

GENERIC · POWERTRAIN

P0267

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0267

Cylinder 3 Injector Circuit Low

P0267 means the powertrain control module (PCM) has detected an abnormally low voltage on the control circuit for cylinder 3's fuel injector, indicating a short to ground or excessive current draw. The PCM commands the injector on and off, but the circuit's electrical signature falls outside the expected range, so the computer flags a fault and may disable that injector to protect the driver circuit.

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

Symptoms you may notice

- Check engine light illuminated, often with no other noticeable symptoms
- Rough idle or misfire that feels like a shake or stumble, especially at low speeds
- Noticeable loss of power and reduced fuel economy due to a dead cylinder
- Engine may run rich or emit black smoke if the injector is stuck open
- In rare cases, the engine may stall or hesitate under acceleration
- A faint fuel odor may be present if the injector is leaking

Common causes, most likely first

- 1 Frayed or shorted injector wiring harness, often where it rubs against the engine or passes near hot exhaust components
- 2 Failed cylinder 3 fuel injector with an internally shorted coil
- 3 Corroded, loose, or damaged injector electrical connector pins
- 4 PCM driver circuit fault for that injector, though this is less common
- 5 Aftermarket or damaged injector with incorrect resistance
- 6 Moisture intrusion into the injector connector or harness
- 7 Rodent damage to the injector wiring



How to diagnose and fix it

- 1 Inspect the cylinder 3 injector connector and wiring for chafing, corrosion, or loose pins, and repair as needed
- 2 Measure the injector's resistance with a multimeter and compare it to the manufacturer's specification
- 3 Use a noid light or oscilloscope to check for a proper pulse signal at the injector connector while cranking
- 4 Disconnect the PCM and check the injector control circuit for a short to ground or power
- 5 If the injector is internally shorted, replace it and clear the code
- 6 If the wiring and injector test good, diagnose the PCM driver circuit or replace the PCM as a last resort
- 7 After repairs, clear the code and perform a road test to confirm the fault does not return

What a low injector circuit really means

- A low circuit code often results from a short to ground in the harness, not a failed injector, so always inspect the wiring before condemning the part.
- Some vehicles use a resistor pack or a dedicated injector driver module that can fail and mimic an injector short, so check for those components if equipped.
- The PCM may shut down the injector to protect its internal driver, so the engine will run on five cylinders and may set a misfire code alongside P0267.
- A stuck-open injector can hydrolock the engine or wash down the cylinder walls, causing serious internal damage if driven for long.
- Aftermarket injectors with incorrect resistance are a common cause of repeat P0267 codes, so always verify resistance against the factory specification.

Can I keep driving with P0267?

You can drive the vehicle short distances to a repair shop, but avoid heavy acceleration, towing, or long trips because a misfiring cylinder can overheat the catalytic converter and cause costly damage. If the engine is running very rough or you smell raw fuel, stop driving and have the vehicle towed.

Tools that help

- OBD-II scan tool
- Digital multimeter
- Noid light or oscilloscope
- Wire repair kit with crimpers and heat shrink
- Factory service information for wiring diagrams and resistance specifications



Reading P0267

- 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).
- 67** The exact fault within that area.

Often seen with

P0203 Injector Circuit Malfunction - Cylinder 3 · **P0261** Cylinder 1 Injector Circuit Low · **P0262** Cylinder 1 Injector Circuit High · **P0264** Cylinder 2 Injector Circuit Low · **P0303** Cylinder 3 Misfire Detected

See it working

Watch the animated explainer [How the EVAP System Works: Fuel Vapour and Leak Test](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0267/>

