

GENERIC · POWERTRAIN

P0EEA

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0EEA

Battery Charger Coupler Temperature Sensor B Circuit Low

P0EEA indicates that the battery charger coupler temperature sensor B circuit is reporting a voltage below the expected range, which the powertrain control module interprets as a low signal. This sensor monitors the temperature of the charging coupler to prevent overheating during high-power charging, and a low circuit signal typically points to a wiring fault, a failed sensor, or a connector issue.

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
- Charging system warning light or message on the dashboard
- Reduced or disabled high-power charging capability
- Intermittent charging interruptions or failure to initiate charging
- Often no symptoms besides the warning light

Common causes, most likely first

- 1 Damaged or chafed wiring in the sensor B circuit (signal or ground wire)
- 2 Corroded, loose, or disconnected electrical connector at the sensor or harness
- 3 Failed battery charger coupler temperature sensor B
- 4 Short to ground in the sensor signal circuit
- 5 Faulty powertrain control module (PCM) or charging control module
- 6 High resistance in the ground circuit for the sensor

How to diagnose and fix it

- 1 Inspect the sensor connector and harness for corrosion, damage, or looseness, and repair as needed
- 2 Measure resistance of the sensor B circuit and compare to manufacturer specifications
- 3 Check for continuity and short to ground in the signal and ground wires between the sensor and control module
- 4 Verify reference voltage at the sensor connector with the key on
- 5 Replace the battery charger coupler temperature sensor B if tests indicate it is faulty
- 6 Clear the diagnostic trouble code and perform a road test or charging cycle to confirm the repair



What P0EEA doesn't tell you

- A low signal code often results from a poor ground connection rather than a failed sensor, so always check ground integrity before replacing parts.
- The sensor may be part of the charge port assembly on some vehicles, making it non-serviceable separately and requiring replacement of the entire assembly.
- Intermittent faults can be caused by vibration or thermal cycling that temporarily opens a circuit, so wiggle-test the harness while monitoring live data.
- This code can be set by a charging system software glitch, so check for applicable software updates before condemning hardware.
- A low circuit code does not always mean the sensor is dead; a short to ground in the wiring can produce the same symptom.

Can I keep driving with P0EEA?

You can continue driving the vehicle, but avoid using high-power charging until the fault is repaired, as the system may not be able to monitor coupler temperature and could disable charging or reduce power to prevent overheating.

Tools that help

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

Reading P0EEA

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

Often seen with

P0EE9 Battery Charger Coupler Temperature Sensor B Circuit Range/P · **P0EEB** Battery Charger Coupler Temperature Sensor B Circuit High · **P0EEC** Battery Charger Coupler Temperature Sensor B Circuit Intermi · **P0EED** Battery Energy Control Module B · **P0EEE** Hybrid/EV Battery Discharge Circuit Performance



See it working

Watch the animated explainer [Helicopter Simulator: Take Off, Hover and Land](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0eea/>

