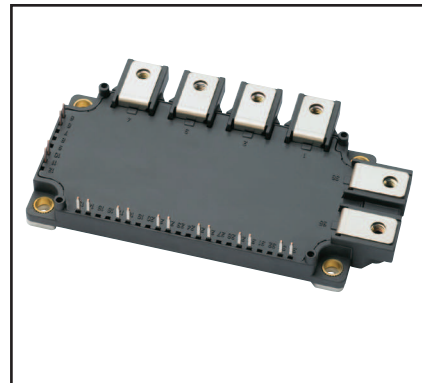
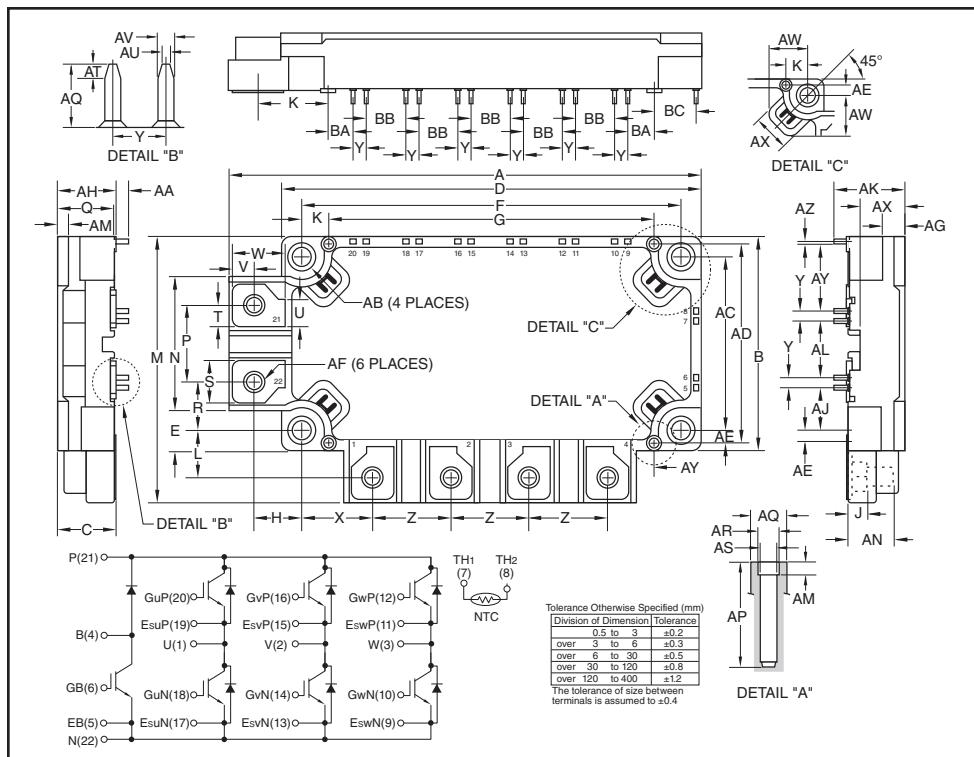


Six IGBT + Brake NX-Series Module 75 Amperes/1700 Volts

**Description:**

Powerex IGBT Modules are designed for use in switching applications. Each module consists of six IGBT Transistors in a three phase bridge configuration and a seventh IGBT with free-wheel diode for dynamic braking. All components and interconnects are isolated from the heat sinking baseplate, offering simplified system assembly and thermal management.

Features:

- ☐ Low Drive Power
- ☐ Low $V_{CE(sat)}$
- ☐ Discrete Super-Fast Recovery
Free-Wheel Diode
- ☐ Isolated Baseplate for Easy
Heat Sinking

Applications:

- ☐ AC Motor Control
- ☐ Motion/Servo Control
- ☐ Photovoltaic/Fuel Cell

Ordering Information:

Example: Select the complete module number you desire from the table below -i.e.
CM75RX-34SA is a 1700V (V_{CES}), 75 Ampere Six-IGBT + Brake Power Module.

Outline Drawing and Circuit Diagram

Dimensions	Inches	Millimeters
A	5.39	136.9
B	2.44	62.0
C	0.67+0.04/-0.02	17.0+1.0/-0.5
D	4.79	121.7
E	0.45	11.5
F	4.33±0.02	110.0±0.5
G	3.72	94.5
H	0.53	13.5
J	0.23	5.9
K	0.30	7.75
L	0.53	13.64
M	3.02	77.0
N	1.53	39.0
P	0.87	22.0
Q	0.65	16.5
R	0.55	14.0
S	0.47	12.0
T	0.24	6.0
U	0.31	8.0
V	0.37	6.5
W	0.61	15.64
X	0.81	20.71
Y	0.15±0.008	3.81±0.2
Z	0.9	22.86
AA	0.14	3.5
AB	0.22 Dia.	5.5 Dia.

Dimensions	Inches	Millimeters
AC	1.97±0.02	50.0±0.5
AD	2.26	57.5
AE	0.14	3.75
AF	M5	M5
AG	0.27	7.0
AH	0.67	17.0
AJ	0.44±0.008	11.67±0.2
AK	0.81	20.5
AL	0.60±0.008	15.24±0.2
AM	0.12	3.0
AN	0.53	13.4
AP	0.49	12.5
AQ	Dia.	4.5 Dia.
AR	0.102 Dia.	2.6 Dia.
AS	0.088 Dia.	2.25 Dia.
AT	0.05	1.2
AU	0.02	0.65
AV	0.04	1.15
AW	0.54	13.7
AX	0.51	13.0
AY	0.75	19.12
AZ	0.021±0.008	0.55±0.2
BA	0.28±0.008	7.24±0.2
BB	0.43±0.008	11.42±0.2
BC	0.46±0.008	11.8±0.2

Type	Current Rating Amperes	V _{CES} Volts (x 50)
CM	75	34

CM75RX-34SA

Six IGBT + Brake NX-Series Module

75 Amperes/1700 Volts

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

Inverter Part IGBT/FWDi

Characteristics	Symbol	Rating	Units
Collector-Emitter Voltage ($V_{GE} = 0V$)	V_{CES}	1700	Volts
Gate-Emitter Voltage ($V_{CE} = 0V$)	V_{GES}	± 20	Volts
Collector Current (DC, $T_C = 125^\circ\text{C}$)*2,*4	I_C	75	Amperes
Collector Current (Pulse, Repetitive)*3	I_{CRM}	150	Amperes
Total Power Dissipation ($T_C = 25^\circ\text{C}$)*2,*4	P_{tot}	830	Watts
Emitter Current*2,*4	I_E^{*1}	75	Amperes
Emitter Current (Pulse, Repetitive)*3	I_{ERM}^{*1}	150	Amperes
Maximum Junction Temperature	$T_{j(max)}$	175	$^\circ\text{C}$

Brake Part IGBT/ClampDi

Characteristics	Symbol	Rating	Units
Collector-Emitter Voltage ($V_{GE} = 0V$)	V_{CES}	1700	Volts
Gate-Emitter Voltage ($V_{CE} = 0V$)	V_{GES}	± 20	Volts
Collector Current (DC, $T_C = 125^\circ\text{C}$)*2,*4	I_C	50	Amperes
Collector Current (Pulse, Repetitive)*3	I_{CRM}	100	Amperes
Total Power Dissipation ($T_C = 25^\circ\text{C}$)*2,*4	P_{tot}	600	Watts
Repetitive Peak Reverse Voltage ($V_{GE} = 0V$)	V_{RRM}	1700	Volts
Forward Current*2,*4	I_F^{*1}	50	Amperes
Forward Current (Pulse, Repetitive)*3	I_{FRM}^{*1}	100	Amperes
Maximum Junction Temperature	$T_{j(max)}$	175	$^\circ\text{C}$

Module

Characteristics	Symbol	Rating	Units
Maximum Case Temperature*2	$T_{C(max)}$	125	$^\circ\text{C}$
Operating Junction Temperature	$T_{j(op)}$	-40 to +150	$^\circ\text{C}$
Storage Temperature	T_{stg}	-40 to +125	$^\circ\text{C}$
Isolation Voltage (Terminals to Baseplate, RMS, $f = 60\text{Hz}$, AC 1 minute)	V_{ISO}	4000	Volts

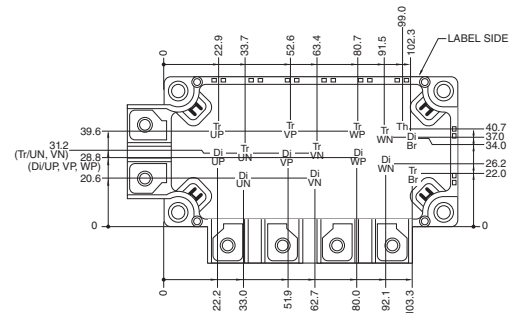
*1 Represent ratings and characteristics of the anti-parallel, emitter-to-collector free wheeling diode (FWDi).

*2 Case temperature (T_C) and heatsink temperature (T_s) is measured on the surface (mounting side) of the baseplate and the heatsink side just under the chips. Refer to the figure to the right for chip location.

The heatsink thermal resistance should be measured just under the chips.

*3 Pulse width and repetition rate should be such that device junction temperature (T_j) does not exceed $T_{j(max)}$ rating.

*4 Junction temperature (T_j) should not increase beyond maximum junction temperature ($T_{j(max)}$) rating.



Each mark points to the center position of each chip.

Tr*P / Tr*N / Tr*Br (* = U/V/W): IGBT Di*P / Di*N (* = U/V/W): FWDi
DiBr: ClampDi Th: NTC Thermistor

CM75RX-34SA

Six IGBT + Brake NX-Series Module

75 Amperes/1700 Volts

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

Inverter Part IGBT/FWDi

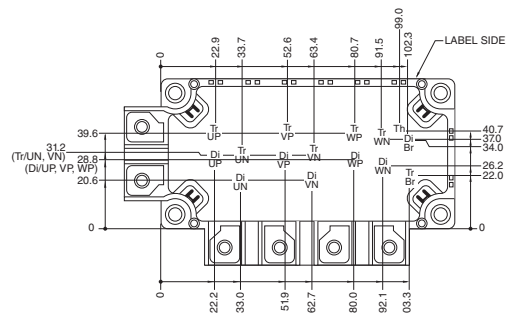
Characteristics	Symbol	Test Conditions	Min.	Typ.	Max.	Units
Collector-Emitter Cutoff Current	I_{CES}	$V_{CE} = V_{CES}, V_{GE} = 0V$	—	—	1.0	mA
Gate-Emitter Leakage Current	I_{GES}	$V_{GE} = V_{GES}, V_{CE} = 0V$	—	—	0.5	μA
Gate-Emitter Threshold Voltage	$V_{GE(th)}$	$I_C = 7.5mA, V_{CE} = 10V$	5.4	6.0	6.6	Volts
Collector-Emitter Saturation Voltage	$V_{CE(sat)}$	$I_C = 75A, V_{GE} = 15V, T_j = 25^{\circ}C^{*6}$	—	2.0	2.5	Volts
	(Terminal)	$I_C = 75A, V_{GE} = 15V, T_j = 125^{\circ}C^{*6}$	—	2.2	—	Volts
		$I_C = 75A, V_{GE} = 15V, T_j = 150^{\circ}C^{*6}$	—	2.25	—	Volts
Collector-Emitter Saturation Voltage	$V_{CE(sat)}$	$I_C = 75A, V_{GE} = 15V, T_j = 25^{\circ}C^{*6}$	—	1.9	2.4	Volts
	(Chip)	$I_C = 75A, V_{GE} = 15V, T_j = 125^{\circ}C^{*6}$	—	2.1	—	Volts
		$I_C = 75A, V_{GE} = 15V, T_j = 150^{\circ}C^{*6}$	—	2.15	—	Volts
Input Capacitance	C_{ies}	$V_{CE} = 10V, V_{GE} = 0V$	—	—	13	nF
Output Capacitance	C_{oes}		—	—	0.53	nF
Reverse Transfer Capacitance	C_{res}		—	—	0.13	nF
Gate Charge	Q_G	$V_{CC} = 1000V, I_C = 75A, V_{GE} = 15V$	—	414	—	nC
Turn-on Delay Time	$t_{d(on)}$	$V_{CC} = 1000V, I_C = 75A, V_{GE} = \pm 15V,$ $R_G = 10\Omega, \text{ Inductive Load}$	—	—	200	ns
Rise Time	t_r		—	—	100	ns
Turn-off Delay Time	$t_{d(off)}$		—	—	700	ns
Fall Time	t_f		—	—	600	ns
Emitter-Collector Voltage	V_{EC}^{*1}	$I_E = 75A, V_{GE} = 0V, T_j = 25^{\circ}C^{*6}$	—	4.1	5.3	Volts
	(Terminal)	$I_E = 75A, V_{GE} = 0V, T_j = 125^{\circ}C^{*6}$	—	2.9	—	Volts
		$I_E = 75A, V_{GE} = 0V, T_j = 150^{\circ}C^{*6}$	—	2.7	—	Volts
Emitter-Collector Voltage	V_{EC}^{*1}	$I_E = 75A, V_{GE} = 0V, T_j = 25^{\circ}C^{*6}$	—	4.0	5.2	Volts
	(Chip)	$I_E = 75A, V_{GE} = 0V, T_j = 125^{\circ}C^{*6}$	—	2.8	—	Volts
		$I_E = 75A, V_{GE} = 0V, T_j = 150^{\circ}C^{*6}$	—	2.6	—	Volts
Reverse Recovery Time	t_{rr}^{*1}	$V_{CC} = 1000V, I_E = 75A, V_{GE} = \pm 15V$	—	—	200	ns
Reverse Recovery Charge	Q_{rr}^{*1}	$R_G = 10\Omega, \text{ Inductive Load}$	—	2.0	—	μC
Turn-on Switching Energy per Pulse	E_{on}	$V_{CC} = 1000V, I_C = I_E = 75A,$	—	17.1	—	mJ
Turn-off Switching Energy per Pulse	E_{off}	$V_{GE} = \pm 15V, R_G = 10\Omega,$	—	17.4	—	mJ
Reverse Recovery Energy per Pulse	E_{rr}^{*1}	$T_j = 150^{\circ}C, \text{ Inductive Load}$	—	15.9	—	mJ
Internal Lead Resistance	$R_{CC'} + EE'$	Main Terminals-Chip,	—	—	4.0	m Ω
		Per Switch, $T_C = 25^{\circ}C^{*2}$				
Internal Gate Resistance	r_g	Per Switch	—	0	—	Ω

*1 Represent ratings and characteristics of the anti-parallel, emitter-to-collector free wheeling diode (FWDi).

*2 Case temperature (T_C) and heatsink temperature (T_S) is measured on the surface (mounting side) of the baseplate and the heatsink side just under the chips. Refer to the figure to the right for chip location.

The heatsink thermal resistance should be measured just under the chips.

*6 Pulse width and repetition rate should be such as to cause negligible temperature rise.



Each mark points to the center position of each chip

Tr*P / Tr*N / TrBr (* = U/V/W): IGBT
DiBr: ClampDi
Di*P / Di*N (* = U/V/W): FWDi
Th: NTC Thermistor

CM75RX-34SA

Six IGBT + Brake NX-Series Module

75 Amperes/1700 Volts

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

Brake Part IGBT/ClampDi

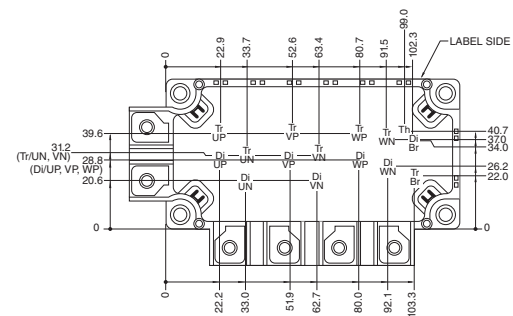
Characteristics	Symbol	Test Conditions	Min.	Typ.	Max.	Units
Collector-Emitter Cutoff Current	I_{CES}	$V_{CE} = V_{CES}, V_{GE} = 0V$	—	—	1.0	mA
Gate-Emitter Leakage Current	I_{GES}	$V_{GE} = V_{GES}, V_{CE} = 0V$	—	—	0.5	μA
Gate-Emitter Threshold Voltage	$V_{GE(th)}$	$I_C = 5\text{mA}, V_{CE} = 10V$	5.4	6.0	6.6	Volts
Collector-Emitter Saturation Voltage	$V_{CE(sat)}$ (Terminal)	$I_C = 50A, V_{GE} = 15V, T_j = 25^\circ\text{C}^{*6}$	—	2.0	2.5	Volts
		$I_C = 50A, V_{GE} = 15V, T_j = 125^\circ\text{C}^{*6}$	—	2.2	—	Volts
		$I_C = 50A, V_{GE} = 15V, T_j = 150^\circ\text{C}^{*6}$	—	2.25	—	Volts
Collector-Emitter Saturation Voltage	$V_{CE(sat)}$ (Chip)	$I_C = 50A, V_{GE} = 15V, T_j = 25^\circ\text{C}^{*6}$	—	1.9	2.4	Volts
		$I_C = 50A, V_{GE} = 15V, T_j = 125^\circ\text{C}^{*6}$	—	2.1	—	Volts
		$I_C = 50A, V_{GE} = 15V, T_j = 150^\circ\text{C}^{*6}$	—	2.15	—	Volts
Input Capacitance	C_{ies}		—	—	8.8	nF
Output Capacitance	C_{oes}	$V_{CE} = 10V, V_{GE} = 0V$	—	—	0.35	nF
Reverse Transfer Capacitance	C_{res}		—	—	0.09	nF
Gate Charge	Q_G	$V_{CC} = 1000V, I_C = 50A, V_{GE} = 15V$	—	276	—	nC
Turn-on Delay Time	$t_{d(on)}$		—	—	200	ns
Rise Time	t_r	$V_{CC} = 1000V, I_C = 50A, V_{GE} = \pm 15V,$	—	—	100	ns
Turn-off Delay Time	$t_{d(off)}$	$R_G = 13\Omega, \text{Inductive Load}$	—	—	700	ns
Fall Time	t_f		—	—	600	ns
Repetitive Peak Reverse Current	I_{RRM}	$V_R = V_{RRM}, V_{GE} = 0V$	—	—	1	mA
Forward Voltage	V_F (Terminal)	$I_F = 50A, V_{GE} = 0V, T_j = 25^\circ\text{C}^{*6}$	—	4.1	5.3	Volts
		$I_F = 50A, V_{GE} = 0V, T_j = 125^\circ\text{C}^{*6}$	—	2.9	—	Volts
		$I_F = 50A, V_{GE} = 0V, T_j = 150^\circ\text{C}^{*6}$	—	2.7	—	Volts
Forward Voltage	V_F (Chip)	$I_F = 50A, V_{GE} = 0V, T_j = 25^\circ\text{C}^{*6}$	—	4.0	5.2	Volts
		$I_F = 50A, V_{GE} = 0V, T_j = 125^\circ\text{C}^{*6}$	—	2.8	—	Volts
		$I_F = 50A, V_{GE} = 0V, T_j = 150^\circ\text{C}^{*6}$	—	2.6	—	Volts
Reverse Recovery Time	t_{rr}^{*1}	$V_{CC} = 1000V, I_F = 50A, V_{GE} = \pm 15V$	—	—	200	ns
Reverse Recovery Charge	Q_{rr}^{*1}	$R_G = 13\Omega, \text{Inductive Load}$	—	1.3	—	μC
Turn-on Switching Energy per Pulse	E_{on}	$V_{CC} = 1000V, I_C = I_F = 50A,$	—	9.7	—	mJ
Turn-off Switching Energy per Pulse	E_{off}	$V_{GE} = \pm 15V, R_G = 13\Omega,$	—	11.2	—	mJ
Reverse Recovery Energy per Pulse	E_{rr}^{*1}	$T_j = 150^\circ\text{C}, \text{Inductive Load}$	—	9.8	—	mJ
Internal Gate Resistance	r_g		—	0	—	Ω

*1 Represent ratings and characteristics of the anti-parallel, emitter-to-collector free wheeling diode (FWDi).

*2 Case temperature (T_C) and heatsink temperature (T_S) is measured on the surface (mounting side) of the baseplate and the heatsink side just under the chips. Refer to the figure to the right for chip location.

The heatsink thermal resistance should be measured just under the chips.

*6 Pulse width and repetition rate should be such as to cause negligible temperature rise.



Each mark points to the center position of each chip.

TjP / TjN / TjBr (* = U/V/W): IGBT
DjP / DjN (* = U/V/W): FWDi
Th: NTC Thermistor

CM75RX-34SA

Six IGBT + Brake NX-Series Module

75 Amperes/1700 Volts

Electrical Characteristics, $T_j = 25^\circ\text{C}$ unless otherwise specified (continued)

NTC Thermistor Part

Characteristics	Symbol	Test Conditions	Min.	Typ.	Max.	Units
Zero Power Resistance	R_{25}	$T_C = 25^\circ\text{C}^{*2}$	4.85	5.00	5.15	k Ω
Deviation of Resistance	$\Delta R/R$	$T_C = 100^\circ\text{C}$, $R_{100} = 493\Omega$	-7.3	—	+7.8	%
B Constant	$B_{(25/50)}$	Approximate by Equation ^{*7}	—	3375	—	K
Power Dissipation	P_{25}	$T_C = 25^\circ\text{C}^{*2}$	—	—	10	mW

Thermal Resistance Characteristics

Thermal Resistance, Junction to Case ^{*2}	$R_{th(j-c)}Q$	Per Inverter IGBT	—	—	0.18	K/W
Thermal Resistance, Junction to Case ^{*2}	$R_{th(j-c)}D$	Per Inverter FWDi	—	—	0.27	K/W
Thermal Resistance, Junction to Case ^{*2}	$R_{th(j-c)}Q$	Per Brake IGBT	—	—	0.25	K/W
Thermal Resistance, Junction to Case ^{*2}	$R_{th(j-c)}D$	Per Brake ClampDi	—	—	0.35	K/W
Contact Thermal Resistance, Case to Heatsink ^{*2}	$R_{th(c-f)}$	Thermal Grease Applied, Per 1 Module ^{*8}	—	15	—	K/kW

Mechanical Characteristics

Mounting Torque	M_t	Main Terminal, M5 Screw	22	27	31	in-lb
Mounting Torque	M_s	Mounting to Heatsink, M5 Screw	22	27	31	in-lb
Creepage Distance	d_s	Terminal to Terminal	16.3	—	—	mm
		Terminal to Baseplate	16.8	—	—	mm
Clearance	d_a	Terminal to Terminal	10.0	—	—	mm
		Terminal to Baseplate	10.0	—	—	mm
Weight	m			370		g
Flatness of Baseplate	e_c	On Centerline X, Y ^{*5}	± 0	—	+100	μm

Recommended Operating Conditions, $T_a = 25^\circ\text{C}$

DC Supply Voltage	V_{CC}	Applied Across P-N/P1-N1 Terminals	—	1000	1200	Volts
Gate-Emitter Drive Voltage	$V_{GE(on)}$	Applied Across GB-Es1/ G*P-*/G*N-Es (* = U, V, W) Terminals	13.5	15.0	16.5	Volts
External Gate Resistance	R_G	Per Switch Inverter IGBT	10	—	100	Ω
		Per Switch Brake IGBT	13	—	130	Ω

^{*2} Case temperature (T_C) and heatsink temperature (T_s) is measured on the surface (mounting side) of the baseplate and the heatsink side just under the chips. Refer to the figure to the right for chip location.

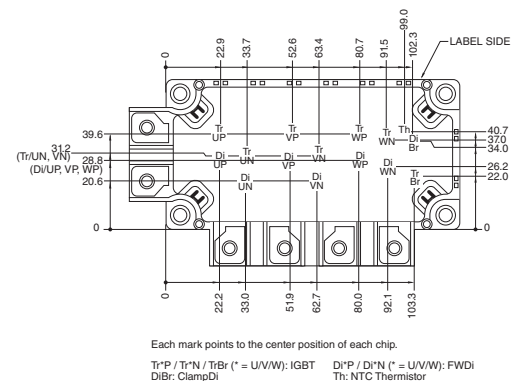
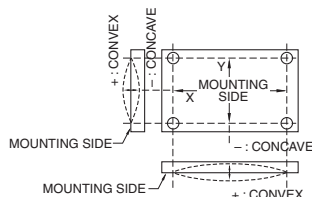
The heatsink thermal resistance should be measured just under the chips.

^{*5} Baseplate (mounting side) flatness measurement points (X, Y) are shown in the figure below.

$$^{*7} B_{(25/50)} = \ln \left(\frac{R_{25}}{R_{50}} \right) / \left(\frac{1}{T_{25}} - \frac{1}{T_{50}} \right)$$

R_{25} : Resistance at Absolute Temperature T_{25} [K]; $T_{25} = 25 [^\circ\text{C}] + 273.15 = 298.15$ [K]
 R_{50} : Resistance at Absolute Temperature T_{50} [K]; $T_{50} = 50 [^\circ\text{C}] + 273.15 = 323.15$ [K]

^{*8} Typical value is measured by using thermally conductive grease of $\lambda = 0.9$ [W/(m • K)].

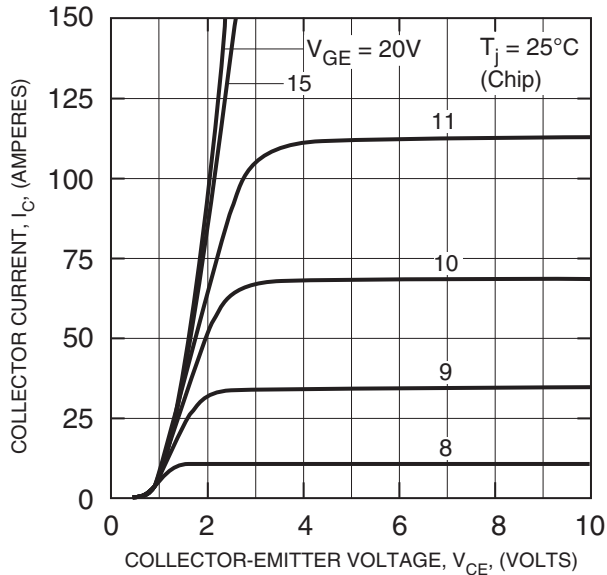


CM75RX-34SA

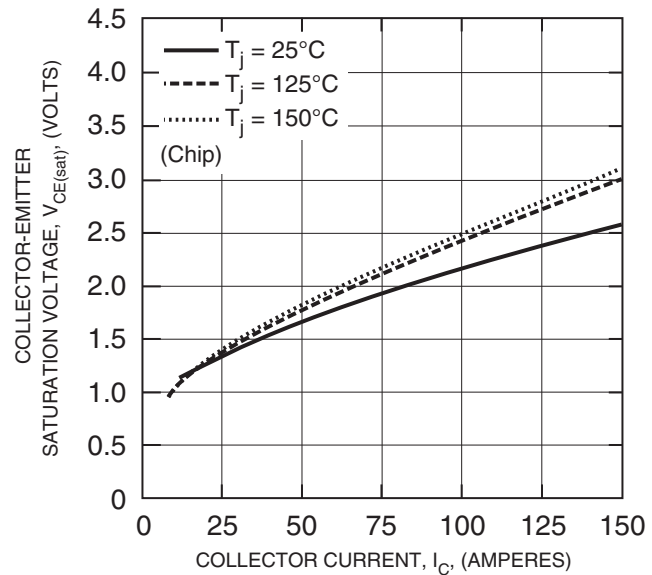
Six IGBT + Brake NX-Series Module

75 Amperes/1700 Volts

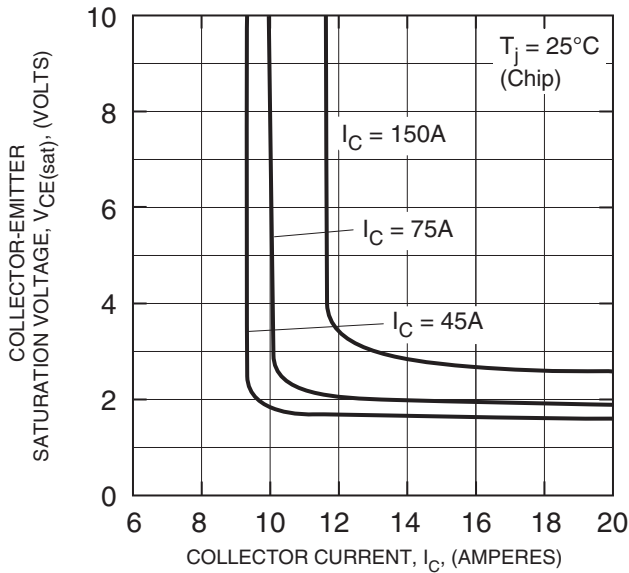
**OUTPUT CHARACTERISTICS
(INVERTER PART - TYPICAL)**



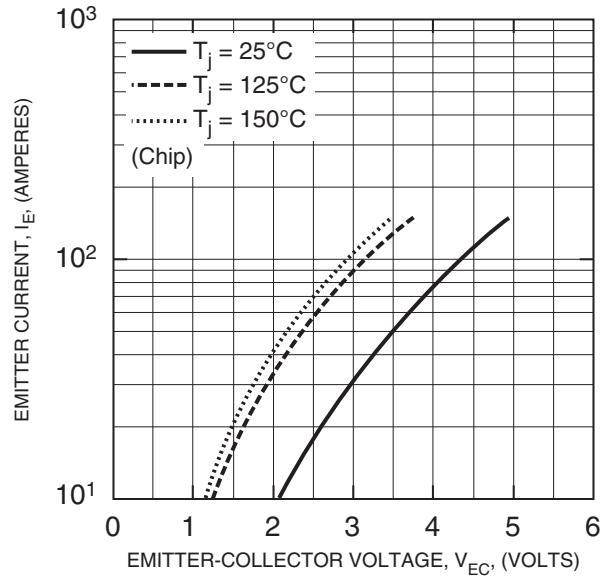
**COLLECTOR-EMITTER
SATURATION VOLTAGE CHARACTERISTICS
(INVERTER PART - TYPICAL)**



**COLLECTOR-EMITTER
SATURATION VOLTAGE CHARACTERISTICS
(INVERTER PART - TYPICAL)**



**FREE-WHEEL DIODE
FORWARD CHARACTERISTICS
(INVERTER PART - TYPICAL)**

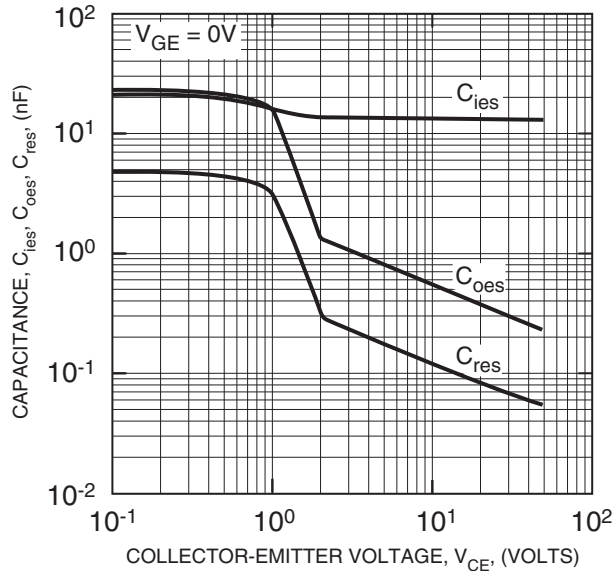


CM75RX-34SA

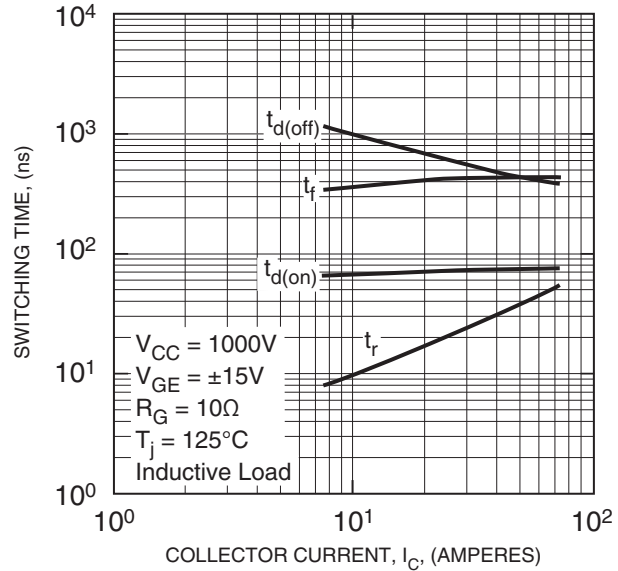
Six IGBT + Brake NX-Series Module

75 Amperes/1700 Volts

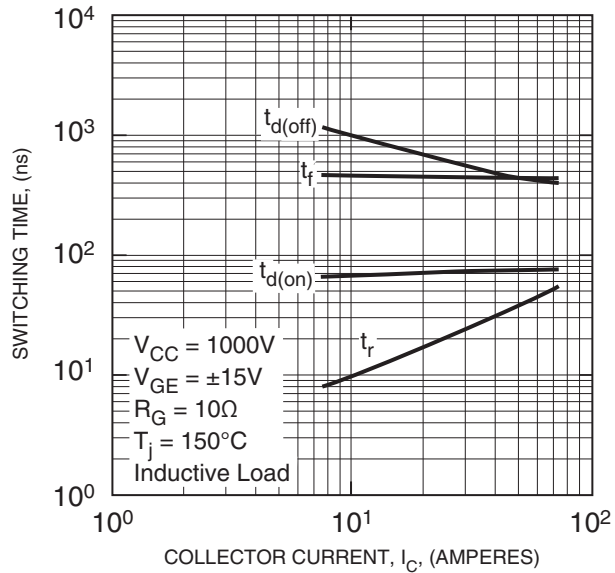
**CAPACITANCE VS. V_{CE}
(INVERTER PART - TYPICAL)**



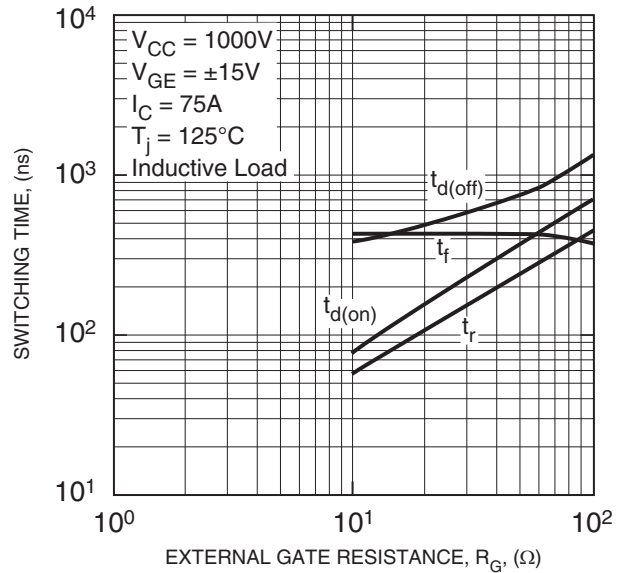
**HALF-BRIDGE
SWITCHING CHARACTERISTICS
(INVERTER PART - TYPICAL)**



**HALF-BRIDGE
SWITCHING CHARACTERISTICS
(INVERTER PART - TYPICAL)**



**SWITCHING TIME VS.
GATE RESISTANCE
(INVERTER PART - TYPICAL)**

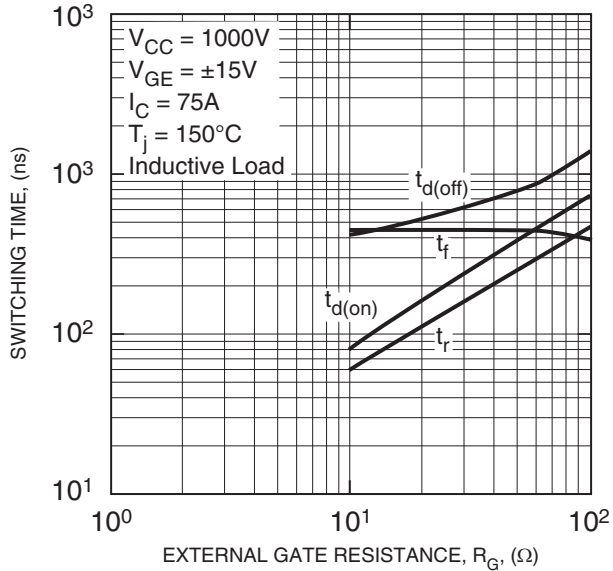


CM75RX-34SA

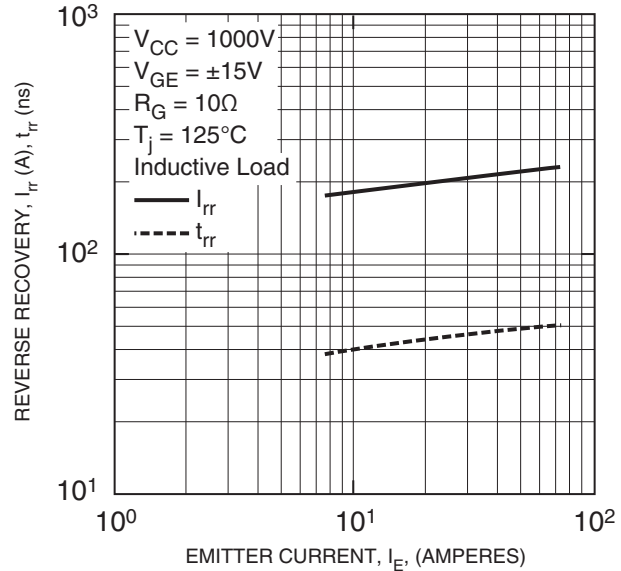
Six IGBT + Brake NX-Series Module

75 Amperes/1700 Volts

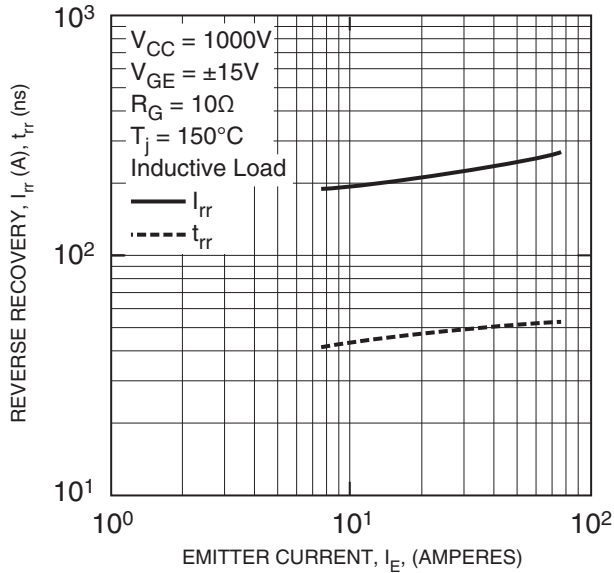
**SWITCHING TIME VS. GATE RESISTANCE
(INVERTER PART - TYPICAL)**



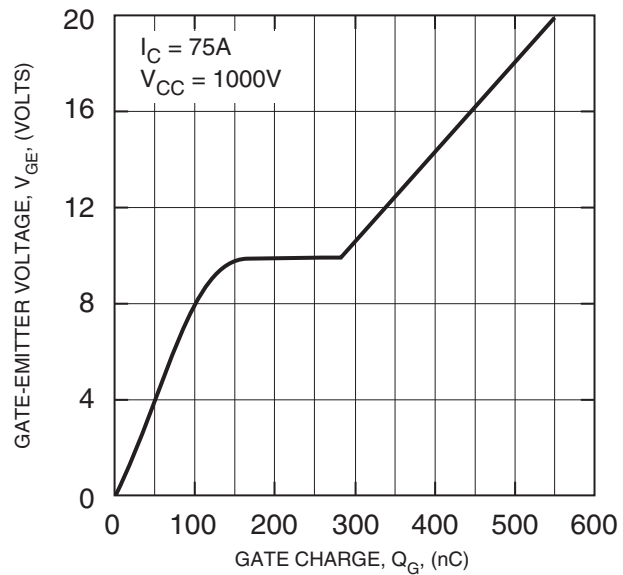
**REVERSE RECOVERY CHARACTERISTICS
(INVERTER PART - TYPICAL)**



**REVERSE RECOVERY CHARACTERISTICS
(INVERTER PART - TYPICAL)**



**GATE CHARGE VS. V_{GE}
(INVERTER PART)**

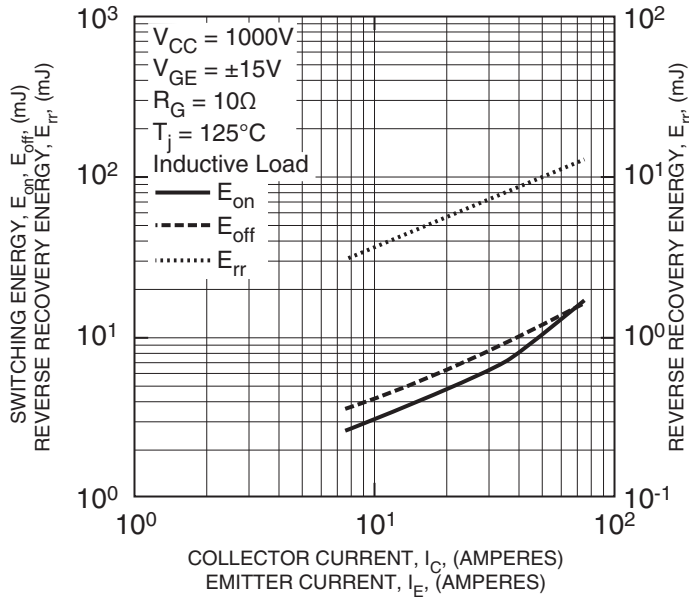


CM75RX-34SA

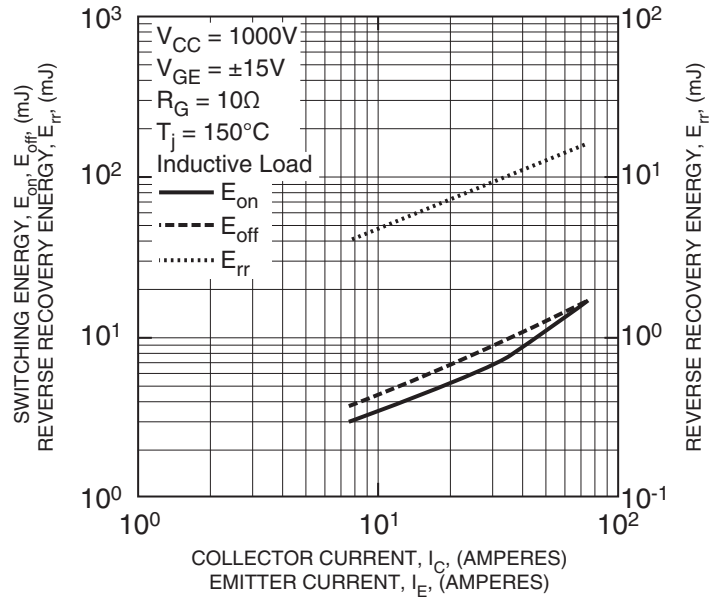
Six IGBT + Brake NX-Series Module

75 Amperes/1700 Volts

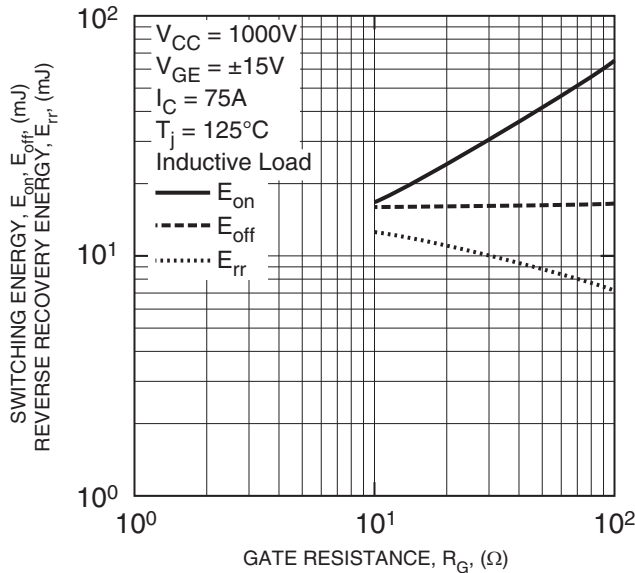
**HALF-BRIDGE SWITCHING
CHARACTERISTICS
(INVERTER PART - TYPICAL)**



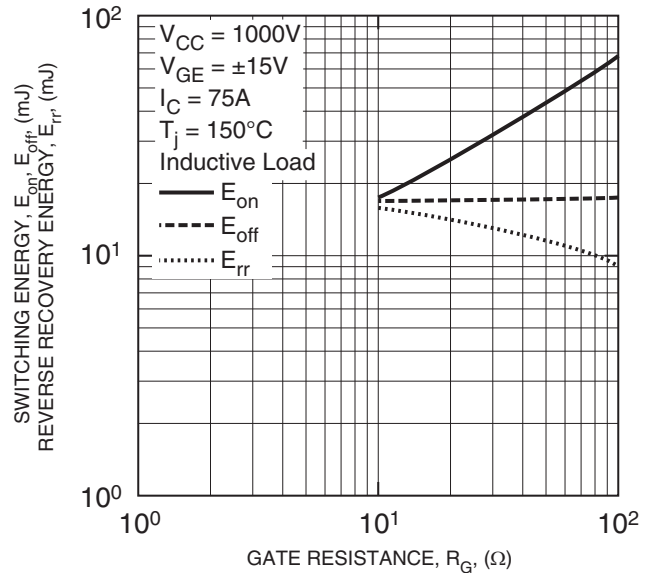
**HALF-BRIDGE SWITCHING
CHARACTERISTICS
(INVERTER PART - TYPICAL)**



**HALF-BRIDGE SWITCHING
CHARACTERISTICS
(INVERTER PART - TYPICAL)**



**HALF-BRIDGE SWITCHING
CHARACTERISTICS
(INVERTER PART - TYPICAL)**

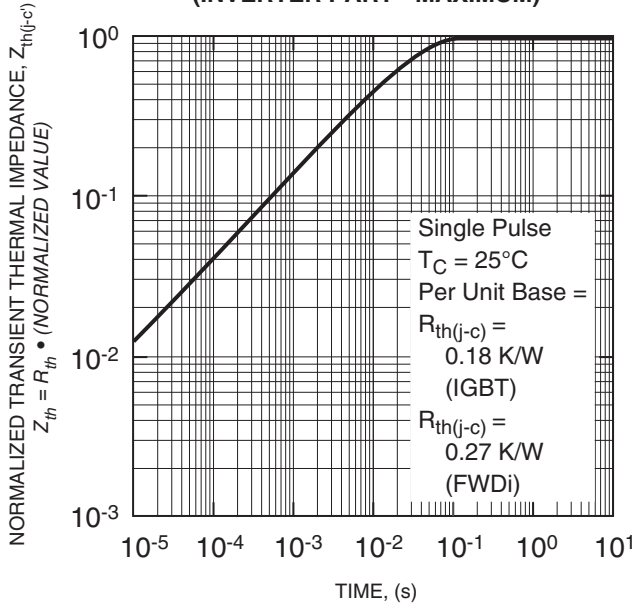


CM75RX-34SA

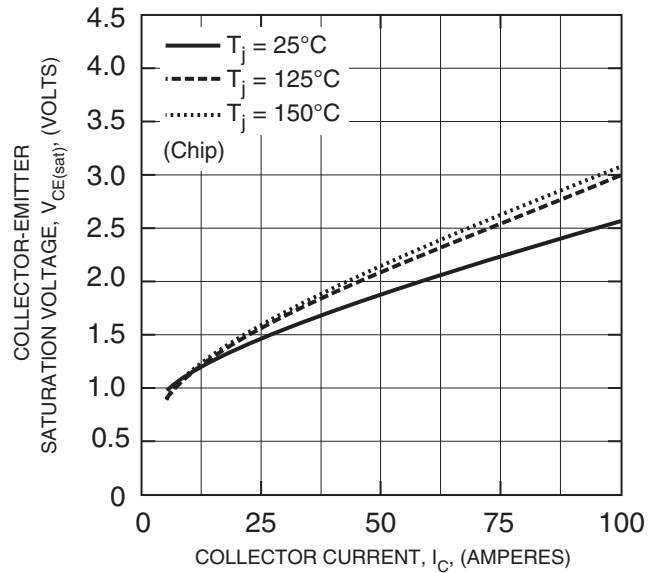
Six IGBT + Brake NX-Series Module

75 Amperes/1700 Volts

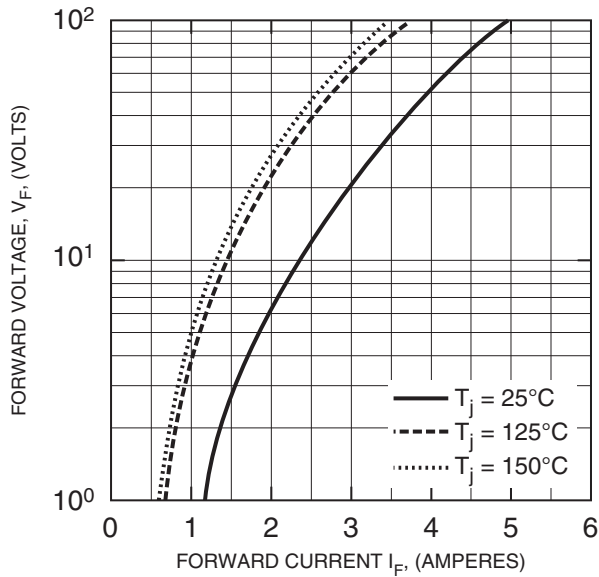
**TRANSIENT THERMAL
IMPEDANCE CHARACTERISTICS
(INVERTER PART - MAXIMUM)**



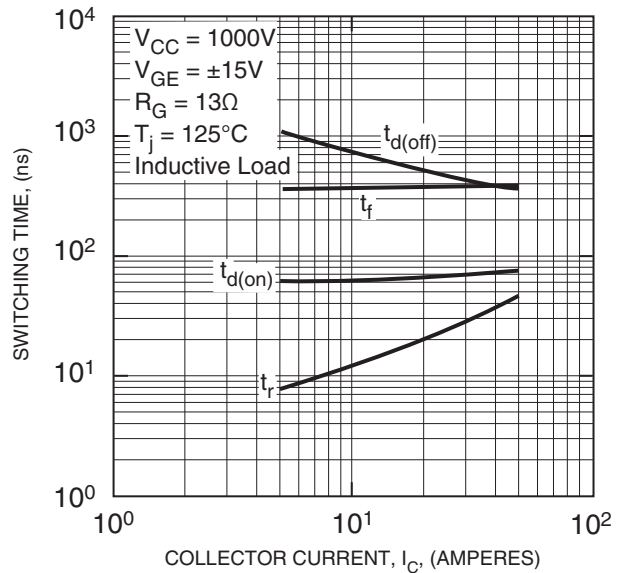
**COLLECTOR-EMITTER
SATURATION VOLTAGE CHARACTERISTICS
(BRAKE PART - TYPICAL)**



**FREE-WHEEL DIODE
FORWARD CHARACTERISTICS
(BRAKE PART - TYPICAL)**



**HALF-BRIDGE
SWITCHING CHARACTERISTICS
(BRAKE PART - TYPICAL)**

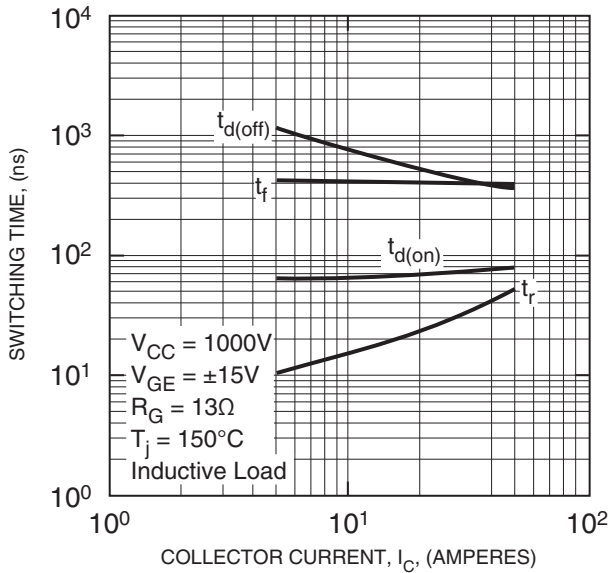


CM75RX-34SA

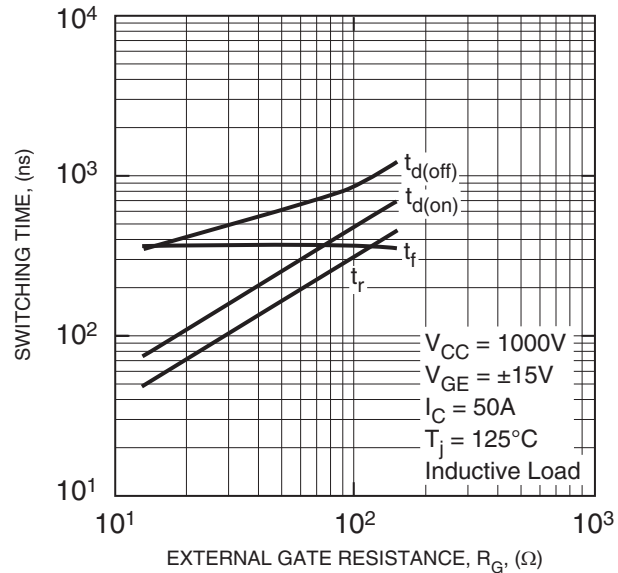
Six IGBT + Brake NX-Series Module

75 Amperes/1700 Volts

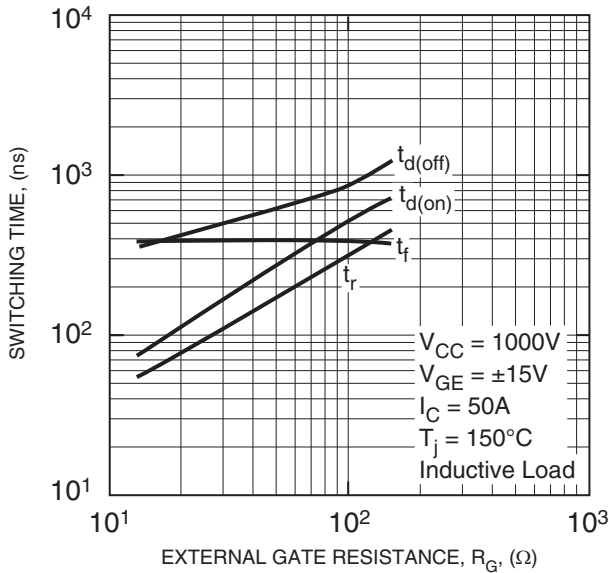
**HALF-BRIDGE
SWITCHING CHARACTERISTICS
(BRAKE PART - TYPICAL)**



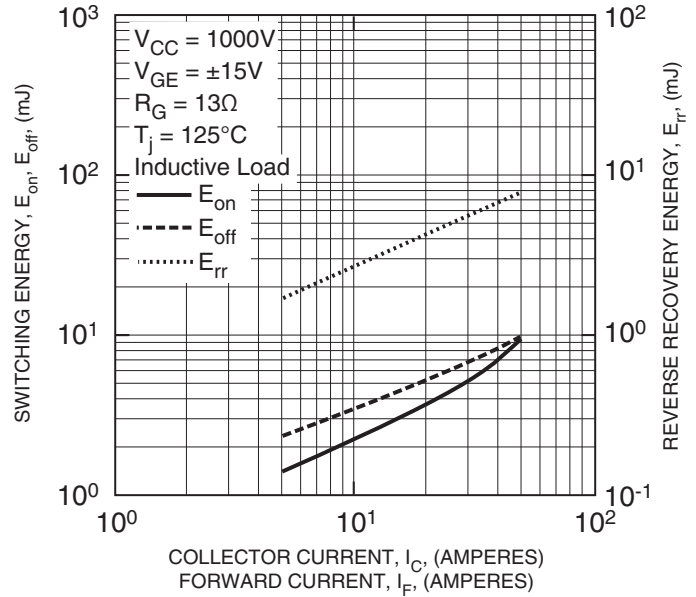
**SWITCHING TIME VS.
GATE RESISTANCE
(BRAKE - TYPICAL)**



**SWITCHING TIME VS.
GATE RESISTANCE
(BRAKE - TYPICAL)**



**HALF-BRIDGE SWITCHING
CHARACTERISTICS
(BRAKE PART - TYPICAL)**

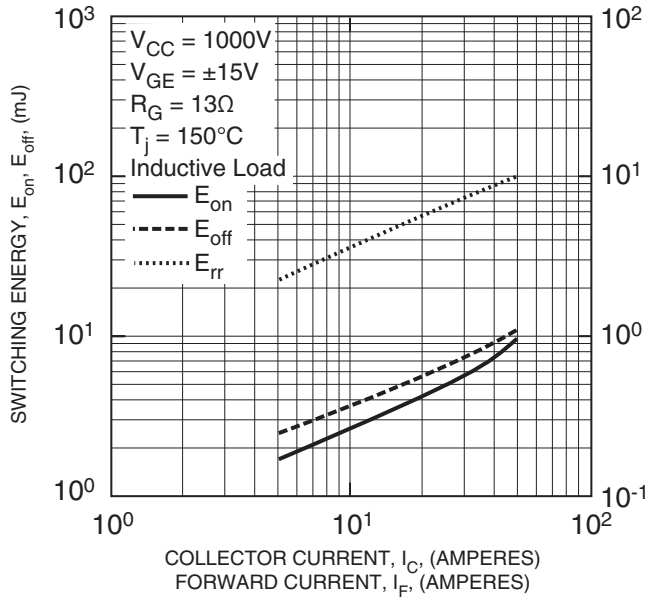


CM75RX-34SA

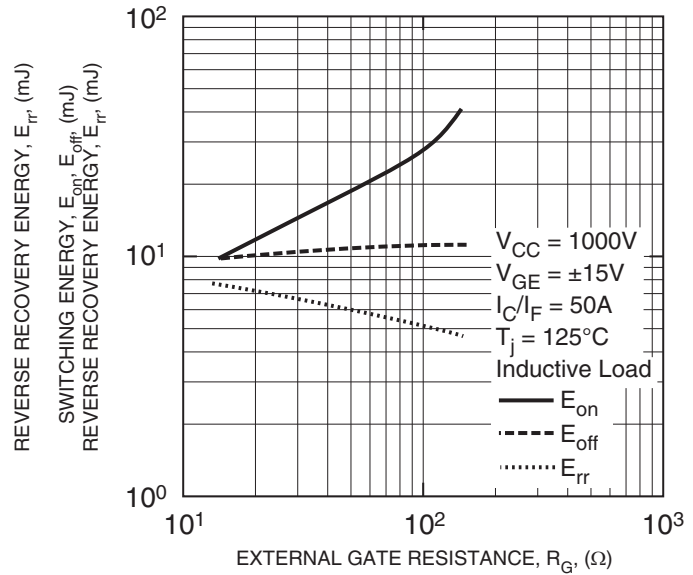
Six IGBT + Brake NX-Series Module

75 Amperes/1700 Volts

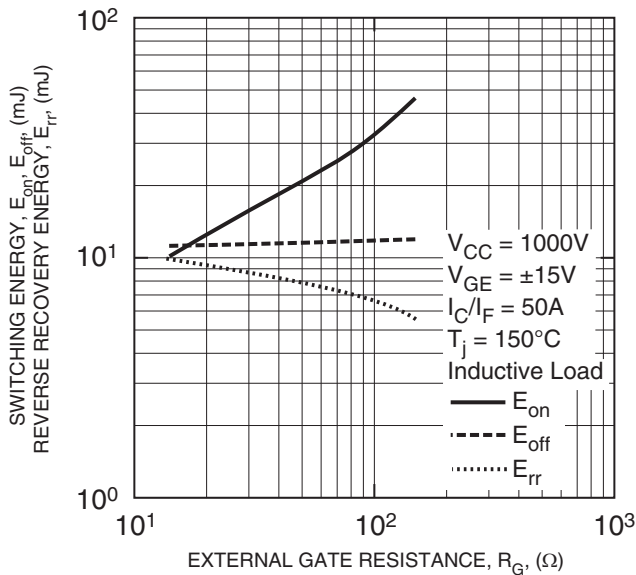
HALF-BRIDGE SWITCHING CHARACTERISTICS (BRAKE PART - TYPICAL)



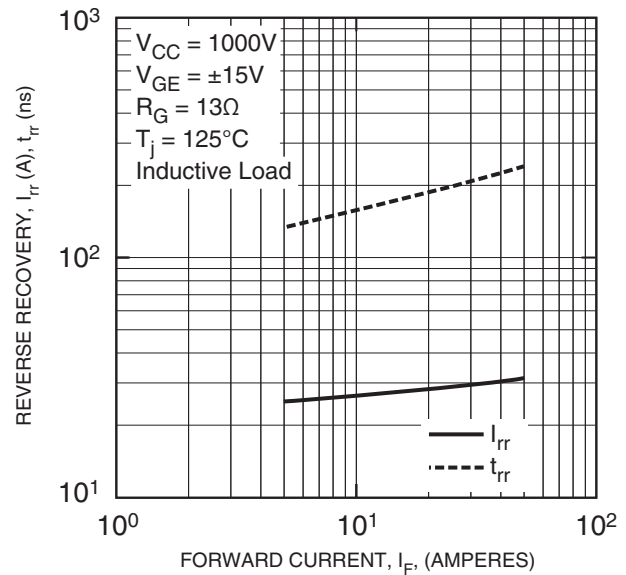
HALF-BRIDGE SWITCHING CHARACTERISTICS (BRAKE PART - TYPICAL)



HALF-BRIDGE SWITCHING CHARACTERISTICS (BRAKE PART - TYPICAL)

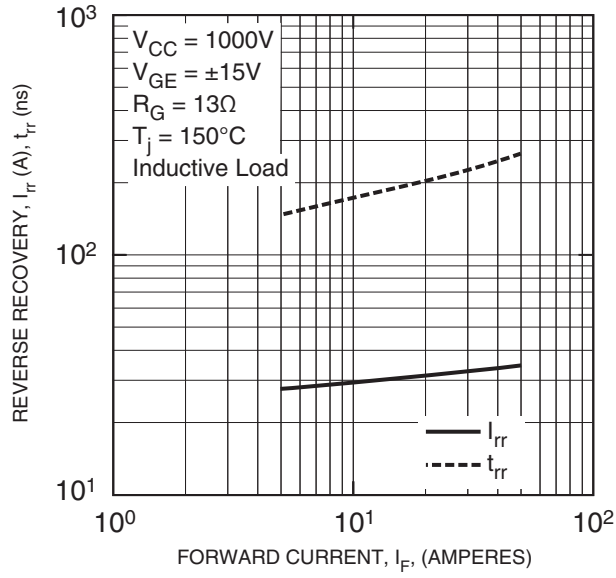


REVERSE RECOVERY CHARACTERISTICS (BRAKE PART - TYPICAL)



CM75RX-34SA
Six IGBT + Brake NX-Series Module
 75 Amperes/1700 Volts

**REVERSE RECOVERY CHARACTERISTICS
 (BRAKE PART - TYPICAL)**



**TRANSIENT THERMAL
 IMPEDANCE CHARACTERISTICS
 (BRAKE PART - MAXIMUM)**

