

# LAMPIRAN

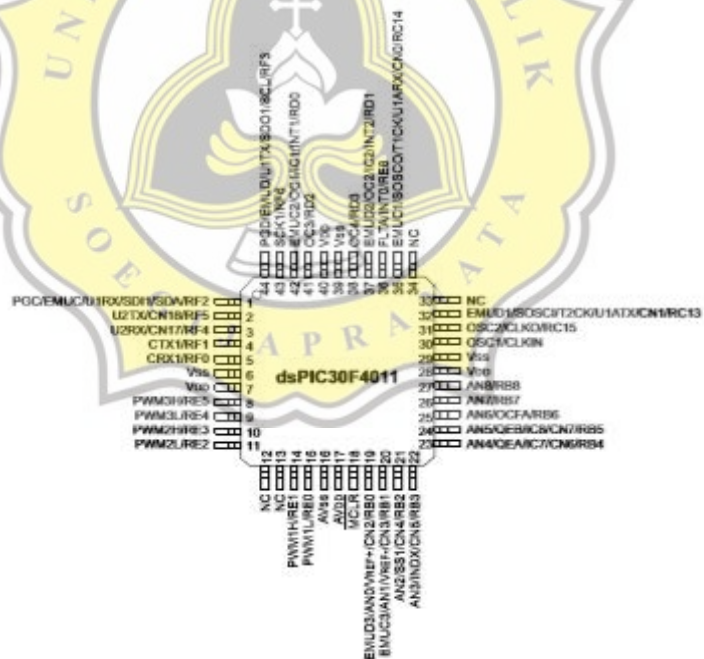
## dsPIC30F4011/4012

### Pin Diagrams

#### 40-Pin PDIP



#### 44-Pin TQFP



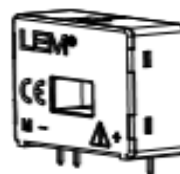
## Current Transducer LA 55-P/SP1

For the electronic measurement of currents: DC, AC, pulsed..., with galvanic isolation between the primary circuit (high power) and the secondary circuit (electronic circuit).



16024

$I_{PN} = 50 \text{ A}$



### Electrical data

$I_{N1}$	Primary nominal current rms	50	A
$I_{N2}$	Primary current, measuring range	0 ... 100	A
$R_{12}$	Measuring resistance	$T_a = 70^\circ\text{C}$   $T_a = 85^\circ\text{C}$	
		$R_{12 \text{ min}}$   $R_{12 \text{ max}}$   $R_{12 \text{ min}}$   $R_{12 \text{ max}}$	
	with $\pm 12 \text{ V}$	$\oplus \pm 50 \text{ A}_{\text{max}}$   0   215   0   210	$\Omega$
		$\oplus \pm 100 \text{ A}_{\text{max}}$   0   35   0   30	$\Omega$
	with $\pm 15 \text{ V}$	$\oplus \pm 50 \text{ A}_{\text{max}}$   0   335   30   330	$\Omega$
		$\oplus \pm 100 \text{ A}_{\text{max}}$   0   95   30   90	$\Omega$
$I_{N2}$	Secondary nominal current rms	25	mA
$K_N$	Conversion ratio	1 : 2000	
$V_c$	Supply voltage ( $\pm 5\%$ )	$\pm 12 \dots 15$	V
$I_c$	Current consumption	10 ( $\pm 15 \text{ V}$ ) $\pm 1$	mA

### Accuracy - Dynamic performance data

$X$	Accuracy $\oplus I_{N1}, T_a = 25^\circ\text{C}$	$\oplus \pm 15 \text{ V}$ ( $\pm 5\%$ )	$\pm 0.65$	%
		$\oplus \pm 12 \dots 15 \text{ V}$ ( $\pm 5\%$ )	$\pm 0.90$	%
$\epsilon_L$	Linearity error		$< 0.15$	%
$I_0$	Offset current $\oplus I_0 = 0, T_a = 25^\circ\text{C}$		(Typ) $\pm 0.10$	mA
$I_{0m}$	Magnetic offset current $\oplus I_0 = 0$ and specified $R_{12}$ after an overload of $3 \times I_{N1}$		$\pm 0.15$	mA
$I_{0T}$	Temperature variation of $I_0$	$-25^\circ\text{C} \dots +35^\circ\text{C}$	$\pm 0.05 \dots \pm 0.30$	mA
		$-40^\circ\text{C} \dots -25^\circ\text{C}$	$\pm 0.10 \dots \pm 0.50$	mA
$t_{10}$	Reaction time to 10 % of $I_{N1}$ step		$< 500$	ns
$t_{90}$	Response time $\text{ }^2$ to 90 % of $I_{N1}$ step		$< 1$	$\mu\text{s}$
$dI/dt$	$dI/dt$ accurately followed		$> 200$	A/ $\mu\text{s}$
BW	Frequency bandwidth ( $-1 \text{ dB}$ )		DC ... 200	KHz

### General data

$T_a$	Ambient operating temperature	$-40 \dots +85$	$^\circ\text{C}$
$T_s$	Ambient storage temperature	$-40 \dots +90$	$^\circ\text{C}$
$R_2$	Secondary coil resistance	$\oplus T_a = 70^\circ\text{C}$	145 $\Omega$
		$\oplus T_a = 85^\circ\text{C}$	150 $\Omega$
$m$	Mass		18 g
	Standards		EN 50178: 1997

Notes:  $\oplus$  Result of the coercive field of the magnetic circuit  
 $\text{ }^2$  With a  $dI/dt$  of 100 A/ $\mu\text{s}$ .

### Features

- Closed loop (compensated) current transducer using the Hall effect
- Printed circuit board mounting
- Insulated plastic case recognized according to UL 94-V0.

### Special features

- $I_{N2} = 0 \dots \pm 100 \text{ A}$
- $K_N = 1 : 2000$ .

### Advantages

- Excellent accuracy
- Very good linearity
- Low temperature drift
- Optimized response time
- Wide frequency bandwidth
- No insertion losses
- High immunity to external interference
- Current overload capability.

### Applications

- AC variable speed drives and servo motor drives
- Static converters for DC motor drives
- Battery supplied applications
- Uninterruptible Power Supplies (UPS)
- Switched Mode Power Supplies (SMPS)
- Power supplies for welding applications.

### Application domain

- Industrial.

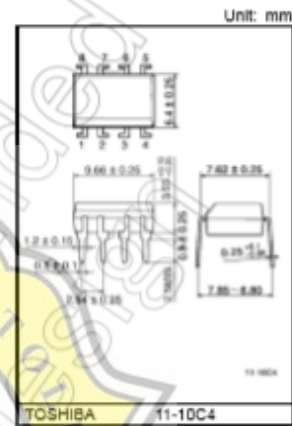
# TLP250

Industrial Inverter  
 Inverter For Air Conditioner  
 IGBT Gate Drive  
 Power MOS FET Gate Drive

The TOSHIBA TLP250 consists of a GaAlAs light emitting diode and a integrated photodetector.  
 This unit is 8-lead DIP package.  
 TLP250 is suitable for gate driving circuit of IGBT or power MOS FET.

- Input threshold current: 5mA(max)
- Supply current : 11mA(max)
- Supply voltage : 10-35V
- Output current :  $\pm 1.5A$  (max)
- Switching time  $t_{pLH}/t_{pHL}$ : 0.5 $\mu s$ (max)
- Isolation voltage: 2500Vrms(min)
- UL recognized: UL1577, file No.E67349
- c-UL approved : CSA Component Acceptance Service No. 5A, File No.E67349
- Option(D4)  
 VDE Approved : EN60747-5-5

**Note:** When a EN60747-5-5 approved type is needed, please designate "Option(D4)"

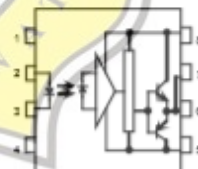


Weight: 0.84 g (typ.)

### Truth Table

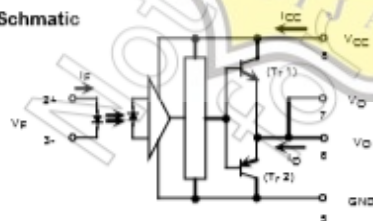
Input LED	Tr1		Tr2
	On	On	Off
Off	Off	Off	On

### Pin Configuration (top view)



- 1: NC
- 2: Anode
- 3: Cathode
- 4: NC
- 5: GND
- 6: Vo (Output)
- 7: Vo
- 8: Vcc

### Schematic



A 0.1 $\mu F$  bypass capacitor must be connected between pin 5 and 8



**A\_S-2W & B\_S-2W Series**  
2W, FIXED INPUT, ISOLATED & UNREGULATED  
DUAL/SINGLE OUTPUT DC-DC CONVERTER



**FEATURES**

- High Efficiency up to 86%
- 1KVDC Isolation
- SIP Package
- Internal SMD Construction
- Temperature Range: -40°C to +85°C
- No Heat sink Required
- No External Component Required
- Industry Standard Pinout
- RoHS Compliance

**APPLICATIONS**

The A\_S-2W & B\_S-2W Series are specially designed for applications where a group of polar power supplies are isolated from the input power supply in a distributed power supply system on a circuit board.

These products apply to:

- Where the voltage of the input power supply is fixed (voltage variation  $\leq \pm 10\%$ );
  - Where isolation is necessary between input and output (isolation voltage  $\leq 1000\text{VDC}$ );
  - Where the regulation of the output voltage and the output ripple noise are not demanding.
- Such as: purely digital circuits, ordinary low frequency analog circuits, and IGBT power device driving circuits.

**MODEL SELECTION**

**A0505S-2W**



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Fax: 86-20-38601272  
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**PRODUCT PROGRAM**

Part Number	Input Voltage (VDC)		Output			Efficiency (% Typ)	UL CE		
	Nominal	Range	Voltage (VDC)	Current (mA)					
B0305S-2W	3.3	2.97-3.63	3.3	400	40	73			
A0505S-2W	5	4.5-5.5	$\pm 5$	$\pm 200$	$\pm 20$	82	UL		
A0509S-2W			$\pm 9$	$\pm 111$	$\pm 12$	85	UL		
A0512S-2W			$\pm 12$	$\pm 83$	$\pm 9$	86	UL		
A0515S-2W			$\pm 15$	$\pm 67$	$\pm 7$	82	UL		
A0524S-2W			$\pm 24$	$\pm 42$	$\pm 5$	82			
B0505S-2W	5	4.5-5.5	3.3	400	40	74			
B0505S-2W			5	400	40	81	UL CE		
B0509S-2W			9	222	23	84	UL CE		
B0512S-2W			12	167	17	83	UL CE		
B0515S-2W			15	133	14	84	UL CE		
A1209S-2W	12	10.8-13.2	$\pm 5$	$\pm 200$	$\pm 20$	81	UL		
A1209S-2W			$\pm 9$	$\pm 111$	$\pm 12$	84	UL		
A1212S-2W			$\pm 12$	$\pm 83$	$\pm 9$	86	UL		
A1215S-2W			$\pm 15$	$\pm 67$	$\pm 7$	82	UL		
B1209S-2W			9	222	23	82	UL CE		
B1209S-2W	12	10.8-13.2	12	167	17	85	UL CE		
B1212S-2W			15	133	14	82	UL CE		
A1505S-2W			15	13.5-16.5	$\pm 5$	$\pm 200$	$\pm 20$	80	
B1505S-2W					$\pm 5$	400	40	80	
A2405S-2W					$\pm 5$	$\pm 200$	$\pm 20$	80	UL
A2409S-2W	$\pm 9$	$\pm 111$			$\pm 12$	84	UL		
A2412S-2W	$\pm 12$	$\pm 83$			$\pm 9$	84	UL		
A2415S-2W	24	21.6-26.4	$\pm 15$	$\pm 67$	$\pm 7$	84	UL		
A2424S-2W			$\pm 24$	$\pm 42$	$\pm 5$	85			
B2405S-2W			5	400	40	80	UL CE		
B2409S-2W			9	222	23	83	UL CE		
B2412S-2W			12	167	17	84	UL CE		
B2415S-2W	24	21.6-26.4	15	133	14	84	UL CE		
B2424S-2W			24	84	80	84			

Note: The A\_S-1W/S, B\_S-1W series also are available in our company.

**COMMON SPECIFICATIONS**

Item	Test condition	Min	Typ	Max	Units
Operating Temp. Range		-40		85	°C
Storage Temp. Range		-55		125	°C
Storage humidity range				95	%
Cooling		Free air convection			
Temp. rise at full load			15	25	°C
Lead temperature	1.5mm from case for 10 seconds			300	°C
Short circuit protection <sup>1</sup>				1	s
Case material		Plastic (UL94-V0)			
MTBF		3500			K hours
Weight			2.8		g

<sup>1</sup>Supply voltage must be discontinued at the end of short circuit duration.



**1.15%** PLAGIARISM  
APPROXIMATELY

**0.24%** IN QUOTES 

## Report #12960875

1. PENDAHULUAN Latar Belakang Kendaraan dengan mesin bakar meningkatkan polusi udara yang akan berdampak buruk pada kontinuitas hidup manusia. Penelitian mengenai kendaraan yang ramah lingkungan berbasis mesin listrik terus dikembangkan saat ini[1]. Kendaraan listrik memiliki kelebihan di antaranya tidak menimbulkan emisi karbon, kebisingan rendah, serta memiliki efisiensi energi yang tinggi terutama pada teknologi pengereman[2]. Terdapat beberapa jenis pengereman yang digunakan pada kendaraan listrik diantaranya pengereman dinamik, pengereman anti-lock, pengereman hidraulik, dan pengereman regeneratif[3]. Pengereman regeneratif dapat menyerap energi kinetik yang terbuang saat pengereman konvensional dan dikirimkan ke sisi baterai untuk pengisian daya sehingga dapat memperpanjang jarak tempuh pada kendaraan listrik[4]. Umumnya, energi kinetik banyak terbuang menjadi energi panas saat terjadi pengereman konvensional[5]. Sistem pengereman regeneratif mampu mengembalikan energi ke sumber baterai jika mesin listrik diubah fungsinya menjadi generator pada saat