

GENERIC · POWERTRAIN

P0E69

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0E69

Control Pilot Indicator Circuit Intermittent/Erratic

P0E69 indicates that the control pilot indicator circuit, which is part of the electric vehicle charging system, is sending an intermittent or erratic signal to the control module. The computer detects this when the expected voltage or signal pattern on the indicator circuit deviates from normal, often due to a loose connection, damaged wiring, or a failing indicator component.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Hybrid propulsion

Symptoms you may notice

- Charging indicator light may flicker or fail to illuminate consistently
- Intermittent charging interruptions or failure to start charging
- Warning light on the dashboard (EV system or check engine light)
- Often no symptoms besides the warning light, especially if the fault is stored but not currently active
- Charging port indicator may show erratic behavior (blinking or changing colors unexpectedly)

Common causes, most likely first

- 1 Loose or corroded electrical connector at the control pilot indicator or charging port
- 2 Damaged or chafed wiring in the control pilot indicator circuit
- 3 Faulty control pilot indicator lamp or LED assembly
- 4 Poor ground connection for the indicator circuit
- 5 Internal fault in the charging control module or EVSE (Electric Vehicle Supply Equipment) interface
- 6 Water intrusion or contamination in the charging port area causing intermittent shorts



How to diagnose and fix it

- 1 Inspect the charging port and control pilot indicator connector for looseness, corrosion, or damage; clean and reseal as needed
- 2 Check the wiring harness for the control pilot indicator circuit for chafing, breaks, or pinched sections; repair or replace damaged wires
- 3 Test the control pilot indicator lamp or LED with a multimeter to verify it operates correctly and replace if faulty
- 4 Verify ground connections for the indicator circuit are clean and tight
- 5 Use a scan tool to monitor live data for the control pilot indicator circuit while wiggling connectors and wires to identify intermittent faults
- 6 If all external components check out, test the charging control module for proper output signals and replace if defective
- 7 Clear the diagnostic trouble code and perform a road test or charging cycle to confirm the repair

Intermittent Control Pilot Faults Often Misdiagnosed

- A common oversight is replacing the charging control module before checking the simple indicator lamp and its connector, which are frequent failure points.
- The code can be set by a momentary glitch during charging, so clearing it and seeing if it returns is a valid first step before extensive diagnostics.
- Intermittent faults often stem from vibration or temperature changes affecting a marginal connection, so wiggle tests are more effective than static measurements.
- Some vehicles use the control pilot indicator to communicate charging status, so a fault here can cause charging to stop even if the indicator itself seems to work.
- Aftermarket charging cables or adapters with poor pin fit can cause erratic signals on the control pilot circuit, mimicking an internal fault.

Can I keep driving with P0E69?

The vehicle is generally safe to drive because the fault affects the charging system, not the drivetrain, but charging may be unreliable or fail. Avoid relying on charging during critical trips until the issue is resolved, and do not attempt to charge if you notice overheating or burning smells.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Wire repair kit (splices, heat shrink, electrical tape)
- Contact cleaner
- Vehicle service information for wiring diagrams



Reading P0E69

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

Often seen with

P0E68 Control Pilot Indicator Circuit Range/Performance · **P0E6A** Hybrid/EV Battery Precharge Contactor Control Circuit/Open · **P0E6B** Hybrid/EV Battery Precharge Contactor Control Circuit Low · **P0E6C** Hybrid/EV Battery Precharge Contactor Control Circuit High · **P0E6D** Hybrid/EV Battery Precharge Contactor Performance

See it working

Watch the animated explainer [Four-Stroke Engine Notebook: The Otto Cycle Explained](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0e69/>

