



P0E3F

Charge Status Indicator A Control Circuit Low

P0E3F indicates that the powertrain control module (PCM) has detected a low-voltage condition on the control circuit for the charge status indicator, which is the lamp or display that shows the high-voltage battery's state of charge. The PCM commands the indicator on or off and monitors the circuit for expected voltage; a low reading means the circuit is shorted to ground, has excessive resistance, or the indicator itself has failed.

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

Symptoms you may notice

- The charge status indicator lamp does not illuminate when the vehicle is charging or when the ignition is turned on.
- The charge status indicator remains dimly lit or flickers instead of showing a steady, clear status.
- A warning light on the dashboard, often the check engine light or a dedicated hybrid/EV system warning, is illuminated.
- The vehicle may fail to enter or complete a charge cycle because the PCM cannot confirm the indicator's operation.
- Often no symptoms besides the warning light, especially if the indicator is a simple lamp that the driver rarely notices.
- In some cases, the charging system may default to a reduced rate or refuse to start charging as a failsafe.

Common causes, most likely first

- 1 A faulty charge status indicator lamp or LED assembly with an open or shorted internal element.
- 2 Damaged or corroded wiring in the control circuit between the PCM and the indicator, often due to chafing or moisture intrusion.
- 3 A poor ground connection at the indicator or at the PCM, causing a low-voltage reading on the control circuit.
- 4 A short to ground in the control wire, which pulls the circuit voltage below the expected threshold.
- 5 A failed PCM driver for the indicator circuit, though this is less common than wiring or lamp faults.
- 6 Water intrusion into a connector or lamp housing, leading to corrosion and increased resistance.
- 7 Aftermarket accessories or improper previous repairs that tapped into the indicator circuit and altered its voltage.



How to diagnose and fix it

- 1 Verify the code with a scan tool and check for any related codes in the hybrid/EV control module before proceeding.
- 2 Inspect the charge status indicator lamp and its connector for visible damage, corrosion, or loose pins; replace the lamp if it is open or shorted.
- 3 Measure resistance and voltage on the control circuit at the indicator connector with the key on and the PCM commanding the lamp on; compare to manufacturer specifications.
- 4 Check the ground circuit for the indicator using a voltage drop test to confirm a clean, low-resistance path to chassis ground.
- 5 Disconnect the PCM and inspect the control circuit for a short to ground or excessive resistance; repair any damaged wiring or connectors.
- 6 If the circuit tests good but the PCM cannot control the indicator, substitute a known-good lamp or perform a bidirectional test with the scan tool to confirm PCM driver operation.
- 7 Clear the code and perform a road test or charging cycle to verify the repair and ensure the code does not return.

What the charge status lamp circuit hides

- A charge status indicator that works perfectly to the driver's eye can still set this code because the PCM monitors circuit voltage, not just whether the lamp lights.
- Corrosion inside a connector that looks clean from the outside is a frequent cause, especially on vehicles driven in wet or salty conditions.
- Technicians sometimes replace the PCM when the real fault is a chafed wire behind the dashboard or in the charge port area.
- This code does not necessarily mean the high-voltage battery has a problem; it is strictly about the indicator control circuit.
- Aftermarket phone mounts or dash cameras wired into the indicator circuit can introduce a short or extra load that sets this code.

Can I keep driving with P0E3F?

The vehicle is generally safe to drive because this code affects only the charge status indicator, not the high-voltage system's ability to charge or propel the car. Avoid ignoring it for long, however, since a short in the circuit could worsen and affect other functions, and have the circuit inspected at your next service opportunity.



Tools that help

- OBD-II scan tool with bidirectional control capability
- Digital multimeter
- Wiring diagram for the specific vehicle
- Trim removal tools for accessing the indicator and connectors
- Test light or jumper wires for circuit testing

Reading P0E3F

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

Often seen with

P0A0D High Voltage System Interlock Circuit A High · **P0AA6** Hybrid/EV Battery Voltage System Isolation Fault
 · **P0E3E** Control Pilot Indicator Control Circuit High · **P0E40** Charge Status Indicator A Control Circuit High ·
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/p0e3f/>

