

Fuel System - Overview

Overview

NOTICE: Repairs of the fuel system are to be achieved only by replacement of the failed component(s). Repair of a fuel system component should not be attempted.

NOTICE: If directed during assembly of fuel system components, lubricate any seal(s) only with specified material. Failure to follow this instruction may result in seal failure and fuel leakage.

The fuel system:

- a Closed Loop Pressure Control (CLPC) system.
- An 20.20 gal (76.46 L) Capacity cigar shaped fuel tank.
- a Fuel Pump that operates on 6-12 volts variably depending on load, that supplies fuel under pressure to the high pressure Fuel Pump.
- fuel and vapor lines in an integrated bundle assembly.
- uses a single container fuel tank.
- quick connect fuel and vapor tube couplings.
- 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 inside the spare tire compartment.
- a FPDM located under the vehicle on the LH side of the front floor in front of the fuel tank.
 - **A Fuel Pump Drive Module containing:**
 - the electric FP module which provides pressurized fuel to the high pressure Fuel Pump (FP).
 - 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 FPDM. Signal communication between the RCM and the FPDM 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.