

FORD · POWERTRAIN

P1532

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1532 · Ford

IMCC Circuit Malfunction Bank B

P1532 on Ford vehicles indicates that the powertrain control module has detected an electrical fault in the Intake Manifold Communication Control (IMCC) circuit for Bank B, which typically refers to the bank of cylinders that does not include cylinder one. The IMCC system uses a control module or actuator to manage intake manifold tuning, and this code sets when the circuit's voltage or current falls outside the expected range during self-test or operation.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Ford specific	Medium	Intermediate	Vehicle speed, idle control and auxiliary inputs

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Slight hesitation or stumble during light acceleration
- Reduced engine power or sluggish throttle response
- Rough idle quality, especially when the engine is cold
- In rare cases, a noticeable change in intake manifold noise or vibration

Common causes, most likely first

- 1 Damaged or disconnected wiring harness at the IMCC actuator or solenoid on Bank B
- 2 Failed IMCC actuator or solenoid coil
- 3 Corroded or loose electrical connector pins at the IMCC component
- 4 Faulty powertrain control module driver circuit for the IMCC Bank B
- 5 Intake manifold runner control valve sticking mechanically, overloading the circuit
- 6 Aftermarket or incorrect IMCC component installed previously



How to diagnose and fix it

- 1 Verify battery voltage and inspect the IMCC Bank B fuse and relay, replacing any blown fuse
- 2 Visually inspect the IMCC actuator connector and wiring for chafing, corrosion, or loose pins
- 3 Disconnect the IMCC actuator and measure resistance across its terminals, comparing to Ford specifications
- 4 Backprobe the IMCC control circuit with a multimeter to check for voltage and ground signals during key-on and engine run
- 5 Command the IMCC actuator with a Ford-compatible scan tool to verify mechanical movement and circuit response
- 6 Repair or replace damaged wiring and connectors, then clear the code and perform a road test
- 7 If the circuit tests good but the code persists, replace the IMCC actuator and recheck; only then suspect the PCM

What Ford Techs Check Before Replacing the IMCC

- A sticking intake manifold runner control valve can overload the IMCC circuit and set P1532 even when the actuator itself is electrically sound, so always check for mechanical binding.
- Ford's IMCC system often shares grounds with other intake components, and a single corroded ground point can trigger P1532 alongside unrelated codes.
- Some aftermarket scan tools misreport P1532 as a transmission code on certain Ford models, so confirm the code with a factory-level tool before ordering parts.
- The IMCC Bank B circuit may only be active during specific self-test routines, meaning the fault can be intermittent and not present during a simple key-on check.
- Replacing the IMCC actuator without checking the intake manifold runner for carbon buildup frequently leads to a repeat code within a few hundred miles.

Can I keep driving with P1532?

You can generally continue driving with P1532 because the fault mainly affects intake tuning and does not usually cause an immediate safety risk, but avoid heavy acceleration or towing until the circuit is repaired. If the engine begins to misfire or lose significant power, stop driving and have the vehicle inspected promptly.

Tools that help

- Ford-compatible OBD-II scan tool with bidirectional controls
- Digital multimeter
- Wire terminal pick and connector release tools
- Service manual with IMCC circuit wiring diagram
- Basic socket and wrench set



Reading P1532

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (Ford): its meaning depends on the make.
- 5** Vehicle speed, idle control and auxiliary inputs.
- 32** The exact fault within that area.

Often seen with

P1531 Intake Camshaft Control Circuit Open · **P1533** Intake Camshaft Control Circuit Bank 2 Electrical Malfunction · **P1531** A/C Low Side Temperature Sensor Circuit · **P1533** A/C Low Side Temperature Sensor Circuit · **P1531** Invalid Test Accelerator Pedal Movement · **P1533** AAI Circuit Malfunction · **P1531** A/C Low Side Temperature Sensor Fault · **P1533** A/C Evaporator Temperature Sensor Circuit High Voltage · **P1531** B Camshaft Position Actuator Control Open Circuit Bank 1 · **P1533** B Camshaft Position Actuator Control Circuit Signal Low Bank · **P2004** Intake Manifold Runner Control Stuck Open (Bank 1) · **P2005** Intake Manifold Runner Control Stuck Open (Bank 2) · **P2008** Intake Manifold Runner Control Circuit/Open (Bank 1)

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-p1532/>

