



P0EEE

Hybrid/EV Battery Discharge Circuit Performance

P0EEE indicates that the hybrid or electric vehicle battery control module has detected a performance fault in the high-voltage battery discharge circuit, meaning the current or voltage during discharge does not match the expected profile under the commanded conditions. The computer monitors the discharge path and flags this code when the circuit's behavior falls outside the calibrated range, often due to resistance, connection, or component degradation.

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

Symptoms you may notice

- Illumination of the hybrid system warning light or service vehicle soon message
- Reduced electric-only range or the engine starting more frequently than usual
- A sudden drop in state of charge or power gauge readings that do not match actual driving conditions
- Intermittent loss of power or a hesitation when accelerating from a stop
- Often no symptoms besides the warning light, especially if the fault is stored but not currently active

Common causes, most likely first

- 1 Corroded, loose, or damaged high-voltage battery cable connections at the battery pack or inverter
- 2 Degraded or failing high-voltage battery pack internal connections or bus bars
- 3 Faulty battery current sensor or voltage sensing circuit giving inaccurate readings
- 4 A failing hybrid/EV battery control module or its software calibration
- 5 High-voltage discharge contactor or relay that is sticking or has high resistance
- 6 Wiring harness damage or chafing along the discharge circuit path
- 7 Extreme temperature conditions causing temporary performance deviation, though this usually sets a different code



How to diagnose and fix it

- 1 Use a scan tool to retrieve all stored codes and freeze-frame data, then clear the code and test-drive to see if it returns immediately or after a specific condition.
- 2 Perform a visual inspection of the high-voltage battery cables, connectors, and terminals for corrosion, looseness, or damage, following all safety precautions for high-voltage systems.
- 3 Measure the discharge circuit resistance and compare to specifications, checking for excessive voltage drop across connections and contactors.
- 4 Verify the battery current sensor readings against a known good meter or scan tool live data during a controlled discharge event.
- 5 Check for technical service bulletins (TSBs) or software updates for the battery control module that address discharge circuit performance.
- 6 If wiring and connections are good, test the discharge contactor and battery control module according to the manufacturer's diagnostic flow chart.
- 7 Replace the faulty component, such as the battery pack, current sensor, or control module, only after confirming the fault through testing, then clear codes and verify the repair.

High-Voltage Discharge Circuit Pitfalls

- A common misdiagnosis is replacing the high-voltage battery pack when the actual fault is a simple loose or corroded cable connection at the inverter, which can mimic a failing pack.
- The code can be set by a weak 12-volt auxiliary battery causing erratic behavior in the battery control module, so always check the low-voltage system first.
- Intermittent faults often occur only under specific load or temperature conditions, so a single test drive may not reproduce the code; extended monitoring with a data logger is often necessary.
- Some vehicles set P0EEEE as a pending code after a software update or battery service, and it may clear itself after a few drive cycles if no hardware issue exists.
- The discharge circuit performance is closely tied to the battery management system's state-of-charge calculation, so a fault in the state-of-charge algorithm can trigger this code without any physical circuit problem.

Can I keep driving with P0EEEE?

It is generally safe to continue driving with P0EEEE as long as the vehicle does not enter a reduced power mode or show a red high-voltage warning, but avoid aggressive acceleration and long trips until the fault is diagnosed. If the warning light flashes or the vehicle loses power, stop driving and have it towed to a qualified hybrid/EV technician.



Tools that help

- Hybrid/EV-capable scan tool with live data and freeze-frame capability
- Digital multimeter with high-voltage rated probes and CAT III safety rating
- Insulation resistance tester (megohmmeter) for high-voltage cables
- Manufacturer-specific diagnostic software or subscription for battery control module testing
- Personal protective equipment including high-voltage gloves and safety glasses

Reading P0EEE

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

Often seen with

P0A0D High Voltage System Interlock Circuit A High · **P0AA6** Hybrid/EV Battery Voltage System Isolation Fault · **P0AFA** Hybrid/EV Battery System Voltage Low · **P0EE0** Hybrid/EV Battery Pack C Deterioration · **P0EE1** Hybrid/EV Battery Pack D Deterioration

See it working

Watch the animated explainer [How Regenerative Braking Works in Electric Cars](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0eee/>

