

GENERIC · POWERTRAIN

P0260

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

## P0260

# Injection Pump Fuel Metering Control 'B' Intermittent (Cam/Rotor/Injector)

P0260 is a generic OBD-II code that indicates the engine control module (ECM) has detected an intermittent fault in the fuel metering control circuit for injector 'B', which is often associated with the camshaft, rotor, or injector on distributor-type injection pumps. The ECM monitors the circuit for expected current or voltage changes and flags the code when the signal drops out or behaves erratically, but the fault is not present at the moment of testing.

| SYSTEM     | CODE TYPE           | SEVERITY | FIX DIFFICULTY | AREA                                      |
|------------|---------------------|----------|----------------|-------------------------------------------|
| Powertrain | Generic (all makes) | Medium   | Professional   | Fuel and air metering (injector circuits) |

## Symptoms you may notice

- The check engine light may be the only sign, with no noticeable driveability issues.
- Intermittent rough idle or misfire that comes and goes, especially when the engine is cold or under load.
- Occasional hesitation or stumble during acceleration.
- Reduced fuel economy or a rich/lean condition that is not consistent.
- Hard starting or extended cranking, particularly in damp or hot conditions.
- In rare cases, the engine may stall unexpectedly but restart normally.

## Common causes, most likely first

- Faulty or chafed wiring in the fuel metering control circuit for injector 'B', often due to heat, vibration, or corrosion.
- Loose, dirty, or corroded electrical connector at the injection pump or injector 'B'.
- Internal intermittent failure of the fuel metering solenoid or injector 'B' itself.
- Poor ground connection for the injection pump or engine control module.
- Failing injection pump control module or ECM driver circuit.
- Mechanical wear in the injection pump rotor or cam ring causing erratic metering signals.



## How to diagnose and fix it

- 1 Inspect the wiring harness and connectors at the injection pump and injector 'B' for chafing, corrosion, or loose pins; repair as needed.
- 2 Perform a wiggle test on the circuit while monitoring live data to reproduce the intermittent fault.
- 3 Check and clean all ground connections related to the injection pump and ECM.
- 4 Measure the resistance of the fuel metering solenoid or injector 'B' and compare to manufacturer specifications.
- 5 Use an oscilloscope to capture the control signal and verify consistent waveform and timing.
- 6 If the circuit and solenoid test good, suspect the injection pump control module or ECM and perform pinpoint diagnostics before replacement.

## Intermittent faults often hide in the harness

- A common oversight is replacing the injection pump when the real problem is a chafed wire that only shorts when the engine moves under torque.
- The code can be set by a poor ground that affects the entire fuel metering circuit, not just injector 'B'.
- Intermittent codes often do not illuminate the check engine light immediately; they may be stored as pending and only mature after multiple drive cycles.
- Heat soak after shutdown can temporarily open a failing solenoid winding, causing a no-start that disappears once the engine cools.
- Some scan tools show this code as 'history' even after repair; always clear codes and verify the fault does not return after a thorough test drive.

## Can I keep driving with P0260?

You can usually continue driving if the engine runs smoothly, but avoid heavy acceleration or long trips until the fault is repaired. If the engine begins to misfire, stall, or lose power, stop driving and have the vehicle towed to prevent damage to the injection pump or catalytic converter.

## Tools that help

- OBD-II scan tool with live data and graphing capabilities
- Digital multimeter
- Oscilloscope
- Wiring diagram and service information for the specific vehicle
- Breakout box or terminal test kit
- Contact cleaner and dielectric grease



## Reading P0260

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

## Often seen with

**P0259** Injection Pump Fuel Metering Control 'B' High (Cam/Rotor/Inj) · **P0261** Cylinder 1 Injector Circuit Low · **P0262** Cylinder 1 Injector Circuit High · **P0263** Cylinder 1 Contribution/Balance · **P0264** Cylinder 2 Injector Circuit Low

## 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/p0260/>

