

GENERIC · POWERTRAIN

P0C95

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0C95

Hybrid/EV Battery Temperature Sensor K Circuit High

P0C95 means the hybrid or electric vehicle battery pack's temperature sensor K is reporting a voltage above the normal range to the battery energy control module. The computer sees a high signal on that sensor circuit, which usually indicates an open circuit, a poor connection, or a sensor that has failed internally.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Intermediate	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 fault is intermittent
- Reduced electric-only driving range or the vehicle refusing to enter EV mode
- A message on the dash stating the hybrid battery is too hot or temperature unavailable
- Possible reduced engine power or limp-home mode in some vehicles
- The battery cooling fan may run continuously or not at all

Common causes, most likely first

- 1 Open or damaged wire in the sensor K signal circuit, often from chafing or rodent damage
- 2 Corroded, loose, or disconnected electrical connector at the sensor or at the battery control module
- 3 Failed temperature sensor K inside the high-voltage battery pack
- 4 High resistance in a splice or terminal within the sensor circuit
- 5 Faulty battery energy control module not reading the sensor correctly
- 6 Moisture intrusion into the sensor connector or wiring harness
- 7 A short to voltage on the sensor signal circuit, though this is less common than an open circuit



How to diagnose and fix it

- 1 Scan all modules for codes and record freeze-frame data to confirm when the high voltage was set
- 2 Visually inspect the sensor K wiring and connector for damage, corrosion, or loose pins
- 3 Measure resistance of the sensor K circuit at the battery control module connector and compare to specifications
- 4 Check for continuity and resistance to ground on the signal and return circuits to rule out an open or short
- 5 If wiring checks pass, remove and test the sensor K with a multimeter across a known temperature range
- 6 Replace the faulty sensor or repair the damaged harness section, then clear codes and verify the reading matches other temperature sensors
- 7 If the sensor and wiring are good, follow the manufacturer's diagnostic flow for the battery control module before replacing it

What a high sensor K reading really means

- A high voltage on a temperature sensor circuit almost always means an open circuit, not a genuinely hot battery, because a disconnected sensor pulls the signal line high.
- Technicians often replace the battery pack temperature sensor only to find the real fault is a corroded pin in the harness connector behind the rear seat or under the vehicle.
- This code can be set by a faulty battery cooling fan that causes the pack to overheat, so always check fan operation and cooling ducts before condemning the sensor.
- Intermittent P0C95 codes often appear after driving over rough roads or in wet weather, pointing to a chafed wire that only opens under vibration or moisture.
- Some vehicles use a single sensor for multiple cells, so a high reading on sensor K can be caused by a failed sensor elsewhere in the same circuit string.

Can I keep driving with P0C95?

You can usually drive the vehicle with this code, but avoid heavy acceleration, long grades, and fast charging until it is repaired because the battery management system may not be able to protect the pack from overheating. If the dash displays a high battery temperature warning or the vehicle enters limp mode, stop and have it towed.

Tools that help

- OBD-II scan tool with hybrid battery data capability
- Digital multimeter with temperature probe
- Wiring diagram for the specific vehicle
- Back probe pins and jumper wires
- Insulation resistance tester (megohmmeter) for high-voltage circuits



Reading P0C95

- P** Powertrain: engine, transmission and emissions.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- C** Hybrid propulsion.
- 95** 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 · **P0C94** Hybrid/EV Battery Temperature Sensor K Circuit Low · **P0C96** Hybrid/EV Battery Temperature Sensor K Circuit Intermittent/ · **P0C97** Hybrid/EV Battery Temperature Sensor L 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/p0c95/>

