

GENERIC · POWERTRAIN

P0295

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0295

Cylinder 12 Injector Circuit High

P0295 indicates that the powertrain control module (PCM) has detected an abnormally high current or voltage on the control circuit for cylinder 12's fuel injector. This typically means the injector circuit is shorted to power or the injector itself has an internal short, causing the PCM to disable the injector to protect the driver circuitry.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Fuel and air metering (injector circuits)

Symptoms you may notice

- Illuminated check engine light, often with no other noticeable symptoms
- Rough idle or misfire, especially noticeable at low speeds
- Engine hesitation or stumble during acceleration
- Reduced engine power or limp mode in some vehicles
- Increased fuel consumption due to a dead cylinder
- Possible fuel smell from unburned fuel in the exhaust

Common causes, most likely first

- 1 Faulty fuel injector with an internal short circuit
- 2 Chafed or shorted injector wiring harness (short to power)
- 3 Corroded or damaged injector connector pins
- 4 PCM driver circuit failure (rare but possible)
- 5 Aftermarket or incorrect injector installed
- 6 Moisture intrusion in the injector connector

How to diagnose and fix it

- 1 Scan all modules for stored codes and freeze-frame data to confirm the fault is current
- 2 Visually inspect the cylinder 12 injector connector and wiring for damage, corrosion, or chafing
- 3 Measure injector resistance with a multimeter and compare to specifications
- 4 Check for short to power on the injector control circuit using a multimeter or test light
- 5 Swap the cylinder 12 injector with a known-good injector from another cylinder to see if the code moves
- 6 If the code persists after swapping, test the PCM driver circuit with an oscilloscope or noid light
- 7 Repair or replace the faulty injector, wiring, or PCM as needed, then clear codes and verify



Cylinder 12 injector circuit pitfalls

- Cylinder 12 is often on a V12 engine, but some manufacturers number cylinders differently, so always confirm the firing order and cylinder layout before testing.
- A shorted injector can back-feed voltage into the PCM and damage other drivers, so address the fault promptly to avoid costly module replacement.
- The code may set intermittently due to vibration or heat, so wiggle-test the harness while monitoring live data to catch intermittent faults.
- Aftermarket injectors with incorrect resistance are a common cause of this code, especially if the vehicle was recently serviced.
- A faulty PCM is rarely the root cause; misdiagnosis often leads to unnecessary PCM replacement when the issue is in the harness.

Can I keep driving with P0295?

Driving with P0295 is generally not recommended because a misfiring cylinder can damage the catalytic converter and waste fuel. If you must drive, avoid heavy acceleration and have the vehicle inspected as soon as possible.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Test light or noid light
- Oscilloscope (optional for advanced diagnostics)
- Socket set and trim removal tools

Reading P0295

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).
95	The exact fault within that area.

Often seen with

P0200 Injector Circuit Malfunction · **P0294** Cylinder 12 Injector Circuit Low · **P0296** Cylinder 12 Contribution/Balance · **P0300** Random/Multiple Cylinder Misfire Detected · **P0302** Cylinder 2 Misfire Detected



See it working

Watch the animated explainer [How an Automatic Transmission Works, Gear by Gear](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0295/>

