

Electronic Returnless Fuel Systems (ERFS) utilize a Fuel Pump Driver Module (FPDM) to control fuel pressure. The PCM uses a Fuel Rail Pressure Sensor (FRP) for feedback. The PCM outputs a duty cycle to the FPDM to maintain the desired fuel rail pressure. During normal operation, the PCM will output a FP duty cycle from 5% to 51%. The FPDM will run the fuel pump at twice this duty cycle, e.g. if the PCM outputs a 42% duty cycle, the FPDM will run the fuel pump at 84%. If the PCM outputs a 75% duty cycle, the FPDM will turn off the fuel pump.

The FPDM returns a duty cycled diagnostic signal back to the PCM on the Fuel Pump Monitor (FPM) circuit to indicate if there are any faults in the FPDM.

If the FPDM does not output any diagnostic signal, (0 or 100% duty cycle), the PCM sets a P1233 DTC. This DTC is set if the FPDM loses power. This can also occur if the Inertia Fuel Switch is tripped.

If the FPDM outputs a 25% duty cycle, it means that the fuel pump control duty cycle is out of range. This may occur if the FPDM does not receive a valid control duty cycle signal from the PCM. The FPDM will default to 100% duty cycle on the fuel pump control output. The PCM sets a P1235 DTC.

If the FPDM outputs a 75% duty cycle, it means that the FPDM has detected an open or short on the fuel pump control circuit. The PCM sets a P1237 DTC.

If the FPDM outputs a 50% duty cycle, the FPDM is functioning normally.

Fuel Pump Driver Module Check Operation:	
DTCs	P1233 – FPDM disabled or offline P1235 – Fuel pump control out of range P1237 – Fuel pump secondary circuit
Monitor execution	Continuous, voltage > 11.0 volts
Monitor Sequence	None
Monitoring Duration	3 seconds

Some vehicle applications (2.3L Ranger) use an electric thermostat heater. These vehicles use a high temperature thermostat (220 °F versus 192 °F) to achieve faster warm-up times. The heater circuit can be energized by the PCM whenever additional cooling is required. (The PCM energizes the heater based primarily on ECT/CHT, but can allow for additional cooling based on inputs from rpm, load, IAT and TFT.) The heat generated by the heater causes the thermostat to open at a lower temperature than the rated temperature of the thermostat (up to 50 °F lower), thereby, providing additional engine and transmission cooling. The PCM duty cycles the heater output at 100% to open the thermostat, 70% to keep it open and 0% to provide rated thermostat function. The PCM monitors the "smart" driver fault status bit that indicates either an open circuit, short to power or short to ground. If the heater circuit fails such that it is always off, the vehicle can run hotter than normal. If the heater fails such that it is always on, the vehicle may also fail the thermostat test (P0125/P0128).

Thermostat Heater Check Operation:	
DTCs	P1432 or P0597 (opens/shorts)
Monitor execution	Continuous at 0 and 100% duty cycle
Monitor Sequence	None
Monitoring Duration	5 seconds

Typical thermostat heater check entry conditions:		
Entry Condition	Minimum	Maximum
Battery Voltage	11.0 volts	