

GENERIC · POWERTRAIN

P0E5E

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0E5E

Battery Charger Control Module A Processor Performance

P0E5E indicates that the battery charger control module A has reported an internal processor performance fault to the powertrain control module. The module's self-test has detected that its microprocessor is not executing instructions correctly or is failing its runtime integrity checks, which prevents reliable control of high-voltage battery charging.

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

Symptoms you may notice

- Illumination of the check engine light or service vehicle soon message with no other obvious symptoms.
- The high-voltage battery may not charge properly, leading to reduced electric range or a hybrid system warning.
- The vehicle may enter a reduced power mode or refuse to start if the charger control module cannot initialize.
- Inconsistent charging behavior, such as the charge session stopping prematurely or failing to start.
- Other control modules may log communication faults (U-codes) because the charger module is not responding correctly.

Common causes, most likely first

- 1 Internal failure of the battery charger control module A processor or its firmware.
- 2 Low or unstable supply voltage to the charger control module, often from a weak 12-volt auxiliary battery.
- 3 Corroded, loose, or damaged wiring and connectors in the charger control module's power or ground circuits.
- 4 Software corruption or a failed update in the charger control module requiring reprogramming.
- 5 Electromagnetic interference or electrical noise from nearby high-voltage components disrupting processor operation.
- 6 A fault in the controller area network (CAN) bus or other communication lines that the module relies on for handshaking.



How to diagnose and fix it

- 1 Verify the 12-volt auxiliary battery state of charge and load-test it; recharge or replace if it fails.
- 2 Inspect and clean the charger control module connectors and ground points, checking for tightness and corrosion.
- 3 Measure voltage drops on the power and ground circuits to the charger control module under load.
- 4 Check for technical service bulletins (TSBs) or software updates for the charger control module and reprogram if available.
- 5 Perform a thorough visual inspection of the high-voltage wiring for chafing or damage that could induce electrical noise.
- 6 If all external checks pass, substitute a known-good charger control module and retest to confirm internal failure.
- 7 After repair, clear codes and perform a complete drive cycle to verify the processor performance fault does not return.

Processor faults often trace to voltage

- A weak 12-volt battery is a common root cause of processor performance codes because the module may brown out during startup or self-test.
- The code can be set intermittently by electrical noise from a failing high-voltage component, so always check for other module codes before condemning the charger.
- Some manufacturers require a specific initialization procedure after battery replacement or module reprogramming to prevent false processor faults.
- A charger control module that sets this code may still charge the battery normally under some conditions, leading owners to ignore the warning until a no-start occurs.
- Do not overlook poor chassis grounds; a high-resistance ground can cause the processor to see unstable reference voltages and log performance errors.

Can I keep driving with P0E5E?

If the check engine light is on but the vehicle drives normally, you may cautiously drive to a service location, but avoid long trips and do not attempt to charge the high-voltage battery. If the vehicle enters reduced power mode or fails to start, stop driving and have it towed to avoid being stranded.

Tools that help

- OBD-II scan tool with manufacturer-specific software
- Digital multimeter with voltage drop capability
- Battery load tester
- CAN bus diagnostic tool or oscilloscope
- Insulated hand tools for high-voltage safety



Reading P0E5E

- P** Powertrain: engine, transmission and emissions.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- E** Hybrid propulsion.
- 5E** The exact fault within that area.

Often seen with

P0A0D High Voltage System Interlock Circuit A High · **P0E5F** Battery Charger Coupler Temperature A Too High
 · **P0E60** Battery Charge Mode Control Circuit Range/Performance · **U0111** Lost Communication With Battery Energy Control Module 'A' · **U0293** Lost Communication with Hybrid Vehicle Control System

See it working

Watch the animated explainer [How Crank and Cam Position Sensors Work](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0e5e/>

