

GENERIC · POWERTRAIN

P0E57

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0E57

DC/DC Converter Input Voltage Too High

P0E57 indicates that the control module for the DC/DC converter has detected an input voltage that is higher than the manufacturer's specified maximum. The converter, which steps high-voltage down to charge the 12-volt system in hybrid and electric vehicles, is being fed excessive voltage on its input side, prompting the module to set this code and often disable the converter to protect the low-voltage components.

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

Symptoms you may notice

- Illumination of the check engine light or a dedicated hybrid/EV system warning lamp
- The 12-volt battery may not charge properly, leading to a no-start or dead battery condition
- Reduced power or a forced limp-home mode as the vehicle limits high-voltage system operation
- Accessory systems such as infotainment, lighting, or power steering may behave erratically or shut down
- Often no symptoms besides the warning light, especially if the overvoltage condition is intermittent

Common causes, most likely first

- 1 A faulty DC/DC converter control module that misreads or internally regulates voltage incorrectly
- 2 High-voltage cable or connector damage causing a short or unintended voltage spike on the input circuit
- 3 A failing high-voltage battery pack or cell imbalance producing excessive terminal voltage
- 4 A malfunctioning voltage regulator or sensing circuit within the converter's input path
- 5 Corrosion or loose connections at the converter's high-voltage input terminals
- 6 An external charging source or jump-start procedure that introduced overvoltage to the system



How to diagnose and fix it

- 1 Connect a scan tool and record all stored and pending codes, then clear P0E57 and verify whether it returns immediately or only under specific conditions
- 2 Inspect the high-voltage input cables and connectors at the DC/DC converter for chafing, corrosion, or loose terminals
- 3 Measure the actual input voltage at the converter with a high-voltage-rated meter and compare it to the manufacturer's specification
- 4 Check the high-voltage battery pack voltage and cell balance using the scan tool's live data to rule out an overvoltage source upstream
- 5 Perform a voltage drop test on the converter's input circuit while loaded to identify resistance or intermittent connection issues
- 6 If input voltage is confirmed normal, test or replace the DC/DC converter control module according to the service procedure
- 7 After repair, clear codes and road-test the vehicle to confirm the converter operates within range and the 12-volt system charges correctly

What most technicians miss on P0E57

- A weak or failing 12-volt battery can cause the converter to report input overvoltage because the module's internal reference shifts when its low-voltage supply is unstable.
- Intermittent high-voltage connector contact often sets P0E57 only during regenerative braking or charging events, so a static voltage check at idle may look perfectly normal.
- The code can be a false positive caused by a software calibration issue in the converter module, and a reflash may resolve it without any hardware replacement.
- Technicians sometimes replace the DC/DC converter when the real fault is a failing high-voltage battery pack that is producing spikes during cell balancing.
- After any high-voltage repair, the converter may need a relearn or initialization procedure before it will clear P0E57 and resume normal operation.

Can I keep driving with P0E57?

You can usually drive the vehicle short distances to a repair shop, but avoid long trips and heavy electrical loads because the 12-volt battery may not be charging and the vehicle could enter limp mode. If the warning light is accompanied by a loss of power or multiple system warnings, stop driving and have the vehicle towed.



Tools that help

- OBD-II scan tool with live data and hybrid/EV system capability
- High-voltage-rated digital multimeter (CAT III 1000V or higher)
- Insulation tester or megohmmeter for high-voltage cable checks
- Manufacturer service information for voltage specifications and relearn procedures
- Basic hand tools for connector and cable inspection

Reading P0E57

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

Often seen with

P0563 System Voltage High · **P0A0D** High Voltage System Interlock Circuit A High · **P0A94** DC/DC Converter A Performance · **P0E56** DC/DC Converter Input Voltage Too Low · **P0E58** DC/DC Converter Temperature Sensor C Circuit

See it working

Watch the animated explainer [How a Radiator Fan Relay Circuit Works](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0e57/>

