

SUBARU · POWERTRAIN

P1122

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1122 · Subaru

Pressure Sources Switching Valve Circuit High Input

P1122 on a Subaru means the engine control module (ECM) has detected an abnormally high voltage on the pressure sources switching valve circuit, which is used to control vacuum routing for the differential pressure sensor. The ECM expects a certain voltage range from the valve solenoid, and a high reading indicates an open circuit, short to power, or a failed solenoid coil.

SYSTEM

Powertrain

CODE TYPE

Subaru specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Fuel and air metering

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Rough idle or stumbling if the valve failure affects vacuum routing to the pressure sensor
- Poor fuel economy or reduced engine performance in some cases
- A slight hesitation during acceleration when the ECM cannot correctly switch pressure sources
- In rare cases, a stored code but no drivability issues at all

Common causes, most likely first

- 1 Open or damaged wiring in the pressure sources switching valve circuit (broken wire, corroded connector)
- 2 Failed pressure sources switching valve solenoid (open coil or shorted internally)
- 3 Poor electrical connection at the valve connector or ECM connector
- 4 Short to battery voltage in the control wire between the ECM and the valve
- 5 Faulty ECM driver circuit (less common but possible)
- 6 Contamination or mechanical binding of the valve causing abnormal current draw



How to diagnose and fix it

- 1 Verify the code with a scan tool and check for any related pending or stored codes
- 2 Inspect the pressure sources switching valve connector and wiring for corrosion, damage, or loose pins
- 3 Measure the resistance of the valve solenoid with a multimeter and compare to the manufacturer's specification
- 4 Check for battery voltage on the valve supply circuit with the key on, and check the control wire for a short to power
- 5 Test the control circuit from the ECM side for continuity and shorts, repairing any damaged wires
- 6 If the wiring and connections are good, replace the pressure sources switching valve
- 7 Clear the code and perform a test drive to confirm the repair, rechecking for any returning codes

What a high voltage really means here

- A high voltage reading on this circuit almost always points to an open circuit or a failed solenoid coil rather than a short to ground, which would set a low voltage code instead.
The pressure sources switching valve is often misdiagnosed as a faulty differential pressure sensor, but the sensor itself rarely causes this specific code.
- Corroded or loose connectors at the valve are a common cause on older Subarus, especially in areas with road salt exposure.
- The ECM may set this code intermittently if the wiring harness has a chafe point that only opens the circuit during certain engine movements.
Do not overlook the ground circuit for the valve; a poor ground can cause the ECM to see a high voltage on the control side.

Can I keep driving with P1122?

You can generally continue driving with this code, but avoid heavy acceleration or towing until it is repaired, as the engine may not manage vacuum routing correctly and could affect emissions or performance.

Tools that help

- OBD-II scan tool
- Digital multimeter
- Wire repair kit (splices, heat shrink, electrical tape)
- Socket set and screwdrivers for accessing the valve
- Manufacturer service information for wiring diagrams and resistance specs



Reading P1122

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (Subaru): its meaning depends on the make.
- 1** Fuel and air metering.
- 22** The exact fault within that area.

Often seen with

P1123 Long Term Fuel Trim Add Air Bank 1 System Too Rich · **P1121** Oxygen Sensor Heater Circuit Bank 2 Sensor 2 Short To Ground · **P1121** Accelerator Pedal Position Sensor Range Performance Problem · **P1121** Neutral Position Switch Circuit Low Input AT Vehicles · **P1121** Throttle Position Lower Than Expected · **P1121** Throttle Position Sensor Signal Not Consistent With Mass Air · **P1123** Throttle Position Stuck Open · **P1123** Long Term Fuel Trim Adaptive Air System Low · **P1121** Pedal Position Sensor A Circuit Range Performance · **P1123** Pedal Position Sensor A Circuit High Input · **P1121** Throttle Position Lower Than Expected · **P1121** Throttle Position Sensor Out of Range · **P1121** Throttle Position Sensor Inconsistent with Mass Air Flow Sen · **P1123** Throttle Position Sensor In Range But Higher Than Expected · **P1121** TP Sensor Circuit Intermittent High Voltage · **P1121** Pedal Position Sensor 1 Range Performance Problem · **P1123** Pedal Position Sensor 1 High Input · **P0106** MAP/Barometric Pressure Circuit Range/Performance · **P0108** MAP/Barometric Pressure Circuit High Input · **P0107** MAP/Barometric Pressure Circuit Low Input

See it working

Watch the animated explainer [Four-Stroke Engine Cutaway: Intake to Exhaust](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/subaru-p1122/>

