

GENERIC · POWERTRAIN

P0B06

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0B06

Electric/Auxiliary Transmission Fluid Pump Motor Phase W Current

P0B06 is set when the transmission control module detects that the electrical current in phase W of the auxiliary transmission fluid pump motor is outside the expected range during operation or self-test. This pump maintains fluid pressure when the engine is stopped, so the fault often affects stop-start and hybrid driving modes rather than normal driving.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Professional

AREA

Hybrid propulsion

Symptoms you may notice

- Illumination of the check engine light or service transmission warning
- Often no symptoms besides the warning light, especially if the engine-driven pump still provides pressure
- Harsh or delayed engagement when accelerating from a stop in vehicles that rely on the auxiliary pump
- The vehicle may refuse to enter engine stop-start mode or may stall when coming to a stop
- Reduced fuel economy due to the engine idling instead of shutting off
- In rare cases, a no-move condition if the auxiliary pump is the sole pressure source

Common causes, most likely first

- 1 Damaged or chafed wiring in the phase W circuit between the control module and the pump motor
- 2 Corroded, loose, or water-intruded connector at the auxiliary pump or control module
- 3 Failed auxiliary transmission fluid pump motor (open or shorted phase winding)
- 4 Faulty auxiliary pump control module or internal driver for phase W
- 5 Low or contaminated transmission fluid causing pump overheating and current draw changes
- 6 Internal transmission mechanical issues that increase pump load



How to diagnose and fix it

- 1 Verify battery voltage and condition, then clear the code and perform a road test to confirm it returns
- 2 Inspect the auxiliary pump harness and connectors for chafing, corrosion, or loose pins, focusing on the phase W circuit
- 3 Measure resistance of the phase W winding at the pump connector and compare with the other phases to detect an open or short
- 4 Check for service bulletins and software updates for the transmission control module that address pump current monitoring
- 5 If electrical checks are normal, perform the manufacturer's guided diagnostic for the auxiliary pump, which may include commandeering the pump with a scan tool
- 6 Replace the auxiliary transmission fluid pump motor or control module as indicated by test results, following the service procedure
- 7 After repair, clear codes and verify the auxiliary pump operates correctly during engine stop-start events

Auxiliary pump faults that fool technicians

- A weak or failing 12-volt battery can cause the auxiliary pump to draw excessive current and set P0B06 without any fault in the pump itself.
- Transmission fluid that is low or contaminated with debris can overwork the auxiliary pump and trigger a phase current code, so always check fluid condition first.
- The code can be stored intermittently by a momentary voltage spike or a poor ground connection that only acts up under specific temperature or vibration conditions.
- On some vehicles, the auxiliary pump only runs during engine stop-start events, so a fault may not appear during a conventional test drive without forcing those conditions.
- A phase W current code does not always mean the pump motor is failing; the control module's internal current sensing circuit can drift and report false faults.

Can I keep driving with P0B06?

You can generally continue driving because the engine-driven pump provides normal hydraulic pressure, but avoid relying on engine stop-start features and have the fault diagnosed soon to prevent possible loss of pressure during auto-stop events.

Tools that help

- OBD-II scan tool with live data and bidirectional control
- Digital multimeter
- Wiring diagram and service information for the specific vehicle
- Breakout box or terminal test kit
- Fluid level and condition inspection tools



Reading P0B06

- P** Powertrain: engine, transmission and emissions.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- B** Hybrid propulsion.
- 06** The exact fault within that area.

Often seen with

P0B00 Electric/Auxiliary Transmission Fluid Pump Motor Phase U Cur · **P0B01** Electric/Auxiliary Transmission Fluid Pump Motor Phase U Cur · **P0B02** Electric/Auxiliary Transmission Fluid Pump Motor Phase U Cur · **P0B05** Electric/Auxiliary Transmission Fluid Pump Motor Phase V Cur · **P0B07** Electric/Auxiliary Transmission Fluid Pump Motor Phase W Cur

See it working

Watch the animated explainer [How an Automatic Transmission Works, Gear by Gear](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0b06/>

