

GENERIC · POWERTRAIN

P2226

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2226

Barometric Pressure Circuit

P2226 indicates that the powertrain control module has detected an abnormal signal from the barometric pressure sensor circuit, which measures atmospheric pressure for altitude compensation and fuel scheduling. The computer compares the barometric pressure reading with other pressure sensors at key-on and during operation, and it sets this code when the signal falls outside the expected range or fails a rationality check.

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

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Rough idle or poor driveability at high altitudes
- Reduced fuel economy or black smoke from the tailpipe if the engine runs rich
- Hesitation or stumble during acceleration
- In rare cases, a no-start condition or stalling when the pressure signal is far off

Common causes, most likely first

- 1 Faulty barometric pressure sensor (often integrated into the mass airflow sensor or engine control module)
- 2 Damaged or corroded wiring or connector at the barometric pressure sensor
- 3 Open or short circuit in the signal, reference, or ground circuit
- 4 Contaminated or blocked sensor port due to debris or moisture
- 5 Failed mass airflow sensor that incorporates the barometric pressure sensing element
- 6 Engine control module internal fault affecting the sensor reference voltage
- 7 Extreme altitude changes without sensor recalibration (less common)



How to diagnose and fix it

- 1 Connect a scan tool and record the barometric pressure reading with key on, engine off, comparing it to actual atmospheric pressure for your altitude.
- 2 Inspect the barometric pressure sensor and its connector for corrosion, loose pins, or physical damage.
- 3 Check the sensor's reference voltage and ground circuits with a digital multimeter, looking for opens or shorts.
- 4 Verify the signal wire from the sensor to the powertrain control module for continuity and resistance.
- 5 If the sensor is integrated into the mass airflow sensor, test the mass airflow sensor output and replace the assembly if faulty.
- 6 Clear the code and perform a road test to confirm the repair, monitoring live data for rationality between barometric and manifold pressure sensors.

Barometric sensor checks before parts replacement

- A dirty or contaminated mass airflow sensor can skew the integrated barometric pressure reading, so cleaning the sensor element often resolves the code without replacement.
- The barometric pressure sensor is sometimes located inside the powertrain control module, meaning a wiring fault or module failure can mimic a sensor failure.
- Altitude changes during driving can cause temporary rationality errors if the sensor response is slow, so compare key-on readings at a known altitude before condemning parts.
- A weak battery or poor ground can cause reference voltage fluctuations that set this code, so always verify charging system health first.
- This code can be set by a faulty manifold absolute pressure sensor if the computer cross-checks the two pressure signals and finds a mismatch.

Can I keep driving with P2226?

The vehicle is generally safe to drive with P2226 because the engine control module substitutes a default barometric pressure value, but fuel economy and high-altitude performance may suffer. Avoid sustained heavy load or towing until the fault is repaired, and address the code promptly to prevent secondary driveability issues.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Wiring diagram for the barometric pressure sensor circuit
- Sensor-safe electrical contact cleaner
- Basic hand tools for connector and sensor access



Reading P2226

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

Often seen with

P0106 MAP/Barometric Pressure Circuit Range/Performance · **P0107** MAP/Barometric Pressure Circuit Low Input · **P0108** MAP/Barometric Pressure Circuit High Input · **P2227** Barometric Pressure Circuit Range/Performance · **P2228** Barometric Pressure Circuit Low

See it working

Watch the animated explainer [How Hydraulic Brakes Work: Pedal to Caliper](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p2226/>

