



P0D9C

Battery Charger Coupler Temperature Sensor A Circuit High

P0D9C means the battery charger coupler temperature sensor A circuit is reporting a voltage above the normal range, so the computer cannot trust the sensor reading. The powertrain control module (PCM) monitors this circuit to protect the charging coupler from overheating and sets the code when the signal stays too high for a calibrated time.

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

Symptoms you may notice

- Illumination of the check engine light or service vehicle soon message, often with no other symptoms
- Charging system warning light or message on the dashboard
- Reduced or disabled high-voltage charging on plug-in hybrid and electric vehicles
- Intermittent charging interruptions or a charger that fails to start
- Possible default to reduced power mode if the fault affects overall charging strategy
- No noticeable drivability change on many vehicles because the fault is isolated to the coupler temperature circuit

Common causes, most likely first

- 1 Open circuit or high resistance in the sensor signal wire between the coupler temperature sensor and the PCM
- 2 Corroded, loose, or damaged connector pins at the sensor or PCM harness
- 3 Failed battery charger coupler temperature sensor (internal open or drift)
- 4 Short to voltage on the sensor signal circuit, often from chafed wiring near the charge port
- 5 PCM internal fault or corrupted adaptive learning for the sensor circuit
- 6 Water intrusion or debris in the charge coupler assembly affecting sensor operation



How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, then record freeze-frame data for P0D9C before clearing anything
- 2 Visually inspect the charge coupler, sensor connector, and harness for corrosion, water intrusion, chafing, or loose pins
- 3 Measure sensor resistance and compare to the manufacturer's temperature-resistance chart to confirm sensor integrity
- 4 Backprobe the sensor signal circuit at the PCM and check voltage with the key on; a high voltage near reference indicates an open signal wire or failed sensor
- 5 Perform a voltage drop test on the sensor ground circuit to rule out high resistance in the return path
- 6 If wiring and sensor test good, substitute a known-good sensor or use a signal simulator to verify the PCM responds correctly
- 7 Repair or replace the faulty harness, connector, sensor, or PCM as indicated, then clear codes and verify the circuit reads normal temperature

Why the coupler sensor circuit sets this code

- A high voltage on the signal circuit usually means an open circuit or a sensor that has internally opened, not a sensor reading hot; technicians who replace the sensor without checking the harness often miss a chafed wire near the charge port.
- The coupler temperature sensor is often part of the charge port assembly on many vehicles, so a failed sensor can require replacing the entire coupler rather than a standalone sensor.
- This code can be set by a momentary glitch during charging in wet conditions, so always check for water intrusion and corrosion inside the coupler before condemning parts.
- P0D9C does not always mean charging is disabled; some vehicles only derate charging power, so drivers may notice slower charging rather than a complete failure.
- A poor ground at the coupler or PCM can mimic a high signal voltage, so voltage drop testing the ground circuit is a step many technicians skip.

Can I keep driving with P0D9C?

You can usually drive the vehicle, but avoid high-voltage charging until the fault is repaired because the system may not be able to protect the coupler from overheating. If the vehicle enters reduced power mode or shows a charging system warning, schedule service promptly.



Tools that help

- OBD-II scan tool with manufacturer-specific enhanced data
- Digital multimeter with backprobe pins
- Wiring diagram and connector pinout for the charge coupler circuit
- Temperature-resistance chart for the coupler sensor
- Hand tools for trim and connector removal

Reading P0D9C

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
D	Hybrid propulsion.
9C	The exact fault within that area.

Often seen with

P0D9A Battery Charger Coupler Temperature Sensor A Circuit Range/P · **P0D9B** Battery Charger Coupler Temperature Sensor A Circuit Low · **P0D9D** Battery Charger Coupler Temperature Sensor A Circuit Intermi · **P0D9E** Battery Charger A Coupler Lock Position Sensor Circuit · **P0D9F** Battery Charger A Coupler Lock Position Sensor Circuit Range

See it working

Watch the animated explainer [How a Padlock Works: Pin Tumbler Lock in X-Ray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0d9c/>

