

VOLKSWAGEN · POWERTRAIN

P1215

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1215 · Volkswagen

Cylinder 3 Fuel Injector Circuit Short To B+

P1215 on a Volkswagen means the engine control module (ECM) has detected a short to battery voltage on the electrical circuit that fires cylinder 3's fuel injector. The ECM commands the injector on, but the circuit voltage stays high, indicating the control wire is touching a power source or the injector's internal coil has shorted to its power feed.

SYSTEM

Powertrain

CODE TYPE

Volkswagen
specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Fuel and air
metering (injector
circuits)

Symptoms you may notice

- Check engine light illuminated, often with no other noticeable symptoms
- Rough idle or misfire felt as a shake or stumble, especially when cold
- Noticeable loss of power and sluggish acceleration under load
- Increased fuel consumption as the ECM adds fuel to compensate
- Strong fuel odor from the exhaust or a fuel smell under the hood
- In rare cases, the engine may enter limp mode or stall at low speed

Common causes, most likely first

- 1 Cylinder 3 fuel injector internal coil shorted to its power feed
- 2 Chafed or melted injector harness wire touching a 12-volt source
- 3 Corroded or pushed-back terminal in the cylinder 3 injector connector
- 4 Damaged engine wiring harness near the intake manifold or heat sources
- 5 Faulty engine control module (ECM) injector driver stuck high (less common)
- 6 Aftermarket alarm or remote start wiring improperly spliced into injector circuit



How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data to confirm the fault is current and not history
- 2 Visually inspect the cylinder 3 injector connector and harness for chafing, corrosion, or contact with hot components
- 3 Disconnect the cylinder 3 injector and measure resistance across its terminals; compare with a known-good injector
- 4 With the injector disconnected and key on, measure voltage on the control wire from the ECM; any reading near battery voltage confirms a short to B+
- 5 Isolate the harness by wiggling and flexing sections while watching a multimeter or scan tool live data for the injector pulse
- 6 Repair or replace the damaged section of harness, using solder and heat-shrink, then clear the code and verify with a road test
- 7 If the harness and injector test good, substitute a known-good ECM or perform a driver circuit test to rule out a failed ECM

What a short to B+ really means on VW injectors

- A short to B+ does not always mean the injector itself is bad; a rubbed-through wire in the plastic loom near the intake manifold is a frequent culprit on turbocharged Volkswagen engines.
- The ECM may set P1215 intermittently when the engine bay is hot, because heat expands wiring and pushes a marginal short into contact, so always test with the engine at operating temperature.
- Volkswagen's injector drivers are current-limited, so a shorted injector can sometimes still fire weakly, producing a misfire that does not always trigger a separate misfire code.
- Aftermarket wiring for alarms, remote starters, or piggyback tuners spliced into the injector harness is a commonly missed cause of this code on older models.
- Do not replace the ECM before checking the injector connector pins for fretting corrosion; a poor connection can mimic a short to B+ on a scan tool.

Can I keep driving with P1215?

You can drive the vehicle short distances to a repair shop, but avoid hard acceleration and heavy loads because the affected cylinder may misfire and dump unburned fuel into the exhaust. If the check engine light starts flashing or the engine runs very rough, stop driving and have it towed.



Tools that help

- OBD-II scan tool with live data and freeze-frame capability
- Digital multimeter with min/max recording
- Back-probe kit or fine test leads
- Wiring diagram for the specific Volkswagen model
- Soldering iron and heat-shrink tubing for harness repair
- Torque wrench and basic socket set for injector access

Reading P1215

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

Often seen with

P1214 Cylinder 2 Fuel Injector Circuit Short To B+ · **P1216** Cylinder 4 Fuel Injector Circuit Short To B+ · **P1214** Fuel Injector 2 Circuit High Voltage · **P1216** Fuel Injector 4 Circuit High Voltage · **P1214** Injection Pump Timing Offset · **P1216** Fuel Solenoid Response Time Too Short · **P1214** Pedal Position Sensor B Circuit Intermittent · **P1216** Pedal Position Sensor C Circuit High Input · **P1214** Injection Pump Timing Offset · **P1216** Fuel Solenoid Response Time Too Short · **P0203** Injector Circuit Malfunction - Cylinder 3 · **P0263** Cylinder 1 Contribution/Balance · **P0303** Cylinder 3 Misfire Detected

See it working

Watch the animated explainer [How the PCV System Works: Crankcase Ventilation](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/volkswagen-p1215/>

