

GENERIC · POWERTRAIN

P2636

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2636

Fuel Pump 'B' Low Flow / Performance

P2636 indicates that the powertrain control module (PCM) has detected a low-flow or performance issue with fuel pump 'B', which is typically the secondary or transfer pump in a dual-pump system. The PCM monitors the pump's electrical circuit and fuel pressure or flow, and sets this code when the signal or pressure falls outside the expected range for the commanded duty cycle.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Intermediate	Computer and output circuits

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Engine hesitation or stumble under acceleration, especially when fuel demand is high
- Reduced engine power or limp mode in some vehicles
- Hard starting or extended cranking before the engine fires
- Engine stall at idle or during deceleration
- Poor fuel economy or rich/lean fuel trim readings

Common causes, most likely first

- 1 Faulty fuel pump 'B' (secondary or transfer pump) due to wear or internal failure
- 2 Wiring damage or corrosion in the fuel pump 'B' circuit, including connectors and grounds
- 3 Blown fuse or faulty relay dedicated to fuel pump 'B'
- 4 Restricted fuel filter or clogged fuel strainer causing low flow
- 5 PCM software issue or faulty PCM driver for the fuel pump 'B' circuit
- 6 Low fuel level or fuel tank transfer issue preventing pump 'B' from priming
- 7 Aftermarket or incorrect fuel pump installation causing performance mismatch

How to diagnose and fix it

- 1 Verify battery voltage and check all fuel pump 'B' related fuses and relays
- 2 Inspect the fuel pump 'B' wiring harness and connectors for damage, corrosion, or loose pins
- 3 Measure fuel pressure and flow at the test port, comparing to manufacturer specifications
- 4 Command fuel pump 'B' on with a scan tool and listen for pump operation or check current draw
- 5 Check for technical service bulletins (TSBs) or PCM software updates related to fuel pump 'B'
- 6 Perform a fuel pump 'B' circuit resistance and voltage drop test to isolate wiring faults
- 7 Replace the fuel pump 'B' module or assembly if electrical and flow tests confirm a failed pump



What P2636 doesn't always mean

- A low-flow code for fuel pump 'B' can be set by a restricted fuel filter that affects both pumps, so replacing the pump without checking filter restriction often leads to a repeat failure.
- On many vehicles, fuel pump 'B' is a transfer pump that only runs under specific conditions, so a failed pump may not cause drivability symptoms until the fuel level drops or demand increases.
- Corroded grounds or chafed wiring near the fuel tank are common culprits that mimic a failed pump, and a simple voltage drop test can save unnecessary pump replacement.
- Some vehicles use a pulse-width modulated (PWM) signal to control fuel pump 'B', and a failing driver in the PCM can set this code without any fault in the pump itself.
- A weak battery or charging system issue can cause low voltage to the pump, triggering P2636 even when the pump is mechanically sound.

Can I keep driving with P2636?

You can usually drive with P2636 if the engine runs normally, but avoid heavy acceleration, towing, or extended high-speed driving until the fault is diagnosed. If the engine hesitates, stalls, or enters limp mode, stop driving and have the vehicle towed to prevent safety risks.

Tools that help

- OBD-II scan tool with bidirectional control and live data
- Digital multimeter (DMM) for voltage, resistance, and current tests
- Fuel pressure gauge and flow test kit
- Wiring diagram and factory service information for the specific vehicle
- Basic hand tools for accessing fuel pump and electrical connectors

Reading P2636

- P** Powertrain: engine, transmission and emissions.
- 2** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 6** Computer and output circuits.
- 36** 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 · **P2635** Fuel Pump 'A' Low Flow / Performance · **P2637** Torque Management Feedback Signal 'A'



See it working

Watch the animated explainer **V6 Engine Explained: 60° Bank and Firing Order** on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p2636/>

