

GENERIC · POWERTRAIN

P0232

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0232

Fuel Pump Secondary Circuit High

P0232 means the powertrain control module (PCM) has detected an abnormally high voltage on the fuel pump secondary circuit, which is the monitoring or feedback path the PCM uses to confirm the fuel pump is receiving power as commanded. The PCM expects this circuit to behave within a specific voltage window when the pump is energized, and a reading above that threshold sets this code.

SYSTEM Powertrain	CODE TYPE Generic (all makes)	SEVERITY Medium	FIX DIFFICULTY Intermediate	AREA Fuel and air metering (injector circuits)
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Symptoms you may notice

- Illuminated check engine light, often with no other noticeable symptoms
- Engine may crank but fail to start or stall shortly after starting if the pump is not running
- Intermittent hard starting or a stumble under load if the fault is a poor connection
- Fuel pump may be heard running continuously or not at all depending on the failure mode
- Possible reduced fuel economy or rich-running symptoms if the PCM defaults to a fail-safe strategy

Common causes, most likely first

- 1 Damaged or chafed wiring in the fuel pump secondary circuit shorting to voltage
- 2 Corroded, loose, or backed-out terminals at the fuel pump module connector
- 3 Failed fuel pump module assembly with an internal short in the secondary circuit
- 4 Faulty fuel pump control module or relay sticking closed and feeding constant voltage
- 5 PCM driver or internal sensing circuit fault on the fuel pump monitor input
- 6 Aftermarket alarm or remote start wiring tapped into the fuel pump circuit incorrectly

How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data to confirm P0232 is the only fuel-pump-related code
- 2 Inspect the fuel pump module connector and harness for corrosion, chafing, or loose pins
- 3 Measure voltage on the secondary circuit at the pump connector with the key on and compare to the PCM command
- 4 Test the fuel pump relay and control module for a stuck-closed contact or shorted output
- 5 Check for aftermarket accessories spliced into the fuel pump wiring and repair any poor connections
- 6 If wiring and relay test good, substitute a known-good fuel pump module and recheck the monitor
- 7 Clear codes and verify the monitor runs to completion on a road test before returning the vehicle



What the secondary circuit actually monitors

- The secondary circuit is not the main power feed to the pump; it is the feedback line the PCM watches, so a high reading often points to a wiring or connector fault rather than a dead pump.
- A common misdiagnosis is replacing the fuel pump when the real problem is a corroded ground or a chafed harness near the tank that intermittently shorts the monitor line to voltage.
- Aftermarket remote starters and alarm systems frequently tap into the fuel pump circuit, and a poor splice there can set P0232 without any factory component being faulty.
- Some vehicles set this code when the fuel pump relay sticks closed, feeding constant voltage to the pump and the monitor circuit even with the key off.
- P0232 can appear alongside misfire or fuel trim codes, but those are usually consequences of the pump running incorrectly rather than separate faults.

Can I keep driving with P0232?

If the engine starts and runs normally, you can drive cautiously to a repair shop, but avoid hard acceleration and long trips because the pump may stop without warning. If the engine cranks but will not start, do not keep cranking; have the vehicle towed to prevent starter and battery damage.

Tools that help

- OBD-II scan tool with live data and freeze-frame capability
- Digital multimeter with voltage and resistance functions
- Fuel pump relay bypass or test harness
- Wiring diagram for the fuel pump circuit
- Basic hand tools and terminal pick set

Reading P0232

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
2	Fuel and air metering (injector circuits).
32	The exact fault within that area.

Often seen with

P0087 Fuel Rail/System Pressure - Too Low · **P0172** System Too Rich (Bank 1) · **P0230** Fuel Pump Primary Circuit Malfunction · **P0231** Fuel Pump Secondary Circuit Low · **P0233** Fuel Pump Secondary Circuit Intermittent



See it working

Watch the animated explainer [How a Radiator Fan Relay Circuit Works](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0232/>

