

FORD · POWERTRAIN

P1216

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1216 · Ford

Pedal Position Sensor C Circuit High Input

P1216 on Ford vehicles means the powertrain control module (PCM) has detected a high input voltage on the pedal position sensor C circuit, which is part of the accelerator pedal assembly. The computer expects a specific voltage range as you press and release the pedal, and a reading above the normal threshold triggers this code.

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

Symptoms you may notice

- Illuminated check engine light or wrench light on the dashboard
- Reduced engine power or limp mode, often limiting vehicle speed
- Poor or delayed throttle response when pressing the accelerator
- Erratic or surging engine speed while driving
- Often no symptoms besides the warning light, especially if the fault is intermittent
- Possible stalling or refusal to idle normally in some cases

Common causes, most likely first

- 1 Faulty accelerator pedal position sensor C (worn track or internal failure)
- 2 Damaged or corroded wiring in the pedal position sensor C circuit (open or short to voltage)
- 3 Loose or contaminated electrical connector at the pedal assembly
- 4 Water intrusion or debris in the pedal sensor connector or housing
- 5 PCM software issue or internal PCM fault (less common)
- 6 Aftermarket floor mats or objects interfering with pedal travel (can cause erratic signals)



How to diagnose and fix it

- 1 Inspect the accelerator pedal assembly and connector for physical damage, corrosion, or debris, and clean or secure as needed
- 2 Check for any aftermarket floor mats or obstructions that could interfere with pedal movement and remove them
- 3 Use a scan tool to read live pedal position sensor voltages and compare sensor C readings with sensors A and B to identify an abnormal high signal
- 4 Perform a wiggle test on the pedal sensor wiring harness while monitoring live data to detect intermittent opens or shorts
- 5 Check for technical service bulletins (TSBs) or PCM calibration updates for your specific Ford model and year
- 6 Replace the accelerator pedal assembly if the sensor C circuit is confirmed faulty internally
- 7 If wiring and sensor are good, diagnose the PCM and its connectors for corrosion or internal faults

Pedal Sensor C High Input Traps

- A high input on sensor C often results from a short to voltage in the harness rather than a failed pedal sensor, so always check for rubbed-through wires near the pedal bracket or under the dash.
- Many Ford models use three redundant pedal position sensors (A, B, and C) and the PCM cross-checks them; a single high reading can be caused by a poor ground shared with other sensors, not just the sensor itself.
- Aftermarket floor mats that curl up under the pedal can physically restrict pedal travel and cause the sensor C voltage to exceed its expected range, setting this code without any electrical fault.
- Intermittent P1216 codes are often caused by a loose connector terminal that only loses contact when the pedal is pressed at a certain angle, so a static voltage check may not reveal the problem.
- Replacing the pedal assembly without first checking live data and wiring is a common misdiagnosis; the PCM itself can rarely command a high reference voltage due to internal failure, but that should be the last suspect.

Can I keep driving with P1216?

You can usually drive the vehicle to a repair shop, but expect reduced engine power and avoid highways or situations requiring rapid acceleration. If the vehicle enters limp mode or stalls, pull over safely and have it towed.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Wiring diagram for the specific Ford model
- Socket set and trim removal tools
- Contact cleaner and dielectric grease



Reading P1216

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

Often seen with

P1215 Cylinder 3 Fuel Injector Circuit Short To B+ · **P1217** Cylinder 5 Fuel Injector Circuit Short To B+ · **P1217** Engine Over Temperature Overheat · **P1215** Fuel Injector 3 Circuit High Voltage · **P1215** Ground Fault Detection Indicated · **P1217** Fuel Solenoid Response Time Too Long · **P1215** Pedal Position Sensor C Circuit Low Input · **P1217** Pedal Position Sensor C Circuit Intermittent · **P1215** Ground Fault Detection Indicated · **P1217** Fuel Solenoid Response Time Too Long · **P2122** Accelerator Pedal Position Sensor D Circuit Low · **P2135** Throttle/Pedal Position Sensor A/B Voltage Correlation · **P2138** Throttle/Pedal Position Sensor D/E Voltage Correlation

See it working

Watch the animated explainer [How a Supercharger Works: Roots Blower in X-Ray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/ford-p1216/>

