

GENERIC · POWERTRAIN

P0E66

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0E66

Battery Charger Control Circuit Low

P0E66 indicates that the powertrain control module has detected a low-voltage condition on the battery charger control circuit, which is used to manage charging of the auxiliary battery in hybrid and electric vehicles. The computer expects a certain voltage on the control circuit when commanding the charger, but the signal is lower than expected, indicating a short to ground, an open circuit, or a faulty component.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Hybrid propulsion

Symptoms you may notice

- Illumination of the check engine light or service vehicle soon message
- Often no symptoms besides the warning light
- Reduced charging of the auxiliary battery, leading to low battery voltage
- Electrical accessories may malfunction or dim intermittently
- Possible no-start condition if the auxiliary battery is depleted
- In some cases, the vehicle may enter a reduced power mode

Common causes, most likely first

- 1 Faulty battery charger control module or integrated power control unit
- 2 Damaged wiring harness or connector at the battery charger control circuit
- 3 Short to ground in the control circuit wiring
- 4 Corroded or loose electrical connections at the charger or battery
- 5 Failed auxiliary battery or excessive parasitic draw
- 6 Software error in the powertrain control module requiring reprogramming

How to diagnose and fix it

- 1 Verify the code with a scan tool and check for any related codes in other modules
- 2 Inspect the auxiliary battery state of charge and load test it
- 3 Visually inspect the battery charger control circuit wiring and connectors for damage or corrosion
- 4 Measure resistance and voltage on the control circuit to check for shorts or opens
- 5 Test the battery charger control module according to manufacturer procedures
- 6 Reprogram the powertrain control module if a software update is available
- 7 Replace the faulty component (module, wiring, or battery) as needed and clear the code



Don't overlook the auxiliary battery

- A weak or failing auxiliary battery can set this code even when the charger control circuit itself is functioning correctly, so always load test the battery first.
- Corrosion inside a connector that looks fine from the outside is a common cause of low voltage on the control circuit, so wiggle-test and inspect terminals closely.
- This code can be set by a software glitch in the powertrain control module, and a reprogramming may be required before replacing any hardware.
- The battery charger control circuit is often part of a larger power management system, so a fault in a related module can trigger this code indirectly.

Can I keep driving with P0E66?

You can usually drive the vehicle with this code, but avoid relying on electrical accessories and do not ignore a low auxiliary battery warning. If the battery is depleted, the vehicle may not start or may enter reduced power mode, so have the charging system checked soon.

Tools that help

- OBD-II scan tool
- Digital multimeter
- Battery load tester
- Wiring diagram and service information
- Socket set and trim removal tools

Reading P0E66

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

Often seen with

P0562 System Voltage Low · **P0563** System Voltage High · **P0A0D** High Voltage System Interlock Circuit A High · **P0E65** Battery Charger Control Circuit/Open · **P0E67** Battery Charger Control Circuit High



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/p0e66/>

