



P0C62

Drive Motor B Position Sensor Circuit B Circuit High

P0C62 indicates that the hybrid or electric vehicle control module has detected an abnormally high voltage on the signal circuit for the position sensor that monitors drive motor B. The sensor is part of the motor's rotor position feedback system, and a high signal voltage typically means the circuit is open, shorted to power, or the sensor reference is lost, preventing the controller from accurately knowing the motor's position.

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 hybrid system warning lamp
- Often no symptoms besides the warning light, especially if the fault is intermittent
- Reduced power or a limp-home mode that limits vehicle speed
- Rough operation or shuddering during acceleration or regenerative braking
- The vehicle may refuse to start or shift into gear if the fault is severe
- A stored code may be the only indication if the sensor signal is only momentarily high

Common causes, most likely first

- 1 An open circuit or high resistance in the sensor signal wire between the motor position sensor and the control module
- 2 A short to voltage on the signal circuit, often from chafed wiring near the motor or inverter
- 3 A faulty motor position sensor internal to drive motor B
- 4 Corroded or loose connector pins at the sensor or control module harness
- 5 A poor ground or reference voltage supply to the sensor causing the signal to float high
- 6 Damage to the sensor tone wheel or rotor that distorts the signal
- 7 A rare internal failure in the hybrid control module affecting the sensor input circuit



How to diagnose and fix it

- 1 Inspect the motor position sensor harness and connectors for chafing, corrosion, or loose pins, and repair as needed
- 2 Measure the sensor reference voltage and ground at the sensor connector to confirm they are within specification
- 3 Back-probe the signal circuit and compare its voltage to the manufacturer's expected range while rotating the motor by hand
- 4 Check for continuity and short-to-voltage on the signal wire between the sensor and control module
- 5 If the circuit tests good, remove and inspect the sensor and tone wheel for physical damage or debris
- 6 Replace the motor position sensor if it fails electrical or visual inspection
- 7 Clear the code and perform a road test to verify the repair, reprogramming the control module if required

What a high signal really means

- A high signal voltage on a position sensor circuit often results from a lost ground or reference, not a failed sensor, so always verify the sensor's power and ground before condemning it.
- Intermittent high-voltage codes frequently trace to a chafed wire that only shorts when the motor moves under torque, so wiggle-test the harness while monitoring live data.
- Some vehicles set this code when the 12-volt auxiliary battery is weak because the control module misreads sensor signals during low-voltage cranking.
- The code can be stored by a momentary glitch that never affects driveability, so a single occurrence with no symptoms may not justify parts replacement.
- After replacing a sensor, some control modules require a relearn or calibration procedure, and skipping it can cause the code to return immediately.

Can I keep driving with P0C62?

If the vehicle drives normally and the light is steady, you can drive short distances to a repair shop, but avoid hard acceleration and towing. If the vehicle enters limp mode or shudders, stop driving and have it towed to prevent damage to the hybrid system.

Tools that help

- Digital multimeter with back-probe pins
- OBD-II scan tool capable of reading hybrid control module data
- Oscilloscope for waveform analysis of the position sensor signal
- Factory service information for connector pinouts and voltage specifications
- Insulation piercing probes or breakout box for circuit testing



Reading P0C62

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

Often seen with

P0A3F Drive Motor A Position Sensor Circuit · **P0C60** Drive Motor B Position Sensor Circuit B Range/Performance · **P0C61** Drive Motor B Position Sensor Circuit B Circuit Low · **P0C63** Drive Motor B Position Sensor Circuit B Circuit Intermittent · **P0C64** Generator Position Sensor Circuit A Circuit

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/p0c62/>

