

SUBARU · POWERTRAIN

P1124

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1124 · Subaru

TCS Signal Circuit High Input

P1124 on a Subaru indicates that the Traction Control System (TCS) signal circuit is reporting an abnormally high voltage to the engine control module (ECM). The ECM monitors this circuit to coordinate engine torque reduction during traction control events, and a high input means the signal wire is seeing voltage above the expected range, often due to a short to power or an open ground.

SYSTEM

Powertrain

CODE TYPE

Subaru specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Fuel and air
metering

Symptoms you may notice

- Traction control warning light illuminated on the dashboard
- ABS warning light may also be on because the systems share components
- Vehicle may default to reduced power or disable traction control entirely
- Intermittent or no symptoms besides the warning light
- Cruise control may become inoperative if the ECM limits torque control functions
- Rough running or hesitation only if the fault affects throttle response during TCS activation

Common causes, most likely first

- 1 Damaged or chafed TCS signal wire shorted to a power source
- 2 Faulty TCS switch or sensor internal short
- 3 Corroded or loose electrical connector at the TCS module or ECM
- 4 Failed TCS control module or ABS module (integrated on many Subaru models)
- 5 Poor ground connection for the TCS circuit causing reference voltage to float high
- 6 Water intrusion into the TCS harness or connector, leading to corrosion and high resistance
- 7 Rarely, a faulty ECM driver circuit for the TCS signal input



How to diagnose and fix it

- 1 Connect a scan tool and record all stored codes and freeze-frame data to confirm P1124 is current and not history
- 2 Inspect the TCS-related wiring harness and connectors for visible damage, corrosion, or loose pins, especially near the ABS/TCS module and ECM
- 3 Measure reference voltage and ground continuity at the TCS signal circuit connector with a digital multimeter, comparing to factory specifications
- 4 Check for shorts to power by disconnecting both ends of the signal wire and testing resistance to battery positive
- 5 Test the TCS switch or sensor for internal short by measuring resistance across its terminals and comparing to the service manual
- 6 If wiring and components check out, substitute a known-good TCS module or ECM to isolate the fault
- 7 Clear codes and perform a road test to verify the repair, ensuring the TCS light stays off and no pending codes return

Subaru TCS Signal Circuit Quirks

- On many Subaru models, the TCS signal is integrated into the ABS module, so a failing ABS module can set P1124 even when the ABS light is not on.
- A weak battery or charging system issue can cause erratic TCS signals; always verify battery voltage and alternator output before condemning modules.
- Aftermarket electrical accessories tapped into the TCS circuit, such as alarms or remote starters, are a common cause of high-voltage signals that set this code.
- The TCS signal circuit often shares a ground with the throttle position sensor; a bad ground here can cause P1124 alongside driveability complaints.
- P1124 can be set by a momentary voltage spike during jump-starting or battery replacement, so check if the code is history before extensive diagnostics.

Can I keep driving with P1124?

You can usually drive the vehicle with P1124 set, but traction control and ABS may be disabled, reducing safety in slippery conditions. Avoid aggressive acceleration or emergency maneuvers until the fault is repaired, and do not tow heavy loads if the vehicle enters limp mode.

Tools that help

- OBD-II scan tool with Subaru-specific software
- Digital multimeter
- Wiring diagram for the specific Subaru model
- Test light
- Socket set and trim removal tools



Reading P1124

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

Often seen with

P1123 Long Term Fuel Trim Add Air Bank 1 System Too Rich · **P1122** Oxygen Sensor Heater Circuit Bank 2 Sensor 2 Open · **P1122** Pressure Sources Switching Valve Circuit High Input · **P1122** Throttle Position Higher Than Expected · **P1122** Throttle Position Stuck Closed · **P1123** Throttle Position Stuck Open · **P1123** Long Term Fuel Trim Adaptive Air System Low · **P1122** Pedal Position Sensor A Circuit Low Input · **P1123** Pedal Position Sensor A Circuit High Input · **P1122** Throttle Position Higher Than Expected · **P1122** Throttle Position Sensor Out of Range · **P1122** Throttle Position TP Sensor Circuit Intermittent Low Voltage · **P1123** Throttle Position Sensor In Range But Higher Than Expected · **P1122** TP Sensor Circuit Intermittent Low Voltage · **P1122** Pedal Position Sensor 1 Low Input · **P1123** Pedal Position Sensor 1 High Input · **C0045** Left Rear Wheel Speed Sensor Circuit Malfunction · **P0600** Serial Communication Link Malfunction · **P0500** Vehicle Speed Sensor Malfunction

See it working

Watch the animated explainer [How Airbags Work: A 50 km/h Crash in Slow Motion](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/subaru-p1124/>

