

GENERIC · POWERTRAIN

P0E5F

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0E5F

Battery Charger Coupler Temperature A Too High

P0E5F indicates that the battery charger coupler temperature sensor has reported an excessively high temperature to the vehicle's control module. The computer detected a voltage or resistance signal from the sensor that corresponds to a temperature above the safe operating limit, typically due to overheating during charging or a sensor circuit fault.

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

Symptoms you may notice

- Illumination of the check engine light or a dedicated service vehicle soon message
- Often no symptoms besides the warning light, especially if the fault is intermittent
- Reduced or disabled battery charging, leading to a low state of charge over time
- A burning smell or visible discoloration at the charge coupler in severe cases
- The vehicle may refuse to start or enter a reduced power mode if the battery is depleted
- Possible overheating warning message on the dashboard for electric or plug-in hybrid models

Common causes, most likely first

- 1 Faulty battery charger coupler temperature sensor (thermistor) giving a false high reading
- 2 Damaged or corroded wiring or connector at the coupler temperature sensor circuit
- 3 Poor electrical connection at the charge coupler causing excessive resistance and heat
- 4 Cooling system malfunction for the charger or coupler, such as a blocked fan or low coolant
- 5 Control module software error misinterpreting sensor data
- 6 Actual overheating due to prolonged high-power charging in hot ambient conditions
- 7 Short to voltage or ground in the sensor signal circuit



How to diagnose and fix it

- 1 Use a scan tool to read the live data for the coupler temperature sensor and compare it to ambient temperature after a cold soak
- 2 Visually inspect the charge coupler, sensor connector, and wiring for signs of overheating, corrosion, or damage
- 3 Perform a resistance test on the temperature sensor and compare to the manufacturer's specification
- 4 Check the sensor reference voltage and ground circuits for opens, shorts, or high resistance
- 5 Verify operation of any dedicated cooling fan or coolant pump for the charger assembly
- 6 If the sensor is faulty, replace it and clear the code; if wiring is damaged, repair the harness
- 7 After repairs, road test and monitor live data to confirm the temperature reading is stable and within range

When the coupler temperature sensor lies

- A common misdiagnosis is replacing the entire charge coupler assembly when only the small thermistor inside it has failed, which is often available separately.
The code can set intermittently from a loose connector that only loses contact when the vehicle is charging and the coupler warms up, so wiggle-test the harness while watching live data.
- On some vehicles, the coupler temperature sensor shares a reference voltage with other sensors, so a fault elsewhere can pull the signal high and set this code.
- Actual overheating is frequently caused by a failed cooling fan or a clogged coupler vent, not by the sensor itself, so always verify the cooling system before condemning parts.
This code does not always mean the battery is damaged; the control module may simply be protecting the charging system from a perceived over-temperature condition.

Can I keep driving with P0E5F?

You can usually continue driving if the only symptom is the warning light, but avoid charging the vehicle until the fault is diagnosed, as continued charging could lead to overheating or a no-start condition. If the vehicle shows a reduced power message or the battery is depleted, seek service promptly.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Infrared thermometer
- Wiring diagram for the specific vehicle
- Basic hand tools for connector and sensor access



Reading P0E5F

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

Often seen with

P0A0D High Voltage System Interlock Circuit A High · **P0A0F** Engine Failed to Start · **P0E5E** Battery Charger Control Module A Processor Performance · **P0E60** Battery Charge Mode Control Circuit Range/Performance · **P0E61** Battery Charger A Enable Circuit/Open

See it working

Watch the animated explainer [How a Starter Motor Works: Pre-Engaged Starter](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0e5f/>

