

GENERIC · POWERTRAIN

P0D48

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0D48

Battery Charger 14 Volt Output Current Sensor Circuit Range/Performance

P0D48 indicates that the battery charger's 14-volt output current sensor circuit is reporting a value outside its expected range or is not performing as designed. The powertrain control module (PCM) monitors this sensor to ensure the auxiliary battery charger is delivering the correct current to the 14-volt system, and it sets this code when the signal is erratic, stuck, or implausible.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Hybrid propulsion

Symptoms you may notice

- Illumination of the check engine light or service vehicle soon message
- Often no symptoms besides the warning light
- Auxiliary battery may not charge properly, leading to a no-start condition or reduced electrical power
- Electrical accessories may behave erratically or dim
- Possible reduction in vehicle performance or activation of limp mode in some applications

Common causes, most likely first

- 1 Faulty 14-volt output current sensor
- 2 Damaged or corroded wiring or connectors in the sensor circuit
- 3 Poor ground connection for the sensor or charger
- 4 Failed battery charger control module
- 5 Software error in the PCM requiring reprogramming
- 6 Internal fault in the auxiliary battery charger

How to diagnose and fix it

- 1 Scan all modules for stored codes and freeze-frame data to verify the fault conditions
- 2 Visually inspect the sensor, wiring, and connectors for damage, corrosion, or loose pins
- 3 Measure sensor reference voltage and ground at the connector to confirm proper supply
- 4 Check the sensor signal with a scan tool while monitoring live data to see if it correlates with actual current
- 5 Perform a voltage drop test on the charging circuit to rule out high resistance
- 6 Replace the current sensor if it fails electrical testing
- 7 Reprogram or replace the battery charger control module if the sensor and wiring are confirmed good



When the sensor is not the real culprit

- A weak or failing auxiliary battery can cause the charger to operate outside normal parameters, setting this code even when the sensor is fine.
- Corroded ground connections on the charger or sensor circuit are a frequent cause that is often overlooked during diagnosis.
- The code can be set by a software glitch in the PCM, so a reflash may be required after all hardware checks pass.
- On some vehicles, the 14-volt output current sensor is integrated into the battery charger assembly and cannot be replaced separately.
- Intermittent faults may only appear under specific load conditions, so a road test with live data monitoring is essential.

Can I keep driving with P0D48?

You can usually continue driving with this code, but avoid relying on the vehicle for long trips or heavy electrical loads until it is repaired. If the battery warning light also illuminates or the vehicle exhibits electrical issues, seek service promptly to prevent a no-start situation.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Wiring diagram for the specific vehicle
- Basic hand tools for connector and component access

Reading P0D48

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

Often seen with

P0562 System Voltage Low · **P0563** System Voltage High · **P0D49** Battery Charger 14 Volt Output Current Sensor Circuit Low · **P0D4A** Battery Charger 14 Volt Output Current Sensor Circuit High · **P0D4B** Battery Charger 14 Volt Output Current Sensor Circuit Interm



See it working

Watch the animated explainer [How a MAF Sensor Works: Hot-Wire Airflow Explained](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0d48/>

