

GENERIC · POWERTRAIN

P0E35

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0E35

DC/DC Converter Voltage Sensor A Intermittent/Erratic

P0E35 means the powertrain control module has detected an intermittent or erratic voltage signal from the sensor that monitors the output of the DC/DC converter, which is the component that steps high-voltage battery power down to charge the 12-volt system. The computer is not reporting a hard failure; it is flagging a signal that drops out, spikes, or jumps around in a way that does not match expected converter operation.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Professional

AREA

Hybrid propulsion

Symptoms you may notice

- Illumination of the check engine light or a hybrid/EV system warning lamp, often with no other noticeable symptoms
- A 12-volt battery that slowly discharges or requires frequent jump starts because the converter is not charging consistently
- Flickering or dimming interior and exterior lights, or accessories that reset intermittently
- Intermittent warning messages related to the charging system or high-voltage system
- Reduced power or a limp-home mode if the vehicle logic decides the converter output is unreliable
- A no-start condition after the 12-volt battery has drained from lack of charging

Common causes, most likely first

- 1 A failing DC/DC converter voltage sensor or its internal electronics producing an erratic signal
- 2 Corroded, loose, or chafed wiring and connector pins in the sensor circuit, especially where the harness passes near heat or vibration
- 3 Water intrusion or contamination at the converter or sensor connector causing intermittent contact
- 4 A poor ground connection shared by the converter, sensor, or control module
- 5 An internally failing DC/DC converter that produces unstable output, which the sensor faithfully reports as erratic
- 6 A software or calibration issue in the control module that misinterprets a normal signal
- 7 Rarely, a failing control module driver circuit for the sensor reference or signal line



How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, record freeze-frame data, and clear codes to see whether P0E35 returns immediately or only after a drive cycle
- 2 Visually inspect the DC/DC converter, its voltage sensor, and the related harness for chafing, corrosion, water intrusion, and loose connector pins
- 3 Measure the sensor reference voltage and signal voltage at the connector with a multimeter while wiggling the harness to catch intermittent faults
- 4 Perform a voltage drop test on the converter ground circuit and the sensor ground to rule out resistance in the ground path
- 5 Compare the sensor-reported converter output voltage against a direct measurement at the converter output terminals using a multimeter or oscilloscope
- 6 If the signal is erratic at the sensor connector but stable at the converter output, replace the voltage sensor and retest
- 7 If the converter output itself is unstable, diagnose or replace the DC/DC converter, then verify charging system operation and clear codes

What the converter sensor signal really tells you

- An intermittent code like P0E35 often sets only under specific conditions such as cold starts, high electrical load, or vibration, so a simple key-on check may show nothing wrong.
- A weak or aging 12-volt battery can drag the converter output down and make the sensor signal look erratic, so always load-test the battery before condemning the converter.
- Technicians sometimes replace the DC/DC converter when the real fault is a corroded connector pin or a chafed wire that only loses contact over bumps.
- The sensor circuit often shares a ground with other low-voltage components, so a bad ground elsewhere can set this code without any fault in the converter itself.
- After repairs, the code may remain in history until several clean drive cycles complete, so do not assume the fix failed if the light stays on briefly.

Can I keep driving with P0E35?

You can usually drive short distances to a repair shop, but avoid long trips, heavy electrical loads, and repeated short journeys that prevent the 12-volt battery from recharging. If the battery warning lamp is on or the vehicle enters limp mode, stop driving and arrange a tow to prevent a no-start or safety system failure.



Tools that help

- OBD-II scan tool with live data and freeze-frame capability
- Digital multimeter with min/max recording
- Oscilloscope for capturing intermittent signal glitches
- Back-probe kit and wiring diagram for the converter sensor circuit
- Battery load tester and charging system tester

Reading P0E35

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

Often seen with

P0562 System Voltage Low · **P0A0D** High Voltage System Interlock Circuit A High · **P0A94** DC/DC Converter A Performance · **P0E34** DC/DC Converter Voltage Sensor A High · **P0E36** DC/DC Converter Voltage Sensor B Circuit

See it working

Watch the animated explainer [How Airbags Work: A 50 km/h Crash in Slow Motion](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0e35/>

