

GENERIC · POWERTRAIN

P2C75

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2C75

Active Grille Air Shutter Module C Over Temperature

P2C75 indicates that the Active Grille Air Shutter Module C has reported an internal over-temperature condition to the powertrain control module. The computer has detected that the module's internal temperature sensor has exceeded a calibrated threshold, typically due to a stalled shutter motor or a fault within the module itself.

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

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms.
- The active grille shutters may remain stuck in the open or closed position, affecting engine cooling and aerodynamics.
- In some cases, the shutters may cycle erratically or fail to perform their self-test on startup.
- A noticeable decrease in fuel economy if the shutters stay open at highway speeds.
- Possible overheating warning if the shutters remain closed during demanding driving conditions.

Common causes, most likely first

- 1 A binding or jammed shutter linkage that forces the module's motor to work harder than normal, leading to overheating.
- 2 An internal fault in the Active Grille Air Shutter Module C, such as a failed temperature sensor or motor driver circuit.
- 3 Damaged or corroded wiring and connectors at the module, causing increased resistance and heat buildup.
- 4 A blown fuse or poor ground connection that causes the module to operate at low voltage and overheat.
- 5 Debris (leaves, snow, ice, or road splash) physically obstructing the shutter movement, increasing motor load.
- 6 A software calibration issue in the module that misinterprets temperature data, though this is less common.



How to diagnose and fix it

- 1 Inspect the active grille shutters for physical obstructions, debris, or damage, and clean or repair as needed.
- 2 Check the module's wiring harness and connectors for corrosion, loose pins, or chafed wires, and repair any faults.
- 3 Test the shutter motor and linkage for free movement; if binding is found, lubricate or replace the affected components.
- 4 Measure the module's supply voltage and ground integrity to ensure it is receiving proper power under load.
- 5 Use a scan tool to command the shutters through their full range and monitor for abnormal current draw or temperature rise.
- 6 If all external checks pass, replace the Active Grille Air Shutter Module C and perform any required calibration or relearn procedure.
- 7 Clear the diagnostic trouble codes and verify the repair by test-driving the vehicle and confirming the shutters operate correctly without resetting the code.

Overheating module often misdiagnosed

- A common oversight is replacing the shutter module without first checking for mechanical binding in the shutter assembly, which will quickly overheat a new module.
- The code can be set intermittently by winter road splash freezing the shutters closed, so always check for ice or snow buildup before condemning electrical parts.
- Some vehicles require a module calibration or initialization after replacement, and skipping this step can cause the new module to overheat and set the same code.
- A low battery or charging system fault can cause the module to operate at reduced voltage, leading to excessive current draw and overheating that mimics an internal module failure.
- The active grille shutter system often shares power and ground circuits with other body modules, so a fault in a shared circuit can set P2C75 along with other codes.

Can I keep driving with P2C75?

You can generally continue driving with this code, but avoid sustained high-speed driving or heavy load conditions that rely on the shutters for cooling and aerodynamics. If the engine temperature gauge begins to rise or you notice overheating symptoms, pull over and stop the engine to prevent damage.

Tools that help

- OBD-II scan tool with bidirectional control capability
- Digital multimeter
- Basic hand tools (screwdrivers, socket set)
- Inspection mirror and flashlight
- Service information for shutter calibration procedures



Reading P2C75

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

Often seen with

P2C70 Drive Motor "A" Phase Z Current Low · **P2C71** Drive Motor "A" Phase Z Current High · **P2C72** Hybrid/EV Electronics Cooling System Performance · **P2C73** Active Grille Air Shutter C Stuck On · **P2C74** Active Grille Air Shutter C Control Circuit Range/Performanc

See it working

Watch the animated explainer [Excavator Simulator: Hydraulics You Can Operate](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p2c75/>

