



Report's presentation

REPORT OBJECTIVES

- Provide updated market metrics and forecasts for electrified vehicles
- Analyze the differences between geographical areas, the incentives and the brakes for market growth
- Present main technological trends and ongoing developments for power electronics targeting automotive at each level (inverter, power module, power device)
- Provide updated market metrics and forecasts for power electronics (split by type of electrified vehicle)
- Present batteries evolution and its impact on power electronics
- Analyze business models evolution and supply-chain moves



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ABOUT THE AUTHORS



Biography & contact



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Coralie Le Bret has been an analyst in power electronics and compound semiconductor technologies since 2014, at Yole Développement, the "More than Moore" market research and strategy consulting company. She gratuated from INSA Lyon with an engineering degree in material sciences, specializing in semiconductors and microelectronics. At Yole Développement she is in charge of electro-mobility, and she uses her expertise on materials and semiconductors to follow power devices and power packaging evolution.

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COMPANIES CITED IN THE REPORT

AVL, BAIC, Beiqi, BMW, Bolloré, Bosch, BYD, Changan Automobile, Chery, Continental, CRRC/Dynex, Daimler, Delphi, Denso, Dongfeng, Elaphe, Faraday Future, DAW, Fiat, Ford, Fuji Electric, Geely, General Motors, Google, Great Wall Motors, Hitachi, Honda, Huanghai, Hyundai, Infineon/International Rectifier, JAC, Kandi, Kia, Macmic, Michelin, Mitsubishi Electric, Mitsubishi Motors, Nissan, Oak Ridge National Laboratory, Porsche, Protean, Renault, SAIC, Schaeffler, Semikron, Siemens, ST Microelectronics, Tesla Motors, Tianjin Qingyuan Electric Vehicles, Toshiba, Toyota, Uber, Valeo, Volkswagen, Volvo, Wanxiang Electric Vehicles, Zotye





Report's extract

NEWS WRAP-UP - Q4 2015

- Renault and Dongfeng announced partnership to produce electric Fluence-based car for China
- BYD announced partnership with ASMC to produce their own IGBTs
- Toyota revealed its plan for fuel-cell vehicles: target is 30,000 hydrogen fuel cell cars sales annually by 2020
- Honda unveiled the world premiere of its fuel-cell vehicle, with start of sale forecasted for March 2016
- California announced the target of 100% zero-emission vehicles sales by 2050
- Daimler presented its fuel-cell car at Tokyo Motor Show (prototype)
- Local Motors company (US) presented its 3D printed electric car, the LM3D Swim
- Audi, BMW, Daimler, Porsche, Volkswagen and others are part of 150kW charlN CCS fast charge initiative
- China's Government announced the target of 5,000,000 charging spots by 2020
- Volkswagen announced the increase of invest dedicated to electrification by €100M for 2016
- Cadillac CEO announced that most of new models will get PHEV version
- BMW announced an acceleration of efforts on plug-in electric cars in order to meet CO₂ emission limits
- Canada's Government granted a \$20 million help for public charging infrastructure development
- Fuel-cell technology got a \$35 million boost from US Energy Department



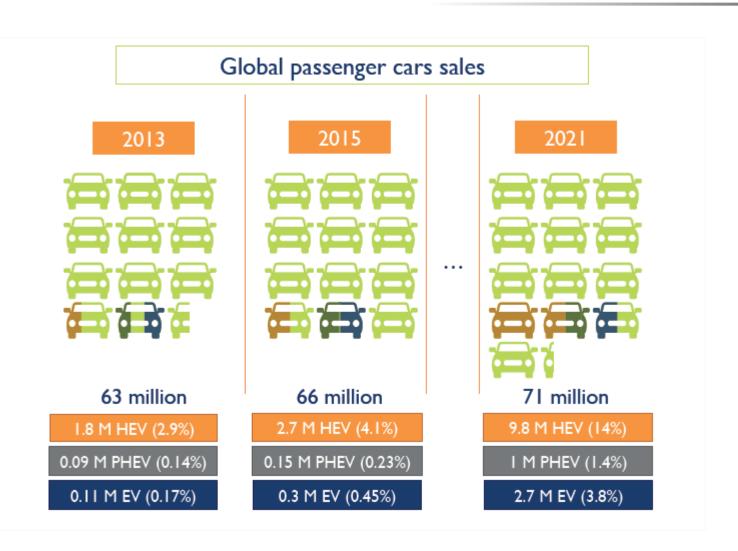


DIFFERENT TYPES OF VEHICLES AND THEIR MARKET

What about electrified cars?

According to Yole estimations, full electric cars should hit the 1% market shares by 2017-2018

- Even if the first electric car was born at the beginning of 20th century, the first representative sales of electrified cars started in 2013
- Since that year, vehicle electrification is growing
- Between 2014 and 2015, the amount of full electric cars sold was multiplied by 2, which is very encouraging for the future
- By 2021, we expect electrified cars to represent almost 20% of the sales

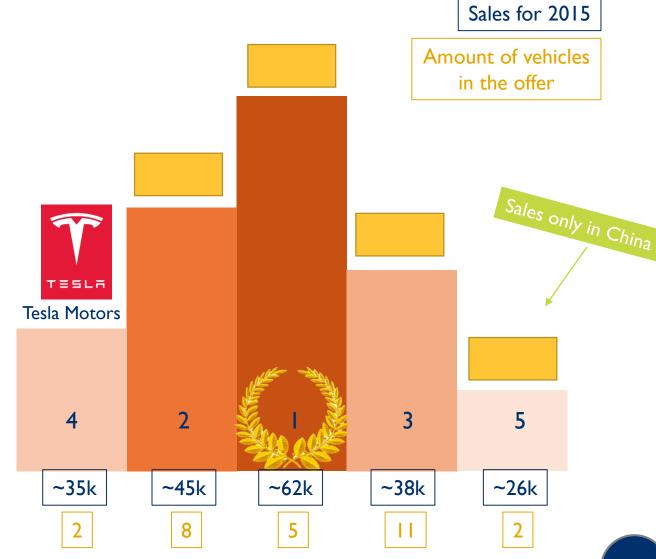




DIFFERENT TYPES OF VEHICLES AND THEIR MARKET

Top electric vehicles companies in 2015 (for EV+PHEV)

- China's weight is so big that 2 of the 5 leading companies for EV+PHEV are Chinese
- Depending on the geographical area and on the type of electrification that is the most common (full EV or PHEV), different car makers are leading the market
- In China, almost all electrified cars sold are made by Chinese companies (otherwise there is no incentive from the state). Considering the huge weight of China in electrified cars market, 2 of the 5 leading companies are Chinese
- Toyota, pioneer of electrification, is not part of the top 5 mainly because of delay on launching of the new Prius
- Although the company provided only one vehicle for most of the year, Tesla Motors' success is confirmed by a 4th place in the 2015 ranking



DIFFERENT TYPES OF VEHICLES AND THEIR MARKET

Ranking for EV and PHEV sold in 2015, China excluded

Despite the high selling price,

despite "luxury

* Xxx
value
than 3

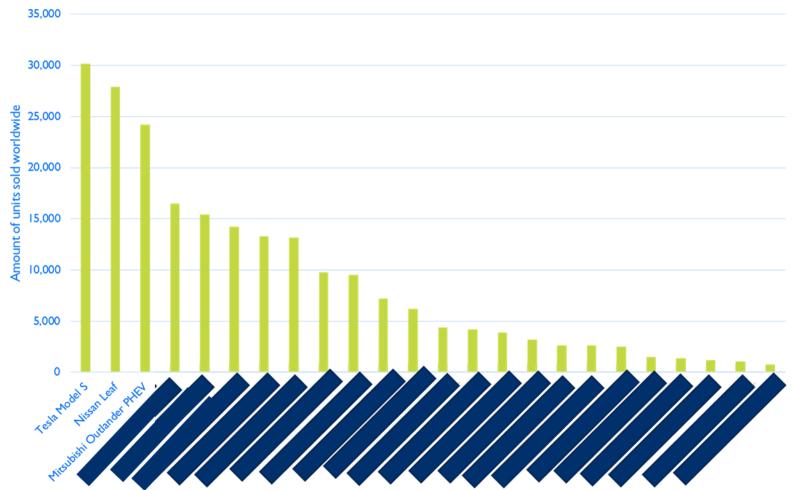
Tesla Model S is

leading the

market

- Xxx was the most popular EV in 2015 despite being a "luxury car"
- Xxx is still a sure value with more than 25,000 units sold
- Xxx became the most sold PHEV in 2015, and its growth could be even higher as it was not sold in the US in 2015

Leading models of EV and PHEV in 2015, China excluded



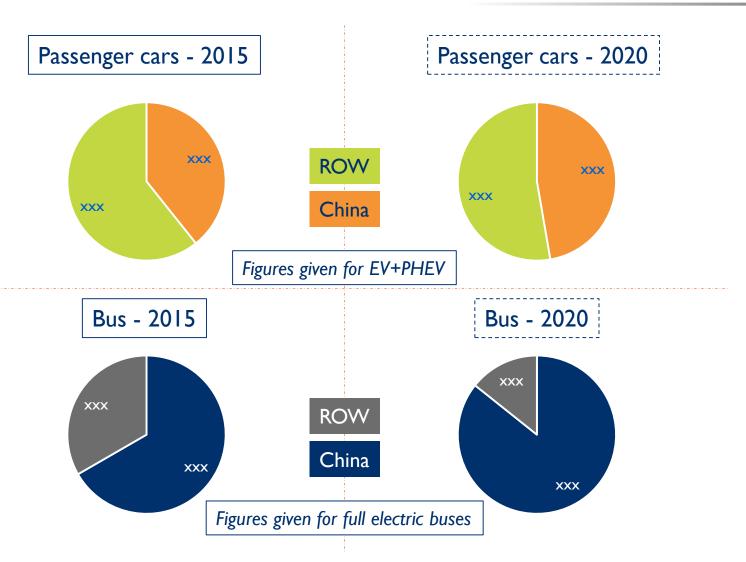


CHINESE EV MARKET

Importance of China for electrified vehicles future

China market shares for electric vehicles will grow strongly in the future, especially for public transportation

- represented xxx% of the market for electric vehicles (EV+PHEV, in Units). Chinese Government's helps and dynamism of this market will help it grow in the future, to reach almost the half of the market by 2020
- Public transportation in China is very common in China and especially buses. Aggressive targets in terms of CO₂ reduction makes China the leading country for electric buses. This trend should confirm in the coming years, and we expect China to have almost 90% of electric bus market by 2020

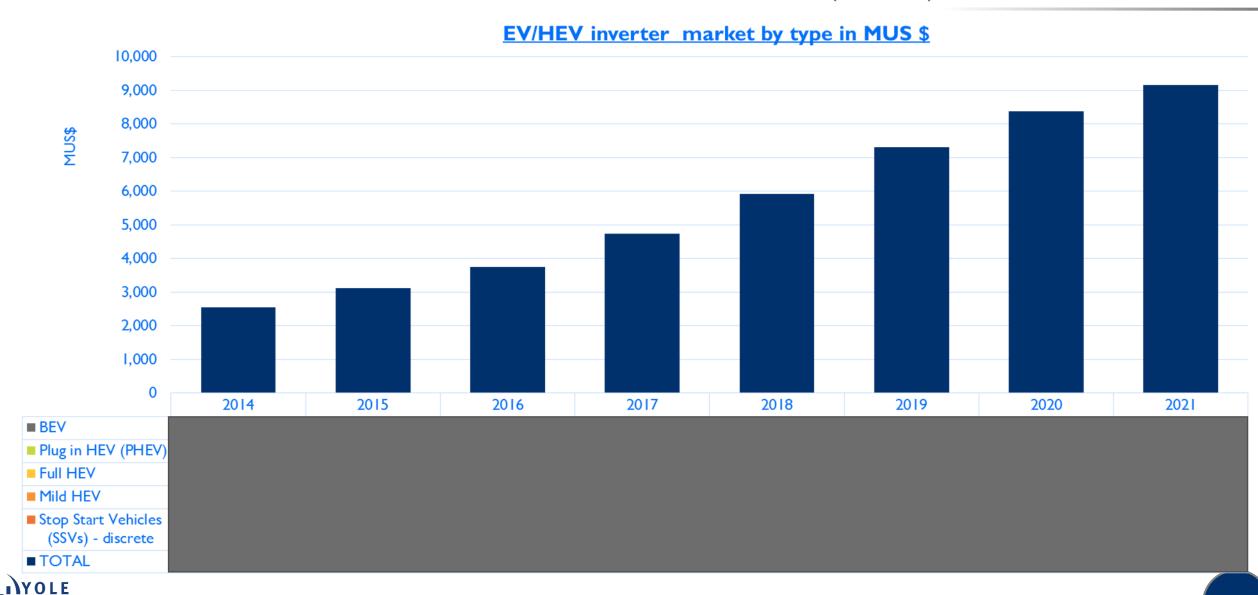






POWER ELECTRONICS BUSINESS UPDATE

Inverter market and forecasts for electrified vehicles (in M \$)





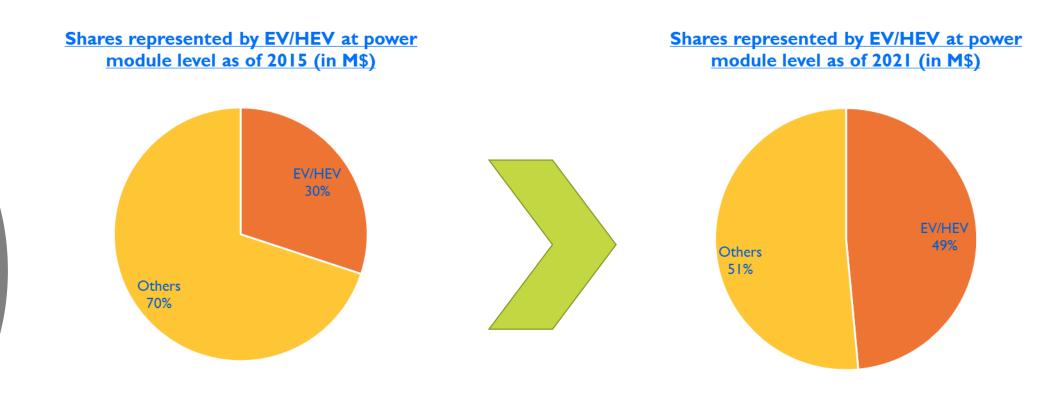
POWER ELECTRONICS BUSINESS UPDATE

Total: \$xxxB



Part of EV/HEV in overall power module market – evolution between 2015 and 2021

EV/HEV will take important shares in power module market to finally represent half of the market by 2021



Power modules considered here are mostly IGBT modules, as it is the mainstream for EV/HEV. Some MOSFET modules are also used for lower powers, and by 2021 we expect that some SiC modules will enter the market.



Total: \$xxxB

SPECIFIC POWER DENSITY

EV/HEV examples - kW/kg

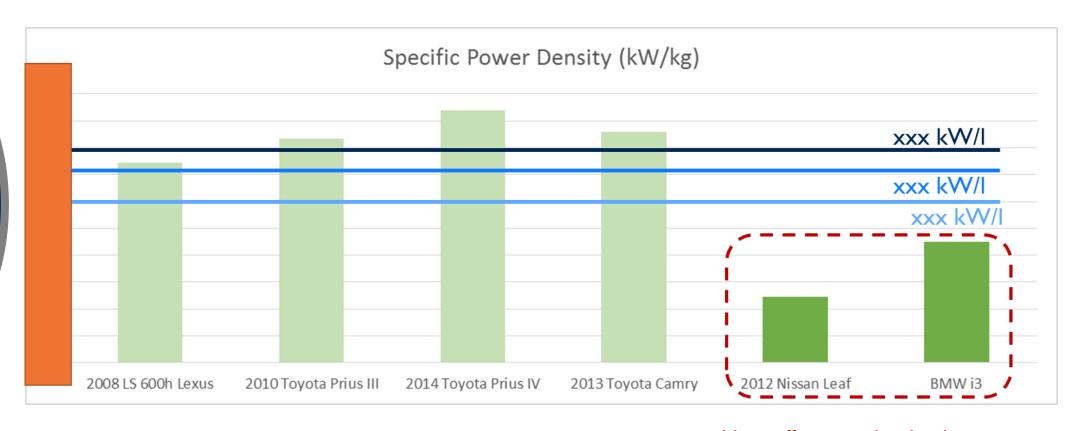
DOE Targets:

20252020

____ 2015

Inverter's power density without taking into account the DC/DC boost:

Concerning the specific power density, here again, hybrid vehicles show the highest values.



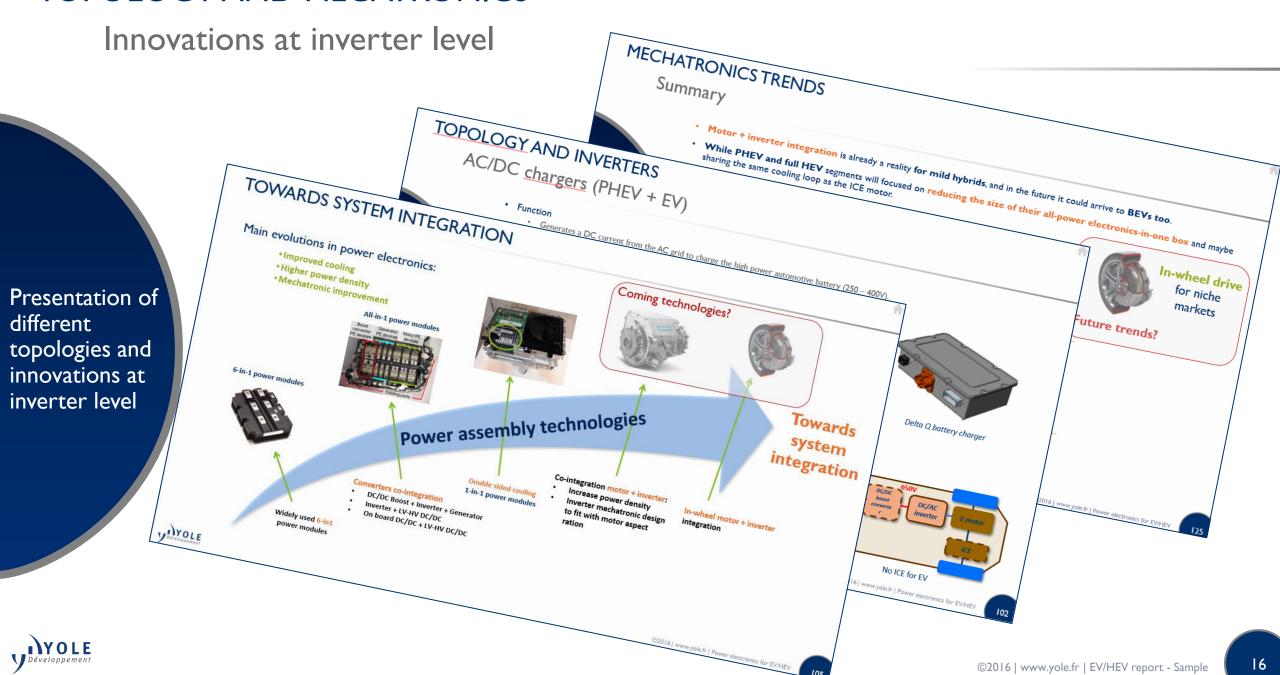


Hybrid vehicles

Full electric vehicles

More efforts need to be done on the **BEV segment** to attain the targets presented by the DOE

TOPOLOGY AND MECATRONICS



MILD HYBRID VEHICLES

Motor-Inverter integration



High integration is achieved with motor-inverter mechatronics in mild hybrid vehicles.

- So far, the integration of power converters on the electric motor housing has just been seeing in mild hybrid cars, as low powers are involved (5-15kW).
 - This integration between the electric motor and the inverter will be a strong trend for this category of electrified vehicles.
- The electric motors are considered an auxiliary help for the ICE traction (belt-connection mainly).
- Continental provides a motor-inverter solution of permanently 5kW power (peak 13kW), for a 48V mild hybrid architecture.
 - The weight of the whole is 12kg.
- The mild hybrid Volkswagen GolfTSI is using this technology from Continental.











The 48V mild

architecture is

wide spreading

and in several

cases, they are

using motor +

inverter integrated

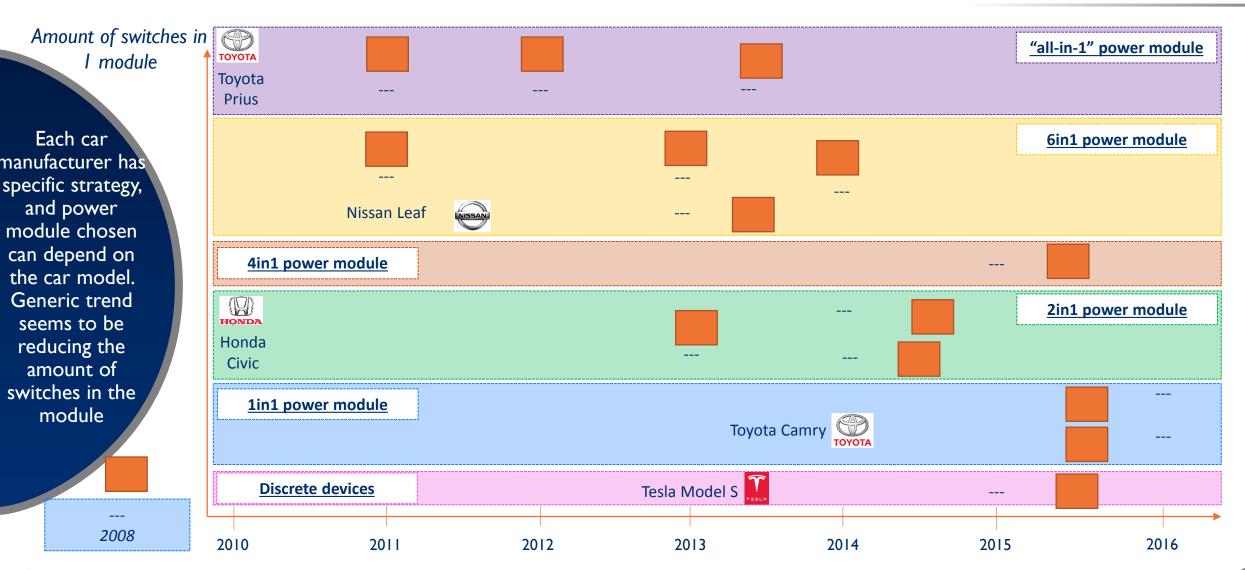
solutions.

among car OEMs

hybrid

POWER MODULE LEVEL

Power module types and positioning of manufacturer



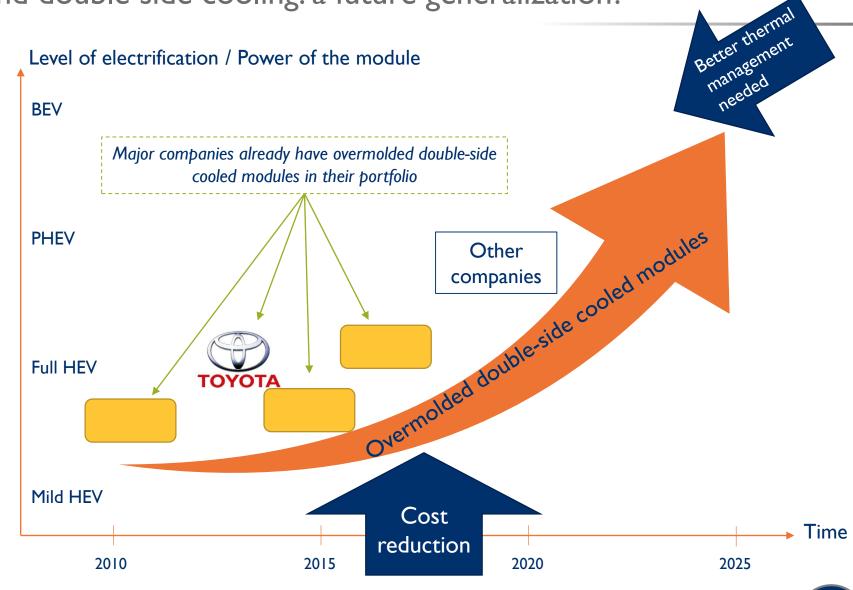


POWER MODULE LEVEL

Overmolded modules and double side cooling: a future generalization?

Double side cooling fits well with overmolded modules. Considering the context, we expect those modules to spread in the future

- Overmolding modules were first used thanks to their low cost, especially in hybrid vehicles
- Double-side cooling allows a better thermal management in a reduced volume, which is a key constrain in hybrid vehicles
- In the other hand, with increase of junction temperature, thermal management is also key for full electric vehicles. Cost pressure is also very strong on this segment
- We are confident in a strong development of overmolded doubleside cooled modules in the future





POWER DEVICES: SILICON AND WBG

Device types and power levels: opportunities for WBG

Could be replaced by WBG

WBG
devices could
replace Sibased IGBTs
and
MOSFETs in
EV/HEV
applications.

Converters	SSV	Mild HEV	Full HEV	PHEV (with EREV)	EV (BEV or FCV)
I. Start/stop module	MOSFET 1.5 to 10kW Av: 3.5kW				
2. DC/DC converter I4V (to		MOSFET – 1.5 / 3kW – Av: 2.25kW			
3. DC/AC inverter (+ DC/DC booster option)		MOSFET or IGBT 5 /20kW Av: I5kW	IGBT – 20 / 150kW Av: 70kW		
4. Generator			IGBT – 20 / 40kW Av: 30kW		
5. Battery charger			MOSFET - 3/6kW – Av: 4.5kW and then IGBT - 10 / 20kW – Av: 15kW		
Total average power / car	3.5kW	17.25kW	52.25kW 56.75 to 102.5kW (for a single motor setup)		

These applications are specific to EV/HEV. Standard ICE power device applications such as oil pump, steering, braking and HVAC are not considered.

Auxiliary inverters have not been considered because they use few power devices.



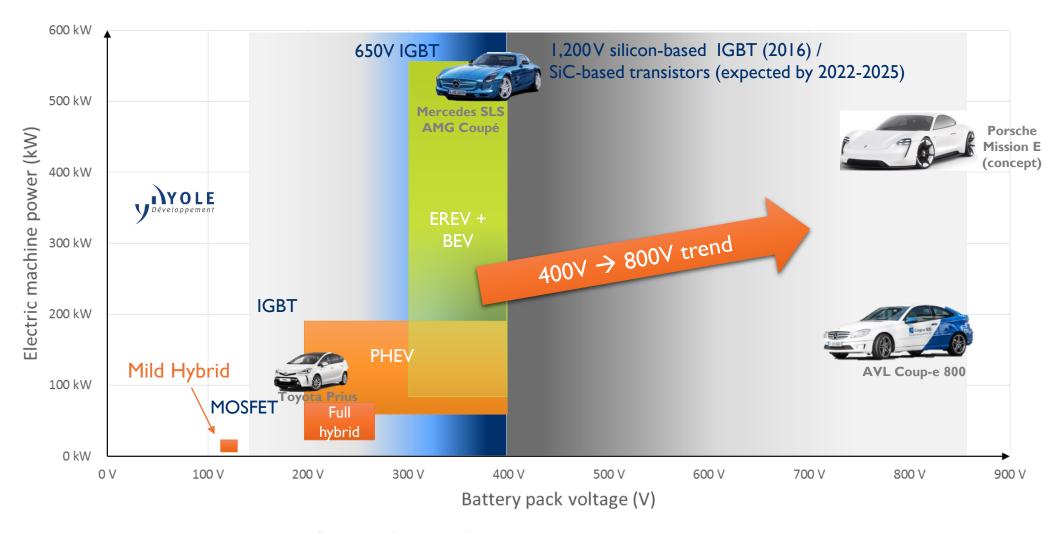
BATTERIES IN ELECTRIFIED VEHICLES

Different battery voltage levels in EV/HEV cars

Most EV/HEV cars batteries are based on the voltage level of about 350-400V
Only two 800V

Only two 800V battery vehicles have been identified, of which one is at a concept stage only

HV battery can open the field to use of 1,200V IGBTs and increased use of SiC components





Overview of recent EV/HEV and the related power electronic components Yole Développement

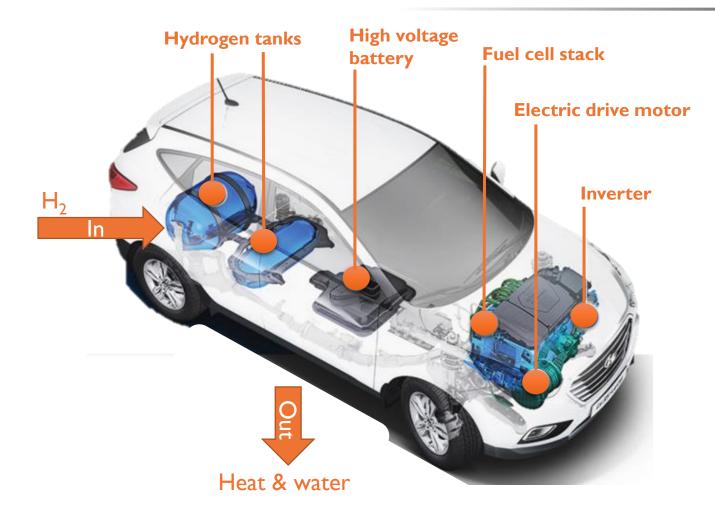
FUEL CELL VEHICLES

Fuel cell vehicle in a nutshell

Fuel cell vehicle is an electricpowered vehicle

The electricity to power electrical engine is generated from hydrogen inside the car using fuel cells

- A fuel cell vehicle (FCV) is a vehicle that uses a fuel cell to power an electric drive system
- It is a Zero-Emission Vehicle, electrically powered, in which the electricity used to power electric engine is generated by converting hydrogen into electricity in fuel cell stack
- It is not just "a hydrogen vehicle"! The vehicles which burn hydrogen to power internal combustion engine (such as BMW Hydrogen 7) do not belong to the category of FCVs
- Fuel cells provide electricity by reacting hydrogen with heat and water as the products of the reaction
- Hydrogen is refilled into hydrogen tanks in vehicle at a hydrogen refilling stations similarly as petrol in a ICE car
- Fuel cell is not a new technology. Fuel cells provided spacecraft with power since 1960s

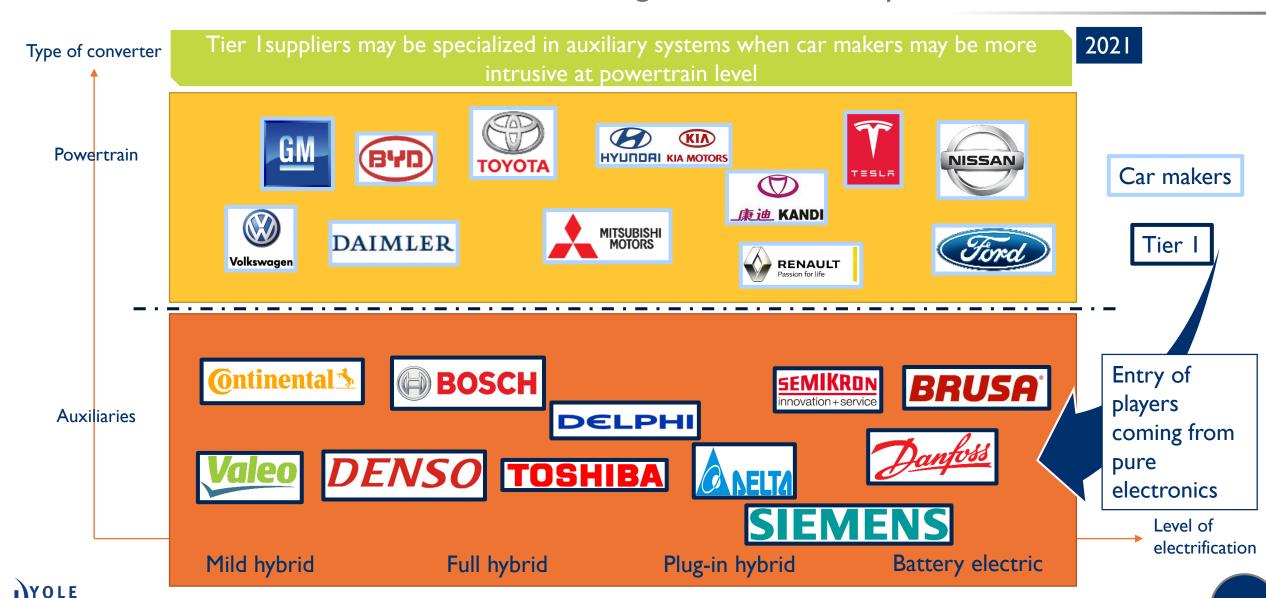


Main parts of a fuel cell vehicle. Example of a Hyundai ix35 FCV



BUSINESS MODELS, SUPPLY CHAIN AND LEADERS

Business model evolution with market growth – 2021 expectations



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- International Conference and Exhibition on Device Packaging March 15-17, 2016 – Fountain Hills, USA
- Lab-on-a-Chip European Congress March 15-16, 2016 – Madrid, Spain
- APEC March 20-24, 2016 – Long Beach, USA
- PCIM Europe May 10-12, 2016 – Nuremberg, Germany

- ECTC May 31-June 3, 2016 – Las Vegas, USA
- Sensors Expo & Conf June 21-23, 2016 – San José, USA
- SEMICON West July 12-15, 2016 San Francisco, USA
- LED Professional Symposium LpS September 20-23, 2016 – Bregenz, Austria
- SEMICON Europa October 25-27, 2016 – Grenoble, France
- SEMICON Japan December 14-16, 2016 – Tokyo, Japan



^{*}Non exhaustive list



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Account n°: 0170 200 1565 87

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 - Posting any Product to any other online service (including bulletin boards or the Internet):
 - Licensing, leasing, selling, offering for sale or assigning the Product.
- 6.3 The Buyer shall be solely responsible towards the Seller of all infringements of this obligation, whether this infringement comes from its employees or any person to whom the Buyer has sent the Products and shall personally take care of any related proceedings, and the Buyer shall bear related financial consequences in their entirety.
- 6.4 The Buyer shall define within its company point of contact for the needs of the contract. This person will be the recipient of each new report in PDF format. This person shall also be responsible for respect of the copyrights and will guaranty that the Products are not disseminated out of the company.
- 6.5 In the context of annual subscriptions, the person of contact shall decide who within the Buyer, shall be entitled to access on line the reports on I-micronews.com. In this respect, the Seller will give the Buyer a maximum of 10 password, unless the multiple sites organization of the Buyer requires more passwords. The Seller reserves the right to check from time to time the correct use of this password.
- 6.6 In the case of a multisite, multi license, only the employee of the buyer can access the report or the employee of the companies in which the buyer have 100% shares. As a matter of fact the investor of a company, the joint venture done with a third party etc..cannot access the report and should pay a full license price.

7. TERMINATION

- 7.1 If the Buyer cancels the order in whole or in part or postpones the date of mailing, the Buyer shall indemnify the Seller for the entire costs that have been incurred as at the date of notification by the Buyer of such delay or cancellation. This may also apply for any other direct or indirect consequential loss that may be borne by the Seller, following this decision.
- 7.2 In the event of breach by one Party under these conditions or the order, the non-breaching Party may send a notification to the other by recorded delivery letter upon which, after a period of thirty (30) days without solving the problem, the non-breaching Party shall be entitled to terminate all the pending orders, without being liable for any compensation.

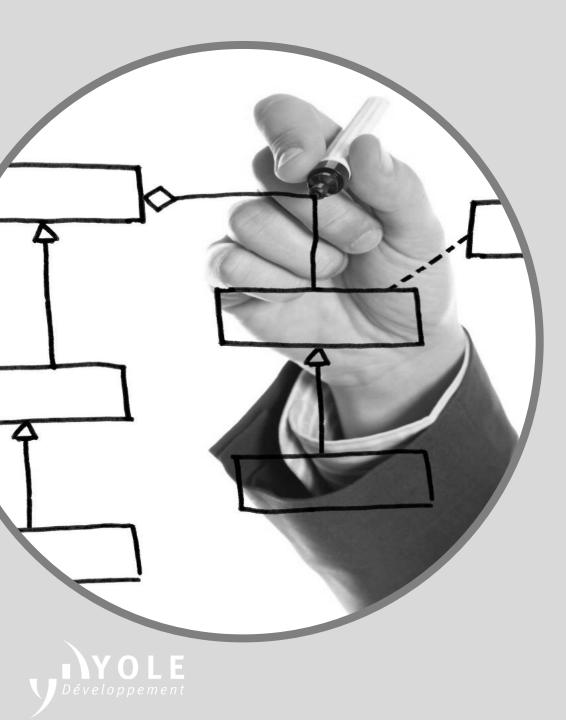
8. MISCELLANEOUS

All the provisions of these Terms and Conditions are for the benefit of the Seller itself, but also for its licensors, employees and agents. Each of them is entitled to assert and enforce those provisions against the Buyer.

Any notices under these Terms and Conditions shall be given in writing. They shall be effective upon receipt by the other Party. The Seller may, from time to time, update these Terms and Conditions and the Buyer, is deemed to have accepted the latest version of these terms and conditions, provided they have been communicated to him in due time.

9. GOVERNING LAW AND JURISDICTION

- 9.1 Any dispute arising out or linked to these Terms and Conditions or to any contract (orders) entered into in application of these Terms and Conditions shall be settled by the French Commercial Courts of Lyon, which shall have exclusive jurisdiction upon such issues.
- 9.2 French law shall govern the relation between the Buyer and the Seller, in accordance with these Terms and Conditions.

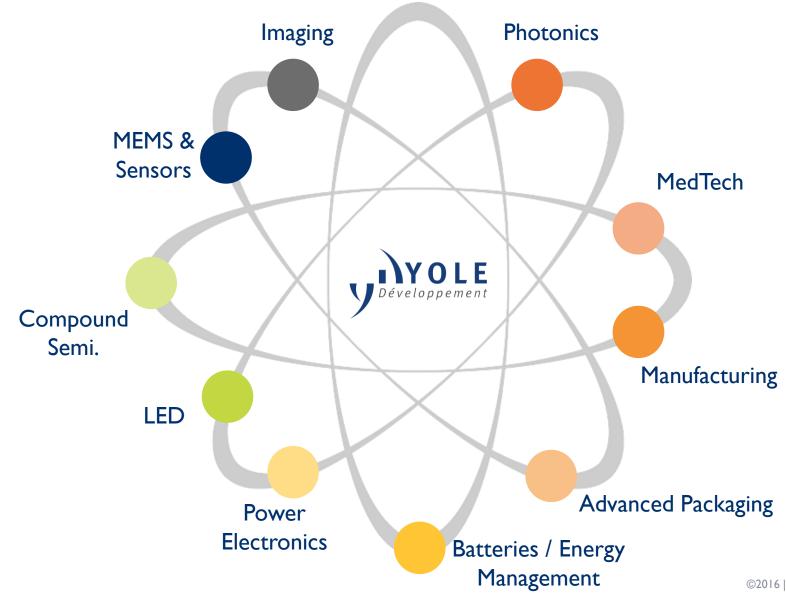


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