-	0.23	-	
	t _{rr}		$T_{J}= 125^{\circ}C^{(4,5)}$	-	0.20	-	1
S	CWT	Short Circuit withstand time (6)	$V_{CC} = V_{BS} = 15 \text{ V}, V_{PN} = 450 \text{ V},$ $T_{J} = 25^{\circ}\text{C}, \text{ Non-repetitive}$	-	5	-	μs
	I _{CES}	Collector-Emitter Leakage Current for IGBT and diode in	T_{J} = 25°C, V_{CE} = 650 V	-	3	-	μA
		parallel	T_{J} = 125°C, V_{CE} = 650 V	-	150	1500	μA

Notes:

4. t_{ON} and t_{OFF} include the propagation delay time of the internal drive IC. t_{C(ON)} and t_{C(OFF)} are the switching times of IGBT itself under the given gate driving condition internally. Refer to Figure 6 for detailed information

5. Stray inductance Ls is sum of stray inductance of module & setup

6. Verified by design and bench-testing only

Symbol	Parameters	Conditions		Min	Тур	Max	Unit
IQCCL	Quiescent V _{CC} Supply	$V_{CC} = 15 \text{ V},$ $IN_{(UL, \text{ VL}, \text{ WL})} = 0 \text{ V}$	$V_{CC(L)} - COM$	-	-	5	mA
I _{QCCH}	Current	V _{CC} = 15 V, IN _(UH, VH, WH) = 0 V	$V_{CC(H)} - COM$	-	-	150	μA
I _{PCCH}	Operating V _{CC} Supply	$\begin{array}{l} V_{CC(UH, \ VH, \ WH)} = 15 \ V \\ f_{PWM} = 20 \ kHz \\ Duty = 50\%, \ applied \ to \\ one \ PWM \ signal \ input \\ for \ high-side \end{array}$	$\begin{array}{l} V_{CC(UH)}-COM\\ V_{CC(VH)}-COM\\ V_{CC(WH)}-COM \end{array}$	-	-	0.30	mA
IQCCL	Current	$\begin{array}{l} V_{CC(UH, \ VH, \ WH)} = 15 \ V \\ f_{PWM} = 20 \ kHz \\ Duty = 50\%, \ applied \ to \\ one \ PWM \ signal \ input \\ for \ low-side \end{array}$	$V_{CC(L)} - COM$	-	-	8.5	mA
I _{QBS}	Quiescent V _{BS} Supply Current	$V_{BS} = 15 \text{ V},$ $IN_{(UH, VH, WH)} = 0\text{V}$	$\begin{array}{c} V_{B(U)} \text{-} V_{S(U)} \\ V_{B(V)} \text{-} V_{S(V)} \\ V_{B(W)} \text{-} V_{S(W)} \end{array}$	-	-	150	μA
I _{PBS}	Operating V _{BS} Supply Current	V _{CC} =VBC=15 V IN _(UH, VH, WH) = 0 V	$\begin{array}{l} V_{B(U)} \text{-} V_{S(U)} \\ V_{B(V)} \text{-} V_{S(V)} \\ V_{B(W)} \text{-} V_{S(W)} \end{array}$	-	-	4.5	mA
V_{FOH}	Facily Octavit Malkana	$\label{eq:VSC} \begin{split} V_{SC} &= 0 \ V, \ V_{FO} \ Circuit: \ 4.7 \ k\Omega \ to \ 5 \ V \ Pull-up \\ \\ V_{SC} &= 1 \ V, \ V_{FO} \ Circuit: \ 4.7 \ k\Omega \ to \ 5 \ V \ Pull-up \\ \\ up \end{split}$		4.5	-	-	v
V _{FOL}	 Fault Output Voltage 			-	-	0.5	v
V _{SC(ref)}	Short-Circuit Trip Level	$V_{CC} = 15 V^{(7)}$	C _{SC} -COM	0.45	0.52	0.59	V
UV _{CCD}		Detection Level	, T _J = 125°C	10.6	-	13.2	V
UV _{CCR}	Supply Circuit Under-	Reset Level,	Г _Ј = 125°С	11.0	-	13.8	V
UV_{BSD}	Voltage Protection	Detection Level	, T _J = 125°C	10.5	-	13	V
UV_{BSR}		Reset Level,	Г _Ј = 125°С	10.8	-	13.3	V
t _{FOD}	Fault-out Pulse Width			-	60	-	μs
V_{TS}	LVIC Temperature Sensing Voltage Output	$V_{CC(L)}$ = 15 V, T_{LVIC} =125°C ⁽⁸⁾		-	2.4	-	V
V _{IN(ON)}	ON Threshold Voltage	Applied between IN ₍₁		-	2.6	3.1	V
$V_{\text{IN(OFF)}}$	OFF Threshold Voltage	IN _(UL) , IN _(VL) , IN		0.9	1.2	-	V

Control Part $(T_{1} = -40^{\circ}C)$ to 150°C, unless otherwise specified twoical values specified at $T_{1} = -125^{\circ}C$.

Notes:

Short-circuit current protection is functional only for low side T_{LVIC} is the junction temperature of the LVIC itself 7.

8.

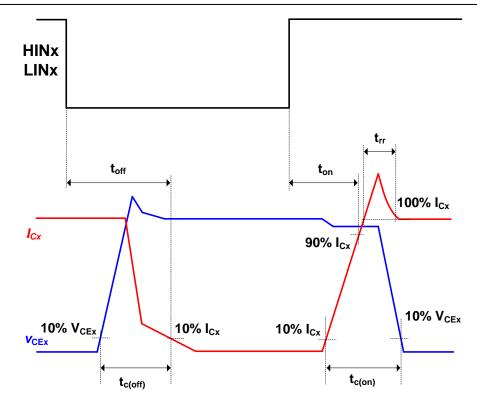


Figure 6a. Switching Time Definition

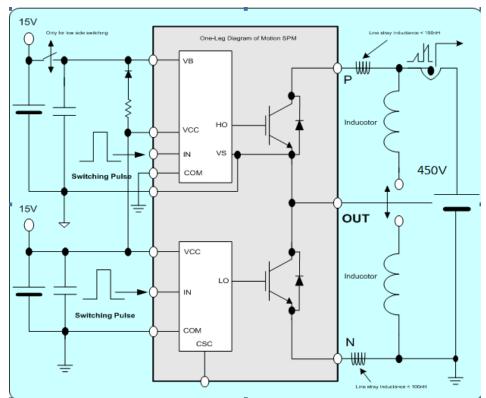


Figure 7b. Switching Evaluation Circuit

Recommended Operating Conditions The Recommended Operating Conditions table defines the conditions for actual device operation. Recommended Operating Conditions are specified to ensure optimal performance to the datasheet specifications. Fairchild does not recommend exceeding them or designing to Absolute Maximum Ratings.

Symbol	Parameters	Conditions	Min	Тур	Max	Unit
V _{PN}	Supply Voltage	Applied between P - N_U , N_V , N_W	-	450	500	V
Vcc	Control Supply Voltage	Applied between $V_{CC(H)}$, $V_{CC(L)}$ - COM	13.5	15	16.5	V
V _{BS}	High-side Bias Voltage	$\begin{array}{llllllllllllllllllllllllllllllllllll$	13.3	15	18.5	V
dV _{CC} /dt, dV _{BS} /dt	Control supply variation		-1	-	1	V/µs
t _{dead}	Blanking Time for Preventing Arm- short	For Each Input Signal	1.0	-	-	μs
f _{PWM}	PWM Input Signal	T _C = 125°C	-	-	20	kHz
V _{SEN}	Voltage for Current Sensing	Applied between N_U , N_V , N_W – COM (Including surge voltage)	-4	-	4	V
TJ	Junction temperature		-40	-	150	°C

Mechanical Characteristics and Ratings

Parameter	Conditions	Conditions	Limits			Units
Falanciel	Conditions	Conditions	Min.	Тур.	Max.	Onits
Mounting Torque	Mounting Screw: - M3	Recommended 0.62N•m	0.51	0.62	0.80	N•m
Device Flatness					+150	μm
Weight				15		g

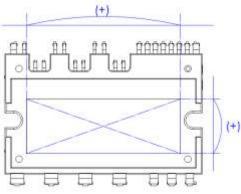
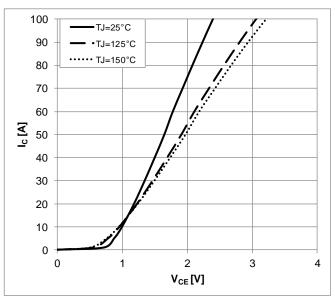
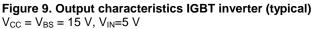
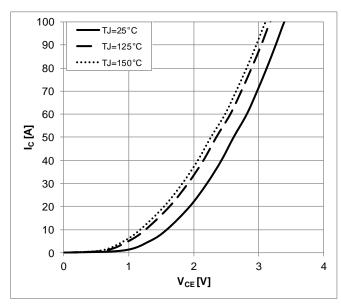


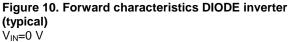
Figure 8. Flatness Measurement Position

Typical Inverter Characteristics









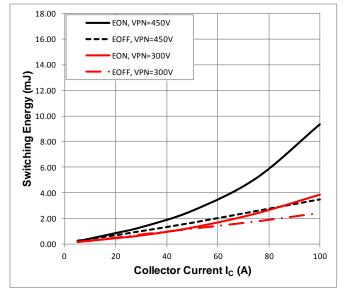


Figure 11. Switching losses IGBT inverter High-Side (typical) versus collector current VCC = VBS = 15 V

VIN = 0 V \leftrightarrow 5 V, Ls=55 nH, Inductive Load, TJ=125°C

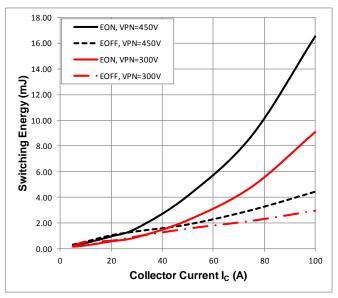


Figure 12. Switching losses IGBT inverter Low-Side (typical) versus collector current VCC = VBS = 15 V

VIN = 0 V \leftrightarrow 5 V, Ls=55 nH, Inductive Load, T_J=125°C

Typical Inverter Characteristics

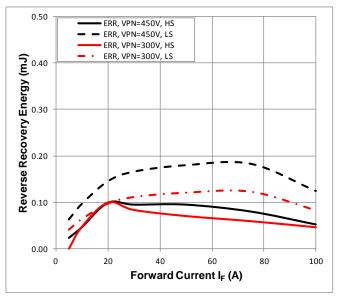
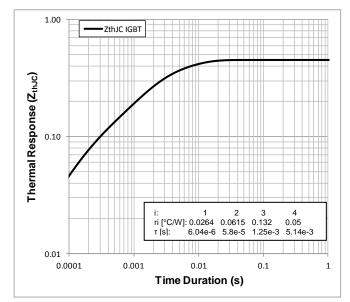
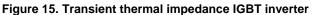


Figure 13. Reverse recovery energy DIODE inverter (typical) versus forward current VCC = VBS = 15 V

VIN = 0 V ↔ 5 V, Ls=55nH, Inductive Load, TJ=125°C





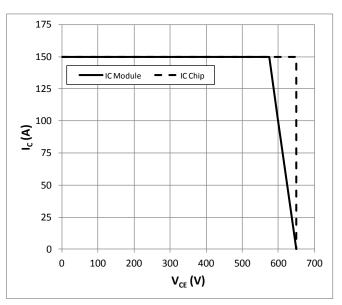
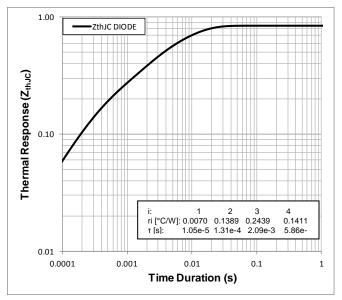
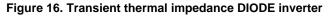
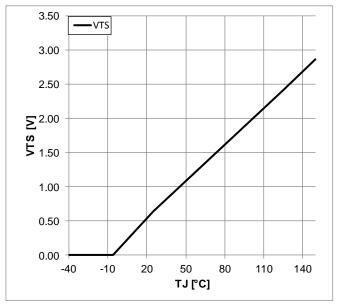


Figure 14. Reverse Bias Safe Operating Area IGBT (RBSOA) inverter V_{CC} = V_{BS} = 15 V, Tj=150°C





Typical Controller Characteristics





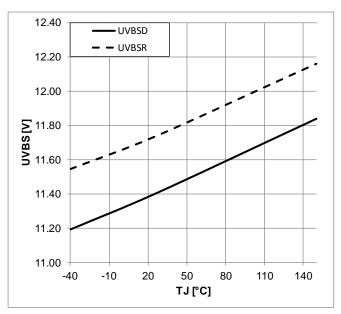


Figure 19. Supply under-voltage protection high-side (typical)

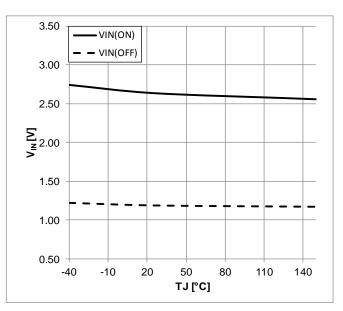


Figure 18. Threshold voltage versus temperature

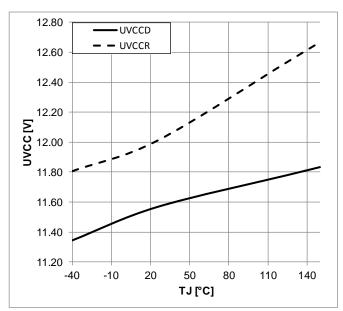
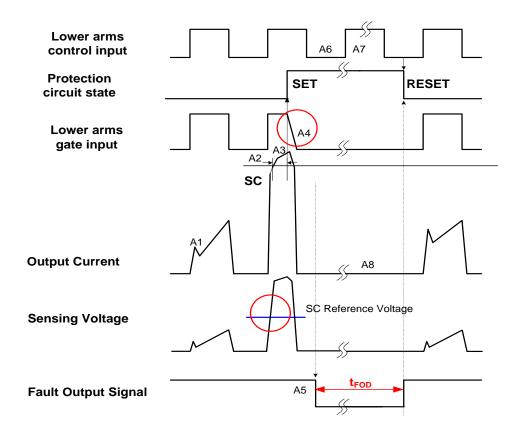


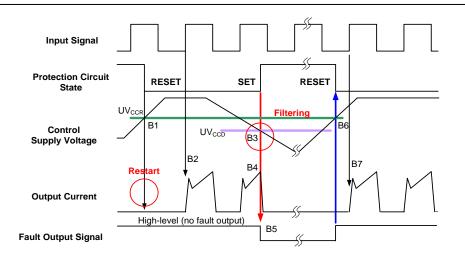
Figure 20. Supply under-voltage protection low-side (typical)

Timing Chart Protective Functions

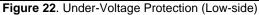


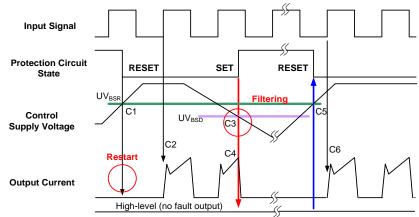
Step	Description	
A1	Normal operation. IGBT on and carrying current	
A2	A2 Short-circuit current threshold reached	
A3	A3 Protection function triggered	
A4	IGBT turns off with soft turn-off	
A5	Fault output activated (initial delay 2 μ s, t _{FOD} min. 50 μ s)	
A6	IGBT "LO" input	
A7	IGBT "HI" input is ignored	
A8	Current stays at zero during fault state	

Figure 21. Short-Circuit Current Protection



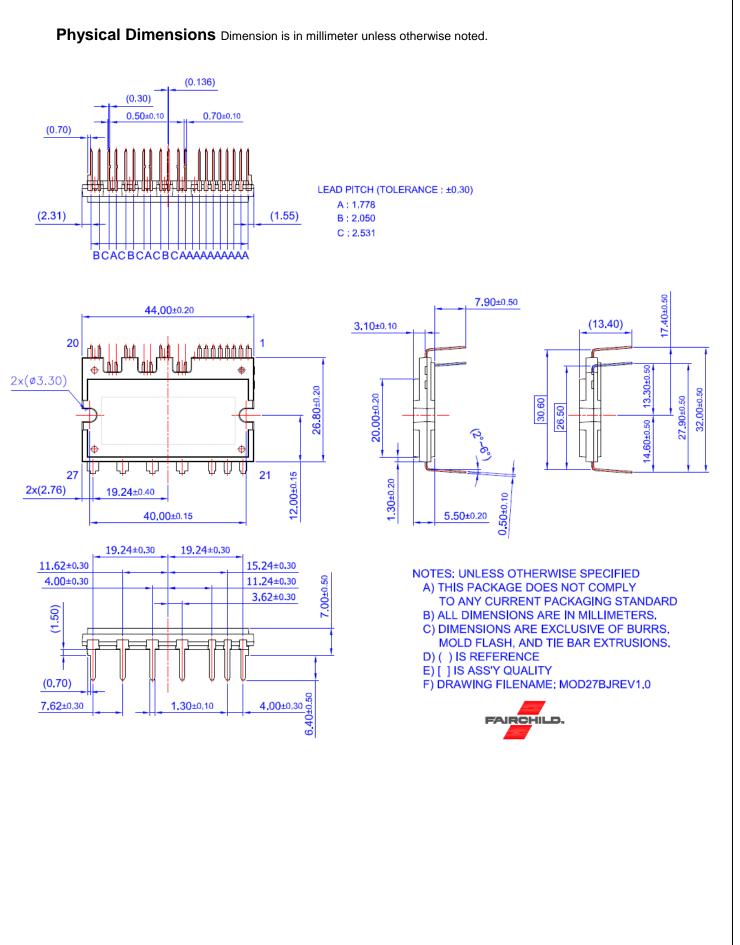
Step Description			
Control supply voltage rises above reset voltage UV _{CCR}			
Normal operation. IGBT on and carrying current			
Control supply voltage falls below detection voltage UV _{CCD}			
Filtered supply voltage falls below UV _{CCD} and IGBT turns off			
Fault output activated (initial delay 2 μ s, t _{FOD} min. 50 μ s)			
Control supply voltage rises above reset voltage UV _{CCR}			
IGBT "HI" input is followed after fault output duration and supply voltage rise			

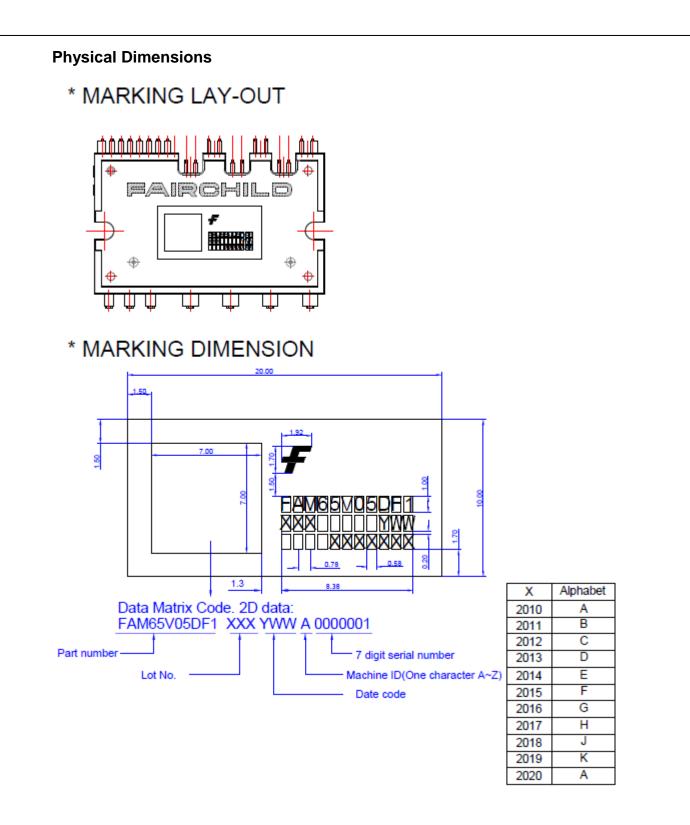




Fault Output Signal

Step	Description
C1	Control supply voltage rises above reset voltage UV _{CCR}
C2	Normal operation. IGBT on and carrying current
C3	Control supply voltage falls below detection voltage UV_{CCD}
C4	Filtered supply voltage falls below UV_{CCD} and IGBT turns off
C5	Control supply voltage rises above reset voltage UV _{CCR}
C6	IGBT "HI" input is followed after supply voltage rise
Figure 23 Under-Voltage Protection (High-side)	





Note: Marking pattern shown for final production version, which slightly differ from previous engineering versions.

FAM65V05DF1 Automotive Smart Power Module (Auto SPM®)

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