

GENERIC · POWERTRAIN

P2E26

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2E26

Drive Motor A Phase Z Current Sensor Circuit High

P2E26 indicates that the inverter controller for drive motor A has detected an abnormally high current reading from the phase Z current sensor circuit, which monitors one of the three motor phase currents. The computer compares this signal against expected values and flags the code when the voltage or current exceeds the calibrated high threshold, pointing to a fault in the sensor, its wiring, or the motor/inverter assembly.

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

Symptoms you may notice

- Illumination of the check engine light or service vehicle soon message, often with no other noticeable symptoms
- Reduced power or limp mode as the hybrid or electric system limits motor output to protect components
- Intermittent hesitation or shudder during acceleration or regenerative braking
- Possible stalling or failure to start if the fault escalates and the controller disables the motor
- Audible whine or click from the inverter area in some cases, though not universal

Common causes, most likely first

- 1 Faulty phase Z current sensor inside the motor or inverter assembly
- 2 Damaged, chafed, or corroded wiring or connector at the current sensor circuit
- 3 High resistance or loose ground connection for the sensor or inverter
- 4 Internal short or fault in the inverter controller affecting sensor reference voltage
- 5 Motor stator winding issue causing abnormal current spikes that the sensor correctly reports
- 6 Software calibration error in the inverter control module (less common)

How to diagnose and fix it

- 1 Inspect the current sensor wiring and connectors for damage, corrosion, or loose pins, and repair as needed
- 2 Check the sensor ground and reference voltage at the connector with a multimeter to confirm proper supply
- 3 Perform a resistance and continuity test on the sensor signal circuit to rule out open or shorted wires
- 4 Swap the phase Z current sensor with a known-good unit if accessible, or compare live data with other phase sensors to isolate the fault
- 5 Verify the inverter controller software is up to date and reflash if a calibration bulletin applies
- 6 If the sensor and wiring test good, perform a motor stator and inverter internal inspection or replacement per manufacturer procedures

When the sensor is not the real culprit

- A high current reading can be caused by a failing motor winding or inverter output stage, so replacing the sensor alone may not fix the code.
- The phase Z current sensor is often integrated into the motor or inverter assembly, making it a costly part to replace without proper diagnosis.
- Intermittent wiring faults from vibration or heat can set this code without any permanent sensor failure, so wiggle tests and live data monitoring are essential.
- Some vehicles set this code after a low-voltage event or jump start, and clearing it after restoring proper battery voltage may resolve it.
- The code can be triggered by a poor ground connection at the inverter case, which is often overlooked during visual inspection.

Can I keep driving with P2E26?

Do not continue driving with this code active, as the hybrid or electric drive system may enter a reduced-power mode or shut down unexpectedly, increasing the risk of a crash. Have the vehicle towed to a qualified service facility for diagnosis and repair.

Tools that help

- OBD-II scan tool with live data and hybrid/EV capability
- Digital multimeter with min/max recording
- Oscilloscope for waveform analysis of the current sensor signal
- Manufacturer service information for wiring diagrams and test procedures
- Insulation tester for motor winding checks

Reading P2E26

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

Often seen with

P0A3F Drive Motor A Position Sensor Circuit · **P0A40** Drive Motor A Position Sensor Circuit Range/Performance
 · **P2E25** Drive Motor A Phase Z Current Sensor Circuit Low · **P2E27** Drive Motor A Phase X-Y-Z Current Sensor Correlation



See it working

Watch the animated explainer [How Regenerative Braking Works in Electric Cars](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p2e26/>

