

FORD · POWERTRAIN

P1464

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1464 · Ford

ACCS to PCM High During Self-Test

P1464 on Ford vehicles means the Air Conditioning Clutch Control Switch (ACCS) circuit is reading high voltage at the Powertrain Control Module (PCM) during the self-test. The PCM expects a specific voltage on the ACCS input when it commands the self-test, but instead it sees a voltage above the normal threshold, indicating an open circuit, a faulty switch, or a wiring problem.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Ford specific	Low	Intermediate	Auxiliary emission controls

Symptoms you may notice

- Often no symptoms besides the warning light, because the self-test failure may not affect normal A/C operation immediately.
- Air conditioning clutch may not engage, resulting in no cold air from the vents.
- A/C compressor may run continuously or not at all, depending on the failure mode.
- Intermittent A/C operation, especially over bumps or in wet conditions, due to a loose connection.
- Possible slight drop in engine idle quality if the PCM misinterprets the ACCS signal and adjusts idle strategy.
- No other drivability symptoms are typical unless the fault is accompanied by other codes.

Common causes, most likely first

- Open circuit in the ACCS signal wire between the switch and the PCM, often due to a broken wire or corroded connector.
- Faulty ACCS switch itself, stuck open or internally damaged.
- Poor electrical connection at the ACCS switch or PCM connector, such as loose pins or corrosion.
- Damaged or shorted wiring harness, especially where it rubs against engine components or passes through the firewall.
- PCM internal fault, though rare, can cause incorrect voltage readings on the ACCS circuit.
- Aftermarket accessories or poor previous repairs tapping into the ACCS circuit and altering its voltage.
- Extreme temperatures or moisture intrusion into the switch or connector causing high resistance.



How to diagnose and fix it

- 1 Verify the code with a scan tool and check for any related codes in the A/C and PCM systems before proceeding.
- 2 Inspect the ACCS switch and its connector for corrosion, loose pins, or physical damage; clean or repair as needed.
- 3 Disconnect the ACCS switch and measure resistance across its terminals; compare to Ford specifications, and replace the switch if out of range.
- 4 Check the ACCS signal wire from the switch to the PCM for continuity and shorts to voltage or ground; repair any wiring faults.
- 5 Measure voltage on the ACCS circuit at the PCM during a self-test or with the key on, engine off, to confirm the high signal; backprobe carefully to avoid damage.
- 6 If all wiring and the switch test good, substitute a known-good PCM or perform a PCM reset and retest to rule out an internal PCM fault.
- 7 Clear the code and perform a road test with the A/C on to confirm the repair and ensure the code does not return.

ACCS circuit quirks on Ford vehicles

- A common oversight is assuming the ACCS switch is the same as the A/C pressure switch; on many Fords they are separate, and testing the wrong component wastes time.
- The ACCS circuit often shares a ground with other sensors, so a bad ground can cause a high voltage reading on the ACCS line even if the switch and wiring are fine.
- P1464 can be set by a momentary glitch during the self-test, so always check for pending codes and repeat the self-test after clearing to avoid chasing a ghost.
- Aftermarket remote starters or alarm systems that tap into the A/C clutch circuit can back-feed voltage and trigger P1464, so inspect for non-factory wiring.
- On some Ford models, the ACCS signal is a duty cycle or variable voltage rather than a simple on/off, so a digital multimeter may not show the fault; use a lab scope for accurate diagnosis.

Can I keep driving with P1464?

You can usually continue driving with P1464 because it primarily affects the air conditioning and does not compromise engine safety or drivability. Avoid using the A/C until the fault is repaired, and if you notice the compressor not engaging or unusual noises, have it checked promptly to prevent secondary damage.



Tools that help

- OBD-II scan tool with Ford-specific software
- Digital multimeter
- Test light
- Wire probe set
- Service manual with wiring diagrams for your Ford model

Reading P1464

P	Powertrain: engine, transmission and emissions.
1	Manufacturer-specific code (Ford): its meaning depends on the make.
4	Auxiliary emission controls.
64	The exact fault within that area.

Often seen with

P1460 Exhaust Gas Temperature Control Bank 2 Limit Attained · **P1461** Exhaust Gas Temperature Control Bank 1 Range Performance · **P1462** Exhaust Gas Temperature Control Bank 2 Range Performance · **P1460** Radiator Fan Control System Fault · **P1460** Cooling Fan Control System · **P1460** Wide Open Throttle Air Conditioning Cutoff Circuit Malfunction · **P1461** Air Conditioning Pressure Sensor Circuit Low Input · **P1462** Air Conditioning Pressure Sensor Circuit High Input · **P1463** Air Conditioning Pressure Sensor Insufficient Pressure Change · **P1460** Cooling Fan Control System · **P1460** Heated Catalyst Heater Power Switch Temperature Sensor Elect · **P1461** Heated Catalyst Gate Voltage Signal Low · **P1462** Heated Catalyst Internal Control Module Checksum ROM Error · **P1463** Heated Catalyst Battery Temperature Sensor 1 Electrical · **P0532** A/C Refrigerant Pressure Sensor 'A' Circuit Low

See it working

Watch the animated explainer [How the PCV System Works: Crankcase Ventilation](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/ford-p1464/>

