

VOLKSWAGEN · POWERTRAIN

P1214

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1214 · Volkswagen

Cylinder 2 Fuel Injector Circuit Short To B+

P1214 on Volkswagen vehicles means the engine control module (ECM) has detected a short to battery positive voltage in the electrical circuit that powers and controls the fuel injector for cylinder 2. The ECM monitors the injector driver circuit and flags this code when the voltage on the control wire stays abnormally high, indicating the wire is touching a power source or the injector itself has failed internally.

SYSTEM

Powertrain

CODE TYPE

Volkswagen
specific

SEVERITY

High

FIX DIFFICULTY

Professional

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 that is most pronounced when the engine is cold
- Reduced engine power and sluggish acceleration due to a dead cylinder
- Increased fuel consumption as the ECM adds fuel to compensate
- A strong raw fuel smell from the exhaust if the injector is stuck open
- In rare cases, the engine may crank but not start if the short disables the injector driver

Common causes, most likely first

- 1 Chafed or damaged injector harness wire shorting to a nearby power wire or the battery positive cable
- 2 Failed cylinder 2 fuel injector with an internal short to its power feed
- 3 Corroded or loose electrical connector at the cylinder 2 injector
- 4 Short inside the engine wiring harness where it rubs against the intake manifold or engine block
- 5 Faulty engine control module (ECM) injector driver circuit, though this is less common
- 6 Aftermarket alarm or remote starter wiring improperly spliced into the injector circuit



How to diagnose and fix it

- 1 Disconnect the battery and visually inspect the cylinder 2 injector connector and harness for chafing, corrosion, or loose pins
- 2 Use a digital multimeter to measure resistance between the injector control wire and battery positive with the key off; any continuity indicates a short
- 3 Swap the cylinder 2 injector with a known-good injector from another cylinder and clear the code to see if the fault moves
- 4 Isolate the injector by disconnecting it and checking if the short to B+ remains on the harness side or disappears on the injector side
- 5 Trace the injector harness along its full length, looking for rubbed insulation or pinched wires near the intake manifold and engine mounts
- 6 Repair any damaged wire with proper soldering and heat-shrink tubing, then re-test the circuit with a multimeter
- 7 If the harness and injector test good, perform a continuity check from the injector connector to the ECM pins to rule out an internal ECM driver fault

Don't replace the injector before checking the harness

- A short to B+ on a Volkswagen injector circuit is more often caused by a rubbed-through wire in the plastic loom than by a failed injector, especially where the harness passes near the intake manifold.
- The ECM may set P1214 intermittently if the short only occurs when the engine moves under load, so a wiggle test of the harness while watching live misfire data is essential.
- A stuck-open injector can hydrolock the cylinder and cause catastrophic engine damage, so this code should never be ignored even if the engine seems to run fine.
- Aftermarket electrical accessories spliced into the injector wiring are a frequent hidden cause on older Volkswagens, and the splice may be far from the cylinder 2 injector itself.
- The code does not always mean the injector is dead; a shorted control wire can still allow the injector to fire normally when the short is intermittent, leading to a false sense of security.

Can I keep driving with P1214?

Do not drive the vehicle with this code because a shorted injector can flood the cylinder with fuel, causing a fire risk or catastrophic engine damage from hydrolock. Have the vehicle towed to a repair shop for diagnosis.



Tools that help

- Digital multimeter with continuity and resistance settings
- OBD-II scan tool with live misfire and injector pulse-width data
- Wiring diagram for the specific Volkswagen model and engine
- Test light or noid light for injector pulse testing
- Soldering iron and heat-shrink tubing for wire repair
- Insulated hand tools and a trim removal kit for harness access

Reading P1214

P	Powertrain: engine, transmission and emissions.
1	Manufacturer-specific code (Volkswagen): its meaning depends on the make.
2	Fuel and air metering (injector circuits).
14	The exact fault within that area.

Often seen with

P1213 Cylinder 1 Fuel Injector Circuit Short To B+ · **P1215** Cylinder 3 Fuel Injector Circuit Short To B+ · **P1213** Start Injector Circuit · **P1213** Fuel Injector 1 Circuit High Voltage · **P1215** Fuel Injector 3 Circuit High Voltage · **P1215** Ground Fault Detection Indicated · **P1213** Start Injector Circuit Malfunction · **P1215** Pedal Position Sensor C Circuit Low Input · **P1215** Ground Fault Detection Indicated · **P0261** Cylinder 1 Injector Circuit Low · **P0264** Cylinder 2 Injector Circuit Low · **P0302** Cylinder 2 Misfire Detected

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/volkswagen-p1214/>

