

GENERIC · POWERTRAIN

P0D26

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0D26

Battery Charger System Precharge Time Too Long

The P0D26 code indicates that the battery charger system's precharge phase is taking longer than expected, as detected by the control module monitoring the precharge circuit. The computer sets this code when the precharge time exceeds a calibrated threshold, typically because the precharge resistor, contactor, or associated wiring is faulty.

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

Symptoms you may notice

- Illumination of the check engine light or service vehicle soon message
- Often no symptoms besides the warning light
- Failure of the high-voltage battery to charge properly
- Reduced electric driving range or performance
- Audible clicking from the battery charger contactors without normal charging
- The vehicle may refuse to start or enter ready mode

Common causes, most likely first

- 1 Faulty precharge resistor in the battery charger circuit
- 2 Sticking or failed precharge contactor
- 3 Open or high-resistance wiring in the precharge circuit
- 4 Poor connection at the precharge resistor or contactor terminals
- 5 Failed battery charger control module
- 6 Low 12-volt battery causing control module misoperation

How to diagnose and fix it

- 1 Verify the 12-volt battery is fully charged and in good condition
- 2 Use a scan tool to read all stored codes and freeze-frame data related to the precharge system
- 3 Inspect the precharge resistor and contactor for signs of overheating, corrosion, or damage
- 4 Check the resistance of the precharge resistor and compare to specifications
- 5 Test the precharge contactor operation and circuit continuity with a multimeter
- 6 Repair or replace any faulty wiring, connections, resistor, or contactor as needed
- 7 Clear codes and perform a road test to confirm the precharge time returns to normal



Precharge Circuit Checks Before Parts Replacement

- A weak or failing 12-volt battery often causes this code because the control module may not operate the precharge contactor reliably.
- The precharge resistor can test good at room temperature but fail when hot, so perform resistance checks both cold and after warming.
- Corroded or loose ground connections at the battery charger or chassis can mimic a failed precharge resistor.
- This code does not always mean the battery charger assembly is defective; the precharge contactor or its wiring is a more common culprit.
- Some vehicles set P0D26 intermittently due to a sticking contactor that only acts up in cold weather, so replicate the conditions during diagnosis.

Can I keep driving with P0D26?

It is generally safe to drive the vehicle short distances to a repair shop, but avoid long trips or relying on the charging system until the fault is repaired. If the vehicle fails to start or charge, do not continue driving.

Tools that help

- OBD-II scan tool with manufacturer-specific software
- Digital multimeter
- Insulation tester or megohmmeter
- Basic hand tools
- Service information for the specific vehicle

Reading P0D26

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

Often seen with

P0A0D High Voltage System Interlock Circuit A High · **P0C00** Drive Motor A Current Low · **P0D25** Battery Charger System Precharge Time Too Short · **P0D27** Battery Charger Input Voltage Too Low · **P0D28** Battery Charger Input Voltage Too High



See it working

Watch the animated explainer [How Push-Button Start Works: Keyless Ignition](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0d26/>

