

Global Latch Ics for Automobile Supply, Demand and Key Producers, 2026-2032

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Abstracts

The global Latch Ics for Automobile market size is expected to reach \$ 516 million by 2032, rising at a market growth of 6.9% CAGR during the forecast period (2026-2032).

Automotive latch ICs are not merely narrow digital logic latches, but a group of automotive-grade chips built around vehicle closure systems. Their core task is to enable lock and unlock actuation, position detection, speed and direction sensing, anti-pinch control, and fault diagnostics in door locks, tailgates, sliding doors, power windows, sunroofs, seats, and other body actuators. One side of this product group extends to execution-control devices such as multi-half-bridge, full-bridge, and door-zone driver ICs, which emphasize SPI communication, PWM control, current limiting, open-load and short-circuit diagnostics, and centralized control of door-lock motors and multiple loads. The other side extends to Hall-effect latch and dual-latch magnetic sensor ICs, which emphasize pole recognition, low jitter, 90-degree phase shift, wide input-voltage capability, high-temperature stability, open-drain or dual-channel outputs, and reliable speed and direction sensing. The main customers are OEMs, body electronics and door-module Tier 1 suppliers, and motor and actuator module makers. Common delivery forms include long-term supply of standard part numbers, platform-based product family selection, reference-design support, and functional-safety enablement. As automotive E/E architectures evolve toward door-zone and zonal control, closure-system control is shifting from discrete driving and discrete sensing toward co-designed drive-and-sense solutions, making suppliers with automotive qualification, functional safety, EMC robustness, and highly reliable packaging more likely to win long-term design-ins.

The core change in automotive latch ICs is that they have evolved from a narrowly defined door-lock chip concept into a body-electronics subsegment that covers both

actuation and sensing for closure systems. Official product pages show that suppliers such as ST, onsemi, Infineon, and Toshiba focus on door-lock motors, door modules, sliding doors, and multi-load actuation, emphasizing half-bridge and full-bridge topologies, SPI, PWM, current feedback, and diagnostics. In contrast, TI, ROHM, ABLIC, Melexis, Diodes, NOVOSENSE, and Semiment focus more on Hall-effect latches, dual latches, speed-and-direction outputs, and wide-voltage, high-temperature sensing, indicating that the industry is clearly developing along two parallel tracks, namely drive-side upgrading and sense-side upgrading. In the past, these products were mainly designed to complete a single action. Today, they are increasingly expected to execute the action, confirm status, identify faults, and adapt to harsh automotive environments within zonal body-control architectures. Their value is therefore no longer limited to replacing relays or mechanical switches, but extends to improving closure-system reliability, reducing unintended operation risk, cutting harness complexity, and supporting the shift toward zonal E/E architectures. For that reason, automotive qualification, high-temperature stability, EMC robustness, low jitter, and functional safety are moving from nice-to-have attributes to basic entry requirements for front-end automotive platforms.

From the demand side, the certainty of this segment comes from two layers. First, closure systems themselves are high-frequency, high-experience, and high-safety body functions. Door locks, tailgates, sliding doors, power windows, sunroofs, seat positioning, and anti-pinch functions affect both convenience and occupant safety, which means OEMs are unlikely to accept unstable components at these nodes. Second, regulations and standards continue to raise system-design requirements. FMVSS 118 explicitly requires power-operated windows, partitions, and roof-panel systems to minimize the likelihood of injury from unintended operation. UNECE Regulation No. 11 has long covered door latches and door-retention components, while ISO 26262 provides a unified framework for automotive functional safety. In this context, chip vendors are no longer expected to deliver only the basic function. They are increasingly required to integrate diagnostics, redundancy, direction detection, temperature-drift control, and abnormal-condition protection into the product definition itself. This is why official pages increasingly highlight terms such as AEC-Q100, ASIL B, ISO26262 Ready, Grade 0 temperature capability, and dual speed-and-direction outputs, because closure systems are gradually shifting from traditional comfort features into critical body-domain nodes in the intelligent-vehicle era.

From the perspective of industry structure and growth outlook, this segment is unlikely to become the largest category within automotive semiconductors in the near term, but it is well positioned to deliver steady growth in semiconductor content per vehicle and

attract a rising number of qualified suppliers. ACEA reported that global car production reached about 75.5 million units in 2024 and global car sales reached about 74.6 million units, while the IEA reported that global electric-car sales exceeded 17 million in 2024. This means more new vehicles are being equipped with electric actuators, intelligent closures, and additional body-sensing nodes. On the supply side, the market is no longer defined only by stable supply from established European, American, and Japanese analog players. Chinese domestic suppliers are also moving rapidly into automotive Hall sensors, position detection, and functionally safe sensing devices. As a result, competition is shifting away from simple parameter comparison toward broader platform coverage, automotive validation depth, reference-design support, delivery consistency, and co-development capability with customers. Over the next few years, the most promising opportunities will not lie in low-end generic substitution, but in high-reliability drive-plus-sense combinations for door-zone control, tailgate and sliding-door systems, e-latches, electronic steering-column locks, and seat and anti-pinch modules. This makes the segment more attractive when viewed through the lens of high value-added, strong validation barriers, and long front-end automotive design cycles.

This report studies the global Latch Ics for Automobile production, demand, key manufacturers, and key regions.

This report is a detailed and comprehensive analysis of the world market for Latch Ics for Automobile and provides market size (US\$ million) and Year-over-Year (YoY) Growth, considering 2025 as the base year. This report explores demand trends and competition, as well as details the characteristics of Latch Ics for Automobile that contribute to its increasing demand across many markets.

Highlights and key features of the study

Global Latch Ics for Automobile total production and demand, 2021-2032, (Million Units)

Global Latch Ics for Automobile total production value, 2021-2032, (USD Million)

Global Latch Ics for Automobile production by region & country, production, value, CAGR, 2021-2032, (USD Million) & (Million Units), (based on production site)

Global Latch Ics for Automobile consumption by region & country, CAGR, 2021-2032 & (Million Units)

U.S. VS China: Latch Ics for Automobile domestic production, consumption, key domestic manufacturers and share

Global Latch Ics for Automobile production by manufacturer, production, price, value and market share 2021-2026, (USD Million) & (Million Units)

Global Latch Ics for Automobile production by Type, production, value, CAGR, 2021-2032, (USD Million) & (Million Units)

Global Latch Ics for Automobile production by Application, production, value, CAGR, 2021-2032, (USD Million) & (Million Units)

This report profiles key players in the global Latch Ics for Automobile market based on the following parameters - company overview, production, value, price, gross margin, product portfolio, geographical presence, and key developments. Key companies covered as a part of this study include ABLIC, STMicroelectronics, Melexis, Texas Instruments, Allegro MicroSystems, onsemi, Infineon Technologies, Diodes Incorporated, Toshiba Electronic Devices & Storage, ROHM Semiconductor, etc.

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

Stakeholders would have ease in decision-making through various strategy matrices used in analyzing the World Latch Ics for Automobile market

Detailed Segmentation:

Each section contains quantitative market data including market by value (US\$ Millions), volume (production, consumption) & (Million Units) and average price (US\$/Unit) by manufacturer, by Type, and by Application. Data is given for the years 2021-2032 by year with 2025 as the base year, 2026 as the estimate year, and 2027-2032 as the forecast year.

Global Latch Ics for Automobile Market, By Region:

United States

China

Europe

Japan

South Korea

ASEAN

India

Rest of World

Global Latch Ics for Automobile Market, Segmentation by Type:

Bipolar

Unipolar

Global Latch Ics for Automobile Market, Segmentation by Product Functional Role:

Actuation Driver IC

Single-Channel Latch Sensing IC

Dual-Channel Latch Sensing IC

Other

Global Latch Ics for Automobile Market, Segmentation by Package Form Factor:

Multi-Pin Power Package

Small Surface-Mount Package

Through-Hole Leaded Package

Other

Global Latch Ics for Automobile Market, Segmentation by Application:

ADAS

Encoders for Window Lifts

Seat Motors

Seat Belt Buckle Detector

Others

Companies Profiled:

ABLIC

STMicroelectronics

Melexis

Texas Instruments

Allegro MicroSystems

onsemi

Infineon Technologies

Diodes Incorporated

Toshiba Electronic Devices & Storage

ROHM Semiconductor

NOVOSENSE Microelectronics Co., Ltd.

Semiment Technology Inc.

Key Questions Answered:

1. How big is the global Latch Ics for Automobile market?
2. What is the demand of the global Latch Ics for Automobile market?
3. What is the year over year growth of the global Latch Ics for Automobile market?
4. What is the production and production value of the global Latch Ics for Automobile

market?

5. Who are the key producers in the global Latch Ics for Automobile market?

6. What are the growth factors driving the market demand?

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