

GENERIC · POWERTRAIN

P2C68

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2C68

Hybrid/EV Electronics Coolant Pump A Stuck/Stalled

P2C68 indicates that the vehicle's control module has detected a fault with the hybrid or electric vehicle electronics coolant pump, specifically that the pump is stuck or stalled and not rotating as commanded. The computer monitors the pump's electrical current and feedback signal, and when the expected movement or current draw is absent, it sets this code and typically illuminates the warning light.

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

Symptoms you may notice

- Illumination of the check engine light or a dedicated hybrid system warning light
- Often no symptoms besides the warning light, especially if the pump is only intermittently stalled
- Reduced hybrid system performance or a forced limp mode to protect electronics
- Overheating of hybrid components, which may trigger additional codes or power reduction
- Audible absence of the coolant pump running when the vehicle is in ready mode
- In some cases, the vehicle may fail to start or enter ready mode due to safety interlocks

Common causes, most likely first

- 1 Coolant pump electrical connector damaged, corroded, or loose
- 2 Coolant pump motor seized or mechanically stuck due to debris or internal failure
- 3 Blown fuse or damaged wiring in the pump power or ground circuit
- 4 Faulty coolant pump control module or integrated driver in the pump
- 5 Low or contaminated coolant causing pump cavitation or blockage
- 6 Control module software issue or internal fault misinterpreting pump feedback
- 7 Air pockets in the cooling system preventing proper pump priming and operation



How to diagnose and fix it

- 1 Verify the coolant level and condition, and pressure-test the system for leaks or air pockets
- 2 Inspect the pump electrical connector and wiring for corrosion, damage, or loose pins
- 3 Check the pump fuse and relay, and test for power and ground at the pump connector
- 4 Command the pump on with a scan tool and listen for operation, and monitor live data for pump current and speed
- 5 Perform a voltage drop test on the pump power and ground circuits to rule out resistance issues
- 6 If electrical checks pass, remove the pump and inspect for mechanical binding or debris, and replace if seized
- 7 After repair, clear codes and verify the pump operates correctly with a scan tool bidirectional test

Don't overlook the cooling system basics

- A stuck pump code often sets because of low coolant or air trapped in the system after a repair, not because the pump itself has failed.
- The pump may run only when the hybrid system is in ready mode, so a quick key-on engine-off check can falsely suggest the pump is dead.
- Debris from a deteriorating coolant hose or a failed water pump impeller can lodge in the electronics coolant pump and cause a stall condition.
- Some vehicles use the same pump for both electronics and cabin heating, so a fault may also affect heater performance and set related climate control codes.
- A scan tool that can command the pump on and read live pump speed data is essential; relying only on a code reader often leads to unnecessary pump replacement.

Can I keep driving with P2C68?

Do not continue driving with this code set, as a stalled coolant pump can quickly overheat hybrid electronics and cause costly damage or a safety shutdown. Have the vehicle towed or driven only to the nearest service location if the warning light is on and the pump is confirmed inoperative.

Tools that help

- Scan tool with bidirectional control and live data capability
- Digital multimeter for voltage and resistance checks
- Fuse puller and test light
- Coolant refractometer or hydrometer
- Pressure tester for cooling system
- Basic hand tools for connector and pump access



Reading P2C68

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

Often seen with

P0A93 Inverter A Cooling System Performance · **P0C73** Hybrid Battery Pack Cooling Pump Performance · **P2C67** Hybrid/EV Electronics Coolant Pump A Overspeed · **P2C69** Drive Motor "A" Phase X Current

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/p2c68/>

