

GENERIC · POWERTRAIN

P2CC6

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2CC6

Generator Inverter Power Supply B Circuit Low

P2CC6 indicates that the generator inverter power supply B circuit has a low voltage condition, meaning the control module has detected a voltage below the expected threshold on that specific circuit. The inverter converts DC power from the battery to the high-voltage AC needed by the motor-generator, and a low supply voltage can prevent proper inverter operation.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

High

FIX DIFFICULTY

Professional

AREA

Hybrid propulsion

Symptoms you may notice

- Illumination of the hybrid system warning light or check engine light
- Reduced engine power or limp mode
- The vehicle may fail to start or enter ready mode
- No noticeable symptoms besides the warning light in some cases
- Intermittent loss of charging or accessory power

Common causes, most likely first

- 1 Corroded, loose, or damaged wiring or connectors in the inverter power supply B circuit
- 2 Blown fuse or fusible link protecting the inverter power supply B circuit
- 3 Faulty inverter assembly internal short or open circuit
- 4 Failed voltage supply module or power control unit
- 5 High resistance in a ground connection for the inverter
- 6 Low auxiliary battery voltage or poor battery connections

How to diagnose and fix it

- 1 Verify battery voltage and state of charge; recharge or replace the auxiliary battery if low
- 2 Inspect and test the fuse and fusible link for the inverter power supply B circuit
- 3 Perform a visual inspection of wiring and connectors for corrosion, chafing, or looseness
- 4 Measure voltage drop across the power supply B circuit under load to identify high resistance
- 5 Check ground connections for the inverter and power control unit for cleanliness and tightness
- 6 If wiring and fuses are good, test the inverter assembly according to manufacturer procedures
- 7 Replace the faulty inverter or power control module as needed and clear the code



Don't overlook the auxiliary battery

- A weak or failing auxiliary battery is a common cause of this code because the inverter relies on a stable 12-volt supply to operate correctly.
- Corroded ground connections can mimic a faulty inverter, so always check grounds before condemning expensive components.
- The code can set intermittently due to a loose connector that only loses contact during vibration or temperature changes.
- Some vehicles may store this code without any drivability symptoms, leading to misdiagnosis as a non-issue.
- Always consult the factory service information for the specific voltage thresholds and circuit testing procedures for your vehicle.

Can I keep driving with P2CC6?

Do not continue driving with this code active, as a low inverter supply voltage can cause a sudden loss of power or prevent the vehicle from starting. Have the vehicle inspected by a qualified technician as soon as possible.

Tools that help

- Digital multimeter
- OBD-II scanner
- Factory service information
- Test light
- Wire repair kit

Reading P2CC6

- P** Powertrain: engine, transmission and emissions.
- 2** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- C** Hybrid propulsion.
- C6** The exact fault within that area.

Often seen with

P0A0D High Voltage System Interlock Circuit A High · **P0A94** DC/DC Converter A Performance · **P2CC5** Generator Inverter Power Supply B Circuit/Open · **P2CC7** Generator Inverter Power Supply B Circuit High



See it working

Watch the animated explainer [How an Oxygen Sensor Works: Live 3D Cutaway](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p2cc6/>

