

GENERIC · POWERTRAIN

P0468

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0468

EVAP Purge Flow Sensor Circuit High

P0468 indicates that the powertrain control module (PCM) has detected an abnormally high voltage signal on the evaporative emission (EVAP) purge flow sensor circuit, which typically means the sensor is reporting a purge flow rate that is higher than the PCM commands or that the circuit is shorted to voltage. The PCM sets this code when the sensor output exceeds the expected range for the current purge valve duty cycle, often indicating a wiring fault, a stuck-open purge valve, or a failed sensor.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Auxiliary emission controls

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms.
- A slight fuel odor may be present around the vehicle if the purge valve is stuck open.
- Rough idle or stumbling at idle due to unmetered fuel vapor entering the intake.
- Occasional difficulty starting after refueling, especially in warm weather.
- Poor fuel economy if the purge system remains open when it should be closed.
- In some cases, a noticeable hesitation during light acceleration.

Common causes, most likely first

- 1 Faulty EVAP purge flow sensor sending an erroneously high signal.
- 2 Short to voltage in the purge flow sensor signal circuit or reference circuit.
- 3 Stuck-open or leaking EVAP purge valve allowing continuous flow when not commanded.
- 4 Damaged or corroded electrical connector at the purge flow sensor or purge valve.
- 5 Failed PCM driver for the purge valve or sensor circuit (rare).
- 6 Pinched or chafed wiring harness causing intermittent short to voltage.



How to diagnose and fix it

- 1 Connect a scan tool and verify the P0468 code is current, then command the purge valve on and off while monitoring purge flow sensor voltage to see if the signal responds correctly.
- 2 Visually inspect the purge flow sensor, purge valve, and their electrical connectors for corrosion, loose pins, or damaged wiring; repair as needed.
- 3 Use a digital multimeter to check for a short to voltage on the sensor signal circuit and reference circuit with the key on and the sensor disconnected.
- 4 Test the purge valve for mechanical sticking by applying vacuum or command it with a scan tool and listening for a click; replace if it does not seal or respond.
- 5 If wiring and valve are good, substitute a known-good purge flow sensor and clear the code to see if it returns.
- 6 Check for technical service bulletins (TSBs) or software updates for the PCM that may address false purge flow sensor codes.
- 7 After repairs, clear codes and perform a drive cycle to confirm the code does not reset and that EVAP monitor completes.

Don't overlook the purge valve itself

- A stuck-open purge valve is a frequent cause of P0468 because it allows fuel vapor to flow continuously, making the sensor report a high flow rate that the PCM interprets as a circuit high signal.
- The code can be set by a faulty purge flow sensor even when the EVAP system has no actual leak, so a smoke test alone may not reveal the problem.
- In some vehicles, a short to voltage in the sensor reference circuit can be caused by a chafed wire near the intake manifold or throttle body, which is often missed during visual inspection.
- Replacing the purge valve without checking the sensor circuit can lead to a repeat code if the real issue is a wiring short or a failed sensor.
- A dirty or contaminated purge flow sensor, often from excessive fuel vapor or oil carryover, can produce a high signal that mimics a circuit fault.

Can I keep driving with P0468?

You can generally drive the vehicle with P0468, but avoid refueling to the brim and park in a well-ventilated area because a stuck-open purge valve may cause fuel vapor odors. Have the fault diagnosed soon to prevent potential damage to the EVAP system or catalytic converter from rich running.

Tools that help

- OBD-II scan tool with bidirectional control
- Digital multimeter
- Hand vacuum pump
- Wire piercing probes or backprobe pins
- Service information for wiring diagrams and component locations



Reading P0468

- P** Powertrain: engine, transmission and emissions.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 4** Auxiliary emission controls.
- 68** The exact fault within that area.

Often seen with

P0442 EVAP System Leak Detected (Small) · **P0455** EVAP System Leak Detected (Large) · **P0456** Evaporative Emission System Leak Detected (very small leak) · **P0466** EVAP Purge Flow Sensor Circuit Range/Performance · **P0496** Evaporative Emission System High Purge Flow

See it working

Watch the animated explainer [Manual Car Driving Simulator: Learn Clutch Control](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0468/>

