

GENERIC · POWERTRAIN

P0D3B

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0D3B

Battery Charger A Input Current Sensor Circuit High

P0D3B indicates that the battery charger control module has detected an abnormally high current flowing into its input current sensor circuit, which measures the electrical current drawn from the battery or charging source. The computer compares the sensor signal to expected limits and sets this code when the voltage or current reading exceeds the calibrated threshold for a set time, pointing to a short to voltage, a faulty sensor, or a wiring problem.

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

Symptoms you may notice

- Illumination of the battery charger system warning light or a generic check engine light
- The battery charger may stop charging or enter a reduced-power mode
- No noticeable symptoms besides the warning light in many cases
- Possible battery drain or failure to maintain charge if the fault persists
- Intermittent charging behavior or a charger that shuts down unexpectedly

Common causes, most likely first

- 1 Faulty input current sensor internal short or signal error
- 2 Short to voltage in the sensor signal circuit or harness
- 3 Damaged or corroded connector pins at the sensor or control module
- 4 Water intrusion or contamination in the sensor connector
- 5 Control module software glitch or internal driver fault
- 6 Aftermarket accessories wired incorrectly near the charger circuit



How to diagnose and fix it

- 1 Inspect the input current sensor connector and wiring for corrosion, water, or physical damage
- 2 Measure sensor reference voltage and signal voltage with a digital multimeter and compare to manufacturer specifications
- 3 Check for short to voltage on the signal circuit by disconnecting the sensor and measuring voltage at the harness side
- 4 Perform a wiggle test on the harness while monitoring live sensor data to reveal intermittent faults
- 5 Replace the input current sensor if voltage readings confirm it is faulty
- 6 Repair or replace damaged wiring or connectors as needed
- 7 Clear the code and verify the repair by test-driving and monitoring live data

What the current sensor code hides

- A high current reading often comes from a short to voltage on the signal wire rather than a failed sensor, so always check the harness before replacing parts.
The battery charger module may set this code from a momentary glitch that never returns, so clearing and rechecking after a drive can save unnecessary repairs.
- Aftermarket accessories or improper jump-starting can back-feed voltage into the sensor circuit and trigger this code without any permanent damage.
- The sensor circuit shares grounds with other modules on some vehicles, so a bad ground elsewhere can skew the current reading and set P0D3B.
A weak or failing battery can cause erratic charger operation that mimics a sensor fault, so load-test the battery before condemning the sensor.

Can I keep driving with P0D3B?

You can usually drive the vehicle with this code, but avoid relying on the battery charger for critical charging until the fault is repaired. If the charger stops working entirely, limit driving to short distances and recharge the battery externally to prevent a no-start condition.

Tools that help

- Digital multimeter
- OBD-II scan tool with live data capability
- Wiring diagram for the battery charger circuit
- Electrical contact cleaner
- Basic hand tools for connector and sensor access



Reading P0D3B

- P** Powertrain: engine, transmission and emissions.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- D** Hybrid propulsion.
- 3B** The exact fault within that area.

Often seen with

P0562 System Voltage Low · **P0563** System Voltage High · **P0D3A** Battery Charger A Input Current Sensor Circuit Low · **P0D3C** Battery Charger A Input Current Sensor Circuit Intermittent/ · **P0D3D** Battery Charger A Input Voltage Sensor A Circuit

See it working

Watch the animated explainer [How Variable Valve Timing Works: Cam Phaser and VVT Solenoid](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0d3b/>

