

GENERIC · POWERTRAIN

P018A

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P018A

Fuel Pressure Sensor B Circuit

P018A indicates that the powertrain control module has detected an abnormal electrical condition on the signal circuit for Fuel Pressure Sensor B, which is typically a secondary sensor monitoring low-side or return-side fuel pressure. The computer compares the sensor's voltage return against expected values and flags the code when the signal falls outside a calibrated range for a set period.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Intermediate	Fuel and air metering

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Intermittent or sustained rough idle and hesitation during acceleration
- Reduced engine power or limp-home mode in some vehicles
- Poor fuel economy or rich/lean fuel trim deviations
- Hard starting or extended cranking, especially when cold
- A fuel pressure-related message displayed in the driver information center on equipped vehicles

Common causes, most likely first

- 1 Faulty Fuel Pressure Sensor B internally shorted or open
- 2 Damaged or corroded wiring harness and connector pins at the sensor or PCM
- 3 High resistance or open circuit in the sensor signal or ground circuit
- 4 Contaminated or degraded fuel causing sensor drift or blockage
- 5 Failed fuel pressure regulator or mechanical fuel pump delivering incorrect pressure
- 6 PCM software calibration issue or internal driver fault (less common)



How to diagnose and fix it

- 1 Connect a scan tool and record freeze-frame data and fuel pressure sensor B voltage with key on, engine off and engine running
- 2 Visually inspect the sensor connector, wiring harness, and ground points for chafing, corrosion, or loose pins
- 3 Measure reference voltage, signal voltage, and ground continuity at the sensor connector with a digital multimeter
- 4 Perform a voltage drop test on the signal and ground circuits to rule out high resistance
- 5 Compare sensor B readings against a mechanical fuel pressure gauge to verify actual fuel pressure
- 6 Replace Fuel Pressure Sensor B if electrical tests confirm an internal sensor fault
- 7 Clear codes, road test, and verify the repair with a full drive cycle to ensure the code does not return

What the code does not always mean

- A P018A can be set by a momentary glitch in the signal circuit that leaves no permanent fault, so always check for stored history codes and freeze-frame data before condemning the sensor.
Many technicians replace Fuel Pressure Sensor B only to find the real problem is a corroded connector pin or a chafed wire behind the intake manifold that intermittently shorts to ground.
- On some vehicles, Fuel Pressure Sensor B is a low-pressure side sensor that shares a reference voltage with other sensors, so a short in an unrelated sensor can pull down the shared five-volt reference and set this code.
- A weak or failing fuel pump can cause pressure fluctuations that the sensor faithfully reports, leading to a P018A even though the sensor itself is functioning correctly.
- After replacing the sensor, some vehicles require a fuel pressure sensor relearn or adaptation reset with a scan tool, otherwise the code may reappear immediately.

Can I keep driving with P018A?

You can usually drive the vehicle short distances to a repair shop, but avoid heavy acceleration, towing, or sustained high-speed driving because incorrect fuel pressure can cause lean conditions and engine damage. If the engine runs rough, stalls, or enters limp mode, stop driving and arrange a tow.

Tools that help

- OBD-II scan tool with live data and freeze-frame capability
- Digital multimeter with back-probing pins
- Fuel pressure test gauge kit
- Wiring diagram and connector pinout for the specific vehicle
- Basic hand tools and terminal pick set



Reading P018A

- P** Powertrain: engine, transmission and emissions.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 1** Fuel and air metering.
- 8A** The exact fault within that area.

Often seen with

P0087 Fuel Rail/System Pressure - Too Low · **P0088** Fuel Rail/System Pressure - Too High · **P018B** Fuel Pressure Sensor B Circuit Range/Performance · **P018C** Fuel Pressure Sensor B Circuit Low · **P018D** Fuel Pressure Sensor B Circuit High

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/p018a/>

