

VOLKSWAGEN · POWERTRAIN

P1526

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1526 · Volkswagen

Intake Camshaft Control Circuit Bank 1 Short To B+

P1526 on Volkswagen vehicles means the engine control module (ECM) has detected a short to battery voltage on the intake camshaft control circuit for bank 1. The ECM commands the camshaft adjuster solenoid, but the circuit voltage stays higher than expected, indicating a wiring or component fault rather than a mechanical timing issue.

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 noticeable symptoms
- Rough idle or engine stumble, especially when cold
- Reduced engine power or sluggish acceleration
- Poor fuel economy due to incorrect camshaft timing
- In rare cases, a no-start condition if the short affects other circuits

Common causes, most likely first

- 1 Faulty intake camshaft adjuster solenoid (internally shorted to power)
- 2 Chafed or shorted wiring harness between the ECM and the solenoid, contacting a power wire
- 3 Corroded or damaged electrical connector at the solenoid or ECM
- 4 ECM internal fault causing a short to battery voltage on the control circuit
- 5 Aftermarket or incorrect solenoid installed, causing a voltage feedback

How to diagnose and fix it

- 1 Scan all modules for fault codes and verify P1526 is current; clear and retest to confirm it returns
- 2 Visually inspect the solenoid connector and wiring for damage, corrosion, or contact with power wires
- 3 Disconnect the solenoid and measure resistance across its terminals; compare to factory specification
- 4 With the solenoid disconnected, check for battery voltage on the control wire with the key on; if present, trace the short to power
- 5 Check the ECM connector for corrosion or pushed pins, and perform a wiggle test on the harness while monitoring live data
- 6 If wiring and solenoid test good, substitute a known-good solenoid and retest; replace if the code persists
- 7 If all external checks pass, diagnose the ECM for internal short and replace or reprogram as needed



Don't overlook the wiring harness

- A short to B+ on the control circuit often comes from a harness rubbed through near the cylinder head or timing cover, not from the solenoid itself.
- The ECM may set P1526 even when the solenoid is unplugged, because the control wire is shorted to power elsewhere in the harness.
- Volkswagen camshaft adjuster solenoids can fail intermittently when hot, so a resistance check at room temperature may not reveal the fault.
- This code does not always mean the camshaft adjuster is mechanically broken; the ECM only sees an electrical fault, so timing chain issues are unlikely unless other codes are present.
- Aftermarket solenoids with incorrect internal resistance can cause a false short-to-B+ code, so always compare to the original part number.

Can I keep driving with P1526?

You can usually drive the vehicle to a repair shop, but avoid heavy acceleration and prolonged driving because incorrect camshaft timing can affect performance and emissions. If the engine runs rough or stalls, stop driving and have it towed.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Wiring diagram for the specific Volkswagen model
- Socket set and torx bits for solenoid removal
- Electrical contact cleaner and dielectric grease

Reading P1526

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.
26	The exact fault within that area.

Often seen with

P1525 Intake Camshaft Control Circuit Bank 1 Electrical Malfunction · **P1527** Intake Camshaft Control Circuit Bank 1 Short To Ground · **P1525** Throttle Body Service Required · **P1527** Transmission Range Pressure Switch Comparison · **P1525** Throttle Body Service Required · **P1527** Transmission Range Pressure Switch Comparison · **P1525** A Camshaft Position Actuator Control Open Circuit Bank 1 · **P1527** A Camshaft Position Actuator Control Circuit Signal Low Bank · **P0010** 'A' Camshaft Position Actuator Circuit (Bank 1) · **P0011** 'A' Camshaft Position - Timing Over-Advanced or System Performance · **P0341** Camshaft Position Sensor A Circuit Range/Performance



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-p1526/>

