

GENERIC · POWERTRAIN

P0DE5

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0DE5

Charge Status Indicator B Control Circuit/Open

P0DE5 indicates that the powertrain control module has detected an open circuit on the control wire for charge status indicator B, which is typically a dashboard lamp or display that shows the high-voltage battery's state of charge. The computer commands the indicator on or off and monitors the circuit for expected voltage, so an open circuit means the command cannot reach the indicator or the feedback signal is missing.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Low

FIX DIFFICULTY

Intermediate

AREA

Hybrid propulsion

Symptoms you may notice

- Charge status indicator B fails to illuminate when the vehicle is charging or when the ignition is turned on.
- The indicator may stay on continuously regardless of actual battery state of charge.
- A warning light or message on the instrument cluster related to the high-voltage system.
- Often no symptoms besides the warning light, with the vehicle driving normally.
- In some cases, the vehicle may refuse to start or enter a reduced-power mode if the indicator is part of a safety interlock.

Common causes, most likely first

- 1 Broken or chafed wire in the control circuit between the powertrain control module and the charge status indicator.
- 2 Corroded or loose electrical connector at the indicator, the control module, or an intermediate junction point.
- 3 Failed charge status indicator bulb, LED, or display assembly.
- 4 Open circuit inside the indicator module due to internal component failure.
- 5 Faulty powertrain control module driver circuit, though this is less common.
- 6 Aftermarket accessories or improper wiring repairs that disturbed the original circuit.



How to diagnose and fix it

- 1 Verify the code with a scan tool and check for any related codes in other modules before clearing anything.
- 2 Inspect the charge status indicator and its connector for corrosion, loose pins, or physical damage.
- 3 Disconnect the battery and use a digital multimeter to check continuity of the control wire from the control module to the indicator.
- 4 Check for voltage on the control wire with the key on and the indicator commanded on; compare to manufacturer specifications.
- 5 If the wire and connectors are good, test the indicator with a known-good unit or apply power and ground directly to confirm it operates.
- 6 If the indicator tests good but the control module does not command it, check for power and ground at the control module and inspect for internal driver failure.
- 7 Repair or replace the faulty wire, connector, indicator, or control module as needed, then clear the code and verify the indicator operates correctly.

Why the charge status indicator circuit fails

- A common oversight is assuming the indicator itself is bad when the real problem is a corroded connector pin that creates an open circuit only under vibration or temperature change.
- The charge status indicator B circuit is often shared with other dashboard displays, so a single open wire can cause multiple indicators to behave erratically.
- Some vehicles use a pulse-width-modulated signal on the control wire, and a standard test light may not show the correct voltage, leading to a false diagnosis.
- The code can set intermittently if the wire is chafed and only opens when the vehicle hits a bump, so a wiggle test of the harness is essential.
- Replacing the control module without first checking the wiring is an expensive misstep, as the open circuit is almost always in the harness or connector.

Can I keep driving with P0DE5?

The vehicle is generally safe to drive because the charge status indicator is an informational display and does not affect propulsion, but avoid long trips until the circuit is repaired so you do not miss a genuine charging fault. If the vehicle enters a reduced-power mode or refuses to start, have it towed rather than forcing it.

Tools that help

- OBD-II scan tool
- Digital multimeter
- Wire piercing probes or back-probe kit
- Electrical contact cleaner
- Trim removal tools
- Vehicle-specific wiring diagram



Reading P0DE5

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
D	Hybrid propulsion.
E5	The exact fault within that area.

Often seen with

P0A0D High Voltage System Interlock Circuit A High · **P0DE3** Hybrid/EV Battery Cell Balancing Circuit N Range/Performance · **P0DE4** Electric/Auxiliary Transmission Fluid Pump A Motor Over Temp · **P0DE6** Hybrid/EV Battery Pack Cell Voltage Low · **U0111** Lost Communication With Battery Energy Control Module 'A'

See it working

Watch the animated explainer [How a Fuel Injector Works: Pulse Width and Spray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0de5/>

