

GENERIC · POWERTRAIN

P0E3D

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0E3D

Control Pilot Indicator Control Circuit Low

P0E3D means the control pilot indicator control circuit has been detected as low by the vehicle's control module, which monitors the voltage on this circuit to confirm the indicator is being commanded correctly. The computer sets the code when the circuit voltage stays below the expected threshold for longer than a calibrated time, indicating a short to ground, an open circuit, or a faulty indicator driver.

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

Symptoms you may notice

- Illumination of the service vehicle soon or check engine light, often with no other noticeable symptoms
- The control pilot indicator may fail to light or flash when the vehicle is plugged in or charging is initiated
- Charging may not start or may stop unexpectedly if the indicator circuit is part of the charge readiness sequence
- Intermittent operation of the indicator, especially in wet or humid conditions, if the fault is a chafed wire
- A stored code P0E3D may be the only clue if the indicator is not easily visible from the driver's seat

Common causes, most likely first

- 1 A short to ground in the control pilot indicator control circuit wiring, often from chafed insulation or pinched harness
- 2 An open circuit in the indicator control wire, such as a broken wire or poor terminal tension at a connector
- 3 A failed control pilot indicator lamp or LED assembly that draws too little current or none at all
- 4 Corrosion or water intrusion in a connector along the indicator circuit, creating high resistance or a partial short
- 5 A faulty control module driver internal to the module that monitors the indicator circuit, though this is less common
- 6 Aftermarket accessories or improper previous repairs that tapped into the indicator circuit and altered its resistance



How to diagnose and fix it

- 1 Inspect the control pilot indicator lamp and its connector for obvious damage, corrosion, or loose terminals, and replace the lamp if it is failed
- 2 Disconnect the control module and the indicator, then measure resistance from the control wire to ground to check for a short, and from end to end to check for an open
- 3 Wiggle-test the harness while monitoring circuit resistance or voltage to reveal intermittent faults caused by chafing or poor pin fit
- 4 Check for water intrusion or corrosion in any inline connectors between the module and the indicator, and clean or repair as needed
- 5 Verify the control module is commanding the indicator on using a scan tool bidirectional control, and compare commanded state to actual indicator operation
- 6 If the circuit and indicator are good but the code persists, follow the manufacturer's diagnostic flow for the control module, which may require module replacement after all other causes are ruled out
- 7 Clear the code and perform a road test or charging cycle to confirm the repair, then recheck for pending or stored codes

What the control pilot indicator circuit really does

- Many technicians replace the indicator lamp first, but a chafed control wire shorting to ground is actually the most frequent cause of this code on vehicles that use a control pilot indicator.
- The control pilot indicator is often part of the electric vehicle supply equipment (EVSE) handshake, so a low circuit can prevent charging initiation even though the car otherwise runs normally.
- A code P0E3D can be set by a completely different module than the one that controls charging, so always check which module stored the code before probing circuits.
- Aftermarket phone chargers or dash cameras wired into the same harness can back-feed the indicator circuit and set this code, so inspect for non-factory wiring before condemning a module.
- The indicator may test fine with a multimeter but still set the code if its current draw is out of specification, so a resistance check alone is not conclusive.

Can I keep driving with P0E3D?

The vehicle is generally safe to drive because the control pilot indicator is a status lamp, but charging may be affected on plug-in models, so avoid relying on the indicator to confirm charge status and inspect the circuit soon to prevent a no-start charging condition.



Tools that help

- Scan tool with bidirectional control and live data capability
- Digital multimeter with resistance and voltage measurement
- Wiring diagram for the control pilot indicator circuit
- Back probe pins and a test light
- Trim removal tools for accessing the indicator and harness

Reading P0E3D

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
E	Hybrid propulsion.
3D	The exact fault within that area.

Often seen with

P0E3C Hybrid/EV Battery Coolant Pump Underspeed · **P0E3E** Control Pilot Indicator Control Circuit High · **P0E3F** Charge Status Indicator A Control Circuit Low · **U0111** Lost Communication With Battery Energy Control Module 'A'

See it working

Watch the animated explainer [Helicopter Flight Simulator: Learn the Three Controls](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0e3d/>

