



P0E2E

Battery Charger A Fuse

P0E2E indicates that the powertrain control module has detected a fault in the fuse circuit that protects the high-voltage battery charger, specifically the fuse designated as 'A' for that charger. The computer monitors the charger's power supply and sets this code when the fuse is open, has excessive resistance, or the circuit it protects is drawing abnormal current.

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
- The high-voltage battery may not charge when the vehicle is plugged in
- A warning message on the dash indicating a charging system fault
- Reduced electric driving range or the vehicle switching to gasoline engine power
- The vehicle may refuse to start or enter a limited power mode
- Often no symptoms besides the warning light if the fuse is only partially degraded

Common causes, most likely first

- 1 Blown or open battery charger fuse A
- 2 Corroded or loose fuse terminals causing high resistance
- 3 Damaged wiring harness between the fuse and the battery charger
- 4 Short circuit in the battery charger internal components
- 5 Water intrusion or contamination in the fuse box
- 6 Faulty battery charger assembly drawing excessive current
- 7 Incorrect fuse rating installed during previous service

How to diagnose and fix it

- 1 Verify the code with a scan tool and check for any related charging system codes
- 2 Locate the battery charger fuse A in the underhood or high-voltage fuse box and inspect it for continuity
- 3 Perform a voltage drop test across the fuse and its terminals to check for resistance
- 4 Inspect the wiring harness and connectors between the fuse and the charger for damage or corrosion
- 5 Replace the fuse with the correct rating if it is open, then clear the code and retest
- 6 If the fuse blows again, isolate the charger from the circuit and check for a short to ground
- 7 Test the battery charger with a diagnostic scan tool and follow manufacturer-specific test plans



What a blown charger fuse really tells you

- A fuse that blows repeatedly points to a shorted battery charger or a chafed wiring harness rather than a simple fuse failure.
- Some vehicles use a pyrofuse or a high-voltage service disconnect that can set this code even when the conventional fuse looks intact.
- The code can be set by a momentary overcurrent event during charging, so the fuse may test good but still need replacement if it is internally cracked.
- A weak 12-volt battery can cause erratic charging system behavior and set this code indirectly by disrupting module communication.
- Always disconnect the high-voltage service plug before inspecting charger fuses to avoid serious electrical shock.

Can I keep driving with P0E2E?

You can usually drive the vehicle if it still starts and runs, but avoid plugging it in to charge until the fault is repaired. If the vehicle enters a reduced power mode or refuses to start, have it towed to a qualified technician.

Tools that help

- OBD-II scan tool with manufacturer-specific software
- Digital multimeter with voltage drop capability
- Fuse puller and test light
- Insulated hand tools for high-voltage safety
- Wiring diagram and service information

Reading P0E2E

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
E	Hybrid propulsion.
2E	The exact fault within that area.

Often seen with

P0E2F High Voltage Fuse B · **P0E30** High Voltage Fuse C · **P0E31** DC/DC Converter Voltage Sensor A Circuit
 · **U0111** Lost Communication With Battery Energy Control Module 'A'



See it working

Watch the animated explainer [How an Automatic Transmission Works, Gear by Gear](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0e2e/>

