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# Pixel car racer hacked

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Not long ago, staring at a car meant to check the façade from the CD player, slapping a club on the steering wheel and blocking the doors. However, vehicles electronic systems evolve, however, cars are starting to request the same protection as laptops and e-commerce servers. Currently, there is nothing to stop anyone with mischievous intentions and some computer programming skills to be commanded by your vehicle. After getting access, a hacker could control everything from which the song plays on the radio if the brakes work. While there are no car cases reported in a mischievous way in the real world, in 2010, affiliated researchers in the center for the Embedded Systems Security automotive sector (caaassâ€, "a partnership between the university of California San Diego and L 'University of Washington) showed how to take all the vital systems of a car by connecting a device in the OBD-II port under the dashboard. The situation gets worse. In a document that must be published by the end of this year, the same. Researchers take remote control of an unnamed vehicle through its telematic system. Also demonstrate that it is theoretically possible to hack a machine with malware embedded in an MP3 and with the code transmitted on a Wi-Fi connection. These violations are possible because © the dozens of Â€,~ Â€,~ Â€,~ independently operating computers on modern vehicles are all connected through a network of communications in car Note C Home controller-area-network or bus. Although vital systems such as the butterfly valve, brakes and steering are in a separate part of the network that is not directly linked to infotainment and less safe diagnostic systems, the two networks are so intertwined that a whole car can Being violated if any single component is violated. So the possibility now exists for the Platons of Cars to go rogue to the command of expert terrorists of the computer, crazy exes and parking assistants with ph.d.s in computer science. But the truth is that a car's hacking requires much Â€,~ Â€,~ Â€,~ Time, efforts and money - three resistance automotive houses use to fight. In Chrysler, where optional infotainment systems are integrated with hard drives and hot spots of mobile Internet, the company spokesman wins Muniga states that a data violation of an individual car is "it is unlikely". It doesn't mean that the company is ignoring the problem. Â€,~ Â€,~ "It is an engineering problem in progress, Â€,~ Â€,~ He says. Â€,~ Â€,~ "Do you want to stay a step forward compared to what these guys could do." Rich Strader, Ford director of security technology and information technology strategy, states that the automotive house has been constantly strengthening the Vehicle systems, but the threat is always evolving. He says that the difficulty with security is that "you can't honestly say that something is impossible. Currently automotive houses are starting to take measures to protect networks in the same way in which the information technology sector now blocks business servers. Â€,~ Â€,~ "Like all the internet in its first few days, car networks do not use a lot of safety," says Brad Hein, a programmer that has accessible vehicle data from his chevy impala in 2006 on an Android phone, using The Â€,~ "ç" € D written code. Â€,~ Â€,~ "As more people begin to access car networks, Â€,~ Â€,~" says Hein, Â€,~ Â€,~ "I am waiting for the automotive industry to begin to strengthen security.Â€,~ It certainly happening in Onstar , the telematic system that Â€,~ Â€,~ is already in over 6 million vehicles. Eric Gassenfeit, Chief Information Security Onstar, states that his team has seen resources and staff grow "for an order of greatness" in the last two years . So the battle between And the producers are turned on. Here are the most vulnerable entry points of your car and which car manufacturers are doing to protect them: System TelematicsLa Hack: a car's telematic system, which can communicate to the police in case of crash, disables a stolen vehicle and offer diagnostic information to customers , it can also interface with more vehicle systems. Therefore, after getting access access The telematics system, you can check the systems connected to the CAN bus. A hacker could, for example, disable the ignition of a car in the same way that would be a burglar alarm system. Defense: To demonstrate this type of hack, the researchers had to master and reverse engineer an entire telematics system. However, car-looking automotive houses are already strengthening the safety of external communications and car networks. Onstar, for example, has a "ListoWhite List ... of approved computers who are authorized to connect with cars.mp3 Malwaritheck Hack: bad guy. You have downloaded your louds odd future shades from an unauthorized file sharing service. Shady That the version of Goblin contains the code that fights its way to the bus can bus and disables your brakes. The defense: Because infotainment systems earn functionality, automotive manufacturers are protecting them from more vital components without jeopardizing the integration of the vehicle. Â€,~ Â€,~ "We are indented all our security-critical systems," says the security head of Onstar Gassenfeit. The latest GM cars, like the 2011 chevy volt, check any data sent between two systems in the same way as the online credit card dealers' dealers. AppShorizers Hack: Just like smartp manufacturers Hone has the App stores in which thousands of programs developed by third parties are available for download, automotive manufacturers are expanding their infotainment offers through downloadable software. If a rogue app contains malware or a virus, however, it can infect your car without your knowledge. The defense: automotive manufacturers are very rigid in selecting which apps make it on their systems. The Touch Touch of Ford and Toyota Entune Entune allow only a handful of pre-hedging programs, while the GM's MyLink is so far from routing all the software through remote servers so that users do not inadvertently win infected apps on their cars .Obd-iithe Hack: Caess researchers wrote a program that sought and exploited vulnerable communication points in which the interface of vehicle systems. They installed that program on the car bus can pass the OBD-II port. Once on the network, the program could control each system from wipers to the brakes. This is the most direct way to hack a car, as it sends the code directly to the bus can. The defense: Until recently, most of the data sent between vehicle systems had not been encrypted, leaving cars wide open for enterprising hackers. Now CARMACRI are starting to adopt routine security protocols from the information field-technology, such as files protection with digital signatures. Â€,~ Â€,~ "What is the most standard that is now applied to the automotive sector," says Gassenfeit.door Block. Hack: in most modern cars, the power locking mechanism is connected to other vehicle systems so that the ports can lock automatically when a car is put into units and unlocks if the airbags have been distributed or the keys are Locked inside. That interconnectivity, theoretically, means that the locking mechanism can be violated to access other systems. If acceleration can engage in a car's power locks, an experienced hacker could use power locks to force that machine to accelerate. Defense: Infotainment and on-board diagnostic systems are still connected by a physical connection to the module that controls functions such as steering and braking, but on some systems, such as FordÂ€,~ Â€,~ "ç" € that the connection goes only in a Â€,~ Â€,~ "The only thing we allow is for the real-time module to send messages in one direction," says Ford. Key Fobthe Hack: it seems one of those warnings that occur in chain e-mails every few months, except that it is true. A FOB wireless key should unlock and / or start the car only when the person holding the FOB key is directly next to the vehicle or already sitting inside. However, Swiss researchers have found a way to intercept and extend the signal up to 30 feet with parts that cost less than \$ 100. The configuration does not reply the signal ... It only extends its interval so so The car thinks that the FOB key is closer than in reality. The defense: there is not much a car manufacturer can do here. These hackers have not broken Key Fobs encryption ", in any way -" They have just extended its range with a radio repeater. So keep an eye on anyone who has passed a parking lot and in possession of a homemade antenna. This content was created and managed by a third party and imported on this page to help users provide their e-mail addresses. You may be able to find more information about this and content similar to Piano.lot about 300 years ago, the English playwright William Congreve wrote, "Music has spells to soothe a wild breast, to soften the rocks or fold an oak knotted. " This week we knew that it can also help hackers to break your car.Rercher at the University of California, San Diego, and the University of Washington spent the last two years that comb through myriad computer systems in late cars , looking for safety defects and development of ways to use them. In a new document, they say they identified a handful of ways in which a hacker could break into a car, including attacks on the Bluetooth and cellular networking systems of the car, or through malicious software in the diagnostic tools used in automotive repair shops. But their most interesting attack focused on the stereo car. Adding extra code to a digital music file, they were able to transform a burned song on a CD in a Trojan horse. Once played on the machine stereo, this song could alter the firmware of the stereo system of the car, giving attackers an entry point to change other components on the machine. This type of attack could be distributed on file sharing networks without suspicion, they believe. "It is difficult to think about something more harmless than a song," said Stefan Savage, a professor at the University of California. Asking the wild and his companion companions described the internal work of the networks of components found in today's cars, and described an experiment in 2009 in which they were able to kill the engine, lock the doors, turn off the brakes and falsify the Tachometer readings on a late model car. In that experiment, they had to connect a laptop into the internal diagnostic system of the car in order to install their malicious code. In this last document, the goal was to find a way to break the machine remotely. "This document is really what is challenging to get that access from the outside," said Savage. We found many ways to enter. In fact, it attacks Bluetooth, cellular network, malicious music files and through diagnostic tools used in dealers were all possible, if difficult to pull out, Savage said. "The simplest way remains that we did in our first sheet: connects the car and we did," he said. But the search shows how completely new types of automotive attacks could be on the horizon. For example, thieves could instruct the cars to unlock their doors and return their GPS coordinates and vehicle identification numbers on a central server. "An enterprising thief could stop stealing machines, and instead selling his abilities as a service to other thieves," said Savage. A thief looking for certain types of machines in a given area could ask you to have identified them and unlocked, he said. In their relationship, researchers do not nominate the brand of the model of the 2009 model that violated. Savage and other researchers presented their work to National of the Academy of Sciences of electronic controls of vehicles and non-intentional acceleration, which is studying the safety of automotive electronic systems in the wake of Toyota massif recall last year. This recall was required by non-intentional acceleration reports in Toyota vehicles, a problem that was thought to have been linked to electronic systems, but at the end it was accused on floor mats, sticky gas pedals and driver error. With the high technical barrier at the entrance the researchers believe that the hackers attacks on the cars will be very difficult to pull out, but but DA~ that they want to make the automotive industry aware of potential problems before they become pervasive. The hacking of the car is "unlikely to happen in the future," said Tadayoshi Kohno, an assistant professor with the university of Washington who worked on the project. "But I think the average customer will want to know if the car you buy in five years ... they will have these mitigated problems." Another problem for your car skulls is the fact that there are significant differences between electronic control units in the car. Although an attack could work on a year and vehicle model, it is unlikely to work on another. "If you're going to hack you in one of them, you have to spend a lot of time, money and resources to enter a software version," said Brian Herron, Vice-President of Drew Technologies, Ann Arbor, Michigan, Company Building Tools for Automotive computer systems. "It's not how to hack windows, where you find a vulnerability and go later." So far, automotive manufacturers have been very receptive for the work of university researchers and seem to take security problems that have collected very seriously, wild and Kohno said. McMillan covers the security of computers and general technology Breaking News for the news service IDG. Follow Robert on Twitter at @bobmcmillan. Robert's e-mail address is robert\_mcmillan@idg.com Copyright Â€,~ 2011 IDG Communications, Inc. Inc.

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