

GENERIC · POWERTRAIN

P217E

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P217E

Fuel Injector Group H Supply Voltage Circuit Low

P217E indicates that the powertrain control module (PCM) has detected a low voltage condition on the power supply circuit feeding fuel injector group H. This group is a set of injectors that share a common voltage feed, and the PCM monitors that circuit for voltage below its expected threshold, which can prevent those injectors from firing correctly.

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

Symptoms you may notice

- Illuminated check engine light, often with no other noticeable symptoms
- Rough idle or misfire that may be intermittent
- Engine stumble or hesitation under acceleration
- Reduced engine power or limp mode in some vehicles
- Poor fuel economy or increased emissions
- Hard starting or stalling when the circuit is severely compromised

Common causes, most likely first

- 1 Damaged or corroded wiring in the injector group H supply circuit
- 2 Loose or dirty electrical connector at one of the group H injectors
- 3 Blown fuse or faulty relay that feeds the injector group H circuit
- 4 High resistance in a splice or ground connection shared by group H injectors
- 5 Failed fuel injector with an internal short affecting the shared supply
- 6 PCM driver or internal circuit fault for the injector group H supply
- 7 Aftermarket accessories or poor previous repairs tapping into the injector harness



How to diagnose and fix it

- 1 Check for any stored or pending codes and record freeze-frame data before clearing anything
- 2 Inspect the injector group H harness and connectors for chafing, corrosion, or loose pins
- 3 Test the fuse and relay that supply power to the injector group H circuit
- 4 Measure voltage at each group H injector connector with the key on and engine off, comparing to battery voltage
- 5 Perform a voltage drop test on the supply wire and ground path to locate excessive resistance
- 6 Disconnect group H injectors one at a time to see if the low voltage condition changes, isolating a faulty injector
- 7 If the circuit and injectors test good, check the PCM connector and follow the manufacturer's diagnostic flow for internal PCM testing

What the low voltage code really means

- A low voltage code on an injector supply circuit often comes from a poor connection or chafed wire rather than a failed injector, so inspect the harness before condemning parts.
- Group H is a shared supply, so one shorted injector or a single corroded splice can pull the voltage down for the entire group and set the code.
- This code does not always mean the injectors are not firing; the PCM may still pulse them, but the low supply voltage can cause weak or inconsistent spray that shows up as a misfire.
- A weak battery or charging system can cause low voltage codes across multiple circuits, so verify battery and charging voltage before chasing the injector harness.
- Aftermarket alarm or remote start installations that tap into injector wiring are a common hidden cause of supply voltage faults on group H circuits.

Can I keep driving with P217E?

You can usually drive the vehicle to a repair shop if the engine runs smoothly, but avoid heavy acceleration or long trips because a failing injector supply can cause misfires that damage the catalytic converter. If the engine is stumbling, stalling, or flashing the check engine light, stop driving and have it towed.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter with voltage and resistance functions
- Test light or noid light set
- Wiring diagram for the injector group H circuit
- Fuse puller and relay tester
- Electrical contact cleaner and dielectric grease



Reading P217E

- 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.
- 7E** The exact fault within that area.

Often seen with

P0200 Injector Circuit Malfunction · **P0300** Random/Multiple Cylinder Misfire Detected · **P0562** System Voltage Low · **P217D** Fuel Injector Group H Supply Voltage Circuit/Open · **P217F** Fuel Injector Group H Supply Voltage Circuit High

See it working

Watch the animated explainer [How a Padlock Works: Pin Tumbler Lock in X-Ray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p217e/>

