

GENERIC · POWERTRAIN

P0D80

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0D80

Battery Charger Input Circuit/Open

P0D80 indicates that the battery charger input circuit is open, meaning the control module has detected no continuity or voltage on the circuit that supplies power to the onboard battery charger. This typically prevents the high-voltage battery from charging and may disable the vehicle from starting or running.

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

Symptoms you may notice

- The check engine light or a dedicated charging system warning light illuminates on the dashboard.
- The vehicle may fail to start or enter a ready-to-drive state because the high-voltage battery is not being charged.
- A message indicating a charging system fault or reduced power may appear on the driver information display.
- The vehicle may operate in a reduced-power limp mode if it is a plug-in hybrid or electric model.
- Often no symptoms besides the warning light, especially if the fault is intermittent or only affects the charger input circuit under specific conditions.

Common causes, most likely first

- A broken or disconnected wire in the battery charger input circuit, often due to corrosion, chafing, or rodent damage.
- A loose or corroded connector at the battery charger, the charge port, or an inline splice in the input circuit.
- A blown fuse or tripped circuit breaker that protects the battery charger input circuit.
- A faulty battery charger assembly with an internal open circuit in its input stage.
- A failed charge port or charge port door sensor that prevents the charger from receiving input power.
- A malfunctioning control module that incorrectly reports an open circuit despite intact wiring.



How to diagnose and fix it

- 1 Inspect the battery charger input circuit wiring for visible damage, corrosion, or loose connections, starting at the charge port and working toward the charger.
- 2 Check all fuses and circuit breakers associated with the battery charger input circuit and replace any that are blown or tripped.
- 3 Disconnect and reconnect the electrical connectors at the battery charger and charge port to ensure a clean, tight fit, then clear the code and retest.
- 4 Use a digital multimeter to measure continuity and voltage on the input circuit at the charger connector to confirm whether the open circuit is in the wiring or inside the charger.
- 5 If the wiring and fuses are good, perform a load test on the battery charger input circuit to rule out high resistance that a simple continuity check might miss.
- 6 Replace the battery charger assembly if the input circuit is intact but the charger does not receive or process input power.
- 7 After repairs, clear the diagnostic trouble codes and verify that the charging system operates correctly and the code does not return.

Before you replace the battery charger

- A common oversight is assuming the charger itself has failed when the real problem is a corroded or loose connector at the charge port, which can mimic an open circuit internally.
- Rodent damage to the wiring harness between the charge port and the charger is a frequent cause that is easily missed during a visual inspection if the harness is wrapped or routed behind panels.
- Some vehicles set P0D80 when the 12-volt auxiliary battery is weak or failing, because low system voltage can cause the control module to misread the charger input circuit as open.
- The code does not always mean the charger is defective; an intermittent open in the wiring can set the code only under certain conditions such as vibration or temperature changes, so a wiggle test of the harness is essential.
- After any repair, the code may need to be cleared with a scan tool and the vehicle may require a charging system initialization or adaptation procedure before normal operation resumes.

Can I keep driving with P0D80?

Do not continue driving the vehicle under normal conditions because the high-voltage battery may not be charging, which can lead to a complete loss of power and a stranded vehicle. If the vehicle is a plug-in hybrid or electric model, avoid driving it until the fault is repaired, and have it towed to a service facility if it will not start.



Tools that help

- OBD-II scan tool with manufacturer-specific software for clearing codes and reading live data
- Digital multimeter with continuity and voltage measurement capabilities
- Wiring diagram or service information for the specific vehicle to trace the charger input circuit
- Test light or load tester for checking circuit integrity under load
- Insulated hand tools and connector release tools for safe disconnection of high-voltage components

Reading P0D80

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

Often seen with

P0C00 Drive Motor A Current Low · **P0D7F** A/C Compressor Motor Phase W Current High · **P0D81** Battery Charger Input Range/Performance · **P0D82** Battery Charger Input Circuit Low · **P0D83** Battery Charger Input Circuit High

See it working

Watch the animated explainer [Fuel Trims Explained: Short-Term and Long-Term](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0d80/>

