

GENERIC · POWERTRAIN

P0D14

OBD-II TROUBLE CODE

P0D14

Battery Charging System Negative Contactor A Control Circuit High

P0D14 indicates that the battery charging system's negative contactor control circuit is reporting a higher-than-expected voltage, which the control module interprets as a fault. The computer monitors the circuit that commands the negative contactor, which isolates the high-voltage battery from the charging system, and sets this code when the voltage on the control wire exceeds the normal range.

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

Symptoms you may notice

- Illumination of the battery/charging system warning light or a dedicated service vehicle soon message.
- The vehicle may fail to start or enter a ready-to-drive state because the high-voltage contactor does not close.
- Reduced or absent charging capability, leading to a low 12-volt battery and eventual electrical shutdown.
- In some cases, the vehicle may drive normally with no noticeable performance change besides the warning light.
- Intermittent operation of high-voltage accessories such as the air conditioner or cabin heater.
- A stored fault code may be the only indication, with no driver-perceptible symptoms.

Common causes, most likely first

- 1 A short to voltage on the negative contactor control circuit wiring, often due to chafed insulation or a pinched harness.
- 2 A faulty negative contactor coil or internal contactor assembly within the high-voltage battery pack.
- 3 Corrosion or water intrusion at the contactor connector, creating an unintended voltage path.
- 4 A failed control module driver that keeps the control circuit at a high voltage level.
- 5 Poor ground connection for the contactor or control module, causing reference voltage shifts.
- 6 Aftermarket accessories or improper previous repairs that tapped into the control circuit.



How to diagnose and fix it

- 1 Use a scan tool to verify the code and check for related faults in the battery energy control module and charging system.
- 2 Inspect the negative contactor control circuit wiring for shorts to voltage, chafing, and corrosion, repairing as needed.
- 3 Measure the control circuit voltage at the contactor connector with the key on and compare to the manufacturer's specification.
- 4 Test the negative contactor coil resistance and compare to the specified value to rule out an open or shorted coil.
- 5 Check the control module ground and power feeds to ensure stable reference voltage.
- 6 If the circuit and coil test good, suspect the control module and perform pinpoint diagnostics before replacement.
- 7 Clear the code and road-test the vehicle to confirm the repair, monitoring live data for contactor command and status.

Before you replace the contactor assembly

- A short to voltage on the control wire is more common than a failed contactor, so always perform a voltage drop test on the circuit before condemning the battery pack.
- This code can be set by a loose or corroded ground connection at the control module, which shifts the reference voltage and mimics a circuit high fault.
- Intermittent faults often occur after a jump-start or battery replacement, when voltage spikes damage the control circuit insulation.
- Some vehicles set P0D14 as a history code after a low-voltage event, and it may not indicate a current failure if the charging system now works correctly.
- Do not overlook aftermarket alarm or remote start installations that may have tapped into the contactor control wiring.

Can I keep driving with P0D14?

If the warning light is on and the vehicle will not enter ready-to-drive mode, do not attempt to drive; have it towed to a qualified technician. If the vehicle drives but the light is on, limit driving to short distances and avoid heavy electrical loads until the fault is repaired.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter with voltage and resistance measurement
- Wiring diagram and service information for the specific vehicle
- Insulation piercing probes or back-probe kit
- Torque wrench and insulated hand tools for high-voltage safety



Reading P0D14

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

Often seen with

P0A0D High Voltage System Interlock Circuit A High · **P0A0F** Engine Failed to Start · **P0C76** Hybrid/EV Battery System Discharge Time Too Long · **P0D13** Battery Charging System Negative Contactor A Control Circuit · **P0D15** Battery Charging System A High Voltage Interlock Circuit/Ope

See it working

Watch the animated explainer [Four-Stroke Engine Cutaway: Intake to Exhaust](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0d14/>

