TN Telematics News

November 2012

An SBD Information Service

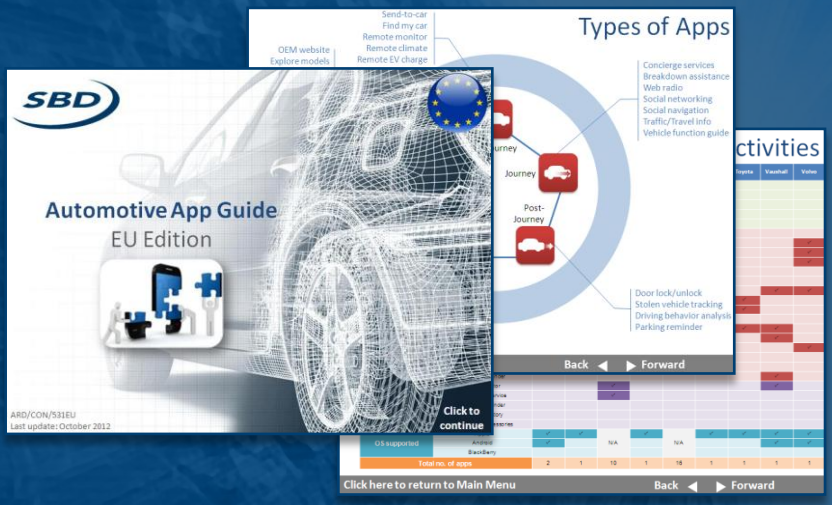
EXCLUSIVE: Wi-Fi Direct, Bluetooth 4.0 & NFC to appear in cars by 2015

Also in this bulletin:

SBD Reference Guides

Automotive App Guide

This service, updated on a quarterly basis, provides an OEM-by-OEM outline of apps being offered, categorising each of them into various use cases. Additionally, the service explains how each App works and how users have rated them. It is complimented with a layer of strategic analysis, with insights into which app strategies are strongest and where opportunities for expansion lie.

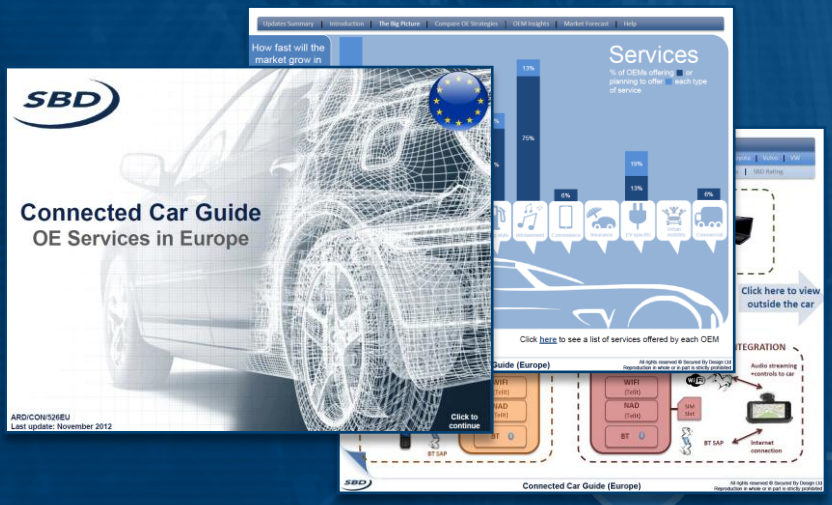


This app tracker can help you analyse:

- What are apps being used for by OEMs in Europe and USA?
- Which apps are consumers happiest with and why?
- How are OEMs profiting from offering apps to consumers?
- What is the best way to implement apps and to develop an app-based strategy?

Connected Car Guide: OE Services in Europe

SBD's OE Connected Car Guide analyses a range of telematics solutions launched by OEMs, explaining which services are offered, how they are implemented and what pricing models each OEM has adopted. Additionally, the guide provides videos of each system working, and an SBD rating showing which OEMs are ahead-of-the-game.



The Q4 EU edition includes:

- Opel's launch of a new smartphone connectivity solution 'IntelliLink' on Adam, marking GM's first major debut of telematics services in Europe
- Audi's launch of Europe's first OEM 'Picture Destinations' solution on its Audi Connect platform, enabling users to input their destination by sending images from Google Street View

For additional information please email info@sbd.co.uk or call us on +44(0)1908 305 101

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Mobileye expects to sell 2 million driver assistance systems in 2013 >> Pg. 22

Deputy director leaves NHTSA for Google's self-driving car >> Pg. 22

Eco-driving app ranks on top in South East Asia

85% of South East Asian drivers already use some form of navigation each month – but what types of telematics services are these drivers likely to need? SBD surveyed 2,400 drivers and implemented its Consumer Profiling Tool to find out what connected services would be best suited.

South East Asia has long been an afterthought market for the telematics industry, largely due to its poor road infrastructure and low income. However, things have been changing recently.

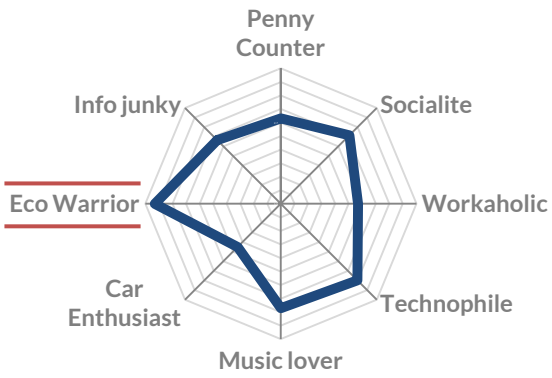
Between January and June 2012, new car sales in Southeast Asia jumped 21% comparing to last year, making it one of the few bright spots for OEMs in a global market that is still dominated by bad news.

The smartphone and tablet market has also grown at an impressive rate, with nearly 7.7 million units bought in the first three months of 2012. Overall, smartphones now contribute to more than 66% of overall mobile phone sales.

With a strong position in South East Asia, Japanese OEMs have been the first to jump at the opportunity to offer telematics in this market. Toyota became the first to launch a smartphone integration solution in Thailand in early 2012 and domestic OEMs are also following, with Proton recently launching a 4G telematics solution.

But do OEMs have a comprehensive understanding of what consumers actually like and need in these markets? Are they confident in providing the right services in Southeast Asia? We found some surprising results when we conducted a Consumer Profiling Study of 2,400 recent car buyers in Indonesia, Malaysia and Thailand:

Driver profiles in SE Asia



Smartphone ownership

- Consumers are very passionate about environmental issues and concerned about fuel prices making eco-drive services rank highly in all 3 markets
- Stolen Vehicle Tracking is particularly popular among Malaysian car buyers which is a reflection of the high theft rates in the country
- Ownership of smartphones amongst recent car buyers is typically 20-30% higher than the overall penetration rate
- Smartphone navigation is becoming the primary form of navigation among car owners along with the popularity of smartphones

SBD will prepare an online webinar analysing some of these findings in more detail, providing an overview of what we believe OEMs should target when developing telematics solutions for South East Asia.

To register for this webinar and to receive a sample of the full results, please contact us on +44(0)1908 305101 or email info@sbd.co.uk

Lincoln to offer 3 years unlimited operator assistance with SYNC

Lincoln SYNC Services, with every Lincoln, including the all-new MKZ premium midsize sedan, provides unlimited live operator assist for the first three years of ownership at no cost. This means customers can talk live to operators around the clock when seeking directions or searching for business addresses.

Other luxury competitors begin charging several hundred dollars for similar service after a one-year trial period. A comparable Lexus package, for example, starts at $264.90 per year after one year.

Seventy percent of all SYNC Services calls are for business searches and from those seeking turn-by-turn directions, said David Gersabeck, product manager, SYNC Services.

Using advanced vehicle sensors, integrated GPS technology and comprehensive map and traffic data, the Lincoln SYNC Services automated voice recognition system delivers turn-by-turn directions to the user. Further, with access to more than 14 million business listings, Lincoln SYNC Services directs users to the businesses they seek. Operator Assist works with both the business search and directions options.

When a live operator assists with a business search, the user can choose to receive turn-by-turn directions to the business, receive a text message with name, address and phone number information about the business (applies to certain phone carrier networks), or be directly connected to the phone number of the business. When a live operator assists with address entry, the user can have the directions sent directly to the vehicle.

The live operator are provided by MyAssist, a leading live assistance and telematics service company for individuals and businesses based in Stevens Point, Wisconsin.

In other news, Ford CTO Paul Mascarenas and Microsoft Windows Embedded General Manager Kevin Dallas have announced the 5-millionth vehicle equipped with SYNC has been sold and they shared their joint vision for continued leadership in development of the connected car.

Paul Mascarenas, chief technical officer and vice president of Ford Research and Innovation said, “SYNC has helped us evolve as an automaker, to think and act more like a technology company, with a new level of openness and access that has forever changed how we look at our business and respond to our customers.”

Source: Ford

GSMA retains Bluetooth DUN profile for automotive tethering

The Terminal Steering Group (TSG) of the GSMA association of mobile network operators has published its Bluetooth Interoperability Requirements for Mobile Terminals aimed at automotive applications.

This document represents a significant step in realising genuine collaboration, in support of BT profiles, between automakers, handset manufacturers and mobile operators. Whilst the handset manufacturer and operator collaboration is long established, it was necessary to seek input from the car industry as the GSMA TSG were seeking to specifically enhance Bluetooth support and the end user experience for in-car connectivity.

The result of this collaboration has been very tangible. Initially handset vendors, whose design cycle is significantly shorter than the three years or so of the auto industry, were looking to immediately remove support for BT Dial-up Networking (DUN) profiles. BT DUN profiles are a common (and sometimes sole mechanism) for providing tethering solutions with automakers. Through collaborative dialogue a compromise solution has been met, which includes the support of DUN until 2015.

Source: GSMA

Click or scan the QR code below

GSMA Bluetooth Interoperability Requirements for Mobile Terminals

Garmin to supply Carwings Mini Telematics PND in China

Garmin is set to supply a Carwings Mini Telematics PND (Personal Navigation Device) for Dongfeng Nissan vehicles in China.

Carwings Mini combines Garmin's navigation technology with connected services such as traffic information, friend finder, news, weather, SMS and a dedicated customer service button. The detachable device will be available as a Nissan dealer option in China starting this month.

Carwings Mini includes several connected services to provide drivers relevant information while on the road: A friend finder feature allows drivers to share their position with friends and family, making it easy to meet up. A dedicated customer service button connects users to a support agent who can assist drivers by, for example, helping to look up points of interest or addresses and sending links back to the unit. With real-time traffic information the unit can guide drivers around congested roads and construction to help save time and fuel. Also included are several news feeds and weather forecasts, which can be read out by the unit. Additionally, the SMS functionality allows users to read out and dictate messages by voice.

Dongfeng Nissan Carwings Mini includes spoken turn-by-turn directions, traffic rerouting, lane assistance, speed limit warnings and current speed display. Garmin's one-shot address entry via voice command allows users to enter a destination by voice by simply saying it and without going through multiple menus. Realistic 3D views of buildings and key landmarks provide drivers better orientation. Using topographic map data, the Garmin system also displays 3D terrain views of landscape elevations, helping drivers to see what lies ahead.

The capacitive multi-touch display allows users to zoom in and out (by double-tapping or "pinching" the map), browse surrounding areas on the map (dragging a finger), or change perspective from 2D to 3D and rotate the map 360 degrees (two-finger drag or twist).

Source: Volkswagen

Livio Connect offers over-the-air firmware updates for car stereos

Over-the-air firmware updates for car stereos are now available for Livio Connect API developers, Livio CEO and founder Jake Sigal announced at the 2012 SEMA Show in Las Vegas.

The over-the-air firmware updates are a new addition to Livio Connect that connects apps to cars easily and quickly for vehicle OEMs, Tier 1 manufacturers, and approved third-party developers.

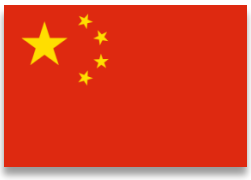
"Cars are good for over 10 years. iOS and Android update every 10 months," Sigal said. "Over-the-air firmware updates mean that when your smartphone upgrades, so does your car stereo."

Livio Connect's over-the-air firmware update allows automotive OEMs and developers to keep their existing infotainment systems up to date. Firmware updates are automatically downloaded to the smartphone. The smartphone then sends the firmware update to the stereo through a USB, Bluetooth, or Wi-Fi connection. Consumers only need to click "Yes" on their stereo and Livio Connect does the rest.

Source: Volkswagen

When will telematics in China become profitable?

If the availability of telematics were an indicator of profitability, the telematics market in China would be flowing with cash right now. Almost 20 OEMs have launched new solutions in the last few years, and a further 10 plan to launch shortly. No other country has experienced so many new telematics services within such short period of time. But is this momentum sustainable?



Next week over 1,000 delegates will meet in Shanghai for the 2012 Telematics@China conference, and there will be one question on everyone's mind: when will momentum translate into profitability for telematics in China?

This question doesn't fully reflect the situation in China today. There are certainly some companies that are profiting from offering telematics services – but they are few and far apart. No OEM has launched telematics in China with an intent to profit directly from selling services. Instead, OEMs are using telematics as a brand-differentiator to attract consumers in a very crowded market. That's fine for OEMs as they are mainly interested in just covering their costs. But this business model doesn't appeal to other parts of the value chain (such as telecom operators, content providers and TSPs), which are more interested in selling on-going connectivity services to a large volume of drivers.

So what needs to change in order for telematics to become profitable for the entire value chain?

Over the last two years in China we've seen a major focus on new business models, as companies search for alternative ways to profit from telematics. Many exciting new ideas are emerging, with various pilots underway aimed at investigating the opportunities for 'Big Data' within the automotive industry.

SBD is working with a number of major automotive players in this area to explore ways of selling (or even giving away) vehicle data to 3rd parties. This will undoubtedly create a more positive business model for telematics, but it is unlikely to be the silver bullet that some are hoping for. In fact, if poorly implemented, Big Data solutions can end up having a very negative impact on business (see what happened to TomTom and OnStar).

However, if well implemented, the opportunities for Big Data reach far beyond simply selling vehicle data to 3rd parties. We believe that a much more promising opportunity for Big Data is to create 'Online Driver Profiles' that catalogue thousands of preferences for each driver (e.g. driving habits, common destinations, schedules). This will enable OEMs to offer more contextual and personalised services that meet the unique needs of specific drivers. This shift towards 'Intelligent Telematics' may be the single biggest disruptive force within the telematics industry over the next 5 years, and could finally provide the profitability that telematics players in China are looking for.

SBD's keynote presentation at Telematics@China in Shanghai will provide more detailed information on how Big Data can enable a new generation of more consumer-centric services.

Please contact us if you would like to arrange a meeting with Andrew Hart (SBD's Head of Advanced Research) during the event, or if you would like to receive a copy of his presentation. We will also be preparing an event report after the conference to highlight all the key points made by other speakers.

Renault Symbol offers Media Nav system in Turkey, Algeria, Tunisia

New Renault Symbol model (also known as the Thalia or Dacia Logan in some markets) is being given its first public airing at the Istanbul Motor Show. It will be available with the Media Nav system in Turkey, Algeria and Tunisia.

Comfort has been enhanced by a raft of modern technologies, including cruise control with speed limiter, automatic climate control and the Renault Media Nav navigation system which incorporates a wide touchscreen display, plus USB and Bluetooth connectivity.

In response to the needs of customers in Renault's international markets, the new Renault Symbol comes with a more extensive equipment package, including (depending on version) the Renault Media Nav multimedia navigation system complete with a wide, seven-inch (18cm) touchscreen colour display. Meanwhile, USB and Bluetooth connectivity enables occupants to enjoy music stored on portable players and to make or take telephone calls in total safety. The specification also includes cruise control with speed limiter, while modularity is enhanced by the 60/40-split folding rear bench seat.

Following its unveiling at the Istanbul Motor Show, New Renault Symbol is scheduled to go on sale in Turkey at the beginning of 2013, before being released in Algeria and Tunisia.

Source: Renault

Harman delivers next-gen Audi MMI Navigation plus system, announces $800 million in new automotive audio contract wins

Harman says it has started deliveries of its next-generation automotive infotainment system to Audi.

The new Audi MMI Navigation plus platform is the latest in a series of solutions from Harman that safely and securely deliver a broad range of connected lifestyle services to the vehicle.

Harman designed the fully integrated infotainment unit to facilitate high-quality playback of diverse music and video files through seamless connectivity via such devices as iPod, Hard Disk Drive, smartphones, and USB devices. The Audi-specific human machine interface (HMI) ensures that each system function is accessible with minimal user distraction and maximum ease of use.

This latest release is the third infotainment project that Harman has delivered for Audi, with manufacturing based in Harman's Straubing, Germany facility. The new Harman system will premiere aboard the 2013 Audi A3.

Also, Harman has announced that it has won $800 million of new contracts awards from major automakers in North America, Europe and Asia for its in-car entertainment systems.

In China, HARMAN was awarded the first ever branded audio business with JAC, a domestic automaker, as well as additional programs with current partners BAIC and Geely. In Japan, our long-term partnerships with Subaru (with the Harman/Kardon brand) and Lexus (with the Mark Levinson brand) continue, as HARMAN has been nominated for two replacement platforms with each company. In Korea, the Company continues to expand its portfolio of business with Kia by securing HARMAN's first branded audio award in the small C-segment SUV platform.

Source: Harman

Windows Embedded 8 roadmap includes automotive products

Microsoft has unveiled its product road map for Windows Embedded 8 and it includes the automotive sector.

Microsoft says Windows Embedded 8 incorporates the use of touch and gesture, which will bring a richer, more natural experience to specialized devices such as in-car technology. There will be a special version of Windows Embedded 8 for the automotive industry with details set for release next year.

Microsoft says it is working with a group of preselected partners on the next generation of Windows Embedded Automotive which will be based on Windows 8 technologies. Windows is already used by a group of vehicle manufacturers including Fiat, Ford, Kia and Nissan.

Source: Microsoft

CHALLENGE

Kia Motors, Korea's oldest manufacturer of motor vehicles, which sells over **1.5 million** cars and SUVs annually in more than **172 countries**, aimed to extend brand appeal by launching an infotainment system with voice- and touch-activated experiences that would match the expectations of mobile device and social media users

SOLUTION

Provide consumers with a **voice-activated** infotainment system, Kia's UVO, built on Windows® Embedded Automotive and Microsoft® Tellme® speech platform. Kia's solution features a breakthrough **user interface** that provides simple and quick access to vehicle's multimedia and infotainment systems

Windows Embedded

Vauxhall offers Ingenie telematics-based insurance for young drivers

GM's Vauxhall brand has teamed up with young driver insurance specialist Ingenie to provide cheaper insurance for young drivers.

GM's Vauxhall brand has teamed up with young driver insurance specialist Ingenie. The partnership could provide 17 to 25 year-old Vauxhall drivers, of both new and used cars, with more affordable insurance and the benefits of Ingenie's "black box" monitoring technology.

Ingenie fits a black box out of sight in the car and collects data on how the car is being driven. The box assesses individual driving styles and driver feedback is available via the Ingenie mobile app and online.

Key areas of driving are assessed including speed, cornering, braking and acceleration. The policy is then reviewed every three months and the best drivers could receive a discount of up to 10 per cent on their insurance in the first year - so, if they drive well, they pay less.

SBD COMMENT: The UK and Italy will continue to dominate the European market for telematics-based insurance with a share of subscribers of around 75%, according to SBD's recent report The impact of telematics insurance on the automotive industry. For more information, email us at enquiries@sbd.co.uk

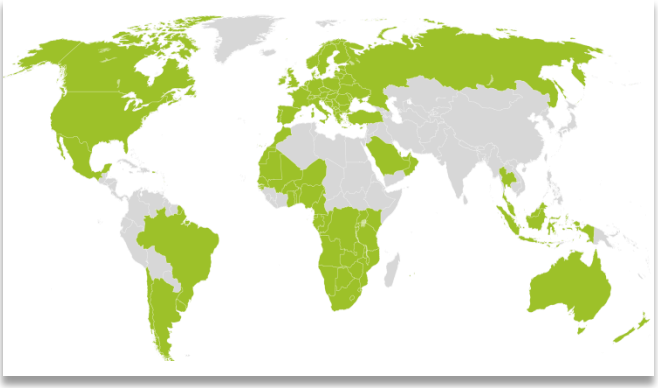
SBD Portal

The impact of telematics insurance on the automotive industry

SBD clients: *click or scan the QR code*

TomTom's global map now offers 160 million address points in 20 markets

TomTom announces map enhancements around the globe, delivering new coverage and features for automotive, government, enterprise and consumer customers.



TomTom now provides accurate Address Points in France, Ireland, Vietnam and UAE, bringing the total number of countries where they are available to 20.

"TomTom continues to increase the depth of its navigable map content with the introduction of new Address Point products," said Charles Cautley, Managing Director of TomTom Automotive & Licensing. "In addition to increasing global coverage, TomTom delivers high quality attribution such as Address Points to support geocoding, navigation and other location based services."

New map enhancements include:

New Address Point products added for France, Ireland, Vietnam and UAE:

- France – 250,000 points in 4 cities – Paris, Nice, Lyon and Toulouse
- Ireland – 1,100,000 points with nationwide coverage
- Vietnam - 139,000 points
- UAE – 100,000 points

Over 160 million Address Points in 20 countries worldwide to enable premium geocoding and navigation;

500,000 edits to core database features in Western Europe alone, including geometry, street-names, speed restrictions and one-way information;

Significant map coverage increases in Turkey, Mexico, Brazil and India;

270 new cities/towns added in India – navigable coverage available for 99% of urban population;

New 2D City Maps in 11 European Countries, and improvements to 3D Advanced City Models for easier visualization.

Source: TomTom

TISA and GENIVI Alliance to work on TPEG traveller information

TISA and the GENIVI Alliance, represented respectively by Thomas Kusche (TISA President) and Ton H. Steenman (Vice President, a Founding Charter member of the GENIVI Alliance) have signed a Liaison Agreement between the two organisations.

This agreement sets the framework for an exchange of TISA Specifications between the two communities with the aim of harmonising protocols in the areas of common interest. More specifically, it is intended that GENIVI will re-use and implement in its Interfaces the codes already defined in the Tables of the TPEG Specifications (standardised in the ISO/TS 21219 series) for all applications related to Traffic Information. This agreement which involves the exchange of working documents at an early development stage was made possible jointly by Members of TISA and of the GENIVI Alliance who initially identified the need to join forces.

Thomas Kusche commented: "This Liaison Agreement (...) will facilitate the development of harmonised standards and, most importantly, the delivery of coherent Traffic Information to the end-user. It confirms that the Automotive Industry regards TPEG by as a well-established worldwide standard."

Source: TISA

India's top selling cars to feature navigation powered by MapmyIndia

MapmyIndia says that India's top-selling car models now offer GPS navigation using maps supplied by MapmyIndia

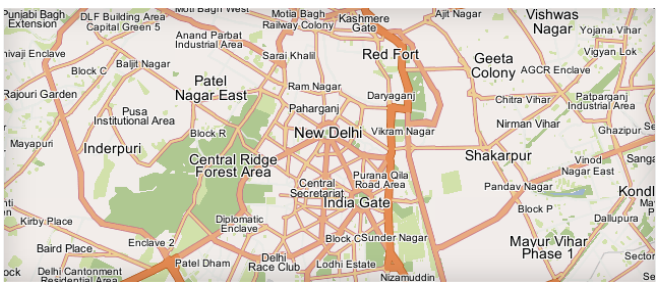
The leading car models to include MapmyIndia-powered navigation include Honda City, Tata Manza, Mahindra XUV 500, Mahindra Ssangyong Rexton, Ford Endeavour, BMW 7, 5 & 3 series, Jaguar-Land Rover Freelander 2, Fiat Linea and Renault Scala.

MapmyIndia has upgraded its navigation solution to include the latest version 7.1 maps of India. The maps – India's most comprehensive, exhaustive, detailed and updated map coverage – cover 7.1 million places of interest, 1.9 million road kilometers, 600,000 towns and villages, 4,751 cities with street-level details, 39 cities with house-level details and 36 cities with full 3D city models and includes best-in-class advanced and localized navigation and driver assistance features such as extended lane guidance, junction views, sign-posts, live traffic, city guides and rich points of interest, regional voice guidance and regional maps.

MapmyIndia claims its maps are being aggressively adopted by Indian consumers and car manufacturers, with MapmyIndia occupying the dominant market leader position in automotive navigation.

"The year 2012 has seen an exponential increase in adoption of navigation into automotive platforms, with over 200,000 cars scheduled to come with built-in navigation systems in India in 2013. MapmyIndia's own GPS navi-tainment systems, including Portable Navigators, CarPads and fitted in-dash systems, are the best selling navigation systems and MapmyIndia has sold over 140,000 such systems already through its network of over 1500+ car showrooms and car accessory shops across 100+ cities in India. We are excited to further strengthen our partnerships with all leading car manufacturers and the ecosystem to push the many benefits of GPS navigation to consumers across India," says Shivalik Prasad, Executive Director, MapmyIndia.

Source: MapmyIndia



Waze navigation app taps into location-based advertising

Waze uses satellite signals from members' smartphones to generate maps and traffic data, which it then shares with other users, offering real-time traffic information.

The quality of data improves as more drivers join the network and use it. The number of users has jumped to 30 million from 7 million 12 months ago.

Smartphone users can use Waze's service for free and it aims to make money from ads of local merchants and big brands by attracting mobile customers on the road nearby.

Location-based advertising is often seen as a massive opportunity the mobile industry, but so far worries over privacy have hampered its growth.

Waze gets around this by displaying its information from drivers anonymously, with a delay, although members can choose to identify themselves if they wish.

Waze says it saw a jump in downloads of its app after Apple Chief Executive Tim Cook, in an unusual move after the launch of iPhone 5, suggested that customers download rival mapping services like Waze while Apple improves its own maps.

While other satellite navigation providers help drivers find the way to sites they do not know - something a typical driver needs on a holiday or in a new town - Waze aims to save drivers time on their usual routes by suggesting faster, alternative ways.

Source: Reuters

SBD Portal

The ultimate automotive online research tool for...

Recently published reports...

End User Survey of Consumer Needs in South East Asia ~ this survey, focused on consumer needs for connected car services in Indonesia, Malaysia and Thailand, is available now to purchase.

This is the largest survey of consumer attitudes towards telematics services in South East Asia to date, covering 2,400 recent car buyers.

The study is based on SBD's Consumer Profiling Tool and gives OEMs a realistic insight into the needs of customers in these markets.

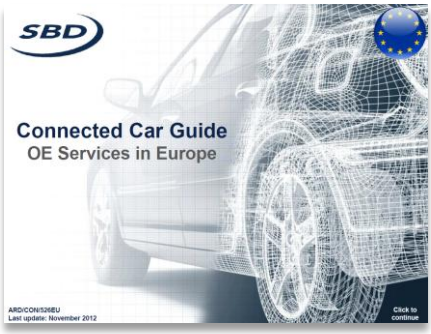
Telematics Readiness in Southeast Asia ~ This report is part of SBD's 'Telematics Readiness' series, which helps readers understand how mature the infrastructure and services sectors are in emerging markets. The objective is to analyse how ready Southeast Asia is to support OE telematics.

Other research you may have missed...

The Future of Short-range Wireless Technologies in the Car...

The Future of Short-range Wireless Technologies in the Car

SBD's Connected Car Guide...



OE Services in Europe Q4

...new EU OE **Q4** edition

SBD's Automotive App Guide

EU Q3 edition

USA Q3 edition

...new **Q3** edition for EU and USA

Connected Car
Safe Car
Secure Car

sbdportal.com

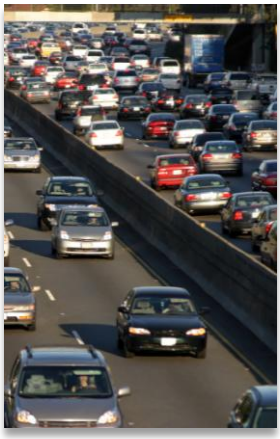
Coming soon in October…

The Evolving Value Chain for Telematics in China

This database covers a range of service providers, their competencies, and their relationships with OEMs in China.

The Future of Remote Vehicle Operation

This report will look at the developing trends and options for remote vehicle operation features.



Global Traffic Information Guide

A global benchmark of over 200 traffic information services available for vehicle manufacturers in over 60 countries.

It provides the reader with an outline of how traffic data is collected, processed, encoded and delivered in each country.

Full Connected Car report plan…

		Q2 2012	Q3 2012	Q4 2012	Q1 2013
Automotive App Guide (Q2 update)	ARD/CON/531	Ready			
Speech technology in automotive Guide	SBD/TEL/3620	Ready			
Navigation 3.0: A vision for next-generation in-car navigation	SBD/TEL/3660	Ready			
Integrating the Cloud into the car	SBD/TEL/3710	Ready			
Global Government Guide (Q2 update)	ARD/CON/528	Ready			
The impact of telematics insurance on the automotive industry	ARD/CON/516	Ready			
Connected Car Guide - OE Services (Q3 update)	ARD/CON/526	Ready			
Global Government Guide (Q3 update)	ARD/CON/528		Ready		
Choosing the right automotive OS strategy	SBD/TEL/3630			Soon!	
The Future of Short-range Wireless Technologies in the Car	ARD/CON/510			Ready	
End User Survey of consumer needs in South East Asia	ARD/CON/539			Ready	
Analysing the readiness for telematics in South East Asia	ARD/CON/513			Ready	
The evolving value chain for telematics in China	ARD/CON/512			Soon!	
Automotive App Guide (Q3 update)	ARD/CON/531			Ready	
The future of Remote Vehicle Operation	ARD/SEC/518			Soon!	
Global forecast of broadcast and cellular connectivity in the car	ARD/CON/536			Soon!	
Connected Car Guide - OE Services (Q4 update)	ARD/CON/526			Ready	
Managing driver distraction inside connected cars	ARD/CON/509			Planned	
New technologies and partnerships for smartphone integration	ARD/CON/511			Planned	
HMI technical Guide	ARD/CON/530			Planned	
Global Government Guide (Q4 update)	ARD/CON/528			Planned	
Global Traffic Information Guide	ARD/CON/527			Soon!	
Developing telematics to comply with data privacy laws	ARD/CON/514				Planned
Global Navigation Guide	ARD/CON/529				Planned
Automotive App Guide (Q4 update)	ARD/CON/531				Planned
CE trends outside of the car and their impact inside the car	ARD/CON/508				Planned
Connected Car Guide - OE Services (Q1 update)	ARD/CON/526				Planned
Global Government Guide (Q1 update)	ARD/CON/528				Planned
Seamlessly integrating the car with the home and the cloud	ARD/CON/515				Planned
Automotive App Guide (Q1 update)	ARD/CON/531				Planned
Overcoming the threat of over-the-air electronic hacking	ARD/SEC/522				Planned

GM OnStar plans two new apps for future electric vehicles

As GM expands its electric vehicle line-up next year with the 2014 Chevy Spark EV, more drivers will be able to manage and control EV functions from their phone.

Since the Chevrolet Volt extended range electric vehicle launched in late 2010, drivers have been able to manage vehicle charging, including the option to charge during off-peak hours through the OnStar RemoteLink Mobile App. As GM expands its electric vehicle line-up next year with the 2014 Chevy Spark EV, more drivers will be able to manage and control electric-only functions from their phone.

The Spark EV operates only on electricity, drivers will need to know if they can reach their destination on a single charge. The Spark EV Waypoint tab, which will be integrated into the RemoteLink app, can quickly determine that answer and plot a waypoint route with recommended charging stations if the route is beyond a single charge's range.

Once the destination is selected, based on the distance and battery life, the app will use the distance and remaining battery life to tell the driver one of four things:

- Destination is within the range of a single charge
- Destination is within a single charge range, but the vehicle needs to be charged more before the driver begins travelling
- Destination is further than a single charge range and requires a waypoint route
- No waypoint route is available and destination is beyond vehicle range. Due to a lack of charging stations a waypoint route may not always be possible.

The app tells a driver how long a drive will be and how long it will take to charge the Spark at each stop, combining the two for total trip duration. In addition to mobile, the waypoint routing function will be available on GM Owner Center allowing directions to be sent online to a vehicle. Destinations will be stored in OnStar's Virtual Advisor service.

OnStar plans to make the Waypoint App available for the launch of the 2014 Spark EV.

With more electric vehicles on the market, the demand for public charging will grow as will the need to know how much charging away from home will cost. Where cost is tied to public charging, a new prototype app will allow EV owners to simply tap their smartphone against a charging station, which will automatically show payment options that, once accepted, will initiate the flow of electricity. This prototype app is currently named Park-Tap-Charge.

OnStar's plans for EVs follows its expansion into Mexico earlier this month. The GM telematics service is now available in the USA, Canada, China and Mexico.

Source: GM

MirrorLink will be opened to app developers in 2013

The Car Connectivity Consortium (CCC) has announced it will open the MirrorLink standard to mobile application developers starting in Q1 2013.

In Q1 2013 the CCC plans to release MirrorLink version 1.0.1. With it comes a revised set of certification guidelines aimed at streamlining the process of creating and approving apps with drive-mode functionality that conforms to Auto Alliance guidelines for minimal driver distraction.

MirrorLink™

On the product side, there are already more than 40 MirrorLink-certified cars, smartphones and aftermarket head units available to consumers for purchase. Unlike app developers, manufacturers must join the CCC in order to submit a product for certification. The MirrorLink product boom will only continue to gather force as certified apps make their way into the spotlight.

CCC members include more than 80 percent of the world's automakers, more than 70 percent of global smartphone manufacturers and a who's who of aftermarket consumer electronics vendors.

Source: CCC

Pioneer AppRadio now supports iGO primo navigation and Parkopedia apps

Pioneer has added two new apps to its AppRadio range of in-car units. These new apps are NNG's iGO primo navigation and Parkopedia Parking.

The iGO primo app, powered by the iGO Navigation Engine, is employed across the globe in millions of iPhone devices and now runs with Pioneer's AppRadio, providing increased safety, optimised audio quality and on-screen navigation instructions.

Pioneer's AppRadio car stereo system revolutionises the driving experience by bringing compatible smartphone apps to the dashboard for a more personalised in-vehicle multimedia experience. The award-winning AppRadio allows drivers to access their iPhone calendar, navigation, photos and much more through a cable connection on the Pioneer head unit. iGO primo app is the latest to join the ever-growing number of applications available for AppRadio.

Maps are included in the iGO primo application software, eliminating hidden roaming fee costs, as well as any need for a mobile network connection. Additional features and services can be purchased through the iGO primo app in-app shop, and include useful extras such as live traffic updates, speed camera locators and 3D city packages, all fully supported by the AppRadio unit.

"The AppRadio offers a new way for iGO primo app iPhone users to experience their navigation solution. We believe users will be delighted by the large capacitive touch screen interface, superior sound quality and enhanced GPS reception, not to mention the AppRadio's catalogue of infotainment applications," said Ronan McDonagh, General Manager Car Multimedia Technology Planning, Pioneer Europe.

"As a long-term navigation provider for Pioneer, NNG is proud to extend this cooperation by discovering new opportunities to shape the joint future of in-dash and smartphone navigation. We believe the link between AppRadio and iGO primo app represents another major step towards a fully integrated smartphone navigation solution for the in-car environment," Gergely Homola, iPhone Business Unit Leader, NNG LLC.

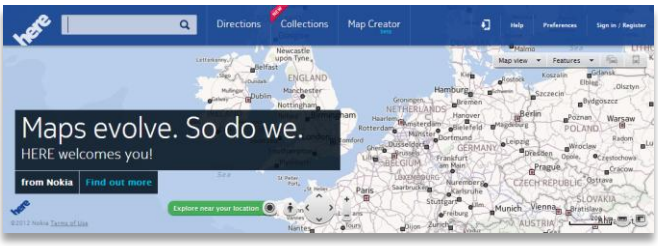
In addition to adding iGO primo navigation, Pioneer has introduced the Parkopedia apps to the AppRadio range. Parkopedia Parking, developed by Parkopedia.com, sets out to map and list every parking space in the world. Today, Parkopedia covers over 25 million parking spaces in 40 countries around the world thanks to contributions from drivers.

The Parkopedia app provides a series of convenient features. It allows the user to:

- Find parking using a current location or address
- Get directions straight to the space or an entrance
- See parking space availability in real-time (where available)
- Find opening hours, current pricing, payment methods and more
- Quickly narrow down parking choices using filters such as street parking, free parking, credit cards accepted, covered parking, etc.

Nokia rebrands location and mapping services as HERE

Nokia has rebranded its location and mapping services as HERE, a location cloud to deliver maps and location services across multiple screens and operating systems.



Nokia says the new brand, HERE, aims to inspire a new generation of location services and devices that make the mobile experience more personally significant for people everywhere.

▼ iOS app

To further extend its location services, Nokia is launching a maps application for iOS under the HERE brand. Based on HTML5, it will include offline capabilities, voice-guided walk navigation, and public transport directions. The application is scheduled to be available for free download from Apple's App Store in the coming weeks.

▼ Mozilla

Nokia further announced a strategic partnership with Mozilla to bring new location experiences to the Firefox OS. Nokia plans to debut a mobile Web version of HERE Maps for the new Firefox OS next year. The companies are working together to give people the best mapping experience on Firefox OS.

▼ Android

Nokia also demonstrated an Android OS-based reference application and announced plans for the availability of a HERE SDK for Android OEMs in early 2013. This is aimed at enabling partners to create location-based applications for Android devices with Nokia's leading content.

▼ earthmine

To advance the 3D capabilities of HERE, Nokia has announced the planned acquisition of Berkeley, Calif. company earthmine. The company's reality capture and processing technologies will become integral parts of HERE's 3D map making capabilities.Nokia expects the transaction to close by the end of 2012.

▼ LiveSight

As part of its announcement, Nokia introduced LiveSight, a technology based on a highly accurate, 3D map of the world. LiveSight provides the most precise and intuitive augmented reality experience and uses a phone's camera viewfinder to make discovering the world as easy as lifting up a phone. Nokia City Lens, which was developed exclusively for Nokia Lumia devices, is the first application providing a LiveSight-enabled experience.

Source: Nokia

BMWi Ventures buys app-maker Embark as part of mobility strategy

BMW's venture capital entity BMW i Ventures has made a new investment in the mobile technology company Embark.

The move further increases the number of mobility services providers which already includes MyCityWay, ParkAtMyHouse and Chargepoint.

BMW i Ventures says the investments in these companies will further the company's work increasing freedom of mobility for individuals whether it be by car, train, bus or on foot.

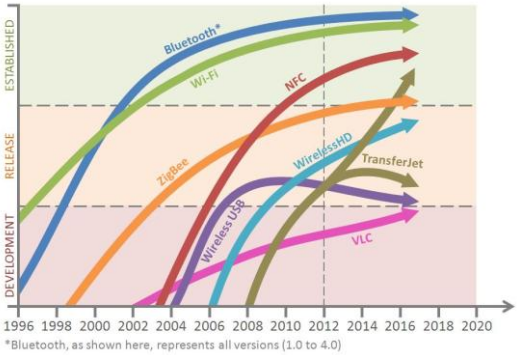
Embark offers a mobile app aimed at helping people get around cities using mass transit. Among other features, the iOS and Android application tells users when trains and buses are coming and will send push notifications when services are delayed. With over half a million users and rapid growth, Embark's simple and powerful mobile application is designed to bring urban transportation into the age of the smartphone. Embark is available for twelve major transportation systems in the US and the UK and is expanding rapidly.

SBD COMMENT: The purchase of Embark is part of BMW's wider strategy of moving away from just building and selling cars and towards becoming a supplier of mobility across multiple transport modes.

Wi-Fi Direct, Bluetooth 4.0 & NFC; Coming To The Car Soon

Following recent trends in the CE world, SBD expects that the first vehicle manufacturers will launch Wi-Fi Direct by 2013, Bluetooth 4.0 in 2014, and NFC by 2015. However, in order to succeed, OEMs will need to do more than simply introduce new wireless technologies into their cars.

Wireless connectivity in the car has come a long way in the last ten years from the early days of Bluetooth and simple use cases such as hands-free calling.



However, as always, the CE industry surges on with new innovations, introducing brand new technologies and improving existing ones to meet the ever-changing needs of consumers. Bluetooth became faster with Bluetooth 3.0 + HS, and is now becoming more energy efficient with 4.0. In contrast, Wi-Fi is becoming more Bluetooth-like with the development of profiles such as Wi-Fi Direct and Miracast. The newcomer to the smartphone world, NFC, has brought about new use cases including touch-to-pair and contactless payment.

A number of vehicle manufacturers are already developing platforms that incorporate these new technologies, but will this be enough to satisfy customer expectations? There are two main reasons to doubt this:

▼ Interoperability

Consumers have encountered interoperability and pairing issues since the early days of Bluetooth. These issues are still around today, and may become worse as Wi-Fi and NFC are added to the wireless stack. There are various reasons for this; including the immaturity of certain standards such as NFC (which still lacks a standardised approach for pairing), and the tendency for the most popular handsets (such as iPhones and Galaxy III models) to have limited backwards-compatibility. However, more fundamentally, most OEMs are still focusing on 'Vertical Interoperability' between technologies. This means that certain use cases such as music streaming can only be enabled with a single technology or profile (e.g. Bluetooth A2DP). As the number of wireless technologies in the car grow, OEMs will need to address interoperability issues by developing 'Connectivity Managers' that can dynamically choose from a range of connectivity solutions based on the capabilities of both the car and the portable device.

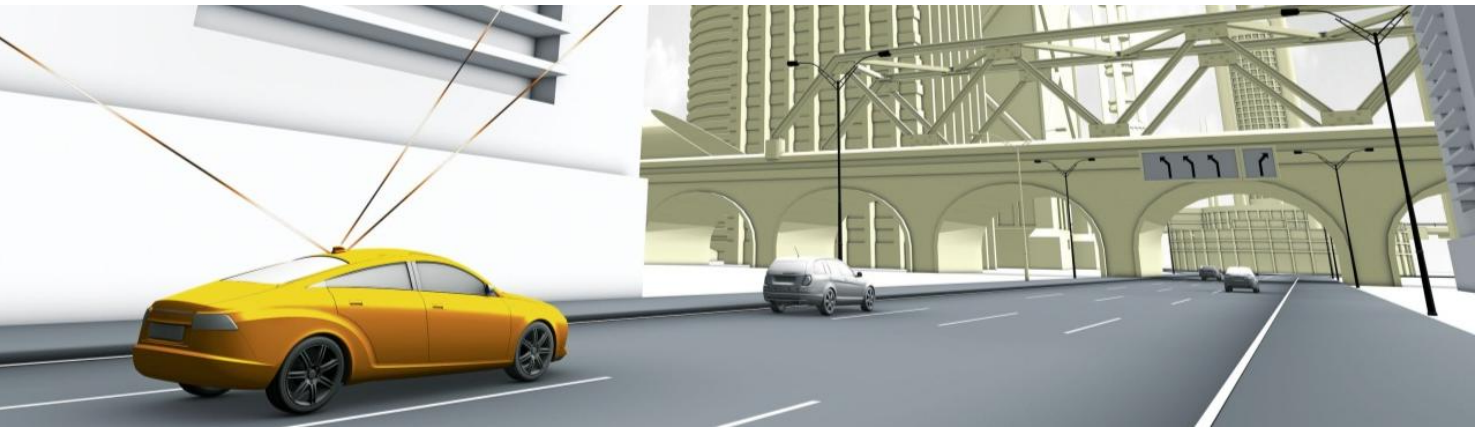
▼ New interactions

Big CE players such as Sony, Apple and Samsung have all launched their own wireless connectivity solutions to help improve the end-user experience for pairing, file transfer or streaming (e.g. TransferJet, AirPlay and S Beam). Whilst some of these solutions rely on a standardised connectivity layer such as Wi-Fi, they typically have a proprietary application layer that simplifies processes that are often tedious to undertake with fully standardised wireless technologies. By doing this, CE players are raising consumer expectations for simplified wireless interactions. This is likely to have a knock-on effect on consumer expectations when they get into their cars, and drivers may become disappointed if they are unable to experience similar simplified wireless interactions through their infotainment platform. Embedding Bluetooth, Wi-Fi and NFC modules into the car may therefore not be enough on its own to satisfy consumer demand.

SBD's recently published report explores these key problems in more depth, as well as offering several strategies to overcome them.

Continental claims V2X standards ready for deployment in 2015

12 OEMs from the Car to Car Communication Consortium (C2C-CC) have signed a memorandum for a common strategy for making V2V and V2X communication with shared standards ready for series production by 2015.



Continental has been making vehicles more intelligent with telematics systems since 1995. While the systems have so far been primarily used to bring infotainment data into the vehicle, car-to-X communication turns every vehicle into a control center. All the data gathered, e.g. about speed, position, and driving direction, can then be made available to other road users or infrastructure units such as traffic lights or traffic control systems via Car-to-X technology. The vehicle's own systems can evaluate this data and make the results usable for the driver or for other vehicle systems, such as navigation and safety systems. If a vehicle in front brakes quickly and thus announces the presence of a traffic jam or accident scene after the next bend, the vehicles behind it can adapt to the situation at an early stage.

"By more or less turning other road users into an extended vehicle sensor, we can actively prevent accidents. Car-to-X communication allows drivers to see around corners in every sense of the word," explains Dr. Bernhard Klumpp, Head of the Passive Safety & Sensors business unit in the Continental Chassis & Safety division. Consumption can also be lowered by means of vehicle communication. The more data is available about traffic flow and density, the more efficiently a vehicle can be guided through the traffic with as little fuel-robbing braking and acceleration as possible.

"In order to support the SOP of Car-to-X communication, Continental is currently developing different components that make an inexpensive system possible. This means we can support the SOP from the very start," continues Dr. Klumpp. One system consists of the M2XPro sensor and the Intelligent Antenna Module. The M2XPro (Motion Information 2 X Provider) can identify a vehicle's position, right down to the lane. This is made possible by the fusion of driving dynamic sensors and GPS data. The sensor provides other control units with information about the vehicle's movements as well as a precise time base by means of an intelligent fusion algorithm. In addition, the M2XPro can also work out the actual car-to-X functions so that an additional control unit is not required.

In combination with the Intelligent Antenna Module from Continental, the exact vehicle data can be provided not only to all of the vehicle's own systems but can also be sent to the surrounding infrastructure. The intelligent antenna module combines the antennae for wireless communication between vehicle and infrastructure, the antennae for the vehicle interior, and the associated transmission and reception electronics in a single unit. This means the module can facilitate services such as the telephone, radio, GPS, and WLAN as well as the vehicle-to-vehicle communication of the future.

In the long term, Car-to-X communication will be one of the technical cornerstones for automated driving and will ensure much greater driving comfort. If vehicles have sensor and movement data about other surrounding vehicles in addition to their own sensors, automated driving maneuvers can be performed with even more safety.

Source: Continental

Australian government reviews regulations affecting ADAS and V2X

The Australian NTC has started a public discussion paper on its website to come up with a set of rules and regulations that govern ADAS and V2X deployment and uses.

The regulatory implications of new technology which allows vehicles and other parts of the road network to 'talk' to each other must be considered, according to a discussion paper released by the Australian National Transport Commission (NTC).

The NTC says Cooperative Intelligent Transport Systems (C-ITS) technology is currently being trialled in the US and Europe by auto manufacturers and governments to enable drivers to better plan and adapt their driving route to avoid heavy congestion, crashes or road works. Warning systems can be activated to alert road users of potential collisions with other road users or notifications of changed traffic conditions such as a train approaching a railway crossing.

The NTC's Cooperative Intelligent Transport Systems Regulatory Policy Issues Discussion Paper discusses how Australia could best prepare for the introduction of C-ITS with key issues highlighted including:

The discussion paper is available on the NTC website www.ntc.gov.au and is open for public comment.

▼ **Privacy** – C-ITS applications generate significant quantities of data that could be linked to individuals. C-ITS must be implemented and managed within Australia's privacy laws that govern the collection, use and disposal of personal information.

▼ **Liability** – clearly defined responsibilities for liability in the event of a crash involving a C-ITS enabled vehicle will be required to provide certainty to drivers, manufacturers, insurers and road managers.

▼ **Driver distraction** – existing rules govern the use of technology inside vehicles to reduce driver distraction. An assessment is required of how C-ITS applications fit within these existing rules.

▼ **Compliance and enforcement** – how C-ITS applications will be used for compliance and enforcement purposes will be critical to providing certainty to drivers about how they will be treated.

Source: Australian NTC

GCF and ERTICO collaborate to certify testing of eCall systems

The Australian NTC has started a public discussion paper on its website to come up with a set of rules and regulations that govern ADAS and V2X deployment and uses.

Global Certification Forum (GCF) and ERTICO ITS-Europe have entered into a liaison agreement to study testing and certification requirements for In-Vehicle Systems (IVS) for eCall. Collaboration between the two organisations will help ensure that any future eCall certification scheme can provide sufficient guarantees that mobile devices and modules incorporated in IVS are compliant with relevant eCall standards.

When activated, either manually by a vehicle's occupants or automatically, the eCall IVS establishes a voice connection with the relevant Public Safety Answering Point (PSAP) via a mobile network. A Minimum Set of Data (MSD) that includes accurate geo-location data identifying the scene of the accident is also sent over the voice connection to the PSAP operator. Knowledge of the coordinates will enable rescue services to reach the crash site faster. eCall is expected to save lives by allowing victims to be treated more quickly. The IVS is expected to work seamlessly across the European Union, even when a vehicle is travelling outside its home country.

ERTICO is coordinating the Harmonised eCall European Pilot project (HeERO) which involves pre-deployment pilots of eCall in nine EU Member States., which help identify requirements for end-to-end testing of eCall.

GCF, which has been operating an independent certification scheme for mobile devices to help ensure their interoperability with mobile networks since 1999, is already working on certification for eCall-capable mobile devices and modules.

Source: GCF

Collision avoidance put on 2013 NTSB Most Wanted List

The US NTSB has included collision avoidance technologies and the elimination of distraction in its annual Most Wanted List – the agency's priority list for 2013.

The annual Most Wanted List is part of the NTSB's lobbying activities aimed at encouraging the US transport industry to improve safety. The NTSB says that the National Highway Traffic Safety Administration (NHTSA) should establish performance standards where still needed and mandate that these technologies be included as standard equipment in cars and commercial motor vehicles alike. Their full life-saving and crash-avoidance potential will not be realized until supported by federal rulemaking and related standards.

These technologies are available today in many vehicles. However, they are options that a vehicle owner can add, and some technologies are not even required to meet performance standards.

There are technologies that can work with the driver to improve driver reaction time. Lane departure warning, forward collision warning, adaptive cruise control, automatic braking, and electronic stability control have all been proven to aid drivers when they are faced with unexpected conditions, particularly when traveling at highway speeds or when operating larger commercial vehicles that require greater stopping distances. Other systems, such as tire pressure monitoring, onboard monitoring (for commercial drivers), and speed-limiting technology, can warn drivers of imminent threats or diminish the possibility of encountering dangerous conditions.

The National Highway Traffic Safety Administration indicates that run-off-road, rear-end, and lane change maneuvers account for 23, 28, and 9 percent of highway accidents, respectively. Vehicle collision avoidance technologies can prevent these types of accidents. In fact, the Insurance Institute for Highway Safety estimates that forward collision warning can prevent 879 fatal crashes annually for passenger vehicles and 115 fatal crashes annually for large trucks.

The Insurance Institute estimates that lane departure warning can prevent 247 fatal crashes annually, and electronic stability control, 439 fatal crashes annually. With such promising potential to improve highway safety, this technology should be robustly deployed throughout the passenger and commercial fleets.

Source: US NTSB

DENSO demos EU-US compatible V2X platform

DENSO provided the platform that demonstrated how a single vehicle-to-vehicle and vehicle-to-infrastructure (V2X) technology application is viable in the US and EU.

The real-time demonstration shows a U.S. and European vehicle exchanging wireless safety messages using identical DENSO V2X hardware and similar software to illustrate the Emergency Electronic Brake Lights scenario. Pressing the brake pedal in the lead vehicle triggers an alert in the trailing vehicle – It does not matter whether the EU or US protocol is active, both behave the same for the user. What this demonstrates is that the same hardware and similar software could be used in either/both continents.

Source: Denso

As Euro NCAP accredits Thatcham to evaluate safety systems, SBD analyses the pressure that OEMs will face from new test protocols

SBD attended the Thatcham Crash Lab Launch held on the 22nd November 2012 at their currently upgraded crash laboratory in the UK; with speakers from Thatcham, EuroNCAP and the UK DfT all encouraging OEMs to develop innovative active safety systems that provide assistance to drivers in unsafe situations.

The event came at the end of a very busy year for ADAS development teams within European OEMs and suppliers. Euro NCAP recently surprised some within the automotive industry by announcing that AEB (Autonomous Emergency Braking) would be included as part of its star rating programme. This move was widely seen as an attempt by Euro NCAP to create a more competitive rating system for safety, and avoid too many models being launched with the full 5 stars (as has been the case in recent years).

In parallel, Thatcham has announced that UK insurers will reward vehicles fitted with AEB a lower insurance group, enabling consumers to save up to 10% on their insurance premiums. This represents a major shift for the insurance industry, which has traditionally taken a conservative and slow approach to factoring in the impact of new technologies within group ratings.

A critical question that remains after both of these announcements is "what test protocol will be used to assess the performance of AEB systems?"

OEMs are currently just praised for fitting any AEB system. However, in the UK Thatcham has developed a test protocol which will be used by UK insurers and they are now pushing Euro NCAP to adopt it for their AEB evaluation process. Although we expected the joint Thatcham/Euro NCAP event last week to provide some more insight about the status of these discussions, it appears that Euro NCAP is still a number of months away from announcing their test protocol.

The challenge for OEMs is that the requirements that emerge from Euro NCAP and those being set by the insurance industries in different markets may conflict in certain ways due to a fundamental difference in priorities: Euro NCAP is solely focused on promoting safety, whilst the insurance industry is primarily focused on lowering their annual claims pay out by reducing the cost of accidents.

In the worst-case scenario, OEMs could adapt their AEB solutions to meet the Euro NCAP 5-star rating requirement, only to find that the cost of insuring their models rises (despite insurer discounts for fitting AEB) due to the increased cost of repair.

At this stage, the pessimistic scenario highlighted above remains unlikely. But the next 6 months will prove to be a critical period for the automotive industry and for the deployment of ADAS systems, as groups like Euro NCAP and Thatcham formalise their test protocols for evaluating AEB. SBD will continue to monitor the evolving situation and keep you informed about any changes.

Mobileye expects to sell 2 million driver assistance systems in 2013

The US NTSB has included collision avoidance technologies and the elimination of distraction in its annual Most Wanted List – the agency's priority list for 2013.

Mobileye expects sales to more than double every year for the next few years as car manufacturers look to offer more safety features and self-driving cars gain in popularity.

The privately-held Israeli company has just sold its one millionth driver assistance system globally after launching the product in 2005, and expects to sell 2 million more in 2013.

Mobileye's systems include a camera mounted on the windshield that takes pictures of what is in front of the driver. A chip, manufactured by STMicroelectronics, processes the images and in real-time issues audio-visual warnings to drivers on a small device on the dashboard.

Among the warnings are those for collision if another car is too close, and hitting a pedestrian. The system automatically brakes prior to impact.

Paul Grimme, STMicro's executive vice president, said safety products are among the fastest growing areas for auto electronics, while collision warning systems are growing most rapidly.

The systems, sold to suppliers and automakers for a little more than $100 each, are currently an option for customers in 10 car brands including BMW, Volvo, General Motors, Ford, Opel and Hyundai.

From 2014, they will start to be a standard feature on many cars due to new regulations that will require driver assistance systems for cars to receive 5-star safety ratings.

Amnon Shashua, Mobileye's co-founder and chief technology officer said that Mobileye has an 80 percent market share in the sector.

Shashua said the company has annual revenue well above $50 million and is profitable, with sales doubling in each of the last three years.

It has cash reserves of more than $100 million and doesn't need to raise money at the moment, but the company has plans to go public in the United States in another year or two, he added.

In addition to its driver assistance systems, Mobileye is also banking on self-driving for future growth.

Aviram said it has linked up with three automakers, which he would not name, for the project.

Such a system will be sold to automakers for around $200 and will include five cameras in the car. The first systems, which will be functional for slower driving, will be launched in 2014, while it will be useable at fast speeds from 2016, Shashua said.

Source: Mobileye

Deputy director leaves NHTSA for Google's self-driving car

The US NTSB has included collision avoidance technologies and the elimination of distraction in its annual Most Wanted List – the agency's priority list for 2013.

The number two official at the US National Highway Traffic Safety Administration (NHTSA) is leaving the US government agency to join Google in January as the Director of Safety for Self-Driving Cars.

Ron Medford, NHTSA's deputy director, has been involved in all of the key safety issues NHTSA has investigated in recent years, as well as setting new safety rules.

Google, which has been testing driverless cars on public roads with a person sitting in the driver seat, has lobbied many US states to allow the vehicles. It has logged more than 300,000 miles using a fleet of autonomous vehicles on US roads. In September, California approved the use of the vehicles on public roads on a test basis.

Source: NHTSA

CONNECTED CAR SERVICES
QUICK REFERENCE GUIDE

HOW TO USE THIS REFERENCE GUIDE:

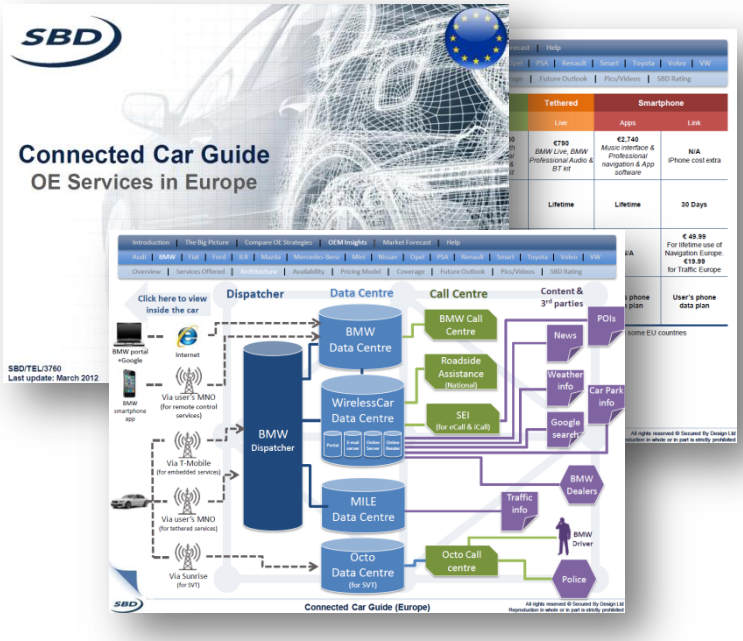
- This Reference Guide covers all vehicle manufacturers in 3 markets: EU, US and China
- The following service categories are covered for each market:

Safety | Security | Maintenance | Navigation | Drive | Infotainment | Convenience | Insurance | EV | Urban Mobility

- The following connectivity options are included:

	EMBEDDED SIM CARD	TETHERING	SMARTPHONE INTEGRATION
Available services			
Planned services			
New services (from last month)			

DATA TAKEN FROM SBD'S CONNECTED CAR GUIDE:



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- Service availability by model
- Pricing
- Service architecture
- Future outlook
- Video demos

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MG (SAIC)										
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Nissan (DF)										
ROEWE (SAIC)										
TOYOTA (FAW)										
TOYOTA (GAC)										

SGM = SHANGHAI GM

BM = BEIJING MOTORS

DY = DONGFENG YULON

DF = DONGFENG

UPCOMING EVENTS

FEATURED

Shanghai, China
4 - 6 December

FEATURED

San Francisco
12 – 13 February

EVENT	ABOUT	VENUE	DATE
Telematics UPDATE	11th Annual Consumer Telematics Show 2013 For more info click here	Las Vegas, USA	7 January 2013
NORTH AMERICAN INTERNATIONAL AUTO SHOW	North American International Auto Show For more info click here	Detroit, USA	14 - 27 January 2013

Top videos this month

www.youtube.com/telematicsnews

First in-car installation of iPad Mini

Sony adds Miracast to smartphones

Ford Fiesta Active City Stop avoids crash

SBD Portal — Video highlights for SBD Portal clients

BMW Apps in China

Chang'an In Call

Dongfeng Yulong Think+ and Think+Touch

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