



P1214 · Kia

Fuel Injector 2 Circuit High Voltage

P1214 on a Kia indicates that the engine control module (ECM) has detected an abnormally high voltage on the control circuit for fuel injector number 2. This typically means the circuit is open, shorted to power, or the injector coil is faulty, preventing the ECM from properly grounding the injector to fire it.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Kia specific	Medium	Intermediate	Fuel and air metering (injector circuits)

Symptoms you may notice

- Illuminated check engine light (malfunction indicator lamp)
- Rough idle or misfire, especially noticeable at idle or low speeds
- Engine hesitation or stumble during acceleration
- Reduced engine power and poor fuel economy
- Often no symptoms besides the warning light, especially if the injector still operates intermittently

Common causes, most likely first

- 1 Open or damaged wiring in the injector 2 control circuit (broken wire, corroded connector)
- 2 Faulty fuel injector 2 (open internal coil or shorted winding)
- 3 Short to voltage on the injector 2 control wire
- 4 Poor electrical connection at the injector 2 harness connector
- 5 Failed engine control module (ECM) driver for injector 2 (rare but possible)
- 6 Aftermarket or damaged injector with incorrect resistance

How to diagnose and fix it

- 1 Perform a visual inspection of the injector 2 wiring harness and connector for damage, corrosion, or loose pins
- 2 Measure the resistance of fuel injector 2 with a multimeter and compare to the manufacturer's specification
- 3 Check for battery voltage at the injector 2 connector with the key on, engine off (should be present on the power feed side)
- 4 Backprobe the injector 2 control wire at the ECM and check for a short to voltage or an open circuit
- 5 Test the injector 2 control circuit for continuity and resistance to ground with the ECM disconnected
- 6 If wiring and injector test good, swap injector 2 with a known-good injector from another cylinder to see if the code follows
- 7 If the code persists after all checks, suspect a faulty ECM and perform a thorough diagnostic before replacement



Don't Replace the Injector Before Checking This

- A loose or corroded connector at the injector is a far more common cause of P1214 than a failed injector itself, so always inspect the pins and terminals first.
- The code can set intermittently due to vibration or heat, so wiggle-test the harness while monitoring live data or using a noid light to catch an intermittent open circuit.
- A short to voltage on the control wire can be caused by chafed wiring near the intake manifold or valve cover, which is often overlooked during a quick visual inspection.
- Replacing an injector without checking the control circuit can lead to a repeat failure if the underlying wiring issue remains, so always verify the circuit integrity before parts replacement.
- On some Kia models, a faulty ECM driver may cause a high-voltage code on multiple injectors, so check for other injector codes before condemning the ECM.

Can I keep driving with P1214?

Driving with P1214 is generally not recommended because a misfiring cylinder can damage the catalytic converter over time and may cause poor engine performance. If the vehicle runs smoothly and the light is steady, you can drive cautiously to a repair shop, but avoid heavy acceleration or long trips.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Noid light set
- Wire piercing probes or backprobe pins
- Service manual with wiring diagrams for the specific Kia model

Reading P1214

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (Kia): its meaning depends on the make.
- 2** Fuel and air metering (injector circuits).
- 14** The exact fault within that area.

Often seen with

P1211 Intake Valves For Cylinder Shut-Off Open Circuit · **P1213** Cylinder 1 Fuel Injector Circuit Short To B+ · **P1211** ABS TCS Control Unit · **P1212** ABS TCS Communication Line · **P1213** Start Injector Circuit · **P1213** Fuel Injector 1 Circuit High Voltage · **P1211** Mass Airflow Circuit Intermittent High · **P1212** Mass Airflow Circuit Intermittent Low · **P1211** Injector Control Pressure Sensor Above Below Desired · **P1212** Injector Control Pressure Not Detected During Crank · **P1213** Start Injector Circuit Malfunction · **P1211** Mass Air Flow Circuit Intermittent High · **P1212** Mass Air Flow Circuit Intermittent Low · **P0202** Injector Circuit Malfunction - Cylinder 2 · **P0261** Cylinder 1 Injector Circuit Low

See it working

Watch the animated explainer [How a Refrigerator Works: The Cooling Cycle](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/kia-p1214/>

