

VOLKSWAGEN · POWERTRAIN

P1514

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1514 · Volkswagen

Intake Manifold Changeover Valve 2 Circuit Short To Ground

P1514 on Volkswagen vehicles means the engine control module has detected a short to ground on the electrical circuit for the intake manifold changeover valve 2, which is the solenoid that switches the intake runner flaps to alter airflow at different engine speeds. The computer monitors the valve's control wire and sees voltage pulled lower than expected, indicating the wire is touching ground or the solenoid winding has failed internally.

SYSTEM

Powertrain

CODE TYPE

Volkswagen specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Vehicle speed, idle control and auxiliary inputs

Symptoms you may notice

- Illuminated check engine light, often with no other symptoms besides the warning light
- Slight loss of low-end torque or a flat spot during acceleration because the intake flaps stay in one position
- Rough or uneven idle quality on some engines when the changeover valve cannot move
- Reduced fuel economy during city driving if the flaps remain stuck in the high-speed position
- In rare cases, a brief hesitation or stumble when the engine transitions between intake runner lengths

Common causes, most likely first

- 1 Intake manifold changeover valve 2 solenoid winding shorted internally to its metal housing or ground
- 2 Chafed or pinched control wire between the valve connector and the engine control module, often near the intake manifold or harness bracket
- 3 Corroded or water-intruded valve connector pins creating a low-resistance path to ground
- 4 Faulty engine control module driver circuit internally shorted to ground, though this is uncommon
- 5 Aftermarket or incorrectly routed wiring repair that pinches the signal wire against the engine block
- 6 Oil or coolant contamination wicking into the valve connector and bridging the control pin to ground



How to diagnose and fix it

- 1 Clear the code and test-drive to confirm P1514 returns before replacing any parts
- 2 Disconnect the changeover valve 2 connector and inspect pins for corrosion, moisture, or pushed-back terminals
- 3 Measure resistance from the valve control terminal to the valve body ground; a reading near zero ohms confirms a shorted solenoid
- 4 Check the control wire from the valve connector to the engine control module for continuity to ground with both ends disconnected
- 5 Repair any chafed wire section with a proper solder and heat-shrink splice, then re-route the harness away from hot or moving components
- 6 Replace the intake manifold changeover valve 2 if the solenoid winding is shorted, then clear codes and verify the flap actuator moves freely
- 7 If the wire and valve test good, perform a guided function test of the changeover valve with a scan tool and inspect the engine control module driver if the command does not match the feedback

What a shorted changeover valve hides

- A shorted changeover valve solenoid can still allow the engine to run almost normally because the flaps default to one position, so many drivers ignore the light until an emissions test fails.
- Technicians often replace the valve without checking the harness, but a pinched control wire behind the intake manifold is a frequent cause on higher-mileage Volkswagen engines.
- P1514 specifically refers to changeover valve 2, so on engines with two valves, swapping or testing the wrong valve wastes time and does not clear the code.
- Oil leaking from a failed intake flap actuator shaft can travel down the wiring and contaminate the connector, creating a ground short that looks like a failed solenoid.
- A weak battery or poor engine ground can cause the control module to misread the valve circuit, so verify charging system health before condemning the valve.

Can I keep driving with P1514?

You can usually drive the vehicle with P1514 set because the engine defaults to a safe flap position, but avoid hard acceleration and long trips until the short is repaired. If the check engine light begins flashing or the engine runs poorly, stop driving and have the circuit inspected promptly.

Tools that help

- OBD-II scan tool with Volkswagen-specific software
- Digital multimeter with resistance and continuity functions
- Wire terminal pick and electrical contact cleaner
- Soldering iron and heat-shrink tubing for harness repair
- Factory wiring diagram for the intake manifold changeover valve circuit



Reading P1514

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (Volkswagen): its meaning depends on the make.
- 5** Vehicle speed, idle control and auxiliary inputs.
- 14** The exact fault within that area.

Often seen with

P1513 Intake Manifold Changeover Valve 2 Circuit Short To B+ · **P1515** Intake Manifold Changeover Valve Circuit Short To Ground · **P1513** Idle Air Control Solenoid Signal 2 Circuit High Input · **P1515** Idle Air Control Solenoid Signal 3 Circuit High Input · **P1513** Idle Air Control Valve Closing Coil Low Voltage · **P1515** A/T To M/T Codification · **P1515** Control Module Throttle Actuator Position Performance · **P1513** Intake Manifold Runner Control Stuck Closed · **P1515** Control Module Throttle Actuator Position Performance · **P1513** DISA Control Circuit Signal High · **P2004** Intake Manifold Runner Control Stuck Open (Bank 1) · **P2008** Intake Manifold Runner Control Circuit/Open (Bank 1) · **P2015** Intake Manifold Runner Position Sensor/Switch Circuit Range/

See it working

Watch the animated explainer [Four-Stroke Engine Cutaway: Intake to Exhaust](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/volkswagen-p1514/>

