

GENERIC · POWERTRAIN

P0D60

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0D60

Hybrid/EV Battery Pack Cooling Fan 2 Sense Range/Performance

P0D60 indicates that the hybrid or electric vehicle battery pack cooling fan 2 control circuit is reporting a sense range or performance fault, meaning the fan's feedback signal does not match the commanded speed or expected current draw. The computer has detected that the fan is not responding as designed, which can lead to overheating of the high-voltage battery pack.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Hybrid propulsion

Symptoms you may notice

- Illumination of the check engine light or service vehicle soon message
- Reduced hybrid/EV performance or power output
- Active battery cooling fan may run continuously or not at all
- Possible overheating warning for the high-voltage battery
- Often no symptoms besides the warning light

Common causes, most likely first

- 1 Faulty battery pack cooling fan 2 assembly
- 2 Damaged or corroded wiring or connector at fan 2
- 3 Blown fuse or faulty relay supplying power to fan 2
- 4 Failed cooling fan control module
- 5 Restricted or blocked cooling fan duct or debris in fan
- 6 Software issue in the battery energy control module

How to diagnose and fix it

- 1 Scan all modules for stored codes and freeze frame data to confirm P0D60 is current
- 2 Visually inspect fan 2, its connector, and wiring for damage or corrosion
- 3 Check the fuse and relay for the battery cooling fan circuit
- 4 Command fan 2 on with a scan tool and observe feedback data to see if it responds
- 5 Measure resistance and voltage at the fan connector to verify power and ground
- 6 If electrical checks pass, replace the fan 2 assembly and clear codes
- 7 If the fault persists, diagnose the control module or software update



Fan 2 faults often misdiagnosed as battery issues

- A failing fan 2 can cause the battery pack to overheat, leading to unrelated codes and reduced EV range, so address it promptly.
- Some vehicles use a shared power feed for multiple cooling fans; a fault in one fan can affect the other, so check both.
- The sense range/performance code can set intermittently due to a loose connector, so wiggle-test wiring while monitoring live data.
- Replacing the fan without checking the control module or wiring is a common mistake that leads to repeat failures.
- On some models, the battery cooling fan only runs under specific conditions, so lack of fan operation during a quick test does not confirm a fault.

Can I keep driving with P0D60?

It is generally safe to drive with this code, but avoid aggressive driving or high ambient temperatures that increase battery cooling demand. If a battery overheating warning appears, stop and let the system cool, then seek service.

Tools that help

- OBD-II scan tool with live data and bidirectional control
- Digital multimeter
- Basic hand tools
- Service information for wiring diagrams

Reading P0D60

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

Often seen with

P0A7A Generator Inverter Performance · **P0AFA** Hybrid/EV Battery System Voltage Low · **P0D5F** Hybrid/EV Battery Pack Cooling Fan 2 Sense Circuit/Open · **P0D61** Hybrid/EV Battery Pack Cooling Fan 2 Sense Circuit Low



See it working

Watch the animated explainer [How a Radiator Fan Relay Circuit Works](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0d60/>

