



P0D07

Battery Charging System Positive Contactor A Circuit

P0D07 indicates that the battery charging system's positive contactor A circuit has a fault, meaning the control module has detected an abnormal condition such as an open circuit, short to ground, or short to power in the wiring or component that connects the high-voltage battery to the charging system. The computer monitors the contactor's control circuit and sets this code when the expected voltage or current is outside the manufacturer's specified range.

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

Symptoms you may notice

- Illumination of the check engine light or a dedicated charging system warning light
- Often no symptoms besides the warning light, especially if the contactor remains closed
- Failure of the high-voltage battery to charge, leading to reduced electric range or a disabled vehicle
- Inability to start the vehicle or engage the charging session
- Audible clicking or no sound from the contactor when the ignition is turned on
- Other warning messages related to the high-voltage system or battery management

Common causes, most likely first

- 1 Damaged or corroded wiring or connector at the positive contactor A
- 2 Faulty positive contactor A itself (open coil, stuck contacts, or mechanical failure)
- 3 Poor electrical connection at the battery or charging system terminals
- 4 Failed control module that commands the contactor (e.g., battery energy control module)
- 5 Blown fuse or relay supplying power to the contactor circuit
- 6 Water intrusion or physical damage to the contactor or its harness
- 7 Software glitch in the control module requiring reprogramming



How to diagnose and fix it

- 1 Perform a visual inspection of the contactor, wiring, and connectors for damage, corrosion, or loose pins
- 2 Check all fuses and relays related to the charging system and contactor circuit
- 3 Measure resistance and voltage on the contactor control circuit to verify continuity and identify shorts or opens
- 4 Test the contactor operation by applying power and ground directly to confirm it clicks and closes
- 5 Inspect the control module for proper command signals and check for related trouble codes
- 6 Repair or replace damaged wiring, connectors, or the contactor as needed
- 7 Clear codes and perform a road test or charging cycle to verify the repair

Contactor Circuit Checks Before Parts Replacement

- A common oversight is assuming the contactor itself is faulty when the real problem is a corroded connector or chafed wire in the harness, so always perform a thorough circuit test first.
- This code can be set by a low 12-volt battery or poor ground connection, which causes the control module to misinterpret contactor feedback signals.
- On some vehicles, the positive contactor A is part of the high-voltage battery pack and is not serviceable separately, requiring battery pack replacement.
- Intermittent faults may only appear under specific conditions like high temperature or vibration, so wiggle-test the harness while monitoring live data.
- Always follow the manufacturer's high-voltage safety procedures when working near the contactor circuit to avoid serious injury.

Can I keep driving with P0D07?

Do not continue driving if the vehicle fails to start or charge, as this indicates a high-voltage system fault that could leave you stranded. If the only symptom is a warning light and the vehicle operates normally, drive cautiously to a repair facility, but avoid high-voltage system stress and do not attempt to charge until diagnosed.

Tools that help

- Digital multimeter (DMM)
- OBD-II scan tool with live data capability
- Factory service information for circuit diagrams and testing procedures
- Insulated hand tools for high-voltage safety
- Test light or power probe
- Battery load tester



Reading P0D07

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

Often seen with

P0A0D High Voltage System Interlock Circuit A High · **P0AA6** Hybrid/EV Battery Voltage System Isolation Fault
 · **P0D06** Control Pilot Charging Ventilation Switch Stuck On · **P0D08** Hybrid/EV Charge Cord Fault

See it working

Watch the animated explainer [How a Radiator Fan Relay Circuit Works](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0d07/>

