

Automotive and AI:
System Integration &
Innovation in IC Packaging

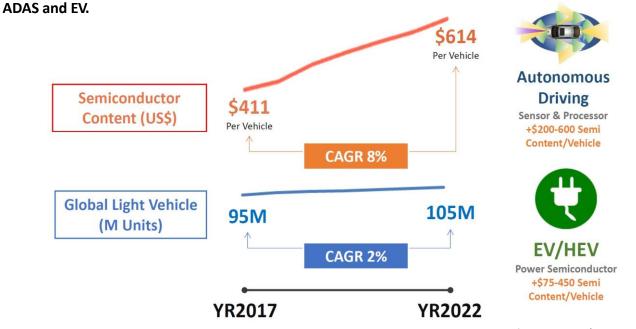
Nicole Tien, Sr. Application Engineering Manager ASE Europe, ASE Group May-13th-2019



Opportunity and Challenge for automotive IC

- Global auto electronics revenue reached \$134B in 2018 and is expected to grow at 6% CAGR in the next few years. Powertrain and ADAS are the 2 fastest growing applications, driven by electrification, EV, and autonomous driving mega trend.

 Both ATV OEM and Tier-1 are facing increasing margin pressure due to automotive market slow down, high tech R&D and capex requirement for new technologies like

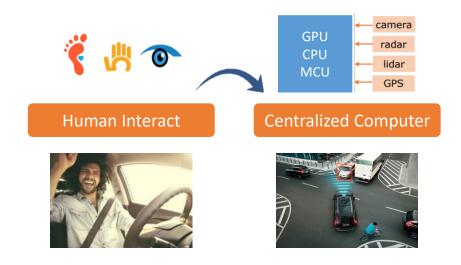


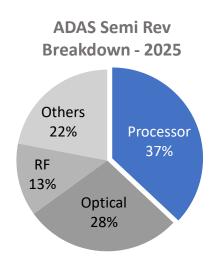




Autonomous Driving Drives Architecture Shift

- Autonomous vehicle car semi TAM will reach >\$5Bn by 2022
- Processor content from \$100 (ADAS) to \$1000 in autonomous vhicles





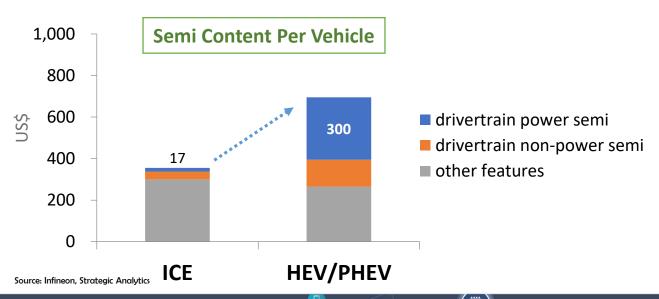
Source: Mckinsey





EV/HEV Drive Power Semiconductor

- *Accelerating pure EV growth due to regulation
- Innovative packaging/ module solution
- Zero Defect manufacturing





Package Need in Automotive

- Driving Force: Electrification, Autonomy, connectivity, Comfort.
- 7% CAGR for automotive sales. Around 30% growth for OSATs used in automotive packaging.
- Power applications need more power in the same footprint, thus development of a higher power density is crucial, and so thermal management becomes more important.
- For many applications, electronic devices are outside of the cabin in a harsher working environment e.g. high temperature and high humidity, and so reliability becomes a critical factor.

Infotainment/Comfort



Grade 3 and 2 40°C to +105°C

Powertrain



Grade I and 0 -40°C to +150°C

Safety



Grade I -40°C to +125°C

Lighting



External: grade 1
-40°C to +125°C
Internal:
Grade 3 and 2
-40°C to +105°C

Connectivity



Grade 3 and 2 -40°C to +105°C

Source: Yole, 2019





ASE Group Product coverage in Automotive Electronics

Infotainment

NFC BT Pairing

· Wireless Charging

Fixed Navigation Systems

· Rear Seat Entertainment

Safety

- Airbag Control Module
- Airbag Crash Sensors
- · Event Data Recorder

Instrumentation

- Instrument Cluster
- Head-Up Display

ADAS

- · ADAS Control Module
- Camera Modules
- · Sensor Modules
- V2X Communications

Chassis

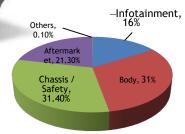
- Antilock Braking (ABS)
- · Stability Control
- · Tire Pressure Monitoring
- · Steer/Brake-by-Wire

Powertrain

- Engine Control Module
- Transmission Control Module

Aftermarket

- Portable Navigation Devices
- Audio Head Units
- Video Recorders



3ody

- Climate Sensor Control
- Remote Keyless Entry
- Lighting Control
- Position / Angle Sensors
 - Electronic Control Units



SOP Grade



LQFP, TQFP Grade 0



SQFN Grade 1



aQFN Grade 2



Wettable QFN Grade 1



BGA Grade 1



Open Cavity QFN 1



Grade 1





Modularization/SiP Trend





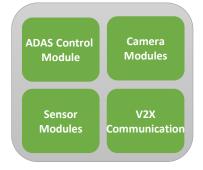


Body

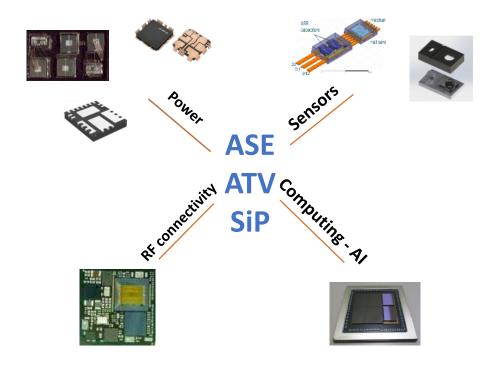
ADAS







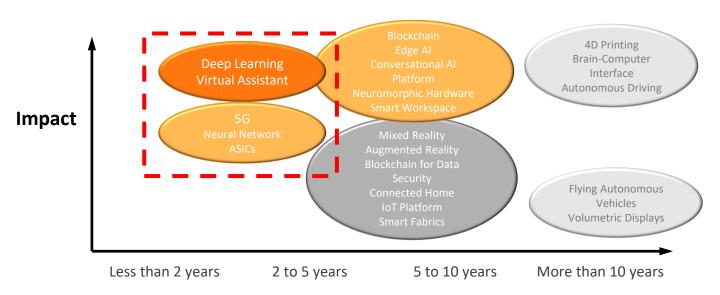
Automotive System-in-Package







Emerging Technologies – Maturity



Years to Mainstream Adoption

Source: Priority Matrix for Emerging Technologies 2018, Gartner





At the Edge: rising demand for integrated

solutions

IoT and Cloud create the need for edge computing where data collecting & processing occurs in part at the network edge, rather than completely in the cloud.

Edge devices must manage complex operations, including sensing, compute, power management, and localized AI.



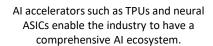
Edge compute can address latency, battery life, bandwidth costs, security, privacy, to allow timely decision & 1st level data analysis.

Heterogeneous integration provides a platform for multiple die from multiple sources to be packaged together, offering huge performance, power and footprint advantages.

At the Core: growing need for processing power

Power delivery innovation is needed to address increasing SOC / AI accelerators & power consumption: optical solutions provide high bandwidth bridge within AI solutions.

Processor memory integration saddled by memory bandwidth bottleneck: possible solution is SOC HBM packages such as CoWoS, EMIB, 2.5D.



Skyrocketing data volume demands dramatic increase in processing power and performance, achievable through new innovation in technology integration.

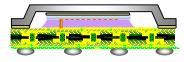
HPC Package Integration Solutions

FCBGA MCM

- · Interconnection through substrate
- D2D Interconnection: ~1K
- L/S 10/10
- Max qualified pkg size: 75x70 FCBGA
- · Min die to die gap: 60 um







FOCoS

- Interconnection through fanout RDL
- D2D Interconnection: ~10K
- L/S 2/2
- Max fanout die size: 26x33
- ASIC+HMB: Engineering
- · Chip last solution for > 3 die fanout





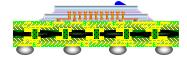


2.5D

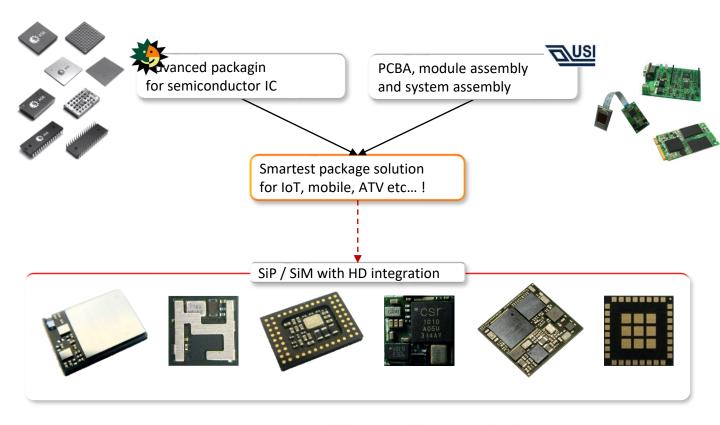
- · Interconnection through silicon
- D2D Interconnection: ~100K
- L/S 0.4/0.4
- HBM; Hetero/ Homogeneous die partition
- Interposer: 1400mm2
- · Available on cavity lid, stiffener and







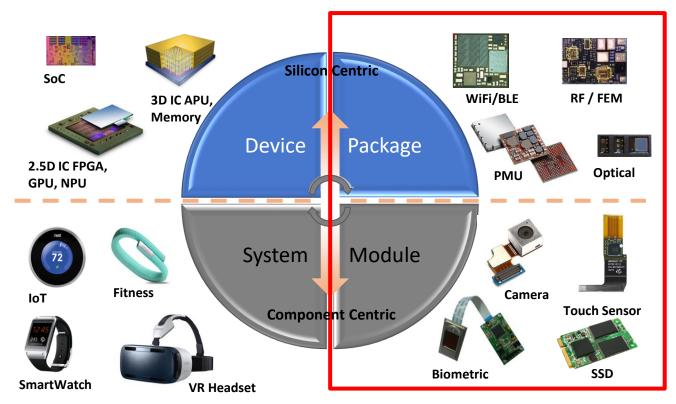
Group Synergies Leading to Disruptive Innovation





Device Integration: Bridging OSAT & EMS

SiP Module

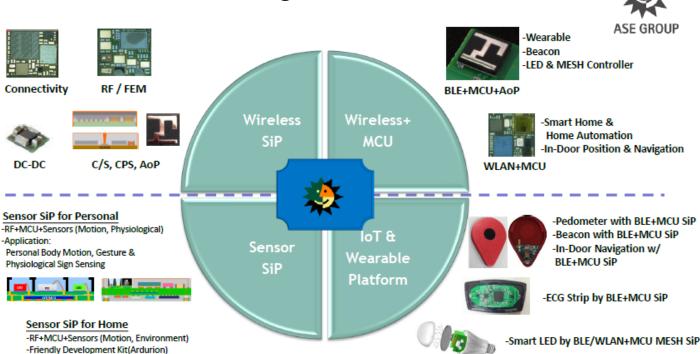


Enabling Technologies for SiP/SiM HVM Qualified ASE GROUP SM Interconnection Molding Passives / IPD Antenna Flip chip bond MUF ▲ Package integration ■ WLCSP / FC Die Bond Wire bond Exposed die (2.4G/5G/60GHz) ■ Package Bond Double side Shielding ■Conformal Compartmental aED5i Passives / IPD **■**0201 / 01005 008004 Silicon IPD **Embedded Technology** Mechanical Assy ■Glass IPD Die / Pkg Stacking Wafer Bumping / WLP ■ Passive component Laser welding ■Leadfree / Cu Pillar ■Die thinning Active device (L/F) Flex bending ■Die stacking WLCSP ▲ Active device (Sub.) ■Package stacking FOWLP SESUB





ASE SiP Package Solution Focus





-Application:





Remote Security, Energy Harvest and White appliance remote control,





-HRM/SpO2 with MCU+Optical SiP





Food for Thought: Supply Chain Consolidation







Thank You

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