



P0CCF

Charge Port Door A Position Sensor Circuit High

P0CCF indicates that the powertrain control module (PCM) or a dedicated control module has detected an abnormally high voltage on the signal circuit of the charge port door A position sensor. This sensor monitors whether the door that covers the electric vehicle's charging inlet is open, closed, or somewhere in between, and a high voltage reading typically means the signal wire is shorted to power, the sensor's ground reference is lost, or the sensor itself has failed internally.

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

Symptoms you may notice

- The charge port door warning light or a message on the driver information center stays illuminated.
- The vehicle may refuse to start charging or may interrupt an active charging session because it cannot confirm the door is closed.
- A chime or reminder may sound continuously while driving if the system believes the door is open.
- Remote start or scheduled charging features may be disabled as a protective measure.
- Often no symptoms besides the warning light, especially if the door is physically closed and the sensor fault is intermittent.

Common causes, most likely first

- 1 A short to voltage on the sensor signal circuit, often from chafed wiring near the charge port hinge or a pinched harness.
- 2 An open or high-resistance ground circuit at the sensor connector, which drives the signal voltage above its normal range.
- 3 A failed charge port door position sensor, typically due to water intrusion, corrosion, or mechanical wear inside the sensor housing.
- 4 Corroded or loose terminals at the sensor connector or at the control module connector.
- 5 A faulty charge port door latch or hinge that prevents the sensor from reaching its expected closed position, causing the sensor to output an out-of-range high signal.
- 6 A software or calibration issue in the control module that monitors the sensor, requiring a reprogramming update.
- 7 In rare cases, an internal fault in the control module that reads the sensor signal, such as a damaged input circuit.



How to diagnose and fix it

- 1 Verify the code with a scan tool and inspect the charge port door for proper mechanical operation, including the hinge, latch, and any obstructions.
- 2 Disconnect the sensor connector and check for corrosion, water intrusion, or loose pins; clean or repair terminals as needed.
- 3 Measure the sensor signal voltage and ground reference at the connector with a digital multimeter, comparing against the manufacturer's specification.
- 4 Perform a wiggle test on the harness while monitoring the signal voltage to reveal intermittent shorts or opens near the hinge and body pass-through.
- 5 If the signal circuit reads high with the sensor disconnected, check for a short to voltage on that wire and repair the harness.
- 6 If the circuit tests good but the signal remains out of range, replace the charge port door position sensor and clear the code.
- 7 After repairs, clear the diagnostic trouble codes (DTCs), cycle the charge port door several times, and verify that the code does not return during a test drive and a charging session.

Charge Port Door Sensor High Voltage Traps

- A high signal voltage does not automatically mean the sensor is bad; a missing ground at the sensor connector will produce the same high reading and is often overlooked.
- Water intrusion into the charge port door sensor is a common cause on vehicles that are frequently washed or driven in heavy rain, so inspect the connector for green corrosion before condemning the sensor.
- A physically misaligned charge port door or a worn hinge can hold the sensor in a position that outputs a high voltage, so always check door alignment and latch operation first.
- Some vehicles set this code only after several consecutive drive cycles with the fault present, so an intermittent wiring issue may not trigger the light immediately.
- Replacing the sensor without checking the ground circuit and the control module connector can lead to a repeat failure and unnecessary parts cost.

Can I keep driving with P0CCF?

You can generally continue driving with this code because it does not affect the vehicle's propulsion or safety systems, but charging may be blocked or unreliable. Avoid long trips where you depend on charging until the fault is repaired, and do not force the charge port door closed if it is misaligned.



Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Wire piercing probes or back probe pins
- Trim removal tools for accessing the charge port area
- Manufacturer service information for wiring diagrams and voltage specifications

Reading P0CCF

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

Often seen with

P0CCE Charge Port Door A Position Sensor Circuit Low · **P0CD0** AC Plug Voltage Sense Circuit · **P0CD1** Charge Port Door A Unlock Control Circuit · **P0CD2** Charge Port Door A Unlock Control Circuit Performance · **P0CD3** Charge Port Door A Unlock Control Circuit Low

See it working

Watch the animated explainer **Four-Stroke Engine Cutaway: Intake to Exhaust** on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0ccf/>

