

GENERIC · POWERTRAIN

P04C3

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P04C3

Fuel Fill Door Lock Position Sensor/Switch Circuit

P04C3 indicates that the powertrain control module (PCM) has detected an implausible signal from the fuel fill door lock position sensor or switch circuit. The PCM expects a specific voltage or state change when the fuel fill door is locked or unlocked, and the signal it received does not match that expectation.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Low	Intermediate	Auxiliary emission controls

Symptoms you may notice

- Illumination of the check engine light or service vehicle soon message
- Fuel fill door may not lock or unlock properly, or may appear stuck
- A warning message on the driver information center indicating a fuel door issue
- Inability to open the fuel fill door when refueling
- Often no symptoms besides the warning light

Common causes, most likely first

- 1 Faulty fuel fill door lock position sensor or switch
- 2 Damaged or disconnected wiring harness at the fuel fill door hinge
- 3 Corroded or loose electrical connector at the sensor or switch
- 4 Failed fuel fill door lock actuator (integrated sensor)
- 5 PCM software issue or internal fault (rare)

How to diagnose and fix it

- 1 Use a scan tool to read the live data for the fuel fill door lock position sensor and compare it to the actual door position
- 2 Visually inspect the wiring and connector at the fuel fill door for damage, corrosion, or loose pins
- 3 Test the sensor or switch with a multimeter for continuity or voltage changes when the door is locked and unlocked
- 4 Check the fuel fill door lock actuator for proper operation and replace if faulty
- 5 Repair any damaged wiring or replace corroded connectors
- 6 Clear the diagnostic trouble code and verify the repair by cycling the door lock and checking for code return



Common misdiagnosis of P04C3

- A stuck or binding fuel fill door mechanism can mimic a sensor failure, so always check for mechanical obstruction before replacing electrical parts.
- The sensor is often integrated into the lock actuator, so a failed actuator may set this code without any separate sensor fault.
- Water intrusion into the connector at the fuel fill door is a frequent cause, especially on vehicles driven in wet or salty conditions.
- The PCM may set this code if the battery was recently disconnected or the door was manually forced, so check for a history of recent service.
- After repairs, the door lock cycle must be performed several times to allow the PCM to relearn the sensor positions.

Can I keep driving with P04C3?

The vehicle remains safe to drive because the fuel fill door lock is not a safety-critical system, but you should avoid forcing the door open or closed and have the fault diagnosed soon to prevent refueling difficulties.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Trim removal tool
- Test light
- Service information for wiring diagrams

Reading P04C3

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
4	Auxiliary emission controls.
C3	The exact fault within that area.

Often seen with

P04C0 Fuel Fill Door Unlock Control Range/Performance · **P04C1** Fuel Fill Door Unlock Control Circuit Low · **P04C2** Fuel Fill Door Unlock Control Circuit High · **P04C4** Fuel Fill Door Lock Position Sensor/Switch Circuit Range/Per · **P04C5** Fuel Fill Door Lock Position Sensor/Switch Circuit Low



See it working

Watch the animated explainer [How a CVT Works: Belt and Pulley Transmission](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p04c3/>

