

Fuel System - Overview

Overview

The fuel system consists of:

- a closed loop pressure control (CLPC) fuel system.
- fuel and vapor lines in an integrated bundle assembly.
- an AWD saddle-type tank or FWD L-Shaped fuel tank.
- quick connect fuel and vapor tube couplings.
- if equipped, a replaceable external in-line fuel filter.
- a fuel tank filler pipe assembly, which cannot be modified in any way, that also contains a misfuel inhibitor device to permit only unleaded fuel to be pumped into the tank.
- has an Easy Fuel[®] (capless) fuel tank filler pipe assembly, which cannot be modified in any way and is serviced only by the installation of a new fuel tank filler pipe assembly.
- has a supplemental refueling adapter located in the luggage compartment.
- a Fuel Pump Control Module (FPCM) located under the vehicle above the LH side of the rear sub-frame.
- a Fuel Pump (FP) module containing:
 - the electric FP module which provides pressurized fuel to the fuel rail.
 - the fuel level sender.
 - a check valve which maintains system pressure after the pump is shut off.
 - a pressure relief for overpressure protection in the event of restricted fluid flow.
 - a lifetime fuel filter providing filtration to protect the fuel injectors from foreign material.

Fuel Pump Shut-off Feature

In the event of a moderate to severe collision, the vehicle is equipped with a Fuel Pump and Sender Unit Shut-off Feature that is initiated by the event notification signal.

The event notification signal is a signal provided by the RCM to the Fuel Pump Control Module. Signal communication between the RCM and the Fuel Pump Control Module allows the PCM to shut-off the Fuel Pump.

Should the vehicle shut off after a collision due to this feature, the vehicle may be restarted by first turning the ignition to the OFF position and then turn the ignition to the ON position. In some instances the vehicle may not start the first time and may take one additional ignition cycle.