

VOLKSWAGEN · POWERTRAIN

**P1217**

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

## P1217 · Volkswagen

### Cylinder 5 Fuel Injector Circuit Short To B+

P1217 on Volkswagen vehicles means the engine control module (ECM) has detected a short to battery voltage on the fuel injector circuit for cylinder 5. The ECM commands the injector on, but the circuit voltage stays high, indicating the control wire is touching a power source or the injector itself has failed internally.

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, especially noticeable at idle or low speeds
- Engine hesitation or stumble during acceleration
- Reduced fuel economy due to improper fuel delivery
- Possible strong fuel odor from the exhaust if the injector is stuck open
- In rare cases, the engine may enter limp mode to protect the catalytic converter

### Common causes, most likely first

- 1 Faulty fuel injector for cylinder 5 with an internal short to battery voltage
- 2 Chafed or damaged wire in the injector harness shorting to a power wire
- 3 Corroded or loose electrical connector at the cylinder 5 injector
- 4 Damaged engine wiring harness near the intake manifold or cylinder head
- 5 ECM internal driver failure causing a false short detection (less common)
- 6 Aftermarket accessories or improper previous repairs tapping into the injector circuit

### How to diagnose and fix it

- 1 Scan all modules for fault codes and record freeze-frame data to confirm the fault is current
- 2 Visually inspect the cylinder 5 injector connector and harness for damage, corrosion, or loose pins
- 3 Disconnect the ECM and injector, then measure resistance from the injector control wire to battery positive to check for a short
- 4 Swap the cylinder 5 injector with a known-good injector from another cylinder and see if the code moves
- 5 Check for technical service bulletins (TSBs) or wiring harness recalls specific to the vehicle model and year
- 6 Repair or replace the damaged section of the injector harness, using proper soldering and heat shrink
- 7 If the harness and injector test good, diagnose the ECM driver circuit or replace the ECM as a last resort

## Before you replace the cylinder 5 injector

- A short to battery voltage in the injector circuit often comes from a chafed wire where the harness rubs against the engine cover or intake manifold, not from the injector itself.
- Volkswagen's ECM strategy may set P1217 even if the injector still functions; the code indicates a circuit condition, not necessarily a failed injector.
- Aftermarket alarm or remote start installations that tap into injector wiring are a common cause of unexplained short-to-power codes.
- The code may be intermittent, so wiggle-testing the harness while monitoring live misfire data can reveal a wire that only shorts when the engine moves under load.
- Do not overlook the ground integrity for the injector circuit; a poor ground can cause the ECM to misinterpret voltage levels and set a false short code.

## Can I keep driving with P1217?

You can drive the vehicle short distances to a repair shop, but avoid hard acceleration and heavy loads because a misfiring cylinder can overheat the catalytic converter. If the engine runs very rough or flashes the check engine light, stop driving and have it towed.

## Tools that help

- OBD-II scan tool with live data and misfire counters
- Digital multimeter with back-probing pins
- Wiring diagram for the specific Volkswagen model
- Torx and hex bit socket set
- Electrical contact cleaner and dielectric grease
- Soldering iron and heat shrink tubing for harness repair

## Reading P1217

|           |                                                                           |
|-----------|---------------------------------------------------------------------------|
| <b>P</b>  | Powertrain: engine, transmission and emissions.                           |
| <b>1</b>  | Manufacturer-specific code (Volkswagen): its meaning depends on the make. |
| <b>2</b>  | Fuel and air metering (injector circuits).                                |
| <b>17</b> | The exact fault within that area.                                         |



## Often seen with

**P1215** Cylinder 3 Fuel Injector Circuit Short To B+ · **P1216** Cylinder 4 Fuel Injector Circuit Short To B+ · **P1218** Cylinder 6 Fuel Injector Circuit Short To B+ · **P1215** Fuel Injector 3 Circuit High Voltage · **P1216** Fuel Injector 4 Circuit High Voltage · **P1215** Ground Fault Detection Indicated · **P1216** Fuel Solenoid Response Time Too Short · **P1218** Injection Pump Calibration Circuit · **P1215** Pedal Position Sensor C Circuit Low Input · **P1216** Pedal Position Sensor C Circuit High Input · **P1218** CID High · **P1215** Ground Fault Detection Indicated · **P1216** Fuel Solenoid Response Time Too Short · **P1218** Injection Pump Calibration Circuit · **P0205** Injector Circuit/Open - Cylinder 5 · **P0305** Cylinder 5 Misfire Detected

## See it working

Watch the animated explainer [How a CVT Works: Belt and Pulley Transmission](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/volkswagen-p1217/>

