

GENERIC · NETWORK

U3518

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

U3518

High Voltage System Interlock Circuit C High

U3518 indicates that the high-voltage interlock loop circuit C has reported a voltage above the expected range, which the vehicle's control module interprets as a potential safety hazard. The interlock is a low-voltage safety loop that runs through high-voltage connectors and components; when its voltage goes high, the module sets this code to prevent operation of the high-voltage system.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Network	Generic (all makes)	High	Professional	Network communication

Symptoms you may notice

- High-voltage system warning light illuminated on the dashboard
- Vehicle may refuse to start or enter 'Ready' mode
- Reduced power or limp mode, often limiting speed
- High-voltage components such as the air conditioning compressor or cabin heater may stop working
- Often no symptoms besides the warning light, especially if the fault is intermittent

Common causes, most likely first

- Damaged or corroded high-voltage interlock connector, particularly at the battery pack, inverter, or motor
- Broken or chafed interlock wire within the harness
- Failed high-voltage component that has an internal interlock switch (e.g., service disconnect, battery pack)
- Water intrusion or contamination in a high-voltage connector causing increased resistance
- Faulty high-voltage control module or interlock detection circuit
- Aftermarket accessories or improper previous repairs that disturbed the interlock loop

How to diagnose and fix it

- Perform a visual inspection of all high-voltage connectors and wiring for damage, corrosion, or loose connections
- Use a scan tool to read live data for the interlock circuit voltage and compare to specifications
- Check the service disconnect plug for proper seating and continuity
- Measure resistance across the interlock loop at each connector to isolate an open or high-resistance section
- Inspect for water intrusion or debris in connectors and clean or dry as needed
- Replace any damaged connector, terminal, or interlock wire
- If the loop is intact, test the high-voltage control module and replace if faulty



Interlock Circuit High Voltage Isn't Always a Short

- A high voltage reading on the interlock circuit often results from increased resistance in a connector rather than a direct short to power, so don't assume a wiring short without testing.
- The interlock loop is a safety circuit, not the high-voltage power circuit itself; a fault here can disable the vehicle even if the high-voltage battery is fully charged.
- Some vehicles require the high-voltage system to be powered down and the service disconnect removed before inspecting interlock connectors, so follow the manufacturer's procedures exactly.
- Intermittent U3518 codes are frequently caused by a partially unseated connector that passes a static test but fails under vibration or temperature changes.
- After replacing a high-voltage component, the interlock loop may need to be reset or the code cleared with a scan tool before the vehicle will start.

Can I keep driving with U3518?

Do not drive the vehicle with an active U3518 code, as the high-voltage system may be disabled or operate unpredictably, posing a safety risk. Have the vehicle inspected by a qualified high-voltage technician before attempting to move it under its own power.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter with high-voltage safety rating
- Insulation tester (megohmmeter) for high-voltage circuits
- Manufacturer-specific service information and wiring diagrams
- High-voltage safety gloves and insulated tools

Reading U3518

- U** Network: communication between the vehicle's control modules.
- 3** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 5** Network communication.
- 18** 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
 · **U0111** Lost Communication With Battery Energy Control Module 'A' · **U3517** High Voltage System Interlock Circuit C Low · **U3519** High Voltage System Interlock Circuit D



See it working

Watch the animated explainer [How a MAF Sensor Works: Hot-Wire Airflow Explained](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/u3518/>

