



P0C92

Hybrid/EV Battery Temperature Sensor K Circuit

P0C92 indicates that the hybrid or electric vehicle battery pack's temperature sensor K circuit has reported a voltage or signal outside the range the battery energy control module expects. The module uses this sensor to monitor cell temperatures for safe charging and discharging, so it flags the fault when the signal is open, shorted, or implausible.

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
- Often no symptoms besides the warning light, especially if the sensor fault is intermittent
- Reduced electric-only range or a forced switch to gasoline engine operation in a plug-in hybrid
- Limited charging rate or a refusal to accept a full charge from the wall or public charger
- A message on the dash advising that the hybrid battery is too hot or too cold even when ambient conditions are normal
- Possible limp-home mode or reduced power output if the module cannot verify battery temperature

Common causes, most likely first

- 1 Failed battery temperature sensor K itself, typically an internal open or short in the thermistor element
- 2 Damaged or corroded wiring between sensor K and the battery energy control module, often from chafing or moisture intrusion
- 3 Loose or contaminated connector pins at the sensor or module harness
- 4 Faulty battery energy control module not correctly reading the sensor signal
- 5 High-voltage battery pack overheating or a cooling system fault that pushes the sensor signal out of range
- 6 Water or debris intrusion into the battery pack enclosure affecting the sensor circuit
- 7 Aftermarket or improper battery pack repairs that disturbed the sensor harness



How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, then record freeze-frame data for P0C92 to see the reported sensor voltage and temperature
- 2 Inspect the battery temperature sensor K connector and harness for corrosion, chafing, or loose pins, and repair as needed
- 3 Measure the resistance of sensor K with a multimeter and compare it to the manufacturer's temperature-resistance chart for the current ambient temperature
- 4 Back-probe the sensor signal circuit at the battery energy control module and compare the voltage with the sensor's actual resistance to isolate a wiring fault
- 5 Check the high-voltage battery cooling system operation, including coolant level and fan operation, if the sensor reading is plausible but high
- 6 Replace the faulty battery temperature sensor K and clear the code, then verify the live data reads correctly across a charge and discharge cycle
- 7 If the wiring and sensor test good, follow the manufacturer's diagnostic flow for the battery energy control module and replace only after confirming the module is at fault

Battery temperature sensor K diagnosis traps

- A common misdiagnosis is replacing the battery pack or the energy control module before testing the sensor circuit, because a simple chafed wire can mimic a failed sensor.
- Sensor K is often one of several temperature sensors in the pack, so a code for K does not mean the whole pack is overheating; the module may still have valid readings from other sensors.
- Intermittent P0C92 codes frequently appear after battery pack service or collision repair when a harness connector is not fully seated, so always check recent repair history.
- Some vehicles set this code when the 12-volt auxiliary battery is weak because module voltage instability corrupts sensor readings, so verify battery and charging system health first.
- The code can be stored by a sensor that is electrically within range but mechanically dislodged from its mounting point, reading ambient air instead of cell temperature.

Can I keep driving with P0C92?

You can usually continue driving if the only symptom is the warning light and the vehicle drives normally, but avoid aggressive acceleration, fast charging, and long trips until the fault is repaired. If the dash displays a high battery temperature warning or the vehicle enters limp mode, stop safely and have it towed to avoid damaging the high-voltage battery.



Tools that help

- OBD-II scan tool with hybrid/EV module access and live data capability
- Digital multimeter with resistance and voltage measurement
- Manufacturer service information for temperature-resistance charts and wiring diagrams
- Insulated hand tools and personal protective equipment rated for high-voltage work
- Back-probe kit and terminal cleaning tools

Reading P0C92

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

Often seen with

P0A0D High Voltage System Interlock Circuit A High · **P0A9C** Hybrid/EV Battery Temperature Sensor A Circuit Range/Perform · **P0C90** Hybrid/EV Battery Temperature Sensor J Circuit High · **P0C91** Hybrid/EV Battery Temperature Sensor J Circuit Intermittent/ · **P0C93** Hybrid/EV Battery Temperature Sensor K Range/Performance

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/p0c92/>

