

Fuel Pump Driver Signals

Duty Cycle	On Time	Definition	FPDM PID
25%	250 ms	No valid command was received by the FPDM from the PCM. This could mean an erroneous signal, or none at all.	15% to 60%
50%	500 ms	Normal operation. This input shows the PCM that the FPDM powered up, is communicating, and that the FPDM does not "see" any faults.	80% to 125%
75%	750 ms	The secondary fuel pump circuits are at fault. This could be an "open" or "short" between the FPDM and fuel pump.	250% to 400%

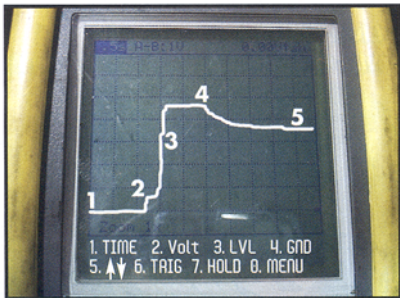


Photo 1