



P01FE

Turbocharger Outlet Pressure Sensor B Intermittent/Erratic

P01FE means the engine computer has detected an intermittent or erratic signal from the turbocharger outlet pressure sensor B, which is the sensor that measures boost pressure after the compressor. The computer expects a steady, plausible voltage from this sensor, and it flags the code when the signal drops out, jumps around, or fails a rationality check for a calibrated amount of time.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Intermediate	Fuel and air metering

Symptoms you may notice

- Often no symptoms besides the warning light, especially if the erratic signal is brief.
- Intermittent loss of boost or a sudden surge in power as the signal cuts in and out.
- Rough running or hesitation under acceleration when the computer substitutes a default value.
- Reduced engine power or limp mode if the fault escalates to a hard failure.
- Poor fuel economy or black smoke from the exhaust if the computer over-fuels based on a false low-pressure reading.
- A stored pending or history code that comes and goes with temperature or vibration.

Common causes, most likely first

- 1 A failing turbocharger outlet pressure sensor B that is heat-soaked or internally damaged.
- 2 Corroded, loose, or chafed wiring in the sensor circuit, especially near the turbocharger where heat and vibration are severe.
- 3 A poor ground or reference voltage supply shared with other sensors on the same circuit.
- 4 A restricted or leaking pressure hose or port feeding the sensor, causing a delayed or noisy signal.
- 5 An intermittent open or short in the connector pins caused by thermal cycling.
- 6 A software calibration issue in the engine control module (ECM) that misinterprets a valid signal.
- 7 Rarely, an internal ECM driver fault on the sensor input circuit.



How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data to see the exact conditions when the code set.
- 2 Inspect the sensor connector and wiring for corrosion, chafing, or heat damage, and wiggle-test the harness while watching live data.
- 3 Check the sensor's reference voltage and ground at the connector with a multimeter, then verify the signal voltage changes smoothly with pressure.
- 4 Inspect the pressure hose or port between the turbocharger outlet and the sensor for cracks, blockage, or loose clamps.
- 5 Compare the sensor B reading with sensor A or a known-good mechanical boost gauge to confirm the erratic signal is real.
- 6 If wiring and plumbing pass, replace the turbocharger outlet pressure sensor B with a quality part and clear the code.
- 7 After repair, drive the vehicle through the manufacturer's readiness cycle and confirm the code does not return.

Heat and vibration kill this sensor circuit

- The most common cause is not the sensor itself but a chafed wire near the turbocharger that only shorts when the engine bay is hot, so a cold-engine wiggle test can pass.
- A restricted pressure port can make a healthy sensor look erratic because the signal lags behind actual boost, so always check the hose and port before condemning the sensor.
- This code can set from a momentary voltage spike during cranking if the battery is weak, so check battery and charging system health before replacing parts.
- Some vehicles share the sensor ground with the mass airflow sensor (MAF), and a bad MAF ground can set P01FE along with MAF codes, so look at the whole circuit family.
- P01FE does not always mean the turbocharger is failing; the code is about the sensor signal, and the turbo itself may be perfectly healthy.

Can I keep driving with P01FE?

You can usually drive with this code if the vehicle is not in limp mode, but avoid heavy acceleration and towing until it is diagnosed because an erratic boost signal can cause over-boost or under-boost conditions that stress the turbocharger. If the engine loses power or enters limp mode, have it checked promptly.

Tools that help

- OBD-II scan tool with live data and freeze-frame capability
- Digital multimeter with back-probing pins
- Vacuum/pressure hand pump with gauge
- Wiring diagram for the sensor circuit
- Heat gun and contact cleaner for wiggle testing



Reading P01FE

- P** Powertrain: engine, transmission and emissions.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 1** Fuel and air metering.
- FE** The exact fault within that area.

Often seen with

P01FA Turbocharger Outlet Pressure Sensor B Circuit · **P01FB** Turbocharger Outlet Pressure Sensor B Range/Performance · **P01FC** Turbocharger Outlet Pressure Sensor B Circuit Low · **P01FD** Turbocharger Outlet Pressure Sensor B Circuit High · **P0235** Turbocharger Boost Sensor A Circuit Malfunction

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/p01fe/>

