



P1169 · Ford

Fuel Rail Sensor In-Range High Failure

P1169 on Ford vehicles indicates the powertrain control module (PCM) has detected a fuel rail pressure sensor signal that is higher than the expected range for the current operating conditions. The sensor is reporting a voltage or pressure value that exceeds the calibrated high limit, which can affect fuel delivery and engine performance.

SYSTEM Powertrain	CODE TYPE Ford specific	SEVERITY Medium	FIX DIFFICULTY Intermediate	AREA Fuel and air metering
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Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Rough idle or stumbling during acceleration
- Reduced engine power or limp mode
- Poor fuel economy
- Hard starting or extended cranking
- Possible fuel odor or rich running condition

Common causes, most likely first

- 1 Faulty fuel rail pressure sensor
- 2 Wiring harness damage (short to voltage, open, or chafed wires) between the sensor and PCM
- 3 Corroded or loose electrical connectors at the sensor or PCM
- 4 High fuel pressure due to a stuck fuel pressure regulator or faulty fuel pump control module
- 5 PCM software issue or internal fault
- 6 Contaminated or restricted fuel rail sensor port

How to diagnose and fix it

- 1 Perform a visual inspection of the fuel rail pressure sensor and its wiring for damage or corrosion
- 2 Check for technical service bulletins (TSBs) and verify if the PCM has the latest calibration
- 3 Use a scan tool to monitor live fuel rail pressure sensor data and compare to expected values
- 4 Test the sensor reference voltage and signal circuit with a multimeter to rule out wiring faults
- 5 Replace the fuel rail pressure sensor if testing confirms an out-of-range signal
- 6 Inspect and test the fuel pressure regulator and fuel pump control module if high pressure is suspected
- 7 Clear the diagnostic trouble code (DTC) and verify the repair with a road test



Don't overlook the fuel pressure regulator

- A stuck fuel pressure regulator can cause actual fuel pressure to spike, making the sensor report a high value even when the sensor itself is good.
- Corroded pins in the sensor connector often mimic a failed sensor, so always perform a wiggle test and check terminal tension before replacement.
- On some Ford models, a faulty fuel pump control module can command maximum pressure, leading to a high sensor reading and setting P1169.
- The PCM may set P1169 intermittently due to a loose ground connection at the chassis or engine block, which affects sensor reference voltage.
- Replacing the sensor without checking for updated PCM software can result in a repeat code if the calibration is known to be sensitive to pressure fluctuations.

Can I keep driving with P1169?

It is generally safe to drive with P1169 if the engine is running normally, but avoid aggressive acceleration or heavy loads until diagnosed. If the vehicle enters limp mode or exhibits severe drivability issues, seek professional service promptly.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Fuel pressure gauge
- Wiring diagram for the specific Ford model
- Basic hand tools (socket set, screwdrivers)

Reading P1169

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

Often seen with

P0087 Fuel Rail/System Pressure - Too Low · **P0190** Fuel Rail Pressure Sensor Circuit Malfunction · **P0191** Fuel Rail Pressure Sensor Circuit Range/Performance · **P0192** Fuel Rail Pressure Sensor Circuit Low Input · **P0193** Fuel Rail Pressure Sensor Circuit High Input



See it working

Watch the animated explainer [How an EGR Valve Works: Exhaust Gas Recirculation](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/ford-p1169/>

