

GENERIC · POWERTRAIN

P0D89

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0D89

Battery Charger Coupler Status Indicator Control Circuit B/Open

P0D89 indicates that the battery charger coupler status indicator control circuit B is open, meaning the powertrain control module (PCM) has detected an open circuit on the control wire for the second indicator lamp or signal associated with the charging coupler. The PCM expects a complete path to ground or voltage when commanding the indicator, but the circuit shows no continuity, so the lamp or signal may not operate.

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 fails to illuminate when the vehicle is plugged in or charging is requested.
- The indicator lamp may stay off entirely, leaving the driver unsure whether the coupler is latched or charging has begun.
- A warning light on the dashboard appears, often accompanied by a message to check the charging system.
- In some vehicles, charging may be inhibited or limited because the PCM cannot confirm coupler status.
- Often no symptoms besides the warning light, especially if the indicator is a secondary lamp not used for primary feedback.

Common causes, most likely first

- Broken or chafed wire in the indicator control circuit B, often near the coupler or hinge points.
- Corroded or loose electrical connector at the battery charger coupler or inline harness connector.
- Failed indicator lamp or light-emitting diode (LED) assembly for circuit B.
- Open circuit inside the coupler status switch or sensor assembly.
- PCM internal driver fault for the indicator control circuit, though this is less common.
- Rodent damage or pinched harness along the routing from the coupler to the PCM.



How to diagnose and fix it

- 1 Inspect the battery charger coupler and its connector for corrosion, bent pins, or loose terminals, and clean or repair as needed.
- 2 Disconnect the battery and use a digital multimeter (DMM) to check continuity of the indicator control circuit B from the coupler connector to the PCM connector.
- 3 Test the indicator lamp or LED assembly directly with a known power source to confirm it is not open.
- 4 Check for voltage or ground presence at the coupler connector when the PCM commands the indicator on, using a scan tool to activate the output.
- 5 Repair any open wiring by splicing in a new section of wire with proper crimp connectors and heat shrink, then re-test.
- 6 If the circuit and lamp are good, substitute a known-good PCM or perform a driver test to rule out an internal PCM fault.
- 7 Clear the diagnostic trouble code (DTC) and verify the indicator operates correctly during a charging session.

Open circuit B is not always the lamp

- A common oversight is replacing the indicator lamp when the actual open is in the harness near the coupler hinge, where flexing breaks strands inside the insulation.
- The PCM may set this code only after a commanded self-test, so the lamp can appear to work intermittently and still trigger the code.
- On some vehicles, circuit B is a secondary confirmation signal, and an open there does not prevent charging but does disable the status indicator.
- Corrosion inside the coupler connector often causes an open on circuit B while circuit A remains functional, leading to a partial loss of indicator function.
- A scan tool bidirectional test that commands the indicator on is the quickest way to confirm whether the fault is in the lamp, wiring, or PCM driver.

Can I keep driving with P0D89?

The vehicle is generally safe to drive because this code affects only the charger coupler status indicator and not the charging system itself, but avoid relying on the indicator to confirm charging is active. Have the circuit inspected soon to restore proper status feedback and prevent misdiagnosis of charging issues.

Tools that help

- Digital multimeter (DMM)
- Scan tool with bidirectional control capability
- Wire crimping tool and heat shrink tubing
- Electrical contact cleaner
- Test light



Reading P0D89

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

Often seen with

P0D88 Battery Charger Coupler Status Indicator Control Circuit A H · **P0D8A** Battery Charger Coupler Status Indicator Control Circuit B L · **P0D8B** Battery Charger Coupler Status Indicator Control Circuit B H · **U0111** Lost Communication With Battery Energy Control Module 'A'

See it working

Watch the animated explainer [How a Rotary Engine Works: Wankel in X-Ray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0d89/>

