

GENERIC · POWERTRAIN

P0D2C

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0D2C

Charge Status Indicator A Control Circuit/Open

P0D2C indicates that the powertrain control module has detected an open circuit or excessive resistance in the control circuit for the charge status indicator, which is the dashboard lamp that shows the state of the high-voltage battery charging system on hybrid and electric vehicles. The computer commands the indicator on or off and monitors the circuit for expected voltage or current, and when the feedback does not match the command, it stores this code and may illuminate the indicator or a master warning light.

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

Symptoms you may notice

- The charge status indicator lamp fails to illuminate when the vehicle is plugged in or when the ignition is turned on.
- The charge status indicator remains illuminated constantly regardless of actual charging state.
- A master warning or service vehicle soon message appears in the instrument cluster.
- Charging may be delayed or prevented because the vehicle cannot confirm the indicator's state.
- Often no symptoms besides the warning light, with the vehicle driving and charging normally.

Common causes, most likely first

- A burned-out or failed charge status indicator lamp or its internal light-emitting diode assembly.
- An open or damaged wire in the control circuit between the control module and the indicator, often from chafing or rodent damage.
- A loose, corroded, or disconnected electrical connector at the indicator, the control module, or an inline splice.
- A failed control module driver circuit that cannot supply or ground the indicator circuit.
- High resistance at a ground connection shared by the indicator circuit.
- Aftermarket accessories or improper wiring repairs that have disturbed the indicator circuit.



How to diagnose and fix it

- 1 Verify the complaint and check for any related technical service bulletins or software updates for the control module.
- 2 Inspect the charge status indicator lamp and its connector for corrosion, damage, or loose pins, and test the lamp with a known-good power source.
- 3 Disconnect the control module and the indicator, then measure resistance and continuity on the control circuit to locate an open or high-resistance section.
- 4 Perform a voltage drop test on the ground circuit for the indicator while the circuit is loaded to rule out a poor ground.
- 5 Use a scan tool to command the charge status indicator on and off while monitoring circuit voltage or current to confirm the control module driver is functioning.
- 6 Repair or replace the faulty wire, connector, or indicator lamp as needed, then clear the code and verify the indicator operates correctly during a road test and a charging cycle.
- 7 If the circuit and indicator are proven good but the code persists, follow the manufacturer's diagnostic flow for control module replacement or reprogramming.

Why the charge status lamp circuit fails

- A charge status indicator that works intermittently often points to a connector pin that has lost tension or a wire that is broken inside its insulation rather than a failed lamp.
- The control module may set this code purely from a rationality check, so a lamp that lights but draws the wrong current can trigger it even though the driver sees normal operation.
- Rodent damage to the harness near the charging port or under the hood is a frequent cause that is easily missed during a visual inspection.
- Aftermarket phone chargers or dash cameras tapped into the wrong circuit can back-feed the indicator circuit and set this code without any component failure.
- This code does not always mean the high-voltage charging system itself is faulty, because the indicator circuit is a low-voltage monitoring path that is separate from the power charging components.

Can I keep driving with P0D2C?

The vehicle is generally safe to drive because this code affects only the charge status indicator circuit and not the high-voltage charging or propulsion systems. Avoid relying on the indicator to confirm charging state, and schedule diagnosis soon so you do not miss a genuine charging fault that the lamp would otherwise reveal.



Tools that help

- OBD-II scan tool with bidirectional control capability
- Digital multimeter with resistance and voltage drop functions
- Wiring diagram for the charge status indicator circuit
- Test light or known-good lamp for circuit testing
- Terminal pick and electrical contact cleaner

Reading P0D2C

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
D	Hybrid propulsion.
2C	The exact fault within that area.

Often seen with

P0D2D Drive Motor A Inverter Voltage Sensor A Circuit · **P0D2E** Drive Motor A Inverter Voltage Sensor A Circuit Range/Perfor · **P0D2F** Drive Motor A Inverter Voltage Sensor A Circuit Low · **P0D30** Drive Motor A Inverter Voltage Sensor A Circuit High · **U0111** Lost Communication With Battery Energy Control Module 'A'

See it working

Watch the animated explainer [Turbocharger Trainer: Boost, Wastegate and Intercooler](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0d2c/>

