

GENERIC · POWERTRAIN

P0A67

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

## P0A67

### Drive Motor B Phase U Current Low

P0A67 indicates that the inverter controller has detected an abnormally low current in phase U of drive motor B during operation. The computer compares commanded current with actual current feedback and flags this code when the measured phase U current falls below the expected threshold, which can be caused by a faulty current sensor, damaged wiring, or an internal motor or inverter fault.

| 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 message
- Reduced power or limp-home mode with limited acceleration
- The vehicle may refuse to start or shift into gear
- Intermittent stalling or sudden loss of motive power while driving
- Often no symptoms besides the warning light, especially if the fault is intermittent

### Common causes, most likely first

- 1 Faulty current sensor inside the inverter or motor controller
- 2 Damaged or corroded wiring in the phase U circuit between inverter and motor
- 3 Loose or degraded electrical connector at the motor or inverter
- 4 Internal short or open in the motor phase U winding
- 5 Failed inverter power module or gate driver affecting phase U
- 6 Software glitch or outdated calibration in the hybrid control module

### How to diagnose and fix it

- 1 Connect a scan tool and record all hybrid system freeze-frame data and related codes
- 2 Inspect the phase U wiring and connectors for chafing, corrosion, or loose pins
- 3 Perform a resistance and insulation test on the phase U motor winding and compare with phases V and W
- 4 Check the current sensor signal with an oscilloscope or manufacturer-specific live data
- 5 Verify the inverter power module and gate driver operation according to service information
- 6 Reprogram or update the hybrid control module if a software bulletin applies
- 7 Replace the faulty current sensor, inverter assembly, or motor as diagnosed



## What the phase U current code hides

- A low current reading often results from a poor connection or high-resistance joint rather than a failed motor, so always perform a voltage drop test under load.
- The current sensor itself can drift and report low current even when the motor is functioning correctly, leading to unnecessary motor replacement.
- Intermittent faults may only appear under specific load or temperature conditions, so road-testing with live data is essential.
- This code can be set by a weak 12-volt auxiliary battery causing unstable logic power to the inverter controller, so check battery health first.
- Related codes in the P0A6x range often accompany this one, but P0A67 specifically points to phase U, so do not assume a general motor fault.

## Can I keep driving with P0A67?

Do not continue driving with this code active, as it can cause sudden loss of power and increase the risk of a crash. Have the vehicle towed to a qualified hybrid service facility for diagnosis.

## Tools that help

- Hybrid-capable scan tool with live data
- Digital multimeter with insulation tester
- Oscilloscope for current sensor signal analysis
- Manufacturer service information and wiring diagrams
- Insulation resistance tester

## Reading P0A67

|           |                                                                      |
|-----------|----------------------------------------------------------------------|
| <b>P</b>  | Powertrain: engine, transmission and emissions.                      |
| <b>0</b>  | Generic (SAE) code: it means the same thing on every OBD-II vehicle. |
| <b>A</b>  | Hybrid propulsion.                                                   |
| <b>67</b> | The exact fault within that area.                                    |

## Often seen with

**P0A66** Drive Motor B Phase U Current · **P0A68** Drive Motor B Phase U Current High · **P0A69** Drive Motor B Phase V Current · **P0A6A** Drive Motor B Phase V Current Low · **P0A6B** Drive Motor B Phase V Current High



### 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/p0a67/>

