

CHRYSLER · POWERTRAIN

P1282

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1282 · Chrysler

Fuel Pump Relay Control Circuit Open Or Shorted

P1282 on Chrysler vehicles means the powertrain control module (PCM) has detected an open circuit or a short to ground or power in the fuel pump relay control circuit. The PCM commands the relay on by grounding its control coil, and it monitors the circuit for expected voltage changes; when the feedback does not match the command, it stores this code and may disable the fuel pump relay output.

SYSTEM

Powertrain

CODE TYPE

Chrysler specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Fuel and air metering (injector circuits)

Symptoms you may notice

- The engine may crank but not start because the fuel pump never receives power.
- The engine may start and then stall shortly after, or run with a no-start condition after sitting.
- The check engine light (malfunction indicator lamp) is illuminated.
- Often no symptoms besides the warning light, especially if the relay circuit intermittently opens.
- A no-start condition that temporarily resolves after wiggling the relay or harness.
- The fuel pump may not prime when the key is turned to the run position.

Common causes, most likely first

- 1 Failed fuel pump relay, especially burned or pitted relay contacts.
- 2 Open or corroded wiring between the PCM and the fuel pump relay control coil.
- 3 Short to ground or short to voltage on the relay control wire, often from chafed insulation.
- 4 Loose or corroded terminals at the relay socket or the PCM connector.
- 5 Failed PCM driver for the fuel pump relay control circuit, though this is less common.
- 6 Aftermarket alarm or remote start wiring that taps into the fuel pump relay circuit.



How to diagnose and fix it

- 1 Verify the fuel pump relay operation by swapping it with a known-good identical relay and checking for fuel pump prime.
- 2 Inspect the relay socket and PCM connector for corrosion, loose terminals, or pushed-out pins.
- 3 Disconnect the PCM and relay, then measure resistance and check for shorts to ground or voltage on the control wire.
- 4 Use a scan tool to command the fuel pump relay on and off while monitoring the control circuit voltage at the relay.
- 5 Repair any damaged wiring or terminals, then clear the code and retest the circuit.
- 6 If the circuit tests good but the PCM cannot ground the relay, diagnose the PCM driver or replace the PCM as needed.

Relay circuit checks that save misdiagnosis

- A failed fuel pump relay is the most common cause, but a relay that clicks does not guarantee good contact; always load-test the circuit.
- The PCM may set P1282 when the fuel pump relay control wire is shorted to ground, which can happen where the harness rubs near the battery tray or engine mount.
- Aftermarket remote start or alarm systems often splice into the fuel pump relay control wire and create intermittent opens or shorts that set this code.
- Do not replace the PCM until you have verified the control wire is intact and the relay socket terminals are tight; a loose terminal can mimic a failed driver.
- This code can be stored without a no-start if the circuit fault is intermittent, so always check for pending codes and freeze-frame data.

Can I keep driving with P1282?

If the engine starts and runs normally, you can drive to a repair shop, but avoid turning the engine off in an unsafe location because a no-start may occur. If the engine cranks but does not start, do not continue cranking; have the vehicle towed to prevent battery drain and further diagnosis.

Tools that help

- OBD-II scan tool with bidirectional control
- Digital multimeter
- Test light
- Relay puller or small pick
- Wiring diagram for the specific Chrysler vehicle



Reading P1282

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (Chrysler): its meaning depends on the make.
- 2** Fuel and air metering (injector circuits).
- 82** The exact fault within that area.

Often seen with

P0230 Fuel Pump Primary Circuit Malfunction · **P0231** Fuel Pump Secondary Circuit Low · **P0232** Fuel Pump Secondary Circuit High · **P0627** Fuel Pump 'A' Control Circuit /Open · **P0628** Fuel Pump 'A' Control Circuit Low

See it working

Watch the animated explainer [Car Relay Test Bench: Test 4-Pin and 5-Pin Relays](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1282/>

