

GENERIC · POWERTRAIN

P05A5

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P05A5

Active Grille Air Shutter A Control Circuit Low

P05A5 means the engine computer has detected an abnormally low voltage or current on the control circuit for the active grille air shutter 'A' actuator, which is the motorized flap system that regulates airflow through the front grille. The computer commands the shutter to move and monitors the circuit, and this code sets when the feedback signal stays below the expected threshold, indicating a short to ground, an open circuit, or a failed actuator.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Intermediate	Vehicle speed, idle control and auxiliary inputs

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- The active grille shutter may remain stuck in the open or closed position
- Reduced fuel economy because the shutter cannot close at highway speeds to improve aerodynamics
- Possible overheating tendency in slow traffic if the shutter is stuck closed and airflow to the radiator is restricted
- A faint clicking or buzzing noise from the front grille area when the vehicle is started or shut off, as the module attempts to cycle the shutter
- In some vehicles, a message on the driver information display indicating a grille shutter fault or reduced engine performance

Common causes, most likely first

- 1 A short to ground in the shutter actuator control wire, often from chafing against the grille support or bumper structure
- 2 A failed active grille shutter actuator motor, typically due to water intrusion or debris jamming the flap mechanism
- 3 A disconnected or corroded electrical connector at the shutter actuator, commonly caused by road splash or winter road salt
- 4 An open circuit in the power or ground feed to the shutter actuator, such as a broken wire or blown fuse in the shutter circuit
- 5 A binding or physically damaged shutter flap assembly that overloads the actuator and causes the control module to register a low circuit condition
- 6 A faulty grille shutter control module or body control module that misreads the actuator feedback signal
- 7 A poor ground connection for the shutter actuator or module, leading to voltage drops that mimic a low control circuit

How to diagnose and fix it

- 1 Inspect the active grille shutter assembly for physical damage, debris, or ice buildup that prevents free movement of the flaps, and clean or repair as needed
- 2 Check the electrical connector at the shutter actuator for corrosion, water intrusion, or loose pins, and clean or reseal it
- 3 Test the shutter actuator circuit with a digital multimeter to measure voltage and resistance on the control wire, looking for a short to ground or an open circuit
- 4 Check the fuse and relay that supply power to the grille shutter system, and replace any blown fuse or faulty relay
- 5 Command the shutter actuator with a scan tool to verify it moves through its full range and to observe the feedback signal, which helps isolate a mechanical versus electrical fault
- 6 If the circuit tests good but the actuator does not respond, replace the active grille shutter actuator or the complete shutter assembly as required
- 7 After repairs, clear the code and perform a shutter relearn or calibration procedure with the scan tool, then verify the code does not return during a test drive

What a low shutter circuit really means

- A low control circuit code does not always mean the actuator is dead; a chafed wire grounding against the front-end structure is a very common cause that a simple actuator swap will not fix.
- Many vehicles set P05A5 after a front-end repair or bumper replacement where the shutter connector was left unplugged or the wiring was pinched during reassembly.
- The active grille shutter often cycles briefly after engine shutdown, so a code can set from a momentary bind in the flap mechanism that only occurs when the vehicle is parked on an incline or in freezing conditions.
- Some vehicles use the same control circuit for multiple shutter banks, so a fault in one actuator can cause a low circuit reading that appears to affect the entire system.
- A weak or failing battery can cause the shutter module to log a low circuit code during engine cranking, so check battery health before condemning the actuator.

Can I keep driving with P05A5?

You can generally continue driving with P05A5 because the engine will default to a safe airflow strategy, but avoid heavy towing or sustained high-load driving if the shutter is stuck closed, and have the fault inspected soon to prevent potential overheating or aerodynamic efficiency loss.



Tools that help

- OBD-II scan tool with bidirectional control and live data capability
- Digital multimeter with back-probing pins
- Trim removal tools for accessing the grille shutter assembly
- Service information or wiring diagram for the specific vehicle
- Flashlight and inspection mirror for checking connector condition

Reading P05A5

- P** Powertrain: engine, transmission and emissions.
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- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
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- 5** Vehicle speed, idle control and auxiliary inputs.
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- A5** The exact fault within that area.

Often seen with

P05A6 Active Grille Air Shutter A Supply Voltage Circuit/Open · **P05A7** Active Grille Air Shutter A Supply Voltage Circuit Low · **P05A8** Active Grille Air Shutter A Supply Voltage Circuit High · **P05A9** Active Grille Air Shutter B Position Sensor Circuit · **P05AA** Active Grille Air Shutter B Position Sensor Circuit Range/Pe

See it working

Watch the animated explainer [How a Rotary Engine Works: Wankel in X-Ray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p05a5/>

