

FORD · POWERTRAIN

P1239

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1239 · Ford

Speed Fuel Pump Positive Feed Fault

P1239 on Ford vehicles indicates that the powertrain control module (PCM) has detected a fault in the positive feed circuit for the speed fuel pump, which is the electric pump that supplies fuel to the engine. The PCM monitors the voltage or current on this circuit and sets the code when the signal falls outside the expected range, typically indicating an open circuit, short to ground, or excessive resistance.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Ford specific	High	Intermediate	Fuel and air metering (injector circuits)

Symptoms you may notice

- Illumination of the check engine light, often with no other symptoms
- Engine cranks but fails to start or starts after extended cranking
- Engine stalls shortly after starting or during driving
- Loss of power or hesitation under acceleration
- Fuel pump does not prime when the ignition is turned on

Common causes, most likely first

- 1 Blown fuse or faulty relay in the fuel pump positive feed circuit
- 2 Corroded, loose, or damaged wiring or connectors at the fuel pump or inline harness
- 3 Failed fuel pump (open or shorted internal windings)
- 4 Faulty fuel pump driver module (FPDM) or inertia switch (fuel cut-off switch)
- 5 PCM internal fault or corrupted software affecting the fuel pump control output



How to diagnose and fix it

- 1 Check all fuses and relays related to the fuel pump circuit, including the inertia switch, and replace any that are blown or faulty
- 2 Inspect the wiring harness and connectors from the PCM to the fuel pump for corrosion, chafing, or loose pins; repair as needed
- 3 Measure resistance and voltage at the fuel pump connector to verify power and ground; compare with manufacturer specifications
- 4 Test the fuel pump directly by applying battery voltage to confirm operation; replace if it fails to run
- 5 Check the fuel pump driver module (FPDM) for proper operation and replace if defective
- 6 Perform a wiggle test on the harness while monitoring live data to identify intermittent faults
- 7 If all external circuits and components test good, diagnose the PCM for internal faults or reflash/replace as required

Don't overlook the inertia switch and FPDM

- A tripped inertia switch (fuel cut-off) can mimic a failed fuel pump and set P1239 without any blown fuse, so always check it before condemning the pump.
- On many Ford models, the fuel pump driver module (FPDM) is mounted on the rear crossmember where it corrodes, causing intermittent P1239 and no-start conditions that mislead technicians into replacing the pump.
- P1239 can be set by a poor ground connection at the fuel pump or chassis, which increases resistance on the positive feed circuit and triggers the fault even though the pump still runs.
- A weak battery or charging system fault can cause voltage drops that the PCM interprets as a fuel pump feed fault, so verify battery and charging voltage before extensive circuit testing.
- After repairs, always clear the code and perform a road test with live data monitoring to confirm the fuel pump command and feedback signals match expected values.

Can I keep driving with P1239?

If the engine starts and runs, limit driving to a short distance to a repair shop, as the fuel pump may fail completely without warning. If the engine will not start or stalls repeatedly, do not drive; have the vehicle towed to avoid a dangerous stall in traffic.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Fuel pressure gauge
- Test light
- Wiring diagram for the specific Ford model



Reading P1239

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

Often seen with

P1235 Fuel Pump Control Circuit · **P1235** VSV 1/2/3 Circuit Range Performance · **P1233** Fuel Pump Driver Module Off-Line · **P1235** Fuel Pump Control Out of Range · **P0230** Fuel Pump Primary Circuit Malfunction · **P0231** Fuel Pump Secondary Circuit Low · **P0232** Fuel Pump Secondary Circuit High

See it working

Watch the animated explainer [How Regenerative Braking Works in Electric Cars](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/ford-p1239/>

