



P0A25

Generator Torque Sensor Circuit High

P0A25 indicates that the powertrain control module has detected an abnormally high voltage signal from the generator torque sensor circuit, which measures the torque applied to the generator shaft in hybrid and electric vehicles. The computer expects the sensor's output to stay within a specific voltage range, and a high reading suggests a short to voltage, an open circuit, or a faulty sensor.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Professional	Hybrid propulsion

Symptoms you may notice

- Illumination of the check engine light or service vehicle soon message
- Reduced power or limp mode, as the hybrid system may disable the generator
- The engine may start and stop more frequently or not at all in hybrid mode
- A noticeable decrease in fuel economy due to improper hybrid operation
- Often no symptoms besides the warning light, especially if the fault is intermittent

Common causes, most likely first

- 1 Faulty generator torque sensor
- 2 Damaged or corroded wiring harness or connector at the sensor
- 3 Short to voltage in the signal circuit
- 4 Open circuit in the sensor ground or reference circuit
- 5 Failed powertrain control module (PCM) or hybrid control module
- 6 Mechanical binding or damage to the generator shaft affecting sensor readings

How to diagnose and fix it

- 1 Use a scan tool to verify the code and check for any related codes in other modules
- 2 Visually inspect the generator torque sensor and its wiring for damage, corrosion, or loose connections
- 3 Measure the sensor's reference voltage and ground circuits with a digital multimeter to confirm proper supply
- 4 Check the signal circuit for a short to voltage by measuring voltage with the sensor disconnected
- 5 Test the generator torque sensor with a multimeter or oscilloscope according to the manufacturer's procedure
- 6 Replace the generator torque sensor if testing indicates it is faulty
- 7 Clear the codes and perform a road test to verify the repair, reprogramming the module if required



Common misdiagnosis traps for P0A25

- A high voltage reading can be caused by a simple loose ground connection, so always check grounds before condemning the sensor.
- The generator torque sensor is often integrated into the generator assembly, and a mechanical issue inside the generator can mimic an electrical fault.
- In some vehicles, a weak 12-volt battery can cause erratic sensor signals and set this code, so load-test the battery first.
- After replacing the sensor, some manufacturers require a calibration or learn procedure; skipping this step can cause the code to return.
- This code is specific to hybrid and electric vehicles, and misdiagnosis often occurs when technicians apply conventional charging system logic to a high-voltage generator.

Can I keep driving with P0A25?

You can usually drive the vehicle with this code, but the hybrid system may be disabled, reducing performance and fuel economy. Avoid heavy acceleration or long trips until the fault is repaired, and have it diagnosed promptly to prevent further damage.

Tools that help

- OBD-II scan tool with hybrid capability
- Digital multimeter
- Oscilloscope
- Wiring diagram and service information
- Basic hand tools

Reading P0A25

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
A	Hybrid propulsion.
25	The exact fault within that area.

Often seen with

P0A1F Battery Energy Control Module A Performance · **P0A24** Generator Torque Sensor Circuit Low · **P0A26** Generator Torque Sensor Circuit Intermittent · **P0A27** Battery Power Off Circuit · **P0A28** Battery Power Off Circuit Low



See it working

Watch the animated explainer [How an Automatic Transmission Works, Gear by Gear](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0a25/>

