

GENERIC · POWERTRAIN

P0E07

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0E07

Generator Phase V Current Sensor Circuit High

P0E07 indicates that the powertrain control module has detected an abnormally high current signal from the phase V current sensor in the generator's inverter circuit. This sensor monitors current flow in one of the three phases of the high-voltage generator, and a high reading typically points to a short circuit, a faulty sensor, or a wiring problem.

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 service vehicle soon message
- Often no symptoms besides the warning light
- Reduced generator output leading to battery discharge or electrical system faults
- Possible stalling or rough running if the generator is belt-driven and seizes
- In hybrid vehicles, a warning to service the high-voltage system

Common causes, most likely first

- 1 Faulty generator phase V current sensor
- 2 Short circuit in the phase V wiring or connector
- 3 Damaged generator stator or internal short in the phase V winding
- 4 Corroded or loose electrical connections at the generator or inverter
- 5 Failed generator control module or inverter assembly
- 6 Water intrusion or physical damage to the generator assembly

How to diagnose and fix it

- 1 Inspect the generator and inverter wiring harness for obvious damage, corrosion, or loose connectors
- 2 Check the phase V current sensor connector for tightness and clean any corrosion
- 3 Measure the resistance of the phase V current sensor circuit and compare to manufacturer specifications
- 4 Test the generator stator windings for shorts or opens using a multimeter
- 5 Perform a voltage drop test on the generator output circuit under load
- 6 If the sensor or wiring is faulty, replace the affected component and clear the code
- 7 If the generator internal components are defective, replace the generator or inverter assembly as required



High current codes often misdiagnosed

- A high current reading can be caused by a poor ground connection, which forces the sensor to register excessive current; always check grounds before replacing parts.
- The phase V current sensor is sometimes integrated into the generator and not serviceable separately, requiring generator replacement.
- This code can set intermittently due to heat or vibration, so a wiggle test of the harness while monitoring live data is essential.
- Related codes such as P0E05 or P0E06 may also be present, indicating a pattern of phase current faults that points to a common wiring issue.

Can I keep driving with P0E07?

You can usually drive the vehicle with this code set, but avoid heavy electrical loads and long trips because the generator may not charge properly. If the battery warning light is also on or you notice dimming lights, have the charging system checked immediately.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Oscilloscope for waveform analysis
- Wiring diagram for the generator circuit
- Insulation resistance tester

Reading P0E07

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

Often seen with

P0A0D High Voltage System Interlock Circuit A High · **P0E05** Generator Phase V Current Sensor Circuit Range/Performance · **P0E06** Generator Phase V Current Sensor Circuit Low · **P0E08** Generator Phase W Current Sensor Circuit



See it working

Watch the animated explainer [EV Powertrain Trainer: How an Electric Car Drives](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0e07/>

