

FORD · POWERTRAIN

P1215

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1215 · Ford

Pedal Position Sensor C Circuit Low Input

P1215 on a Ford means the powertrain control module (PCM) has detected a low input voltage on the circuit for pedal position sensor C, which is part of the accelerator pedal assembly. The PCM expects a specific voltage range from this sensor as the pedal moves, and a sustained low reading tells it the circuit is shorted to ground or the sensor signal has dropped out.

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

Symptoms you may notice

- The check engine light or wrench light illuminates on the dashboard
- The engine may enter limp mode or reduced power mode with limited throttle response
- The accelerator pedal may feel unresponsive or the engine may idle erratically
- Often no symptoms besides the warning light, especially if the fault is intermittent
- Poor fuel economy or delayed acceleration in some cases
- The transmission may shift harshly or hold gears longer than normal

Common causes, most likely first

- 1 A faulty accelerator pedal position sensor C inside the pedal assembly
- 2 A short to ground in the sensor C signal wire or connector
- 3 Corroded, loose, or damaged electrical connector at the pedal assembly
- 4 A chafed or broken wire in the harness between the pedal and the PCM
- 5 A failed or failing PCM, though this is rare
- 6 Water intrusion or debris in the pedal connector causing a low signal



How to diagnose and fix it

- 1 Use a scan tool to read live pedal position sensor voltages and confirm sensor C is reading low across the pedal sweep
- 2 Visually inspect the pedal assembly connector and wiring for corrosion, damage, or loose pins
- 3 Disconnect the sensor and check the signal wire for a short to ground with a multimeter
- 4 Check the reference voltage and ground at the sensor connector to rule out a supply issue
- 5 If the wiring and connector are good, replace the accelerator pedal assembly with the integrated sensor
- 6 Clear the code and perform a pedal relearn or idle relearn procedure if required by the vehicle
- 7 Road test the vehicle to verify the code does not return and throttle response is normal

Don't replace the pedal before checking this

- A low input on sensor C often comes from a chafed signal wire rubbing against a metal bracket near the pedal, not from the sensor itself, so a thorough wiggle test of the harness is essential.
- Ford accelerator pedal assemblies contain multiple sensors, and a failure in one sensor can set a code for another sensor circuit because the PCM cross-checks their readings, so always verify which sensor is actually reporting low.
- Water or spilled drinks can pool in the pedal connector and cause a low signal that temporarily clears after drying, leading to intermittent codes that are hard to reproduce.
- A weak or failing battery or charging system can cause voltage drops that mimic a sensor fault, so check battery voltage and grounds before condemning the pedal assembly.

After replacing the pedal assembly, some Ford models require a relearn procedure with a scan tool, and skipping it can leave the vehicle in limp mode even with good parts.

Can I keep driving with P1215?

You can usually drive the vehicle to a repair shop, but expect reduced power and poor throttle response, so avoid highways and heavy traffic. If the vehicle enters limp mode or the pedal becomes unresponsive, stop driving and have it towed.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Wire probe set or backprobe pins
- Socket set and trim removal tools
- Electrical contact cleaner



Reading P1215

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

Often seen with

P1214 Cylinder 2 Fuel Injector Circuit Short To B+ · **P1216** Cylinder 4 Fuel Injector Circuit Short To B+ · **P1214** Fuel Injector 2 Circuit High Voltage · **P1216** Fuel Injector 4 Circuit High Voltage · **P1214** Injection Pump Timing Offset · **P1216** Fuel Solenoid Response Time Too Short · **P1214** Pedal Position Sensor B Circuit Intermittent · **P1216** Pedal Position Sensor C Circuit High Input · **P1214** Injection Pump Timing Offset · **P1216** Fuel Solenoid Response Time Too Short · **P2122** Accelerator Pedal Position Sensor D Circuit Low · **P2127** Accelerator Pedal Position Sensor E Circuit Low · **P2135** Throttle/Pedal Position Sensor A/B Voltage Correlation

See it working

Watch the animated explainer [How Push-Button Start Works: Keyless Ignition](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/ford-p1215/>

