



Infotainment and Telematics Interoperability

1 Introduction

Note: Nothing in this standard supercedes applicable laws and regulations.

Note: In the event of conflict between the English and domestic language, the English language shall take precedence.

1.1 Purpose. General Motors (GM) shall require Interoperability (IOP) to be performed periodically for methods used to connect the vehicle's Infotainment and Telematics systems to common consumer devices. The following connectivity methods shall be part of IOP: Bluetooth (BT), Bluetooth Low Energy (BLE), Wi-Fi, USB connectivity, Android Auto (AA), Apple Car Play (ACP), Near Field Communication (NFC) and Wireless Charging.

The following are the three critical areas of IOP:

- a. Interoperability between devices and the vehicle.
- b. Interoperability or coexistence with other devices.
- c. Interoperability with users and ease of use.

1.2 Applicability. All modules and software/firmware that support the Bluetooth (BT), Bluetooth Low Energy (BLE), Wi-Fi, USB connectivity, Android Auto (AA), Apple Car Play (ACP), Near Field Communication (NFC) and Wireless Charging.

1.3 Remarks. Although CG5019, was distributed with this specification, it is the supplier's responsibility to insure that they have the latest version of CG5019.

2 References

Note: Only the latest approved standards are applicable unless otherwise specified.

2.1 External Standards/Specifications.

None

2.2 GM Standards/Specifications.

GMW3059

2.3 Additional References.

CG5019 Infotainment and Telematics Interoperability

3 Requirements

CG5019 describes General Motors requirements for Infotainment and Telematics Interoperability. It describes when Interoperability shall be required and how often it shall be repeated after the Infotainment/Telematics system is launched.

CG5019 describes each step of the Interoperability plan and who is responsible as well as the required timing of the step.

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4 Validation

4.1 General. The main intent of IOP is to uncover any inconsistencies with connectivity type features covered in this document. The Validation team may opt to use parts of this document in their Validation testing, but this IOP document is separate from Validation testing.

If an issue is uncovered that affects the GM owned hardware or software, then Validation may be affected if the hardware or software is changed. All changes shall be evaluated by the Validation Team for any impact to the Validation plan or Validation Tests.

4.2 Validation Cross Reference Index. Not applicable.

4.3 Supporting Paragraphs. Not applicable.

5 Provisions for Shipping

Not applicable.

6 Notes

6.1 Glossary. Not applicable.

6.2 Acronyms, Abbreviations, and Symbols.

AA	Android Auto
ACP	Apple Car Play
BLE	Bluetooth Low Energy
BT	Bluetooth
CSV&V	Component-level Software Validation and Verification
ECU	Electronic Control Unit
GM	General Motors
IOP	Interoperability
NFC	Near Field Communication
SME	Subject Matter Expert

7 Additional Paragraphs

7.1 All parts or systems supplied to this standard must comply with the requirements of GMW3059, **Restricted and Reportable Substances**.

8 Coding System

This standard shall be referenced in other documents, drawings, etc., as follows:

GMW17876

9 Release and Revisions

This standard was originated in July 2017. It was first approved by Systems Engineering Infotainment and Telematics in September 2017. It was first published in September 2017.

Issue	Publication Date	Description (Organization)
1	SEP 2017	Initial publication.

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