



P1217 · Ford

Pedal Position Sensor C Circuit Intermittent

P1217 on a Ford means the powertrain control module (PCM) has detected an intermittent fault in the electrical circuit for Pedal Position Sensor C, which is the third signal track inside the accelerator pedal assembly. The PCM compares this signal against the other pedal position sensors and expects a smooth, consistent voltage; an intermittent drop, spike, or loss of signal sets this code.

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 on the dashboard
- Often no symptoms besides the warning light, especially if the fault is brief
- Intermittent loss of throttle response or a sudden drop in engine power
- Hesitation or stumble when pressing or releasing the accelerator pedal
- Reduced engine power or limp-home mode in some cases
- A stored pending code that clears itself after several drive cycles

Common causes, most likely first

- 1 Worn or contaminated accelerator pedal position sensor track C inside the pedal assembly
- 2 Chafed, pinched, or corroded wiring in the pedal sensor harness, especially near the connector
- 3 Loose or backed-out terminals in the pedal position sensor connector
- 4 Water intrusion or corrosion at the pedal sensor connector or PCM connector
- 5 Intermittent internal fault in the PCM's sensor reference or signal circuit
- 6 Poor ground connection shared by the pedal position sensors



How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, then record freeze-frame data for P1217
- 2 Visually inspect the accelerator pedal sensor connector and harness for corrosion, chafing, or loose pins
- 3 Back-probe the sensor C signal wire and wiggle the harness while watching a live scan tool graph for dropouts
- 4 Check the sensor reference voltage and ground at the pedal connector with a multimeter
- 5 Compare all pedal position sensor voltages on a scan tool through a full slow pedal sweep to spot a dead or glitchy track
- 6 If the harness and connectors pass, replace the accelerator pedal assembly and clear the code
- 7 Road test with the scan tool recording to confirm the intermittent fault is gone before returning the vehicle

Intermittent pedal codes need a wiggle test

- A pedal position sensor C fault often leaves no driveability symptom because the PCM can run on the remaining sensor tracks, so the warning light may be the only clue.
- The most common missed cause is a chafed harness section behind the pedal bracket where the wire rubs against a metal edge only during certain pedal movements.
- Do not condemn the pedal assembly until you have wiggled the harness and connector while graphing live sensor voltages, because a loose pin can mimic a failed sensor perfectly.
- A weak or corroded ground shared with other sensors can pull the sensor C signal down intermittently and set P1217 without any fault in the pedal itself.
- After any repair, clear the code and complete several drive cycles with varying throttle inputs, since an intermittent fault may not reset immediately.

Can I keep driving with P1217?

You can usually drive the vehicle to a shop, but avoid heavy acceleration and be ready for a sudden loss of power or limp-home mode. If the throttle response becomes unpredictable or the engine repeatedly drops into reduced power, stop driving and have it diagnosed.

Tools that help

- OBD-II scan tool with live data and graphing capability
- Digital multimeter
- Back-probe pins or piercing probes
- Wire terminal pick and connector release tools
- Factory wiring diagram for the accelerator pedal circuit



Reading P1217

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

Often seen with

P1216 Cylinder 4 Fuel Injector Circuit Short To B+ · **P1218** Cylinder 6 Fuel Injector Circuit Short To B+ · **P1219** Cylinder 7 Fuel Injector Circuit Short To B+ · **P1216** Fuel Injector 4 Circuit High Voltage · **P1216** Fuel Solenoid Response Time Too Short · **P1218** Injection Pump Calibration Circuit · **P1219** Throttle Position Sensor Reference Voltage · **P1216** Pedal Position Sensor C Circuit High Input · **P1218** CID High · **P1219** CID Low · **P1216** Fuel Solenoid Response Time Too Short · **P1218** Injection Pump Calibration Circuit · **P1219** Throttle Position Sensor Reference Voltage · **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 **Four-Stroke Engine Cutaway: Intake to Exhaust** on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/ford-p1217/>

