

GENERIC · POWERTRAIN

P0C84

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0C84

Hybrid/EV Battery Temperature Sensor H Circuit High

P0C84 means the hybrid or electric vehicle battery pack's temperature sensor H circuit is reporting a voltage above the normal range, so the battery control module cannot trust that sensor's reading. The computer has detected an open circuit, a short to voltage, or a signal that stays higher than the expected threshold for the sensor's location in the pack.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Professional

AREA

Hybrid propulsion

Symptoms you may notice

- Illumination of the hybrid system warning light or service vehicle soon message
- Often no symptoms besides the warning light, especially if the pack is not under heavy load
- Reduced electric-only range or the vehicle refusing to enter EV mode
- A forced engine start or reduced power mode when the battery module derates the pack
- Inconsistent or missing battery temperature data on a scan tool live data stream
- In rare cases, a no-start condition if the battery management system disables the pack

Common causes, most likely first

- 1 A damaged or disconnected temperature sensor H harness connector at the battery pack
- 2 An open or high-resistance wire in the sensor H signal or return circuit
- 3 A short to voltage on the sensor H signal wire from chafing or moisture intrusion
- 4 A failed temperature sensor H inside the battery pack assembly
- 5 Corrosion or water ingress at the battery pack pass-through connector
- 6 A faulty battery energy control module not reading the sensor circuit correctly



How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data for P0C84 before clearing anything
- 2 Inspect the battery pack temperature sensor H connector and harness for damage, corrosion, or water intrusion
- 3 Measure resistance across sensor H and compare it to the manufacturer's temperature-resistance chart
- 4 Check the sensor H signal and return circuits for opens, shorts to voltage, and high resistance with a multimeter
- 5 Verify reference voltage and ground at the battery control module connector for the H circuit
- 6 Replace the faulty temperature sensor or repair the damaged section of harness
- 7 Clear codes and road test the vehicle through several ignition cycles to confirm the repair

What the battery temperature code hides

- A high-voltage battery pack contains multiple temperature sensors, and sensor H is one specific position; replacing the whole pack because of one sensor code is a costly misdiagnosis.
The code can set intermittently from a connector that only loses contact when the pack expands or contracts with temperature, so a wiggle test while watching live data is often more revealing than a static meter check.
- Water intrusion at the pack vent or service plug grommet frequently corrodes the sensor harness before any other symptom appears.
- Some vehicles set this code when the 12-volt auxiliary battery is weak and the module logs implausible sensor voltages during cranking, so check system voltage first.

A sensor that reads high resistance when cold but normal when warm can pass a bench test and still set P0C84 on a cold morning, so test at the temperature the freeze-frame recorded.

Can I keep driving with P0C84?

You can usually drive the vehicle short distances to a repair shop, but avoid heavy acceleration, long grades, and fast charging because the battery module is operating without reliable temperature data for one sensor. If the hybrid warning light flashes or the vehicle enters reduced power mode, stop driving and have it towed.

Tools that help

- OBD-II scan tool with hybrid battery live data capability
- Digital multimeter with resistance and voltage ranges
- Manufacturer service information with sensor resistance charts
- Insulated hand tools and high-voltage safety gloves
- Back probe pins and a wiring diagram for the battery pack circuits



Reading P0C84

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

Often seen with

P0A9C Hybrid/EV Battery Temperature Sensor A Circuit Range/Perform · **P0AC4** Hybrid/EV Powertrain Control Module Requested MIL Illuminati · **P0AFA** Hybrid/EV Battery System Voltage Low · **P0C83** Hybrid/EV Battery Temperature Sensor H Circuit Low · **P0C85** Hybrid/EV Battery Temperature Sensor H Circuit Intermittent/

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/p0c84/>

