



P1244 · Subaru

Wastegate Control Solenoid Valve Malfunction Low Input

P1244 on Subaru vehicles means the engine control module (ECM) has detected a low input signal on the wastegate control solenoid valve circuit, indicating an open, short-to-ground, or excessive resistance in the wiring or the solenoid itself. The ECM commands a duty cycle to regulate boost pressure, and when the feedback voltage stays below the expected threshold, it sets this code and typically defaults to a reduced-boost limp mode.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Subaru specific	Medium	Intermediate	Fuel and air metering (injector circuits)

Symptoms you may notice

- Check engine light illuminated, often with no other noticeable symptoms besides the warning light
- Reduced engine power or a limp mode that limits boost pressure
- Sluggish acceleration and poor throttle response, especially during merging or passing
- Rough idle or hesitation on turbocharged models when the solenoid fails to regulate properly
- In rare cases, an overboost condition if the solenoid sticks closed, triggering a fuel cut or safety boost limit

Common causes, most likely first

- 1 Failed wastegate control solenoid valve (internal coil open or shorted)
- 2 Damaged or corroded wiring harness between the ECM and the solenoid connector
- 3 Loose, disconnected, or corroded electrical connector at the solenoid
- 4 Blown fuse or poor ground connection shared with the solenoid circuit
- 5 ECM driver circuit fault (less common but possible after water intrusion or voltage spikes)
- 6 Aftermarket or incorrectly installed boost controller spliced into the factory solenoid wiring



How to diagnose and fix it

- 1 Connect a scan tool and verify P1244 is active, then check for related boost-control codes and freeze-frame data.
- 2 Inspect the wastegate control solenoid connector and wiring for corrosion, chafing, or loose pins; repair as needed.
- 3 Measure the solenoid coil resistance with a multimeter and compare to the factory specification for your Subaru model.
- 4 Check for battery voltage at the solenoid connector with the key on and verify the ground path back to the ECM.
- 5 Perform a bidirectional actuator test or apply a fused 12-volt pulse to confirm the solenoid clicks and moves freely.
- 6 If the solenoid fails electrical or mechanical testing, replace it and clear the code, then road-test to confirm boost control returns.
- 7 If the solenoid and wiring test good, inspect the ECM connector and circuit for a short to ground or an open driver before condemning the ECM.

What a low input really means on Subaru boost control

- A low input code does not automatically mean the solenoid is dead; a corroded ground or a chafed wire near the turbo heat shield often causes the same voltage drop.
- Subaru wastegate solenoids are duty-cycle controlled, so a solenoid that clicks on a bench test can still fail hot or under load, which is why a road-test with live data matters.
- Aftermarket blow-off valves or manual boost controllers spliced into the factory harness frequently trigger P1244 by altering the solenoid circuit resistance.
- On some Subaru models, a weak battery or charging system fault can set this code because the ECM misreads the solenoid feedback voltage during cranking.
- Clearing the code without repairing the circuit usually results in the code returning within one or two drive cycles once the ECM runs its boost-control self-test.

Can I keep driving with P1244?

You can usually drive the car to a shop, but avoid hard acceleration and sustained boost because the ECM is limiting boost and the turbo system is not being regulated normally. If you notice severe power loss, flashing check engine light, or overboost fuel cut, stop driving and have it towed.



Tools that help

- OBD-II scan tool with live data and bidirectional control
- Digital multimeter
- Electrical connector pin removal and terminal cleaning tools
- Factory service information or wiring diagram for your Subaru model
- Fused jumper wire for solenoid activation testing

Reading P1244

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

Often seen with

P0234 Engine Overboost Condition · **P0235** Turbocharger Boost Sensor A Circuit Malfunction · **P0243** Turbocharger Wastegate Solenoid A Malfunction · **P0245** Turbo/Super Charger Wastegate Solenoid 'A' Low · **P0246** Turbo/Super Charger Wastegate Solenoid 'A' High

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-p1244/>

