

GENERIC · POWERTRAIN

P0A5E

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0A5E

Drive Motor A Phase U Current Low

P0A5E indicates that the hybrid or electric vehicle's motor controller has detected an abnormally low current in phase U of drive motor A during operation. The computer compares commanded current with actual measured current and flags this code when the phase U current falls below the expected threshold, pointing to a problem in the motor, its wiring, or the inverter circuit.

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

Symptoms you may notice

- Illumination of the hybrid system warning light or service vehicle soon light
- Reduced power or limp mode, often limiting vehicle speed
- Rough running or shuddering during acceleration or regenerative braking
- Inability to start or move the vehicle in electric-only mode
- Often no symptoms besides the warning light, especially if the fault is intermittent

Common causes, most likely first

- 1 Damaged or corroded wiring or connector at the drive motor A phase U terminal
- 2 Open or high-resistance winding in phase U of the drive motor
- 3 Faulty inverter or motor control module (MCM) internal current sensor or driver circuit
- 4 Loose or improperly torqued phase cable connection at the motor or inverter
- 5 Failed current sensor within the inverter assembly
- 6 Moisture intrusion or contamination in the motor or inverter connector
- 7 Aftermarket or improper repair that disturbed phase U cabling



How to diagnose and fix it

- 1 Perform a visual inspection of the phase U cable and connectors between the inverter and motor for damage, corrosion, or looseness
- 2 Use a scan tool to check for related codes and freeze-frame data, and verify the fault is current or history
- 3 Measure resistance of the phase U winding and compare with phases V and W to detect an open or imbalance
- 4 Check insulation resistance from phase U to ground to rule out a short to ground
- 5 Inspect and test the current sensor signal at the inverter connector if accessible
- 6 Swap or reprogram the inverter/motor control module only after confirming wiring and motor integrity
- 7 Clear codes and perform a road test to verify the repair, monitoring live current data for phase U

What technicians overlook on P0A5E

- A loose phase U cable connection at the motor terminal can mimic a failed motor or inverter, so always check torque and condition before condemning expensive components.
Intermittent P0A5E often appears only under high load or during regenerative braking, so a static resistance test may pass while the fault is still present.
- The code can be set by a failing current sensor inside the inverter even when the motor and wiring test perfectly, leading to unnecessary motor replacement.
- Some vehicles store P0A5E as a history code after a low 12-volt battery event, so verify the auxiliary battery health before deep diagnosis.
Phase U current low does not always mean the motor is failing; a poor ground or shield connection on the phase cable can corrupt the current measurement.

Can I keep driving with P0A5E?

Do not continue driving with this code active, because the vehicle may enter limp mode without warning and lose power unexpectedly. Have the vehicle towed to a qualified hybrid specialist if it will not move or if the warning light is accompanied by reduced power.

Tools that help

- Hybrid/EV-capable scan tool with live data
- Digital multimeter with insulation resistance testing capability
- Motor phase cable terminal removal tools
- Torque wrench for high-voltage connections
- Personal protective equipment (insulated gloves, safety glasses)



Reading P0A5E

- P** Powertrain: engine, transmission and emissions.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- A** Hybrid propulsion.
- 5E** The exact fault within that area.

Often seen with

P0A5F Drive Motor A Phase U Current High · **P0A60** Drive Motor A Phase V Current · **P0A61** Drive Motor A Phase V Current Low · **P0A62** Drive Motor A Phase V Current High · **P0A63** Drive Motor A Phase W Current

See it working

Watch the animated explainer [How Regenerative Braking Works in Electric Cars](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0a5e/>

