



P1000 · Ford

OBD System Readiness Test Not Complete

P1000 on Ford vehicles means the powertrain control module (PCM) has not completed its full onboard diagnostic readiness test sequence since the battery was disconnected or the codes were cleared. The computer is simply telling you that not all of its self-checks have run yet, so it cannot yet report certain emission-related faults.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Ford specific	Low	DIY	Fuel and air metering and auxiliary emission controls

Symptoms you may notice

- Often no symptoms besides the warning light, and the vehicle may run perfectly normally.
- The check engine light may be illuminated with no other drivability complaints.
- The vehicle may fail an emissions inspection because readiness monitors are incomplete.
- Remote start or certain convenience features may be disabled until the PCM finishes its tests.
- In some cases, a rough idle or hesitation may be present if the battery was recently replaced and the PCM is relearning.
- No pending or stored trouble codes may be present besides P1000.

Common causes, most likely first

- 1 Battery was recently disconnected or replaced, clearing the PCM's keep-alive memory.
- 2 Diagnostic trouble codes were cleared with a scan tool, resetting all readiness monitors.
- 3 PCM was reprogrammed or replaced and has not yet completed a full drive cycle.
- 4 A weak or failing battery that drops voltage below the PCM's keep-alive threshold.
- 5 Intermittent loss of power or ground to the PCM, such as a loose connector or corroded terminal.
- 6 A faulty ignition switch or main relay that interrupts PCM power.
- 7 Extremely short trips that never allow the PCM to complete its monitor sequence.



How to diagnose and fix it

- 1 Verify battery state of charge and perform a load test; replace the battery if it fails.
- 2 Check battery terminals, grounds, and PCM connectors for corrosion or looseness.
- 3 Clear all codes and perform the Ford-specific drive cycle to complete readiness monitors.
- 4 Use a scan tool to view readiness monitor status and identify which monitor is not completing.
- 5 If a specific monitor will not complete, diagnose the underlying system (e.g., EVAP, O2, catalyst) that is preventing it.
- 6 Check for aftermarket accessories or remote starters that may be back-feeding the PCM and interrupting power.
- 7 If all checks pass but P1000 persists, reprogram or replace the PCM as a last resort.

Why P1000 Is Not a Real Fault

- P1000 is a readiness status code, not a component failure code, and it will clear itself once all monitors complete.
Many technicians misdiagnose P1000 as a PCM failure when the real issue is simply an incomplete drive cycle.
- A common trap is clearing codes to turn off the check engine light, which resets readiness and sets P1000.
- Ford's drive cycle requires specific conditions including a cold start, idle periods, and steady-speed driving; short trips will never complete it.
- After a battery replacement, some Ford models need up to 50 miles of mixed driving before P1000 disappears.

Can I keep driving with P1000?

It is safe to drive the vehicle with P1000 stored, but you should complete a full drive cycle to allow the PCM to run its tests. Avoid clearing codes again, and do not attempt an emissions inspection until the readiness monitors are complete.

Tools that help

- OBD-II scan tool with readiness monitor capability
- Digital multimeter
- Battery load tester
- Ford-specific drive cycle instructions (from service manual or online resource)



Reading P1000

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (Ford): its meaning depends on the make.
- 0** Fuel and air metering and auxiliary emission controls.
- 00** The exact fault within that area.

Often seen with

P1001 Unable to Achieve Self-Test Function Or SCP Error · **P1001** KOER Test Cannot Be Completed · **P0562** System Voltage Low · **P0563** System Voltage High · **P0600** Serial Communication Link Malfunction · **P0606** PCM Processor Fault

See it working

Watch the animated explainer [How a Coolant Temperature Sensor Works](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/ford-p1000/>

