

VOLKSWAGEN · POWERTRAIN

P1324

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1324 · Volkswagen

Knock Sensor 4 Circuit High Input

P1324 on a Volkswagen means the engine control module has detected an abnormally high voltage on the signal circuit for knock sensor number four, which is one of the sensors that listens for detonation in the engine block. The circuit is being pulled toward the sensor's reference voltage instead of showing the small fluctuating signal a healthy sensor produces, so the computer flags the input as out of range.

SYSTEM

Powertrain

CODE TYPE

Volkswagen
specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Ignition system
and misfire

Symptoms you may notice

- Illumination of the check engine light, often with no other symptoms the driver can feel
- Reduced engine performance or a soft limp mode because the computer retards ignition timing to protect the engine
- Noticeable loss of power and sluggish acceleration under load, especially when climbing or towing
- Poor fuel economy as the computer runs a conservative timing strategy
- In rare cases, audible pinging or knocking from the engine if timing retard is insufficient

Common causes, most likely first

- 1 Damaged or chafed knock sensor 4 signal wire shorted to voltage or to a nearby harness
- 2 Corroded, loose, or pushed-back terminal at the knock sensor 4 connector or at the engine control module plug
- 3 Failed knock sensor 4, typically from heat, age, or impact damage to its housing
- 4 Open or high-resistance ground path at the sensor mounting boss due to rust, paint, or debris
- 5 Internal fault in the engine control module's knock sensor input circuit
- 6 Harness damage from rodent chewing, heat brittleness, or previous engine work pinching the loom



How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data for P1324, then visually inspect knock sensor 4 and its harness for obvious damage
- 2 Disconnect the sensor and check the signal circuit for a short to voltage with a digital multimeter, wiggle-testing the loom while watching the reading
- 3 Measure resistance across knock sensor 4 and compare it to the known-good value for the engine, replacing the sensor if it is out of spec
- 4 Clean the sensor mounting boss and block surface to bare metal and torque the sensor to specification to restore a proper ground
- 5 Back-probe the signal circuit at the engine control module and confirm the voltage is within the expected range with the sensor connected
- 6 Repair or replace the affected section of harness and re-secure it away from hot or moving components
- 7 Clear the fault, run a road test under load, and verify the code does not return before releasing the vehicle

Why knock sensor 4 keeps coming back

- A high-input code on a knock sensor is frequently a wiring problem rather than a failed sensor, so replacing the sensor first often leaves the code unchanged.
- Knock sensor 4 is often the hardest one to reach on VW engines, and technicians sometimes damage its connector or leave the mounting surface contaminated during access, which sets the code again.
- The engine control module compares knock sensor signals across all cylinders, so a single high-input fault can cause global timing retard and a power loss that feels like a much larger problem.
- Aftermarket sensors and incorrect torque on the mounting bolt can produce a signal the module reads as high input, so genuine parts and the specified torque matter here.
- A poor engine ground or a failing battery can create voltage offsets that mimic a high knock sensor signal, so check charging and ground integrity before condemning the module.

Can I keep driving with P1324?

You can usually drive the vehicle to a workshop, but avoid heavy throttle, towing, and sustained high-load driving because the computer may not be protecting the engine with correct knock control. If the check engine light is flashing or you hear audible pinging, stop driving and have it diagnosed immediately.

Tools that help

- OBD-II scan tool with manufacturer-specific data and freeze-frame capability
- Digital multimeter with back-probe pins
- Torque wrench for the knock sensor mounting bolt
- Socket and extension set for sensor access
- Wiring diagram for the knock sensor circuit
- Contact cleaner and dielectric grease for connector repair



Reading P1324

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (Volkswagen): its meaning depends on the make.
- 3** Ignition system and misfire.
- 24** The exact fault within that area.

Often seen with

P1321 Knock Sensor 3 Circuit Low Input · **P1322** Knock Sensor 3 Circuit High Input · **P1323** Knock Sensor 4 Circuit Low Input · **P1321** Electronic Ignition System Fault Line · **P1322** EI System Or Ignition Control Missing · **P1323** Loss of High Resolution RPM Signal · **P1321** Electronic Ignition System Fault Line · **P1322** EI System Or Ignition Control Missing · **P1323** 24X Reference Circuit Low Frequency · **P0325** Knock Sensor 1 Circuit Malfunction (Bank 1) · **P0327** Knock Sensor 1 Circuit Low Input (Bank 1)

See it working

Watch the animated explainer [How Regenerative Braking Works in Electric Cars](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/volkswagen-p1324/>

