Fuel Pump Control Circuit

DESCRIPTION

When the engine is cranked, the starter relay drive signal output from the STAR terminal of the ECM is input into the STA terminal of the ECM, and NE signal generated by the crankshaft position sensor is also input into the NE+ terminal. Thus, the ECM interprets that the engine is cranked, and turns the transistor Tr1 in the ECM internal circuit ON. The current flows to the C/OPN (Circuit Opening) relay by turning the Tr1 ON. Then, the fuel pump operates.

While the NE signal is input into the ECM, when the engine is running, the ECM turns the Tr1 on continuously.



WIRING DIAGRAM



INSPECTION PROCEDURE

| 1 PERFORM ACTIVE TEST USING INTELLIGEN | NT TESTER (FUEL PUMP/SPD) |
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- (a) Connect the intelligent tester to the DLC3.
- (b) Turn the ignition switch ON and turn the tester ON.
- (c) Select the following menu items: DIAGNOSIS / ENHANCED OBD II / ACTIVE TEST / FUEL PUMP / SPD.
- (d) Check whether the fuel pump operating sound occurs when performing the Active Test on the tester.











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INSPECT FUEL PUMP



(a) Inspect fuel pump resistance.

(1) Measure the resistance between the terminals. **Standard resistance:**

0.2 to 3.0 Ω at 20°C(68°F)

- (b) Inspect fuel pump operation.
 - (1) Apply the battery voltage to both the terminals. Check that the pump operates. NOTICE:
 - These tests must be done quickly (within 10 seconds) to prevent the coil from burning out.
 - Keep the fuel pump as far away from the battery as possible.





REPLACE FUEL PUMP

ОК

REPLACE ECM

