

VOLKSWAGEN · POWERTRAIN

P1444

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1444 · Volkswagen

EGR Valve Position Sensor Range Performance

P1444 on Volkswagen vehicles indicates that the engine control module has detected an out-of-range or performance fault in the exhaust gas recirculation valve position sensor circuit. The sensor reports the actual position of the EGR valve pintle, and the ECM compares this signal against expected values during commanded EGR operation, flagging the code when the correlation falls outside the acceptable window.

SYSTEM

Powertrain

CODE TYPE

Volkswagen specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Auxiliary emission controls

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Rough idle or intermittent stalling when the EGR valve is commanded open
- Hesitation or stumble during light-throttle acceleration
- Reduced fuel economy due to incorrect EGR flow
- In some cases, a slight surge or jerk during steady-speed cruising

Common causes, most likely first

- 1 Carbon buildup on the EGR valve pintle or seat causing the valve to stick or bind
- 2 Failed EGR valve position sensor (internal potentiometer wear or contamination)
- 3 Damaged or corroded wiring and connectors between the EGR valve and the ECM
- 4 Vacuum leak or faulty vacuum supply to the EGR valve (on vacuum-operated systems)
- 5 Clogged EGR passages in the intake manifold restricting valve movement
- 6 ECM software calibration issue requiring a reflash (less common)



How to diagnose and fix it

- 1 Connect a scan tool and read live EGR valve position data while commanding the valve open and closed to verify the sensor signal moves smoothly through its range
- 2 Inspect the EGR valve electrical connector and harness for corrosion, chafing, or loose pins, and repair as needed
- 3 Remove the EGR valve and inspect the pintle and seat for carbon deposits; clean thoroughly with EGR-safe solvent and re-test
- 4 Check vacuum supply and the vacuum solenoid (if equipped) using a vacuum gauge and verify the valve diaphragm holds vacuum
- 5 Perform a resistance and voltage sweep test on the position sensor with a multimeter to confirm a dead spot or open circuit
- 6 If the sensor or valve assembly is faulty, replace the EGR valve with a quality OEM or equivalent unit and clear the code
- 7 After repair, drive the vehicle through a complete EGR monitor cycle to confirm the code does not return

Carbon buildup often mimics a failed EGR sensor

- A sticking EGR valve caused by carbon deposits is frequently misdiagnosed as a failed position sensor, so cleaning the valve before replacement saves unnecessary expense.
- Volkswagen EGR position sensors are often integrated into the valve assembly, meaning a sensor fault may require replacing the entire valve rather than a separate sensor.
- The ECM may set P1444 intermittently if the EGR valve is slow to respond due to a partially clogged passage, even when the sensor itself is healthy.
- On some Volkswagen engines, a faulty vacuum pump or leaking vacuum line can cause the EGR valve to not reach its commanded position, triggering the code without any electrical fault.
- After replacing the EGR valve, a basic setting or adaptation reset via a factory-level scan tool is often required to relearn the valve's end stops and prevent a repeat code.

Can I keep driving with P1444?

You can generally continue driving with P1444, but avoid prolonged idling and heavy load conditions that increase EGR demand, and schedule diagnosis soon to prevent potential drivability issues or increased emissions.

Tools that help

- OBD-II scan tool with live data and bidirectional control capability
- Digital multimeter
- Vacuum gauge and hand vacuum pump
- Basic hand tools (sockets, wrenches, screwdrivers)
- EGR-safe carbon cleaning solvent and brushes



Reading P1444

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

Often seen with

P1443 EGR Valve Position Sensor Signal Too Low · **P1445** Catalyst Temperature Sensor 2 Circuit Range Performance · **P1443** EVAP Control System Vent Control Function Problem · **P1443** EVAP Canister Control Vacuum Switch Circuit Fault · **P1445** EVAP Canister Purge Volume Control Valve · **P1443** EVAP Purge Control Solenoid 2 Circuit Fault · **P1443** EVAP System Purge Flow Fault · **P1445** EVAP Purge Flow Sensor Circuit High Voltage · **P1443** Evaporative Emission Control System Vacuum System Purge Cont · **P1445** Purge Flow Sensor Circuit Input High · **P1443** Leakage Diagnostic Pump Control Circuit Signal High · **P1445** Diagnostic Module Tank Leakage DM-TL Pump Control Circuit Si · **P0401** EGR Flow Insufficient Detected · **P0402** EGR Flow Excessive Detected · **P0403** EGR Circuit Malfunction

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/volkswagen-p1444/>

