

GENERIC · POWERTRAIN

P216D

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P216D

Fuel Injector Group F Supply Voltage Circuit/Open

P216D indicates that the powertrain control module (PCM) has detected an open circuit or abnormal voltage supply to the fuel injectors in Group F, which is a manufacturer-defined set of injectors. The PCM monitors the supply voltage circuit and sets this code when the voltage falls outside the expected range, typically indicating a break in the wiring or a faulty connection.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Fuel and air metering

Symptoms you may notice

- Illuminated check engine light, often with no other symptoms
- Engine misfire or rough running, especially under load
- Reduced engine power or limp mode
- Poor fuel economy
- Difficulty starting or stalling
- Noticeable decrease in performance

Common causes, most likely first

- 1 Open or damaged wire in the fuel injector supply voltage circuit
- 2 Corroded or loose electrical connector at the injector or PCM
- 3 Failed fuel injector with an open internal coil
- 4 Blown fuse or faulty relay supplying power to the injectors
- 5 PCM internal fault (rare)

How to diagnose and fix it

- 1 Check for any related technical service bulletins (TSBs) for the vehicle make and model
- 2 Inspect the fuel injector supply voltage circuit for visible damage, corrosion, or loose connections
- 3 Test the supply voltage at each injector in Group F with a multimeter and compare to specifications
- 4 Check the fuse and relay that provide power to the fuel injectors
- 5 Perform a resistance test on each injector in Group F to check for an open coil
- 6 If the circuit and injectors test good, diagnose the PCM and its connectors
- 7 Repair or replace the faulty wiring, connector, injector, or PCM as needed, then clear the code and verify



Don't overlook the injector supply circuit

- Group F is not standardized across all manufacturers; consult the factory service information to identify which injectors are in this group.
- A faulty ground connection for the injector circuit can cause this code even if the power side appears intact.
- The code may be intermittent, so wiggle-test the wiring harness while monitoring live data to catch a loose connection.
- Aftermarket electrical accessories or poor previous repairs can introduce voltage drops that trigger this code.
- Replacing injectors without testing the circuit first often leads to a repeat failure if the root cause is wiring.

Can I keep driving with P216D?

Driving with this code is not recommended because it can cause engine misfire and reduced power, which may damage the catalytic converter over time. If the vehicle is running poorly, limit driving to a short distance to a repair shop.

Tools that help

- OBD-II scanner
- Digital multimeter
- Factory service information
- Wire repair kit
- Test light

Reading P216D

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.
6D	The exact fault within that area.

Often seen with

P0200 Injector Circuit Malfunction · **P2149** Fuel Injector Group 'B' Supply Voltage Circuit/Open · **P216A** Fuel Injector Group E Supply Voltage Circuit/Open · **P216B** Fuel Injector Group E Supply Voltage Circuit Low · **P216C** Fuel Injector Group E Supply Voltage Circuit High



See it working

Watch the animated explainer [How a Refrigerator Works: The Cooling Cycle](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p216d/>

