



P0C2E

Electric/Auxiliary Transmission Fluid Pump Control Module Feedback Signal High

P0C2E indicates that the electric or auxiliary transmission fluid pump control module has detected a feedback signal voltage that is higher than the expected range, typically above 4.5 volts on a 5-volt reference circuit. The control module monitors this feedback to confirm the pump is operating correctly, and a high signal suggests an open circuit, a short to voltage, or an internal fault in the pump or module.

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

Symptoms you may notice

- Illumination of the check engine light or transmission warning light, often with no other noticeable symptoms
- Transmission may enter limp mode or fail to engage drive or reverse gears
- Harsh or delayed shifting, especially when the vehicle is cold or under load
- Overheating of the transmission fluid due to inadequate pump operation
- Reduced fuel economy or unusual engine RPM fluctuations at steady speeds
- In some cases, the vehicle may stall or refuse to move after stopping

Common causes, most likely first

- 1 Open circuit or high resistance in the feedback signal wire between the pump control module and the transmission control module
- 2 Short to voltage on the feedback signal circuit, often due to chafed wiring or connector contamination
- 3 Faulty electric transmission fluid pump assembly, including internal sensor or motor failure
- 4 Defective transmission control module or pump control module, though this is less common
- 5 Corroded or loose electrical connectors at the pump or module
- 6 Low transmission fluid level or contaminated fluid causing pump overload and abnormal feedback



How to diagnose and fix it

- 1 Verify the code with a scan tool and check for any related codes in the transmission control module
- 2 Inspect the transmission fluid level and condition, topping off or replacing fluid if necessary
- 3 Visually inspect the pump wiring harness and connectors for damage, corrosion, or loose pins
- 4 Disconnect the pump control module and measure resistance and voltage on the feedback circuit to check for opens or shorts
- 5 Perform a voltage drop test on the feedback signal wire while wiggling the harness to detect intermittent faults
- 6 If the circuit tests good, substitute a known-good pump control module or pump assembly to confirm the fault
- 7 Repair or replace the faulty wiring, connector, pump, or module as indicated by the test results, then clear codes and verify

Feedback circuit faults often mimic pump failure

- A high feedback signal is frequently caused by a simple open in the signal wire rather than a failed pump, so always check continuity before replacing the pump.
Corrosion inside the connector at the transmission pump is a common hidden cause, especially on vehicles driven in wet or salty conditions.
- The code can set intermittently due to vibration or temperature changes, so a wiggle test of the harness while monitoring live data is essential.
- Replacing the pump without verifying the feedback circuit can lead to a repeat failure if the underlying wiring issue is not corrected.
Some vehicles use a shared 5-volt reference for multiple sensors, and a short in another sensor can pull the feedback signal high, so check related circuits.

Can I keep driving with P0C2E?

It is not advisable to continue driving with this code because the transmission pump may not be providing adequate fluid pressure, which can lead to overheating and internal damage. If the vehicle is already in limp mode, limit driving to moving the vehicle to a safe location and arrange for a professional diagnosis.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter with voltage and resistance measurements
- Wiring diagram for the specific vehicle
- Back probe pins or breakout box
- Transmission fluid level dipstick or scan tool for fluid level check



Reading P0C2E

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

Often seen with

P0700 Transmission Control System Malfunction · **P0868** Transmission Fluid Pressure Low · **P0C2D** Electric/Auxiliary Transmission Fluid Pump Control Module Fe · **P0C2F** Internal Control Module Drive Motor/Generator - Engine Speed · **P0C30** Hybrid/EV Battery Pack State of Charge High

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/p0c2e/>

