

GENERIC · POWERTRAIN

P0E71

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0E71

Control Pilot Signal Frequency Too High

P0E71 means the control pilot signal frequency is higher than the vehicle's charging system expects, so the onboard charger or power control module has flagged the pilot line as out of range. The computer measures the frequency of the pulse-width modulated control pilot signal and sets this code when that frequency exceeds the calibrated upper limit.

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

Symptoms you may notice

- The charging system warning light or service vehicle soon message appears on the dash
- The vehicle refuses to start a charging session or stops charging shortly after plugging in
- The charging port indicator shows a fault or does not illuminate at all
- The vehicle may default to a reduced charging rate or fail to recognize the connected cable
- Often no symptoms besides the warning light if the fault is intermittent

Common causes, most likely first

- Damaged or contaminated control pilot pin in the vehicle charge port
- Faulty charging cable or Electric Vehicle Supply Equipment (EVSE) generating an out-of-spec pilot frequency
- Chipped, cracked, or moisture-infiltrated onboard charger control pilot circuit
- Wiring harness damage or poor terminal tension between the charge port and the onboard charger
- Software calibration issue in the onboard charger or power control module
- Failed onboard charger module that cannot correctly read the pilot signal frequency

How to diagnose and fix it

- Inspect the charge port and control pilot pin for debris, corrosion, or physical damage and clean or replace as needed
- Test with a known-good charging cable and EVSE to rule out an external pilot signal source
- Use a scan tool to read live control pilot frequency data and compare it to the manufacturer's specification
- Check the wiring harness and connectors between the charge port and onboard charger for continuity and terminal condition
- Verify the onboard charger software is at the latest calibration and reprogram if required
- Perform guided diagnostics for the onboard charger control pilot circuit and replace the charger module if internal fault is confirmed



Control Pilot Frequency Faults You Should Not Overlook

- A charging cable or public EVSE that is out of specification can set this code even though the vehicle's own hardware is perfectly healthy, so always test with a known-good cable before condemning the charger.
- The control pilot frequency is generated by the EVSE and read by the vehicle, so a code for frequency too high does not automatically mean the onboard charger is the failed part.
- Intermittent codes often trace to a slightly bent or contaminated control pilot pin in the charge port that only loses contact at certain cable angles.
- Some vehicles set this code after a software update changes the pilot signal interpretation thresholds, making recalibration the correct fix rather than parts replacement.
- Water intrusion into the charge port assembly can alter the pilot signal waveform and frequency, so corrosion inspection is a required step before any module replacement.

Can I keep driving with P0E71?

You can usually drive the vehicle normally because this fault affects charging rather than propulsion, but avoid relying on charging until the code is diagnosed. Do not force a damaged charge connector into the port, and schedule service promptly if the vehicle will not charge at all.

Tools that help

- OBD-II scan tool with live data and manufacturer-specific control pilot parameters
- Digital multimeter with frequency and duty cycle measurement
- Known-good charging cable and EVSE for comparison testing
- Terminal pick and contact cleaner for charge port inspection
- Manufacturer service information and wiring diagrams

Reading P0E71

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

Often seen with

P0E70 Control Pilot Signal Frequency Too Low · **P0E72** Hybrid/EV Battery Internal Isolation Performance · **P0E73** Coolant Bypass Valve A Control Circuit/Open · **P0E74** Coolant Bypass Valve A Control Circuit Low · **P0E75** Coolant Bypass Valve A Control Circuit High



See it working

Watch the animated explainer [How Coil-on-Plug Ignition Works: Coil and Spark Plug](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0e71/>

