

GENERIC · POWERTRAIN

P0AB6

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0AB6

Engine Mount B Control Circuit/Open

P0AB6 indicates that the powertrain control module (PCM) has detected an open circuit or excessive resistance in the electrical path for the engine mount control solenoid or actuator, designated as mount B. The PCM commands this active mount to change stiffness for vibration reduction, but the circuit's electrical feedback does not match the expected voltage or current, so the PCM sets this code and may disable the system.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Low	Intermediate	Hybrid propulsion

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms.
- Increased vibration or harshness felt through the steering wheel, seat, or floorboards, especially at idle or during cylinder deactivation.
- A noticeable clunk or thud from the engine bay when accelerating or decelerating, if the mount fails to switch states.
- Rough idle quality or a droning noise inside the cabin that was not present before.
- In some vehicles, a message on the driver information center indicating a chassis or suspension fault.

Common causes, most likely first

- 1 Broken, corroded, or disconnected electrical connector at the engine mount control solenoid.
- 2 Open or shorted wire in the harness between the PCM and the mount solenoid, often due to chafing or rodent damage.
- 3 Failed engine mount control solenoid or actuator coil (open winding).
- 4 Blown fuse or corroded terminal in the fuse box that supplies power to the mount control circuit.
- 5 Internal fault in the PCM driver circuit for the mount control, though this is less common.
- 6 Aftermarket or incorrect engine mount installed that lacks the proper solenoid or has a different resistance.



How to diagnose and fix it

- 1 Inspect the electrical connector at the engine mount solenoid for corrosion, loose pins, or damage, and clean or repair as needed.
- 2 Check the fuse that powers the engine mount control circuit and replace it if blown, then verify power and ground at the solenoid connector with the key on.
- 3 Measure the resistance of the mount control solenoid with a multimeter and compare it to the manufacturer's specification to confirm it is not open or shorted.
- 4 Perform a wiggle test on the harness while monitoring the circuit with a scan tool or multimeter to identify intermittent opens.
- 5 If the circuit tests good, command the mount control actuator with a bidirectional scan tool to verify it changes state and that the PCM sees the correct feedback.
- 6 Repair or replace any damaged wiring, terminals, or the solenoid/mount assembly as indicated by the tests.
- 7 Clear the diagnostic trouble codes and perform a road test to confirm the repair and ensure the code does not return.

What a P0AB6 code really tells you

- A P0AB6 code is often set by a simple unplugged connector after engine or transmission service, so always check that the mount solenoid is fully plugged in before condemning the mount.
- The engine mount control solenoid is frequently confused with a variable valve timing solenoid because they look similar and share similar wiring; verify the location using a wiring diagram to avoid replacing the wrong part.
- On vehicles with active fuel management or cylinder deactivation, a failed engine mount can cause vibrations that mimic a misfire, leading to unnecessary ignition system repairs.
- Some aftermarket engine mounts do not include the solenoid or have the wrong resistance, which will set this code even though the mount is new; always compare resistance to the original.
- The PCM may set P0AB6 along with other codes for the same circuit, such as P0AB5 or P0AB7, so diagnose the entire circuit rather than just the one code.

Can I keep driving with P0AB6?

It is generally safe to continue driving with a P0AB6 code because the engine mount control system is for comfort and does not affect engine operation or safety. However, avoid aggressive acceleration or heavy loads if you notice increased vibration, and have the circuit inspected soon to prevent potential mount damage.



Tools that help

- OBD-II scan tool with bidirectional control capability
- Digital multimeter
- Wire piercing probes or back probe pins
- Service information with wiring diagrams
- Basic hand tools (socket set, trim removal tools)

Reading P0AB6

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
A	Hybrid propulsion.
B6	The exact fault within that area.

Often seen with

P0171 System Too Lean (Bank 1) · **P0300** Random/Multiple Cylinder Misfire Detected · **P0AB5** Hybrid/EV Battery Pack Air Temperature Sensor B Circuit Inte · **P0AB7** Engine Mount B Control Circuit Low · **P0AB8** Engine Mount B Control Circuit High

See it working

Watch the animated explainer [How an Oxygen Sensor Works: Live 3D Cutaway](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0ab6/>

