

Remanufactured

INSTRUMENT PANEL CLUSTER

CARDONE leverages extensive experience with many of the most critical automotive electronics systems to expertly re-engineer instrument clusters to the highest quality standards. Critical components are 100% replaced and tested for accurate calibration and reliable performance. A showroom-new look is achieved by restoring or replacing lens assemblies with new polycarbonate. Every unit comes preprogrammed with VIN, mileage and engine hours, if applicable, to minimize downtime and get the vehicle back on the road quickly.

- Lens assemblies are restored to like-new quality or replaced with new polycarbonate material to improve visibility and provide that showroom look to the dashboard.
- Halogen bulbs are 100% replaced, while LED bulbs are tested and replaced as needed to maintain proper function of the warning light system.
- All gear-driven stepper motors are replaced with upgraded units.
- Gauge needles are calibrated for proper operation.
- Segments or display panels are validated and tested to ensure proper outputs.

Signs of Wear and Troubleshooting

- Complete loss of power
- Backlighting inoperative
- Gauge needle inaccurate, erratic or inoperative
- Variable dimming feature inoperative

Product Description

Features and Benefits

Signs of Wear and Troubleshooting

FAQs



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- Broken cluster case mounting tabs
- Acrylic lens cracked, not transparent, spots
- Driver information message center display intermittent or inoperative
- Odometer blank or flickering or erroneous readout
- Trip meter not functioning
- Trip meter reset momentary pushbuttons loose or missing
- Cluster bezel cracked
- Gear selector not indicating
- Noise coming from instrument panel cluster (IPC)
- Chime always on or inoperative
- Incorrect language scrolling across odometer screen
- Odometer display illuminated while the vehicle is shut down causing a parasitic battery drain
- Odometer display showing an ERROR message

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Do you remanufacture instrument panel clusters (IPCs) with digital displays or just ones with analog gauges?

- Currently, we only remanufacture IPCs with analog gauges and integrated driver information centers, if equipped.

What are the common failure modes you see?

- There are a few different categories of problems that we see:
 - 1) The unit's gauges do not function properly relative to inputs from the vehicle.
 - 2) The indicator lights do not illuminate properly, if at all.
 - 3) The lens assemblies have been damaged or broken so that visibility is reduced.
 - 4) The units will not power on or function.

What type of repairs do you perform?

- All stepper motors and halogen bulbs are 100% replaced. LEDs that do not function are replaced. Any faulty circuit board components are replaced as necessary, including the connector blocks and driver information center displays. We restore the lens assembly to a like-new condition or replace it with a new lens if that is not possible.

How is the IPC cleaned?

- The IPC is disassembled 100%. Boards are hand cleaned with alcohol, and outer cases are batch washed.

How is the IPC inspected?

- IPC printed circuit boards are 100% inspected using a vision system under magnification to detect trace erosions, poor solder points, and surface mount or thru-hole component failure.

How is the IPC tested?

- Each unit is connected to a vehicle simulator that checks all functions. All gauges are tested at various levels of input to make sure they are calibrated, and the output is correct. All indicator signals are simulated to make sure the cluster displays the appropriate message or warning. All driver information display functions are tested for readability. Finally, the gear selector is checked to ensure it illuminates properly for all gears.

Do I have the option of buying the cluster without programming?

- Currently, purchasing IPCs without programming is not an option. In the future, we hope to offer a remote programming plan.

Is the odometer reset at the factory, or does the IPC have to go back to the dealership to set the odometer?

- The odometer is reset at the factory based on a signed affidavit from the consumer that confirms the VIN, mileage and engine hours.

What info do I need to order?

- Accurate VIN, mileage and engine hours are required.

Is any vehicle-specific Flash programming required?

- Yes. The latest service calibration is Flashed into the IPC at the factory using using an OEM tool and scanner.

Is there any on-car programming or a relearn procedure that must be performed after installation?

- On-car programming or relearning is not necessary on IPCs with analog gauges.