



P0EFC

Battery Charger A Input Voltage Sensor C Circuit

P0EFC indicates that the powertrain control module has detected an abnormal voltage signal on the input voltage sensor C circuit of battery charger A, which is typically part of the high-voltage charging system in electrified vehicles. The computer compares the sensor's reported voltage against expected values and flags the circuit when the signal falls outside the valid range or is inconsistent with other voltage measurements.

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

Symptoms you may notice

- Illumination of the check engine light or service vehicle soon message
- Often no symptoms besides the warning light, especially if the fault is intermittent
- Reduced or disabled high-voltage charging, leading to longer charge times or inability to charge
- Powertrain power reduction or limp mode in some vehicles
- Audible alerts or charging system warning messages on the dashboard

Common causes, most likely first

- 1 Faulty input voltage sensor C on the battery charger assembly
- 2 Damaged or corroded wiring in the sensor circuit, including open or short circuits
- 3 Loose or contaminated connector pins at the sensor or control module
- 4 Water intrusion or physical damage to the charger assembly affecting the sensor
- 5 Internal failure within the battery charger module causing incorrect sensor readings
- 6 Software glitch or outdated calibration in the control module



How to diagnose and fix it

- 1 Connect a scan tool and record all stored codes and freeze-frame data to understand the fault context
- 2 Visually inspect the battery charger assembly and sensor circuit wiring for damage, corrosion, or loose connections
- 3 Measure resistance and voltage on the sensor C circuit to check for opens, shorts, or excessive resistance
- 4 Compare sensor live data against actual measured voltages using a multimeter to verify sensor accuracy
- 5 Check for technical service bulletins or software updates for the vehicle's charging system
- 6 Replace the faulty input voltage sensor or charger assembly if testing confirms an internal failure
- 7 Clear codes and perform a road test or charging cycle to verify the repair and ensure the code does not return

Before you replace the charger assembly

- A common oversight is assuming the charger assembly is defective when the real problem is a chafed wire harness near a sharp bracket or heat source, so always perform a thorough circuit integrity test first.
- Intermittent codes often stem from connector fretting corrosion, which can be resolved by cleaning and applying dielectric grease rather than replacing expensive components.
- The input voltage sensor C circuit may share a reference voltage with other sensors, so a fault in a related circuit can trigger P0EFC as a secondary code.
- Some vehicles require a calibration or relearn procedure after sensor replacement, and skipping this step can cause the code to reset immediately.
- High-voltage system faults can be misdiagnosed as sensor issues when the actual problem lies in the charger's internal power electronics, so follow the manufacturer's diagnostic flow chart carefully.

Can I keep driving with P0EFC?

If the vehicle drives normally and only the warning light is on, you can continue driving short distances, but avoid relying on high-voltage charging until the fault is repaired. If the vehicle enters limp mode or charging is completely disabled, arrange for professional diagnosis and repair before driving further.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Wiring diagram and service information for the specific vehicle
- Insulation tester for high-voltage circuit checks
- Basic hand tools for connector and component access



Reading P0EFC

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

Often seen with

P0EFB Battery Charger A Input Voltage Sensor B Circuit Intermitten · **P0EFD** Battery Charger A Input Voltage Sensor C Circuit Range/Perfo · **P0EFE** Battery Charger A Input Voltage Sensor C Circuit Low

See it working

Watch the animated explainer [How the EVAP System Works: Fuel Vapour and Leak Test](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0efc/>

