

GENERIC · POWERTRAIN

P01C8

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P01C8

Fuel Rail/System Pressure - Too Low Bank 2

P01C8 indicates that the powertrain control module (PCM) has detected a fuel pressure in the bank 2 fuel rail that is lower than the commanded or expected value during engine operation. The PCM monitors a fuel pressure sensor on the bank 2 rail and compares the actual pressure to the desired pressure; when the actual pressure falls below a calibrated threshold for a set time, it stores this code and may illuminate the check engine light.

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

Symptoms you may notice

- Check engine light illuminated, often with no other noticeable symptoms
- Engine hesitation or stumble during acceleration
- Rough idle or intermittent misfire
- Reduced engine power or limp mode
- Extended cranking before the engine starts
- Poor fuel economy

Common causes, most likely first

- 1 Weak or failing fuel pump (low output pressure)
- 2 Restricted fuel filter or clogged fuel line
- 3 Faulty fuel pressure sensor on bank 2
- 4 Leaking or stuck-open fuel injector on bank 2
- 5 Wiring or connector issue at the bank 2 fuel pressure sensor
- 6 Faulty fuel pressure regulator or mechanical return valve
- 7 PCM calibration issue or internal fault (rare)



How to diagnose and fix it

- 1 Connect a scan tool and record freeze-frame data and fuel pressure readings to confirm the fault
- 2 Perform a visual inspection of the bank 2 fuel rail, sensor, and wiring for damage or leaks
- 3 Test fuel pressure with a mechanical gauge at the rail and compare to specification
- 4 Check the fuel filter and lines for restriction or kinks; replace if clogged
- 5 Test the fuel pressure sensor signal with a multimeter or oscilloscope and replace if out of range
- 6 Inspect and test fuel injectors on bank 2 for leaks or incorrect flow
- 7 If all else fails, check fuel pump output and replace the pump if weak

Don't overlook the bank 2 sensor

- A failing fuel pressure sensor on bank 2 can report low pressure even when the actual rail pressure is correct, leading to unnecessary fuel pump replacement.
- Restricted fuel filters are a common cause that is often missed because the code points to bank 2 specifically, but a single filter serves both banks on many engines.
- Wiring harness chafing near the bank 2 fuel rail can cause intermittent low-pressure signals that only appear under certain engine vibrations.
- This code can be set by a fuel pump that is weak but not completely failed, so a full pressure and volume test is more reliable than a simple pressure check.
- On some vehicles, a stuck-open injector on bank 2 can bleed off pressure and trigger this code without obvious misfire symptoms.

Can I keep driving with P01C8?

Driving with P01C8 is generally safe for short distances, but avoid hard acceleration and heavy loads because low fuel pressure can cause lean running and potential engine damage. Have the vehicle diagnosed promptly to prevent worsening performance or catalytic converter damage.

Tools that help

- OBD-II scan tool with live data capability
- Fuel pressure test gauge
- Multimeter
- Oscilloscope (optional for sensor signal testing)
- Basic hand tools (wrenches, screwdrivers, socket set)



Reading P01C8

- 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.
- C8** The exact fault within that area.

Often seen with

P0087 Fuel Rail/System Pressure - Too Low · **P0088** Fuel Rail/System Pressure - Too High · **P0171** System Too Lean (Bank 1) · **P01C7** Fuel Pressure Sensor A Circuit Intermittent/Erratic · **P01C9** Fuel Rail/System Pressure - Too High Bank 2

See it working

Watch the animated explainer [Inline-Four Engine X-Ray: Firing Order 1-3-4-2](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p01c8/>

