

GENERIC · POWERTRAIN

P262C

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P262C

Sensor Reference Voltage G Circuit / Open

P262C indicates that the engine control module (ECM) has detected an open circuit or out-of-range voltage on the sensor reference voltage G circuit, which is a 5-volt supply shared by multiple sensors. The ECM monitors this line and sets the code when the voltage drops below or rises above the expected operating range, often due to a wiring fault or a failed sensor internally shorting the reference line.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Intermediate	Computer and output circuits

Symptoms you may notice

- Illumination of the check engine light (malfunction indicator lamp) with no other obvious symptoms
- Rough idle or hesitation if the affected sensors include the throttle position or manifold absolute pressure sensor
- Poor fuel economy or reduced engine performance due to incorrect sensor readings
- Intermittent stalling or difficulty starting in some cases
- Transmission shift quality issues if the reference voltage feeds a transmission sensor
- Often no symptoms besides the warning light, especially if the fault is intermittent

Common causes, most likely first

- 1 Open or damaged wire in the sensor reference voltage G circuit (broken, chafed, or corroded)
- 2 Poor electrical connection at a sensor or ECM connector (loose pins, corrosion, or water intrusion)
- 3 A sensor internally shorted to ground or to voltage on the reference G line, pulling the shared 5-volt supply down
- 4 Failed ECM driver for the reference voltage G output (rare but possible)
- 5 Aftermarket accessories or poor previous repairs tapping into the reference circuit
- 6 Heat damage or vibration causing an intermittent open in the harness



How to diagnose and fix it

- 1 Connect a scan tool and record all stored and pending codes, then check freeze-frame data to see the conditions when P262C set
- 2 Inspect the engine wiring harness and connectors for the sensors that share the reference voltage G circuit, looking for chafing, corrosion, or loose pins
- 3 Measure the reference voltage at each sensor connector with the key on, engine off; a healthy circuit should show close to 5 volts, and any deviation indicates a fault
- 4 Disconnect sensors one at a time on the shared reference G line and recheck the voltage; if it returns to normal with a sensor unplugged, that sensor is internally shorted
- 5 Perform a voltage drop test on the ground and power sides of the affected sensors to rule out ground-side issues that can mimic a reference voltage fault
- 6 If the wiring and sensors check out, test the ECM reference voltage output directly at the ECM connector; if the voltage is missing there, the ECM may be faulty
- 7 Repair or replace the faulty wiring, connector, or sensor as needed, clear the codes, and verify the repair with a test drive and live data review

Shared 5-Volt Reference Circuit Traps

- The reference voltage G circuit often feeds multiple sensors, so a single shorted sensor can pull down the voltage for all of them and set codes for unrelated sensors; always check every sensor on the shared line.
- A common misdiagnosis is replacing the ECM when the real problem is a chafed wire behind the engine block or near a heat source, so a thorough visual inspection of the harness is essential before condemning the module.
- Intermittent opens can be caused by a broken wire inside intact insulation, which only shows up when the engine moves or the vehicle hits a bump; wiggle testing the harness while watching live data can reveal these.
- Aftermarket electrical accessories, such as alarm systems or add-on gauges, are often tapped into the reference voltage circuit and can introduce faults that are not present in a stock vehicle.
- The code can set even when the reference voltage is only slightly out of range, so a digital multimeter with good resolution is more reliable than a basic test light for diagnosing this circuit.

Can I keep driving with P262C?

You can usually drive the vehicle with this code, but if you notice rough running, stalling, or reduced power, keep driving to a minimum and avoid heavy loads or high speeds until the fault is repaired. Prolonged driving with a faulty reference voltage can lead to poor fuel economy and potential damage to other components that rely on the affected sensors.



Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter with high resolution
- Wiring diagram for the specific vehicle
- Test light or jumper wires for circuit testing
- Electrical contact cleaner and dielectric grease
- Basic hand tools for connector and harness access

Reading P262C

P	Powertrain: engine, transmission and emissions.
2	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
6	Computer and output circuits.
2C	The exact fault within that area.

Often seen with

P0641 Sensor Reference Voltage 'A' Circuit/Open · **P0651** Sensor Reference Voltage 'B' Circuit/Open · **P06A6** Sensor Reference Voltage A Circuit Range/Performance · **P262B** Control Module Power Off Timer Performance · **P262D** Sensor Reference Voltage G Circuit Low

See it working

Watch the animated explainer [Four-Stroke Engine Cutaway: Intake to Exhaust](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p262c/>

