

GENERIC · POWERTRAIN

# P0C75

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

## P0C75

### Hybrid/EV Battery System Discharge Time Too Short

P0C75 indicates that the hybrid or electric vehicle battery control module has detected a discharge time that is shorter than expected during a commanded battery discharge test. The computer monitors how long the high-voltage battery takes to drop from one state of charge to another under a known load, and it sets this code when that interval falls below the calibrated minimum.

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

#### Symptoms you may notice

- Illumination of the hybrid system warning light or service vehicle soon message
- Reduced electric-only driving range or the engine starting more frequently than usual
- The vehicle may enter a reduced-power limp mode after the code is stored
- Often no symptoms besides the warning light, especially if the fault is intermittent
- Battery state of charge gauge may drop faster than normal during a drive
- Possible refusal to enter or remain in electric-only mode

#### Common causes, most likely first

- 1 Aged or degraded high-voltage battery pack with increased internal resistance
- 2 Weak or failing battery cell module or cell group within the pack
- 3 Faulty battery current or voltage sensor sending inaccurate readings to the control module
- 4 Poor or corroded high-voltage cable connections or ground straps
- 5 Battery control module software calibration issue or outdated firmware
- 6 Intermittent communication fault on the hybrid CAN bus affecting battery data
- 7 Extreme ambient temperature affecting battery performance during the test window



## How to diagnose and fix it

- 1 Scan all hybrid and battery control modules for stored and pending codes, and record freeze-frame data
- 2 Inspect high-voltage battery cables, connectors, and ground straps for corrosion, looseness, or damage
- 3 Verify 12-volt auxiliary battery condition and charging system output, as low voltage can skew module tests
- 4 Check for technical service bulletins or software updates for the battery control module
- 5 Perform a battery state-of-health test with a hybrid-capable scan tool and compare capacity to specification
- 6 Load-test the high-voltage battery pack and measure internal resistance across cell groups
- 7 If cell degradation is confirmed, replace the affected battery module or pack as required

## What a short discharge time really tells you

- A short discharge time is often the first sign of normal battery aging rather than a sudden failure, so compare the measured capacity against the manufacturer's end-of-life threshold before condemning the pack.
- Technicians frequently replace the battery control module when the real problem is a single weak cell group that drags down the whole pack during the discharge test.
- Temperature extremes can trigger this code on a healthy battery because the control module's discharge-time model is calibrated for a narrower operating window.
- A failing 12-volt battery can cause the hybrid control module to abort or misread the discharge test, so always verify auxiliary power first.
- This code does not always mean the battery is unusable; it can be set by a one-time test anomaly, so clear it and verify whether it returns under the same conditions.

## Can I keep driving with P0C75?

You can usually drive the vehicle, but expect reduced electric range and possible limp mode, and avoid long trips or heavy electrical loads until the battery system is diagnosed. If the warning light is accompanied by a loss of power or a message to stop driving, pull over safely and arrange service.

## Tools that help

- Hybrid-capable OBD-II scan tool with battery control module access
- Digital multimeter with high-voltage safety rating
- Battery load tester or conductance tester rated for high-voltage packs
- Insulated gloves and high-voltage safety equipment
- Manufacturer service information for battery test procedures



### Reading P0C75

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

### Often seen with

**P0A7F** Hybrid/EV Battery Pack Deterioration · **P0A80** Replace Hybrid/EV Battery Pack · **P0AFA** Hybrid/EV Battery System Voltage Low · **P0BBD** Hybrid/EV Battery Pack Voltage Variation Exceeded Limit · **P0C76** Hybrid/EV Battery System Discharge Time Too Long

### 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/p0c75/>

