

- 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.
  - MyKey ® pre-selected speed warning.
  - MyKey ® radio volume limiter.
  - traction control always on or user selectable.
  - emergency 911 assist feature always on or user selectable.
  - do not disturb feature always on or user selectable.
- a menu in the message center with the option to clear all MyKey ® programmed keys at once.
- MyKey ® mileage driven by the MyKey ® user can be located in system check function of the message center.
- the number of MyKey ® programmed keys and administrator keys can be located in the system check function of the message center.

For information on the MyKey ® features, refer to the Owner's Literature.

## **DESCRIPTION AND OPERATION > INSTRUMENT PANEL CLUSTER (IPC) - SYSTEM OPERATION AND COMPONENT DESCRIPTION > CONFIGURATION**

The IPC contains items that are configurable. Most of the configurable items (configurable parameters) are customer preference items, which can be set with a scan tool. The remaining configurable items can only be set through the vehicle configuration parameters. Refer to: MODULE CONFIGURATION .

## **DESCRIPTION AND OPERATION > INSTRUMENT PANEL CLUSTER (IPC) - SYSTEM OPERATION AND COMPONENT DESCRIPTION > PROVE-OUT**

The IPC carries out a display prove-out to verify the gauges function and all module controlled warning indicator lamps and monitored systems are functioning correctly within the IPC. Upon initiation of the prove-out (ignition on), the analog gauges sweep from one stop to the other then return to the normal indication state based on the input received. The IPC also provides a timed prove-out of some indicators while other indicators illuminate upon engine start up or have no prove-out. When the ignition is cycled on, the indicators illuminate to prove-out according to the following table: