

DIELECTRIC GREASE: It is recommended to add dielectric grease to the connector prior to installing the new Fuel Pump Driver Module.

NOTE: The fuel pump driver can disable itself without being defective. Please perform the following tests to ensure failure:

With harness disconnected from fuel pump module:

1. MEASURE THE RESISTANCE BETWEEN: PIN 4 AND PIN 2 HARNESS SIDE. RESISTANCE SHOULD BE LESS THAN 10 OHMS.

If greater, then check fuel pump connections. If the fuel pump connections are OK, replace fuel pump.

2. CHECK THE FPRTN CIRCUIT (PIN 2) FOR A SHORT TO POWER (battery voltage) IN THE HARNESS

Ignition ON, engine OFF.

Measure the voltage between Pin 2 and Ground.

The voltage should be less than 1 Volt. If the voltage is greater than 1 Volt, repair the short circuit.

3. CHECK THE FPPWR (PIN 4) CIRCUIT FOR A SHORT TO GROUND IN THE HARNESS

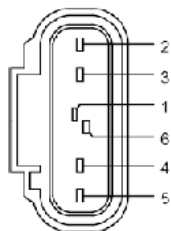
Fuel pump connector disconnected.

Measure the resistance between FPPWR – (PIN 4) and Ground.

The resistance should be greater than 10 KOhms. If the resistance is greater than 10KOhms, repair the short circuit.

IF THE FUEL PUMP MODULE SHOWS VISUAL SIGNS OF CORROSION IT IS RECOMMENDED TO BE REPLACED.

Fuel Pump Driver Module (FPDM) Connector



Harness Side

| Circuit | Pin |
|--------------------------|-----|
| VPWR Fuel | 5 |
| FPM (Fuel Pump Monitor) | 1 |
| FPC (Fuel Pump Command) | 6 |
| FPPWR (Fuel Pump Power) | 4 |
| FPRTN (Fuel Pump Return) | 2 |
| PWRGND (Power Ground) | 3 |