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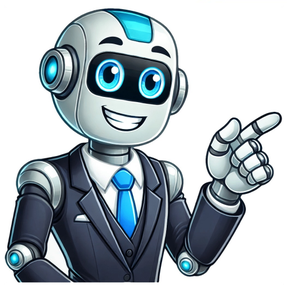

Home Forums > Tundra Discussion > General Tundra Discussion > Post Reply Page 1 of 2 1 2 Next > Post Reply Page 1 of 2 1 2 Next > Home Forums > Tundra Discussion > General Tundra Discussion > flexibility Posts: 273 Joined: Mon Jun 29, 2009 9:40 am Location: raleigh, nc Post by flexibility » Mon Jun 29, 2009 6:56 pm The owners manual says the passenger compartment fuse panel is located to the left of the steering wheel under the instrument panel. I've tugged on a number of panels down there and nothings seems to come loose. Do I have to undo the bolts? My last Ford just had the panel "clipped" into place and it was easy to pull. Can someone describe where I pull it open from? 2009 Flex Limited White Tricoat, Tan Interior, Vista Roof, Power Liftgate, Factory Tow, Xenon Headlights flexibility Posts: 273 Joined: Mon Jun 29, 2009 9:40 am Location: raleigh, nc Post by flexibility » Tue Jun 30, 2009 8:16 am Am I asking this question the wrong way. I'd think someone here has opened their passenger compartment fuse panel. 2009 Flex Limited White Tricoat, Tan Interior, Vista Roof, Power Liftgate, Factory Tow, Xenon Headlights jrmgkia Posts: 269 Joined: Tue Sep 16, 2008 10:19 am Location: Auburn, CA Post by jrmgkia » Tue Jun 30, 2009 10:02 am It is the large black panel just behind the emergency brake/ dead pedal, there is a plastic door covering the fuses. You need to squeeze in on the plastic clips that are on the top and bottom of the plastic door then it can be removed by pulling it outward toward the passenger side of the car. It is not very convenient to access especially since there is a wiring loom that partially blocks access to the fuse door. Hope that helps. Jason Miller 2009 Flex SE flexibility Posts: 273 Joined: Mon Jun 29, 2009 9:40 am Location: raleigh, nc Post by flexibility » Tue Jun 30, 2009 10:27 am jrmgkia wrote:It is the large black panel just behind the emergency brake/ dead pedal, there is a plastic door covering the fuses. You need to squeeze in on the plastic clips that are on the top and bottom of the plastic door then it can be removed by pulling it outward toward the passenger side of the car. It is not very convenient to access especially since there is a wiring loom that partially blocks access to the fuse door. Hope that helps. Thank you. I saw door molding going over an edge of that panel and assumed it stayed put. I'll try it again. 2009 Flex Limited White Tricoat, Tan Interior, Vista Roof, Power Liftgate, Factory Tow, Xenon Headlights flexibility Posts: 273 Joined: Mon Jun 29, 2009 9:40 am Location: raleigh, nc Post by flexibility » Tue Jun 30, 2009 12:07 pm Ok I see it now. Way up under the dash. Can't see the fuses up there without a flashlight. In my Ford truck it was accessible from sitting in your seat by just pulling the panel under the steering wheel. 2009 Flex Limited White Tricoat, Tan Interior, Vista Roof, Power Liftgate, Factory Tow, Xenon Headlights adb3da Posts: 6 Joined: Tue Apr 06, 2010 12:06 pm Post by adb3da » Tue Apr 06, 2010 12:08 pm Is anyone willing to post a picture for the fuse pannel on a 2010 Flex? I need to reset Sync, but I cannot find this stupid thing! AzFlex Posts: 51 Joined: Mon Aug 03, 2009 10:51 am Location: Gilbert, AZ Post by AzFlex » Tue Apr 06, 2010 12:29 pm Sorry, I don't have a pic, but I can tell you I was just as frustrated, looking for it to reset my Sync. I can tell you to really dig deep through the other wires and cables. Its definitely there, but really deep inside the dash on the left side of the steering column. More up towards the dash than the pedals. A lot deeper than I thought. Good luck. -Peter 2009 Limited - All Black, Stone Interior, Vista Roof, Remote Start. adb3da Posts: 6 Joined: Tue Apr 06, 2010 12:06 pm Post by adb3da » Tue Apr 06, 2010 12:36 pm What is the general shape of it? Does it have wiring harnesses attached to it? Should I be able to get the cover off with 1 hand? tulsacat Posts: 53 Joined: Fri Feb 26, 2010 8:31 am Post by tulsacat » Tue Apr 06, 2010 12:55 pm You need two hands for the box, one hand for the flash light and a very flexible back (Add that up and use a head lamp). I recommend putting the seat all the way back. There is a fuse puller inside the cover so pliers are not needed. Fuse 14 (Sync) is 3rd up from the bottom on the left side (see owners manual). Last edited by tulsacat on Tue Apr 06, 2010 3:01 pm, edited 1 time in total. 2010 Ingot Silver Flex (MonoFlex) Lacking some bells and one whistle Loving what I got. adb3da Posts: 6 Joined: Tue Apr 06, 2010 12:06 pm Post by adb3da » Tue Apr 06, 2010 2:21 pm Ok, I finally got it and Sync is working again! Thanks for the feedback. I am going to leave the cover off so I can access the fuses again if I need to. aee9488 Posts: 1 Joined: Sat Jul 10, 2010 10:16 pm Post by aee9488 » Sat Jul 10, 2010 10:18 pm Oi! That was tough! Hope Ford can find a more accessible location for future models. GHills Posts: 54 Joined: Wed Jan 20, 2010 8:19 pm Post by GHills » Thu Jun 23, 2011 5:23 pm What a bunch of f#cking morons! Want to change a fuse? No problem!! Remove engine and transmission GHills Posts: 54 Joined: Wed Jan 20, 2010 8:19 pm Post by GHills » Fri Jun 24, 2011 8:03 am jrmgkia's description above is best. (thank you jrmgkia!) The fuse box is completely hidden high up on the driver side fender wall beside/behind the emergency brake. Ignore all commentary above about location to left of steering wheel. It ain't there. Ignore the removeable panel that comes off below the steering wheel. Not relevant. Ignore any comments about removing body panels to get at the fuses. Wrong. Best way to spot fuse box cover. Crank driver seat all the way back. Position a flashlight so that it illuminates all the area on the driver's side fender wall high up, behind the emergency brake. Get on your stomach so that the driver's seat mount is digging painfully into your ribs. Your head should be cranked, chin up, so that you are looking at the brake pedal. Now turn your head hard left. If your flashlight is positioned correctly, you can spot a black plastic cover. It's partly covered by a loose wiring bundle. That's the fuse panel. As jrmgkia says above "You need to squeeze in on the plastic clips that are on the top and bottom of the plastic door then it can be removed by pulling it outward toward the passenger side of the car." The arts grad(s) who put the fuse panel there should be rounded up with the cafeteria staff who "designed" the 2010 front headrests, the tpms miscreants, all the owner's manual obfuscators, (we're assembling a bit of a team here.....) then shot and p1ssed on. jrmgkia Posts: 269 Joined: Tue Sep 16, 2008 10:19 am Location: Auburn, CA Post by jrmgkia » Thu Jul 07, 2011 9:48 am Your welcome. I agree the fuse panel is in a really bad location I guess so few people access the fuses now that they feel it can be more hidden. Makes it a real pain for us D-I-Yers. Jason Miller 2009 Flex SE fries97 Former Moderator Posts: 5407 Joined: Wed Feb 10, 2010 1:14 am Location: Bloomingdale, IL Post by fries97 » Thu Jul 07, 2011 11:37 am Yeah, look who's back! One by one, they're starting to return! Whitey 2 '17 Limited AWD| Tan | White Suede w/Monochrome Roof | I now have SYNC and Power Liftgate! pjsmomi Posts: 1 Joined: Mon Aug 01, 2011 11:50 am Post by pjsmomi » Mon Aug 01, 2011 11:54 am OMG!!! Are they trying to kill us? Thanks so much for the info. I'm going to see if I can wedge myself into the spot to get to the fuse panel. So frustrating! I'm sure even the Ford Mechanics must be pissed off at this retarded set up! malliekm Posts: 5507 Joined: Fri Jan 01, 2010 1:47 pm Location: East Texas Post by malliekm » Mon Aug 01, 2011 9:04 pm And this is where the #14 Sync fuse is located? Sounds like a person should mark the spot with white tape or white paint so it will be at least easily seen the next time you need to open the fuse box. BellaBlu...2011 Limited Two Tone Kona Blue **Embrace the Orange Peel** 22.9 mpg Medium Light Stone Interior Nav/Sync/Backup Camera 40/40 Auto Fold Seats w/Console Auto Fold 3rd Row Seats Auto Liftgate Roof Rails Husky & WT Liners: 1st, 2nd, 3rd rows & Cargo space GHills Posts: 54 Joined: Wed Jan 20, 2010 8:19 pm Post by GHills » Mon Aug 29, 2011 9:36 am Malliekm: Yes. Fuse 14, 10A, protects the Power liftgate module, Center information display, SYNC, GPS module, DVD Based on my experience, you can't tell visually if a fuse is good or bad. (Grrrr!!!) The fuses in slots 37 42 and 44 are 10A spares. You can take one of these out and swap it into pos'n 14, see if this fixes things. JakeRoux Posts: 19 Joined: Mon Aug 03, 2015 10:13 pm Post by JakeRoux » Fri Aug 28, 2015 8:21 pm Has anyone tried to pull the fuse controlling the Sync system on a '13-'15 model? I've decided that it is basically impossible. Not only do you have the challenges of locating and accessing the interior fuse panel as described above, but then when you do find it and pop the cover, fuse #9, the one controlling Sync, is on the top row middle, above and behind the huge body control module (#49) so that it can't be seen or reached by mere mortals. It's almost as if the Sync engineers are trying to add insult to injury by ensuring that we can't do a "hard" reset when Sync flakes out on us. Any tips from someone who has "been there and done that" would be greatly appreciated. bill32399 Moderator Posts: 4632 Joined: Sun Jan 30, 2011 4:07 am Location: Willamette Valley, OR Vehicle: 2013 Flex Limited Egoboost Contact: Contact bill32399 Post by bill32399 » Sat Aug 29, 2015 12:54 am 6years!!!! that I am sure is the record. 2018 Expedition Limited 2020 Fusion Plugin Hybrid Titanium 2015 Explorer PIU Upgraded to a Limited TMB. SOLD - 2015 Fusion Hybrid Titanium SOLD - 2013 Flex Limited W/Titanium SOLD - 2013 Fusion Titanium Ruby Red. SOLD - 2012 Flex Limited FWD SOLD - 2010 SEL, FWD, STEEL BLUE JakeRoux Posts: 19 Joined: Mon Aug 03, 2015 10:13 pm Post by JakeRoux » Sat Aug 29, 2015 10:16 am Yeah, bill32399, I noticed it had been a while since any activity on this thread. And I'm still not sure if anyone with a 13-15 has tried a Sync fuse pull since all of the discussion I could find on it was on this old thread. Thanks for the link and tip mmsstar. Since the fuse is so difficult to get to, I have been trying to get to it with some small and long needle nose pliers to extend my reach, but no luck yet. Assuming disconnecting the terminal would accomplish the same in terms of doing a hard reset for Sync, I may just try that instead, although it appears that you have to disconnect a lot stuff on the terminal just to do that. Thanks again. bing in waterloo Posts: 4926 Joined: Sat Feb 09, 2013 9:01 pm Location: Waterloo, ON Vehicle: 2018 LTD AWD White Gold w/ APP Post by bing in waterloo » Sat Aug 29, 2015 12:06 pm 6+ yrs, not the dustiest thread, but certainly top 3. Probably leader for least replies over 6 yrs. My career - Scientific Educational Supplies. New to me August 2018 - 2018 LTD AWD White Gold w/ appearance package. Some cosmetic changes (wraps/tints/decals). 2024 matte khaki wrap. (Mostly) Friendly Canadian. Driving Flexes since Feb. 2013 cadamy Posts: 1 Joined: Sat Nov 28, 2015 12:45 pm Post by cadamy » Sat Nov 28, 2015 12:47 pm Thank you so much for this thread. I couldn't even figure out how to get the fuse box lid off until I came here. You need to be a member in order to post a reply Not a member? register to join our community Members can start their own topics & subscribe to topics It’s free and only takes a minute Register Sign in Thread Starter 5 Year Member Joined: Apr 2016 Posts: 134 Likes: 22 From: SE Michigan How do I access the interior fuse panel on a 2024 F-150 I thought it was supposed to be easy to get at the interior fuses as long as you could contort yourself into the passenger foot well. I pulled off the trim cover expecting to see the panel. On the platinum I just brought home, there are a number of cable sets and connection blocks, but I don't see the individual fuses. What do I need to do to get at them? I'm looking to connect my dash cam that I had no problem removing from my 2022 F150 and thought it would be a 15 minute job or so... Alternatively, any recommendations for another way to hardwire the dash cam? The below picture is right side up, passenger door to the right. The black wire on the bottom is the negative for my dash cam... forscan noob Joined: Nov 2017 Posts: 979 Likes: 353 From: grand rapids, michigan having just got to mine yesterday to check fuses for my dash cam you now have to take off that side angled pice to fully access it. its that caped box lower right of your picture. unlike the last few years this one is fully sealed up so the wires for the camera will keep the cover partially off unless you put a hole in it forscan noob Joined: Nov 2017 Posts: 979 Likes: 353 From: grand rapids, michigan There is a release tab on the left side. Push in and carefully pull out and left to slide out of tabs on right side. This is what I used for keyed and constant power. Fuse 20 for constant and 39 for keyed Joined: May 2024 Posts: 7 Likes: 10 For dash cams, I have used a Dongar mirror adpater on my last few trucks. It is a 5 minute install. forscan noob Joined: Nov 2017 Posts: 979 Likes: 353 From: grand rapids, michigan that won’t work for all use cases. All vehicles in my family have BlackVue cameras that don’t use usb power so I have to find a separate 12 volt source plus for me at least I need a constant power source for parking mode which is something that adaptor wouldn’t work for. Thread Starter 5 Year Member Joined: Apr 2016 Posts: 134 Likes: 22 From: SE Michigan Thanks for all the replies especially Redbroncokid. To get at the fuse panel I needed to take out both the access panel and the trim piece it connects to. I might have figured this out by myself but the cover on the panel is have covered by that piece of trim and I couldn't see the fuse picture on the cover. After making my connections I decided to leave the cover off to avoid it crimping the wire or needing to cut a slot. I'll put it back on in two years when I turn the truck in when the lease is up. forscan noob Joined: Nov 2017 Posts: 979 Likes: 353 From: grand rapids, michigan Yes that trim piece just pops out with a bit of pressure. Fuse Layout Saturn Outlook 2006-2010 Fuse box location The fuse box is located under the instrument panel (on the passenger side), under the cover. Pull down on the cover to access the fuse block. Fuse box diagram Assignment of the fuses in the Passenger Compartment NameUsage AIRBAGAirbag AMPAmplifier BCK/ UP/STOPBack-up Lamp/ Stoplamp BCMBody Control Module CNSTR/ VENTCanister Vent CTSYCourtesy DR/LCKDoor Locks DRLDaytime Running Lamps DRL 2GMC HID Only/ Rear Fog Lamps-China Only DSPLYDisplay FRT/WSWFront Windshield Washer HTD/ COOL SEATHeated/Cooling Seats HVACHeating, Ventilation and Air Conditioning INADV/ PWR/LEDInadvertent Power LED INFOTMNTInfotainment LT/TRN/SIGDriver Side Turn Signa MSMMemory Seat Module PDMPower Mirrors, Liftgate Release PWR MODEPower Mode PWR/MIRPower Mirrors RDORadio REAR WPRRear Wiper RT/TRN/SIGPassenger Side Turn Signal SPARESpare STR/WHL/ ILLUMSteering Wheel Illumination Relay Side Assignment of the relay in the Passenger Compartment NameUsage LT/ PWR/SEATDriver Side Power Seat Relay RT/ PWR/SEATPassenger Side Power Seat Relay PWR/WNDWPower Windows Relay PWR/ COLUMNPower Steering Column Relay L/GATELiftgate Relay LCKPower Lock Relay REAR/WSWRear Window Washer Relay UNLCKPower Unlock Relay DRL2Daytime Running Lamps 2 Relay DRLDaytime Running Lamps Relay SPARESpare FRT/WSWFront Windshield Washer Relay Fuse box location The fuse box is located in the engine compartment (right-side), under the cover Fuse box diagram Assignment of the fuses and relay in the Engine Compartment NameUsage A/C CLUTCHAir Conditioning Clutch ABS MTRAntilock Braking System (ABS) Motor AFSAdaptive Forward Lighting System AIRBAGAirbag System AUX POWERAuxiliary Power AUX VAC PUMPAuxiliary Vacuum Pump AWDAll-Wheel-Drive System BATT1Battery 1 BATT2Battery 2 BATT3Battery 3 ECMEngine Control Module ECM 1Engine Control Module 1 EMISSION 1Emission 1 EMISSION 2Emission 2 EVEN COILSEven Injector Coils FAN 1Cooling Fan 1 FAN 2Cooling Fan 2 FOG LAMPFog Lamps FSCMFuel System Control Module HORNHorn HTD MIRHeated Outside Rearview Mirror HVAC BLWRHeating, Ventilation and Air Conditioning Blower LT HI BEAMLeft High-Beam Headlamp LT LO BEAMLeft Low-Beam Headlamp LT PRKLeft Parking Lamp LT TRLR STOP/TRNTrailer Left Stoplamp and Turn Signal ODD COILSOdd Injector Coils PCM IGNPowertrain Control Module Ignition PWR L/GATEPower Liftgate PWR OUTLETPower Outlet REAR CAMERARear Camera RR APORear Accessory Power Outlet RR DEFOGRear Defogger RR HVACRear Climate Control System RT HI BEAMRight High-Beam Headlamp RT LO BEAMRight Low-Beam Headlamp RT PRKRight Parking Lamp RT TRLR STOP/TRNTrailer Right Stoplamp and Turn Signal RVC SNSRRegulated Voltage Control Sensor S/ROOF/ SUNSHADESunroof SERVICEService Repair SPARESpare Stop Lamps Stop Lamps (China Only) STRTRStarter TCMTransmission Control Module TRANSTransmission TRLR BCK/UPTrailer Back-up Lamps TRLR BRKTrailer Brake TRLR PRK LAMPTrailer Parting Lamps TRLR PWRTrailer Power WPR/WSWWindshield Wiper/ Washer Relays A/C CMPRSR CLTCHAir Conditioning Compressor Clutch AUX VAC PUMPAuxiliary Vacuum Pump CRNKSwitched Power FAN 1Cooling Fan 1 FAN 2Cooling Fan 2 FAN 3Cooling Fan 3 FOG LAMPFog Lamps HI BEAMHigh-Beam Headlamps HID/ LO BEAMHigh Intensity Discharge (HID) Low-Beam Headlamps HORNHorn IGNIgnition Main LT TRLR STOP/TRNTrailer Left Stoplamp and Turn Signal Lamp PRK LAMPPark Lamp PWR/TRNPowertrain RR DEFOGRear Window Defogger RT TRLR STOP/TRNTrailer Right Stoplamp and Turn Signal Lamp Stop LampsStop Lamps (China Only) TRLR BCK/UPTrailer Back-up Lamps WPRWindshield Wiper WPR HIWindshield Wiper High Speed Do a search for dash cam on this forum and there are lots of threads about the fuse box. Here's one I just found: "I used the fuse box to the right of the driver's knee. Open the door. Gently pull away the door seal, then you can pry out the cover that's to the right of the fuse box. Then you can access the fuses easily. It's still a bit fiddly but possible." I have already removed the end panel as suggested if you read my post. My question is how to remove the front trim panel as indicated in the handbook as this would give better access Photo credits go to Ian Edwards & Robert Michal Przechowski on the MG5 Fans & Owners Facebook page. I'm sure they won't mind me posting them in it helps someone ? Thank you, that is exactly what I was looking for although the "give it a good pull" wasn't a step I was willing to do without knowing there was no more fixings to worry about. The second picture with the "dash lowered" is particularly useful as it shows the dog pins that engage with the under fascia. With three along the top, two more down the right side, at least three on the left. Possibly more, all of which confirm the "good pull" needed. The reason why I would like a better view of the fuse board is because I need both the ACC and Continuous feed options as my dash cam has the low power parked protection function. The ACC via F1 is fine but finding a true continuous feed and not one that goes off after 25 minutes when the car fully goes to sleep is always problematic with modern electronics. I would normally look for a courtesy light feed but none are listed as covering that function. Testing is much easier when you can actually see the fuse box. I can see on the photo I took of the fuse box shows F35-36 (empty) do have one of the contacts fitted so are at least worthy of investigation. That is a ridiculous amount of dismantling just to get to the fusebox. These things are meant to be accessible. I'm glad I managed my camera installation via the side panel alone. I have seen worse. I am trying to remember which car it was which required unhooking the fuse box from its retainers so it would then hang down on its cables below the trim to see it. Fine it theory but in practice the cables were too stiff/short and you ended up upside down in the footwell to see it. This method of trim fixing is far from uncommon, it produces a very neat finish and makes for VERY fast assembly. I am even a little surprised at the two screws under the end panel, it looks like a fix for a squeak or rattle in pre production. I fitted Car Audio and other accessories for many years going back to the release of the Mini Metro. BL always fitted a White/Green accessory wire ending in a bullet type socket. I spent 2 1/2 hours on my 1st fitting stripping the entire console trying to find it knowing that once I had I could use it time and again. Eventually found it on the PASSENGER side of the heater matrix. 20 minutes to fit a radio, speaker and aerial after that. I don't think I could get upside down in a footwell any more That would have been a french car no doubt, I remember well having to remove the glove box to access the fuse board, and if anyone opened the door whilst you had one of the plugs on the board off the lights and windscreen wipers would come on and stay on. An analog transmitter located in the back differential sends an electrical signal to the speedometer. It is a little button with two wires connecting in the rear differential. The transmission speed sensor, which is positioned on the bell housing, back through the firewall but also has a plug with two or three wires, is most likely faulty. This sensor controls both the gearbox shift points and the speedometer; the tachometer is the sole gauge to which the ECM sends data. It’s not difficult to replace this sensor. The vehicle speed sensor, or VSS, is situated near the gearbox’s output shaft. The sensor’s precise positioning allows it to monitor and report the spinning and speed of the shaft to the engine’s computer through attachment wiring. It is technically conceivable to operate a car with a malfunctioning speedometer. However, this is not a good idea. You will be unable to notice the speed at which your car is going unless you have a backup plan in place. A fuse does not control your car’s speedometer. A speed sensor is installed on the extension housing and regulates your speedometer. The ECM/PCM – engine computer – determines the speed of most automobiles nowadays. The VSS is an input towards the engine computer, which delivers this information and temperature and fuel level information to the instrument cluster via a serial data connection. Also Check: Delphi Vs. Ac Delco Fuel Pump There isn’t a fuse for the speedometer alone. For the instrument cluster, there are primary battery supply fuses. There’s also a cluster fuse, but if the speedometer seems to be the only item that isn’t working, the speed sensor or the cluster itself is most likely the problem. Please see the final wiring schematic, where the VSS is shown as a direct input to the hub for the speedometer. This implies we’ll need to look for codes before checking the BCM to determine if the speed is being recorded. If that’s the case, the sensor is fine, and the cluster is the problem. You may remove the side panels out from the passenger floor side of the center console if you have the owner’s handbook. The fuses are marked on the inside of the lid, and the handbook may be used to decode the number. The additional fuses are in the black fuse box under the hood, and the method is the same. On the car’s driver’s side, the instrument panel fuse block is placed in the instrument panel. Look anywhere along the left side of the panel, where the door would cover when closed, for the instrument cluster fuse. Also, look beneath the hood, near the front fender wells, for a box labeled “Electrical Center” or “Fuse Panel.” In some vehicles, after you unlock the driver’s door, you’ll see a detachable part on the dashboard that, when closed, contacts the door. Whenever the driver’s door is open, can you see it? This is where the fuse is located. If you can’t find the fuse, you may ask the manufacturer or an expert regarding your model. It’s possible that the passenger-side speed sensor has to be changed or that the speedometer wire is damaged or broken. A broken wire is another reason for the automobile speedometer not working. The wires might short for a variety of causes, causing the fuse to blow and the speedometer to quit functioning. It is very common in older vehicles. The fuse in the fuse box may be defective if the needle is stuck. It’s also possible that the speed sensor has failed. The speedometer will need to be re-calibrated or replaced. Some lights may undoubtedly go out if you remove the fuse, but this is typical. The speedometer has nothing to do with a fuse. And the fact that the odometer stopped working is irrelevant because it isn’t the issue at hand. The Engine Control Unit (ECU) is the computer brain of the automobile, operating as the center of engine activity. It keeps track of and manages a variety of engine functions, including speed. In the event of specific ECU issues, the speedometer is certain to display incorrect readings. The Vehicle speed sensor does not have its fuse. The car speed sensor has two wires coming out of it, one yellow and one purple. They’re both connected to the power-train control module, which is under the dash on the left side of the steering column. If the Transmission Speed Sensor fails, a diagnostic fault code will be generated, and the speedometer will stop working. Other possible fixes might include: Locate the sensors and inspect them, as well as the cables that link to them, for any obvious damage. If you discover a flaw in the older one, switch to a different one. In an older automobile, the wires might short or wear out, causing the fuse to explode. Inspect both the wire and the fuse, and replace any that are defective. The complete ECU must be replaced. You may reset it. However, this is only a temporary solution. After installing the replacement unit, remember to rotate the ignition key to the ‘Auxiliary’ position. When the automobile is turned on, it will assist the ECU in starting the operation and adapting to the other engine systems. Start the car by pressing and holding the calibration button on the speedometer, then release the button. Then press that button one more, and go for a test drive. Once you’ve traveled the required distance, push the button once again, and indeed the speedometer will adjust to the new tire size. The speedo cluster may need to be replaced. If you hit the dash right much above the fuel gauge, it would sometimes begin to work as well. Because the speed sensor is controlled by hertz, the best place to check the wires is at the dealer. That sensor might be pricey. In any event, make sure to test drive the vehicle to ensure that the speedometer is operational. When your car’s speedometer stops working, you could try the following repair methods. The cost of an instrument cluster varies substantially based on the features of your car. If the speedo is directly attached to a wheel or the gearbox output via a revolving mechanical cable, a blown a fuse will not cause the speedo to stop working. The system as a whole is entirely mechanical. The speedometer in many modern automobiles is controlled by the engine management computer and functions as an electrical meter. In this situation, a blown fuse may cause the speedometer to stop working; nevertheless, likely, the automobile engine would also stop working. Determine which part of the wire the fuse is protecting. It is necessary to label the block. If nothing else works, such as the radio, heating, or blower motors, check all of the car’s lights with the fuse removed. Head, tail, turn, done, dash, backup, behind the hood, passenger floorboard, and other less visible places. Replace any that are broken or missing since they might be internally shorted. Inspect the electrical connections in the bulb socket and below it, as well as the voltage at the bulb socket. If possible, drive with and without the fuse to determine if there are any issues. Is the fuse blew immediately away, or what happens when it does? How can you know when it’s going to blow? Check for wires that have been worked on, are loose, are out of the harness, and so on in older cars. Obtain a wiring schematic from the internet and keep note of voltages whenever possible. A blown a fuse usually causes a small automotive electrical problem, such as backup headlights or interior lights not working, inability to use your radio, loss of a turn signal, or malfunctioning climate control functions. Cigarette lighters, vehicle seat heaters, and other such items are available. If any lights are out, disconnect them all and, with a good fuse in place, reinstall them one at a time if the fuse does not blow while they are out. There seems to be a lot to learn about options. A malfunctioning sensor might cause a speedometer to cease operating. Bad wiring or malfunctioning sensors might also cause the issue. The problem can be resolved by recalibrating the sensors or fixing the wiring. Incorrect readings. In this example, the problem is changing tires that are larger than the manufacturer’s specified specifications. Because it is matched to the size of the factory-fitted tires, the speedometer displays incorrect data. A malfunctioning speed sensor, a faulty speedometer gear, damaged wiring, or a faulty powertrain control unit are the most typical causes of a speedometer that has ceased operating. You may repair the problem according to your vehicle’s model by reading the entire article.