1999 dodge caravan instrument cluster not working

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Dodge Grand Caravan owners have reported 19 problems related to dashboard failed under the electrical system category. The most recently reported issues are listed below. Also please check out the statistics and reliability analysis of Dodge Grand Caravan based on all problems reported for the Grand Caravan. Tl-the contact owns a Dodge Grand Caravan. The contact stated that the vehicle will shut off after the abs , the esp lights, the check engine lights, basically the whole dash board would light up. The lights will initially flutter and flicker and all the gauges zero out and as a result when the vehicle stops at a light or sign it shuts off completely. The contact would have to wait a few minutes before the vehicle would restart. The vehicle would have ths same issue reocur unexpectantly off and on. The dealer southland Chrysler incorporated us, cordele, GA stated that the issue was probably the pcm but referred the contact to the manufacturer to order a new pcm since they did not have the mechanics at that time at the dealer. The contact recieved and installed the new pcm but the same issues continued to happen. The contact researched and thinks the issue may also have to do with the key fob. The manufacturer had not yet been contacted yet and the vehicle still remains unfixed. The contact had also changed the battery and altinator in trying to fix the issue. The failure mileage was 70, See all problems of the Dodge Grand Caravan. The contact owns a Dodge Grand Caravan. The contact stated that the key would not turn over to start the vehicle. In addition, the instrument cluster shorted out and all the gauges and warning indicators randomly flickered. Lastly, the vehicle randomly stalled several times. The vehicle was taken to the dealer where it was diagnosed that the transaxle oil pump needed to be replaced and that they would further diagnose the vehicle. The manufacturer was notified of the failures. The VIN and failure mileage were not available. Clockspring on my 99 Grand Caravan se has my airbag light on. My gauges went out while driving down hwy going 65mph and came right back on and my head lights flicker and its like it just comes and goes. Tl- the contact owns a Dodge Grand Caravan. The contact stated that the vehicle took multiple attempt to start and the instrument cluster fail to illuminate. The contact received a notification of NHTSA campaign number: 14v air bags, electrical system however, the part for the recall was not available. The manufacturer was not notified of the failure. The approximate failure mileage 10, Part distribution disconnect. Refer to date investigation opened: Sep 25, date investigation closed: open NHTSA action number: dp component s : electrical system my wife noticed it first and I have noticed this. It started when not moving but now continues while driving. The windshield wipers wipe even though they are off, the air bag light and total dash lights, we can't tell how fast we are going because of the gauge failure and the headlights blink among other electrical problems. This is not a good situation with 4 kids in the vehicle. Vehicles instrument gauges failed, odometer, compass, and warning lights will not operate. Windshield wiper runs constantly while key is in the on position or motor is running. Headlights stay on, however brights do not illuminate and blinkers do not operate. All other systems are functional. I purchased my Dodge Grand Caravan from a private party in , and shortly after the gauge cluster stopped functioning while I was driving. Check engine and abs lights came on which on checking with my mechanic said my abs system is non-functional as is all other instrument related readings. A short time later, the panel came back on and worked for awhile than shut off again. Someone said hit the panel face and the gauges should come back on. I did and it did. For awhile. Over time the gauge failure interval grew shorter and shorter, and hitting the panel finally failed to return the use of the gauges. I don't want to know what a dealer will charge. Upon further investigation, I have learned the gauge failure culprit is cold solder joints on the back side of the circuit board of the gauge cluster and is an all too common problem with this class of vehicle. This deficiency can easily be avoided by better quality control from the manufacturer. The contact stated that the vehicle stalled without warning on multiple occasions. While driving 40 mph, the contact touched the ignition and the vehicle stalled. The vehicle was able to be restarted. In addition, the instrument panel warning indicators and gauges failed at random. While driving at night, the headlights flickered and failed to illuminate occasionally. An independent mechanic inspected the vehicle and stated that the tipm needed to be replaced. The failure mileage was 77, This is actually my mother's van and a van that I had previously owned. It seems that these vehicles seem to have a problem with the security system not disarming as you try to enter the vehicle. You can unlock the doors from the outside, but as soon as you get in the vehicle and try to start it, it immediately shuts back down as a security precaution. A simple smack on the dash cures it right up, but being as how it's my mother's van now; she doesn't have the strength to simply "smack" the dash and get everything working again. It seems as though, this is not the only known issue. I have read about it through several different people and have experienced it myself on two separate vans. They fixed the problem with the clock spring in the steering wheel, because it could set off the airbag at any given moment. Well, with me having to smack the dash several different times, her speedometer is off by 50 mph now. I am hoping for a recall notice on

this issue, due to the fact that one more good whack could set off the airbag and really injury somebody. Thank you. Gauges fail intermittently. After restarting, gauges start working normally again. Dealer indicates bcm and instrument cluster need to be replaced. I only owned the van for about 2 weeks it was used and all my gauges went out. The first time I turned on the mirror button it came back on for a few days went out again. The second time it happened I turned on the wipers it came back on for about a day, then it went out completely. It seems alot of people have the same problems. Caravan will attempt to start then stalls out. Once done 3 times it will not start for hours or days. All gauges fail at this time as well. Dealer cannot duplicate so tries to charge me for replacing various parts. Dodge needs to be responsible and place a recall on this problem. After having my transmission replace I noticed everything on my dash was dead, my abs and alarm set light would come on. It only stayed that way for a few minutes and then everything would come back on, but then the problem only got worse. I would try to start the van but when I did it would shut back off because my dash gauges were not working and my abs light was on. I have 3 kids and I depend on my van for transportation. I went on a website " topix" and found that there are alot of people with the same problem, also that is how I got this address. It seems like nobody has the right solution, there are just different suggestions. I think there should be a recall so that way everybody can stop wasting money on what repair shops try say and let Dodge figure it out and compensate for all of the hassles, missed appointments, and everything else. The gauge cluster on out Dodge Grand Caravan is faulty. We cannot tell how fast we are going, what gear the car is in,etc. It is a very dangerous problem that the manufacturer should be made to fix!. Intermittent failure of electric lock system, including remote. Gauges failed while car was in motion, loss of speedometer, tachometer, odometer, failure lights and electric locks. Gauges were restored by aforementioned battery disconnect method. However, electric locks failed to restore to remote operation. Battery remote operated normally. We were on our way from florida to pennsylvania when we were told that one of our headlights were out. We purchased new bulbs and replaced them, then after further investigation realized that when the daylights were on, one light was on and one off, when we turned on the headlights the opposite light came on and the one that was on for daylights went out, then when the high beams were turned on the light that worked switched sides again. The new bulbs did not fix it, so we had to continue to drive home with one light, once in awhile both lights would come on for a few minutes. When we arrived home we took it to the Dodge dealer and found out that the control module needed replaced. The worst part was that the control module had been replaced 14 months prior because of a similar problem worse, the whole dashboard went out and the wipers didn't work along with the headlights! I'm hoping it doesn't happen again in another 14 months there is only a 12 month warranty on the part!. Wipers turns on automatically - usually when a turn signal is on. Service engine light turns on frequently with p code and no other pending code. Present interval at an average of a week. Dealer cannot find the root of the problem. Found out this incident is very common as discussed in several chatrooms. Incident usually starts with abs light on then instrument cluster dies, followed by airbag light then the service engine light. At incident, power door locks does not work. At incident, sometimes abs and airbag light will turn off after s short drive then the instrument panel will work. Rear interior lights remain lit even when dash switch is off and no door ajar. Sometimes a single interior light turns on when starting engine and remain lit. We have Grand Caravan. We have an electrical issue where the gauges all go out, the doors locks or don't work and the lights stay on when driving, whenever it feels like it. We have had it serviced five times for this issue, changing the control module as well as codes and other items and it is not fixed and now considered as a "lemon". The dealership which is doing the servicing is offering us a new vehicle with a standard trade in value. We find this unacceptable and know our states lemon laws as well as I am in the military and find this a safety issue for my family. Car Problems. Dashboard Failed problem of the Dodge Grand Caravan 1. Dashboard Failed problem of the Dodge Grand Caravan 2. Dashboard Failed problem of the Dodge Grand Caravan 3. Dashboard Failed problem of the Dodge Grand Caravan 4. Dashboard Failed problem of the Dodge Grand Caravan 5. Dashboard Failed problem of the Dodge Grand Caravan 6. Dashboard Failed problem of the Dodge Grand Caravan 7. Dashboard Failed problem of the Dodge Grand Caravan 8. Dashboard Failed problem of the Dodge Grand Caravan 9. Dashboard Failed problem of the Dodge Grand Caravan Electrical System problems. Horn Assembly problems. Car Will Not Start problems. Ignition Switch problems. Wiring problems. Ignition Module problems. Starter problems. Ignition problems. Battery problems. The dashboard gauges in your car tell a complex story about everything from your current rate of speed to the state and health of your engine, and even whether or not things like your headlights are switched on. Different vehicles have different gauges, and some instrument panels are much more complicated than others. When one gauge stops working, the problem may be in the

gauge itself or a bad sensor, while all the gauges cutting out at the same time often indicates a blown fuse or a defective instrument cluster. The most common causes of the gauges in a car not working can be broken down into three scenarios:. None of the gauges work. There are a lot of different types of instrument cluster designs and configurations, but when all of the gauges in a car stop working at once, the problem is usually either a fuse or wiring problem. The first step in diagnosing this type of issue is to identify the fuse associated with the instrument cluster or gauges. The fuse should have power on both sides when the ignition key is turned to the on position. If the fuse is good, the next thing you or your mechanic will want to do is to check for power at the individual gauges. This usually requires removing the instrument cluster, which can be quite difficult and time-consuming in some vehicles. At a bare minimum, you will probably have to remove some trim pieces and unscrew the cluster to pull it free. The difficulty level is usually on par with installing a new car radio , so if you're comfortable with that job, you can probably handle this one. You may be able to check the ground by looking up under the dash with a flashlight, but you will have to actually remove the instrument cluster in many cases. When the gauges seem to move erratically, or they are pegged at the highest possible reading, the problem is usually a bad component like an instrument voltage regulator or a bad ground. Erratic gauges, or gauges that seem to read uniformly low, are usually caused by a bad instrument voltage regulator. In some cases, you may be able to remove the regulator, clean the connector terminals, and reinstall it. Gauges that all read full all the time are usually caused by a loose or bad ground. In some cases, you may find that the entire instrument cluster is bad. Early electronic instrument clusters had digital readouts much like an LCD alarm clock, while the modern equivalent often simulates analog gauges in a much more sophisticated way. In either case, diagnosing and repairing or reconditioning this type of instrument cluster is outside the realm of the typical do-it-yourselfer, unless you want to just replace the entire thing and hope for the best. When a single gauge stops working, the problem is either in the gauge, the wiring, or the sending unit. If you are comfortable locating and removing sending units and sensors, you can diagnose this type of problem yourself. Using your coolant temperature gauge as an example, the diagnostic procedure involves locating and disconnecting the sending unit. With the ignition on, the gauge should register cold. If you connect the sending unit wire to ground, the gauge should switch to read hot. If the gauge moves as expected, then you can suspect a bad sending unit. Similar tests can be performed on all of the gauges in your instrument cluster, although the specific procedures can differ from one application to another. While all gauges can be either analog or digital, speedometers are unique in that they can have either mechanical or electrical inputs. All other dash gauges are connected to sensors or sending units via wires, while your speedometer may utilize either a speed sensor or a physical cable. In vehicles that use cables, the speedometer is physically coupled to the transmission via a cable. The cable is usually square on both ends or square on one end and slotted on the other. When the cable breaks, the gauge may not move at all, or it may jerk a little intermittently. The fix for that problem is to simply replace the speedometer cable, which involves unbolting it from the transmission, disconnecting it from the instrument cluster, and then sliding it through the firewall. In many cases, this also requires removing the instrument cluster itself. Most modern cars and trucks use speed sensors instead of cables, and the transition started in the s. Some vehicles even have both a speed sensor and a cable, in which case the cable usually drives the speedometer while the speed sensor or wheel sensor tells the computer how fast the vehicle is moving. The only way to know for sure what your car has is to either look up your make, model and year or to physically inspect the back of the instrument cluster. If there is no cable attached to the back of the cluster, then your vehicle has a speed sensor. In vehicles that have speed sensors, the easiest way to determine whether the sensor or gauge is bad requires the presence of a cruise control system. The reverse is also true, so if both your speedometer and cruise control are malfunctioning, you can suspect a bad speed sensor or faulty wiring. In less common circumstances, the electronic control unit ECU could also be malfunctioning. If you take your car to a qualified technician, they will be able to connect to the ECU to read trouble codes and other data. Using specialized testing equipment, they will also be able to actually test the speed sensor itself. While many vehicles have gauges that show specific information about everything from the state of the charging system to the temperature of the coolant, some cars and trucks have warning lights. These warning lights are designed to illuminate when the input from a sending unit or sensor falls outside the expected range. So instead of a needle telling you that your coolant is degrees Fahrenheit, and in the red danger zone, a similarly red warning light will blink on to inform you that the coolant is hotter than it should be. These lights, and others like your check engine and ABS light , are designed to come on when you turn the ignition key to the on position, which is referred to as a bulb test. If one or more of the lights fail to illuminate, it usually just means that the bulbs are burned out. This type

of problem is diagnosed the same way as a gauge that doesn't work so you will have to check for power at the appropriate fuse and verify that the instrument cluster ground is okay. If those things check out, then the problem is usually a bad sending unit or wiring. Regardless of whether you're dealing with gauges or lights, the basic troubleshooting process will always be determined by the number of failures that happen at the same time. So if it's just one gauge or light that doesn't work, you'll follow one basic procedure, and you'll follow another if everything stops working at once. When all of the gauges or warning lights in your car stop working at once, the problem is something that all of the gauges and lights share in common. When only one gauge or light stops working, the problem is either a bad sensor or a bad gauge. When a speedometer with a physical cable doesn't work, the problem is a broken cable or bad speedometer. One of these solutions should solve your problem. Jeremy Laukkonen. Jeremy Laukkonen is tech writer and the creator of a popular blog and video game startup. He also ghostwrites articles for numerous major trade publications. Facebook Twitter LinkedIn. Updated on October 07, Christine Baker. Lifewire Tech Review Board Member. Christine Baker is a marketing consultant with experience working for a variety of clients. Her expertise includes social media, web development, and graphic design. Article reviewed on Mar 25, Tweet Share Email. Was this page helpful? Thanks for letting us know! Email Address Sign up There was an error. Please try again. You're in! Thanks for signing up. There was an error. Tell us why! More from Lifewire. Our Caravan had this issue Everything online pointed to an electrical short. So, for almost a year I ignored it. We brought it in to a guy to replace the water pump and they happened to be off so we told him not to be concerned when nothing worked. When we picked up the car he had found a fuse under then dash that was loose. I know it sounds too easy, but we have had no problems with it going out again for some time. I don't know where exactly the fuse is, but I hope this helps someone else out with this annoying problem! I will update if the problem returns, but it went from happening weekly to not happening for almost two months. It also can have something to do with a bad ground near the battery to the fuse box or the instrument cluster itself. What the hell, the dash instrumentation is possessed, it only comes on for 20 seconds when it feels like it. No reason for it, it could be off for months at a time. I never really know how much gas I have, nor how fast going, nor temperature of the engine. It also effects the digital lighting for radio and clock. I don't have a real grasp of the total millage, I just know its under well under , for a fact. We were quoted dollars for the computer chip and only the chip. Can you say old fashion way of testing for oil, and fluids long before "smart dash" I love the minivan otherwise. Dashboard display intermittently went dead. Dealer had no clue - replaced clock spring different issue. Auto Electric professional said its probably a Body Control Module. Dodge has had so much trouble with this part that they will no longer sell one over the counter to anyone. The Caravan will not start, play with the inside light switch t starts. Instrument cluster stops working occasionally. Anyone with any help for me would be appreciated. If you have a for-profit service, contact us. Most Common Solutions: not sure 6 reports fix loose fuse behind the dash 1 reports hit the top of the dash real hard then they come back 1 reports mnuftr control auxillary input and outputs possibly loose 1 reports repaired loose shoulder joint behind odometer 1 reports. Find something helpful? Spread the word. Share on Facebook Retweet this page Email this page. Helpful websites No one has added a helpful site for this Caravan problem yet. Be the first! Find a good Dodge mechanic Read reviews of repair shops in your area. Enter your zip code: A free service from CarTalk. Send Comment Add Complaint. A young independent mechanic knew about the issue but the dealership did not??? Search CarComplaints. Not what you are looking for? Search for something else:. I have a Dodge Caravan with instrument cluster issues gauges don't work there is no communication with the instrument cluster, I have tried replacing the cluster, the BCM, removing Fuse box and cleaning all connections and terminals and used dielectric grease on all connections. I tried the speedometer Reset procedure and no codes, flashing lights or anything at all. Do you have any ideas as to why there is no communication with the instrument cluster? I have also disconnected the battery to try to reset the computer, checked fuses still nothing. Do you. You may have a problem in the power control module and check that the fuse voltage is ok, unfortunately there is very little info on fault finding this particular problem, I see there is a BUS line is there any set fault codes? Mark mhpautos Image Click to enlarge. Was this answer. I have a Dodge Caravan. Runs great. But My speedometer, gas gauge, odometer does not work. My Dash lights works. I took it to a auto part store, they got 2 codes. What Does the Transmission Control Module do and where is it located? Check fuses for d gauges first as it may be the cluster is bad and needs rebuilding. The tcm controls the transmission also check for rubbed through wires on transmission might have a broken trans mount. Unplug trans mount and pucheck for corrosion, put dielectric compound and reassemble. If stuck in 2nd gear get back to us because you may have to fix one of the connections. Finally check battery for

condition including load test. See pic for location Image Click to enlarge. BCM is good we had it tested. They said the BOS was not registering anything. Checked all fuses. Changed out insturment panel still does not work. Fuel gauge out, speedometer not working, temp gauge out, rpms are fine, mileage not changing. Please help mechanics are baffled. Let me ask you this, does the ilumination work on the dash? At night? And you already replaced that entire module gauges? No will not illuminate. Interior lights stay on unless turned off completely. Changed out dash module Was this answer. The body control module is what controls the dash illumination and gauges, I dont know what these people are talking about, the bcm checks out ok. We had it hooked up to sensor and it all checked ok. The only thing that wouldnt even come up was the gauges on dash Was this answer. Doesnt that prove there is something wrong with it, it either that or the cluster and you said you've replaced that, or the connection from the cluster to the harnass. Three fuses, must be ok, check them using a test light or voltmeter to make sure you have voltage on boyh sides of the fuse, with the cluster lights turned on. Under the hood in the power distribution center, the lid has information, fuse 28 is a 10 amp. Inside on the left side under the dash are two, a 10 amp number 2 and a 20 amp number 6. I believe. Thanks and good luck, do the part numbers match? The pink wire at the cluster should have power with the BCM plugged in and the fuse being ok. It may need a scanner to reset it also, check both those fuse locations, all 3 fuses. Good luck Was this answer. After looking over the wiring diagram for you car I would say the body control module is bad. See the body control module controls the power to those and a few other things. Hi, we have a Dodge Caravan and sometimes the speedometer and gages will not work. We would like to know if their is a way we could reset this so it could work again. Do you have a check engine light on? Possible options would be to check the fuse inside the car underneath the steering wheel area, there is one for the gauges, and if that isn't the problem, it's very likely the speed sensor that is malfunctioning. Nice xxrawrxx, one more thing to add to my firends comment, the body control module if all else fails will be the culprit. There are several possibilities here Was this answer. I started my van and none of my gauges work Was this answer. Start by checking under the dash. Make sure the wiring harness to the cluster is tight and connected. If that is good, you may have a bad cluster. Power will need to be checked to the cluster, ground as well. Electrical connectors, fuses and relays under dash and under hood have been checked. Dash Cluster has been replaced. Body computer under dash electrical connectors have been checked. On occasion the cluster will come on at start up and operate for a short time or possibly all day, with restarts. Could this be a corroded ground connection? Any help you provide would be greatly appreciated. I was a certified auto technician years ago and I am currently on disability. Please login or register to post a reply. How Do I Replace It? Sponsored links. Ask a Car Question. It's Free! Instrument cluster fails intermitently. This includes speedometer, tach, gas, temp. Service engine and ABS lights stay on when instruments go out. Brought it to the dealership and they could not get it to fail. I have found research on the internet that says hit dashboard on both sides of steering wheel. This worked for about 1 month. It started by going out on short commutes and now has been out for over a week. Any advice is appreciated. Thank you. Do you. I have had the same problem with my 99 Grand Caravan. I took it to my repair place not a dealer and they could not figure it out, but were able to get it to work by pounding the dash. This was back in April, so all summer we drove with the instrument going on and off. Finally, we could not get it to work by pounding any longer. The guys in the garage suggested to get a new BCM body control module , and that they would put in a used one. This was considerably cheaper than a new duh! Well, they put it in, and. The guys at the garage were at a loss, gave me the advice to take it to he dealer. Well, I'm too cheep for that, so we drove for a while, without instruments. One day I hit it really hard, and it came back on. Knowing very little about cars and nothing about electricity, I figured that if you pound the dash to make it come on, it must be something close by there that is jarred, not something in the engine compartment. Asking a co-worker for help, we tore the instrument cluster out of there pretty simple, but the parking brake wire was the most time consuming to get back in place. Well, we had full power coming to the instrument cluster, but nothing going through it, so I bought a used instrument cluster from a salvage yard, popped it in and. Hope you can find a cheap fix also! Was this answer. Please login or register to post a reply. Sponsored links. Ask a Car Question. It's Free! MissHeather missheather. This is the second time this has happened to me. The first time I took it to the shop and lucky the computer was reset. However, I took it to the same shop and this second time but did not receive the same results. I hit the breaks to stop at a stop sign and all power went off. All gauges went down and now I can't read my speedometer, turn signals don't work, no break lights, gas gauge doesn't work, etc Nothing works on my dash. Tried to see if I could do a diagnostics to get error codes and nothing came up. I have ideas. So far I haven't found any that are blown. My radio does work, my brake fluid is fine, and I would love some feedback. If you have checked all your fuses

and they're good, my best guess would be the plug that goes into the back of your instrument cluster has a bad connection. Try pushing in on the face of the cluster in various spots, and see if that does anything. I had this happen to me one time as well. I bought a used cluster at a salvage yard, and the problem was resolved. Hope that helps, I know car problems are frustrating. I haven't had a chance to test that and I will look into this weekend. I am waiting to pull everything out of the way to get a better look inside and not be rushed to put it back together. I am definitely going to check out a savage yard. Thank you! I've moved battery around a few times and got it working all day as long as I didn't use blinkers! Hasn't worked since! Going to have my mechanic check it out. I know the problem is somewhere behind the battery area. Thank you for your comments and what you did to fix the problem!! Get a mirror and look up under that box next to the battery, bet they unplugged it from there to hotwire it. If it is from there, try to ask a parts store what to buy to clean that

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blue plug up, it looks very dirty. Maybe some brake cleaner that is safe for rubber. Don't get it in your eyes. Just Me onlyme. A wire harness was near or under the break peddle as you pressed it down and it pulled wires out the back of the gauges. Could be simply easy to just lay on your back with a flashlight and look up in the area behind the dash to push it back on. You need to go to an AC guy to do that troubleshooting. They can put in dye to find leaks and sniffer tools to detect leaks in the AC system. Sometimes it can get costly. Sometimes its just a simple filler valve tightening and freon. Fix Your Stuff. Back Answers Index. MissHeather missheather Rep: 1. Problem is Answer this question I have this problem too Subscribed to new answers. Is this a good question? Yes No. Voted Undo. Score 2. Most Helpful Answer. Chuck Rep: 97 3. Was this answer helpful? Score 3. Score 1. Just Me onlyme Rep: 1 4. Score 0. Add your answer MissHeather will be eternally grateful. View Statistics:.