

GENERIC · POWERTRAIN

P0B32

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0B32

Hybrid/EV Battery D Voltage High

P0B32 indicates that the hybrid or electric vehicle battery control module has detected an abnormally high voltage on the high-voltage battery pack segment designated as D. The computer compares the measured voltage of this section against expected limits and sets the code when the reading exceeds the calibrated threshold, which can be caused by a genuine overcharge condition, a faulty voltage sensing circuit, or a communication error within the battery monitoring system.

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 service vehicle soon message on the dashboard
- Reduced power output or entry into limp mode to protect the high-voltage battery
- The vehicle may refuse to start or shift into gear if the battery management system disables the high-voltage system
- Often no symptoms besides the warning light, especially if the voltage spike is intermittent
- Possible display of a message indicating a high-voltage battery fault or reduced electric range
- In some cases, the engine may run continuously or the vehicle may not enter electric-only mode

Common causes, most likely first

- 1 Faulty voltage sensing harness or connector at the battery pack segment D, including corrosion or loose pins
- 2 Malfunctioning battery monitoring module or voltage sensor internal to the battery pack
- 3 Software error or outdated calibration in the battery control module causing false high-voltage detection
- 4 Genuine overcharging condition due to a faulty DC-DC converter or charging system malfunction
- 5 Internal short or cell imbalance within the battery pack segment D leading to voltage measurement errors
- 6 Damaged communication bus wiring between the battery monitoring module and the hybrid control module
- 7 Water intrusion or physical damage to the battery pack connector or wiring harness



How to diagnose and fix it

- 1 Use a scan tool to retrieve all stored codes and freeze-frame data, then verify the battery pack voltage readings live to confirm the high-voltage condition on segment D
- 2 Inspect the voltage sensing harness and connectors at the battery pack for looseness, corrosion, or damage, and repair or replace as needed
- 3 Check for technical service bulletins or software updates for the battery control module that address false voltage readings
- 4 Perform a voltage measurement at the battery pack terminals with a high-voltage-rated multimeter to compare actual voltage against the scan tool reading
- 5 If the voltage sensor is accessible, test its resistance and signal output according to the manufacturer's procedure, and replace if out of specification
- 6 Reprogram or replace the battery monitoring module if the sensor and wiring are confirmed good but the code persists
- 7 If the battery pack itself is confirmed to have an internal fault causing high voltage on segment D, the pack may require repair or replacement by a qualified high-voltage technician

When the battery voltage sensor lies

- A common misdiagnosis is to replace the entire battery pack when the actual fault is a chafed voltage sensing wire or a corroded connector pin that causes a false high-voltage reading.
- The code can be set by a temporary voltage spike during charging or regenerative braking, so intermittent occurrences may not indicate a permanent failure and should be investigated with freeze-frame data.
- Some vehicles set P0B32 when the 12-volt auxiliary battery is weak or failing, as low system voltage can corrupt the battery monitoring module's readings and trigger false high-voltage codes.
- After any repair involving the high-voltage battery, the battery control module may need to be reinitialized or have its learned values reset with a scan tool to prevent the code from returning.
- A faulty DC-DC converter can cause the high-voltage system to overcharge, so always check charging system operation and converter output before condemning the battery pack.

Can I keep driving with P0B32?

Do not continue driving with this code if the hybrid system warning is active or the vehicle has entered limp mode, as a genuine high-voltage battery fault can lead to sudden power loss or further damage. If the only symptom is the warning light and the vehicle drives normally, you may drive cautiously to a service center, but avoid aggressive acceleration or charging until the fault is diagnosed.



Tools that help

- Hybrid/EV-capable scan tool with live data and freeze-frame capability
- High-voltage-rated multimeter and test leads
- Insulated gloves and safety equipment for high-voltage work
- Wiring diagram and service information for the specific vehicle
- Battery pack lifting equipment if pack removal is required

Reading P0B32

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

Often seen with

P0AFA Hybrid/EV Battery System Voltage Low · **P0AFC** Hybrid/EV Battery Pack Sensor Module · **P0B24** Hybrid/EV Battery A Voltage Unstable · **P0B31** Hybrid/EV Battery D Voltage Low · **P0B33** High Voltage Service Disconnect Circuit

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/p0b32/>

