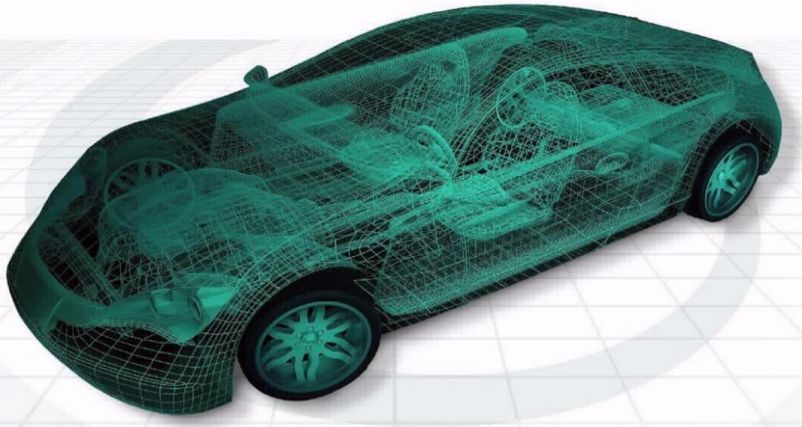
mipi alliance

IF IT'S NOT MIPI, IT'S NOT MOBILE

Let's Get Practical

How Can You Benefit from MIPI A-PHY



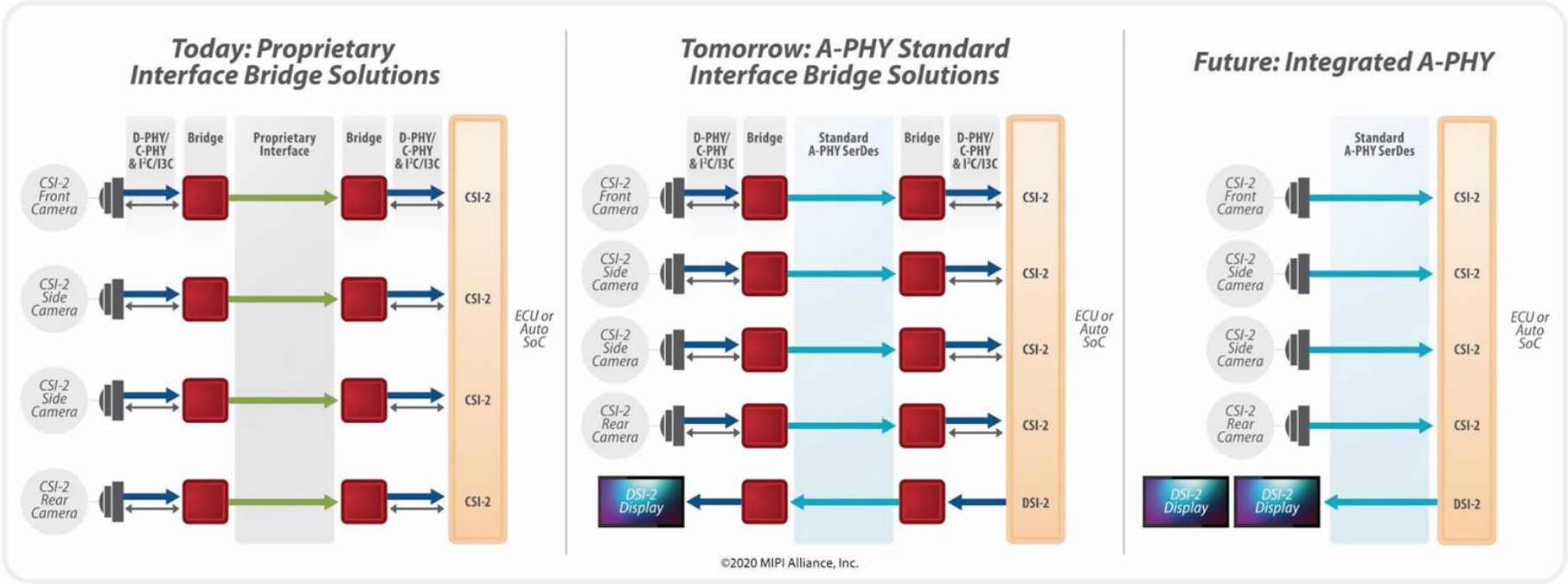
Edo Cohen
MIPI A-PHY Working Group Co-Chair
Valens Semiconductor
13 October 2021

AUTOMOTIVE SerDes CONFERENCE

A-PHY v1.0 Overview

AUTOMOTIVE SerDes CONFERENCE

MIPI A-PHY Overview



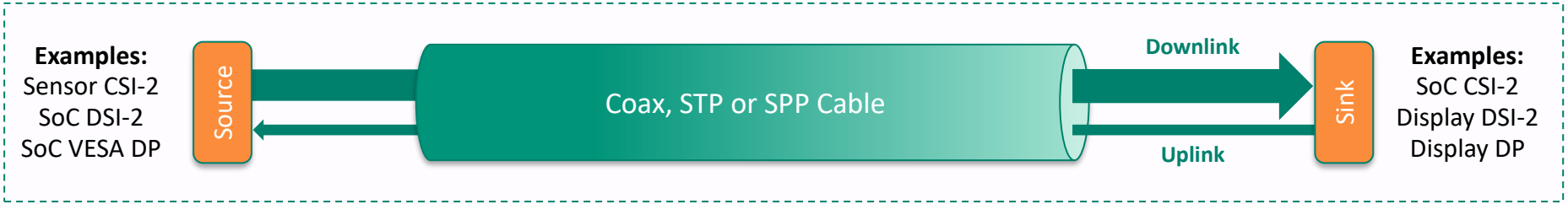
Lower cost through standardization and economies of scale

Lower cost/eBOM through integration

ECU: Electronic Control Unit **SoC:** System On Chip

MIPI A-PHY – Automotive Long-Reach PHY

The first industry-standard *long-reach* asymmetric SerDes physical layer specification targeted for ADAS/ADS surround sensor applications and infotainment display applications



A-PHY v1.0 offers:

- Direct coupling to native CSI-2/DSI-2/DP-eDP protocols
- High performance of up to 16 Gbps over 10-15m
- High noise immunity, ultra low PER (< 10^{-19})
- Supports bridge-based and endpoint integration
- Support for automotive coax and STP\SPP channels
- Power over cable

NEW A-PHY v1.1 Enhancements:

- Increased support for lower cost legacy cables
- Double uplink data rate
- Star quad cable support, enabling dual downlink operation

PER: Packet Error Rate
STP: Shielded Twisted Pair
SPP: Shielded Parallel Pair

ADAS: Advanced Driver Assistance System
ADS: Autonomous Driving System
SoC: System On Chip

A-PHY v1.0 Performance- and Immunity-Based Profiles

Performance Variance and Scalability

- A-PHY scales up the bandwidth without changing the cables and connectors by increasing the PAM level

Noise Immunity (EMC RF Ingress) Variance

- Different OEMs have different requirements
- MIPI-conducted EMC tests at independent labs evaluating noise levels and shielding effects degradation after mechanical stress and aging

Two Performance / Noise Immunity Profiles

- **Profile 1:** Optimized for low cost/power implementations for lower gears with lower noise immunity and target PER $<10^{-9}$
- **Profile 2:** Optimized for Vehicle Life-span, link robustness for all Gears with high noise immunity and target **PER $<10^{-19}$**

Interoperability

- Full inter-profile interoperability
- A-PHY Device supporting Gear N (N could be 1–5) shall support all lower gears.

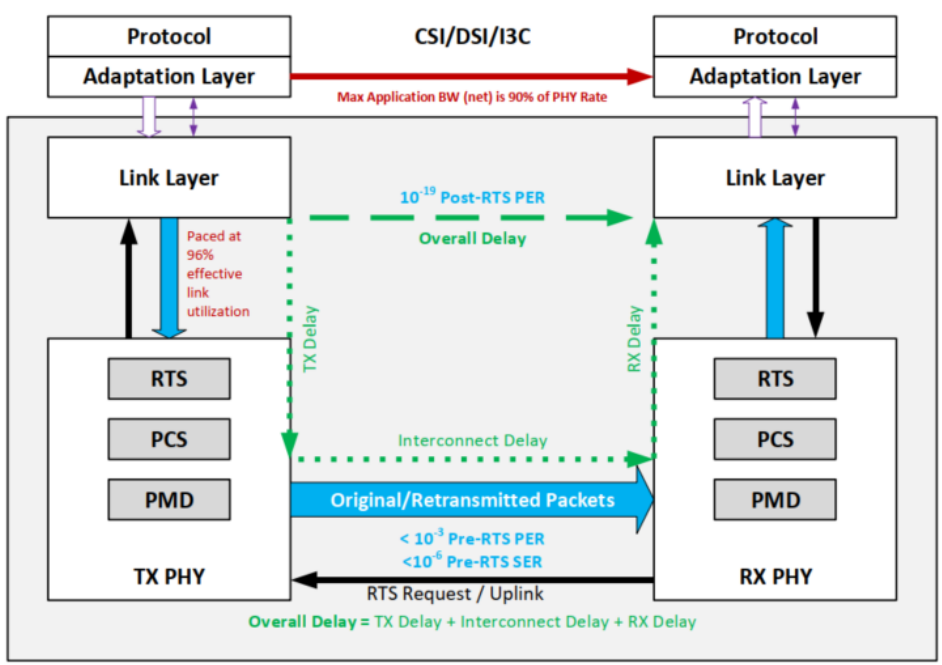
MIPI A-PHY v1.0 Performance

Downlink Gear Data Rate	Modulation	Modulation Bandwidth (GHz)	Max Net App Data Rate (Gbps)
G1 2 Gbps	NRZ-8B/10B	1	1.5
G2 4 Gbps	NRZ-8B/10B	2	3
G3 8 Gbps	PAM4	2	7.2
G4 12 Gbps	PAM8	2	10.8
G5 16 Gbps	PAM16	2	14.4
Uplink 100Mbps	NRZ-8B/10B	0.05	55 Mbps

What Makes MIPI A-PHY So Robust and Efficient?

RTS + NBIC

- **Time bounded** local PHY level retransmission.
  - Only within a pre-defined “Overall Delay” (~6µs@G5)
  - Local: Transparent to the upper Layers
  - Local: Happens within a single A-PHY Hop
- Dynamic modulation for retransmitted packets with better error resistance
- Highly resilient
  - Overcome large Thousands symbols-long error bursts
  - Multiple 10s mV, instantly attacking NBI peaks
- High reliability → **PER < 10^{-19}**
- Low overhead → **90% Net Data Rate**

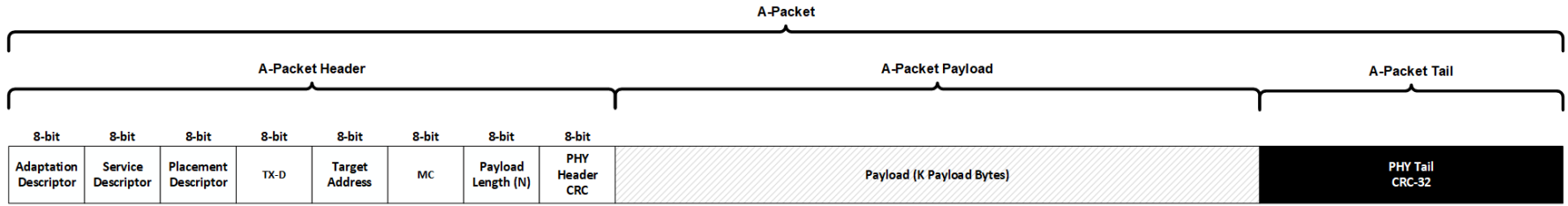


RTS: Re-Transmission Sub-Layer **NBI:** Narrow Band Interferences

PMD: Physical Media Dependent **PCS:** Physical Coding Sub-Layer

NBIC: Narrow Band Interferences Canceller

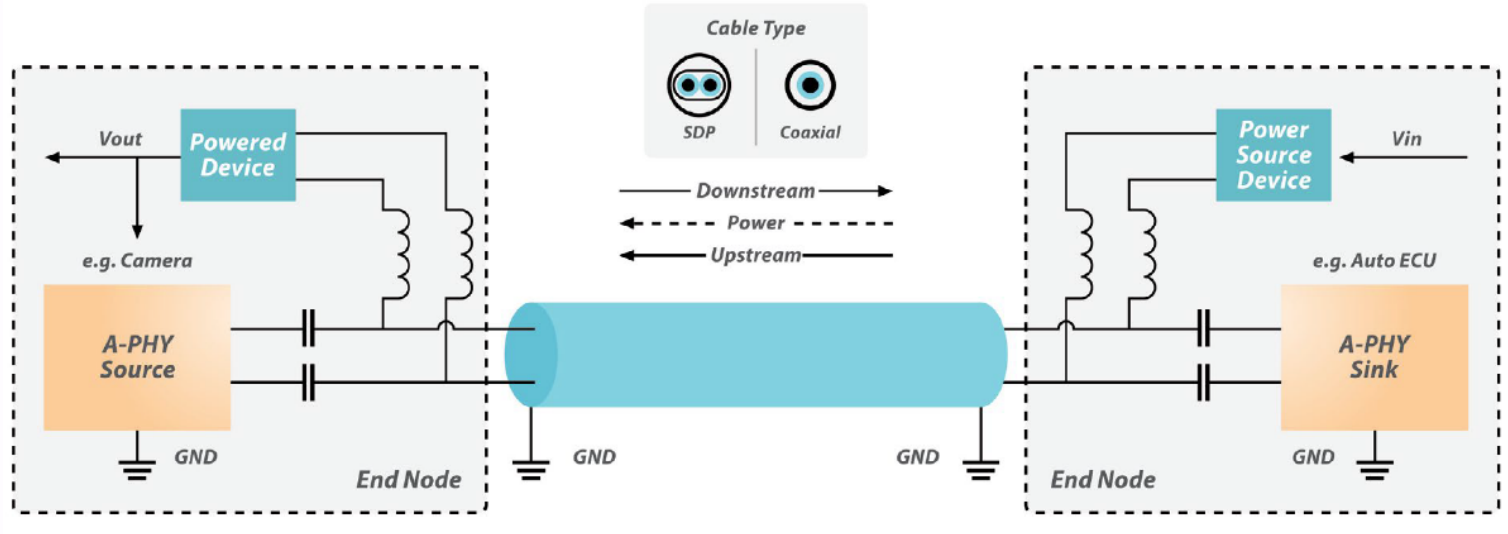
A-Packet



- The A-Packet is structured to carry the Native Protocol data and all information that the A-PHY Data Link Layer requires to perform its functions efficiently.
- Downlink and uplink use the same packet structure.
- Structure optimized supporting multiple protocols aggregation with minimal overhead and latency
- The A-Packet Header contains all required information (e.g., QoS, Priority, Destination, Protocol Type).
- The A-Packet structure:
  - Header - 8 Byte including MC (Message Counter)
  - Payload
  - Tail – 4 Byte (CRC-32)

A-PHY Interconnect

- A-PHY is a single lane, point-to-point, serial communication technology
- Support for multiple cable types – SDP/Coax
- Power over cable support
- Up to 15m with 4 inline connectors



A-PHY Functional Safety Features

- A-PHY packets are end-to-end protected as recommended in ISO-26262:2018:
  - CRC-32 for each packet, providing a Hamming-Distance of more than 3
  - Message Counter that is 8 bits wide
  - Timeout monitoring is fulfilled by the Keep-Alive function
- The above measures are necessary to argue a high diagnostic coverage for a communication bus, per Table D.6 in ISO 26262-5:2018
- All other functional safety features necessary to fulfill the required system-level safety goal with ASIL are expected to be managed by upper layers

A-PHY's tunnels, end-to-end, all the protection elements, allowing both Safety and Security (SPDM).

What's Coming in A-PHY v1.1

A-PHY v1.1 enhancements:

- 200 Mbps double rate uplink (U2)
- Optional PAM4 modes for G1 & G2
- Adds STQ cable support (see next slide)

Enhanced Performance Variance and Scalability

Expands PAM4 encoding to lower gears, reducing the operating signal rate of these gears and allowing implementation of A-PHY using lower cost legacy cables and connectors.

Same High Noise Immunity (EMC RF Ingress)

Supports same high noise immunity with an ultra-low Packet Error Rate ($< 10^{-19}$) ➔ built for vehicle life span support

Interoperability and Compatibility

- A-PHY v1.1 backward compatible with v1.0
- A-PHY v1.0 forward compatible with v1.1

A-PHY guarantees full inter-profile interoperability; devices will support all the various gears below them

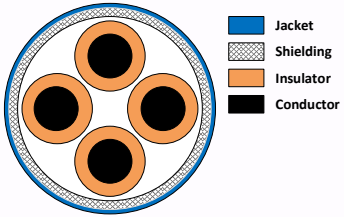
MIPI A-PHY Performance

A-PHY v1.1 enhancements shown in orange

Downlink Gear Data Rate	Modulation	Modulation Bandwidth (GHz)	Max Net App Data Rate (Gbps)
G1 2 Gbps	NRZ-8B/10B	1	1.5
	PAM4 (Optional)	0.5	1.8
G2 4 Gbps	NRZ-8B/10B	2	3
	PAM4 (Optional)	1	3.6
G3 8 Gbps	PAM4	2	7.2
G4 12 Gbps	PAM8	2	10.8
G5 16 Gbps	PAM16	2	14.4

Uplink Gear Data Rate	Modulation	Modulation Bandwidth (MHz)	Max Net App Data Rate (Mbps)
U1 100 Mbps	NRZ-8B/10B	50	55
U2 200 Mbps	PAM4-8B/10B	50	125

A-PHY v1.1: Adds Support for STQ Cables



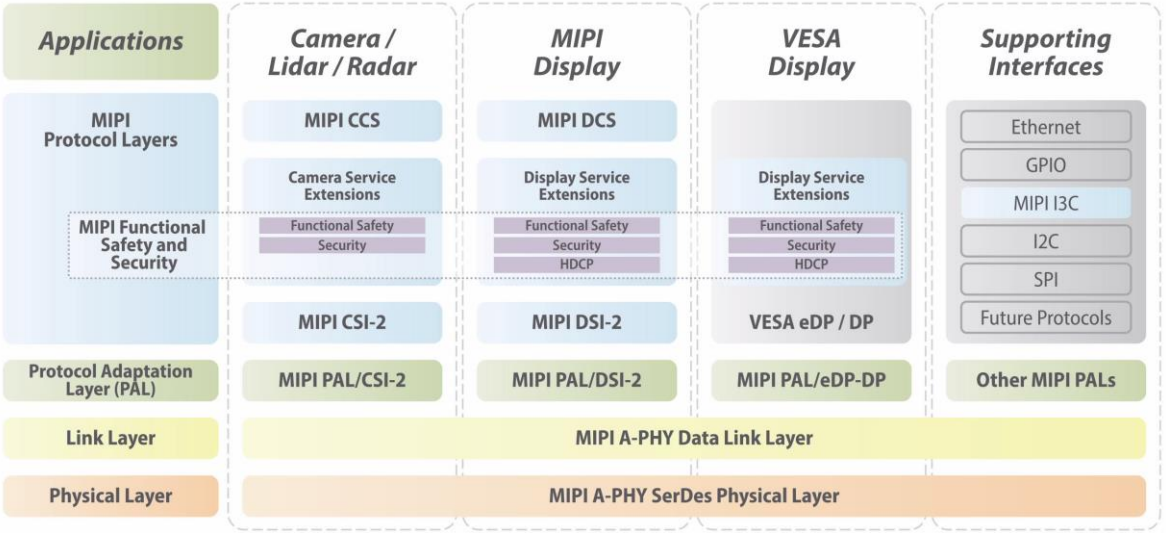
- Supports Star Quad (STQ) shielded dual differential pair (i.e., 4 conductor) cables and High-Speed Data (HSD) connectors.
- Referred to as ”Q-Port” within the A-PHY working group.
- Efficient size, cost and weight compared to two separate Shielded Differential Pair (SDP) cables

A-PHY v1.1 STQ Cable Configuration Examples

Example 1: Dual Downlink Configuration Up to 32 Gbps Downlink 100/200 Mbps Uplink	Source → STQ Cable → Pair#0: G5 – 16 Gbps Downlink & U1/2 Uplink; Pair#1: G5 - 16 Gbps Downlink → Sink
Example 2: Asymmetric Configuration Up to 16 Gbps Downlink Up to 4 Gbps Reverse Downlink	Source → STQ Cable → Pair#0: G5 – 16 Gbps Downlink; Pair#1: G2 – 4 Gbps Reverse Downlink → Sink
Example 3: Symmetric Configuration Up to 16 Gbps Downlink Up to 16 Gbps Reverse Downlink	Source → STQ Cable → Pair#0: G5 – 16 Gbps Downlink; Pair#1: G5 – 16 Gbps Reverse Downlink → Sink

A-PHY is the Foundation of MIPI Automotive SerDes Solutions (MASS)

- **Direct coupling to native MIPI protocols (i.e., CSI-2, DSI-2)**
- **End to End Functional Safety**
- **End to End Security (WIP)**
- **Multiple supporting interfaces:**
  - I2C
  - GPIO
  - Ethernet
  - MIPI I3C (WIP)
  - SPI (WIP)



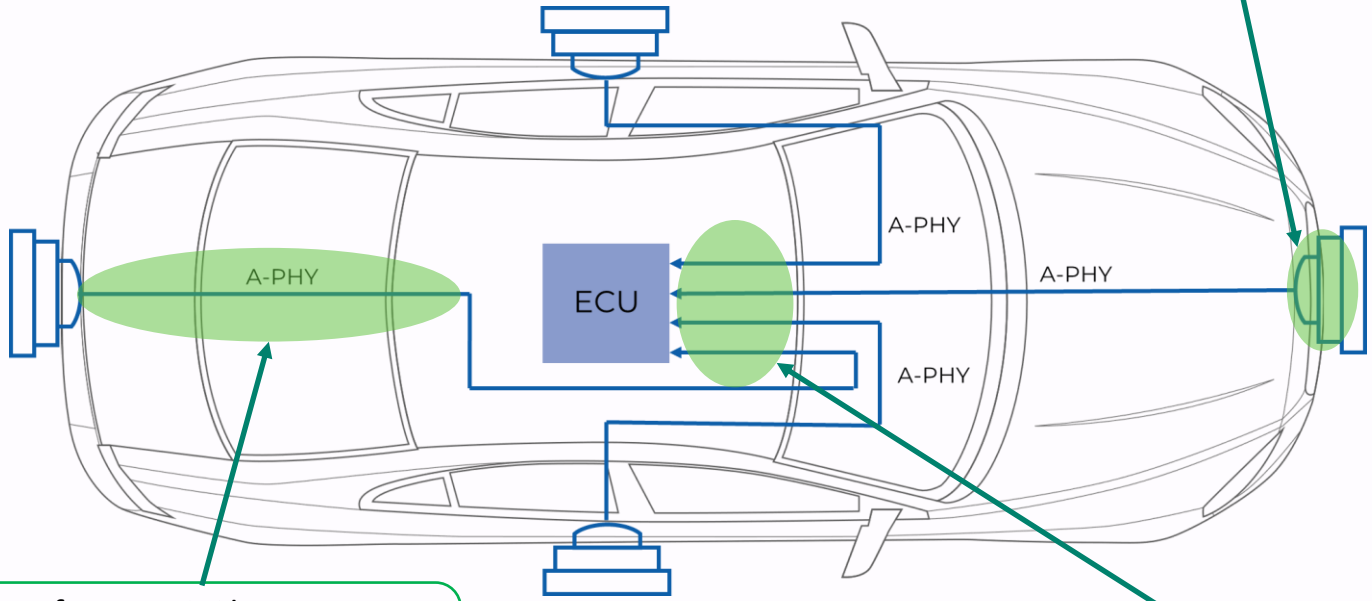
First MIPI A-PHY Compliant Chipset – Available

- MIPI A-PHY V1.0 compliant system
- Up to 8Gbps Downlink (G1-G3)
- ISO-26262, ASIL-B
- Serializer
  - CSI-2 input over D-PHY
  - 4 Data Lanes up to 2.5Gbps per lane
  - 16 Virtual Channels
  - Control – I2C, GPIO
- Quad De-serializer
  - 4 x A-PHY Ports (G3)
  - 2 x CSI-2 output over D/C-PHY
  - D-PHY - 4 Data Lanes up to 2.5Gbps per lane
  - C-PHY – 2 Data Lanes up to 5.7 Gsps per lane
  - Control – I2C, GPIO

Example Use Cases

Use Case I - Surround View

Direct coupling to native CSI-2 and control interfaces
End Point integration – Cost and power reduction
Power Over Cable Support up to 6W

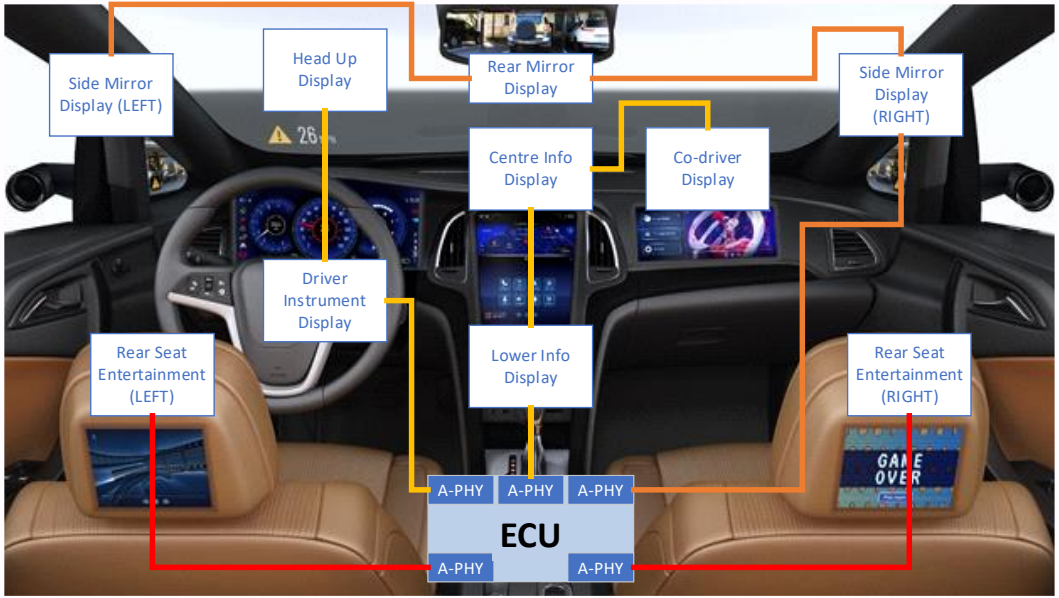


High performance of up to 16 Gbps over 15m
High noise immunity
Ultra low PER < 10^{-19}

Backward/Forward compatibility
Easy installation and maintenance – self adapting

Use Case II – Display Cockpit

	Display Type	Number	Size (Inches)	Example Resolution	Net Data Throughput (Gbps)
1	Driver Instrument Display	1	12.3	3840x1440	8.4
2	Center Information Display	1	12.3	3840x2160	12.6
3	Lower Control Display	1	12.4	3840x2160	12.6
4	Co-Driver Display	1	12.3	3840x2160	12.6
5	Side Digital-Mirror Displays	2	7	1280x800	1.5
6	Heads-Up Display	1	3.1	850x480	0.6
7	Rear Seat Entertainment	2+	12.5	3820x2160	12.6
8	Rear Digital-Mirror Display	1	9.7	1280x320	0.75



Notes

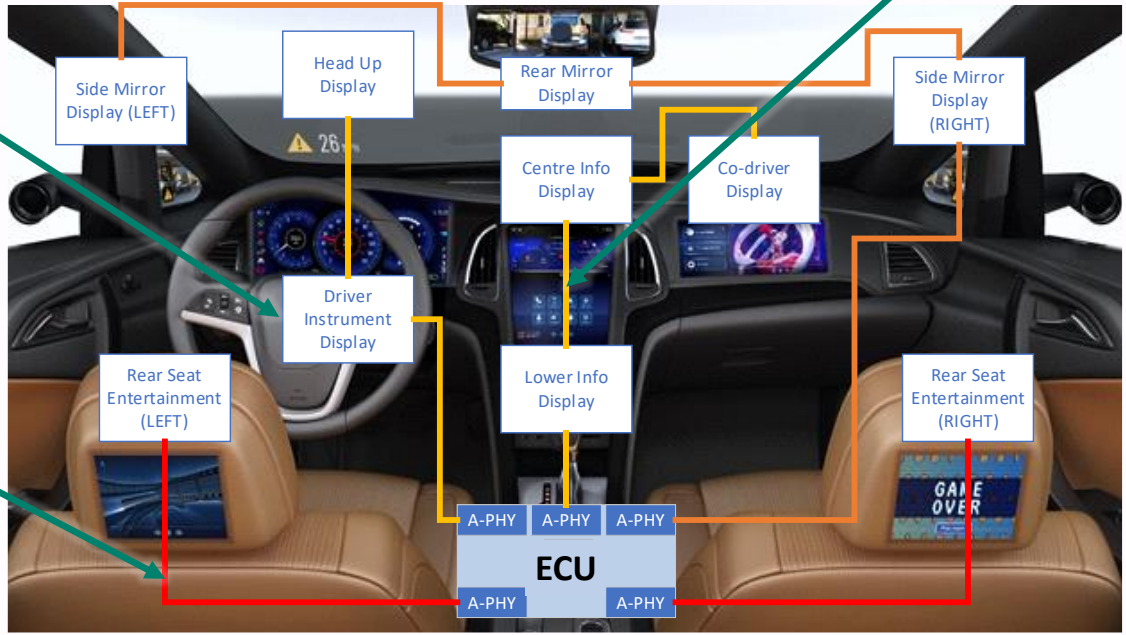
- Bandwidth calculation assumes 24b@60Hz VESA CVT 1.2 timing
- VESA DSC Compression can be applied with no additional overhead – can support links of up to 48Gbps (~43Gbps net data)
- A-PHY V1.1 Dual Downlink (32Gbps) with compression can support up **96Gbps** (~86Gbps net data).
- A-PHY V1.1 provides flexibility for the return channel

Use Case II – Display Cockpit

Infotainment Cluster
- Daisy Chain topology support
- Ultra low PER enables use of compression with no additional overhead
- High Bandwidth of 16Gbps and higher when implementing compression

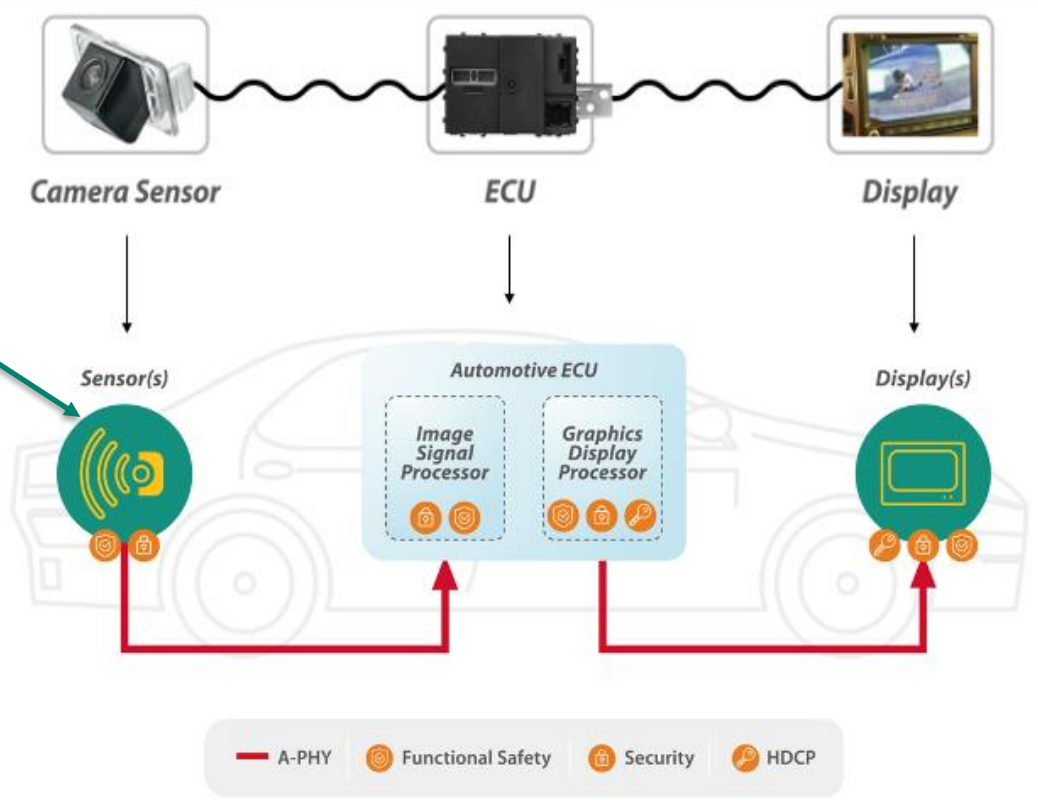
Instrument Cluster
- Functional Safety
- Ultra Low PER

- Up to 15m
- Multiple protocols:
  - DisplayPort
  - DSI-2
- HDCP Support



Use Case III – Digital Backup Camera

- **End to End Functional Safety**
  - Camera to display
- **Additional functions can use same link:**
  - Audio
  - Trunk open/close control
  - Door lock



Summary

Summary

- **Established ecosystem with multiple vendors working on A-PHY compliant chipsets**
  - First samples will be available by EOY2021
- **Clear and forward-looking roadmap and planning**
  - A-PHY v1.0 - Released in 2020
  - A-PHY v1.1 - Targeted for release in 2021
  - A-PHY v2.0 - Work has started in the MIPI A-PHY Working Group
  - New PALs - Expending support for command-and-control interfaces, such as SPI and Ethernet
- **Supporting multiple advanced use cases with clear advantages of an industry standard**
  - “Error Free” links
  - Seamless integration
  - Interoperability and forward compatibility

MIPI Automotive Resources

For automotive developers, system architects and engineering managers who are focused on the design, development, integration and test of next-generation automotive E/E architectures. Will cover:

- **MIPI Automotive SerDes Solutions (MASS)**
- Display and sensor (camera/lidar/radar) stacks
- Functional safety, security and data protection
- **MIPI A-PHY** implementation, system modelling and test.

https://www.mipi.org/events/2021-automotive-workshop

Information on A-PHY can be found at:

- MIPI A-PHY Specification Homepage
- MIPI White Paper: Introduction to MASS

Q&A

Thank You

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