

GENERIC · POWERTRAIN

P2D67

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2D67

Battery Charging System Negative Contactor C Control Circuit Low

P2D67 indicates that the powertrain control module has detected a low-voltage condition on the control circuit for the negative contactor of the battery charging system. The negative contactor is a high-current relay that connects and disconnects the battery's negative terminal from the charging system, and the control circuit is the low-power wiring the module uses to command it. A low signal on this circuit means the module either cannot command the contactor to close or sees a short to ground on the control wire.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

High

FIX DIFFICULTY

Professional

AREA

Hybrid propulsion

Symptoms you may notice

- Illumination of the battery/charging system warning light or service vehicle soon message
- The vehicle may fail to start or experience a completely dead battery because the contactor never closes
- Charging system may not engage, leaving the battery to discharge while driving
- Intermittent electrical failures or module communication faults if the contactor chatters
- Often no symptoms besides the warning light if the fault is only in the control circuit monitoring

Common causes, most likely first

- 1 Damaged or corroded wiring in the negative contactor control circuit, such as a chafed wire shorting to ground
- 2 Failed negative contactor coil or internal contactor assembly
- 3 Poor electrical connection at the contactor or control module connector
- 4 Faulty powertrain control module driver circuit for the contactor
- 5 Water intrusion or contamination in the contactor housing causing a short
- 6 Aftermarket accessories improperly tapped into the control circuit

How to diagnose and fix it

- 1 Inspect the negative contactor and its control circuit wiring for obvious damage, corrosion, or loose connectors
- 2 Disconnect the contactor and measure resistance across its coil to check for an open or shorted winding
- 3 Check for continuity to ground on the control wire with the module disconnected to rule out a short to ground
- 4 Verify power and ground at the contactor connector with the key on and the module commanding the contactor on
- 5 Test the control module output with a bidirectional scan tool or a test light to confirm the driver is functioning
- 6 Repair or replace the faulty wiring, connector, contactor, or module as diagnosed

Contactor control circuit checks that save time

- A low control circuit code often results from a short to ground in the wiring harness rather than a failed contactor, so always ohm-test the control wire before replacing parts.
- The negative contactor may be part of a battery disconnect unit or pre-charge assembly, and the control circuit can be shared with other contactors, so a fault in one can affect others.
- Some vehicles only set this code after a low-voltage event or jump-start, and the code may clear after the battery is fully charged and the system reinitialized.
- A failed contactor can cause a no-start condition that mimics a dead battery, but the battery may test good; always check for contactor operation before condemning the battery.
- Aftermarket alarms or remote starters tapped into the negative contactor control wire are a common cause of unexplained low-circuit codes.

Can I keep driving with P2D67?

Do not drive the vehicle if the charging system warning is on or the engine will not start, because the battery may discharge and leave you stranded. If the vehicle starts and runs normally, limit driving to a short distance to a repair shop and avoid using unnecessary electrical accessories.

Tools that help

- Digital multimeter
- Bidirectional scan tool
- Test light
- Wiring diagram for the charging system
- Socket and ratchet set

Reading P2D67

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

Often seen with

P0562 System Voltage Low · **P0A0D** High Voltage System Interlock Circuit A High · **P0A0E** High Voltage System Interlock Circuit A Intermittent · **P2D66** Battery Charging System Negative Contactor C Control Circuit · **P2D68** Battery Charging System Negative Contactor C Control Circuit



See it working

Watch the animated explainer **Turbocharger Trainer: Boost, Wastegate and Intercooler** on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p2d67/>

