



P0B0B

Electric/Auxiliary Transmission Fluid Pump A Motor Supply Voltage Circuit High

P0B0B indicates that the transmission control module has detected an abnormally high voltage on the power supply circuit feeding the electric or auxiliary transmission fluid pump motor. This typically means the pump motor is receiving voltage above the expected range, which can be caused by a short to power, a faulty pump, or a wiring issue.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Intermediate	Hybrid propulsion

Symptoms you may notice

- Illumination of the check engine light or transmission warning light
- Often no symptoms besides the warning light
- Transmission may enter limp mode or fail to shift properly
- Overheating of the transmission fluid due to pump malfunction
- Delayed engagement or slipping gears
- In some cases, the vehicle may stall or hesitate during acceleration

Common causes, most likely first

- 1 Short to voltage in the pump motor supply circuit
- 2 Faulty electric/auxiliary transmission fluid pump motor
- 3 Damaged or corroded wiring harness or connectors
- 4 Failed transmission control module (TCM) or power control module
- 5 Blown fuse or faulty relay supplying the pump motor
- 6 Poor ground connection for the pump motor circuit

How to diagnose and fix it

- 1 Use a scan tool to verify the code and check for related codes in the transmission control module
- 2 Inspect the wiring harness and connectors for damage, corrosion, or loose pins
- 3 Measure voltage on the pump motor supply circuit with a multimeter to confirm high voltage
- 4 Check the pump motor relay and fuse for proper operation
- 5 Test the pump motor by applying power directly and observing operation
- 6 If voltage is high, trace the circuit for shorts to power and repair as needed
- 7 Replace the pump motor or TCM if diagnostics indicate internal failure



Don't overlook the simple electrical checks

- A shorted pump motor can back-feed voltage into the supply circuit, causing a high voltage code even when the TCM is functioning correctly.
- Corroded connectors or chafed wires often mimic a failed pump motor, so always perform a thorough visual inspection before replacing parts.
- The code may set intermittently due to vibration or temperature changes, so wiggle-testing the harness while monitoring live data can reveal the fault.
- A weak battery or charging system issue can cause voltage spikes that trigger this code, so check the vehicle's overall electrical health first.
- Some vehicles use the auxiliary pump only during auto start-stop events, so the code may not affect normal driving until that feature activates.

Can I keep driving with P0B0B?

It is generally safe to drive with this code if the transmission behaves normally, but avoid heavy loads or aggressive driving that could overheat the transmission. If the transmission enters limp mode or you notice slipping, stop driving and seek professional diagnosis.

Tools that help

- OBD-II scan tool
- Digital multimeter
- Wiring diagram for the specific vehicle
- Basic hand tools (screwdrivers, pliers, socket set)
- Test light or power probe

Reading P0B0B

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

Often seen with

P0B0A Electric/Auxiliary Transmission Fluid Pump A Motor Supply Vo · **P0B0C** Electric/Auxiliary Transmission Fluid Pump A Hydraulic Leaka · **P0B0D** Electric/Auxiliary Transmission Fluid Pump Motor Control Mod · **P0B0E** Hybrid/EV Battery Pack Current Sensor B Circuit · **P0B0F** Hybrid/EV Battery Pack Current Sensor B Circuit Range/Perfor



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/p0b0b/>

