

GENERIC · POWERTRAIN

P0D99

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0D99

Battery Charger Coupler Temperature Sensor A Circuit

P0D99 indicates that the battery charger coupler temperature sensor A circuit has reported a value outside the expected range to the control module. The computer detects this when the sensor signal voltage stays too high or too low for too long, which usually points to an open or shorted circuit rather than a charging fault itself.

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
- Charging system warning or reduced charging performance in some vehicles
- Intermittent charging interruption when the coupler heats up
- A stored code that returns immediately after clearing

Common causes, most likely first

- 1 Damaged or corroded wiring at the battery charger coupler connector
- 2 Failed temperature sensor inside the coupler assembly
- 3 Open circuit in the sensor signal or ground wire
- 4 Short to voltage or short to ground on the signal circuit
- 5 Loose or backed-out terminal pins at the control module connector
- 6 Moisture intrusion into the coupler causing signal drift

How to diagnose and fix it

- 1 Inspect the coupler connector and harness for corrosion, chafing, or loose pins
- 2 Measure sensor resistance across the temperature sensor and compare to specification
- 3 Backprobe the signal circuit at the control module and check voltage with key on
- 4 Check continuity of the ground circuit from the sensor to the module
- 5 Wiggle-test the harness while watching live sensor data to catch intermittent faults
- 6 Replace the faulty coupler sensor or pigtail if resistance is out of range
- 7 Clear codes and verify the sensor reads a plausible temperature after repair



What the coupler sensor code really means

- A P0D99 often sets from a simple unplugged or loose coupler connector rather than a failed sensor, so always check connection integrity first.
- The sensor is a thermistor whose resistance changes with temperature, so a reading that looks plausible at room temperature can still be out of range when the coupler heats during charging.
- Some vehicles share the sensor ground with other components, so a fault in a neighbouring circuit can set this code even though the coupler itself is fine.
- Clearing the code without checking live data often leads to a comeback because the fault may only appear after several minutes of charging.
- Do not replace the entire charging assembly before confirming the signal circuit with a meter, since a chafed wire is a far more common cause than a failed sensor.

Can I keep driving with P0D99?

You can usually drive the vehicle normally because this code affects the charging coupler monitoring rather than the engine, but avoid long charging sessions until the circuit is repaired. If the charging system warning is also on, limit use and have it checked promptly.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Backprobe pins or breakout leads
- Wiring diagram for the charging circuit
- Contact cleaner and dielectric grease

Reading P0D99

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

Often seen with

P0D80 Battery Charger Input Circuit/Open · **P0D81** Battery Charger Input Range/Performance · **P0D9A** Battery Charger Coupler Temperature Sensor A Circuit Range/P · **P0D9B** Battery Charger Coupler Temperature Sensor A Circuit Low · **P0D9C** Battery Charger Coupler Temperature Sensor A Circuit High



See it working

Watch the animated explainer [Disc Brake Trainer: How Car Brakes Stop a Wheel](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0d99/>

