

GENERIC · POWERTRAIN

P03B6

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P03B6

Cylinder 4 Pressure Sensor Circuit High

P03B6 indicates that the powertrain control module has detected an abnormally high voltage signal from the cylinder 4 pressure sensor circuit, which is used to monitor combustion pressure for that specific cylinder. The computer expects the sensor's output to stay within a calibrated voltage range, and a sustained high reading tells the module that the circuit is either shorted to voltage, open, or the sensor itself has failed.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Intermediate	Ignition system and misfire

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Rough idle or misfire sensation, especially when the engine is cold
- Reduced engine power or limp mode under acceleration
- Poor fuel economy due to incorrect fuel delivery calculations
- Increased emissions or a failed emissions test
- In rare cases, a no-start condition if the fault disables cylinder-specific fuel control

Common causes, most likely first

- 1 Faulty cylinder 4 pressure sensor (internal short or signal drift)
- 2 Damaged or chafed wiring harness between the sensor and the PCM, causing a short to voltage
- 3 Corroded or loose electrical connector at the sensor or PCM
- 4 Open ground circuit for the pressure sensor, causing a floating high signal
- 5 PCM internal fault or software glitch misreading the sensor voltage
- 6 Contamination or mechanical damage to the sensor tip from carbon buildup or abnormal combustion



How to diagnose and fix it

- 1 Connect a scan tool and verify the P03B6 code is current, then check freeze-frame data for the sensor voltage at the time of fault
- 2 Visually inspect the cylinder 4 pressure sensor, its connector, and the wiring harness for obvious damage, corrosion, or loose pins
- 3 Backprobe the sensor signal wire at the connector and compare its voltage to the scan tool reading to confirm a circuit versus sensor fault
- 4 Measure resistance and voltage on the sensor's ground and reference circuits to rule out an open or shorted harness
- 5 If the circuit tests good, swap the cylinder 4 pressure sensor with a known-good unit from another cylinder (if accessible) to see if the code follows
- 6 Replace the cylinder 4 pressure sensor if it is proven faulty, then clear codes and verify the repair with a road test
- 7 If the fault persists after sensor replacement, perform a continuity and short-to-voltage test on the entire signal circuit back to the PCM, and inspect PCM connectors for damage

What the pressure sensor code hides

- A high voltage reading on a pressure sensor circuit often comes from a poor ground connection rather than a failed sensor, because a floating ground pulls the signal voltage up toward reference voltage.
- Technicians sometimes replace the pressure sensor only to find the real problem is a chafed wire behind the engine where the harness rubs against a bracket, so always flex the harness while watching live data.
- This code can be set by a loose battery terminal or low charging voltage that causes the PCM to misinterpret sensor inputs, so check battery and ground integrity before condemning parts.
- On some engines, the cylinder pressure sensor is integrated into the glow plug or injector, meaning a fault in that assembly can trigger P03B6 without any separate sensor to replace.
- A P03B6 can appear intermittently after engine work if the sensor connector is not fully seated, so a simple push-and-click on the latch often resolves the issue without any parts.

Can I keep driving with P03B6?

You can usually drive the vehicle short distances to a repair shop, but avoid heavy acceleration or towing because incorrect fuel delivery to cylinder 4 can cause misfires and potential catalytic converter damage. If the engine runs rough or enters limp mode, stop driving and have it towed to prevent further damage.



Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter with backprobe pins
- Wiring diagram for the specific vehicle
- Socket set and trim removal tools
- Contact cleaner and dielectric grease

Reading P03B6

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
3	Ignition system and misfire.
B6	The exact fault within that area.

Often seen with

P0304 Cylinder 4 Misfire Detected · **P03A0** Cylinder 2 Pressure Sensor Circuit Range/Performance · **P03B0** Cylinder 3 Pressure Variation Low · **P03B5** Cylinder 4 Pressure Sensor Circuit Low · **P03B7** Cylinder 4 Pressure Sensor Circuit Intermittent/Erratic

See it working

Watch the animated explainer [Turbocharger Trainer: Boost, Wastegate and Intercooler](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p03b6/>

