

GENERIC · POWERTRAIN

P213E

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P213E

Fuel Injection System Fault - Forced Engine Shutdown

P213E indicates that the powertrain control module (PCM) has commanded a forced engine shutdown because it detected a critical fault within the fuel injection system, such as a dangerous pressure deviation or an internal injection quantity error. The computer sets this code when the monitored fuel delivery parameters exceed safe limits, triggering a protective strategy that cuts fuel and disables the engine to prevent damage or unsafe operation.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

High

FIX DIFFICULTY

Professional

AREA

Fuel and air metering

Symptoms you may notice

- The engine may shut off abruptly while driving, with no prior warning or only a brief stumble.
- The check engine light illuminates, often accompanied by a message to service the engine immediately.
- The engine may crank but not start, or start and then die within seconds.
- A noticeable loss of power or rough running may occur just before the shutdown.
- In some cases, the only symptom is the warning light and a stored code, with no drivability complaint.
- Other dashboard warnings, such as reduced power or stability control, may appear if the shutdown affects related systems.

Common causes, most likely first

- 1 A failing fuel pressure sensor or fuel rail pressure sensor sending erratic readings to the PCM.
- 2 A weak or failing high-pressure fuel pump that cannot maintain the commanded pressure.
- 3 Clogged or restricted fuel filters or fuel lines causing pressure drops under load.
- 4 A faulty fuel injector that is stuck open or closed, causing an imbalance in fuel delivery.
- 5 Electrical issues such as damaged wiring, corroded connectors, or a poor ground at the fuel injection system components.
- 6 A software glitch or internal fault in the PCM that incorrectly triggers the forced shutdown strategy.
- 7 Low fuel level or contaminated fuel that causes the pump to cavitate and pressure to drop.



How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, and record freeze-frame data to understand the conditions when P213E set.
- 2 Check fuel level and quality, and inspect the fuel filter for restriction; replace if clogged.
- 3 Perform a fuel pressure test using a mechanical gauge to verify actual pressure against the manufacturer's specification.
- 4 Inspect the wiring and connectors at the fuel pressure sensor, fuel pump, and injectors for damage or corrosion.
- 5 Test the fuel pressure sensor and high-pressure fuel pump with a scan tool to compare commanded versus actual pressure.
- 6 If pressure deviations are confirmed, replace the faulty fuel pump, sensor, or injector as needed, following the manufacturer's diagnostic flow.
- 7 Clear codes and perform a road test to verify the repair, ensuring no pending codes return.

When forced shutdown isn't a pump failure

- A common misdiagnosis is replacing the high-pressure fuel pump when the real culprit is a failing fuel pressure sensor that reports false low pressure, causing the PCM to command shutdown.
- P213E can be set by a momentary voltage drop at the fuel pump control module, often due to a weak battery or poor ground, without any hard failure in the fuel system.
- Some vehicles use a fuel injection system that includes a separate control module; a communication fault between that module and the PCM can trigger this code even when mechanical components are healthy.
- The forced shutdown strategy may be a software protection feature that activates after repeated low-pressure events, so clearing the code without fixing the root cause will only lead to a repeat shutdown.
- Always check for technical service bulletins (TSBs) for the specific make and model, as some manufacturers have released software updates to address false P213E triggers.

Can I keep driving with P213E?

Do not continue driving with this code because the engine can shut down without warning, leading to a loss of power steering and braking assistance. Have the vehicle towed to a repair facility for diagnosis, and avoid driving until the fault is resolved.

Tools that help

- OBD-II scan tool with live data and freeze-frame capability
- Fuel pressure test kit with appropriate adapters
- Digital multimeter for electrical checks
- Manufacturer-specific diagnostic software or scan tool
- Basic hand tools for component access



Reading P213E

- P** Powertrain: engine, transmission and emissions.
- 2** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 1** Fuel and air metering.
- 3E** The exact fault within that area.

Often seen with

P0087 Fuel Rail/System Pressure - Too Low · **P0088** Fuel Rail/System Pressure - Too High · **P0190** Fuel Rail Pressure Sensor Circuit Malfunction · **P0191** Fuel Rail Pressure Sensor Circuit Range/Performance · **P2140** Throttle/Pedal Position Sensor/Switch 'E' / 'F' Voltage Corr

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/p213e/>

