

GENERIC · POWERTRAIN

P061E

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P061E

Internal Control Module Brake Signal Performance

P061E indicates that the powertrain control module (PCM) has detected an internal performance fault in its brake signal processing circuitry, meaning the module cannot reliably interpret or generate the brake signal it expects. The PCM compares its internal brake signal logic against other inputs and sets this code when the calculated brake state does not match the actual signal, pointing to a fault inside the module itself rather than an external brake component.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Professional	Computer and output circuits

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- The brake lights may stay on continuously or fail to illuminate when the pedal is pressed
- Cruise control may become inoperative or disengage unexpectedly
- The transmission may hesitate to shift out of park or may shift harshly
- Traction control or stability control warning lights may illuminate as collateral systems are affected
- In some cases, the engine may enter limp mode or stall when coming to a stop

Common causes, most likely first

- 1 Internal failure of the powertrain control module (PCM) brake signal processing circuit
- 2 Corroded or damaged wiring at the PCM connector affecting the brake signal circuit
- 3 A faulty brake pedal position sensor sending erratic signals that the PCM misinterprets as an internal fault
- 4 Software corruption or a calibration error within the PCM
- 5 Poor ground connection at the PCM causing voltage irregularities in the brake signal circuit
- 6 Aftermarket electronic accessories improperly tapped into the brake light circuit causing interference



How to diagnose and fix it

- 1 Connect a scan tool and record all stored codes and freeze-frame data to confirm P061E is the primary fault and not a secondary code
- 2 Inspect the brake pedal position sensor and its wiring for damage, corrosion, or loose connections, and test the sensor signal with a multimeter
- 3 Check the PCM connectors for corrosion, pushed pins, or water intrusion, and verify the brake signal circuit has correct voltage and continuity
- 4 Verify the PCM ground connections are clean and tight, and perform a voltage drop test on the ground circuit
- 5 Check for any aftermarket accessories wired into the brake light circuit and disconnect them temporarily to see if the code returns
- 6 If all external circuits and sensors test good, reflash or reprogram the PCM with the latest calibration from the manufacturer
- 7 If the code persists after reprogramming, replace and program the PCM, then perform a relearn procedure for the brake system

When the PCM blames itself for a brake fault

- A weak or failing battery or charging system can cause the PCM to set P061E because low voltage disrupts the module's internal self-checks, so always load-test the battery before condemning the PCM.
- Many technicians replace the PCM only to find the code returns because a chafed wire in the harness near the brake pedal or PCM connector was the real culprit, so a thorough circuit inspection is essential.
- P061E can be set by a faulty brake pedal position sensor that sends a signal outside the expected range, which the PCM interprets as an internal processing error rather than a sensor fault.
- Aftermarket remote starters, alarm systems, or trailer wiring modules that tap into the brake light circuit can introduce voltage spikes that trigger P061E, and disconnecting them often resolves the issue.
- On some vehicles, P061E is a companion code to a transmission or ABS fault and will clear once the primary fault is repaired, so always diagnose and repair other stored codes first.

Can I keep driving with P061E?

You can usually drive the vehicle to a repair shop, but avoid relying on cruise control and be aware that brake lights or transmission behavior may be affected, so limit driving to essential trips until the fault is diagnosed.

Tools that help

- OBD-II scan tool with live data and freeze-frame capability
- Digital multimeter with back-probing pins
- Wiring diagram for the brake signal circuit
- Battery load tester
- PCM reprogramming tool or J2534 pass-through device



Reading P061E

- P** Powertrain: engine, transmission and emissions.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 6** Computer and output circuits.
- 1E** The exact fault within that area.

Often seen with

P0571 Brake Switch 'A' Circuit · **P0572** Brake Switch 'A' Circuit Low · **P0573** Brake Switch 'A' Circuit High · **P0703** Torque Converter/Brake Switch B Circuit Malfunction · **U0100** Lost Communication With ECM/PCM A

See it working

Watch the animated explainer [How ABS Works: Anti-Lock Brakes in X-Ray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p061e/>

