



P1253 · Ford

Pedal Correlation PDS1 and LPDS Low

P1253 on Ford vehicles means the powertrain control module (PCM) has detected that the accelerator pedal position sensor 1 (PDS1) and the low-reference accelerator pedal position sensor (LPDS) signals are not correlating as expected, with the LPDS circuit reading low. The two pedal sensors that should track each other have disagreed, and the PCM has flagged the low-reference side as the problem.

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

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Reduced engine power or limp-home mode triggered by the PCM
- Poor or delayed throttle response when pressing the accelerator
- Hesitation or surging during acceleration
- Unexpected idle speed changes or stalling
- Cruise control may become inoperative

Common causes, most likely first

- 1 Faulty accelerator pedal position sensor assembly (internal sensor 1 or low-reference sensor failure)
- 2 Damaged or chafed wiring in the LPDS signal or low-reference circuit
- 3 Corroded or loose connector pins at the pedal sensor or PCM
- 4 Poor ground connection shared by the pedal sensor circuits
- 5 PCM software calibration issue requiring a reflash or update
- 6 Failed PCM driver circuit for the low-reference sensor (less common)



How to diagnose and fix it

- 1 Connect a scan tool and record all accelerator pedal position sensor voltages and the P1253 freeze-frame data before clearing anything
- 2 Visually inspect the pedal sensor connector and wiring harness for corrosion, chafing, or loose pins, and repair as needed
- 3 Back-probe the LPDS signal and low-reference wires at the sensor and at the PCM to check for opens, shorts to ground, or excessive resistance
- 4 Verify the sensor ground circuit has less than 0.1 volt drop under load, and clean or repair the ground if it does not
- 5 If wiring and grounds are good, replace the accelerator pedal position sensor assembly and clear the code
- 6 If the code returns after sensor replacement, check for a PCM calibration update and reflash if available
- 7 As a last step, test or replace the PCM only after all other circuits and components have been ruled out

Before you replace the pedal assembly

- A low-reference circuit fault often comes from a bad ground shared with other sensors, so cleaning the ground point can fix P1253 without any parts.
- The pedal sensor connector is frequently damaged during unrelated service work under the dash, so check for bent pins before condemning the sensor.
- P1253 can be set by a momentary glitch that does not return after clearing, so always road-test with live data before replacing parts.
- Aftermarket pedal assemblies have caused repeat correlation codes on Fords, so a known-good OEM unit is the safer choice when replacement is needed.
- A weak battery or charging system fault can cause the PCM to misread sensor voltages and set P1253, so check battery voltage and grounds first.

Can I keep driving with P1253?

You can usually drive the vehicle to a shop, but expect reduced power and avoid heavy acceleration or highway merging until the fault is repaired. If the vehicle enters limp mode or stalls, stop driving and arrange a tow.

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
- Basic hand tools for connector and trim removal
- Test light or jumper wire for ground circuit checks



Reading P1253

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

Often seen with

P1252 Start Of Injection Solenoid Circuit Open/Short To Ground · **P1254** Fuel Consumption Signal Short To B+ · **P1252** Pressure Regulator Control Solenoid 2 Circuit Malfunction · **P1252** Pressure Regulator Control Solenoid Valve No. 2 Circuit Malf · **P1252** VSV Stuck On VA/VV · **P1252** Pedal Correlation PDS1 and LPDS High · **P1254** Pedal Correlation PDS2 and LPDS High · **P0121** Throttle Position Sensor A Circuit Range/Performance · **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 Airbags Work: A 50 km/h Crash in Slow Motion](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/ford-p1253/>

