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OBD-II Codes P1400 - P1499

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| P1400 | Heated Catalyst Battery Voltage or Current too Low During Heating (Bank 1) (BMW) |
| P1400 | DPFE Sensor Low Voltage (Ford, Mazda) |
| P1400 | EGRC-Solenoid Valve (Infiniti) |
| P1400 | Manifold Differential Pressure Sensor Circuit Malfunction (Mitsubishi) |
| P1400 | Fuel Tank Pressure Control Solenoid Circuit Low Input (Subaru) |
| P1401 | Heated Catalyst Current too High During Heating (Bank 1) (BMW) |
| P1401 | DPFE Sensor High Voltage (Ford, Mazda) |
| P1401 | EGR Temperature Sensor (Infiniti) |
| P1402 | Heated Catalyst Power Switch Overtemperature Condition (Bank 1) (BMW) |
| P1402 | EGR Function (Open) (Infiniti) |
| P1402 | EGR Vacuum Regulator Solenoid Valve Short To Positive (Volkswagen) |
| P1403 | Carbon Canister Shut Off valve Control Circuit Electrical (BMW) |
| P1403 | No 5 Volts To EGR Sensor (Chrysler, Jeep) |
| P1403 | DPFE Hoses Reversed (Mazda) |
| P1403 | EGR System Control Difference (Volkswagen) |
| P1404 | Exhaust Gas Recirculation (EGR) Valve Pintle Stuck Open |
| P1404 | Heated Catalyst Current too High During Heating (Bank 2) (BMW) |
| P1404 | EGR Closed Position Performance (GM) |
| P1405 | Heated Catalyst Power Switch Overtemperature Condition (Bank 2) (BMW) |
| P1405 | DPFE Upstream Hose Off Or Plugged (Ford, Mazda) |
| P1406 | Heated Catalyst Internal Control Module Checksum/ROM Error (BMW) |
| P1406 | DPFE Downstream Hose Off Or Plugged (Ford, Mazda) |
| P1407 | EGR No Flow Detected (Mazda) |
| P1408 | EGR Out Of Self Test Range (Ford, Mazda) |
| P1409 | EGR Vacuum Regulator Solenoid Circuit Malfunction (Ford, Mazda) |
| P1410 | EGR Valve Position Sensor Circuit Malfunction (Toyota) |
| P1411 | Secondary Air Injection System Downstream Flow (Ford) |
| P1413 | Secondary Air Injection Pump Relay Control Circuit Signal Low (BMW) |
| P1413 | Secondary Air Injection System Monitor Circuit Low (Ford) |
| P1414 | Secondary Air Injection System Monitor Circuit High (BMW) |
| P1414 | Secondary Air Injection System Monitor Circuit High (Ford) |
| P1415 | Secondary Air Injection (AIR) System Bank 1 (GM) |
| P1416 | Secondary Air Injection (AIR) System Bank 2 |

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| P1432 | Secondary Air Injection System Incorrect Flow Detected (BMW) |
| P1432 | THTRC Circuit Failure (Ford) |
| P1436 | A/C Evaporator Temperature Circuit Low Input (Ford) |
| P1437 | A/C Evaporator Temperature Circuit High Input (Ford) |
| P1438 | Purge Control Valve Control Open Circuit (BMW) |
| P1439 | Purge Control Valve Control Circuit Signal Low (BMW) |
| P1440 | Purge Control Valve Control Circuit Signal High (BMW) |
| P1440 | EVAP Control System (Small Leak) (Positive Pressure) (Nissan, Infiniti) |
| P1441 | Evaporative System Flow During Non-Purge |
| P1441 | Leakage Diagnostic Pump Control Open Circuit (BMW) |
| P1441 | Evaporative Emission System Flow During Non-Purge (GM) |
| P1441 | EGR Vacuum Regulator Solenoid Valve Open/Short To Ground (Volkswagen) |
| P1442 | Leakage Diagnostic Pump Control Circuit Signal Low (BMW) |
| P1443 | Leakage Diagnostic Pump Control Circuit Signal High (BMW) |
| P1443 | Small Or No Purge Flow Condition (Ford) |
| P1443 | Evaporative Emission Control System (Mazda) |
| P1443 | EVAP System Vent Control Function Problem (Subaru) |
| P1444 | Diagnostic Module Tank Leakage (DM-TL) Pump Control Open Circuit (BMW) |
| P1444 | Purge Flow Sensor Low Input (Mazda) |
| P1444 | Canister Purge Volume Control Solenoid Valve (Nissan, Infiniti) |
| P1445 | Diagnostic Module Tank Leakage (DM-TL) Pump Control Circuit Signal Low (BMW) |
| P1445 | Purge Flow Sensor High Input (Mazda) |
| P1446 | Diagnostic Module Tank Leakage (DM-TL) Pump Control Circuit Signal High (BMW) |
| P1446 | EVAP Canister Vent Control Valve (Close) (Nissan, Infiniti) |
| P1447 | Diagnostic Module Tank Leakage (DM-TL) Pump Too High During Switching (BMW) |
| P1447 | EVAP Control System Purge Flow Monitoring (Nissan, Infiniti) |
| P1448 | Diagnostic Module Tank Leakage (DM-TL) Pump Too Low During Switching (BMW) |
| P1448 | EVAP Canister Vent Control Valve (Open) (Nissan, Infiniti) |
| P1449 | Diagnostic Module Tank Leakage (DM-TL) Pump Too High (BMW) |
| P1450 | Diagnostic Module Tank Leakage (DM-TL) Switching Solenoid Open Circuit (BMW) |
| P1450 | Unable To Bleed Up Fuel Tank Vacuum (Ford) |
| P1451 | Diagnostic Module Tank Leakage (DM-TL) Switching Solenoid Control Circuit Signal Low (BMW) |
| P1451 | EVAP Control System Canister Vent Solenoid Circuit Malfunction (Ford) |
| P1452 | Diagnostic Module Tank Leakage (DM-TL) Switching Solenoid Control Circuit Signal High (BMW) |
| P1453 | |

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| | Secondary Air Injection Pump Relay Control Circuit Electrical (BMW) |
| P1454 | Secondary Air Injection Pump With Series Resistor Control Circuit Electrical (BMW) |
| P1456 | Leak Detected In EVAP Control System (Acura, Honda) |
| P1456 | Heated Catalyst Heater Power Supply Open Circuit (Bank 1) (BMW) |
| P1457 | Leak Detected In EVAP Control System (Acura, Honda) |
| P1457 | Heated Catalyst Heater Power Switch Temperature Sensor Electrical (Bank 1) (BMW) |
| P1459 | Heated Catalyst Heater Power Supply Open Circuit (Bank 2) (BMW) |
| P1460 | Heated Catalyst Heater Power Switch Temperature Sensor Electrical (Bank 2) (BMW) |
| P1460 | WOT A/C Cutoff Circuit Malfunction (Ford, Mazda) |
| P1461 | Heated Catalyst Gate Voltage Signal Low (BMW) |
| P1461 | ACP Sensor High Voltage (Ford) |
| P1462 | Heated Catalyst Internal Control Module Checksum/ROM Error (BMW) |
| P1462 | ACP Sensor Low Voltage (Ford) |
| P1463 | Heated Catalyst Battery Temperature Sensor 1 Electrical (BMW) |
| P1463 | ACP Sensor Insufficient Pressure Change (Ford) |
| P1464 | Heated Catalyst Battery Temperature Sensor 2 Electrical (BMW) |
| P1464 | A/C Demand Out Of Range (Ford) |
| P1464 | Fuel Level Sensor Circuit (Ground Signal) (Nissan) |
| P1465 | Heated Catalyst Battery Temperature Sensor 1 or 2 Plausibility (BMW) |
| P1466 | Heated Catalyst Power Switch Temperature Sensor Plausibility (BMW) |
| P1467 | Heated Catalyst Comparison Battery Voltages of Power Switches Plausibility (BMW) |
| P1468 | Heated Catalyst Battery Disconnecting Switch Plausibility (BMW) |
| P1469 | Low A/C Cycling Period (Ford) |
| P1470 | Leakage Diagnostic Pump Control Circuit Electrical (BMW) |
| P1472 | Diagnostic Module Tank leakage (DM-TL) Switching Solenoid Control Circuit Electrical (BMW) |
| P1473 | Diagnostic Module Tank leakage (DM-TL) Pump Current Plausibility (BMW) |
| P1474 | HCF Primary Circuit Failure (Ford) |
| P1474 | LFC Primary Circuit Failure (Ford) |
| P1475 | Leakage Diagnostic Pump Reed Switch Did Not Close (BMW) |
| P1476 | Leakage Diagnostic Pump Clamped Tube (BMW) |
| P1476 | Too Little Secondary Air (Chrysler, Jeep) |
| P1477 | Leakage Diagnostic Pump Reed Switch Did Not Open (BMW) |
| P1477 | Too Much Secondary Air (Chrysler, Jeep) |
| P1477 | MFC Primary Circuit Failure (Ford) |
| P1478 | Battery Temp Sensor Volts Out of Limit (Chrysler, Jeep) |

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| P1479 | Transmission Fan Relay Circuit (Chrysler, Jeep) |
| P1479 | HFC Primary Circuit Failure (Ford) |
| P1480 | PCV Solenoid Valve (Chrysler, Jeep) |
| P1480 | Cooling Fan Relay 1 Circuit High Input (Subaru) |
| P1482 | Catalyst Temperature Sensor Circuit Shorted Low (Chrysler, Jeep) |
| P1483 | Engine Cooling System Performance |
| P1483 | Catalyst Temperature Sensor Circuit Shorted High (Chrysler, Jeep) |
| P1484 | Catalytic Converter Overheat Detected (Chrysler, Jeep) |
| P1485 | Air Injection Solenoid Circuit (Chrysler, Jeep) |
| P1486 | Evap Leak Monitor Pinched Hose (Chrysler, Jeep) |
| P1487 | Hi Speed Rad Fan CTRL Relay Circuit (Chrysler, Jeep) |
| P1488 | Auxiliary 5 Volt Supply Output Too Low (Chrysler, Jeep) |
| P1489 | High Speed Fan CTRL Relay Circuit (Chrysler, Jeep) |
| P1490 | Low Speed Fan CTRL Relay Circuit (Chrysler, Jeep) |
| P1490 | Vacuum Cut Valve Bypass Valve (Circuit) (Nissan, Infiniti) |
| P1491 | Malfunction In EGR System (Acura, Honda) |
| P1491 | Rad Fan Control Relay Circuit (Chrysler, Jeep) |
| P1491 | Vacuum Cut Valve Bypass Valve (Nissan, Infiniti) |
| P1492 | EVAP Canister Purge Control/Solenoid Valve (Circuit) (Nissan, Infiniti) |
| P1492 | Ambient/Batt Temp Sen Volts Too High (Chrysler, Jeep) |
| P1493 | Ambient/Batt Temp Sen Volts Too Low (Chrysler, Jeep) |
| P1493 | EVAP Canister Purge Control Valve/Solenoid Valve (Infiniti) |
| P1494 | Leak Detection Pump Switch or Mechanical Fault (Chrysler, Jeep) |
| P1494 | Evaporative Emission Ventilation Switch or Mechanical Fault (Mitsubishi) |
| P1495 | Leak Detection Pump Solenoid Circuit (Chrysler, Jeep) |
| P1496 | 5 Volt Supply Output Too Low (Chrysler, Jeep) |
| P1498 | Voltage Problem In EGR Valve Position Sensor Circuit (Acura, Honda) |
| P1498 | High speed Rad Fan Ground CTRL Rly Circuit (Chrysler, Jeep) |

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