



P1440 · Subaru

Fuel Tank Pressure Control System Low Input

P1440 on a Subaru means the engine control module has detected a low electrical input from the fuel tank pressure control system, which monitors the pressure sensor and vent valve circuit used for evaporative emissions testing. The computer expects a voltage signal within a specific range and sees it drop below the minimum threshold, indicating a short to ground, an open circuit, or a failed sensor.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Subaru specific	Low	Intermediate	Auxiliary emission controls

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- A slight fuel odor around the rear of the vehicle if the system is stuck open
- Difficulty refueling or a fuel filler nozzle that clicks off repeatedly
- Rough idle or hesitation in rare cases when the purge flow is affected
- Failed emissions inspection due to the stored code
- Intermittent warning light that may clear and reset after key cycles

Common causes, most likely first

- 1 Failed fuel tank pressure sensor (most common cause on older Subaru models)
- 2 Damaged or corroded wiring harness at the fuel tank pressure sensor connector
- 3 Open or shorted circuit between the pressure sensor and the engine control module
- 4 Faulty evap canister vent valve or its electrical connector
- 5 Loose or corroded ground connection for the evap system
- 6 Failed engine control module (rare but possible after other causes are ruled out)

How to diagnose and fix it

- 1 Connect a scan tool and record freeze-frame data to confirm the code and check for related evap codes
- 2 Visually inspect the fuel tank pressure sensor connector and wiring for corrosion, chafing, or loose pins
- 3 Measure reference voltage and ground at the pressure sensor connector with the key on
- 4 Test the sensor signal wire for continuity and shorts to ground using a multimeter
- 5 Check the evap canister vent valve for proper resistance and operation
- 6 Replace the fuel tank pressure sensor if electrical tests confirm it is faulty
- 7 Clear the code and perform a drive cycle to verify the repair and ensure the monitor completes



What Subaru techs check before replacing the sensor

- A low input code often results from a corroded connector pin at the fuel tank pressure sensor rather than a failed sensor itself, especially on older Subaru models exposed to road salt.
- The fuel tank pressure sensor on many Subarus is integrated into the evap canister assembly, so technicians should verify the part before ordering a replacement.
- A stuck-open evap vent valve can cause the pressure sensor to read low, setting P1440 even when the sensor is good.
- Intermittent P1440 codes can be caused by a wiring harness that rubs against the fuel tank shield, so a wiggle test while monitoring live data is essential.
- Do not overlook the ground connection for the evap system, as a poor ground can mimic a failed sensor and lead to unnecessary parts replacement.

Can I keep driving with P1440?

The vehicle is safe to drive with P1440 because it only affects the evaporative emissions system and does not impact engine performance or safety. Avoid topping off the fuel tank excessively and have the code diagnosed soon to prevent a small evap leak from worsening.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Wire probe set
- Socket set and trim removal tools
- Hand vacuum pump

Reading P1440

P	Powertrain: engine, transmission and emissions.
1	Manufacturer-specific code (Subaru): its meaning depends on the make.
4	Auxiliary emission controls.
40	The exact fault within that area.

Often seen with

P0442 EVAP System Leak Detected (Small) · **P0448** Evaporative Emission System Vent Control Circuit Shorted
 · **P0452** Evaporative Emission System Pressure Sensor/Switch Low · **P0453** Evaporative Emission System Pressure Sensor/Switch High · **P0456** Evaporative Emission System Leak Detected (very small leak)



See it working

Watch the animated explainer [How Drive-by-Wire Works: Electronic Throttle Body](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/subaru-p1440/>

