

FORD · POWERTRAIN

P1626

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1626 · Ford

Voltage to Vehicle Load Control Module Circuit Not Detected

P1626 on Ford vehicles means the powertrain control module (PCM) has lost the expected voltage signal on the circuit that feeds the vehicle load control module, which is the module that manages high-current accessory loads such as heated seats, rear defrost, and accessory relays. The PCM monitors that circuit and sets this code when it does not detect the voltage it expects, indicating an open circuit, a blown fuse, a faulty relay, or a failed module rather than a sensor fault.

SYSTEM

Powertrain

CODE TYPE

Ford specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Computer and output circuits

Symptoms you may notice

- Illuminated check engine light with no other obvious drivability complaint
- Often no symptoms besides the warning light, especially if the failed load is not used daily
- One or more accessory systems dead, such as heated seats, rear window defrost, or power outlets
- Battery drain or intermittent no-start if the load control module stays energized or shorts internally
- Accessory relays clicking repeatedly or not clicking at all when the load is switched on
- Intermittent operation of accessories over bumps or in wet weather from a chafed harness

Common causes, most likely first

- 1 Blown fuse or fusible link in the feed circuit to the vehicle load control module
- 2 Open or corroded wiring between the PCM and the load control module, often at a connector or splice
- 3 Failed vehicle load control module internal relay or circuit board
- 4 Bad ground connection for the load control module or its mounting point
- 5 Faulty accessory relay or relay socket in the power distribution box
- 6 Water intrusion into the load control module connector or fuse box causing corrosion
- 7 PCM driver circuit fault, less common but possible after a voltage spike or jump-start



How to diagnose and fix it

- 1 Check all fuses and fusible links related to the vehicle load control module circuit, including those in the battery junction box and smart junction box
- 2 Inspect the load control module connectors and harness for corrosion, chafing, or pushed-out pins, especially where the harness passes through the firewall
- 3 Measure voltage at the load control module feed with the key on and compare to battery voltage, then check the ground circuit with a voltage drop test
- 4 Test the accessory relays and swap with a known-good relay of the same part number to rule out a failed relay
- 5 Back-probe the PCM connector at the load control circuit and verify the PCM is outputting the expected voltage, then check continuity back to the module
- 6 If wiring and fuses pass, substitute a known-good load control module or perform module diagnostics with a scan tool capable of bidirectional controls
- 7 Clear the code and verify the repair by cycling the accessory loads and confirming the code does not return after a road test

What Ford techs check before replacing modules

- A common miss is a corroded ground behind the kick panel or at the module mounting bolt, which mimics a failed module and costs nothing to clean.
- The vehicle load control module on many Ford models shares a fuse with the rear defrost and heated seats, so a single blown fuse can set P1626 while only one accessory appears dead.
- P1626 can be set by a weak battery or a jump-start that spikes the PCM, so always clear the code and retest after charging the battery before condemning parts.
- Water leaks from the cowl or windshield into the smart junction box are a frequent hidden cause on older Ford trucks and SUVs, producing green corrosion on the connectors.
- Do not confuse this code with a charging system fault; the PCM is reporting a missing voltage signal on a control circuit, not a low battery charge, so alternator testing alone will not fix it.

Can I keep driving with P1626?

The vehicle is generally safe to drive because the fault affects accessory loads rather than engine operation, but avoid relying on the dead accessories and address any battery drain promptly. If the code is accompanied by a no-start or repeated battery drain, diagnose it before the battery is depleted.



Tools that help

- Digital multimeter with voltage and continuity functions
- Test light or power probe
- Fuse puller and assortment of automotive fuses
- Scan tool with Ford-specific bidirectional controls
- Wire terminal pick and electrical contact cleaner
- Factory wiring diagram for the specific Ford model

Reading P1626

P	Powertrain: engine, transmission and emissions.
1	Manufacturer-specific code (Ford): its meaning depends on the make.
6	Computer and output circuits.
26	The exact fault within that area.

Often seen with

P1625 CAN Bus Unplausible Message From Transmission Control · **P1633** Accelerator Pedal Position Sensor 2 Signal Too Low · **P1633** ECM · **P1625** Check Engine MIL · **P1633** Battery Overcharge Fault · **P1633** Battery Overcharge · **P1625** PCM System Reset / TCM Flash Checksum Fault · **P1633** Ignition Power Circuit Low Voltage · **P1625** Voltage to Vehicle Load Control Module Fan Circuit Not Detec · **P1625** Pedal Position Sensor Potentiometer Supply Channel 2 Electri · **P1633** Throttle Valve Adaptation Limp Home Position · **P0562** System Voltage Low · **P0563** System Voltage High · **U0140** Lost Communication With Instrument Panel Cluster

See it working

Watch the animated explainer [Helicopter Flight Simulator: Learn the Three Controls](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/ford-p1626/>

