

FORD · POWERTRAIN

P1214

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1214 · Ford

Pedal Position Sensor B Circuit Intermittent

P1214 on Ford vehicles means the powertrain control module (PCM) detected an intermittent fault in the electrical circuit for pedal position sensor B, which is the second track inside the accelerator pedal assembly. The PCM compares this signal against sensor A and the expected voltage range, and it flags the code when the B circuit drops out, spikes, or returns erratic readings that do not match the other track.

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

Symptoms you may notice

- Wrench or check engine light illuminated, often with no other noticeable symptoms
- Intermittent loss of throttle response or a sudden drop to idle while driving
- Hesitation or surging when pressing or releasing the accelerator pedal
- Reduced engine power or limp-home mode triggered by the PCM when the fault is active
- Rough or inconsistent idle quality because the PCM cannot trust the pedal signal
- Cruise control dropping out or refusing to engage

Common causes, most likely first

- Worn or contaminated accelerator pedal position sensor assembly, especially the B track inside the pedal
- Chafed, cracked, or intermittently shorting wiring between the pedal sensor and the PCM
- Corroded or loose pins in the pedal sensor connector or the PCM connector
- Water intrusion into the pedal connector or harness from a leaking cowl or floor area
- Poor ground connection shared by the pedal sensor reference circuit
- Failed PCM driver or internal fault on the pedal sensor input circuit, though this is less common



How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data for P1214, then clear the code and test-drive to confirm whether it returns
- 2 Inspect the accelerator pedal connector and harness for corrosion, water intrusion, chafing, and loose pins
- 3 Back-probe the pedal position sensor B signal wire and watch live data on a scan tool while slowly sweeping the pedal through its full travel
- 4 Measure resistance and voltage on the B circuit and compare it to the A circuit to identify a dead spot or intermittent open
- 5 Check the sensor reference voltage and ground at the pedal connector under a load to rule out a shared circuit fault
- 6 Replace the accelerator pedal position sensor assembly if the B track shows an internal dead spot or erratic resistance
- 7 Repair or replace the affected section of harness and re-pin any corroded terminals, then clear codes and verify with a road test

What Ford techs check before replacing the pedal

- A intermittent B circuit code often comes from a pedal sensor that tests fine at rest but breaks down only through a narrow portion of its travel, so a slow sweep with live data is more revealing than a static resistance check.
- Water leaking from a clogged cowl drain or a failed windshield seal can drip onto the pedal connector and cause intermittent faults that disappear after the connector dries out.
- The PCM may set P1214 only when the B signal disagrees with the A signal by a set percentage for a short time, so a pedal that feels normal most of the day can still be failing the correlation test.
- A weak or corroded ground shared with other sensors on the same reference circuit can pull the B signal out of range and set this code even though the pedal itself is healthy.
- Technicians who replace the pedal without checking the harness often see the code return because the real fault was a chafed wire near the pedal bracket or a loose pin in the connector.

Can I keep driving with P1214?

You can usually drive the vehicle to a shop, but expect the PCM to command reduced power or limp-home mode if the fault becomes active, so avoid heavy traffic, towing, and high-speed merging until it is repaired. If the throttle drops to idle unexpectedly while driving, pull over safely and arrange a tow rather than continuing.



Tools that help

- OBD-II scan tool with live data and freeze-frame capability
- Digital multimeter with back-probe pins
- Wiring diagram for the specific Ford model and engine
- Terminal pick and electrical contact cleaner
- Torch and inspection mirror for harness routing

Reading P1214

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

Often seen with

P1213 Cylinder 1 Fuel Injector Circuit Short To B+ · **P1215** Cylinder 3 Fuel Injector Circuit Short To B+ · **P1213** Start Injector Circuit · **P1213** Fuel Injector 1 Circuit High Voltage · **P1215** Fuel Injector 3 Circuit High Voltage · **P1215** Ground Fault Detection Indicated · **P1213** Start Injector Circuit Malfunction · **P1215** Pedal Position Sensor C Circuit Low Input · **P1215** Ground Fault Detection Indicated · **P1212** Accelerator Pedal Position Sensor D Circuit Low · **P1217** Accelerator Pedal Position Sensor E Circuit Low · **P1218** Throttle/Pedal Position Sensor D/E Voltage Correlation

See it working

Watch the animated explainer [How the PCV System Works: Crankcase Ventilation](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/ford-p1214/>

