

Fuel Tank and Lines - Overview

Fuel System

The fuel tank and lines consist of the:

- single container fuel tank.
- fuel and vapor lines in an integrated bundle assembly.
- quick connect fuel and vapor tube couplings.
- 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.
- a Fuel Pump Control Module (FPCM) .
- FPDM
- closed Loop Pressure Control (CLPC) system.
- a Fuel Pump (FP) 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.

The vehicle:

- has a serviceable fuel level sender mounted on the fuel pump module.
- has a fuel tank filler pipe which contains a misfuel inhibitor device to permit only unleaded fuel to be pumped into the fuel tank.
- has an Easy Fuel (capless) fuel tank filler pipe assembly, which cannot be modified in any way.
- has a lifetime in tank fuel filter serviced as part of the fuel pump.
- has fuel tubes (liquid and vapor) combined in a bundle.
- has quick connect fuel tube couplings.
- has a FPDM that shuts off fuel in the event of a collision.

Fuel Pump Shut-off Feature

NOTE: Refer to the Description and Operation, Intelligent Access with Push Button Start in Section 419-01A to review the procedures for achieving the various ignition states (ignition OFF, ignition in ACCESSORY, ignition ON and ignition START) on vehicles with this feature.

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

The event notification feature provides other vehicle subsystems with information pertaining to restraint system deployment or fuel cutoff status. When an impact occurs which exceeds a predetermined threshold, the RCM sends a signal on a dedicated circuit to the BCM. The BCM then sends a signal on a second hard-wired circuit to the PCM, which initiates fuel cut-off and disables the fuel system.

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.

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