



## P062D

# Fuel Injector Driver Circuit Performance Bank 1

P062D means the engine control module (ECM) has detected a performance problem in the electrical driver circuit for the fuel injectors on bank 1 of the engine. The ECM monitors the current and voltage on the injector control wire and sets this code when the circuit does not behave as expected during commanded injection events.

| SYSTEM     | CODE TYPE           | SEVERITY | FIX DIFFICULTY | AREA                         |
|------------|---------------------|----------|----------------|------------------------------|
| Powertrain | Generic (all makes) | Medium   | Professional   | Computer and output circuits |

## Symptoms you may notice

- Illuminated check engine light, often with no other noticeable symptoms
- Rough idle or misfire that may be intermittent
- Reduced engine power or hesitation during acceleration
- Poor fuel economy or strong fuel odor from the exhaust
- Difficulty starting or stalling shortly after startup
- In some cases, the engine may run normally until the fault is triggered under specific load conditions

## Common causes, most likely first

- 1 Faulty fuel injector with an internal short or open coil on bank 1
- 2 Damaged or chafed wiring harness between the ECM and the bank 1 injectors
- 3 Corroded or loose electrical connector at one or more injectors
- 4 Failed injector driver inside the ECM (less common but possible)
- 5 Aftermarket or incorrect injectors installed that do not match the ECM calibration
- 6 Poor engine ground connection affecting injector circuit reference voltage

## How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, and record freeze-frame data to understand when the fault occurs
- 2 Inspect the bank 1 injector harness and connectors for physical damage, corrosion, or loose pins
- 3 Measure the resistance of each bank 1 injector and compare to the manufacturer's specification
- 4 Use a noid light or oscilloscope to check for proper injector pulse signals at each connector
- 5 Check for shorts to ground or power on the injector control wires with a multimeter
- 6 Verify engine ground integrity and battery voltage stability under load
- 7 If all external circuits and injectors test good, suspect the ECM and perform pinpoint tests before replacement

## What the injector driver code really tells you

- A P062D can be set by a single failing injector on bank 1 even though the code description sounds like a general driver fault, so always test each injector individually.
- Many technicians replace the ECM prematurely when the real problem is a chafed wire in the harness near the intake manifold or valve cover.
- Intermittent injector faults often appear only when the engine is hot or vibrating, so wiggle-test the harness while watching live misfire counters.
- This code does not always mean the injector is electrically dead; a partially shorted coil can still fire but draw excessive current and trigger the driver performance monitor.
- Aftermarket injectors with incorrect resistance or spray pattern can cause this code without any actual circuit failure, especially if the ECM calibration expects OEM specifications.

## Can I keep driving with P062D?

You can usually drive the vehicle short distances to a repair shop, but avoid heavy acceleration or towing because a misfiring cylinder can overheat the catalytic converter. If the engine runs very rough or stalls repeatedly, stop driving and have it towed.

## Tools that help

- OBD-II scan tool with live data and freeze-frame capability
- Digital multimeter
- Noid light or oscilloscope
- Factory service information for pinpoint tests
- Basic hand tools for harness and connector inspection

## Reading P062D

|           |                                                                      |
|-----------|----------------------------------------------------------------------|
| <b>P</b>  | Powertrain: engine, transmission and emissions.                      |
| <b>0</b>  | Generic (SAE) code: it means the same thing on every OBD-II vehicle. |
| <b>6</b>  | Computer and output circuits.                                        |
| <b>2D</b> | The exact fault within that area.                                    |

## Often seen with

**P0201** Injector Circuit Malfunction - Cylinder 1 · **P0202** Injector Circuit Malfunction - Cylinder 2 · **P0203** Injector Circuit Malfunction - Cylinder 3 · **P0301** Cylinder 1 Misfire Detected · **P062E** Fuel Injector Driver Circuit Performance Bank 2



## See it working

Watch the animated explainer [How a Radiator Fan Relay Circuit Works](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p062d/>

