

GENERIC · NETWORK

U352F

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

U352F

High Voltage System Interlock Circuit J Low

U352F indicates that the vehicle's high-voltage interlock loop, specifically circuit J, has reported a voltage level above the expected threshold to the control module monitoring it. The interlock is a low-voltage safety circuit that runs through high-voltage connectors and covers; when its voltage is too high, the module sets this code to flag a potential breach in the safety chain.

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 service vehicle soon message
- The vehicle may refuse to start or enter 'ready' mode because the high-voltage system is disabled
- Reduced power or limp-home mode if the vehicle is already running when the fault occurs
- Often no symptoms besides the warning light, especially if the fault is intermittent
- Possible inability to engage drive or charge the high-voltage battery on plug-in vehicles
- Other high-voltage related codes stored in multiple modules due to the interlock disruption

Common causes, most likely first

- 1 Damaged or chafed wiring in the interlock circuit J, causing a short to voltage or an open circuit that raises the monitored voltage
- 2 Corroded or loose terminals at a high-voltage connector that disturb the interlock signal
- 3 A faulty high-voltage component cover or service disconnect plug not fully seated, altering interlock loop resistance
- 4 Water intrusion into a high-voltage connector or component, leading to abnormal voltage on the interlock line
- 5 Internal failure in the module that monitors the interlock circuit, such as a shorted sensing circuit
- 6 Aftermarket accessories or improper previous repairs that tapped into the interlock wiring



How to diagnose and fix it

- 1 Retrieve all stored codes from every module and record freeze-frame data to understand when the fault occurred
- 2 Visually inspect all high-voltage connectors, covers, and service disconnects for damage, corrosion, or loose fitment
- 3 Check the interlock circuit J wiring for continuity, shorts to voltage, and resistance against the manufacturer's specification
- 4 Verify that the high-voltage battery service disconnect plug is fully engaged and that its interlock pins are clean and tight
- 5 Test the monitoring module's interlock signal circuit with a multimeter to confirm whether the high voltage is real or a false reading
- 6 If wiring and connectors are good, substitute a known-good monitoring module or perform a guided diagnostic routine with a factory scan tool
- 7 Clear codes and perform a road test to confirm the repair, ensuring the interlock loop remains stable under vibration and temperature changes

Interlock faults that fool good technicians

- A common oversight is assuming the code means the high-voltage system itself has a high-voltage fault, when the interlock is actually a low-voltage safety loop that only reports a voltage anomaly.
- Intermittent U352F often traces to a connector that passes a static continuity test but fails under vibration or heat, so wiggle tests and loaded circuit tests are essential.
- Aftermarket alarm or remote-start installations frequently tap into interlock wiring, creating a high-resistance or short-to-voltage condition that sets this code.
- Some vehicles set U352F when the 12-volt auxiliary battery is weak, because the interlock monitoring circuit references a stable supply voltage and misreads a low system voltage as an interlock fault.
- A high-voltage component that was replaced without clearing adaptive values or performing a learn procedure can cause the module to misinterpret interlock voltage and store this code.

Can I keep driving with U352F?

Do not continue driving if the high-voltage warning is active, because the vehicle may disable the high-voltage system unexpectedly and leave you stranded. If the light is on but the car drives normally, limit driving to a short distance to a qualified repair facility and avoid high-voltage charging until diagnosed.



Tools that help

- Factory-level scan tool with high-voltage system support
- Digital multimeter with high-impedance and min/max recording
- Insulation tester or megohmmeter for high-voltage circuit checks
- Manufacturer wiring diagrams and connector pinout references
- High-voltage safety gloves and insulated tools
- Oscilloscope for capturing intermittent interlock signals

Reading U352F

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.

2F 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' · **U352E** High Voltage System Interlock Circuit J Performance
 · **U3530** High Voltage System Interlock Circuit J High

See it working

Watch the animated explainer [How Drive-by-Wire Works: Electronic Throttle Body](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/u352f/>

