

GENERIC · POWERTRAIN

P0CC5

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0CC5

14 Volt Power Module Current Sensor A/B Correlation

P0CC5 indicates that the 14-volt power module has detected a mismatch between the current readings from its two internal current sensors, sensor A and sensor B. The module compares these redundant sensors to ensure accurate current measurement, and when the correlation falls outside the expected range, it sets this code and illuminates the warning light.

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

Symptoms you may notice

- Illumination of the check engine light or service vehicle soon message
- Often no symptoms besides the warning light
- Electrical accessories may behave erratically or intermittently
- Battery may not charge properly, leading to a no-start condition
- Voltage gauge may fluctuate or read abnormally
- Possible reduced power or limp mode in some vehicles

Common causes, most likely first

- 1 Faulty current sensor A or B within the 14-volt power module
- 2 Corroded, loose, or damaged wiring or connectors at the power module
- 3 Internal failure of the 14-volt power module
- 4 Software or calibration issue in the power module
- 5 Poor ground connection for the power module
- 6 Battery or charging system issues causing abnormal current draw



How to diagnose and fix it

- 1 Perform a thorough visual inspection of the 14-volt power module connectors and wiring for damage or corrosion
- 2 Check and clean all ground connections related to the power module
- 3 Use a scan tool to retrieve live data for current sensor A and B readings and compare them
- 4 Test the battery and charging system to rule out external influences
- 5 Consult the factory service information for specific pinpoint tests for the current sensors
- 6 If tests indicate an internal fault, replace the 14-volt power module and reprogram as necessary
- 7 Clear codes and verify the repair with a test drive

What the correlation code really means

- The 14-volt power module often controls multiple functions, so a correlation fault may be caused by a software glitch that requires a reflash rather than hardware replacement.
- A weak or failing battery can cause voltage fluctuations that mimic current sensor correlation issues, so always load-test the battery first.
- Corrosion inside the power module connector is a common hidden cause that visual inspection may miss without disassembly.
- This code does not always indicate a failed sensor; it can be set by a poor ground that affects both sensors differently.
- Some vehicles require a relearn procedure after replacing the power module, and skipping it can lead to recurring codes.

Can I keep driving with P0CC5?

If the vehicle drives normally and the charging system is working, you can drive cautiously to a repair shop, but avoid long trips and heavy electrical loads. If the battery warning light is also on or voltage is low, stop driving and seek immediate service to prevent a breakdown.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Battery load tester
- Factory service information for pinpoint tests
- Socket and wrench set for connector and ground access



Reading P0CC5

- P** Powertrain: engine, transmission and emissions.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- C** Hybrid propulsion.
- C5** The exact fault within that area.

Often seen with

P0562 System Voltage Low · **P0563** System Voltage High · **P0CC4** Drive Motor A Coolant Pump Control Circuit High · **P0CC6** Charge Port Door A Open Request Switch Wake-Up Circuit · **U0100** Lost Communication With ECM/PCM A

See it working

Watch the animated explainer [How a Rotary Engine Works: Wankel in X-Ray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0cc5/>

