

FORD · POWERTRAIN

P1369

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1369 · Ford

Engine Temperature Light Monitor Failure

P1369 on a Ford vehicle means the powertrain control module (PCM) has detected a failure in the engine temperature light monitor circuit, which is the electrical path the PCM uses to command the instrument cluster temperature warning lamp. The PCM expects a specific voltage or continuity signature on that monitor circuit when it tests the lamp, and it sets this code when the feedback does not match the expected value during the self-test.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Ford specific	Low	Intermediate	Ignition system and misfire

Symptoms you may notice

- The engine temperature warning light may fail to illuminate when the ignition is first turned on, so the bulb check is missed.
- The temperature warning light may stay illuminated continuously even when the engine is cold.
- The light may flicker or come on intermittently while driving over bumps or in wet weather.
- Often no symptoms besides the warning light itself, with the engine running normally and no drivability complaints.
- A stored P1369 may be the only clue, with no other warning lamps or messages on the cluster.
- In some cases the temperature gauge or other cluster indicators may behave erratically if the fault is a shared ground or cluster issue.

Common causes, most likely first

- Failed engine temperature warning bulb or light-emitting diode (LED) in the instrument cluster.
- Open or chafed wire in the monitor circuit between the PCM and the instrument cluster.
- Corroded or loose connector pins at the PCM, cluster, or inline harness connectors.
- Faulty instrument cluster internal circuitry that cannot provide the expected monitor feedback.
- PCM driver or monitor circuit failure, though this is less common than wiring and cluster faults.
- Aftermarket alarm, remote start, or gauge installations that tapped into the temperature lamp circuit.
- Water intrusion or rodent damage in the harness routing near the cowl or under the dash.



How to diagnose and fix it

- 1 Verify the bulb check: turn the ignition on and confirm whether the temperature warning light illuminates briefly; if it never lights, suspect the bulb or cluster first.
- 2 Scan all modules for codes and check for related body or cluster codes that point to a shared circuit rather than the PCM alone.
- 3 Inspect the instrument cluster connector and the PCM connector for corrosion, pushed pins, or loose terminals, and clean or repair as needed.
- 4 Perform a continuity and voltage-drop test on the monitor circuit between the PCM and the cluster, wiggling the harness to catch intermittent opens.
- 5 If the circuit tests good, substitute a known-good cluster or bench-test the cluster to confirm whether the internal lamp driver has failed.
- 6 Check for aftermarket accessories tapped into the temperature lamp wiring and restore the circuit to factory condition.
- 7 Clear the code and run the PCM self-test to confirm the monitor now passes before returning the vehicle.

Why the temperature light monitor fails on Fords

- Many technicians replace the PCM when the real fault is a failed cluster bulb or a corroded cluster connector, so always prove the lamp circuit before condemning the computer.
- A P1369 can be set by a completely healthy engine because the code monitors the warning lamp circuit, not the actual coolant temperature, so do not chase overheating repairs based on this code alone.
- Ford clusters on some models use a soldered LED for the temperature warning, and a cracked solder joint can cause an intermittent monitor failure that only shows up over rough roads.
- Aftermarket remote start or alarm installers often probe the temperature lamp wire for a trigger signal, and a poor splice there can set P1369 long after the installation.
- A weak or failing battery can cause the PCM self-test to abort or report false monitor failures, so check battery voltage and grounds before deep circuit testing.

Can I keep driving with P1369?

This code does not affect engine operation or safety on its own, so you can drive the vehicle, but watch the temperature gauge manually since the warning lamp may not work. Avoid ignoring actual overheating symptoms and get the lamp circuit repaired soon so you retain the overheat warning.

Tools that help

- OBD-II scan tool with Ford-specific software or a capable generic scanner
- Digital multimeter with continuity and voltage-drop functions
- Wiring diagram for the specific Ford model and year
- Trim removal tools for instrument cluster access
- Test light or fused jumper wire for circuit testing



Reading P1369

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (Ford): its meaning depends on the make.
- 3** Ignition system and misfire.
- 69** The exact fault within that area.

Often seen with

P1367 Cylinder 5 Ignition Circuit Open · **P1368** Cylinder 5 Ignition Circuit Short To B+ · **P1367** TDC2 Sensor No Signal · **P1367** Ignition System Failure Group 1 · **P1368** Ignition System Failure Group 2 · **P1367** TDC2 Sensor No Signal · **P1367** IC Cylinder 7 Not Toggling After Enable · **P1368** IC Cylinder 8 Not Toggling After Enable · **P1367** IC Cylinder 7 Not Toggling After Enable · **P1368** IC Cylinder 8 Not Toggling After Enable · **P0117** Engine Coolant Temperature Circuit Low Input · **P0118** Engine Coolant Temperature Circuit High Input · **P0128** Coolant Thermostat (Coolant Temperature Below Thermostat Reg

See it working

Watch the animated explainer [How a Knock Sensor Works: Spark Timing and Octane](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/ford-p1369/>

