Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
Fuel Rail Pressure (FRP) Sensor Performance (rationality)	P018B	This DTC detects a fuel pressure sensor response stuck within the normal operating range	Absolute value of fuel pressure change as sensed during intrusive test.	<= 30 kPa	1. FRP Circuit Low DTC (P018C) 2. FRP Circuit High DTC (P018D) 3. FuelPump Circuit Low DTC (P0231) 4. FuelPump Circuit High DTC (P0232) 5. FuelPump Circuit Open DTC (P023F) 6. Reference Voltage DTC (P0641) 7. Fuel Pump Control Module Driver Over-temperature DTC (P064A) 8. Control Module Internal Performance DTC (P0606) 9. Engine run time	Not active Not active Not active Not active Not active Not active Not active Not active >=5 seconds	Frequency: Continuous; 12.5 ms loop. 60 seconds between intrusive tests that pass Intrusive test requested if fuel system is clamped for >= 5 seconds or fuel pressure error variance <= typically (0.3 to 0.6) (calculated over a 2.5sec period); otherwise report pass Duration of intrusive test is fueling related (5 to 12 seconds). Intrusive test is run when fuel flow is below Max allowed fuel flow rate (Typical values in the range of 11 to 50 g/s)	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					10. Emissions fuel level low (PPEI $3FB)	Not low		
					11. Fuel pump control 12. Fuel pump control state	Enabled Normal or FRP rationality control > 0.047 g/s		
					13. Engine fuel flow			
					14. ECM fuel control system failure (PPEI $1E7)	Not failed		
Fuel Rail Pressure (FRP) Sensor Circuit Low Voltage	P018C	This DTC detects if the fuel pressure sensor circuit is shorted low	FRP sensor voltage	< 0.14 V	Ignition	Run or Crank	72 failures out of 80 samples 1 sample/12.5 ms	DTC Type A 1 trip
Fuel Rail Pressure (FRP) Sensor Circuit High Voltage	P018D	This DTC detects if the fuel pressure sensor circuit is shorted high	FRP sensor voltage	> 4.86 V	Ignition	Run or Crank	72 failures out of 80 samples 1 sample/12.5 ms	DTC Type A 1 trip
Fuel Pump Control Circuit Low Voltage	P0231	This DTC detects if the fuel pump control circuit is shorted to low	Fuel Pump Current	> 14.48A	Ignition OR Ignition OR Fuel Pump Control AND Ignition Run/Crank Voltage	Run or Crank Accessory enabled 9V < voltage < 32V	72 test failures in 80 test samples if Fuel Pump Current <100A 1 sample/12.5 ms	DTC Type A 1 trip
Fuel Pump Control Circuit High Voltage	P0232	This DTC detects if the fuel pump control circuit is shorted to high	Voltage measured at fuel pump circuit	> 3.86 V	Commanded fuel pump output	0% duty cycle (off)	36 test failures in 40 test samples; 1 sample/12.5ms	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					Fuel pump control enable	False	Pass/Fail determination made only once per trip	
					Time that above conditions are met	>=4.0 seconds		
Fuel Pump Control Circuit (Open)	P023F	This DTC detects if the fuel pump control circuit is open	Fuel Pump Current	<=0.5A			72 test failures in 80 test samples; 1 sample/12.5ms	DTC Type A 1 trip
			AND Fuel Pump Duty Cycle	>20%	Ignition switch OR Ignition switch OR Fuel Pump Control AND Ignition Run/Crank Voltage	Run or Crank Accessory enabled 9V < voltage < 32V		
Fuel System Control Module Enable Control Circuit	P025A	This DTC detects if there is a fault in the fuel pump control enable circuit	PPEI (Powertrain Platform Electrical Interface) Fuel System Request ($1E7)	≠ Fuel Pump Control Module Enable Control Circuit	Ignition AND PPEI Fuel System Request ($1E7)	Run or Crank valid	72 failures out of 80 samples 1 sample/12.5 ms	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
Mechanical Actuator Performance (Functionality)	P059F	Compare commanded shutter position to sensed position	Failure to achieve commanded position	Two (2) consecutive intrusive tests fail to achieve commanded position. Intrusive tests are triggered immediately following any failure to achieve a commanded position.	1. Power mode 2. Shutter Control 3. Ignition Run/Crank Voltage	Run/Crank Enabled 11V < voltage < 32V	Frequency: 1 sample after every shutter movement. Intrusive test requested if shutter movement is commanded and position feedback differs after 19.5 seconds; otherwise report pass. Duration of intrusive test is shutter movement related (40 to 80 seconds).	DTC Type B 2 trips
Control Module Read Only Memory (ROM)	P0601	This DTC will be stored if any software or calibration check sum is incorrect	Calculated Checksum (CRC16)	≠ stored checksum for any of the parts (boot, software, application calibration, system calibration)	Ignition switch OR Ignition switch OR Fuel Pump Control	Run or Crank Accessory enabled	1 failure if it occurs during the first ROM test of the ignition cycle, otherwise 5 failures Frequency: Runs continuously in the background	DTC Type A 1 trip
Control Module Not Programmed	P0602	Indicates that the ECU needs to be programmed	Calibration KeMEMD_b_NoStartCal = TRUE		Ignition switch OR	Run or Crank	Runs once at power up	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					Ignition switch OR Fuel Pump Control	Accessory enabled		
Control Module Long Term Memory Reset	P0603	Non-volatile memory checksum error at controller power-up	Checksum at power-up	≠ checksum at power-down			1 failure Frequency: Once at power-up	DTC Type A 1 trip
					Ignition switch OR Ignition switch OR Fuel Pump Control	Run or Crank Accessory enabled		
Control Module Random Access Memory (RAM)	P0604	Indicates that control module is unable to correctly write and read data to and from RAM	Data read	≠ Data written			1 failure if it occurs during the first RAM test of the ignition cycle, otherwise 5 failures	DTC Type A 1 trip
					Ignition switch OR Ignition switch OR Fuel Pump Control	Run or Crank Accessory enabled	Frequency: Runs continuously in the background.	
Control Module Internal Performance	P0606	Indicates the ECU has detected an internal processor fault or external watchdog fault (PID $2032 discriminates the source of fault)			Ignition switch OR Ignition switch OR Fuel pump control	Run or Crank Accessory Enabled		DTC Type A 1 trip
1. Main Processor Configuration Register Test			1. I/O configuration register faults: •Register contents	=Incorrect value	1. For all I/O configuration register faults: Calibration •KeMEMD_b_ProcFltCfgRegEnbl	TRUE	1. 1 failure Frequency: Continuously (12.5ms)	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
2. Processor clock test			2. Processor Clock Fault: • EE latch flag in EEPROM OR • RAM latch flag.	0x5A5A 0x5A	2. For Processor Clock Fault: Calibration •KeMEMD_b_ProcFltCLKDiagEnbl	TRUE	2. 1 failure Frequency: Continuously (12.5ms)	
3. External watchdog test			3. External Watchdog Fault: • Software control of fuel pump driver	Control Lost	3. For External Watchdog Fault: Calibration •KeFRPD_b_FPExtWDogDiagEnbl AND •Control Module ROM(P0601) AND •Control Module RAM(P0604)	TRUE Not active Not active	3. 3 failures out of 15 samples 1 sample/12.5 ms	
Control Module Long Term Memory (EEPROM) Performance	P062F	Indicates that the NVM Error flag has not been cleared	Last EEPROM write	Did not complete	Ignition switch OR Ignition switch OR Fuel pump control	Run or Crank Accessory Enabled	1 test failure Once on controller power-up	DTC Type A 1 trip
5Volt Reference Circuit (Short High/Low/Out of Range)	P0641	Detects continuous short or out of range on the #1 5V sensor reference circuit	(Reference voltage AND Output) OR (Reference voltage AND Output) OR (Reference voltage AND Output) OR	(>= 0.5V inactive) (>= 5.5V active) (<= 4.5V active)	Ignition	Run or Crank	15 failures out of 20 samples 1 sample/12.5 ms	DTC Type A 1 trip
			Reference voltage	> 105% nominal OR < 95% nominal (i.e., > 5.25v OR < 4.75v)				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
Fuel Pump Control Module Driver 1 Over-temperature	P064A	Detects if an internal fuel pump driver overtemperature condition exists under normal operating conditions	Pump Driver Temp	> 150C	Ignition switch OR Ignition switch OR Fuel pump control	Run or Crank Accessory Enabled	3 failures out of 15 samples 1 sample/12.5 ms	DTC Type B 2 trips
					KeFRPD_b_FPOverTempDiagEnbl	TRUE		
					Ignition Run_Crank terminal	9V<voltage<32V		
Ignition 1 Switch Circuit Low Voltage	P2534	Detects if the Ignition1 Switch circuit is shorted to low or open	Ignition 1 voltage	<= 6 V	Engine	Running	180 failures out of 200 samples 1 sample/25.0 ms	DTC Type A 1 trip
Ignition 1 Switch Circuit High Voltage	P2535	Detects if the Ignition1 Switch circuit is shorted to vehicle supply voltage	Ignition 1 voltage	> 11.7 V	Ignition Run_Crank terminal	Off	180 failures out of 200 samples 1 sample/25.0 ms	DTC Type A 1 trip
Fuel Pump Flow Performance (rationality)	P2635	Detects degradation in the performance of the electronically regulated fuel system	Filtered fuel rail pressure error	<= Low Threshold (tabulated function of desired fuel rail pressure and fuel flow rate -- 15% of requested Target Pressure) **OR** >= High Threshold (tabulated function of desired fuel rail pressure and fuel flow rate -- 15% of requested Target Pressure) **(See Supporting Tables tab)**			Filtered fuel rail pressure error Time Constant = 12.5 seconds Frequency: Continuous 12.5 ms loop	DTC Type B 2 trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					1. FRP Circuit Low DTC (P018C)	Not active		
					2. FRP Circuit High DTC (P018D)	Not active .		
					3. Fuel Rail Pressure Sensor Performance DTC (P018B)	Not active		
					4. FuelPump Circuit Low DTC (P0231)	Not active		
					5. FuelPump Circuit High DTC (P0232)	Not active		
					6. FuelPump Circuit Open DTC (P023F)	Not active		
					7. Reference Voltage DTC (P0641)	Not active		
					8. Fuel Pump Control Module Driver Over-temperature DTC's (P064A)	Not active		
					9. Control Module Internal Performance DTC (P0606)	Not active		
					10. ECM fuel control system failure (PPEI $1E7)	Not occurred		
					11. Barometric pressure signal (PPEI $4C1)	Valid (for absolute fuel pressure sensor)		
					12. Engine run time	>= 30 seconds		
					13. Emissions fuel level (PPEI $3FB)	Not low		
					14. Fuel pump control	Enabled		
					15. Fuel pump control state	Normal		
					16. Battery Voltage	11V<=voltage=<32V		
					17. Fuel flow rate **(See Supporting Tables tab)**	> 0.047 g/s **AND** <= Max allowed fuel flow rate as a function of desired rail pressure & Vbatt (Typical values in the range of 11 to 50 g/s)		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					18. Fuel Pressure Control System	Is not responding to an over-pressurization due to pressure build during DFCO or a decreasing desired pressure command.		
Control Module Communication Bus "A" Off	U0073	Detects that a CAN serial data bus shorted condition has occurred to force the CAN device driver to enter a bus-off	Bus Status	Off	Power mode	Run/Crank	5 failures out of 5 samples (5 seconds)	DTC Type B 2 trips
Lost Communication With ECM/PCM "A"	U0100	Detects that CAN serial data communication has been lost with the ECM	Message $0C9	Undetected	1. Power mode 2. Ignition Run/Crank Voltage 3. U0073	Run/Crank 11V<voltage<32V not active	12 failures out of 12 samples (12 seconds)	DTC Type B 2 trips
Lost Communication With "Actuator"	U0284	Detects loss of communication condition has occurred between ECU and device Active Grill Air Shutter "A" actuator	PWM Message	Undetected	1. Power mode 2. Ignition Run/Crank Voltage	Run/Crank 11V < voltage < 32V	Frequency: 100ms 150 failures out of 167 samples	DTC Type B 2 trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
Fuel Rail Pressure (FRP) Sensor Performance (rationality)	P018B	This DTC detects a fuel pressure sensor response stuck within the normal operating range	Absolute value of fuel pressure change as sensed during intrusive test.	<= 30 kPa	1. FRP Circuit Low DTC (P018C) 2. FRP Circuit High DTC (P018D) 3. FuelPump Circuit Low DTC (P0231) 4. FuelPump Circuit High DTC (P0232) 5. FuelPump Circuit Open DTC (P023F) 6. Reference Voltage DTC (P0641) 7. Fuel Pump Control Module Driver Over-temperature DTC (P064A) 8. Control Module Internal Performance DTC (P0606) 9. Engine run time	Not active Not active Not active Not active Not active Not active Not active Not active >=5 seconds	Frequency: Continuous; 12.5 ms loop. 60 seconds between intrusive tests that pass Intrusive test requested if fuel system is clamped for >= 5 seconds or fuel pressure error variance <= typically (0.3 to 0.6) (calculated over a 2.5sec period); otherwise report pass Duration of intrusive test is fueling related (5 to 12 seconds). Intrusive test is run when fuel flow is below Max allowed fuel flow rate (Typical values in the range of 11 to 50 g/s)	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					10. Emissions fuel level low (PPEI $3FB) 11. Fuel pump control 12. Fuel pump control state 13. Engine fuel flow 14. ECM fuel control system failure (PPEI $1E7)	Not low Enabled Normal or FRP rationality control > 0.047 g/s Not failed		
Fuel Rail Pressure (FRP) Sensor Circuit Low Voltage	P018C	This DTC detects if the fuel pressure sensor circuit is shorted low	FRP sensor voltage	< 0.14 V	 Ignition	 Run or Crank	72 failures out of 80 samples 1 sample/12.5 ms	DTC Type A 1 trip
Fuel Rail Pressure (FRP) Sensor Circuit High Voltage	P018D	This DTC detects if the fuel pressure sensor circuit is shorted high	FRP sensor voltage	> 4.86 V	 Ignition	 Run or Crank	72 failures out of 80 samples 1 sample/12.5 ms	DTC Type A 1 trip
Fuel Pump Control Circuit Low Voltage	P0231	This DTC detects if the fuel pump control circuit is shorted to low	Fuel Pump Current	> 14.48A	Ignition switch OR Ignition switch OR Fuel Pump Control AND Ignition Run/Crank Voltage	Run or Crank Accessory enabled 9V < voltage < 32V	72 test failures in 80 test samples if Fuel Pump Current <100A 1 sample/12.5 ms	DTC Type A 1 trip
Fuel Pump Control Circuit High Voltage	P0232	This DTC detects if the fuel pump control circuit is shorted to high	Voltage measured at fuel pump circuit	> 3.86 V	Commanded fuel pump output	0% duty cycle (off)	36 test failures in 40 test samples; 1 sample/12.5ms	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					Fuel pump control enable	False	Pass/Fail determination made only once per trip	
					Time that above conditions are met	>=4.0 seconds		
Fuel Pump Control Circuit (Open)	P023F	This DTC detects if the fuel pump control circuit is open	Fuel Pump Current	<=0.5A			72 test failures in 80 test samples; 1 sample/12.5ms	DTC Type A 1 trip
			AND Fuel Pump Duty Cycle	>20%	Ignition switch OR Ignition switch OR Fuel Pump Control AND Ignition Run/Crank Voltage	Run or Crank Accessory enabled 9V < voltage < 32V		
Fuel System Control Module Enable Control Circuit	P025A	This DTC detects if there is a fault in the fuel pump control enable circuit	PPEI (Powertrain Platform Electrical Interface) Fuel System Request ($1E7)	≠ Fuel Pump Control Module Enable Control Circuit	Ignition AND PPEI Fuel System Request ($1E7)	Run or Crank valid	72 failures out of 80 samples 1 sample/12.5 ms	DTC Type A 1 trip
Control Module Read Only Memory (ROM)	P0601	This DTC will be stored if any software or calibration check sum is incorrect	Calculated Checksum (CRC16)	≠ stored checksum for any of the parts (boot, software, application calibration, system calibration)	Ignition switch OR Ignition switch OR Fuel Pump Control	Run or Crank Accessory enabled	1 failure if it occurs during the first ROM test of the ignition cycle, otherwise 5 failures Frequency: Runs continuously in the background	DTC Type A 1 trip
Control Module Not Programmed	P0602	Indicates that the ECU needs to be programmed	Calibration KeMEMD_b_NoStartCal	= TRUE	Ignition switch OR Ignition switch OR	Run or Crank Accessory	Runs once at power up	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					Fuel Pump Control	enabled		
Control Module Long Term Memory Reset	P0603	Non-volatile memory checksum error at controller power-up	Checksum at power-up	≠ checksum at power-down	Ignition switch OR Ignition switch OR Fuel Pump Control	Run or Crank Accessory enabled	1 failure Frequency: Once at power-up	DTC Type A 1 trip
Control Module Random Access Memory (RAM)	P0604	Indicates that control module is unable to correctly write and read data to and from RAM	Data read	≠ Data written	Ignition switch OR Ignition switch OR Fuel Pump Control	Run or Crank Accessory enabled	1 failure if it occurs during the first RAM test of the ignition cycle, otherwise 5 failures Frequency: Runs continuously in the background.	DTC Type A 1 trip
Control Module Internal Performance	P0606	Indicates the ECU has detected an internal processor fault or external watchdog fault (PID $2032 discriminates the source of fault)			Ignition switch OR Ignition switch OR Fuel pump control	Run or Crank Accessory Enabled		DTC Type A 1 trip
1. Main Processor Configuration Register Test			1. I/O configuration register faults: •Register contents	=Incorrect value	1. For all I/O configuration register faults: Calibration •KeMEMD_b_ProcFltCfgRegEnbl	TRUE	1. 1 failure Frequency: Continuously (12.5ms)	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
2. Processor clock test			2. Processor Clock Fault: • EE latch flag in EEPROM OR • RAM latch flag.	0x5A5A 0x5A	2. For Processor Clock Fault: Calibration •KeMEMD_b_ProcFltCLKDiagEnbl	TRUE	2. 1 failure Frequency: Continuously (12.5ms)	
3. External watchdog test			3. External Watchdog Fault: • Software control of fuel pump driver	Control Lost	3. For External Watchdog Fault: Calibration •KeFRPD_b_FPExtWDogDiagEnbl AND •Control Module ROM(P0601) AND •Control Module RAM(P0604)	TRUE Not active Not active	3. 3 failures out of 15 samples 1 sample/12.5 ms	
Control Module Long Term Memory (EEPROM) Performance	P062F	Indicates that the NVM Error flag has not been cleared	Last EEPROM write	Did not complete	Ignition switch OR Ignition switch OR Fuel pump control	Run or Crank Accessory Enabled	1 test failure Once on controller power-up	DTC Type A 1 trip
5Volt Reference Circuit (Short High/Low/Out of Range)	P0641	Detects continuous short or out of range on the #1 5V sensor reference circuit	(Reference voltage AND Output) OR (Reference voltage AND Output) OR (Reference voltage AND Output) OR	(>= 0.5V inactive) (>= 5.5V active) (<= 4.5V active)	Ignition	Run or Crank	15 failures out of 20 samples 1 sample/12.5 ms	DTC Type A 1 trip
			Reference voltage	> 105% nominal OR < 95% nominal (i.e., > 5.25v OR < 4.75v)				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
Fuel Pump Control Module Driver 1 Over-temperature	P064A	Detects if an internal fuel pump driver overtemperature condition exists under normal operating conditions	Pump Driver Temp	> 150C	Ignition switch OR Ignition switch OR Fuel pump control	Run or Crank Accessory Enabled	3 failures out of 15 samples 1 sample/12.5 ms	DTC Type B 2 trips
					KeFRPD_b_FPOverTempDiagEnbl	TRUE		
					Ignition Run_Crank terminal	9V<voltage<32V		
Ignition 1 Switch Circuit Low Voltage	P2534	This DTC detects if the Ignition1 Switch circuit is shorted to low or open	Ignition 1 voltage	<= 6 V	Engine	Running	180 failures out of 200 samples 1 sample/25.0 ms	DTC Type A 1 trip
Fuel Pump Flow Performance (rationality)	P2635	Detects degradation in the performance of the electronically regulated fuel system	Filtered fuel rail pressure error	<= Low Threshold (tabulated function of desired fuel rail pressure and fuel flow rate -- 15% of requested Target Pressure) OR >= High Threshold (tabulated function of desired fuel rail pressure and fuel flow rate -- 15% of requested Target Pressure) (See Supporting Tables tab)			Filtered fuel rail pressure error Time Constant = 12.5 seconds Frequency: Continuous 12.5 ms loop	DTC Type B 2 trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					1. FRP Circuit Low DTC (P018C)	Not active		
					2. FRP Circuit High DTC (P018D)	Not active .		
					3. Fuel Rail Pressure Sensor Performance DTC (P018B)	Not active		
					4. FuelPump Circuit Low DTC (P0231)	Not active		
					5. FuelPump Circuit High DTC (P0232)	Not active		
					6. FuelPump Circuit Open DTC (P023F)	Not active		
					7. Reference Voltage DTC (P0641)	Not active		
					8. Fuel Pump Control Module Driver Over-temperature DTC's (P064A)	Not active		
					9. Control Module Internal Performance DTC (P0606)	Not active		
					10. ECM fuel control system failure (PPEI $1E7)	Not occurred		
					11. Barometric pressure signal (PPEI $4C1)	Valid (for absolute fuel pressure sensor)		
					12. Engine run time	>= 30 seconds		
					13. Emissions fuel level (PPEI $3FB)	Not low		
					14. Fuel pump control	Enabled		
					15. Fuel pump control state	Normal		
					16. Battery Voltage	11V<=voltage=<32V		
					17. Fuel flow rate **(See Supporting Tables tab)**	> 0.047 g/s **AND** <= Max allowed fuel flow rate as a function of desired rail pressure & Vbatt (Typical values in the range of 11 to 50 g/s)		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					18. Fuel Pressure Control System	Is not responding to an over-pressurization due to pressure build during DFCO or a decreasing desired pressure command.		
Control Module Communication Bus "A" Off	U0073	Detects that a CAN serial data bus shorted condition has occurred to force the CAN device driver to enter a bus-off	Bus Status	Off	Power mode	Run/Crank	5 failures out of 5 samples (5 seconds)	DTC Type B 2 trips
Lost Communication With ECM/PCM "A"	U0100	Detects that CAN serial data communication has been lost with the ECM	Message $0C9	Undetected	1. Power mode 2. Ignition Run/Crank Voltage 3. U0073	Run/Crank 11V<voltage<32V not active	12 failures out of 12 samples (12 seconds)	DTC Type B 2 trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
Fuel Rail Pressure (FRP) Sensor Performance (rationality)	P018B	This DTC detects a fuel pressure sensor response stuck within the normal operating range	Absolute value of fuel pressure change as sensed during intrusive test.	<= 30 kPa	1. FRP Circuit Low DTC (P018C) 2. FRP Circuit High DTC (P018D) 3. FuelPump Circuit Low DTC (P0231) 4. FuelPump Circuit High DTC (P0232) 5. FuelPump Circuit Open DTC (P023F) 6. Reference Voltage DTC (P0641) 7. Fuel Pump Control Module Driver Over-temperature DTC (P064A) 8. Control Module Internal Performance DTC (P0606) 9. Engine run time	Not active Not active Not active Not active Not active Not active Not active Not active >=5 seconds	Frequency: Continuous; 12.5 ms loop. 60 seconds between intrusive tests that pass. Intrusive test requested if fuel system is clamped for >= 5 seconds or fuel pressure error variance <= typically (0.3 to 0.6) (calculated over a 2.5sec period); otherwise report pass. Duration of intrusive test is fueling related (5 to 12 seconds). Intrusive test is run when fuel flow is below Max allowed fuel flow rate (Typical values in the range of 11 to 50 g/s)	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					10. Emissions fuel level low (PPEI $3FB)	Not low		
					11. Fuel pump control 12. Fuel pump control state	Enabled Normal or FRP rationality control > 0.047 g/s		
					13. Engine fuel flow			
					14. ECM fuel control system failure (PPEI $1E7)	Not failed		
Fuel Rail Pressure (FRP) Sensor Circuit Low Voltage	P018C	This DTC detects if the fuel pressure sensor circuit is shorted low	FRP sensor voltage	< 0.14 V	Ignition	Run or Crank	72 failures out of 80 samples 1 sample/12.5 ms	DTC Type A 1 trip
Fuel Rail Pressure (FRP) Sensor Circuit High Voltage	P018D	This DTC detects if the fuel pressure sensor circuit is shorted high	FRP sensor voltage	> 4.86 V	Ignition	Run or Crank	72 failures out of 80 samples 1 sample/12.5 ms	DTC Type A 1 trip
Fuel Pump Control Circuit Low Voltage	P0231	This DTC detects if the fuel pump control circuit is shorted to low	Fuel Pump Current	> 14.48A	Ignition OR HS Comm OR Fuel Pump Control AND Ignition Run/Crank Voltage	Run or Crank enabled enabled 9V < voltage < 32V	72 test failures in 80 test samples if Fuel Pump Current <100A 1 sample/12.5 ms	DTC Type A 1 trip
Fuel Pump Control Circuit High Voltage	P0232	This DTC detects if the fuel pump control circuit is shorted to high	Voltage measured at fuel pump circuit	> 3.86 V	Commanded fuel pump output	0% duty cycle (off)	36 test failures in 40 test samples; 1 sample/12.5ms	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					Fuel pump control enable	False	Pass/Fail determination made only once per trip	
					Time that above conditions are met	>=4.0 seconds		
Fuel Pump Control Circuit (Open)	P023F	This DTC detects if the fuel pump control circuit is open	Fuel Pump Current	<=0.5A			72 test failures in 80 test samples; 1 sample/12.5ms	DTC Type A 1 trip
			AND Fuel Pump Duty Cycle	>20%	Ignition OR HS Comm OR Fuel Pump Control AND Ignition Run/Crank Voltage	Run or Crank enabled enabled 9V < voltage < 32V		
Fuel System Control Module Enable Control Circuit	P025A	This DTC detects if there is a fault in the fuel pump control enable circuit	PPEI (Powertrain Platform Electrical Interface) Fuel System Request ($1E7)	≠ Fuel Pump Control Module Enable Control Circuit	Ignition AND PPEI Fuel System Request ($1E7)	Run or Crank valid	72 failures out of 80 samples 1 sample/12.5 ms	DTC Type A 1 trip
Control Module Read Only Memory (ROM)	P0601	This DTC will be stored if any software or calibration check sum is incorrect	Calculated Checksum (CRC16)	≠ stored checksum for any of the parts (boot, software, application calibration, system calibration)	Ignition OR HS Comm OR Fuel Pump Control	Run or Crank enabled enabled	1 failure if it occurs during the first ROM test of the ignition cycle, otherwise 5 failures Frequency: Runs continuously in the background	DTC Type A 1 trip
Control Module Not Programmed	P0602	Indicates that the ECU needs to be programmed	Calibration KeMEMD_b_NoStartCal	= TRUE	Ignition OR HS Comm OR	Run or Crank enabled	Runs once at power up	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					Fuel Pump Control	enabled		
Control Module Long Term Memory Reset	P0603	Non-volatile memory checksum error at controller power-up	Checksum at power-up	≠ checksum at power-down	Ignition OR HS Comm OR Fuel Pump Control	Run or Crank enabled enabled	1 failure Frequency: Once at power-up	DTC Type A 1 trip
Control Module Random Access Memory (RAM)	P0604	Indicates that control module is unable to correctly write and read data to and from RAM	Data read	≠ Data written	Ignition OR HS Comm OR Fuel Pump Control	Run or Crank enabled enabled	1 failure if it occurs during the first RAM test of the ignition cycle, otherwise 5 failures Frequency: Runs continuously in the background.	DTC Type A 1 trip
Control Module Internal Performance	P0606	Indicates the ECU has detected an internal processor fault or external watchdog fault (PID $2032 discriminates the source of fault)			Ignition switch OR HS Comm OR Fuel pump control	Run or Crank Enabled Enabled		DTC Type A 1 trip
1. Main Processor Configuration Register Test			1. I/O configuration register faults: •Register contents	=Incorrect value	1. For all I/O configuration register faults: Calibration •KeMEMD_b_ProcFltCfgRegEnbl	TRUE	1. 1 failure Frequency: Continuously (12.5ms)	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
2. Processor clock test			2. Processor Clock Fault: • EE latch flag in EEPROM OR • RAM latch flag.	0x5A5A 0x5A	2. For Processor Clock Fault: Calibration •KeMEMD_b_ProcFltCLKDiagEnbl	TRUE	2. 1 failure Frequency: Continuously (12.5ms)	
3. External watchdog test			3. External Watchdog Fault: • Software control of fuel pump driver	Control Lost	3. For External Watchdog Fault: Calibration •KeFRPD_b_FPExtWDogDiagEnbl AND •Control Module ROM(P0601) AND •Control Module RAM(P0604)	TRUE Not active Not active	3. 3 failures out of 15 samples 1 sample/12.5 ms	
Control Module Long Term Memory (EEPROM) Performance	P062F	Indicates that the NVM Error flag has not been cleared	Last EEPROM write	Did not complete	Ignition switch OR HS Comm OR Fuel pump control	Run or Crank Enabled Enabled	1 test failure Once on controller power-up	DTC Type A 1 trip
5Volt Reference Circuit (Short High/Low/Out of Range)	P0641	Detects continuous short or out of range on the #1 5V sensor reference circuit	(Reference voltage AND Output) OR (Reference voltage AND Output) OR (Reference voltage AND Output) OR Reference voltage	(>= 0.5V inactive) (>= 5.5V active) (<= 4.5V active) > 105% nominal OR < 95% nominal (i.e., > 5.25v OR < 4.75v)	Ignition	Run or Crank	15 failures out of 20 samples 1 sample/12.5 ms	DTC Type A 1 trip

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
Fuel Pump Control Module Driver 1 Over-temperature	P064A	This DTC detects if an internal fuel pump driver overtemperature condition exists under normal operating conditions (Tier 1 supplier Continental responsibility)	Module Range of Operation	Module is within Acceptable Operation Range (Motorola's responsibility - FPCM is in normal operating range for module voltage versus PWM duty cycle. Linear range from 100% @ 12.5V to 70% @ 18V)	Ignition switch OR HS Comm OR Fuel pump control	Run or Crank Enabled Enabled	3 failures out of 15 samples 1 sample/12.5 ms	DTC Type B 2 trips
			AND					
			Fuel pump driver Temp	> 190C	KeFRPD_b_FPOverTempDiagEnbl	TRUE		
					Ignition Run/Crank	9V<voltage<32V		
Fuel Pump Control Module Driver 2 Over-temperature	P1255	This DTC detects if an internal fuel pump driver overtemperature condition exists under extreme operating conditions (GM responsibility)	Module Range of Operation	Outside normal range (FPCM is NOT in normal operating range for module voltage versus PWM duty cycle. Linear range from 100% @ 12.5V to 70% @ 18V)	Ignition switch OR HS Comm OR Fuel pump control	Run or Crank Enabled Enabled	3 failures out of 15 samples 1 sample/12.5 ms	DTC Type B 2 trips
			AND					
			Fuel pump driver Temp	> 190C	KeFRPD_b_FPOverTempDiagEnbl	TRUE		
					Ignition Run/Crank	9V<voltage<32V		
Ignition 1 Switch Circuit Low Voltage	P2534	This DTC detects if the Ignition1 Switch circuit is shorted to low or open	Ignition 1 voltage	<= 6 V	Engine	Running	180 failures out of 200 samples 1 sample/25.0 ms	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
Fuel Pump Flow Performance (rationality)	P2635	Detects degradation in the performance of the electronically regulated fuel system	Filtered fuel rail pressure error	<= Low Threshold (tabulated function of desired fuel rail pressure and fuel flow rate -- 15% of requested Target Pressure) OR >= High Threshold (tabulated function of desired fuel rail pressure and fuel flow rate -- 15% of requested Target Pressure) (See Supporting Tables tab)			Filtered fuel rail pressure error Time Constant = 12.5 seconds Frequency: Continuous 12.5 ms loop	DTC Type B 2 trips
					1. FRP Circuit Low DTC (P018C)	Not active		
					2. FRP Circuit High DTC (P018D)	Not active		
					3. Fuel Rail Pressure Sensor Performance DTC (P018B)	Not active		
					4. FuelPump Circuit Low DTC (P0231)	Not active		
					5. FuelPump Circuit High DTC (P0232)	Not active		
					6. FuelPump Circuit Open DTC (P023F)	Not active		
					7. Reference Voltage DTC (P0641)	Not active		
					8. Fuel Pump Control Module Driver Over-temperature DTC's (P064A)	Not active		
					9. Control Module Internal Performance DTC (P0606)	Not active		
					10. ECM fuel control system failure (PPEI $1ED)	Not occurred		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					11. Barometric pressure signal (PPEI $4C1)	Valid (for absolute fuel pressure sensor)		
					12. Engine run time	>= 30 seconds		
					13. Emissions fuel level (PPEI $3FB)	Not low		
					14. Fuel pump control	Enabled		
					15. Fuel pump control state	Normal		
					16. Battery Voltage	11V<=voltage=<32V		
					17. Fuel flow rate (See Supporting Tables tab)	> 0.047 g/s AND <= Max allowed fuel flow rate as a function of desired rail pressure & Vbatt (Typical values in the range of 11 to 50 g/s)		
					18. Fuel Pressure Control System	Is not responding to an over-pressurization due to pressure build during DFCO or a decreasing desired pressure command.		
Control Module Communication Bus "A" Off	U0073	Detects that a CAN serial data bus shorted condition has occurred to force the CAN device driver to enter a bus-off	Bus Status	Off	Power mode	Run/Crank	5 failures out of 5 samples (5 seconds)	DTC Type B 2 trips
Lost Communication With ECM/PCM "A"	U0100	Detects that CAN serial data communication has been lost with the ECM	Message $0C9	Undetected	1. Power mode 2. Ignition Run/Crank Voltage 3. U0073	Run/Crank 11V<voltage<32V not active	12 failures out of 12 samples (12 seconds)	DTC Type B 2 trips

P2635 Fuel Pump Performance Maximum Fuel Flow map (grams / s)

X-axis= Desired Fuel Pressure (kiloPascals)

Y-axis= Battery voltage (volts)

	200	250	300	350	400	450	500	550	600
4.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
6	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
7.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
9	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
10.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
12	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
13.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
15	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
16.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
18	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
19.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
21	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
22.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
24	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
25.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
27	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
28.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5

P2635 Fuel Pump Performance Filtered Pressure Error Fault Threshold High map (kiloPascals)

X-axis= Target Fuel Pressure (kiloPascals)

Y-axis= Fuel Flow (grams / s)

	200	250	300	350	400	450	500	550	600
0	30	37.5	45	52.5	60	67.5	75	82.5	90
1.5	30	37.5	45	52.5	60	67.5	75	82.5	90
3	30	37.5	45	52.5	60	67.5	75	82.5	90
4.5	30	37.5	45	52.5	60	67.5	75	82.5	90
6	30	37.5	45	52.5	60	67.5	75	82.5	90
7.5	30	37.5	45	52.5	60	67.5	75	82.5	90
9	30	37.5	45	52.5	60	67.5	75	82.5	90
10.5	30	37.5	45	52.5	60	67.5	75	82.5	90
12	30	37.5	45	52.5	60	67.5	75	82.5	90
13.5	30	37.5	45	52.5	60	67.5	75	82.5	90
15	30	37.5	45	52.5	60	67.5	75	82.5	90
16.5	30	37.5	45	52.5	60	67.5	75	82.5	90
18	30	37.5	45	52.5	60	67.5	75	82.5	90
19.5	30	37.5	45	52.5	60	67.5	75	82.5	90
21	30	37.5	45	52.5	60	67.5	75	82.5	90
22.5	30	37.5	45	52.5	60	67.5	75	82.5	90
24	30	37.5	45	52.5	60	67.5	75	82.5	90
25.5	30	37.5	45	52.5	60	67.5	75	82.5	90
27	30	37.5	45	52.5	60	67.5	75	82.5	90

P2635 Fuel Pump Performance Filtered Pressure Error Fault Threshold High map (kiloPascals)

X-axis= Target Fuel Pressure (kiloPascals)

Y-axis= Fuel Flow (grams / s)

	30	37.5	45	52.5	60	67.5	75	82.5	90
28.5	30	37.5	45	52.5	60	67.5	75	82.5	90
30	30	37.5	45	52.5	60	67.5	75	82.5	90
31.5	30	37.5	45	52.5	60	67.5	75	82.5	90
33	30	37.5	45	52.5	60	67.5	75	82.5	90
34.5	30	37.5	45	52.5	60	67.5	75	82.5	90
36	30	37.5	45	52.5	60	67.5	75	82.5	90
37.5	30	37.5	45	52.5	60	67.5	75	82.5	90
39	30	37.5	45	52.5	60	67.5	75	82.5	90
40.5	30	37.5	45	52.5	60	67.5	75	82.5	90
42	30	37.5	45	52.5	60	67.5	75	82.5	90
43.5	30	37.5	45	52.5	60	67.5	75	82.5	90
45	30	37.5	45	52.5	60	67.5	75	82.5	90
46.5	30	37.5	45	52.5	60	67.5	75	82.5	90
48	30	37.5	45	52.5	60	67.5	75	82.5	90

P2635 Fuel Pump Performance Filtered Pressure Error Fault RePass Threshold High map (kiloPascals)

X-axis= Target Fuel Pressure (kiloPascals)

Y-axis= Fuel Flow (grams / s)

	200	250	300	350	400	450	500	550	600
0	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
1.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
3	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
4.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
6	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
7.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
9	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
10.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
12	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
13.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
15	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
16.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
18	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
19.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
21	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
22.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
24	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
25.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
27	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
28.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5

P2635 Fuel Pump Performance Filtered Pressure Error Fault RePass Threshold High map (kiloPascals)

X-axis= Target Fuel Pressure (kiloPascals)

Y-axis= Fuel Flow (grams / s)

30	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
31.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
33	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
34.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
36	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
37.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
39	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
40.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
42	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
43.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
45	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
46.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
48	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5

P2635 Fuel Pump Performance Filtered Pressure Error Fault Threshold Low map (kiloPascals)

X-axis= Target Fuel Pressure (kiloPascals)

Y-axis= Fuel Flow (grams / s)

	200	250	300	350	400	450	500	550	600
0	-260	-210	-160	-110	-60	-67.5	-75	-82.5	-90
1.5	-145	-125	-102.5	-81.25	-60	-67.5	-75	-82.5	-90
3	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
4.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
6	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
7.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
9	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
10.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
12	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
13.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
15	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
16.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
18	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
19.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
21	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
22.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
24	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
25.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
27	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
28.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90

P2635 Fuel Pump Performance Filtered Pressure Error Fault Threshold Low map (kiloPascals)

X-axis= Target Fuel Pressure (kiloPascals)

Y-axis= Fuel Flow (grams / s)

	30	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
30	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
31.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
33	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
34.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
36	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
37.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
39	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
40.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
42	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
43.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
45	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
46.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
48	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90

P2635 Fuel Pump Performance Filtered Pressure Error Fault RePass Threshold Low map (kiloPascals)

X-axis= Target Fuel Pressure (kiloPascals)

Y-axis= Fuel Flow (grams / s)

	200	250	300	350	400	450	500	550	600
0	-221	-178.5	-136	-93.5	-51	-57.375	-63.75	-70.125	-76.5
1.5	-123.25	-106.25	-87.125	-69.0625	-51	-57.375	-63.75	-70.125	-76.5
3	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
4.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
6	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
7.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
9	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
10.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
12	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
13.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
15	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
16.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
18	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
19.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
21	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
22.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
24	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
25.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
27	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
28.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5

P2635 Fuel Pump Performance Filtered Pressure Error Fault RePass Threshold Low map (kiloPascals)

X-axis= Target Fuel Pressure (kiloPascals)

Y-axis= Fuel Flow (grams / s)

30	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
31.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
33	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
34.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
36	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
37.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
39	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
40.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
42	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
43.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
45	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
46.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
48	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5