The automobile world is witnessing the popularization of in-car information provision services that utilize the Internet. NISSAN’s “CARWINGS” service reached practical use in February 2002, followed by Honda’s “internavi premium club” and TOYOTA’s “G-BOOK” in October of the same year.

Upon receiving an order for a special in-vehicle G-BOOK browser for the 2003 commercialization of TOYOTA’s G-BOOK service, FUJITSU TEN developed the browser jointly with FUJITSU LIMITED, and perfected it for commercial production.

The basis for the G-BOOK browser was FUJITSU LIMITED’s proprietary Internet browser. This was developed into the G-BOOK browser by modifying the user interface component so as to suit it for in-vehicle use (providing functions to restrict the range of control operations and moving picture displays during travel in the interest of driver safety), and adding a ‘navigation linkup component’ that links information acquired from the G-BOOK Center with the navigation functions.

This paper gives an overview of the G-BOOK service and presents the functions and features of this newly-developed browser for receiving such service.
Overview of the G-BOOK service

2.1 System Overview from the Center to the in-vehicle terminal

2.2 Overview of G-BOOK services

Live navigation

Information

Entertainment

Communication

Safety and security

E-commerce

2.3 Using G-BOOK inside a car

Introduction
3.3 Navigation linkup functions

- G-memorized locations
- Destination setting

3.4 Automatic accessing function
3.5 E-mail transmission/reception functions

3.6 Restrictions on displays and operations while driving

FUJITSU Group's engagement

(1) Abstract platform

(2) Browser Construction functions


Profiles of Writers

Shinich Hayashi
Entered the company in 1989. Since then, has been involved in the development of the G-BOOK browser since 2001, through the development of displays for automobiles. Currently in the G System Integration Department of Engineering Division 1 Business Division Group.

Masahiko Ogai
Entered Toyota in 1991. Since then, has been involved in the development of catalysts for purifying exhaust gas, and multimedia ECU for automobiles. Currently in the 1st Electronic Engineering Section.

Shinji Fukuda
Entered the company in 1979. Since then, has been involved in the development of automobile information devices. Currently the Manager of the R&D Department 1 of Advanced R&D Department, Research & Development Group.

Toru Osada
Entered the company in 1977. Since then, has been involved in the development of K/G series EPOC family and OASYS. Currently assigned to the Development Planning Control Department of the Software Division, where he is involved in the development of embedded browsers.


Conclusion


Future endeavors


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