

GENERIC · NETWORK

U352E

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

## U352E

# High Voltage System Interlock Circuit J Performance

U352E indicates that the high-voltage interlock loop for circuit J has reported a performance fault, meaning the safety circuit that confirms all high-voltage connectors are properly seated is not behaving as expected. The vehicle's control module detected an abnormal voltage or signal condition on this specific interlock circuit, which is designed to disable the high-voltage system if a connector is opened or damaged.

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

## Symptoms you may notice

- High-voltage system warning light or message displayed on the dashboard
- Vehicle may refuse to start or enter 'ready' mode, especially in electric or hybrid models
- Reduced power or limp-home mode due to high-voltage system shutdown
- Often no symptoms besides the warning light if the fault is intermittent
- Inability to charge the high-voltage battery on plug-in vehicles
- Audible alert or chime accompanying the high-voltage fault message

## Common causes, most likely first

- Loose, corroded, or improperly seated high-voltage connector on circuit J
- Damaged interlock switch or wiring within the high-voltage connector assembly
- Frayed, pinched, or open interlock circuit wiring between components
- Failed high-voltage component (e.g., battery pack, inverter, or motor) internal interlock
- Water intrusion or contamination in a high-voltage connector causing signal degradation
- Faulty high-voltage control module or interlock detection circuit
- Aftermarket or improper repair that bypassed or damaged the interlock loop



## How to diagnose and fix it

- 1 Inspect all high-voltage connectors related to circuit J for proper seating, corrosion, or damage
- 2 Check interlock circuit continuity and resistance with a multimeter, following manufacturer procedures
- 3 Verify high-voltage system voltage is within specification and confirm no active isolation faults
- 4 Inspect wiring harness for chafing, pinching, or open circuits along the interlock path
- 5 Test the interlock switch or sensor within the suspect connector or component
- 6 Replace the faulty high-voltage connector, wiring pigtail, or component as needed
- 7 Clear codes and perform a high-voltage system reset or relearn procedure, then road test

## Interlock faults that mimic component failures

- A common misdiagnosis is replacing an expensive high-voltage component when the actual fault is a partially unseated connector that only loses interlock continuity under vibration or temperature change.
- The interlock circuit is a low-voltage loop; a code for 'high voltage interlock' does not mean the high-voltage system itself has a voltage problem, but rather that the safety loop signal is abnormal.
- Intermittent U352E codes often set after a repair where a high-voltage connector was not fully latched, so always check recent service history before deeper diagnostics.
- Some vehicles require a special tool or procedure to release high-voltage connectors, and forcing them can damage the interlock switch, creating this code.
- The interlock circuit may pass through multiple components in series, so a fault in any one connector on the loop can set this code even if the named circuit J appears to be elsewhere.

## Can I keep driving with U352E?

Do not continue driving with an active high-voltage interlock fault, as the vehicle may disable the high-voltage system unexpectedly or refuse to start. 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 high-voltage system codes
- Insulated hand tools and personal protective equipment (PPE) for high-voltage work
- Wiring diagram and connector pinout for the specific vehicle
- Contact cleaner and dielectric grease for connector servicing



### Reading U352E

- 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.
- 2E** 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' · **U352D** High Voltage System Interlock Circuit J · **U352F** High Voltage System Interlock Circuit J Low

### See it working

Watch the animated explainer [Four-Stroke Engine Notebook: The Otto Cycle Explained](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/u352e/>

