



P0C2C

Electric/Auxiliary Transmission Fluid Pump Control Module Feedback Signal Range/Performance

P0C2C indicates that the electric or auxiliary transmission fluid pump control module has detected a feedback signal that is outside the expected range or performance criteria. The control module monitors the pump's electrical feedback circuit and sets this code when the signal does not match commanded operation, which can affect transmission lubrication and cooling.

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

Symptoms you may notice

- Illumination of the malfunction indicator lamp (MIL) on the dashboard
- Often no symptoms besides the warning light, especially if the pump is only intermittently faulty
- Transmission may enter limp mode or exhibit harsh shifting due to insufficient fluid pressure
- Overheating of the transmission during prolonged driving or heavy loads
- Delayed engagement or slipping when accelerating from a stop
- Possible audible whine or hum from the auxiliary pump area when the vehicle is stationary

Common causes, most likely first

- 1 Faulty auxiliary transmission fluid pump control module
- 2 Damaged or corroded wiring harness or connector at the pump or control module
- 3 Failed auxiliary transmission fluid pump motor
- 4 Low or contaminated transmission fluid affecting pump performance
- 5 Internal fault in the transmission control module (TCM) or power supply issue
- 6 Blown fuse or relay supplying power to the auxiliary pump circuit



How to diagnose and fix it

- 1 Verify battery voltage and inspect the auxiliary pump fuse and relay for continuity
- 2 Perform a visual inspection of the pump wiring harness and connectors for chafing, corrosion, or loose pins
- 3 Use a scan tool to command the auxiliary pump on and off while monitoring feedback data to confirm the fault
- 4 Measure resistance and voltage at the pump motor and compare to manufacturer specifications
- 5 Check transmission fluid level and condition; top off or replace fluid if contaminated
- 6 If the pump motor or control module is faulty, replace the defective component and clear the code
- 7 After repair, road test the vehicle and verify the code does not return and the pump operates correctly

Before replacing the auxiliary pump module

- A weak or failing battery can cause the control module to set a false feedback range code, so always load-test the battery first.
- Corroded ground connections for the auxiliary pump circuit are a common overlooked cause of intermittent feedback signal errors.
- The code may be stored due to a software calibration issue in the control module, so check for technical service bulletins before parts replacement.
- Transmission fluid leaks that allow the pump to run dry can damage the pump and trigger this code without any external wiring fault.
- A generic scan tool may not retrieve the specific feedback signal data needed for diagnosis; manufacturer-level software is often required.

Can I keep driving with P0C2C?

It is generally safe to drive short distances to a repair shop, but avoid heavy loads or prolonged driving because the auxiliary pump may not be cooling or lubricating the transmission properly. If the transmission enters limp mode or overheating is suspected, stop driving and seek professional service.

Tools that help

- OBD-II scan tool with manufacturer-specific software
- Digital multimeter
- Fuse and relay tester
- Transmission fluid level dipstick or scan tool fluid level check
- Wiring diagram and service information



Reading P0C2C

- P** Powertrain: engine, transmission and emissions.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- C** Hybrid propulsion.
- 2C** The exact fault within that area.

Often seen with

P0C2A Electric/Auxiliary Transmission Fluid Pump A Motor Stalled · **P0C2B** Electric/Auxiliary Transmission Fluid Pump Control Module Fe · **P0C2D** Electric/Auxiliary Transmission Fluid Pump Control Module Fe · **P0C2E** Electric/Auxiliary Transmission Fluid Pump Control Module Fe · **P0C2F** Internal Control Module Drive Motor/Generator - Engine Speed

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/p0c2c/>

