



P0ACC

Hybrid/EV Battery Temperature Sensor C Circuit Low

P0ACC indicates that the hybrid or electric vehicle battery pack's temperature sensor C is reporting a voltage below the normal range, which the battery energy control module interprets as a low circuit condition. The computer has detected an abnormally low signal voltage on the sensor C circuit, which can be caused by a short to ground, an open circuit, or a faulty sensor.

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

Symptoms you may notice

- Illumination of the check engine light or hybrid system warning light
- Reduced electric driving range or hybrid system power limitation
- Battery cooling fan may run continuously or not at all
- In some cases, the vehicle may enter a fail-safe mode with reduced performance
- Often no symptoms besides the warning light

Common causes, most likely first

- 1 Faulty battery temperature sensor C
- 2 Short to ground in the sensor C signal circuit
- 3 Open or high-resistance connection in the sensor C circuit
- 4 Damaged wiring harness or connector at the sensor or battery pack
- 5 Corrosion or water intrusion in the sensor connector
- 6 Internal fault in the battery energy control module (BECM)

How to diagnose and fix it

- 1 Scan all modules for stored codes and freeze-frame data to confirm P0ACC is current
- 2 Visually inspect the sensor C wiring and connector for damage, corrosion, or loose pins
- 3 Measure resistance of sensor C and compare to the manufacturer's specification
- 4 Check for a short to ground on the signal circuit using a multimeter
- 5 Verify continuity and voltage drop on the sensor C circuit from the sensor to the BECM
- 6 If wiring and sensor test good, perform a wiggle test on the harness while monitoring sensor data
- 7 Replace the faulty sensor or repair the wiring as needed, then clear codes and verify the repair



Sensor C circuit low: common traps

- A low voltage code often results from a short to ground rather than a failed sensor, so inspect the harness for chafing before replacing parts.
- The sensor C circuit may share a common ground with other sensors, and a bad ground can set multiple temperature sensor codes simultaneously.
- Battery pack temperature sensors are sometimes integrated into a single harness inside the pack, making connector inspection at the pack interface critical.
- A faulty BECM can misinterpret a normal sensor signal, so always verify the sensor and wiring before condemning the module.
- After repairs, the hybrid system may require a relearn or calibration procedure to clear the code permanently.

Can I keep driving with P0ACC?

It is generally safe to drive with this code if the vehicle is not in a reduced-power mode, but avoid aggressive driving or heavy electrical loads until diagnosed. Prolonged driving with a faulty temperature sensor can lead to battery overheating or damage, so schedule service soon.

Tools that help

- OBD-II scan tool with hybrid/EV capability
- Digital multimeter
- Wiring diagram for the specific vehicle
- Back probe pins or breakout box
- Insulated hand tools

Reading P0ACC

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

Often seen with

P0ACB Hybrid/EV Battery Temperature Sensor C Circuit Range/Perform · **P0ACD** Hybrid/EV Battery Temperature Sensor C Circuit High · **P0ACE** Hybrid/EV Battery Temperature Sensor C Circuit Intermittent/ · **P0ACF** Hybrid/EV Battery Pack Cooling Fan 3 Control Circuit/Open · **P0AD0** Hybrid/EV Battery Pack Cooling Fan 3 Performance/Stuck Off



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/p0acc/>

