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The evolution of the Mercedes-AMG Black Series most reliable car has ever done everything you need to know about the GMC Hummer SUT Mad Off-Road Supercars BMW's most controversial cars instantly recognizable on their wheels all you need to know about the Nissan 400 Lucid Air Vs. Tesla Model S Vs. Porsche Taycan: Tri EVad is a complete find of used car trade in, resell, mileage and other factors of car sales. Good news for MINI vehicle owners with short attention span for regular radio: Pandora is coming to the MINI Connected Infotainment System sometime in the near future. Once MINI has completed Pandora's integration into the existing infotainment system, all owners of the 2011 MINIs will be able to transfer existing Pandora stations, create new stations, and check high-resolution color albums. Pandora's integration has been greatly requested by our existing owners and potential new customers, said Stefan Durach, director of technology at BMW Group Palo Alto, in a statement. We are pleased that we can collaborate with Pandora and look forward to offering this feature throughout the entire RANGE of MINI products in a way that is easy to access and safer to operate. No word on when Pandora will make it to MINI, but the iPhone-related infotainment system already has a number of apps, including web radio, news, Twitter, Google Send to Car and Google Local Search. All changes to MINI apps are automatically updated through the Apple App Store. Pandora will also be available in the Toyota Entune multimedia system. Ariel Schwartz can be contacted on Twitter or by email. The screens in our cars can be frustrating- slow, confusing, hard to read, impossible to sync with our phone. Information and entertainment systems certainly have plenty of room for improvement, but as any software engineer would happily remind you, they are incredibly complex. From managing many of the car's functions to smartphone compatibility and ensuring that all different apps can work simultaneously, the displays in our dash are much more complex than the phones in our pockets. (Illustration by Jack Dylan) The top layer user interface, user interface, or user interface, is what you see on the screen and interact either to the touch or with the handles and dials. Poor design by automakers here can create a confusing user experience, or UX, and is often a source of your frustration. Framework This module controls everything from your Pandora app to navigation and with a system such as text to speech and voice command. It controls all the features of the app and which apps may appear in the head unit. Sorry, but there's no Candy Crush in the car. Mobile integration allows the car to connect to a variety of smartphones and devices. Supports Wi-Fi, Bluetooth and plug-in and playback for example, Mirror-Link, which imports a modified version of the phone's media and apps to the car screen. This is how Apple's CarPlay connects. Automotive Platform Software is a bridge between the app platform and the operating system to support multimedia, video, navigation, audio, radio, acoustics, software updates, Cloud services and more. It's a very important layer. Operating system Core infotainment system, OS controls access to almost everything - processor, memory, storage, display - in the head unit. Common automotive operating systems include qNX, Linux, Windows, and, soon, Android. The head unit includes a display, body, circuit board, CD/DVD player, radio, and multiple processors- collectively called the car's head unit. Also an interface with all cars physical inputs such as sound system or external cameras. This equipment should be able to withstand all the bumps, vibrations, temperature and humidity extremes that the average car faces. This content is created and supported by a third party and is imported to this page to help users provide their email addresses. You may be able to find more information about this and similar content on piano.io In Car Entertainment and Information Systems, collectively known as infotainment are fast becoming as important to buyers as what's under the hood. Last year, 80 percent of new Fords had some Sync versions, and other automakers are rushing to meet demand. But there is a problem: when it comes to gadgets, we are conditioned to expect hype/revolution, not years it takes a new car to gestate and hit the market. Thus, automakers are now turning to app-based platforms, just like those that are on smartphones, to give auto infotainment systems a constant channel of new features. Automakers, however, are reluctant to open the door to a reluctant stream of third-party developers. In addition to the apparent security risk associated with downloading potentially malicious software, car companies are used to monitoring the user experience. They will keep tight control over which apps will work with their cars to keep under control of apps that can distract or do a bad job of adding to the driving experience. We want to preserve the customer experience we've been working on, said Stefan Durach, director of BMW's research lab in Palo Alto, where the Mini Connected app platform was developed. This means that apps that either live on a smartphone or in a car or cloud are usually controlled by the interface already in Car. Or in the case of Ford Applink, the voice commands that will be a necessary feature to silence critics who are already sticking out the view that the last thing we need is more distraction in our cars. So don't Angry Birds- at least for now. Either way, we are in the incubation stage, and the available applications are already familiar things like how Twitter. That could change quickly. Ford says it has more than 1,000 third-party submissions that it is currently considering. GM recently announced a competition for college students to submit ideas. No one knows where this journey will lead, which is, of course, half the fun. In the meantime, here's a sampling of what's available now or will soon be Mini Connected Basics: Car-specific apps live on the iPhone, but are displayed on the car screen and driven by dash handles. Currently available apps (Pandora, Twitter, Web radio, driving efficiency coach and others) are available for free in Apple's iTunes Store. Best feature: The Twitter app reads the car's internal data and offers canned status updates such as a headline in Chicago. It's 72 degrees, the top is down, and life is great! Availability: Minis are currently equipped with a navigation system and will soon join the BMW lineup. Toyota Entune Basics: With Entune, your Bluetooth phone is just a gateway for specific apps that live in the cloud. Apps are displayed on the navigation screen and offer some voice control features, such as Bing search. Currently, apps include Open Table and Pandora, but will expand. One drawback: the service will eventually come with a not yet specified fee. Best feature: The Pandora mobile app uses the same familiar screen and function as your computer. Availability: Coming this summer in the Prius V (wagon version of the Prius) and in more cars later this year. Ford Applink Basics: Combined with Ford's synchronization system, apps live on different phones and connect to the machine with either a Bluetooth or USB cable. Bonus: Applink does not require the car to be an expensive factory navigation system. Best feature: For Pandora, say thumbs up when you like the song. Availability: Ford Fiesta with \$395 extra synchronization, and Ford Mustang later this year. This content is created and supported by a third party and is imported to this page to help users provide their email addresses. You may be able to find more information about this and similar content on the piano.io Cadillac has a new infotainment system setup that will try to change how motorists interact with automaker cars while driving. The new system, announced in a press release on Tuesday, allows drivers to create their own cloud user profiles on a car computer, so that if a person gets into another Cadillac equipped with the same new software, he or she will feel just like home. With this user profile, drivers can pre-install driving routes, phone contacts and Car. (It should also come in very handy for users of Cadillac's new Cadillac Car Subscription Service.) The new infotainment technology also allows drivers to track gas prices, traffic data, check parking information and various points of interest as it is updated in the cloud while on Go. Cadillac prides itself on staying now on the new Cadillac interior technology for the first time by bringing OnStar to market, and more recently we have become the first luxury brand to make Apple CarPlay and Android Auto through our product line, said Richard Breckus, Cadillac's director of product strategy, in a press release. We've been working to improve the overall response of the system in recent years, and now this next-generation user experience system delivers more improvements focused primarily on intuitive control. Cars will also come with a 4G LTE OnStar connection that allows up to seven users to connect wireless devices to the car and use it as a mobile hotspot. The updated interior will first come to the CTS sedan for the 2017 model year, XTS and ATS in the 2018 model year, with the rest of the Cadillac lineup after that. While many of these features can already be found on comparable luxury cars currently on the market, it's nice to see Cadillac or any brand from the big three American automakers actively making an effort to stay up to date in car entertainment and infotainment. Let's hope the new system will be without failure. We know that some other American car companies have had problems with this part.

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