

GENERIC · POWERTRAIN

P018C

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P018C

Fuel Pressure Sensor B Circuit Low

P018C indicates that the powertrain control module has detected a low-voltage signal on the fuel pressure sensor B circuit, which typically monitors fuel pressure at a specific location such as the fuel rail or fuel filter housing. The computer expects the sensor's output voltage to stay within a calibrated range, and a sustained low reading tells the module that the circuit is grounded, shorted, or receiving an implausible signal.

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
- Reduced engine power or limp mode triggered by the powertrain control module
- Rough idle, hesitation, or stumbling during acceleration
- Difficulty starting or an engine that stalls shortly after startup
- Decreased fuel economy or rich-running exhaust smell
- Intermittent misfire or surging under load

Common causes, most likely first

- 1 Faulty fuel pressure sensor B, internally shorted or failed
- 2 Damaged or corroded wiring harness between the sensor and the powertrain control module
- 3 Loose, backed-out, or corroded sensor connector terminals
- 4 High resistance or open in the sensor ground circuit
- 5 Water intrusion or contamination in the connector or sensor housing
- 6 Low actual fuel pressure from a weak pump or restricted filter causing the sensor to read low
- 7 Powertrain control module internal fault on the sensor input circuit



How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data to confirm the code and check for related fuel system codes
- 2 Visually inspect the sensor B connector and harness for corrosion, chafing, or loose pins
- 3 Measure reference voltage and ground at the sensor connector with the key on and engine off
- 4 Back-probe the signal wire and compare sensor voltage to a mechanical fuel pressure gauge reading
- 5 Check fuel pressure and volume against the manufacturer's specification to rule out a mechanical low-pressure cause
- 6 Perform a wiggle test on the harness while watching live sensor data to expose intermittent faults
- 7 Replace the sensor only after circuit and fuel pressure tests prove the sensor itself is at fault, then clear codes and verify

Don't condemn the sensor before checking these

- A low signal voltage often comes from a poor ground connection rather than a failed sensor, so resistance testing the ground circuit is a critical step that many technicians skip.
Actual low fuel pressure from a weak pump or clogged filter can set this code because the sensor faithfully reports a low pressure that the module interprets as a circuit fault.
- Aftermarket sensors with incorrect calibration curves are a common cause of repeat P018C codes even when the original sensor was not defective.
- Water intrusion into the connector from a missing splash shield or degraded seal can create a low-resistance path that mimics a shorted sensor.
The powertrain control module may set this code intermittently due to a chafed wire that only shorts when the engine moves under load, so a static voltage test alone can miss it.

Can I keep driving with P018C?

You can usually drive the vehicle to a repair shop, but avoid hard acceleration and heavy loads because the powertrain control module may be limiting fuel delivery based on the faulty signal. If the engine runs rough, stalls, or enters limp mode, stop driving and arrange a tow to prevent damage or a safety hazard.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter with back-probe pins
- Fuel pressure test gauge
- Wiring diagram for the fuel pressure sensor circuit
- Terminal pick and electrical contact cleaner



Reading P018C

- 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.
- 8C** The exact fault within that area.

Often seen with

P0087 Fuel Rail/System Pressure - Too Low · **P018B** Fuel Pressure Sensor B Circuit Range/Performance · **P018D** Fuel Pressure Sensor B Circuit High · **P0191** Fuel Rail Pressure Sensor Circuit Range/Performance · **P0192** Fuel Rail Pressure Sensor Circuit Low Input

See it working

Watch the animated explainer [How Drive-by-Wire Works: Electronic Throttle Body](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p018c/>

