



P0D88

Battery Charger Coupler Status Indicator Control Circuit A High

P0D88 indicates that the battery charger coupler status indicator control circuit A is reading a high voltage condition, meaning the control module has detected an abnormally high signal on the wire that commands the indicator lamp or status output. This circuit typically illuminates or signals the state of the coupler that connects the vehicle's charging system to an external charger, and a high reading suggests a short to voltage, an open ground path, or a faulty indicator component.

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

Symptoms you may notice

- The battery charger coupler status indicator lamp may stay illuminated constantly or fail to turn on when expected.
- A warning light on the dashboard, often the battery or charging system symbol, may be triggered.
- The vehicle may not recognize that the charger coupler is connected, preventing charging initiation.
- In some cases, the indicator may flash erratically or show incorrect status.
- Often no symptoms besides the warning light, especially if the indicator circuit is not critical to charging operation.

Common causes, most likely first

- 1 A short to voltage in the control circuit wiring between the control module and the indicator, often due to chafed insulation or moisture intrusion.
- 2 An open or high-resistance ground connection at the indicator or control module, causing the circuit to float high.
- 3 A failed battery charger coupler status indicator assembly, such as a burned-out bulb or faulty internal electronics.
- 4 Corrosion or damage at the coupler connector pins, leading to intermittent high signal readings.
- 5 A fault within the control module itself, such as a driver circuit failure, though this is less common.
- 6 Aftermarket accessories or improper wiring repairs that tap into the circuit and introduce voltage.
- 7 A poor connection at the control module connector, causing a high voltage to be sensed on the control circuit.



How to diagnose and fix it

- 1 Inspect the battery charger coupler status indicator and its connector for corrosion, damage, or loose pins, and clean or repair as needed.
- 2 Check the control circuit wiring for shorts to voltage by disconnecting both ends and measuring resistance to ground and to battery voltage.
- 3 Verify the ground circuit for the indicator and control module is clean and tight, and repair any high-resistance ground points.
- 4 Test the indicator component with a known-good substitute or by applying power and ground directly to confirm operation.
- 5 Use a scan tool to command the indicator on and off and observe whether the control module responds, isolating the fault to the circuit or the module.
- 6 If the circuit and indicator are verified good, check for technical service bulletins or known issues with the control module before replacement.
- 7 Clear the code and perform a road test to confirm the repair, ensuring the indicator operates correctly under all conditions.

When the indicator circuit misleads you

- A high voltage reading on this circuit often results from a missing ground rather than a true short to power, so always verify ground integrity first.
- The indicator may be shared with other status functions, so a fault in a related system can set this code even if the coupler itself works fine.
- Aftermarket phone chargers or accessories plugged into the coupler can backfeed voltage and trigger this code, so check for non-factory devices.
- The control module may set this code intermittently if the connector is loose, so wiggle-test the harness while monitoring live data.
- Replacing the indicator without checking the control circuit can lead to a repeat failure if the underlying wiring issue is not addressed.

Can I keep driving with P0D88?

This code typically does not affect the vehicle's ability to drive or charge, but it may prevent the charger coupler status indicator from working correctly. You can continue driving, but avoid using the external charger until the fault is diagnosed to prevent potential charging issues.



Tools that help

- Digital multimeter
- Scan tool with bidirectional control
- Wiring diagram for the specific vehicle
- Test light
- Socket set and trim removal tools

Reading P0D88

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

Often seen with

P0D87 Battery Charger Coupler Status Indicator Control Circuit A L · **P0D89** Battery Charger Coupler Status Indicator Control Circuit B/O · **P0D8A** Battery Charger Coupler Status Indicator Control Circuit B L · **P0D8B** Battery Charger Coupler Status Indicator Control Circuit B H · **P0D8C** Battery Charger Coupler Status Indicator Control Circuit C/O

See it working

Watch the animated explainer [How Regenerative Braking Works in Electric Cars](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0d88/>

