

GENERIC · POWERTRAIN

P0E67

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0E67

Battery Charger Control Circuit High

P0E67 indicates that the powertrain control module (PCM) has detected an abnormally high voltage on the battery charger control circuit, which is used to manage charging of the auxiliary battery in hybrid and electric vehicles. The PCM expects a specific voltage range on this control line and sets the code when the signal exceeds the upper threshold, often due to a short to voltage or a faulty charger control module.

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 service vehicle soon message
- Often no symptoms besides the warning light
- Reduced or disabled battery charging function, leading to a low auxiliary battery
- Electrical accessories may behave erratically or shut down
- Possible no-start condition if the auxiliary battery is depleted

Common causes, most likely first

- 1 Short to voltage in the battery charger control circuit wiring
- 2 Faulty battery charger control module or internal short
- 3 Corroded or damaged connector at the charger control module
- 4 PCM internal fault causing incorrect voltage detection
- 5 Aftermarket accessories improperly wired to the control circuit

How to diagnose and fix it

- 1 Verify the code with a scan tool and check for related codes in other modules
- 2 Inspect the battery charger control circuit wiring for chafing, pinches, or shorts to voltage
- 3 Disconnect the charger control module and check for voltage on the control circuit with the key on
- 4 Test the charger control module according to manufacturer procedures, replacing if faulty
- 5 Check and clean all connectors and grounds associated with the charging system
- 6 Repair any wiring faults and clear the code, then road test to confirm the repair



Don't overlook the simple wiring checks

- A common oversight is assuming the charger control module is defective when a simple chafed wire shorting to voltage is the real cause.
- The code can be set by a weak or failing auxiliary battery that causes voltage spikes on the control circuit, so always load-test the battery first.
- Aftermarket alarms or remote starters tapped into the charging circuit often introduce voltage spikes that trigger this code.
- On some vehicles, a faulty PCM voltage reference can mimic a circuit high, so verify the PCM's reference voltage before replacing parts.
- The code may be stored intermittently due to water intrusion in connectors, especially in vehicles with underbody exposure.

Can I keep driving with P0E67?

You can usually drive the vehicle short distances, but avoid long trips or heavy electrical loads because the auxiliary battery may not charge properly. If the battery is already weak, the vehicle may stall or fail to restart, so have the charging system checked promptly.

Tools that help

- OBD-II scan tool
- Digital multimeter
- Wiring diagram for the specific vehicle
- Test light
- Battery load tester

Reading P0E67

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

Often seen with

P0562 System Voltage Low · **P0A0D** High Voltage System Interlock Circuit A High · **P0A94** DC/DC Converter A Performance · **P0E66** Battery Charger Control Circuit Low · **P0E68** Control Pilot Indicator Circuit Range/Performance



See it working

Watch the animated explainer [How a Catalytic Converter Works: 3D Cutaway](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0e67/>

