



P1614 · Kia

MIL Request Circuit Voltage High

P1614 on a Kia means the engine control module (ECM) has detected an abnormally high voltage on the circuit that controls the malfunction indicator lamp (MIL, or check engine light). The ECM expects to see a specific voltage range when it commands the lamp on or off, and a voltage above the threshold indicates a short to power or an open circuit in that wire.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Kia specific	Low	Intermediate	Computer and output circuits

Symptoms you may notice

- The check engine light may not illuminate when the ignition is first turned on, or it may stay on constantly regardless of commands.
- Often no symptoms besides the warning light itself, because the MIL circuit does not affect engine performance.
- In some cases, the lamp may flicker or behave erratically if the fault is intermittent.
- Other dashboard warning lights may also behave strangely if the short affects a shared power or ground circuit.
- The engine may run normally with no drivability complaints, leading owners to ignore the code.

Common causes, most likely first

- 1 A short to battery voltage in the MIL control wire between the ECM and the instrument cluster or lamp module.
- 2 An open circuit or high resistance in the MIL control wire, causing the ECM to see a high voltage on its monitoring pin.
- 3 A faulty instrument cluster or lamp driver module that is back-feeding voltage onto the MIL circuit.
- 4 Corrosion or water intrusion in a connector along the MIL circuit, especially at the cluster or ECM harness.
- 5 A damaged ECM driver circuit for the MIL, though this is less common than wiring faults.
- 6 Aftermarket accessories or alarm systems tapped into the MIL wire, introducing stray voltage.



How to diagnose and fix it

- 1 Verify the fault is current by clearing the code and checking if it returns after a drive cycle; note whether the MIL behaves correctly during the bulb check.
- 2 Inspect the MIL bulb or LED in the instrument cluster and confirm it is not shorted or incorrectly installed.
- 3 Disconnect the ECM and the instrument cluster, then measure resistance and voltage on the MIL control wire to check for shorts to power or opens.
- 4 Wiggle-test the harness and connectors while monitoring the MIL circuit voltage to catch intermittent faults.
- 5 Check for aftermarket wiring or accessories spliced into the MIL circuit and remove or repair any non-factory connections.
- 6 If wiring and cluster are good, substitute a known-good ECM to rule out an internal driver fault before replacing it.
- 7 Repair any damaged wires or connectors, clear the code, and perform a full bulb-check and road test to confirm the fix.

Why the check engine light itself may be the clue

- A P1614 often sets because the MIL circuit is shorted to power, which can make the check engine light stay on even when the ECM is not commanding it, so the lamp may appear normal to the driver.
- Technicians sometimes replace the instrument cluster unnecessarily when the real fault is a chafed wire behind the dashboard or in the engine bay harness.
- The ECM monitors MIL circuit voltage even when the key is off in some Kia models, so a short to constant power can set this code without the engine running.
- Aftermarket remote starters or alarm systems that tap into the check engine light wire are a frequent cause of this code on older Kia vehicles.
- This code does not affect engine management, so a P1614 alone will not cause poor fuel economy or misfires; any drivability symptoms point to additional faults.

Can I keep driving with P1614?

You can generally continue driving with a P1614 because it does not affect engine operation, but the check engine light may not work properly to warn you of future problems. Have the circuit inspected soon so you do not miss a more serious fault later.

Tools that help

- OBD-II scan tool with bidirectional control for MIL testing
- Digital multimeter with back-probing pins
- Wiring diagram for the specific Kia model
- Trim removal tools for instrument cluster access
- Test light or logic probe



Reading P1614

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

Often seen with

P1613 MIL Call-Up Circuit Open Short To B+ · **P1615** Engine Oil Temperature Sensor Circuit Range Performance · **P1613** IFI Control Module N37 · **P1615** IFI Control Module N37 Supply Voltage · **P1613** Loss Of DIM Serial Data · **P1615** Loss Of VTD Serial Data · **P0650** Malfunction Indicator Lamp (MIL) Control Circuit Malfunction · **P0651** Sensor Reference Voltage 'B' Circuit/Open · **U0100** Lost Communication With ECM/PCM A

See it working

Watch the animated explainer [How a Boxer Engine Works: Flat Engine Cutaway](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/kia-p1614/>

