

VOLKSWAGEN · POWERTRAIN

P1218

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1218 · Volkswagen

Cylinder 6 Fuel Injector Circuit Short To B+

P1218 on Volkswagen vehicles means the engine control module (ECM) has detected a short to battery voltage on the fuel injector circuit for cylinder 6. The ECM monitors the injector driver circuit and expects a specific voltage pattern when the injector is commanded on and off; a constant high voltage indicates the control wire is touching a power source or the injector coil is internally shorted to power.

SYSTEM

Powertrain

CODE TYPE

Volkswagen
specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

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 felt as a shake or stumble, especially at idle
- Loss of power or hesitation during acceleration
- Increased fuel consumption due to improper fuel delivery
- Possible fuel smell from the exhaust if the injector is stuck open
- In rare cases, the engine may enter limp mode or run poorly enough to be undriveable

Common causes, most likely first

- 1 Fuel injector for cylinder 6 internally shorted to battery voltage
- 2 Chafed or damaged wire in the injector harness shorting to a power wire
- 3 Corroded or damaged connector at the cylinder 6 injector
- 4 Faulty engine control module (ECM) injector driver
- 5 Aftermarket or incorrectly installed electrical accessories tapping into the injector circuit
- 6 Rodent damage to the wiring harness insulation



How to diagnose and fix it

- 1 Scan all modules for stored codes and record freeze-frame data to confirm the fault is present and identify when it occurs.
- 2 Visually inspect the cylinder 6 injector connector and the harness routing for obvious damage, corrosion, or chafing.
- 3 Disconnect the cylinder 6 injector and measure resistance across its terminals; compare with the manufacturer's specification and with other injectors.
- 4 With the injector disconnected and the key on, measure voltage on the injector control wire (ECM side) to ground; a constant 12 volts indicates a short to battery positive.
- 5 If a short is found, trace the harness from the injector to the ECM, looking for pinched or melted wires, and repair as needed.
- 6 If the harness is intact, substitute a known-good injector or test the ECM driver with a noid light or oscilloscope to isolate the fault.
- 7 Clear codes and perform a road test to verify the repair, ensuring the code does not return.

Why a short to B+ is not always the injector

- A short to battery voltage on an injector circuit is often caused by a rubbed-through wire where the harness passes near a sharp metal edge or a hot component, not by the injector itself.
- Volkswagen's ECM strategy may set P1218 even if the short is intermittent, so a wiggle test of the harness while monitoring live data can reveal a fault that a static test misses.
- Aftermarket alarm or remote start installations frequently splice into injector wiring, creating a short to power that mimics a failed injector.
- The code can be set by a faulty ECM driver that fails to ground the injector, but this is rare and should only be suspected after all wiring and injector tests pass.
- A shorted injector may still flow fuel, causing rich running and fouled spark plugs, so replacing only the spark plug will not resolve the underlying issue.

Can I keep driving with P1218?

Driving with P1218 is possible but not recommended because a shorted injector can cause rich running, fouled plugs, and potential catalytic converter damage. Avoid heavy acceleration and long trips until the fault is repaired, and if the engine runs very rough or smells strongly of fuel, stop driving and have it towed.



Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Noid light set
- Oscilloscope (optional but helpful)
- Wire repair kit with crimpers and heat shrink
- Factory service information for wiring diagrams and resistance specifications

Reading P1218

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

Often seen with

P1217 Cylinder 5 Fuel Injector Circuit Short To B+ · **P1219** Cylinder 7 Fuel Injector Circuit Short To B+ · **P1217** Engine Over Temperature Overheat · **P1217** Fuel Solenoid Response Time Too Long · **P1219** Throttle Position Sensor Reference Voltage · **P1217** Pedal Position Sensor C Circuit Intermittent · **P1219** CID Low · **P1217** Fuel Solenoid Response Time Too Long · **P1219** Throttle Position Sensor Reference Voltage · **P0206** Injector Circuit/Open - Cylinder 6 · **P0263** Cylinder 1 Contribution/Balance · **P0306** Cylinder 6 Misfire Detected

See it working

Watch the animated explainer [How a Six-Speed Manual Gearbox Works](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/volkswagen-p1218/>

