

GENERIC · POWERTRAIN

P0D65

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0D65

Hybrid/EV Battery Pack Cooling Fan Enable Circuit Low

P0D65 means the hybrid or electric vehicle battery pack cooling fan enable circuit is reporting a low-voltage condition, so the battery energy control module has detected a short to ground or an open on the control side of that circuit. The computer commands the cooling fan on to protect the high-voltage battery, but the enable signal is not reaching the expected voltage level, so the fan may not run when the pack needs cooling.

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

Symptoms you may notice

- The hybrid or EV warning light or service vehicle soon message appears on the dash.
- Often no symptoms besides the warning light, especially in mild weather or during short drives.
- The battery cooling fan may run continuously at full speed or not run at all after a hot drive or fast charge.
- Reduced electric range or a power-limiting turtle mode if the pack overheats and the controller derates output.
- A noticeable whine or absence of the usual fan noise from the battery pack area after parking.
- Charging may be slowed or interrupted on some vehicles when pack temperature management is compromised.

Common causes, most likely first

- A damaged or corroded wire in the fan enable circuit, most often a short to ground where the harness rubs against the pack housing or a bracket.
- A failed battery pack cooling fan assembly with an internally shorted enable input or seized fan motor.
- A loose, backed-out, or corroded terminal at the fan connector or at the battery energy control module connector.
- Water intrusion into the fan connector or control module connector causing a low-resistance path to ground.
- A faulty battery energy control module driver circuit that cannot pull the enable line to the correct voltage.
- Aftermarket or improperly installed accessories tapped into the fan circuit, creating an unintended ground.
- A pinched harness during previous battery pack service or collision repair.



How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data for P0D65, then clear the code and verify whether it returns immediately or only after a command to run the fan.
- 2 Inspect the battery cooling fan connector and the control module connector for corrosion, water intrusion, loose terminals, and pushed-back pins.
- 3 Disconnect the fan and measure resistance from the enable circuit to ground at the fan connector; a very low reading confirms a short to ground in the harness.
- 4 Check the fan enable circuit for continuity and voltage drop from the control module to the fan while wiggling the harness to expose intermittent faults.
- 5 Command the battery cooling fan on with a scan tool and confirm the enable signal voltage at the fan connector changes as commanded.
- 6 If the circuit tests good, substitute a known-good fan or apply a load to the enable circuit to determine whether the fan or the control module is at fault.
- 7 Repair the harness, replace the fan, or replace the battery energy control module as indicated, then clear codes and verify the fan runs and the monitor passes.

What the enable circuit test really shows

- A low enable circuit code often sets because the fan connector has a poor ground path rather than a true short, so always check the fan ground circuit before condemning the control module.
- The battery energy control module may set P0D65 only after a commanded fan-on event, so a simple key-on scan can miss it and a bidirectional fan command test is essential.
- Water intrusion into the pack-mounted fan connector is a common cause on vehicles that have been through deep water or have clogged pack cooling ducts, and the connector can look dry until it is separated.
- A fan that spins freely by hand can still have a shorted enable input, so do not assume the fan is good just because the blades turn.
- P0D65 does not always mean the fan is broken; a chafed harness near a battery pack mounting bolt can short the enable line to ground and set the code with a perfectly good fan.

Can I keep driving with P0D65?

You can usually drive the vehicle short distances at moderate speeds, but avoid fast charging, aggressive driving, and hot ambient conditions because an inoperative battery cooling fan can overheat the pack and trigger power reduction. If the warning light is accompanied by a power limit or a battery temperature warning, stop and have the vehicle serviced.



Tools that help

- OBD-II scan tool with bidirectional control and hybrid/EV module access
- Digital multimeter with resistance and voltage drop capability
- Back-probe kit and terminal release tools
- Wiring diagram for the battery cooling fan enable circuit
- Insulated hand tools and personal protective equipment for high-voltage safety

Reading P0D65

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

Often seen with

P0A0D High Voltage System Interlock Circuit A High · **P0A93** Inverter A Cooling System Performance · **P0C2F** Internal Control Module Drive Motor/Generator - Engine Speed · **P0D64** Hybrid/EV Battery Pack Cooling Fan Enable Circuit/Open · **P0D66** Hybrid/EV Battery Pack Cooling Fan Enable Circuit High

See it working

Watch the animated explainer [How a Radiator Fan Relay Circuit Works](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0d65/>

