



P04CB

Fuel Fill Door Open Request Sensor/Switch Circuit High

P04CB means the powertrain control module (PCM) has detected an abnormally high voltage on the fuel fill door open request sensor/switch circuit, which is the input that tells the module whether the fuel door is open or closed. The PCM expects a specific voltage range on this circuit, and a high reading usually indicates an open circuit, a faulty switch, or a wiring problem rather than a mechanical fuel door issue.

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

Symptoms you may notice

- A warning light on the dashboard, often accompanied by a message about the fuel door or evaporative emissions system.
- The fuel fill door may not lock or unlock as expected, or the vehicle may refuse to start if the PCM uses this input for a fuel door interlock.
- A remote fuel door release button may not work, or the door may pop open while driving.
- The evaporative emissions (EVAP) system may not run its self-test, which can trigger additional codes.
- Often no symptoms besides the warning light, especially if the switch is only intermittently faulty.
- A message on the driver information center indicating the fuel door is open when it is actually closed.

Common causes, most likely first

- 1 A faulty fuel fill door open request sensor/switch that is stuck open or has high internal resistance.
- 2 A broken, corroded, or disconnected wire in the sensor/switch circuit, especially at the door hinge or connector.
- 3 A poor ground connection for the sensor/switch, causing the PCM to see a high voltage on the signal circuit.
- 4 A short to voltage on the signal circuit, often from chafed wiring near the fuel filler area.
- 5 A failed or unplugged connector at the fuel door switch or at the PCM.
- 6 Water intrusion or corrosion in the switch or connector, common on vehicles driven in wet or salty conditions.
- 7 A PCM internal fault, though this is rare and should only be considered after all other causes are ruled out.



How to diagnose and fix it

- 1 Connect a scan tool and verify P04CB is current, then check for any related codes and freeze-frame data to understand when the fault occurs.
- 2 Visually inspect the fuel fill door switch, its connector, and the wiring harness for damage, corrosion, or loose pins.
- 3 Use a digital multimeter to measure voltage on the signal circuit at the switch connector with the key on, comparing to the manufacturer's specification.
- 4 Test the switch itself with an ohmmeter while operating the fuel door, looking for continuity changes that match the open and closed positions.
- 5 Check the ground circuit for the switch using a voltage drop test to confirm a clean ground path.
- 6 If the switch and wiring test good, inspect the PCM connector for corrosion or loose terminals and perform a wiggle test on the harness.
- 7 Replace the faulty switch or repair the wiring as needed, clear the code, and verify the repair by cycling the fuel door and confirming the code does not return.

What the fuel door switch really does

- Many technicians replace the fuel door switch only to find the real problem is a chafed wire inside the rubber boot at the door hinge, where flexing breaks the conductor strands.
- A high voltage reading on this circuit can also be caused by a poor ground at the fuel filler area, so always check the ground circuit before condemning the switch.
- On some vehicles, the fuel fill door open request signal is used by the EVAP system to seal the tank for testing, so a fault here can set EVAP codes without any fuel door symptom.
- The code can be set intermittently by water intrusion into the switch connector after a car wash or heavy rain, so a clear code may return if the connector is not dried and sealed.
- Do not assume the PCM is bad; a short to voltage on the signal wire from a nearby powered circuit is a more common cause of a persistent high reading.

Can I keep driving with P04CB?

The vehicle is generally safe to drive with this code because it does not affect engine operation or safety systems, but the fuel door may not lock or the EVAP system may not self-test. Avoid ignoring the light for long periods, as a related EVAP fault could cause a fuel smell or increased emissions.

Tools that help

- OBD-II scan tool
- Digital multimeter
- Wire probe set
- Electrical contact cleaner
- Trim removal tool



Reading P04CB

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

Often seen with

P0455 EVAP System Leak Detected (Large) · **P0456** Evaporative Emission System Leak Detected (very small leak) · **P04C9** Fuel Fill Door Open Request Sensor/Switch Performance/Stuck · **P04CA** Fuel Fill Door Open Request Sensor/Switch Circuit Low · **P04CC** Fuel Fill Door Open Request Sensor/Switch Circuit Intermitte

See it working

Watch the animated explainer [Inline-Four Engine X-Ray: Firing Order 1-3-4-2](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p04cb/>

