

GENERIC · POWERTRAIN

P0E26

OBD-II TROUBLE CODE

P0E26

Drive Motor Inverter Temperature Sensor G Circuit High

P0E26 indicates that the drive motor inverter temperature sensor G circuit is reporting a voltage above the normal range, which the inverter controller interprets as an excessively high temperature reading or an open circuit. The computer sets this code when the sensor signal voltage exceeds the calibrated maximum for a set time, often indicating a faulty sensor, wiring issue, or actual overheating condition.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	High	Professional	Hybrid propulsion

Symptoms you may notice

- Illumination of the check engine light or service vehicle soon message
- Reduced power output or limp mode to protect the inverter from overheating
- Possible shutdown of the hybrid or electric drive system
- Inconsistent or erratic temperature gauge readings if equipped
- Often no symptoms besides the warning light

Common causes, most likely first

- 1 Faulty temperature sensor G internal failure
- 2 Open or shorted wiring in the sensor circuit
- 3 Corroded or loose electrical connector at the sensor or inverter
- 4 Inverter overheating due to cooling system malfunction
- 5 Damaged or pinched wire harness
- 6 Failed inverter control module (less common)

How to diagnose and fix it

- 1 Perform a visual inspection of the sensor and its wiring for obvious damage or corrosion
- 2 Check the sensor resistance and compare to specifications using a multimeter
- 3 Inspect the connector pins for tightness and clean any corrosion
- 4 Test the sensor signal circuit for continuity and short to ground or power
- 5 Verify the inverter cooling system operation (coolant level, pump function)
- 6 Replace the temperature sensor if faulty
- 7 Repair or replace damaged wiring or connectors as needed



Don't overlook cooling system faults

- A common mistake is replacing the sensor when the real problem is a clogged or failing inverter coolant pump causing genuine overheating.
- The code can set intermittently due to a loose connector that only loses contact during vibration or temperature swings.
- Some vehicles use multiple temperature sensors in the inverter; sensor G may be a specific location that requires partial disassembly to access.
- A high voltage reading does not always mean the inverter is hot; an open circuit in the sensor wiring will also drive the signal voltage high.
- Always clear the code and perform a road test to confirm the repair, as the fault may not reappear immediately.

Can I keep driving with P0E26?

Driving with this code is not recommended because the inverter may overheat and cause a sudden loss of power or complete shutdown, increasing the risk of an accident. If you must drive, limit speed and distance, and avoid heavy acceleration or sustained high loads.

Tools that help

- OBD-II scanner with live data capability
- Digital multimeter
- Wiring diagram for the specific vehicle
- Socket set and trim removal tools
- Infrared thermometer (optional for verifying actual temperatures)

Reading P0E26

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

Often seen with

P0A3F Drive Motor A Position Sensor Circuit · **P0A78** Drive Motor A Inverter Performance · **P0C00** Drive Motor A Current Low · **P0E25** Drive Motor Inverter Temperature Sensor G Circuit Low · **P0E27** Drive Motor Inverter Temperature Sensor G Circuit Intermittent



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/p0e26/>

