

served as one component with the safety belt buckle.

DESCRIPTION AND OPERATION > MESSAGE CENTER - OVERVIEW > OVERVIEW

The message center is an integral part of the IPC that receives and acts upon much of the same information that is input and used to operate the IPC (gauges, informational indicators, and warning indicators). The message center uses both hardwired and network-based inputs to receive information. The message center functionality is controlled through the message center switch (part of the LH steering wheel switch).

Whenever conditions are present that require a warning message, the message center replaces the last selected display with the new warning display. Once the message is reset or cleared, the message center returns to the last selected display. If multiple warnings are present, the message center rotates through the messages, displaying each warning for approximately 4 seconds. Warning messages are also generally associated with other observable outputs of the IPC (gauges, informational/warning indicators and RTT indicators). For example, when the BCM detects a low brake fluid condition, the BCM sends the IPC a request through the GWM to illuminate the brake warning indicator and a request to display the LOW BRAKE FLUID message in the message center. This allows the message center to be a more informative supplement to the IPC gauges and indicators.

The system warning messages alert the operator to possible concerns or malfunctions in the vehicle operating systems. System warning messages can be stand-alone messages, but are often associated with another form of indication, such as a gauge, indicator or an RTT indicator. The message center displays the last selected feature if there are no additional warning messages. Once a warning message has been displayed, the message must be acknowledged to allow full functionality of the message center by pressing the OK button to acknowledge and clear the warning message. For a complete list of warning messages displayed, refer to the message center portion of the Owner's Literature.

DESCRIPTION AND OPERATION > MESSAGE CENTER - SYSTEM OPERATION AND COMPONENT DESCRIPTION

System Operation

DESCRIPTION AND OPERATION > MESSAGE CENTER - SYSTEM OPERATION AND COMPONENT DESCRIPTION > NETWORK MESSAGE CHART

Module Network Input Messages - IPC

Broadcast Message	Originating Module	Message Purpose
4x2 status	TCCM	Input used to control the 2WD (2H) RTT.
4x4 auto status	TCCM	Input used to control the 4x4 auto (4A) RTT.

4x4 high status	TCCM	Input used to control the 4x4 high (4H) RTT.
4x4 low status	TCCM	Input used to control the 4x4 low (4L)RTT.
4x4 service required	TCCM	4x4 input used to control the powertrain malfunction (wrench) RTT.
4WD service required	TCCM	Input used for the 4WD system faults input to control the powertrain malfunction (wrench) RTT and to display 4WD fault messages.
4WD status	TCCM	Input used to control the neutral tow and off road messages.
AWD lock	ABS module	Input used to control the power distribution display.
AWD range	TCCM	Input used to control the power distribution display.
Auto high beam status display	IPMA	Input used to control the auto high beam RTT.
Autopark status	PAM	Input used to control the parking aid messages displayed in the message center.
Battery low state of charge	BCM	Input used to control the charging system and load shed RTT indicator and warning messages.
Body service required request	BCM	Input used for the BCM controlled system faults input to control the powertrain malfunction (wrench) RTT.
Brake fluid level low message request	BCM	Input used to display the message center brake fluid level low message.
Brake (red) warning indicator request	ABS module	Input used to display the message center brake system fault message.
Camera status display	IPMA	Input used to control the display of lane keeping system message center warning messages.
Check fuel fill inlet message request	PCM	Input used to display the check fuel fill inlet message.
Cross traffic alert left status	SODL	Input used to control the blind spot information system RTT.
Cross traffic alert right status	SODR	Input used to control the blind spot information system RTT.

Cruise control set speed	PCM	Input used to control the cruise control set speed displayed in the message center.
Cruise control status	PCM	Input used to control the cruise control RTT and message display based on the system status.
Cruise control override	PCM	Input used to control the adaptive cruise control set speed display when the cruise control is overridden by the driver.
Driver door ajar status	BCM	Input used to control the driver door ajar RTT. Input also used to display the not in park warning message.
Electronic park brake message request	EPB module	Input used to display the electronic park brake message center informational and warning messages.
Electronic park brake (red) indicator request	EPB module	Input used to display the park brake applied message when equipped with electronic parking brake.
Electronic park brake (yellow) indicator request	EPB module	Input used to control the electronic park brake RTT.
EPAS failure	PSCM	Input used to control the service power steering message display.
Engine coolant temperature data	PCM	Input used to control the temperature gauge, the over-temperature RTT and warning message.
Engine oil life	PCM	Input used for the oil life display.
Engine overheat indication request	PCM	Input used to control the temperature gauge, the over-temperature RTT and warning message.
Engine RPM data	PCM	Input used to control the low oil pressure RTT, the engine idle hour display and to calculate the DTE display.
Engine service required request	PCM	Input used for the powertrain Electronic Throttle Control (ETC) component to control the powertrain malfunction (wrench) RTT.
Factory mode	BCM	Input used to indicate whether the vehicle is set in factory mode during vehicle build.
Forward collision warning message request	CCM	Input used to display the forward collision fault warning messages.

Front fog lamp indicator request	BCM	Input used to control the front fog lamp RTT.
Fuel alcohol percent	PCM	Input used to calculate the running average fuel economy.
Fuel flow volume display	PCM	Input used to calculate the DTE.
Gear lever position	PCM	Input used to display the active park assist messages. Input is also used for the power distribution display.
GPScompass direction	GPSM	Input used to control the compass display.
Hill descent mode	ABS module	Input used to control the hill descent RTT.
Hill descent message request	ABS module	Input used to control the hill descent informational and fault messages.
Hood ajar status	BCM	Input used to display the hood ajar warning message.
Ignition status	BCM	Ignition RUN, START and accessory states required for the IPC operating modes and fault reporting. Also used to display the not in park warning message.
Ignition type	BCM	Input used to determine the DTE based on whether the driver is using an administrator key or a MyKey [®] programmed key.
Immobilizer message display	BCM	Input used to display the PATS, passive entry and key programming messages.
Keycode status	BCM	Input used to display the factory keypad code.
Lane keeping indicator request	IPMA	Input used to control the lane keeping system RTT.
Lane keeping system status display	IPMA	Input used to control the lane keeping system message center warning messages.
Lane keeping system message request	IPMA	Input used to control the lane keeping alert keep hands on wheel message center warning message.
Left rear door ajar status	BCM	Input used to control the left rear door ajar RTT.
Lock system message request	BCM	Input used to display the power child lock, switch inhibit and low key FOB

		battery message center messages.
Memory command	DSM	Input used to display the memory seat operational messages.
Odometer count	PCM	Input used to display the vehicle odometer, the odometer reading for configured trailers in the trailer information display and to calculate the DTE.
Oil pressure warning indicator request	PCM	Input used to control the low oil pressure RTT.
Parklamp status	BCM	Input used to control the lights on RTT.
Parking aid fault status	PAM	Input used to display the check parking aid messages.
Parking brake warning indicator request	BCM	Input used to display the parking brake engaged message (manual parking brake only).
Passenger door ajar status	BCM	Input used to control the passenger door ajar RTT.
Perimeter alarm chime request	BCM	Input used to display the perimeter alarm message when the vehicle is entered before deactivating the perimeter alarm.
Power shed level request	BCM	Input used to turn off the progressive range select and SelectShift [®] displays when vehicle power shed function is requesting battery conservation.
Powertrain cooling message request	PCM	Input used to display the reduced power to cool the engine on the Gasoline Turbo Direct Injection (GTDI) engines.
Powertrain drive mode status	PCM	Input used to control the sport mode and tow haul Reconfigurable Telltales (RTTs).
Reduced guard status	BCM	Input used to display the perimeter alarm reduced guard mode enabled/disabled status message.
Rear differential lock status	TCCM	Input used to control the locking differential RTT.
Rear locking differential service required	TCCM	Input used to display the service locking differential warning message.

Red brake warning indicator request	BCM	Input used to display the low brake fluid level message center message.
Remote start status	BCM	Input used to control the remote start active message display.
Reverse gear state	PCM	Input used to display the active park assist messages.
Right rear door ajar status	BCM	Input used to control the right rear door ajar RTT.
Side obstacle sensor status-left	SODL	Input used to display the Blind Spot Monitoring System (BLIS ®)/Cross Traffic Alert (CTA) system fault messages.
Side obstacle sensor status-right	SODR	Input used to display the Blind Spot Monitoring System (BLIS ®)/Cross Traffic Alert (CTA) system fault messages.
Snow plow mode	FCIM	Input used to display the snow plow active message informing the driver that electrical features are disabled for plow use.
Starting system message request	PCM	Input used to display starting system messages.
Stability-traction control chime request	ABS module	Input used to control the service AdvanceTrac ® message.
Stability-traction control disabled indicator request	ABS module	Input used to control the stability-traction control disabled RTT (sliding car OFF icon) and traction control on/off status messages.
Stability-traction control indicator request	ABS module	Input used to control the stability-traction control RTT.
Stability-traction control on/off message request	ABS module	Input used to control the stability-traction control on/off status messages.
Stop-start mode indicator	PCM	Input used to control the auto stop-start RTT.
Stop/start text message display	PCM	Input used to control the auto stop-start message display.
Tire pressure warning indicator	BCM	Input used to control the TPMS RTT.
Tire pressure system status	BCM	Input used to control the TPMS informational and fault messages and to display the current tire pressures.

Trailer battery charge	TRM	Input used to determine the trailer connected status for the trailer information display.
Trailer brake connect status	TBM	Input used to display the trailer brake system fault and general trailer brake electrical messages.
Trailer lamp connected	TRM	Input used to determine the trailer connected status for the trailer information display.
Trailer lamp out	TRM	Input used to display trailer lamp outages.
Trailer battery charge	TRM	Input used to display the trailer battery charging fault message.
Trailer sway event in progress	ABS module	Input used to display the trailer sway reduce speed message.
Transmission gear display	PCM	Input used to display the not in park warning message. Input also used to control the progressive and SelectShift ® displays.
Transmission shift mode display	PCM	Input used to control the progressive range select and SelectShift ® transmission shift mode display.
Transmission service required	PCM	Input used for the transmission component to control the powertrain malfunction (wrench) RTT.
Transport mode	BCM	Input used to indicate whether the vehicle is set in factory mode or transport mode to display the appropriate message and power down/display items such as the PRNDL at key off to conserve the battery.
Turn indication status	BCM	Input used to control the LH- RH turn signal RTT indicators.
Vehicle dynamics SOS	ABS	Input used to control the spin-out detected message.
Vehicle roll angle display	ABS module	Input used to display the vehicle pitch in the off road display.
Vehicle pitch angle display	ABS module	Input used to display the vehicle angle in the off road display.
Vehicle speed	PCM	Input used to control the: digital speedometer display. DTE display engine hour and engine idle hour displays. not in park