

Network messages can drop out or be missing for a variety of reasons, such as high network traffic on the bus. The IPC incorporates a defined strategy for handling missing network messages based on time. The required time for a network message to be missing differs between the various gauges, indicators and message center displays. The strategy is basically the same for all indication outputs (gauges, indicators or chimes), but differs in the length of time required for the network message to be missing. If a required network message is missing or invalid for less than the programmed length of time, the gauge, indicator or message center display that requires the network message remains at the last commanded state based upon the last network message received. If the messaged input is missing for longer than the programmed length of time, the IPC output (gauge, indicator etc.) reacts according to a pre-defined default action.

For example, if the stability-traction control indicator request network message is missing for less than 5 seconds, and the stability-traction control indicator (sliding car icon) was on, the indicator remains in the on state until the next network message is received. If the network message remains missing or invalid for more than 5 seconds, the IPC sets a U-code DTC and the IPC output becomes a default action for the indicator or gauge. The indicator may default on/off or the gauge may default to the rest position.

Each indicator or gauge utilizes a different default strategy depending on the nature of the indication. Refer to the diagnostic overview descriptions located before each pinpoint test for further descriptions of the default action specific to each indicator or gauge. If the missing messaged input to the IPC returns at any time, the normal function of the gauge, indicator or message center display resumes.

It is very important to understand:

- where the input originates.
- all the information necessary in order for a feature to operate.
- which module(s) receive(s) the input or command message.
- which module controls the output of the feature.
- whether the module that receives the input controls the output of the feature, or whether it outputs a message over the communication network to another module.

DESCRIPTION AND OPERATION > INSTRUMENT PANEL CLUSTER (IPC) - SYSTEM OPERATION AND COMPONENT DESCRIPTION > MYKEY ®

">MyKey ® miles driven by the MyKey ® user can be found in the information display.

- The number of MyKey ® programmed and administrator keys can be found in the MyKey ® menu.
- The parking aid, Blind Spot Monitoring System/Cross Traffic Alert (BLIS ® /CTA), lane departure alert and collision avoidance warning menus are disabled in the message center to force these features always on.

When an administrator key is in use, the IPC provides:

- a menu in the message center guiding the user to create a MyKey ®. When the maximum MyKey ® limit is reached, the MyKey ® creation menu is no longer available.
- a menu in the message center with options for setting 6 MyKey ® features:
 - MyKey ® speed limiter.