



P20FC

Reductant Pump B Control Circuit Low

P20FC indicates that the powertrain control module has detected a low-voltage condition on the control circuit for reductant pump B, which is part of the diesel exhaust fluid injection system. The computer monitors the circuit for expected voltage and flags this code when the signal falls below the acceptable threshold, typically indicating a short to ground or an open circuit.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Intermediate	Fuel and air metering and auxiliary emission controls

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- A message on the dashboard indicating low diesel exhaust fluid or a fault in the emissions system
- Reduced engine power or limp mode in some vehicles as a protective measure
- Increased diesel exhaust fluid consumption if the pump is commanded to run continuously
- Difficulty starting the engine or rough running in extreme cases due to emissions system shutdown

Common causes, most likely first

- 1 Damaged or corroded wiring harness between the reductant pump and the control module
- 2 Failed reductant pump B due to internal electrical fault
- 3 Blown fuse or faulty relay supplying power to the reductant pump circuit
- 4 Poor electrical connection at the pump connector or control module
- 5 Short to ground in the control circuit wiring
- 6 Faulty powertrain control module (rare but possible)

How to diagnose and fix it

- 1 Check the fuse and relay for the reductant pump circuit and replace if blown or faulty
- 2 Inspect the wiring harness and connectors at the pump and control module for damage, corrosion, or loose pins
- 3 Measure resistance and voltage on the control circuit to identify opens or shorts
- 4 Perform a bidirectional test of the reductant pump using a scan tool to confirm operation
- 5 If the circuit tests good, replace the reductant pump
- 6 Clear the code and verify the repair with a test drive



Common Misdiagnosis Traps for P20FC

- A low voltage code on the reductant pump control circuit is often caused by a chafed wire near the pump mounting bracket, which can be missed if only the pump itself is inspected.
- Technicians sometimes replace the reductant pump without checking the ground connection for the pump module, which can cause a low voltage signal on the control circuit.
- The code can be set by a weak battery or charging system issue that causes a momentary voltage drop, so always verify battery condition before condemning the pump.
- On some vehicles, the reductant pump control circuit is shared with other emissions components, and a fault in a related circuit can trigger P20FC as a secondary code.

Can I keep driving with P20FC?

You can usually continue driving with this code, but the vehicle may enter limp mode or fail emissions testing. Avoid long trips and schedule a diagnosis soon to prevent further emissions system damage.

Tools that help

- OBD-II scan tool with bidirectional control
- Digital multimeter
- Wiring diagram for the specific vehicle
- Basic hand tools for connector and component access

Reading P20FC

P	Powertrain: engine, transmission and emissions.
2	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
0	Fuel and air metering and auxiliary emission controls.
FC	The exact fault within that area.

Often seen with

P20E8 Reductant Pressure Too Low · **P20FB** Reductant Pump B Control Performance/Stuck Off · **P20FD** Reductant Pump B Control Circuit High · **P20FE** Reductant Metering Unit 1 Performance · **P20FF** Reductant Control Module Performance

See it working

Watch the animated explainer [How Variable Valve Timing Works: Cam Phaser and VVT Solenoid](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p20fc/>

