



U352C

High Voltage System Interlock Circuit H High

U352C indicates that the high-voltage interlock loop for circuit H has reported a voltage above the expected threshold, which the vehicle's control module interprets as a potential break or fault in the safety circuit. The interlock is a low-current loop that runs through high-voltage connectors and components; when its voltage goes high, the module suspects the loop is open or has excessive resistance, and it may disable the high-voltage system to prevent shock hazards.

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

Symptoms you may notice

- Illumination of the high-voltage system warning light or a master caution indicator
- The vehicle may refuse to start or enter 'Ready' mode, leaving it inoperative
- Reduced power or a forced limp-home mode if the vehicle does drive
- The high-voltage contactors may open, cutting power to the traction motor
- Often no symptoms besides the warning light, especially if the fault is intermittent
- Other high-voltage related codes stored in the battery energy control module or power electronics

Common causes, most likely first

- 1 A loose, corroded, or unseated high-voltage connector on the interlock circuit H path
- 2 Damaged wiring harness or chafed interlock wire causing an open circuit or high resistance
- 3 Failed interlock switch inside a high-voltage component such as the battery pack, inverter, or service disconnect
- 4 Water intrusion or contamination in a high-voltage connector causing increased resistance
- 5 A faulty control module that misreads the interlock voltage, though this is less common
- 6 Aftermarket or improper repair that bypassed or damaged the interlock loop



How to diagnose and fix it

- 1 Inspect all high-voltage connectors for proper seating, corrosion, or damage, and reseal any suspect connector
- 2 Check the interlock circuit wiring for continuity and resistance using a digital multimeter, following the manufacturer's service information
- 3 Test the interlock switch or loop at each high-voltage component to isolate the open or high-resistance section
- 4 Repair or replace damaged wiring, pins, or connectors in the interlock circuit H path
- 5 If a component's internal interlock switch has failed, replace that component according to service procedures
- 6 Clear the code and perform a road test to verify the repair, ensuring the high-voltage system operates normally

Interlock faults that fool even seasoned techs

- A common oversight is assuming the high-voltage battery is at fault when the real problem is a partially unseated connector at the inverter or service disconnect, which can set U352C without any visible damage.
- The interlock loop often carries a low-voltage pilot signal, so a high voltage reading on circuit H can be caused by a poor ground reference rather than a true open circuit, leading to misdiagnosis of the control module.
- Intermittent U352C codes that appear only over bumps or in wet weather frequently trace to chafed wiring hidden behind interior trim or under the vehicle, not to a failed high-voltage component.
- Some vehicles set U352C as a companion code when the 12-volt battery is weak or the charging system is faulty, because low system voltage can distort the interlock signal, so always verify 12-volt power and grounds first.
- Replacing a high-voltage component without performing the manufacturer's interlock learn or initialization procedure can leave U352C stored even after a correct repair, so follow service information closely.

Can I keep driving with U352C?

Do not continue driving with U352C active, because the vehicle may disable the high-voltage system unexpectedly or refuse to start, and an interlock fault can indicate a potential shock hazard. Have the vehicle inspected by a qualified high-voltage technician before further use.

Tools that help

- Digital multimeter with high-voltage safety rating
- Manufacturer-specific scan tool capable of reading hybrid/EV modules
- High-voltage safety gloves and insulated tools
- Service information for interlock circuit testing and connector locations
- Insulation tester or megohmmeter for checking high-voltage cable integrity



Reading U352C

- 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.
- 2C** 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
 · **U352A** High Voltage System Interlock Circuit H Performance · **U352B** High Voltage System Interlock Circuit H Low · **U352D** High Voltage System Interlock Circuit J

See it working

Watch the animated explainer [How a Wideband Air-Fuel Sensor Works](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/u352c/>

