

HONDA · POWERTRAIN

P1169

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1169 · Honda

HO2S11 Label Circuit High Voltage Fault Bank 1 Sensor 1

P1169 on Honda vehicles indicates that the powertrain control module (PCM) has detected an abnormally high voltage on the signal circuit of the primary heated oxygen sensor (HO2S) located before the catalytic converter on bank 1, sensor 1. The sensor's output signal is expected to fluctuate between approximately 0.1 and 0.9 volts, and a sustained high voltage reading (typically above 1.0 volt or near reference voltage) tells the PCM that the sensor circuit is shorted to voltage or the sensor itself has failed in a way that drives the signal high.

SYSTEM

Powertrain

CODE TYPE

Honda specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Fuel and air
metering

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- A slight decrease in fuel economy as the PCM may default to a rich or open-loop fuel strategy
- Occasional rough idle or hesitation during acceleration if the faulty signal skews fuel delivery
- Failed emissions inspection due to the stored trouble code and incomplete readiness monitors
- In rare cases, a sulfur or rotten-egg smell from the exhaust if the engine runs excessively rich

Common causes, most likely first

- 1 Faulty primary heated oxygen sensor (HO2S) that internally shorts the signal circuit to voltage
- 2 Chafed or damaged sensor wiring harness shorting the signal wire to a power source or the heater circuit
- 3 Corroded or loose electrical connector at the oxygen sensor or at the PCM
- 4 Contamination of the sensor tip by coolant, oil, or silicone, causing an abnormal high-voltage bias
- 5 PCM internal fault driving the reference voltage high on the sensor signal circuit
- 6 Exhaust leaks upstream of the sensor introducing outside oxygen and confusing the sensor reading
- 7 Improperly installed sensor or damaged sensor threads allowing a poor ground reference



How to diagnose and fix it

- 1 Connect a scan tool and record freeze-frame data and oxygen sensor voltage readings to confirm the signal is stuck high
- 2 Visually inspect the HO2S11 sensor, its connector, and the wiring harness for chafing, corrosion, or contact with hot exhaust components
- 3 Measure the sensor signal voltage with a digital multimeter at the sensor connector with the key on and engine off, comparing to the scan tool value
- 4 Check for continuity and short-to-voltage on the signal wire between the sensor and the PCM, repairing any damaged wire
- 5 If wiring and connectors are intact, replace the primary heated oxygen sensor with a known-good unit and clear the code
- 6 After repair, run the engine and verify the HO2S11 signal switches rapidly between 0.1 and 0.9 volts and that the code does not return
- 7 If the code persists with a new sensor and verified wiring, diagnose the PCM for an internal fault on the sensor input circuit

What a high HO2S11 signal really tells you

- A high voltage on the oxygen sensor signal circuit often means the sensor is biased rich or the signal wire is shorted to the heater power feed, not necessarily that the engine is running rich.
- Technicians sometimes replace the sensor only to find the connector pins have been pushed back or corroded, so always perform a pin drag test and inspect the terminals before condemning the sensor.
- Exhaust leaks before the sensor can draw in outside oxygen and cause the sensor to read lean, but a leak after the sensor or a restricted exhaust can create a false rich signal that sets this code.
- Honda PCMs are sensitive to aftermarket oxygen sensors with incorrect internal resistance, so using an OEM-quality sensor is critical to avoid repeat codes.
- This code can be set by a weak battery or charging system issue that causes a voltage spike on the sensor circuit, so check battery and ground connections before replacing parts.

Can I keep driving with P1169?

You can generally continue driving with P1169, but avoid heavy acceleration and long trips until the fault is repaired because the engine may run richer than normal, reducing fuel economy and potentially damaging the catalytic converter over time. Have the vehicle diagnosed promptly to prevent secondary emissions component damage.



Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Back probe pins or breakout box
- Socket set and oxygen sensor wrench
- Wiring diagram for the Honda model

Reading P1169

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

Often seen with

P1168 Closed Loop Control Bank 2 · **P1170** HO2S Bank 1 Sensor 1 Circuit Fixed Bank 1 Sensor 1 · **P1170** HO2S11 Circuit Voltage Stuck At Mid-Range · **P1168** HO2S11 Label Circuit Low Voltage Fault Bank 1 Sensor 1 · **P1170** Bank to Bank Fuel Trim Offset · **P1168** Fuel Rail Sensor In-Range Low Failure · **P1170** ESO Engine Shut Off Solenoid Fault · **P1170** Bank To Bank Fuel Trim Offset · **P0132** O2 Sensor Circuit High Voltage (Bank 1 Sensor 1) · **P0133** O2 Sensor Circuit Slow Response (Bank 1 Sensor 1) · **P0135** O2 Sensor Heater Circuit Malfunction (Bank 1 Sensor 1)

See it working

Watch the animated explainer [How Drive-by-Wire Works: Electronic Throttle Body](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/honda-p1169/>

