

KIA · POWERTRAIN

P1195

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1195 · Kia

EGR Boost Or Pressure Sensor Circuit Fault

P1195 on Kia vehicles indicates that the powertrain control module (PCM) has detected an electrical fault in the exhaust gas recirculation (EGR) boost or pressure sensor circuit, which monitors EGR flow and pressure. The PCM compares the sensor signal to expected values and sets this code when the voltage is out of range or inconsistent with other engine parameters.

SYSTEM

Powertrain

CODE TYPE

Kia 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.
- Rough idle or stumbling, especially when the engine is cold.
- Reduced engine performance or hesitation during acceleration.
- Increased exhaust emissions, which may cause a failed emissions test.
- Occasional engine ping or knock due to improper EGR flow.
- Poor fuel economy in some cases.

Common causes, most likely first

- 1 Faulty EGR boost or pressure sensor.
- 2 Damaged or corroded wiring or connector at the sensor.
- 3 Clogged or restricted EGR passage or tube, causing incorrect pressure readings.
- 4 Leaking or disconnected vacuum hose to the EGR sensor or EGR valve.
- 5 Failed EGR valve or solenoid affecting pressure sensor readings.
- 6 PCM software issue or internal fault (rare).



How to diagnose and fix it

- 1 Use an OBD-II scanner to retrieve the code and check for related freeze-frame data.
- 2 Inspect the EGR pressure sensor and its wiring for visible damage, corrosion, or loose connections.
- 3 Test the sensor's reference voltage and signal voltage with a multimeter, comparing to manufacturer specifications.
- 4 Check the EGR passages and tube for carbon buildup or blockage; clean or replace as needed.
- 5 Verify vacuum hoses for leaks or disconnection and repair or replace them.
- 6 Test the EGR valve operation and replace if faulty.
- 7 If all components test good, reprogram or replace the PCM as a last resort.

Before replacing the EGR pressure sensor

- A clogged EGR passage can mimic a faulty sensor by causing pressure readings outside the expected range, so always inspect the passages before condemning the sensor.
- Corroded or chafed wiring near the EGR sensor is a common cause on older Kia models, especially where the harness rubs against the engine block.
- The code can be set by a vacuum leak that affects EGR operation, so a smoke test of the intake and vacuum system is a wise diagnostic step.
- Some Kia models use a combined EGR pressure and temperature sensor; a fault in the temperature element can also trigger P1195, so test both functions.
- After repairs, the PCM may require a relearn procedure or a drive cycle to clear the code and verify the fix.

Can I keep driving with P1195?

You can usually continue driving with P1195, but avoid heavy acceleration or prolonged idling until the fault is repaired, as improper EGR operation can increase emissions and may lead to engine knock or reduced performance.

Tools that help

- OBD-II scanner
- Digital multimeter
- Vacuum gauge
- Hand tools (screwdrivers, wrenches)
- Smoke machine (for leak detection)



Reading P1195

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

Often seen with

P1404 EGR Flow Adaptation Not Carried Out · **P1196** Oxygen Sensor Heater Circuit Bank 1 Sensor 1 Electrical Malf · **P1197** Oxygen Sensor Heater Circuit Bank 2 Sensor 1 Electrical Malf · **P1404** EGR Control · **P1196** Ignition Switch Start Circuit · **P1197** Mileage Switch Circuit · **P1196** Ignition Switch Start Circuit Fault · **P1196** O2 Sensor Heater Circuit Low Resistance Fault 2 · **P1404** Exhaust Gas Recirculation System Valve 2 · **P1196** O2 Sensor 2/1 (Bank 2 Sensor 1) Slow During Catalyst Monitor · **P1197** O2 Sensor 1/2 (Bank 1 Sensor 2) Slow During Catalyst Monitor · **P1197** Key Off Voltage Low · **P1404** IAT B Circuit Malfunction · **P1196** Key Off Voltage High · **P1404** Exhaust Gas Recirculation System Valve 2 · **P1197** O2 Sensor 1/2 (Bank 1 Sensor 2) Slow During Catalyst Monitor · **P1196** O2 Sensor 2/1 (Bank 2 Sensor 1) Slow During Catalyst Monitor · **P1404** Heated Catalyst Current Too High During Heating Bank 2 · **P0401** EGR Flow Insufficient Detected · **P0402** EGR Flow Excessive Detected

See it working

Watch the animated explainer [Turbocharger Trainer: Boost, Wastegate and Intercooler](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/kia-p1195/>

