



## P0CFD

### Control Pilot Charging Switch A Stuck Off

P0CFD indicates that the electric vehicle supply equipment (EVSE) control pilot circuit has detected that the charging switch, which signals the vehicle's readiness to accept charge, is stuck in the off position. The vehicle's charging control module expects a specific voltage on the control pilot line when the switch is closed, but it sees a continuous open-circuit condition, so it sets this code and may prevent charging.

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

### Symptoms you may notice

- The charging session fails to start or stops immediately after plugging in.
- The charge port indicator light may flash or show a fault color instead of a steady charging light.
- A warning message such as 'Check Charging System' or 'Unable to Charge' appears on the dashboard.
- The vehicle may refuse to enter ready-to-charge mode even though the connector is fully seated.
- Often no symptoms besides the warning light if the fault is intermittent or only affects one charging profile.

### Common causes, most likely first

- 1 A faulty control pilot switch inside the charge port assembly that remains open electrically.
- 2 Damaged or corroded wiring between the charge port switch and the charging control module.
- 3 A stuck or damaged charge port latch mechanism that prevents the switch from closing.
- 4 Water intrusion or contamination in the charge port connector causing high resistance on the switch signal circuit.
- 5 A software glitch in the charging control module that misreads the switch state.
- 6 A failed charging control module that cannot correctly interpret the control pilot voltage.
- 7 Aftermarket charging equipment or a non-compliant EVSE that holds the control pilot signal in an unexpected state.



## How to diagnose and fix it

- 1 Inspect the charge port for debris, corrosion, or a bent pin and clean it with electronics cleaner.
- 2 Check the charge port latch operation manually to confirm it moves freely and fully seats the connector.
- 3 Use a scan tool to view live data for the control pilot switch status while wiggling the charge port connector.
- 4 Perform a voltage drop test on the switch signal circuit from the charge port to the charging control module.
- 5 Check for technical service bulletins or software updates for the charging control module.
- 6 Replace the charge port assembly if the switch is internal and not serviceable separately.
- 7 Replace the charging control module only after confirming all wiring and switch inputs are correct.

## Before replacing the charge port assembly

- A common oversight is a partially engaged charge connector that prevents the switch from closing, so always verify full insertion before condemning parts.
- The control pilot switch is often integrated into the charge port and cannot be replaced alone, but the fault may actually be a chafed wire in the harness near the port.
- Some vehicles set P0CFD when the 12-volt auxiliary battery is weak because the charging module logs low-voltage glitches during initialization.
- Aftermarket or damaged EVSE cables can hold the control pilot signal in a state that mimics a stuck switch, so test with a known-good charging station.
- The code may clear after a software reflash of the charging control module, so check for updates before ordering hardware.

## Can I keep driving with P0CFD?

The vehicle may still be drivable, but charging will likely be unavailable or unreliable, so plan trips around a known-good charging station and avoid relying on the affected charge port. Do not attempt to bypass or force the charge connector, as that can damage the port further.

## Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Electronics cleaner and dielectric grease
- Trim removal tools for charge port access
- Vehicle-specific service information for control pilot circuit testing



## Reading P0CFD

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

## Often seen with

**P0CFE** Control Pilot Charging Switch A Stuck On · **P0CFF** Hybrid/EV Battery Pack Coolant Pump A Stuck/Stalled · **P0D00** Control Pilot Charging Ventilation Switch Circuit/Open · **U0111** Lost Communication With Battery Energy Control Module 'A'

## See it working

Watch the animated explainer [How Airbags Work: A 50 km/h Crash in Slow Motion](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0cfd/>

