VDO Marine Cluster

FAQ's (Frequently Asked Questions)

Q. The Clock is always on. Will the Instrument module drain my battery if I do not disconnect the Battery for storage?

A. No, The Module draws less than 3mA with the key off. It will turn off completely after 21 days. (You will need to reset the clock)

Q. The Depth alarm sounds sometimes in deep water.

A. If you set a value in the shallow depth alarm window it will sound when you enter shallow water. It will also sound if the transducer "sees" air bubbles from crossing a boat wake, following another boat, or from "wave hopping".

Q. My speedo slows, or stops working at high speed.

A. The position of the paddlewheel transducer is very important, especially for high-speed boats. The bottom of the transducer should not be below the bottom of the hull more than 1/8 " or it may cavitate causing air to be pulled in to the paddle and not turn as fast as the boat is going.

Q. My Dash resets every time I blow the horn.

A. Some horns and depending on the wiring can cause a momentary voltage drop that causes the cluster to reset. A 10µf capacitor across the horn leads will stop this.

Q. Nothing changes in the window when I push the mode button.

A. Your **Mode** switch may be bad or possibly reversed with the Adjust button.

Q. **My Temperature gauge is pegged and the light is Blinking but I have not started the Engine. The Alarm "Double beeped" for ten seconds.**

A. Model year 2000 dashes built before 2/1/00 have a fault alarm that will activate the light and peg the pointer if the engine is cold. The light will turn off and the Pointer will return to normal when the engine has been run for a few minutes and begins to warm. You may want to keep this as a "warm up alarm". If not please contact VDO customer service.

Q. **My Fuel Light is blinking but the tank is full.**

A. The sending unit in your tank is either failed or is out of the correct resistance range. If the light stops blinking as you use some fuel then the sender needs to be adjusted or replaced. If the light stays blinking after using fuel, the sender needs to be replaced.

Q. **How do I set the Clock?**

A. This depends on the Model Year. Look at the Digital window on your dash unit. '99 and earlier units have no markings around the box. Model Year 2000 units have white lettering around the box to show the functions.

Please note: the buttons have a short delay time built in

To set MY99' clocks: (The name of the buttons may vary ie. Set = Mode)
Push both buttons together to toggle between the Depth and Clock screens.
Pushing the Set button while in the Clock screen will blink the hours. Use the Adjust button to set the Hours.
Push the Set button again and the minutes will blink. Use the Adjust button to set the minutes.
Push the set again and the window shows 12:24. Use the Adjust button to choose 12 hour format or 24 hour European display. (The blinking one)
Push the Set button to finish and return to the Clock window
It is important that you finish the last step or the changes will not be stored in memory.

To set MY2000 clocks:
  Use the Mode button to toggle to the Clock window.
  Push **both** buttons together and the Hours will blink. Use the Adjust button to set the Hours.
  Push the Mode button and the Minutes will blink. Use the Adjust button to set the Minutes.
  Push the Mode again and the window will show 12:24. Use the adjust button to chose 12 hour format or 24 hour European format. (The blinking one)
  Press Mode again to return to the clock window.

  Remember, if a button is not pushed the screen will return to Clock after 20 seconds.

Q. How do I set the Shallow Depth alarm?

A. MY1999: (The name of the buttons may vary, Example: Set = Mode)
  Push both buttons together to change from Clock to the Depth window
  Press the Adjust button to see if a shallow depth value has been entered. Press it again to return to the Depth window.
  Press the Mode button and arrows will point down. Use the Adjust button to increase the value
  Push the Mode button and the arrows will point up. Use the Adjust button to decrease the value or to have no value (no alarm).
  Press the mode again and 4 arrows will appear and the Feet or Meters window will blink. Use the Adjust button to toggle to your choice.
  Press the mode button to select one and return to the Depth window.

  It is important that you finish the last step or the changes will not be stored in memory.

A. MY2000+ (The name of the buttons may vary. Example Set = Mode)
  Use the Mode button to toggle to the Depth window.
  Press the Adjust button to see if a shallow depth value has been entered. Press it again to return to the Depth window.
  Press both buttons together and arrows will point down. Press the Adjust button to increase the Alarm depth value.
  Press the Mode button and the arrows will point up. Use the adjust button to decrease the Depth alarm value or to have no value. (no alarm)

Press the Mode again and the "Feet" or "Meters" window will blink. Use the adjust button to toggle to your choice.
Press the mode again and "ON" or "OFF" will appear on the screen. Use the Adjust button to choose one *.
Press mode again to return to the Depth window

*Note: You will only need to choose "Off " if you have a Fish finder or other sonar device that uses the same 200Khz frequency.

Note: When setting values, the window will "Time out" after 20 seconds of no activity and return to the Depth Window. Any values you have entered will be saved.

Q. My Tach is not reading correctly.

A. It is likely that your instrument module is set for the wrong number or cylinders. On MY2000, version 2.0 or later units this can be set at the dealer. MY1999 units must be exchanged. Check you version by turning on the key and reading the first number to appear on the window. Then contact VDO

Q. Temperature at start up: Gauge goes hot, warning light and buzzer goes on (ignition is on). All other gauges work.

A. Sender problem or wire problem

Q. Panel comes up with scrolling LCD or in Program mode. Panel has been exposed to a faulty ground; buttons diodes have been damaged on panel sees MODE and ADJUST buttons as constantly hot.

A. Check main ground to pin #4 – make sure ground is connected to buss bar or engine stud. Make sure the buttons have their own ground (Buttons should be grounded to pin #3); do not connect buttons to cluster ground. Cluster problems will continue if grounds are not changed. **The cluster has been damaged.**

Q. Triducer shows .6-.9 for cluster depth reading. Possible faulty triducer.

A. Clean existing triducer. If symptoms persist, get a replacement triduce.

Q. Engine light on. High current/ high frequency exposure to cluster i.e. lightning, wielding.

A. Verify grounds and replace cluster.

Q. Needle sticks. Dial face raised off of gauge.

A. Replace gauge

Q. Cluster temperature: Gauge read 30 degrees °F/ 0 degrees °C

A. Sender problem or wire problem

Q. Cluster LCD display reads incorrect time (12:00) when switch is off and when the switch is on reads PROGRAM. Also, the tachometer and gas gauge does not work. Everything was working fine before stored.

A. Check main ground to pin 4- make sure ground is connected to buss bar or engine stud. <u>The cluster has been damaged</u>.

Q. All Marine I/O cluster temperature gauge fault warning with cold engine. The gauge pegs at "hot" and warning light flashes when key is first turned on with a cold engine. Gauge resumes normal operation after running engine for a few minutes.

A. The 2000 model cluster was originally designed with a sender fault alarm for short