

VOLKSWAGEN · POWERTRAIN

P1768

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1768 · Volkswagen

Hydraulic Pressure Sensor 2 Too High

P1768 on Volkswagen vehicles means the transmission control module has detected that the hydraulic pressure sensor 2 signal is higher than the expected range for the current operating conditions. The sensor monitors pressure inside the automatic transmission's hydraulic circuit, and the computer sets this code when the voltage or calculated pressure exceeds a calibrated threshold.

SYSTEM

Powertrain

CODE TYPE

Volkswagen
specific

SEVERITY

Medium

FIX DIFFICULTY

Professional

AREA

Transmission

Symptoms you may notice

- Illuminated transmission or check engine light, often with no other symptoms
- Harsh or delayed gear shifts, especially when the transmission is cold
- Transmission stuck in a single gear or entering limp mode
- Slipping or flaring during acceleration
- Rough engagement when shifting from Park to Drive or Reverse

Common causes, most likely first

- 1 Faulty hydraulic pressure sensor 2 or its internal circuitry
- 2 Damaged or chafed wiring between the sensor and the transmission control module
- 3 Corroded or loose electrical connector at the sensor or valve body
- 4 Sticking or failed pressure regulator valve causing genuinely excessive hydraulic pressure
- 5 Contaminated transmission fluid or a clogged filter affecting pressure regulation
- 6 Internal transmission control module fault misreading the sensor signal

How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data to confirm the code and check for related transmission codes
- 2 Inspect the sensor connector and wiring harness for corrosion, chafing, or loose pins
- 3 Check transmission fluid level and condition, looking for contamination or burnt smell
- 4 Measure the sensor signal voltage with a multimeter and compare to the manufacturer's specification
- 5 Test the pressure regulator solenoid and valve body operation if the sensor signal is within range
- 6 Replace the hydraulic pressure sensor 2 if resistance or voltage tests confirm it is out of specification
- 7 Clear codes and perform a transmission adaptation reset, then road test to verify the repair



What P1768 Often Misleads You About

- A high pressure sensor reading frequently comes from a bad connection at the valve body harness rather than a failed sensor, so always wiggle-test the connector while watching live data.
- Genuine overpressure from a sticking pressure regulator valve can mimic a sensor fault, and replacing the sensor alone will not fix the underlying hydraulic issue.
- On some Volkswagen transmissions, low fluid level or a partially clogged filter causes pressure spikes that trigger P1768 without any sensor defect.
- The code can set intermittently from a momentary voltage spike during cranking, so check for a weak battery or poor ground before condemning the sensor.
- After replacing the sensor, a transmission adaptation reset is required or the code may return immediately because the control module still holds learned pressure offsets.

Can I keep driving with P1768?

You can usually drive the vehicle short distances to a repair shop, but avoid heavy acceleration or towing because incorrect hydraulic pressure can damage the transmission. If the transmission is in limp mode or shifting harshly, stop driving and arrange a tow.

Tools that help

- OBD-II scan tool with Volkswagen-specific software
- Digital multimeter
- Transmission fluid level dipstick or scan tool fluid temperature reading
- Wiring diagram and connector pinout for the transmission harness
- Basic hand tools for valve body access

Reading P1768

P	Powertrain: engine, transmission and emissions.
1	Manufacturer-specific code (Volkswagen): its meaning depends on the make.
7	Transmission.
68	The exact fault within that area.

Often seen with

P1767 Throttle Angle Signal Stuck On · **P1769** Hydraulic Pressure Sensor 2 Too Low · **P1767** Torque Converter Clutch Solenoid Circuit · **P1767** Torque Converter Clutch Circuit Malfunction · **P0700** Transmission Control System Malfunction · **P0730** Incorrect Gear Ratio · **P0741** Torque Converter Clutch Circuit Performance or Stuck Off



See it working

Watch the animated explainer [How an Automatic Transmission Works, Gear by Gear](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/volkswagen-p1768/>

