



P1441 · Subaru

Fuel Tank Pressure Control System High Input

P1441 on a Subaru means the engine control module has detected an abnormally high voltage signal from the fuel tank pressure control system, which usually points to a sensor circuit shorted to voltage or a faulty pressure sensor. The computer expects the fuel tank pressure sensor to report a voltage within a specific range as it monitors the evaporative emission system, and a high input tells it the signal is stuck above the normal ceiling.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Subaru specific	Medium	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 not sealing properly.
- Difficulty refueling or the fuel nozzle clicking off repeatedly, though this is less common with a high input fault.
- Rough idle or hesitation in rare cases where the high signal disrupts purge control.
- Failed emissions inspection due to the stored code and incomplete readiness monitors.

Common causes, most likely first

- 1 A short to voltage in the signal wire between the fuel tank pressure sensor and the engine control module.
- 2 A failed fuel tank pressure sensor that is internally shorted and outputting a high voltage.
- 3 Corroded or damaged electrical connector pins at the sensor or module, allowing voltage to bleed across circuits.
- 4 A faulty engine control module, though this is rare and should only be suspected after all other causes are ruled out.
- 5 Water intrusion into the sensor connector or wiring harness, causing a conductive path to a power source.
- 6 A pinched or chafed wire harness near the fuel tank or under the rear seat where it can contact a power wire.



How to diagnose and fix it

- 1 Connect a scan tool and record the fuel tank pressure sensor voltage with the key on and engine off, then compare it to the expected value in the service information.
- 2 Visually inspect the sensor and its connector at the fuel tank for corrosion, water intrusion, or loose pins, and repair any damaged terminals.
- 3 Disconnect the sensor and measure the voltage on the signal wire at the connector; if it reads near 5 volts with the sensor unplugged, the short is in the harness.
- 4 Wiggle-test the wiring harness along its route from the tank to the module while watching the scan tool data to expose an intermittent short.
- 5 If the harness checks out, substitute a known-good fuel tank pressure sensor and verify the voltage reading returns to normal.
- 6 Check for technical service bulletins or reprogramming updates for the engine control module that address false high-input readings.
- 7 Clear the code after repairs and complete a drive cycle to confirm the monitor runs and the code does not return.

What a high fuel tank pressure reading really means

- A high input code is almost always an electrical circuit problem rather than a true pressure problem, so chasing evaporative leaks before checking voltage is a common misdiagnosis.
- The fuel tank pressure sensor on many Subaru models shares a reference voltage with other sensors, so a short in a neighboring circuit can pull the signal high and set P1441 without any fault in the sensor itself.
- Technicians often overlook the ground circuit for the sensor; a poor ground can cause the signal voltage to float high and mimic a short to voltage.
- After replacing a sensor, the code may persist until the evaporative system monitor completes its self-test, which can take several days of normal driving.
- A pinched wire under the rear seat cushion is a frequent cause on wagons and SUVs where the seat folds and rubs the harness.

Can I keep driving with P1441?

You can usually continue driving with P1441 because it does not affect engine performance or safety in most cases, but avoid topping off the fuel tank and have the fault diagnosed soon to prevent a small evap leak from going undetected. If you smell raw fuel, park the vehicle and inspect the tank area before driving further.



Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Wire piercing probes or back-probe kit
- Service information with wiring diagrams
- Basic hand tools for trim and connector removal

Reading P1441

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

Often seen with

P1443 EGR Valve Position Sensor Signal Too Low · **P1443** EVAP Control System Vent Control Function Problem · **P1443** EVAP Canister Control Vacuum Switch Circuit Fault · **P1443** EVAP Purge Control Solenoid 2 Circuit Fault · **P1443** EVAP System Purge Flow Fault · **P1443** Evaporative Emission Control System Vacuum System Purge Cont · **P1443** Leakage Diagnostic Pump Control Circuit Signal High · **P0442** EVAP System Leak Detected (Small) · **P0452** Evaporative Emission System Pressure Sensor/Switch Low · **P0453** Evaporative Emission System Pressure Sensor/Switch High · **P0455** EVAP System Leak Detected (Large)

See it working

Watch the animated explainer [Engine Cooling System Trainer: How Engines Stay Cool](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/subaru-p1441/>

