

VOLKSWAGEN · POWERTRAIN

P1614

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1614 · Volkswagen

MIL Call-Up Circuit Transmission Control Module Range Performance

P1614 on Volkswagen vehicles means the transmission control module (TCM) has detected an out-of-range condition in the malfunction indicator lamp (MIL) call-up circuit, which is the wiring path the TCM uses to request illumination of the dashboard warning light. The TCM monitors this circuit for expected voltage or continuity and flags the code when the signal falls outside its programmed performance window.

SYSTEM

Powertrain

CODE TYPE

Volkswagen specific

SEVERITY

Medium

FIX DIFFICULTY

Professional

AREA

Computer and output circuits

Symptoms you may notice

- The check engine light or transmission warning light may be illuminated continuously or behave erratically.
- Often no symptoms besides the warning light, with normal shifting and driveability.
- In some cases the transmission may enter limp mode or default to a fixed gear if the TCM cannot reliably request the MIL.
- Intermittent dashboard warning light operation, such as the lamp flickering or failing to come on during bulb check.
- Other unrelated warning lamps may illuminate if the MIL circuit fault affects shared dashboard circuitry.
- No noticeable change in engine performance or fuel economy in most instances.

Common causes, most likely first

- 1 Damaged, chafed, or corroded wiring in the MIL call-up circuit between the TCM and the instrument cluster or engine control module.
- 2 Loose or corroded electrical connectors at the TCM, instrument cluster, or inline harness connectors.
- 3 Faulty TCM internal driver for the MIL call-up circuit, often due to water intrusion or circuit board degradation.
- 4 Failed instrument cluster or dashboard control module that cannot process the MIL request signal.
- 5 Poor ground connection shared by the TCM or instrument cluster, causing voltage reference errors.
- 6 Aftermarket electrical accessories or alarm systems improperly tapped into the dashboard wiring.
- 7 Battery or charging system issues causing low voltage that triggers false MIL circuit performance codes.



How to diagnose and fix it

- 1 Verify battery voltage and charging system output, as low voltage can set false MIL circuit codes.
- 2 Scan all modules for stored codes and check the TCM freeze-frame data to confirm when P1614 set.
- 3 Inspect the MIL call-up circuit wiring and connectors between the TCM and instrument cluster for damage or corrosion.
- 4 Perform a continuity and voltage drop test on the suspect circuit with a digital multimeter while wiggling harnesses.
- 5 Check TCM and instrument cluster grounds for cleanliness and tightness.
- 6 If wiring and grounds are good, substitute a known-good TCM or instrument cluster to isolate the faulty module.
- 7 Repair or replace the faulty wiring, connector, TCM, or instrument cluster as indicated by test results, then clear codes and verify.

MIL Circuit Faults That Fool Technicians

- A common misdiagnosis is replacing the TCM immediately, when a corroded connector or chafed wire in the dashboard harness is the real cause of the MIL call-up circuit range fault.
- Low battery voltage or a failing alternator can set P1614 without any actual circuit defect, so always verify charging system health before condemning modules.
- Aftermarket remote starters or alarm systems tapped into the instrument cluster wiring often disturb the MIL call-up circuit and trigger this code intermittently.
- The MIL call-up circuit may share a path with other warning lamp requests, so a fault can cause unrelated dashboard lights to behave strangely.
- On some Volkswagen models, water ingress into the TCM connector or footwell harness can corrode the MIL circuit and set P1614 along with communication codes.

Can I keep driving with P1614?

The vehicle is generally safe to drive if it shifts normally and only the warning light is on, but avoid long trips until the circuit is inspected because a failing MIL circuit can mask other emissions-related faults. If the transmission enters limp mode or the warning light behaves erratically, have the vehicle diagnosed promptly.

Tools that help

- OBD-II scan tool with Volkswagen-specific software
- Digital multimeter with continuity and voltage drop capability
- Wiring diagram for the specific Volkswagen model
- Trim removal tools for dashboard and connector access
- Test light or jumper wires for circuit testing



Reading P1614

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (Volkswagen): its meaning depends on the make.
- 6** Computer and output circuits.
- 14** The exact fault within that area.

Often seen with

P1613 MIL Call-Up Circuit Open Short To B+ · **P1615** Engine Oil Temperature Sensor Circuit Range Performance · **P1613** IFI Control Module N37 · **P1615** IFI Control Module N37 Supply Voltage · **P1613** Loss Of DIM Serial Data · **P1615** Loss Of VTD Serial Data · **P0600** Serial Communication Link Malfunction · **P0700** Transmission Control System Malfunction · **U0100** Lost Communication With ECM/PCM A

See it working

Watch the animated explainer [How an Automatic Transmission Works, Gear by Gear](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/volkswagen-p1614/>

