



P1175 · Ford Cam Control Fault

P1175 on Ford vehicles indicates the powertrain control module (PCM) has detected a fault in the camshaft control system, typically involving the variable camshaft timing (VCT) solenoid or its electrical circuit. The PCM monitors the camshaft position relative to the crankshaft and sets this code when the commanded cam timing cannot be achieved or the circuit is out of range.

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

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Rough idle or engine stumbling, especially when cold
- Reduced engine performance and poor fuel economy
- Engine may stall or hesitate during acceleration
- Unusual engine noises such as ticking or rattling from the valvetrain
- In some cases, the engine may enter limp mode

Common causes, most likely first

- 1 Faulty variable camshaft timing (VCT) solenoid
- 2 Contaminated or degraded engine oil causing solenoid malfunction
- 3 Wiring damage or poor connection at the VCT solenoid connector
- 4 Clogged oil passages or screen in the VCT solenoid
- 5 Failed camshaft phaser or timing chain component
- 6 PCM software issue or internal fault (rare)

How to diagnose and fix it

- 1 Check engine oil level and condition; change oil and filter if overdue
- 2 Inspect the VCT solenoid connector and wiring for damage or corrosion
- 3 Test the VCT solenoid resistance and compare to factory specification
- 4 Remove and clean the VCT solenoid, checking for debris or sludge
- 5 Verify oil pressure and flow to the camshaft phaser
- 6 Replace the VCT solenoid if faulty
- 7 Reprogram or replace the PCM if all other components test good



Common Misdiagnosis Traps for P1175

- A dirty or restricted oil screen in the VCT solenoid is a frequent cause that is often overlooked when the solenoid itself tests good electrically.
- The code can be set by a mechanical issue such as a worn camshaft phaser or stretched timing chain, not just an electrical fault.
- Some technicians replace the VCT solenoid without checking oil condition, leading to repeat failures if the oil is contaminated.
- P1175 may be accompanied by other camshaft or crankshaft correlation codes, which can help pinpoint the root cause.
- On certain Ford engines, the VCT solenoid is bank-specific, and P1175 may refer to a particular bank; always confirm which bank is affected.

Can I keep driving with P1175?

Driving with P1175 is generally safe for short distances, but avoid aggressive acceleration or heavy loads until the fault is repaired. Prolonged driving with cam timing issues can lead to reduced performance and potential engine damage, so schedule a diagnosis promptly.

Tools that help

- OBD-II scanner with live data capability
- Digital multimeter
- Basic hand tools (socket set, screwdrivers)
- Oil pressure gauge
- Factory service information for specifications

Reading P1175

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

Often seen with

P1174 Fuel Trim Bank 1 Different Injection Times · **P1174** System Too Lean Banks 1 And 2 (Suspect HO2S) · **P1174** Cam Sensor Fault · **P1174** Fuel Trim Adaptation Additive Bank 1 Malfunction · **P0010** 'A' Camshaft Position Actuator Circuit (Bank 1) · **P0011** 'A' Camshaft Position - Timing Over-Advanced or System Perfo · **P0012** 'A' Camshaft Position - Timing Over-Retarded (Bank 1) · **P0016** Crankshaft/Camshaft Position Correlation (Bank 1 Sensor A)



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-p1175/>

