



P1515 · Kia

A/T To M/T Codification

P1515 on Kia vehicles indicates that the powertrain control module (PCM) has detected a configuration mismatch between the transmission control module (TCM) and the vehicle's actual transmission type, specifically that the system is still codified for an automatic transmission (A/T) when a manual transmission (M/T) is installed. The PCM compares the coding in the TCM or electronic control unit against the expected configuration for the vehicle identification number (VIN) and sets this code when the automatic transmission logic is enabled but the manual transmission hardware is present.

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

Symptoms you may notice

- Malfunction indicator lamp (MIL) illuminated on the dashboard
- Often no symptoms besides the warning light if the vehicle drives normally
- Incorrect or harsh shift patterns if the PCM still commands automatic transmission strategies
- Possible no-start condition if the PCM inhibits cranking due to transmission mismatch
- Speedometer or tachometer irregularities if the signal source is misconfigured
- Transmission may default to a limp-home mode or fail to engage gears properly

Common causes, most likely first

- 1 Transmission control module (TCM) or PCM incorrectly coded for an automatic transmission after a manual transmission swap
- 2 Replacement PCM or TCM installed without performing the required variant coding procedure
- 3 Corrupted or incorrect software flash in the PCM or TCM
- 4 Wiring harness mismatch between the transmission and the control modules, such as a missing or shorted codification wire
- 5 Aftermarket tuning or chip that altered the transmission type setting
- 6 Faulty PCM or TCM internal memory causing loss of correct coding
- 7 Improper repair following a transmission replacement where the original coding was not transferred



How to diagnose and fix it

- 1 Connect a factory-level scan tool and read the PCM and TCM coding to confirm the transmission type setting
- 2 Verify the vehicle's original configuration using the VIN and compare with the current module coding
- 3 Perform the manufacturer-specified variant coding or adaptation procedure to set the correct transmission type
- 4 Inspect the wiring harness between the transmission and the PCM/TCM for damaged, disconnected, or misrouted codification wires
- 5 Check for any aftermarket electronic modifications and restore original software if present
- 6 If coding cannot be changed or is lost repeatedly, replace and reprogram the affected control module
- 7 Clear the diagnostic trouble code (DTC) and perform a road test to confirm the code does not return

Coding traps after a transmission swap

- Many technicians replace a failed PCM or TCM with a used unit and forget that the replacement must be coded to the vehicle's transmission type, which immediately sets P1515.
A manual transmission conversion on a Kia that originally had an automatic often leaves the PCM still looking for the automatic transmission control module, triggering this code even when the swap is mechanically complete.
- Some aftermarket performance tuners inadvertently change the transmission type flag in the calibration, causing P1515 without any physical wiring fault.
- The code can be stored intermittently if the codification wire in the harness has a poor connection that only breaks under vibration or temperature changes.
- P1515 does not always mean the transmission is damaged; it is a configuration code, so focus on software and wiring before condemning hard parts.

Can I keep driving with P1515?

If the vehicle drives normally and the only symptom is the warning light, you can drive cautiously to a repair shop, but avoid aggressive acceleration or towing until the coding is corrected. If the transmission is in limp mode, shifting harshly, or the engine will not start, stop driving and have the vehicle towed to prevent further damage.

Tools that help

- Factory-level scan tool with variant coding capability
- Digital multimeter for checking wiring continuity
- Vehicle identification number (VIN) decoder or service information system
- Basic hand tools for accessing control modules and harness connectors
- Oscilloscope for signal analysis if intermittent wiring fault is suspected



Reading P1515

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

Often seen with

P1611 MIL Call-Up Circuit TCM Short To Ground · **P1610** Voltage Supply Missing Or Relay Module K40 · **P1611** IFI Control Module N37 · **P1611** MIL Request Circuit Voltage Low · **P1611** Throttle Target Malfunction 1 · **P1610** Loss Of PZM Serial Data · **P1611** Loss Of CVRTD Serial Data · **P1611** Serial Communicating Link Transmission Control Module · **P0600** Serial Communication Link Malfunction · **P0605** Internal Control Module ROM Error · **P0700** Transmission Control System Malfunction

See it working

Watch the animated explainer [How a MAF Sensor Works: Hot-Wire Airflow Explained](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/kia-p1515/>

