

GENERIC · POWERTRAIN

P0A14

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0A14

Engine Mount Control Circuit/Open

P0A14 indicates that the powertrain control module (PCM) has detected an open circuit or excessive resistance in the engine mount control circuit, which typically commands a vacuum or electronic actuator to soften or stiffen the mount. The PCM monitors the circuit for expected voltage or current and sets this code when the signal falls outside the normal range, often disabling active mount control.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Low	Intermediate	Hybrid propulsion

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Increased vibration or harshness felt through the steering wheel, seat, or floorboards, especially at idle
- Clunking or knocking noises from the engine bay during acceleration or deceleration
- Roughness or shudder during cylinder deactivation or at specific engine speeds
- In rare cases, the engine may feel less refined or exhibit excessive movement under load

Common causes, most likely first

- 1 Broken, disconnected, or corroded wiring or connector at the engine mount actuator
- 2 Failed engine mount actuator solenoid or vacuum control valve
- 3 Leaking or disconnected vacuum supply hose to the mount (on vacuum-operated systems)
- 4 Defective engine mount itself, such as a ruptured internal diaphragm or fluid leak
- 5 Open or shorted circuit inside the mount control module or PCM driver
- 6 Blown fuse or relay supplying power to the mount control circuit

How to diagnose and fix it

- 1 Inspect the engine mount actuator connector and wiring for damage, corrosion, or loose pins, and repair as needed
- 2 Check vacuum hoses and connections for leaks or disconnections if the system is vacuum-operated
- 3 Test the mount actuator solenoid with a multimeter for correct resistance and function, replacing if faulty
- 4 Verify power and ground signals at the actuator connector with a test light or multimeter while commanding the mount on with a scan tool
- 5 Inspect the engine mount itself for cracks, fluid leaks, or separation, and replace if defective
- 6 Check the fuse and relay for the mount control circuit and replace if blown or faulty
- 7 If all external components test good, diagnose the PCM driver circuit or consult a professional for advanced testing

Common Missteps When Diagnosing P0A14

- A failed engine mount can set this code even when the electrical circuit is intact, so always inspect the mount for physical damage before replacing electrical parts.
- On vacuum-operated mounts, a cracked vacuum hose or a leaking reservoir can cause the code without any electrical fault, so perform a vacuum test first.
- The code may be intermittent and only set during specific driving conditions, such as cylinder deactivation or cold starts, so check for loose connections that test fine when stationary.
- Some vehicles use the engine mount control circuit to enhance driving comfort, and a failure may not affect drivability, leading owners to ignore it until vibration becomes severe.
- After repairs, the PCM may require a relearn or clearing of adaptive values before the code stays off, so always follow the manufacturer's reset procedure.

Can I keep driving with P0A14?

The vehicle is generally safe to drive with this code because it does not affect engine performance or safety systems, but increased vibration may accelerate wear on other components. Avoid aggressive acceleration or heavy loads until repaired, and address the issue promptly to prevent mount failure.

Tools that help

- OBD-II scan tool with bidirectional control capability
- Digital multimeter
- Vacuum pump and gauge
- Socket and wrench set
- Test light

Reading P0A14

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
A	Hybrid propulsion.
14	The exact fault within that area.

Often seen with

P0171 System Too Lean (Bank 1) · **P0300** Random/Multiple Cylinder Misfire Detected · **P0A15** Engine Mount Control Circuit Low · **P0A16** Engine Mount Control Circuit High · **P0A17** Motor Torque Sensor Circuit



See it working

Watch the animated explainer [How a Car Thermostat Works: Wax Pellet and Cooling Fan](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0a14/>

