

GENERIC · POWERTRAIN

P069E

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P069E

Fuel Pump Control Module Requested MIL Illumination

P069E is set when the fuel pump control module (FPCM) sends a request to the engine control module (ECM) to turn on the malfunction indicator lamp (MIL) because it has detected an internal fault or a problem within the fuel pump control circuit. The ECM stores this code to indicate that the FPCM, not the ECM itself, is the source of the request, pointing to a fault in the fuel pump control module or its wiring.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Computer and output circuits

Symptoms you may notice

- The malfunction indicator lamp (MIL) is illuminated on the dashboard.
- Often no symptoms besides the warning light, especially if the fuel pump control module continues to operate the pump normally.
- Engine may crank but fail to start or stall shortly after starting if the FPCM has disabled the fuel pump.
- Intermittent hesitation or loss of power under load due to inconsistent fuel delivery.
- Reduced fuel economy or rich/lean fuel trim readings if the FPCM is not controlling the pump correctly.
- Possible no-start condition if the FPCM has completely failed and cut power to the fuel pump.

Common causes, most likely first

- 1 Faulty fuel pump control module (FPCM) internal failure, often due to heat or corrosion.
- 2 Damaged or corroded wiring and connectors between the FPCM and the fuel pump or ECM.
- 3 Voltage supply or ground issues to the FPCM, such as a blown fuse or poor ground connection.
- 4 Fuel pump drawing excessive current, which can damage the FPCM over time.
- 5 Water intrusion into the FPCM connector or housing, leading to short circuits.
- 6 Software or calibration issues in the FPCM requiring reprogramming or replacement.
- 7 Rarely, a communication fault on the controller area network (CAN) bus between the FPCM and ECM.



How to diagnose and fix it

- 1 Verify the code with a scan tool and check for any related codes in the FPCM and ECM to confirm the fault path.
- 2 Inspect the FPCM wiring harness and connectors for corrosion, chafing, or loose pins, especially at the module and fuel pump.
- 3 Check the FPCM power supply and ground circuits with a multimeter, including fuses and relays, to ensure proper voltage and continuity.
- 4 Test the fuel pump current draw and compare to specifications to rule out a failing pump that could stress the FPCM.
- 5 If wiring and power are good, follow the manufacturer's diagnostic flow for the FPCM, which may include reprogramming or replacement.
- 6 After repairs, clear the code and perform a road test to verify the MIL does not return and the fuel system operates correctly.
- 7 If the FPCM is replaced, ensure it is properly configured or programmed to the vehicle as required.

When the FPCM asks for the light

- P069E is a request from the FPCM to the ECM, so the ECM itself is usually not the problem; misdiagnosing it as an ECM fault leads to unnecessary replacement.
- Many vehicles set this code without any driveability symptoms, and the FPCM may still be functioning, so a thorough circuit check is more important than parts swapping.
- A weak or failing fuel pump can draw higher current and damage the FPCM, so always check pump current draw before installing a new module.
- Corrosion at the FPCM connector, often caused by water intrusion from a clogged sunroof drain or body seam, is a commonly overlooked cause.
- This code can be set by a low battery or charging system issue that causes voltage spikes, so check the battery and alternator first.

Can I keep driving with P069E?

If the vehicle starts and runs normally, you can drive it to a repair shop, but avoid heavy loads and long trips until the fault is diagnosed. If the engine cranks but does not start or stalls frequently, stop driving and have the vehicle towed to prevent a no-start situation.

Tools that help

- OBD-II scan tool with live data and FPCM access
- Digital multimeter
- Fuel pressure gauge
- Wiring diagram for the specific vehicle
- Basic hand tools for connector and module access



Reading P069E

- P** Powertrain: engine, transmission and emissions.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 6** Computer and output circuits.
- 9E** The exact fault within that area.

Often seen with

P0087 Fuel Rail/System Pressure - Too Low · **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

See it working

Watch the animated explainer [How Drive-by-Wire Works: Electronic Throttle Body](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p069e/>

