

Global Application-Specific Integrated Circuits (ASIC) for Automobile Market 2026 by Manufacturers, Regions, Type and Application, Forecast to 2032

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Abstracts

According to our (Global Info Research) latest study, the global Application-Specific Integrated Circuits (ASIC) for Automobile market size was valued at US\$ 2657 million in 2025 and is forecast to a readjusted size of US\$ 3862 million by 2032 with a CAGR of 5.5% during review period.

Automotive application-specific integrated circuits are a class of specialized chips designed around specific tasks within a vehicle's electrical and electronic architecture and validated to automotive standards. Their core role is to replace dispersed general-purpose device solutions with higher integration, higher reliability, stronger functional-safety capability, and longer supply longevity across cockpit display, body control, zonal gateway, battery management, traction inverter control, thermal management, chassis actuation, in-vehicle communications, and driver-assistance functions. This category includes both custom ASICs and custom SoCs optimized for a single customer or use case, as well as system ICs, driver ICs, sensor-interface ICs, display driver ICs, power-management ICs, network transceivers, and automotive processors that perform clearly defined dedicated functions in vehicle applications. Based on vendor product pages, the mainstream technology trajectory is evolving toward functional safety, AEC-Q100 quality control, zonal architecture and centralized compute, automotive Ethernet and CAN XL communications, multi-display and multi-camera cockpits, high-voltage batteries and 800V electric drivetrains, radar and camera perception, and platformized software compatibility required by software-defined vehicles. Its primary customers are OEMs, Tier 1 suppliers, domain-controller vendors, battery and e-powertrain integrators, and smart-cockpit solution providers. Common delivery models include standard automotive-grade products, platform SoC families, serialized chips for specific vehicle platforms, and custom-development models combining upfront NRE with follow-on

mass-production supply. The commercial value lies in helping customers shorten development cycles, reduce wiring-harness and controller complexity, and achieve a manufacturable system-level optimum across safety, efficiency, user experience, power consumption, wiring complexity, and total vehicle cost.

The evolution of automotive application-specific integrated circuits has moved from functional chips centered on a single actuator, a single ECU, or a single sensor interface toward platform chips aligned with the restructuring of the vehicle's electrical and electronic architecture. As shown by the official product pages of Socionext, Samsung, Intel, and SemiDrive, the center of gravity of automotive chips is shifting from traditional distributed control toward cockpit SoCs, central gateways, zonal controllers, centralized compute, and multi-sensor fusion processing. At the same time, companies such as Bosch, ADI, onsemi, and NXP continue to fill in critical device layers for automotive Ethernet, CAN XL, zonal power distribution, edge nodes, and power control. This means automotive ASICs are no longer merely custom chips for isolated functions. They are increasingly taking on system-level roles across the vehicle, including compute aggregation, network connectivity, power scheduling, data acquisition, and safety execution. For OEMs and Tier 1 suppliers, future chip selection will not be determined only by device parameters, but by whether a supplier can support software reuse, cross-platform vehicle scalability, wiring-harness simplification, controller consolidation, and subsequent OTA upgrades. It will also depend on whether the supplier can deliver a complete package including toolchains, reference designs, functional-safety documentation, and long-term supply commitments. This is the fundamental reason why the value of automotive ASICs continues to rise as software-defined vehicles become the main industry direction, and why competition is shifting from component competition to platform competition.

On the demand side, growth is being driven by the combined resonance of electrification, intelligence, and regulation. In electrification, the official websites of TI, Renesas, ROHM, and onsemi all place battery management, inverters, OBCs, DC-DC conversion, and thermal management at the core of their automotive portfolios, indicating that high-voltage platforms, range pressure, and thermal-safety requirements are continuously increasing the value density of dedicated power, drive, and monitoring chips. In intelligence, pages from Samsung, ST, Chipone, Bosch, and Socionext collectively highlight multi-display cockpits, multi-camera systems, radar, ultrasound, LiDAR, HUD, and in-vehicle connectivity, showing that upgrades in user experience and ADAS penetration are significantly increasing both the quantity and performance requirements for display drivers, sensing interfaces, cockpit processors, and automotive connectivity chips. In regulation, the EU General Safety Regulation has been pushing

more ADAS functions into new vehicle requirements since July 2022, while UNECE R155 and R156 have incorporated vehicle cybersecurity and software-update management into market-access constraints. In China, the 2025 vehicle trade-in policy and intelligent connected vehicle pilot programs are also pushing new vehicles toward higher levels of electronics and intelligence. As a result, the growth of automotive ASICs is not driven by a single technology trend, but by the joint strengthening of policy, vehicle sales, and architecture upgrades. Once combined, these forces will continue to raise the share of automotive chips in single-vehicle BOM value.

In terms of competition, automotive application-specific integrated circuits are forming a market structure in which three forces are developing in parallel. The first consists of traditional automotive semiconductor vendors such as Infineon, Bosch, Renesas, TI, NXP, onsemi, ROHM, and Toshiba, whose strengths lie in quality systems, long-life supply, functional safety, and broad customer coverage. The second consists of platform-oriented compute and connectivity vendors such as Samsung, Intel, Qualcomm, and Socionext, which are better positioned to turn cockpits, in-vehicle connectivity, centralized compute, and software ecosystems into scalable platforms. The third consists of Chinese domestic vendors such as SemiDrive, AutoChips, Chipone, NOVOSENSE, and OmniVision Group, whose opportunity comes mainly from the rapid expansion of China's new energy vehicle and smart cockpit markets, along with local customers' emphasis on supply-chain security, cost, and response speed. From a regional perspective, the supply side is already multipolar across Europe, the United States, Japan, China, and South Korea, while the strongest demand pull remains concentrated in markets such as China and Europe, where electrification and safety regulations are advancing more quickly. As long as vehicle E/E architecture continues upgrading toward centralized and software-defined models, automotive ASIC vendors that can simultaneously satisfy functional safety, cost control, rapid customization, and ecosystem compatibility should remain in a favorable growth track. The future dividing line in the industry will not be compute power alone, but which companies can build a truly repeatable delivery platform across production cadence, validation depth, software adaptation, and customer collaboration.

This report is a detailed and comprehensive analysis for global Application-Specific Integrated Circuits (ASIC) for Automobile market. Both quantitative and qualitative analyses are presented by manufacturers, by region & country, by Type and by Application. As the market is constantly changing, this report explores the competition, supply and demand trends, as well as key factors that contribute to its changing demands across many markets. Company profiles and product examples of selected competitors, along with market share estimates of some of the selected leaders for the

year 2025, are provided.

Key Features:

Global Application-Specific Integrated Circuits (ASIC) for Automobile market size and forecasts, in consumption value (\$ Million), sales quantity (Million Units), and average selling prices (US\$/Unit), 2021-2032

Global Application-Specific Integrated Circuits (ASIC) for Automobile market size and forecasts by region and country, in consumption value (\$ Million), sales quantity (Million Units), and average selling prices (US\$/Unit), 2021-2032

Global Application-Specific Integrated Circuits (ASIC) for Automobile market size and forecasts, by Type and by Application, in consumption value (\$ Million), sales quantity (Million Units), and average selling prices (US\$/Unit), 2021-2032

Global Application-Specific Integrated Circuits (ASIC) for Automobile market shares of main players, shipments in revenue (\$ Million), sales quantity (Million Units), and ASP (US\$/Unit), 2021-2026

The Primary Objectives in This Report Are:

- To determine the size of the total market opportunity of global and key countries

- To assess the growth potential for Application-Specific Integrated Circuits (ASIC) for Automobile

- To forecast future growth in each product and end-use market

- To assess competitive factors affecting the marketplace

This report profiles key players in the global Application-Specific Integrated Circuits (ASIC) for Automobile market based on the following parameters - company overview, sales quantity, revenue, price, gross margin, product portfolio, geographical presence, and key developments. Key companies covered as a part of this study include Texas Instruments Incorporated, Infineon Technologies AG, STMicroelectronics N.V., Renesas Electronics Corporation, Analog Devices, Inc., NXP Semiconductors N.V., ON Semiconductor Corporation, Qualcomm Incorporated, Intel Corporation, OmniVision

Integrated Circuits Group, Inc., etc.

This report also provides key insights about market drivers, restraints, opportunities, new product launches or approvals.

Market Segmentation

Application-Specific Integrated Circuits (ASIC) for Automobile market is split by Type and by Application. For the period 2021-2032, the growth among segments provides accurate calculations and forecasts for consumption value by Type, and by Application in terms of volume and value. This analysis can help you expand your business by targeting qualified niche markets.

Market segment by Type

Full Custom Design ASIC

Semi-custom Design ASIC (Standard Cell Based ASIC and Gate Array Based ASIC)

Programmable ASIC

Market segment by Integration Level

Interface and Companion IC

Driver and Power IC

Sensor and Signal-Conditioning IC

MCU

Application Processor and SoC

Custom ASIC and Custom SoC

Market segment by Architecture Position

Sensor-Side Edge Chip

Actuator-Side Edge Chip

ECU Support Chip

Domain Controller Chip

Zonal and Gateway Backbone Chip

Central Compute and Cockpit Host

Market segment by Application

Powertrain and Energy Management

Chassis and Driving Control

Body and Comfort Systems

Cockpit and Human-Machine Interface

ADAS and Environmental Perception

In-Vehicle Communication and Networking

Major players covered

Texas Instruments Incorporated

Infineon Technologies AG

STMicroelectronics N.V.

Renesas Electronics Corporation

Analog Devices, Inc.

NXP Semiconductors N.V.

ON Semiconductor Corporation

Qualcomm Incorporated

Intel Corporation

OmniVision Integrated Circuits Group, Inc.

Robert Bosch GmbH

Melexis NV

Elmos Semiconductor SE

Microchip Technology Incorporated

ROHM Co., Ltd.

Toshiba Corporation

Socionext Inc.

Samsung Electronics Co., Ltd.

Telechips Inc.

AutoChips Inc.

Beijing SemiDrive Technology Corporation

Chipone Technology (Beijing) Co., Ltd.

NOVOSENSE Microelectronics Co., Ltd.

Market segment by region, regional analysis covers

Global Application-Specific Integrated Circuits (ASIC) for Automobile Market 2026 by Manufacturers, Regions, T...

North America (United States, Canada, and Mexico)

Europe (Germany, France, United Kingdom, Russia, Italy, and Rest of Europe)

Asia-Pacific (China, Japan, Korea, India, Southeast Asia, and Australia)

South America (Brazil, Argentina, Colombia, and Rest of South America)

Middle East & Africa (Saudi Arabia, UAE, Egypt, South Africa, and Rest of Middle East & Africa)

The content of the study subjects, includes a total of 15 chapters:

Chapter 1, to describe Application-Specific Integrated Circuits (ASIC) for Automobile product scope, market overview, market estimation caveats and base year.

Chapter 2, to profile the top manufacturers of Application-Specific Integrated Circuits (ASIC) for Automobile, with price, sales quantity, revenue, and global market share of Application-Specific Integrated Circuits (ASIC) for Automobile from 2021 to 2026.

Chapter 3, the Application-Specific Integrated Circuits (ASIC) for Automobile competitive situation, sales quantity, revenue, and global market share of top manufacturers are analyzed emphatically by landscape contrast.

Chapter 4, the Application-Specific Integrated Circuits (ASIC) for Automobile breakdown data are shown at the regional level, to show the sales quantity, consumption value, and growth by regions, from 2021 to 2032.

Chapter 5 and 6, to segment the sales by Type and by Application, with sales market share and growth rate by Type, by Application, from 2021 to 2032.

Chapter 7, 8, 9, 10 and 11, to break the sales data at the country level, with sales quantity, consumption value, and market share for key countries in the world, from 2021 to 2026. and Application-Specific Integrated Circuits (ASIC) for Automobile market forecast, by regions, by Type, and by Application, with sales and revenue, from 2027 to 2032.

Chapter 12, market dynamics, drivers, restraints, trends, and Porters Five Forces analysis.

Chapter 13, the key raw materials and key suppliers, and industry chain of Application-Specific Integrated Circuits (ASIC) for Automobile.

Chapter 14 and 15, to describe Application-Specific Integrated Circuits (ASIC) for Automobile sales channel, distributors, customers, research findings and conclusion.

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