

GENERIC · POWERTRAIN

P0E3E

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0E3E

Control Pilot Indicator Control Circuit High

P0E3E indicates that the powertrain control module has detected an abnormally high voltage on the control pilot indicator control circuit, which is part of the electric vehicle charging communication system. The computer expects a specific voltage range on this circuit and sets the code when the signal exceeds the upper threshold, often due to a short to voltage or a faulty component.

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

Symptoms you may notice

- Illumination of the check engine light or service vehicle soon message
- The vehicle may fail to initiate or complete a charging session
- Charging indicator light on the vehicle or charging station may flash or show an error
- In some cases, the vehicle may refuse to start or enter a reduced power mode
- Often no symptoms besides the warning light, especially if the fault is intermittent

Common causes, most likely first

- 1 Short to voltage on the control pilot indicator circuit wiring
- 2 Faulty control pilot indicator module or sensor
- 3 Damaged or corroded connector at the charge port or control module
- 4 Water intrusion into the charge port assembly causing voltage leakage
- 5 Internal failure of the powertrain control module (rare)
- 6 Aftermarket accessories or improper wiring repairs tapping into the circuit



How to diagnose and fix it

- 1 Use a scan tool to retrieve the code and freeze frame data, then clear the code and test-drive to see if it returns
- 2 Visually inspect the charge port, wiring harness, and connectors for damage, corrosion, or signs of water intrusion
- 3 Measure voltage on the control pilot indicator circuit at the control module connector and compare to manufacturer specifications
- 4 Disconnect the control pilot indicator module and check for a short to voltage on the signal circuit
- 5 Check for aftermarket devices or recent repairs that may have compromised the circuit
- 6 If the circuit tests normal, substitute a known-good control pilot indicator module and retest
- 7 If the code persists after all other checks, follow the manufacturer's diagnostic flow for PCM replacement or reprogramming

Charge port faults that mimic circuit codes

- A common oversight is assuming the code always means a wiring short, but a failed control pilot indicator module can internally pull the signal voltage high and set the same code.
- Water intrusion into the charge port is a frequent cause on vehicles that are regularly charged outdoors, and the resulting corrosion may not be visible without removing the port assembly.
- The control pilot circuit is part of the charging handshake, so a high voltage fault can prevent charging even if the vehicle otherwise runs and drives normally.
- Aftermarket charging cables or adapters that do not meet specifications can back-feed voltage onto the control pilot line and trigger this code intermittently.
- Technicians sometimes replace the PCM prematurely; always verify the circuit integrity and component function before condemning the module.

Can I keep driving with P0E3E?

The vehicle may be safe to drive if the only symptom is the warning light, but charging may be disabled or unreliable, so avoid long trips that require charging. Do not attempt to charge the vehicle until the fault is diagnosed, as a short to voltage could damage the charging system or create a safety hazard.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Wiring diagram for the specific vehicle
- Trim removal tools for accessing the charge port and control module
- Insulation resistance tester (megohmmeter) for checking water intrusion



Reading P0E3E

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

Often seen with

P0E3D Control Pilot Indicator Control Circuit Low · **P0E3F** Charge Status Indicator A Control Circuit Low · **P0E40** Charge Status Indicator A Control Circuit High · **P0E41** Charge Status Indicator B Control Circuit Low

See it working

Watch the animated explainer [How Drive-by-Wire Works: Electronic Throttle Body](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0e3e/>

