

GENERIC · POWERTRAIN

P2C67

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2C67

Hybrid/EV Electronics Coolant Pump A Overspeed

P2C67 means the hybrid or electric vehicle's electronics coolant pump A is spinning faster than the control module expects for the commanded duty cycle, which the computer detects by comparing pump speed feedback against its target. The module flags an overspeed condition when the pump runs away, loses valid speed feedback, or is commanded incorrectly, and it then limits hybrid system power to protect the electronics.

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

Symptoms you may notice

- Illumination of the hybrid system warning light or a generic check engine light, often with no other symptoms besides the warning light
- Reduced hybrid or electric drive power, sometimes accompanied by a message to pull over or service the hybrid system
- The coolant pump may continue running at full speed after the vehicle is shut off, or run loudly and continuously
- Overheating of the hybrid electronics, which can trigger additional derate or shutdown warnings
- In some cases a no-start condition if the control module refuses to close the high-voltage contactors

Common causes, most likely first

- 1 A failing electronics coolant pump with an internal speed sensor or control circuit fault that reports an implausible high speed
- 2 Damaged, chafed, or corroded wiring and connectors between the pump and the hybrid control module, causing a lost or noisy speed signal
- 3 A pump control module or driver circuit fault that commands the pump to full speed or misinterprets the feedback signal
- 4 Low or aerated coolant causing the pump to cavitate and spin faster than the commanded speed
- 5 A restricted or blocked coolant passage that changes pump load and makes the pump overspeed
- 6 Software or calibration issues in the hybrid control module that misjudge pump speed under certain conditions
- 7 A replacement pump with the wrong part number or incompatible firmware that does not match the vehicle's control strategy



How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, and record freeze-frame data for P2C67 to see the commanded versus actual pump speed at the time of the fault
- 2 Inspect the coolant level and condition, and pressure-test the cooling system for leaks or air pockets that could cause cavitation
- 3 Visually inspect the pump connector and harness for corrosion, chafing, or loose pins, and perform a wiggle test while monitoring pump speed data
- 4 Measure the pump supply voltage and ground under load, and check the speed signal circuit for shorts to voltage or ground
- 5 Command the pump with a scan tool through its speed range and compare commanded versus actual speed to confirm whether the pump or the control module is at fault
- 6 If the pump is suspect, replace it with the correct part and clear the codes, then verify that the overspeed code does not return during a road test
- 7 If the pump and wiring test good, check for technical service bulletins or software updates for the hybrid control module before replacing it

What the overspeed code really tells you

- An overspeed code does not always mean the pump is mechanically failing; a lost speed feedback signal can be interpreted by the module as an impossibly high speed, so wiring and connector faults are common culprits.
- Air pockets from a recent coolant service or a slow leak are a frequently missed cause, because the pump spins faster when it is moving foam instead of liquid.
- Some vehicles set this code after a low-voltage event or a jump start, when the pump module boots up and reports a default speed before communication stabilizes.
- A pump that runs at full speed after shutdown is often a symptom of the control module defaulting to a failsafe mode rather than a failed pump itself.
- Replacing the pump without checking for a control module software update can lead to a repeat code if the calibration misinterprets normal pump speed under certain temperature conditions.

Can I keep driving with P2C67?

You can usually drive a short distance to a repair shop at reduced power, but avoid sustained high-speed driving or heavy loads because the electronics coolant pump may not be protecting the hybrid components. If the vehicle enters a severe derate or shows a stop-driving message, pull over and have it towed.



Tools that help

- OBD-II scan tool with hybrid and bidirectional control capability
- Digital multimeter with back-probing pins
- Coolant pressure tester and refractometer
- Wiring diagram and connector pinout for the specific vehicle
- Infrared thermometer to check coolant temperature at the pump and electronics

Reading P2C67

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

Often seen with

P0A93 Inverter A Cooling System Performance · **P0A94** DC/DC Converter A Performance · **P0C73** Hybrid Battery Pack Cooling Pump Performance · **P2C66** Hybrid/EV Electronics Coolant Pump A Underspeed · **P2C68** Hybrid/EV Electronics Coolant Pump A Stuck/Stalled

See it working

Watch the animated explainer [Engine Cooling System Trainer: How Engines Stay Cool](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p2c67/>

