

Remanufactured

ELECTRONIC CONTROL MODULE / POWERTRAIN CONTROL MODULE

CARDONE Remanufactured Electronic and Powertrain Control Modules are designed to meet or exceed O.E. performance. Reverse engineering provides insight into how and why the unit originally failed, allowing our engineers to identify and correct original design flaws. All critical components are re-soldered or replaced at our Philadelphia manufacturing plant and each unit is 100% computer tested to ensure reliability. CARDONE is committed to getting your vehicle back on the road with our remanufactured electronic and powertrain control modules.

- Tested with automated, computerized equipment or bench-tested, depending on application, to ensure functionality.
- Re-soldering of critical components ensures superior electrical connections. This prevents intermittent failures and leads to longer product life.
- On-car vehicle validation is done to test durability and performance.
- Meets O.E. fit and function

Signs of Wear and Troubleshooting

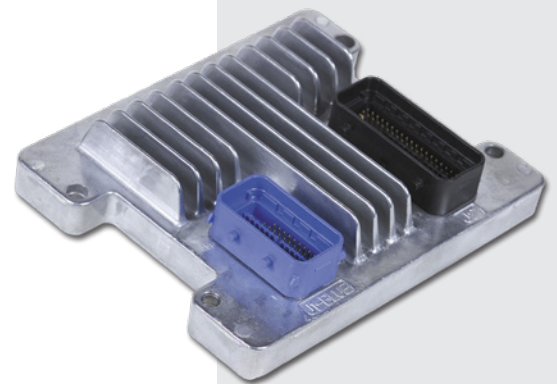
- Check engine light is on
- Engine stalls or misfires intermittently
- Erratic engine behavior
- Reduction in fuel efficiency, power or acceleration
- Engine does not start or is difficult to start
- Failure to control emissions devices or failed emissions test

Product Description

Features and Benefits

Signs of Wear and
Troubleshooting

FAQs



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Tech Service: 888-280-8324

Rev Date: 082118

FAQs

What's the difference between an ECM and a PCM?

- "ECM" stands for Electronic Control Module. "PCM" stands for Powertrain Control Module. Both the ECM and PCM control the engine; however, the PCM also has control over the transmission.

Do I have to transfer anything from my original ECM/PCM?

- Some GM applications have a knock module that must be transferred to the replacement module. Some older Ford applications have a calibration module that must be transferred to the replacement module.

Do all Ford vehicles require a Passive Anti-Theft System (P.A.T.S) reset?

- No, not all Ford vehicles require PATS reset. Check the PATS chart found on the O.E. Manufacturer's Service site for your application.

The replacement PCM for a Ford vehicle won't start the vehicle. Why?

- Ensure that the PCM was properly flash programmed for the vehicle. Also note whether the vehicle is equipped with the Ford "passive anti-theft system", which requires an on-car relearn.

What steps should I take to ensure the original PCM is causing the issue?

- Prior to replacing the original ECM/PCM, the installer should determine what caused the original to fail. Common causes of failures are: poor grounds and power, a bad wiring harness and short-circuited solenoids/relays.

Do GM vehicles have a passive anti-theft system?

- Yes, most GM vehicles have a VATS, Pass Key or Pass Lock anti-theft system.

Do I need a scanner to reset the anti-theft system

- Not necessarily. There is a 30-minute manual procedure that can be done without a scanner. Refer to your O.E. manufacturer's approved service manual for details.

Do all Chrysler Power Train Control Modules (PCM) need VIN programming?

- Chrysler models 1996 and newer will need to be VIN programmed.

What are the most common symptoms of a bad PCM?

- Check Engine Light staying on after resetting, engine turning off for no reason, loss of spark, loss of injection pulse on fuel pump, intermittent starting problems.

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