O2 sensor chevy cobalt

It Still Runs is the go-to destination for all things cars. From motors to radiators and everything in between, we've got you covered. Many vehicles come standard with at least a three-year, 36,mile bumper-to-bumper warranty, whichever How to Check Tickets by a License Plate. Paying a parking ticket has become easier because you can now pay them over the Internet. You can also check Even if you have changed the engine oil in your car multiple times, there is always the chance that you The Ford Explorer dash board is designed to protect the instrumentation and provide convenient location for the passenger air bag. Models up to An engine's coolant system passes coolant fluid through a series of pipes to collect heat and radiate it from the radiator. Regularly maintenance Wearing your seat belt when driving or riding in a vehicle can save your life, but only if you wear it properly. The shoulder belt should go over Most Popular Articles. Trending Now. More Reads. Ford Explorer Dash Removal The Ford Explorer dash board is designed to protect the instrumentation and provide convenient location for the passenger air bag. How to Backflush a Radiator An engine's coolant system passes coolant fluid through a series of pipes to collect heat and radiate it from the radiator. Dan Ferrell writes about do-it-yourself car maintenance and repair. He has certifications in automation and control technology. Learning how to check an oxygen sensor O2 will help you confirm a potential problem with the sensor in your vehicle before you spend time and money replacing a unit that might not even need a replacement in the first place. Oxygen sensors detect the amount of oxygen content in the exhaust stream and turn this information into a voltage signal that your car computer uses to control fuel ratio and emissions. Still, whether you suspect a bad oxygen sensor or a computer trouble code points to a potential issue with the O2 sensor, the problem may lay somewhere else. All the computer does is inform you where the problem was detected. For example, you may have a loose or torn vacuum hose, causing the sensor to read a constant high rate of oxygen in the exhaust stream; or the sensor electrical connector may have become loose, preventing the device from working. Instead, the computer detects a sensor abnormal operation. An oxygen sensor may be located near the exhaust manifold. To run this test, you will need a megaohm impedance digital voltmeter. Most digital voltmeters come with a megaohm protection to prevent the meter from drawing too much electrical current and damaging electrical or electronic components during a test. Also, before you start your tests, locate the oxygen sensor you want to troubleshoot. On pre vehicle models, you'll find the sensor usually on or near the exhaust manifold. On and newer models, you'll see a sensor near the exhaust manifold, and another one near the catalytic converter. However, some vehicle models have up to five or more sensors. Make sure you know which sensor you need to check. When you retrieve diagnostic trouble codes DTC from your car computer, you may also get information about the specific sensor at fault, depending on your scan tool features. For example, you may get a Bank I, sensor 1 at fault, which points to the O2 sensor on or near the exhaust manifold on the cylinder head that contains cylinder number 1. A bank I, sensor 2, points to the sensor on the same side but farther down the exhaust system, probably right before or after the catalytic converter. The same goes for the other cylinder headâ€"on V type enginesâ€"which is considered Bank II. Then, if the sensor you're testing has more than one wire heated sensor , locate the signal wire by consulting your vehicle service manual, if necessary. To identify the wires look at the wiring diagram in your vehicle repair manual. If you don't have the manual, buy an inexpensive, aftermarket manual for your specific vehicle make and model at your local auto parts store or online. To connect your meter's probe to the wire, use a wire-piercing probe or back probe the sensor through the connector. With some sensors, though, it's difficult to back probe the signal wire through the connector. To overcome this limitation, you can unplug the sensor and connect a strand of copper wire to the connector prong for the signal wire, and plug back in the electrical connector, leaving the stretch of wire sticking out of the connector. This will give you a bare wire you can connect to your meter probe for the test. Just make sure the bare wire doesn't touch ground. Another option is to pierce the sensor's signal wire through the insulation with a pin and connect the meter probe to the pin. But keep the pin from touching ground. If you decide to go with the latter method, after you finish your tests remove the pin and cover the pierced section of wire with electrical tape to prevent moisture and corrosion from creeping into the wire. The sensor voltage should cycle or fluctuate within the mV mV 0. This means the sensor is operating properly. If the O2 sensor only produces a low- or high-voltage signal, either you have an engine performance issue or the oxygen sensor stopped working. To verify sensor operation, conduct the next two tests. If the oxygen sensor in your vehicle responded correctly to your tests, you might have a problem with another component affecting fuel efficiency. The engine may have a vacuum leak, a problem in the ignition system or something similar. Replace the oxygen sensor at the recommended manufacturer interval for better engine performance. Once you know how to check an oxygen sensor, you can verify whether the unit is actually working or in need of replacement. These

tests will save you money and time—and help you fix your vehicle sooner. Also, you might want to check the service interval for your O2 sensor in your repair manual. As driving miles accumulate, exhaust byproducts cover the tip of the unit that protects the sensing element. Then the sensor efficiency drops, causing engine performance issues. Eventually, the sensor stops working. So it's a good idea to replace it at the recommended schedule to restore fuel efficiency and reduce emissions. Content is for informational or entertainment purposes only and does not substitute for personal counsel or professional advice in business, financial, legal, or technical matters. Answer: The rear sensor monitors the catalityc converter job. The downstream O2 sensor fluctuates very little if the cat is working properly. Voltage reading probably an average of 0. Answer: It is possible. The oxygen sensor located downstream from the catalytic converter is usually the one that makes the ECU throw this code. This O2 is a cat monitor, and when the computer senses the catalytic is not doing its job based on the feedback from this sensor, it lights the CEL. However, other faults can make this code appear, like an exhaust leak, a bad O2, a misfire or a leaking fuel injector. Answer: The average for that sensor is 0. It constantly fluctuates between 0. Answer: Look down the exhaust header pipe s , On modern cars, there's one right before the catalytic converter and one after. Older vehicles used only one before the cat. Question: My check engine light is on for my Nissan Maxima I've been told it's both downstream sensors, which I'll try to replace myself because they're charging a bit. Is the reflashing necessary or should I do that first to see if it's even the sensors? I am trying to hurry for inspection. Oh, and what tools would you recommend? Answer: You can double check by going to one of your local auto parts stores and have them download the trouble codes for you. If you want to replace them yourself, use an oxygen sensor socket. Check them online to see which one will adapt better for your needs check the position of the sensors in your vehicle. You may need an extension to use with your ratchet. This other post may help:. Question: If one of the four oxygen sensors is bad, will that cause the bad sensor to throw codes for all of them? Or does multiple oxygen sensor malfunction sound more like a ground wire issue? Answer: Use a sensor adapter. As long as the head of the O2 remains in the stream, it'll work. Answer: The front sensor should be constantly fluctuating between near 0. Question: My 8. I turn the key off, it starts right up and runs great for a while before quitting. What could be the problem? Answer: If the sensor is worn but still within the working parameters, it won't trigger a trouble code. Question: My O2 sensor is reading 0. There aren't any error codes. The engine is a 1. Answer: It seems like a vacuum leak. Check for leaks using carburetor cleaner. They are hard to find sometimes. A smoke test, if necessary. Question: Can I test the voltage on a downstream air sensor in the exhaust while unplugged? Like pulling it out and using a torch idea? Answer: Yes. The heat from the propane torch eliminates the oxygen from around the sensor, which causes the sensor to send a voltage signal. Question: On my scanner, the oxygen sensor reads a fixed 1. Can a sensor reach 1. Is the sensor broken? Answer: A titania oxygen sensor can read up to 1. Check the type of system your vehicle uses first and operating parameters. You may find this information in your vehicle repair manual. It may also tell you how to test the sensor. Answer: The master cylinder might be leaking and fluid entering the brake booster. Applying the brakes can send the fluid into the engine, having that extra boos effect in rpms. Question: Every source says to "backprobe" an O2 sensor. The O2 sensor is a bimetallic junction that produces a voltage when heat is applied. And I did just measure a voltage with the sensor disconnected from the harness and measuring only the sensor's signal wire and ground, engine running. So, is there a valid test protocol doing it this way? Answer: Actually, the recommended tests make use of a scope or scan tool, while monitoring sensor switching response time while idling, and load conditions. I haven't heard of a specific protocol to use while the sensor is unplugged though. Question: One of the cables broke on my oxygen sensor. Is it possible to fix seeing as though it is connected to the exhaust manifold and gets so hot? At the break of the cable is right at the sensor. Answer: It might be possible but I think you'd be better off replacing the sensor. These newer sensors output a volt signal to the engine control unit ECU. This video here gives you a good explanation of how it works:. Answer: There could be several reasons for this code to appear: fuel injector issues, MAF sensor problems, low fuel system pressure, vacuum leaks, a leaking PCV system, and of course a faulty O2 sensor or circuit. Answer: Look up the specs in the repair manual for your particular vehicle make and model. Identify the heater terminals and check resistance with your multimeter. Compare your readings with those listed in your manual. The downstream sensor fluctuates between 0. The upstream sensor isn't giving me any output, just a dash on the scanner tool display. Any idea what's going on? Answer: Seems like there could be a vacuum leak. This may include a leaking EVAP purge valve and crankcase ventilation system. Question: My VW Tiguan has a high gas consumption. My O2 sensor shows me 0. Could my car's high gas consumption be because my O2 is bad? Answer: Make sure you don't actually have a rich

condition, there could be a leaking fuel injector or some other issue. Maybe this other post can help:. Check for trouble codes and see what you find. Usually, an emission control problem would trigger a code. The downstream O2 sensor should remain steady at about. There could be a problem with the cat or the wiring to the O2 sensor. I seriously need ur help guys. My downstream oxygen sensor reads only 0. It only changes from rich to lean when i am accelerating. Still had the same issue after replacing the o2 sensor for the downstream. Here is a list of the most common parts or components that may increase fuel consumption when faulty. I had got checked my oxygen sensor. Furthernore, my car millage drops a lot on idle position. Seems like the heating element is bad. But make sure the wiring is not touching or too near a hot surface. Damage to the wire may cause this problem tool. You can visually inspect the sensor out of the car. Look for signs of trouble like gray, black, white or red coloring. Check this chart towards the middle of the page:. Probably ground is messed up in the circuit. That'll cause a trouble code for all 4 sensors. Have Silverado I changed all 4 O2 sensors still have check engine light on. Passenger side O2 sensor plug been replaced could this be triggering all 4 codes if wires hooked up wrong. There could be too much fuel going to the engine. Sometimes a bad catalytic can trigger this code as well. The downstream sensor reads at a lower midpoint voltage compared to the upstream sensor. So the reading is OK. I wish I could help you more here. I have a chevy 03 silverado with a P DTC code. I recently changed plugs, wires, coils and did an oil change. Where should i look next? Any advise would be appriciated. There are several possibilities, a sensor's circuit may be bad or another malfunction can make the computer think the O2 sensor is bad. Take the car to another shop and explain this to them. I have a Hyundai accent. The check engine light came on. I have replaced upper and lower o2 sensors. Thee cytalitic converter, and repiared the muffler? What could be causing the light to go on? I have taken it to a place they hook up the little code machine and it says the o2sensor but how can that be. Several things could be possible - make sure the fuel injectors on bank 1 are working properly. Look for cracsk, smell of fuel around that might indicate a leak. Take a look under the car and see if the cat, manifold and gasket, or pipe are not leaking. The sensor may be working just fine but something is introducing too much air. Also, when was the last time that you replaced the fuel filter. Other possibility is a faulty fuel pump. I replaced the Bank 1, Sensor 2 a few months ago and the codes came back after erasing them, almost immediately. I tried erasing them again and they came back. Any thoughts on what I can do to trouble shoot the problem? It seems your exhuast system is clogged. Have you check your catalytic converter? You can use a vacuum gauge to check for backpressure. If not, try to loosen the exahust pipe at the manifold to let it breath and see if you notice any difference. Make sure the gas cap seals good, it can cause the engine ligth to come on. Wait for a few days-weeks and see if the light comes back on. Do a scan again if necessary. If the scan shows an oxygen sensor problem again, have it checked before you change it. Other potential problems can make the computer believe the sensor is bad. Make sure you have changed the usual items at schedule; air filter, spark plugs, spark plug wires, fuel filter, etc. Check your car's owner manual for this or your repair manual. American auto manufacturers were on a roll in the s. Designing was very competitive, and, through hot-rodding, engines and horsepower increased dramatically. Thus, the American Muscle Car was born. Many people purchasing RVs have no real camping experience, so RV campgrounds are being inundated with requests for their people to do things that are the RV owner's responsibility. RV owners need to learn how to perform their own site maintenance. Intake manifold leak diagnosis can be tricky but you can use a few simple techniques to diagnose the problem. Don't let trouble code P or P leave you without your ride and, worst of all, with an expensive repair bill later on. A basic knowledge on the electronic fuel injection system eliminates the guesswork in the calibration of LPG-powered cars. Here are eight simple tips to help give tires more traction in the snow. Experienced RV campers know what they need to do to find a great campsite when they travel. Motorcycle helmets are trendy items that reflect your personality. What type of helmet do you want for yourself? Paying for air is annoying. Here is how you can find free air, and also how to set your tire pressure for the best performance of your tires and your car. Is jump starting bad for your car? You'd be surprised what you find out. What happens behind the scenes will shock you. Learn the different signs of a bad alternator to make a faster diagnosis. You can make some repairs using a few common tools. In , the East German government released the horrible Trabant car on an unsuspecting Communist world. You don't need a lot of money to start selling classic cars, you just need to buy the first car at a good price and then do it again. If you're thinking of buying a classic VW Beetle, you need to know a few things beforehand. Discover why the best bargain to be had is from someone who doesn't know he wants to sell. Identifying the type of noise and when it happens can help you diagnose your transmission problem. Auto Repair. DIY Auto Repair. RV Living. Safe Driving. Learning to Drive. All-Terrain Vehicles. Commercial Vehicles.

Automotive Industry. Automotive History. Related Articles. By Jerry Fisher. By Don Bobbitt. By Dan Ferrell. By Victor Mangubat. By Linda Sarhan. By Isabella. By John Dove. By electronicsguy. By Rupert Taylor. By Mary Wickison. The camshaft position sensor CMP is just one of the many electrical parts found in a vehicle. Looking for a good online repair manual? Click Here for the 5 best options. A lot of people confuse the camshaft position sensor with the crankshaft position sensor because they sound similar. Every modern-day vehicle has a camshaft position sensor. This sensor is a very important part of any vehicle because it helps ensure that the engine is running properly. You may have trouble spotting the sensor when you look under the hood of your car. Usually, different car manufacturers will have their own unique spot near the engine for mounting the sensor. You may find it either in back of the cylinder head, in the lifter valley of the vehicle, or next to the engine block. The purpose of a camshaft position sensor is to determine the position of the camshaft as it relates to the crankshaft. They too will scan this module in order to receive a series of error codes which will indicate to them what the real problem is. Please do not ignore or postpone scanning your vehicle or getting it inspected when your Check Engine light turns on or else your engine could end up getting seriously damaged. This means the eventually the signal is so weak that it will not allow the car to start since there will be no spark from the ignition. If you are driving your vehicle and the camshaft position sensor starts failing, the engine will at times simply lose power and cause your car to jerk or randomly surge forward. These are both a result of an improper amount of fuel being injected into the cylinders since the PCM is getting incorrect information from the camshaft position sensor. The poor acceleration is again due to incorrect fuel delivery by the injectors. Certain models of cars with a bad camshaft position sensor will end up with a locked transmission that stays stuck in a single gear. This is only a temporary solution and the problem will reappear so replacement of the sensor is necessary as a permanent fix. This is the opposite of not delivering enough fuel to the engine. In this case, because of an inaccurate reading from a bad camshaft position sensor, more fuel than necessary is injected into the engine which causes your fuel economy to drop. Not sure where to order parts? Expect to pay more if you have a luxury vehicle or are having your local car dealership perform the replacement. There will also be additional fees and taxes added on to these costs as well. It should take about minutes to replace it. If you have experienced any of the warning signs listed above, let them know you think it may be the camshaft position sensor. I have just replaced top gasket and had the check light come on thinking it was bad cam timing I advanced the cam two teeth. The car pulled better but still had the light on I have replaced the cam sensor as the old one was definitely faulty but now still have the light on would the cam timing been changed cause this??? You will need to turn the light off now though. If the timing is correct, the light will stay off. Any ideas what this cold be. This was educative! The mechanic has checked the gear and certified it OK. What could be the missing link. This sensor goes bad on me alot so I just domt drive it past rpms to be safe. These audi problems are ridiculous. How much is it going to cost me to get all camshaft sensor change at repairs shops gmc terrain 2. I put it in drive and then when I pull away it will not shift gear until it reaches rpm. Could this be the cam sensor? The Hyundai dealership just changed my throttle sensor thinking this was the solution but it was not. Throttle position sensor would have been my guess too. Camshaft sensor is possible. The late shifts could be unrelated. Transmission fluid level is fine? Have you scanned it for any trouble codes? Engine stalls while driving and make it impossible to start again. It would start immediately the next day may be, but stalls while driving. Engine check light is turned on. Scanner shows Cam shaft position sensor error, it was replaced. But still same problem. Car is Toyota corolla Yes, the check engine light has to be reset with a scan tool. Any mechanics shop can do this or you can buy your own tool and do it yourself. But if the problem is actually fixed, if you drive around long enough the light will sometimes reset itself if the onboard computer rechecks the area and this time discovers no fault. For some cars, disconnecting the battery for a few minutes may also reset the light. Will the check engine light being on after repacing the camshaft position sensoron my Nissan MAXIMA cause it to still run the same as if the old cps was on because the computer still thinks the old cps is still sending that same error code? However, the ECU should not have any memory of the old sensor. As the name implies, a camshaft position sensor merely relays the position of the camshaft s to the ECU. This is done so the ECU knows when to fire each spark plug. I replaced CPS, just as instructed. Engine stalls now worse. Could connector need replacement also? I noticed a problem when I had a hard time starting the car this morning. It cranked, but took a couple tries to get it running. Engine light and VSC light came on. Could the battery be the cause of a bad cam sensor. It can be a variety of issues but commonly a fuel pump or fuel filter issue. Have the car scanned to see if any fault codes pop up to help with diagnosis. My Holden Rodeo has issues when I start the engine it revs fine but when I shift to drive it moves the ute, but the rev

gets stuck at rpm for few seconds before it jumps. This only happens when the engine is cold. Before this issue started I notices the diesel consumption was more then normal. I have replaced my camshaft on my GMC terrain but the light came back on with 3 more camshaft errors and I can tell something is not right. Running rough and slight loss of power. Could this be the fix I need? I have a Buick Verano and my car stopped on me 4 times last night. As soon as I turned it on, when I tried to back up twice, and when I finally pulled forward. My check engine light came on as well. I finally got my car started and was able to get to an Auto Zone nearby. Not even an hour later, the check engine turned back off. A few months later the car is beginning to stall at low speeds or immediately after shifting from park to drive and I now have another check engine light. I plan to take this in for service in the morning. Could it be possible the new CMP was a bad part? Or could the CMP on the intake side now be bad? Not really sure of the difference in the two.. I have a lotus evora , the car wont start , i was getting the PO error code , so i replaced the camshaft sensor , still nothing. Any ideas out there that is causing this error code. I need to replace the camshaft Bank 1 sensor on my F Vehicle. Can you send a picture to show me where to locate the Bank 1 and Bank 2 sensors for my 5. My Camry surges and jerks at different intervals nd goes off afterwards, it starts well and cranks normal when this happens check engine comes on and goes off itself when normal again, could this be the cam sensor? Pls help. Fuel pump has been changed still the same. My e 46 struggle to keep running after being ignited in the morning. I have to Rev it for sometime until warm. Then after driving about 50 kilometers it changes the acceleration and the then stalls and switches off. I have a GMC envoy with a 4. I keep getting a cps error code P, and P, P referss to my CPS but I have just replaced my camshaft sensor and the code keeps coming back after resetting the codes. I have had other things checked fuel pump nozzles, plugs, etc. I am going to change cam shaft and crank position sensors changed. Hopefully it will start. Generally a vehicle will crank but not start if the starter is good and has enough cranking amps from the battery, even if the camshaft or crankshaft position sensors are bad. I would have your car looked at by a local professional for further diagnosis. Hi I got certo forta the ECU biow I got it replace but it would start i check the injectors it have supply when first crank but would start the supply loss when I hold on the ignition key thank. Have you checked your fuel pump? You can perform a fuel pressure test to have a better idea if this is the cause. You are very knowledgeable about car breakdowns. I follow you from all social networks. I hope you will be more successful. I have a Elantra that has been dying when I slow to a stop, code showed bad camshaft sensors, replaced both lights went off but it is still doing it. Any suggestions. Does it still die if you give it a little gas? You may have a vacuum leak or an idle air control valve issue that is causing it to idle poorly or not at all , but drive fine otherwise. So I have a dodge carvian we change cam sensor and it work for like 5 min now it still jerks a lot when pushing gas what else could it be we got it check and they said it was cam sensor. It could be a lot of things. Check the wiring around the cam sensor to make sure the insulation is still good and none of the wires are hanging on by a thread. I had this happen to me one time. I went to start the car and it would just crank without starting. When I pulled off the cam sensor connector for an unrelated repair, one of the wires snapped. I had a check engine light for the cam sensor. The sensor was fine, I simply needed to fix the wire. Hi I have an 03 chevy silverado with a 4. The check engine light came on a couple weeks ago and had code for camshaft sensor. We changed it last week and erased the code, was fine for about an hour and now we have a code for camshaft sensor but with high voltage. We are at our wits end! Could there be a timing issue?? I noticed that after he cranked it a couple of times that it would start prior to this morning. Made me think maybe timing off or?? With everything going on in the world right now we are just trying to make it to work. It sounds like you have a short or open circuit somewhere. While I was working on my car for an unrelated repair, I went to start it and got a camshaft position sensor code. The root cause was a broken wire at the connector. I had unplugged the sensor as part of the repair, and the process of unplugging the sensor was just enough to finish off that poor old wire. Take a wiring diagram and figure out which way those camshaft position sensor wires run. You can try jiggling that section of the wiring harness to see if you can get the truck to start when the harness in a certain position. Another possibility is a bad ground. Again with a wiring diagram, locate the ground strap used by the camshaft position sensor. Make sure the ground is clean and tight. I have a 04 ram 5. My car is having a problem of engine light coming on when driving at 80 and goes away when restarting again and it comes on again when it reaches at What was the check engine light? I have a RAM 5. Co what might be causing this failure, and engine light back on and also the traction light on dash stays on?? Try having the computer scanned again to see if any other codes come up. There might be something wrong with the ECU or it may need an update, since those can cause various problems with the engine and throw codes that might not be true. Thanks for a work. My Corolla starts when cold but when I run the engine for about

twenty minutes and off it, restarting becomes very difficult. What could be the problem? It sounded to me like they were trying to sell the battery saver. Then trying to research there are 2 camps one say that it is important to have it the other says it is dumb to have it as it will complete the circuit and bypasses the removing the battery cable safety all together. Is there any truth to this? Is there technical manual or mechanics database on any vehicle that says that is definitely is needed? If so, I there a way to tell which vehicles are like that? One counterexample would defeat their argument. There are a lot of ECUs out there. ECUs are implemented differently depending on the year and manufacturer. Newer electronics are more sophisticated. The factory service manual is a book full of technical data from the manufacturer. The service manual may have a section on ECU data as well. My daughter took her Ford Fiesta for inspection. She had the crankshft sensor replaced by a mechanic. After leaving the mechanic, check engine light came on. She turned around and went back to tell him. She was told to drive the car more. Why is this? Sometimes it can take some time for the ECU to relearn after resetting codes. If the light is still on after a week or so of regular driving, take it back to the mechanic. Good day I have a model Ford Fiesta 1. What was the camshaft code? I had my camshaft sensor replaced recently, but it still has an epc light flashing on when im hitting the gas and the engine still shakes around. Could this be a wiring problem? It could be wiring, a bad ground, or a poor connection in the camshaft sensor connector on the wiring harness side. You can do a visual inspection of wiring leading up to the camshaft sensor. Next try the wiggle test to see if the condition improves or worsens when you physically move the wiring harness around. If those tests are inconclusive, you may have to bust out a multimeter to do a bit of electrical diagnostic work. I have a Discovery Sport 2. My vehicle shakes some times in the highway but after a while it goes away. Did the vehicle throw a code that led you to believe it was a bad camshaft sensor? If so, what was the code? Shaking on the highway could be a lot of things. I replaced the can shaft sensor because the code P 1 came up. The light came back on and stays on. The vehicle runs fine. Should I check the 02 sensor, the Catalytic Converter, or get the computer checked. Check the wiring around the cam sensor if you can. Table of Contents. This would cause it yes. The cam is out of time with the crank shaft. Any ideas what this cold be Reply. These audi problems are ridiculous Reply. Ant Reply. Car is Toyota corolla Reply. The camshaft was replaced but the light is still on do that have to be professionally turned off Reply. My Kensworth will not run with the sensor plugged in. It will run fine without it. What do I do? Why is my BMW X3 is cutting off while driving? Maybe the stating sensor is bad Reply. I am experiencing similar problem with my toyota tacoma Reply. Hi I got certo forta the ECU biow I got it replace but it would start i check the injectors it have supply when first crank but would start the supply loss when I hold on the ignition key thank Reply. So I have a dodge carvian we change cam sensor and it work for like 5 min now it still jerks a lot when pushing gas what else could it be we got it check and they said it was cam sensor Reply. How are your spark plugs? Old spark plugs can cause jerking and hesitation on acceleration. My car is having a problem of engine light coming on when driving at 80 and goes away when restarting again and it comes on again when it reaches at 80 Reply. Check your ignition system, particularly the spark plugs. If they look worn out, replace them. This kit has been in development since early and is now on the shelf, ready to ship. The turbo system is a bolt on design that has a very clean and simple install. Now that these kits have been shipping for quite some time, On 3 performance has gotten a lot of great feedback from customers. One of their favorite quotes from a customer was when they stated, "This thing makes so much torque my truck would pull my camper straight up a tree". Once the turbo system is installed and setup, the drivability doesnt even change. They have daily driven the shop test truck for the past year to prove this. If anything, it actually improves as the turbo is very responsive and is quick to make boost. With lightly accelerating, you will find yourself not pressing the gas pedal as hard with the better throttle response. This is also due to the new found power your truck will be making mid-range as well. On 3 Performance designed the kit to use the stock driverside manifold. Each of the kits come standard with the On 3 Performance 70mm turbocharger and they have options to go anywhere from the 70mm to their newest 78mm. This kit has a completely custom turbo manifold unlike any others currently on the market which is completely divided from bank to bank. Its not the typical log manifold that most make and run the driver side bank into. On 3 Performance has both banks completely separated up to the turbo flange which makes for a very cool looking and functional header. With the truck engine bay being so open there is a good amount of room to work with for the wastegate as well. There is great positioning right at the t4 flange to keep good control over the boost. Included with each turbo system is the On 3 Performance 44mm v-banded wastegate which is loaded with a psi spring. To expel all the exhaust from the turbo, On 3 designed a 3" to 3. This is all constructed from thick, almost 3mm wall tubing which has been proven to stand up to the abuse. The complete cold side of the turbo system is designed

using 3", all aluminum tubing to help dissipate heat, keep the IATs as cool as possible and reduce weight. All the tubing is bead rolled to keep the couplers tight when in boost and prevent popping couplers. They also include stainless t-bolt clamps which provide more clamping power than your traditional worm clamps some use. All of the custom On 3 Performance couplers are 5 ply and come standard as well with each kit. Lastly, the intercooler is the same proven unit they have used for over 5 years with all the other turbo systems they make. Included is the 3" core unit which, is good up to around hp, or you can always upgrade to our 4" core if you do plan on pushing the truck to the limits. Most trucks bone stock end up making rwhp or more at psi depending on the combo with a 70mm On 3 turbo that comes with the kit. The engine platform is strong and you can normally run it up to rwhp or more with the correct fuel upgrades and tuning. On any build On 3 Performance does, they run the dual pump assembly and the return fuel line upgrade. This is going to support hp depending on fuel being used and several other variables. Its perfect from a basic rwhp combo to a purpose built race truck making serious power. Turbo Questions: Please read, we get endless messages on what turbos to run for what motor. On a bone stock 4. The BMF is a great all around turbo for those looking for the ultimate power. The 88mm is a horsepower capable turbo, but you will need modifications in order to make it work on any of these kits. It has a proprietary down pipe flange to make a down pipe with. The feed and drain plate kit is different as well. Call with any questions. Online Payment Processing. This is also due to the new found power your truck will be making mid-range as well On 3 Performance designed the kit to use the stock driverside manifold. On3 Single Turbo System. Welcome to P The P code is a very popular one and that's why there's a site dedicated to that specific trouble code. If your car's check engine light is on, get that code read in case it's a P All vehicles from newer sold in North America support this generic powertrain code. This code is a pretty common one and this site is here to help the average do-it-yourself DIY car owner like you troubleshoot, diagnose, and fix their vehicle themselves when presented with a P code, saving money. If your car has multiple trouble codes DTC's , it's always a good idea to fix them in the order they come up on the code reader. For example, if you have these codes - P, P, P, then you're going to want to tackle the P Random Misfire code first resolve it , and then tackle the P code, etc. The reason for that is that the first code could be causing further DTCs to be set. If you've come to this site you most likely already know that you have a P code. Also, be sure to follow proper diagnostic procedures to determine whether a part has failed. If you simply change parts hoping it will solve the problem, you're really just guessing and wasting money. This site is here for information purposes only and is meant to help you learn more about the dtc and decide if you can tackle the repair yourself. It is not intended as car repair advice. OK, now tell me that again in plain English please Bank 1 refers to the side of the engine which contains cylinder 1. FYI this code is identical to P however that code is for bank 2. You may even find you have both P and P trouble codes at the same time. Great question! A P code will cause no symptoms aside from the MIL malfunction indicator light will illuminate. The reality is there is still something wrong and your car needs attention in order to be in excellent running condition. A poorly maintained car will run less efficiently, burn more gas, and cost you more money in the long run. Plus, if your check engine light is on for a P code and you decide not to fix it, another more serious code could be triggered and you'd never know. The MIL lights up whether you have one code or ten! While I have your attention, don't forget to do oil changes as the owner's manual schedules and keep those tires inflated to the proper PSI. There are a number of things that could be causing this p catalyst efficiency code. The most common thing is the catalytic converter itself is no longer functioning properly. The other likely thing is the rear O2 oxygen sensor is no longer working properly. The easiest thing to do first is a visual check of things. Visually inspect the exhaust system for leaks, check the catalytic converter for dents, holes, severe discoloration, and check for a rattle inside. If any of those symptoms are there, the converter likely needs replacement. Then, visually inspect the downstream O2 sensor behind the converter. Check for broken wires, obvious faults, etc. If all that checks out, you'll want to check the operation of the O2 sensor. To do that, you'll need access to a scan tool or oscilloscope. Check that the waveform is pretty steady. If the reading fluctuates then the sensor is likely bad and will need to be replaced. On some vehicles such as some Subaru models an ECM reflash will fix the problem. As you can see a P can be caused by many things, so if you have any doubts as to whether you can fix the problem yourself, please seek the advice of a professional technician. Good luck! If after some diagnosis you find you do need to replace the converter, please consider buying one using this link from Amazon as we get a small commission if you buy anything after clicking the link. We have updated our Privacy Policy. OK, so what does a P code mean anyway? There are no symptoms so why should I fix it? So what is causing my P code? OK, so I want to diagnose things, what do I do next? The temperature at the exit should be in the neighborhood of degrees

Fahrenheit hotter when the engine is fully warmed up and you have the engine running at about 2, rpm. Don't accidentally take the temperature of heat shields, pipe only. I recently installed a header to my civic lx, ran fine for a week and now the engine light is on. No performance failure at all. I checked the exhaust leak and its fine what may be the problem? PO code. I have a Chevy Tahoe. My service engine light has come on and a mechanic hooked it up and said it was Bank 1 Cat. They did not do anything further than read the code. I took it to advance and the read the same code. I am getting different things told to me the one mech. They said they have never replaced a cat. Should I have it looked at further or just replace the cat. P bank 2. I have an 03 trailblazer- scan says bank 2. Does that make the code more specific for my engine? I just replaced the cat on my 01 honda crv 2. What do you think. I just replace my oxygen sensor on my Acura MDX 3. I need some feedbacks and sugestions what will i do to fix the problem. I have a Ford Taurus with only 54k miles on it. My check engine light came on and code P came up and I was told I needed new spark plugs and wires. I had those replaced and the car ran terrible so I took it back. They informed me that they had crossed the coil wires and fixed it. The light was out and the car ran fine. The light came back on 3 days later. I took it back and they stated it was now a P code which was the catalyst and I needed to take it to Ford because it was under warranty mandated by the State. I took it to Ford, paid for another diagnostic test and was told they could not check the catalyst until "a leak at the O ring" was fixed. I could not afford it so I parked the car and started saving money. Now I am being told again by another dealership that it sounds like a warranty issue. Is this true? I am getting very aggravated about the whole thing! My CEL came on throw'n the dreaded P It was the Cat. No luck. Any ideas, please prey-telll! I'm at my wits end here. Vacum leaks are unlikely. What could cause damage to a Cat.? Am I destroying another expensive Cat.? EGR valve? I have Honda civic Lx and yesterday the engine check light was on while driving. Got it checked and it i was told that it is P code which suggests malfunction of Cat convertor or O2 sensors. As I read online that cat converter replacement is expensive i dont wanna go for that. Any suggestions what to do. As I have my state inspection expiring shortly does it has to be resolved before that. Just installed new header and high flow cat, now got an engine light on. Just installed new header and high flow cat on my 96 Honda Accord. Now I got an engine light on. Code is P Will a high flow cat make this light come on? Also is a high flow cat bad? Will removing the resonator from my olds aurora turn my check engine light on. I have just recently chaged my o2 sensor and my check engine light just came on and I checked it with a scanner and the po code came up. So i was wondering if my cat. I also just had my exhaust snap just before the cat. I have a good one for "ALL", and I consulted the professionals, which could not figure it out either. So I went to the next best thing, "Direct Fit" , no welds I was told it had leaks in the system so I changed "ALL" gaskets times. Then I was told it was the sensors, so with K miles, I changed them both I went to another exhaust expert, told him what I've done, and he said it was my "Fuel Trim" We cleaned the injectors, new filter, cleaned the MAP sensor and intake system I explained to him what I have done, and with out hesitation, he solved it That is all he said, and it dawned on me that he could be right. Deal with that and good luck to "ALL" Raul. I am going through the same problems as Raul Murillo. I have a GMC Sierra. I have changed the cats, oxygen sensors-more than once-,and the PCM. Cleared codes and drove 35 miles and poof-P comes up. I am in NC and believe the vehicle does not have California Emissions. WOW, thnks for the info saved me 89 to dollars. I have a Grand Am Pontiac and I have change the oxigen sensor and I have change the old catalytic converter for a universal converter and the check engine light keep showing the code p PO Bank1 keeps repeating after code has been cleared. Any suggestions besides what has been said here already? The engine light came on so I had it checked out with the scanner and it gave me a PO code which is the Catalyst efficiency low-bank 1. I read the previous posts and since the truck is only 4 almost 5 years old I've visually checked the catalytic converter and looked for exhaust leaks. Not seeing any and I'm a little frustrated and don't want to get hosed by a dealership. I do smell the "rotten egg" smell occasionally but haven't noticed much else such as power loss or problems with driveability. I'm am hoping that maybe it is just a rear oxygen sensor setting off the code but want to make sure. Anyone out there with suggestions? Any direction would be greatly appreciated. I have this code in my 03 CRV. It had K miles in it. Last month it came on. Last week the dealer reset it for me and after driving 50 miles, the code comes on again. I dont know what to do now. It cost 1K to get it fix at the dealership. My emission test is next month too. Whats your advice? Code PO popped up the other day just wondering what to do any help would be appreciated My truck is only 5 months old and just recently had a Flowmaster muffler installed at my local speed shop. Two days after the installation my engine light came on. I went to the Dodge dealer and they scanned it and the P code came up. They checked for exhaust leaks which they did not find. So they cleared the code and said it possibly could come back again. Two days later the engine light came back on.

What can i do to fix this problem? Thank you for your time. Code p Just yesterday the check engine light popped up and i used the OBD code reader and it says p I had the sensor replaced with another used sensor,i'm not getting the cel-- check engine light and I drove miles. After miles I had it retested and still coming up with 1 code, which is P 96 Toyota Tercel. Got a PO code then it would go away and come on,later I got a Cylinder 1 misfire code,I changed my plugs and a bad wire and it seemed to resolve the cylinder 1 misfire code. No problem with how the how car runs at all lately,now I am getting the P code again. Took it to a shop called Buckys,he removed the o2 sensor and said that by doing that he could tell my cat was not great somehow. But the kicker is it is a car from California so I need some better type of cat. Anyone have any advice or anyway I can get this fixed cheap and legal? Freakin dealer sold me a car with exhaust work already done. They reset the code with the hand-held computer and sold it to me. A dealer is supposed to sell you something that will pass inspection - they screwed me and gave me a guarantee that doesn't cover anything at all. They claim they put in new o2 sensors but who knows. Prolly due to cat back kit on the car. Need to figure this out. I just got a ticket for not inspected the other day. P code. I have a Infinity G20 , miles My engine light just came on 2 weeks after installing a new spectra air filter not sure if this is related. The rear o2 censor was replaced by infinity at 40, miles. I have a toyota corolla My engine light won't come off. I have had the catalytic converter change twice, both oxygen sensors replace and I don't know what else to do. Any suggestions? P Acura 00 integra LS B18 no v-tec. Same issues, replaced cat twice, rear o2 twice, tried upper engine cleaner seafoam , light keeps coming back P infinti G I just bought a used G20 with a P service code. Can anyone tell me what I should replace 1st? P code fixed. I'm the one with the Toyota Corrola and it is now fixed. My problem was that I badly needed a tune up alone with the Cat. It has been one month and the light has not come back on. I'm convinced that it's fixed now. So try the tune up with the cat. I was getting the p error. I changed the pcv valve out and it fixed it. I replaced MAF sensor and pre o2,after miles the code come up,mechanic told me:replace the post o2,if problem still the same,replace the cat CRV rpm sensor for and codes. The last 5 months i have being dealing with this problem. The first symptom i had was a lazy L1 sensor. Besides that i had codes which indicated misfiring in all the cylinders not just a particular one. After changing MAP sensor cleaned the intake sys,changed plugs changed plug wires, changed spark plugs drive unit and cup i noticed that nothing would fix the problem. Suddenly i thote about checking the emissions. I noticed that instead of max i had like on idle speed which is way off limits. Decided to change the rpm sensor and that helped disappearing the above mentioned problems. Then another problem came up with the code. It was obvious that the car was running for 6 months with wrong injection timing which eventually damaged my CAT. One simple check you people can do to see if the problem is on your cat is the thermometer check. To do that you need a thermometer that measures C. The symptoms i get now is that light comes in to view during the morning first start. Also if i fill up with Super unleaded carb which has additives and does a better burn with less emissions then the problem disappears. One thing also that people have to have in mind is that L2 sensor corrects what L1 misses, so if the L2 is not working properly this most likely would fire up the Check engine light. Be careful!! Some times bad carb mixture can cause intermittent code which is the side effect of the misfiring!! These converters have extended factory warranty's and will also set po code. Can you advise of the proper repair, I am in urgent need of a response, than you. I recently replaced the motor in this truck. The wiring harness on the new motor was short for reaching the 02 sensor in the rear of the cat. I sautered the wires longer to reach. Now the check engine light came on with code p Can you splice wires leading to the 02 sensor? Or is it the 02 bad, or maybe the cat has gon bad? Please help. I have a honda passport 2wd, 3. I've had it in the shop for 2 days-nothing. They can't figure it out. Both CAT's can't be bad!? Engine seams to chug when driving-maybe a speed sensor? Is it my o2 sensor? I just replaced my crankshaft position sensor, o2 sensor, and camshaft position sensor. One day later CEL came back on with p I did the o2 sensor myself so I'm wondering if its likely that it means I just need to re-wire it or if it's really something else going wrong. Any advise? Thanks Ed. P code fix if all else fails. I had the same code P bank 1 efficiency on a ram hemi. I had a custom cat back exhaust installed the code came on. I replaced the down stream O2 sensor. I replaced the cat, did not help. I replaced all gaskets, did not help. I then got frustrated and running out of patience. I searched around for possible cures. Because of the increased flow the sensor could not react correctly. The spacer pull the sensor probe out of direct exhaust flow. See if this helps. Good luck, Ed. P and Air Intake Hose. I have a dodge durango with this code. Any help would be appreciated. Thanks MIKE. P Toyota Carrolla. My check engine light came on so I brought it to the dealer and they ran a test that indicated I have a valve that's not working properly? Failed the emissions test of course so now I need to have it fixed. An emissions valve I'm not seeing anything online about this valve with the P trouble code and

would like to have this fixed myself well.. Thank you for your time and posting this site! How can i fix my catalyst system in my Subaru Kindly advice, Can i remove the catalyst box away and make my car work without it Appreciate ur efforts, Mina. I have a grand am V6 that has the P code. I had the catalytic converter replaced in july of and the front O2 sensor replaced a few months ago. I have not replaced the rear O2 sensor. I have read that having an after- market cat converter installed can cause that code to pop up even thought it is running efficiently, Is the rear O2 sensor most likely my problem? Please P AF sensor error. Fule sensor fault. Faulty Catalytic converter. I bought this toyota corolla with millage today, as it is from dealer. Have the engine lights on and giving the above error codes. Please guild us what we have to repair and it would require how much cost for parts. Did any of you ever get any answer.. Just see lots of questions here.. Well converter changed, and 5 ignition coils later, and the contemplation of buying a new o2 sensor, I realized there was oil in my ignition coil pack every time they burnt out. SO I would reset my coed, and pop in new coils, and 20 minutes later the p would come back. So I finally changed out my valve cover gasket, with a valve cover gasket kit from orielly's 19 bucks cleaned out the coils, and spark plugs ports. Got some new plugs, and it has been two days, and not a p code. I think that may have actually helped.. So before you waste all that money try the valve cover kit first clean out your ignition coils, or spark plug wires, and clear error code and hopefully that helps.. So i took it to autozone to get them to tell me what was causing it. So I came home and did a bit of research online and found a few basic items to check on my car that was easy to do. Out of the possible causes, I proceeded to check my radiator for coolant level. To my surprise, both my radiator and reservoir tank had no water and was empty. I then proceeded to starting up my vehicle and sure enough the lights were GONE!!! So i got lucky and didnt have any major repairs that was needed, but I will still be taking my car to a mechanic to see why i burnt through all that water - especially after replacing my radiator 6 months ago. But anyways, back to the subject at hand - So unlike what the Autozone was telling me that my catalyic converter may be bad, all i had to do was check the basics, and I was able to fix my own issue. P 98 Civic DX. I have a 98 Civic DX with , miles on it. The P code just popped on and have read in many places that the catalytic converter is the probable cause. However i did see somewhere that it could possibly be fuel additives. I recently put one of those STP fuel injector cleaners in my last full tank of gas. Is this a probable cause and if so should i just go through a couple tanks of gas to see if it clears up? I just bought a lexus is and I popped up a p code now a day after a exhaust valve dropped into the combustion chamber causing expensive engine damage. I lot of people have the same problem that we do, some changed everything related to emission system. On thing that not a lot a people think of checking is the Ethanol rating in the gasoline they use!! So what i did is I empty my tank and filled it back with ethanol Free Gasoline, unplug the battery to erase the codes and Guess what, no more light The problem with ethanol is that it doesn't burn like regular gas at all and our O2 sensors do not reconised the exhaust gas so your check engine light turn on!!! Try that and let me know what happens Thanks. Holy crap! So many people needing help and so few answering! Most cats do not go bad by themselves, something else is usually the cause. Ie: bad injector, bad spark plug, bad wires or coil pac, etc. Something that is causing gasoline to enter the CAT, without completely burning the fuel, will foul it. I am willing to bet there were or are other codes with your P Bad O2 sensors, will put out a sensor code. Changing to a universal CAT, does not mean it works for your vehicle, regardless of the term "universal". Hope this helps some of you. Well one thing i learned about the obd 2 system is that it will point you in the right direction, the po code is for the left bank or side of the motor looking from the drivers seat in a rear wheel drive car,the computer is telling you through the o2 sensor on the left bank or left side of the motor that their is a problem in that area, in my case it was an oil seal on the left bank or side,the exaust valve on number 3 on my 3. As the wise indian once said, look for signs,i hope this helps. Things you might want to check,ok you know there is a problem on the left side, the first thing i would do is pull the plugs on the left side bank i and see how they look,things that it could be are a bad wire,bad plug,leaking intake manifold on that side,leaking exaust manifold on that side or like in my case bad exaust valve seal or to much blowby in a cyclinder on that side, whitch would show on one of the plugs looking oily than the rest on that side but you said you didn't see any smoke so we will rule that out,so plugs would be a good place to start. I know need an inspection and the mil went on I need help.. My mechanic said sometimes people will get this readout in cold weather, so he put the light out. It's only been a couple days, so I don't have any long-term results to report. But I want to thank everyone who has posted some of their good results here. I have learned quite a lot today by reading these comments. Check leaks first. Check for Exhaust leak first, specialy close to O2 sensors I had a very small leak on the second flange of 2 cat and it triggered the p code if you have a very small leak and you are running at a constant speed, it will pull air from the hole instread and fresh air will mess up the

o2 sensor reading!! After putting Fuel Injector Cleaner in my tank and driving another tank of gas, the light went out. Thanks for the tip Darlene. I have a Chevrolet Malibu 2. Before it remained on I was experiencing loss of power when going over overpasses and my RPM's would increase but not speed. I had them run a scan on the car and it gave me PO code, do you think it is the O2 sensor and which one would more than likely be the culprit? Your help is greatly appreciated. Ever since my ceck engine light was on and i checked it and got this exact code P 10 and it said this 'Catalytic system efficiency threshhold below bank 1' what could this mean and how much would it cost for me to fix? Some help would be appreciated please! Problem solved. Thanks to the Internet one forum guy was like intake leak, check your manifold for cracks and or bad gasket, but I did and I did not appear to have a leak, guy responded do it anyways I'll put money on it not really gonna happen right? It too me a rookie 3 hrs. I reset the code. It's been 2 months and no CEL. And my gas mileage shot up immensely. Holo this helps. Drained dead on road due to alt light on. Replaced brushes charges great. While I was working on it I replaced leaking valve cover gasket, replaced plugs with Motorcraft plugs, replaced temp sensor, changed oil, and dumped into gas tank 2 bottles of water remover. Car ran great for 40 miles. Traveled on snowy roads today. CEL came on today. Wondering if water remover 2x strength could of done this. I am a auto tech with over 25 years experience, there are a few things everyone here needs to know. Most cats fail due to misfires or rich conditions. Some fail because they want to. If you are going to make repair yourself at least use a direct fit part that was designed for your application. After reading these post i would be willing to bet there has been more money spent trying to Do It yourseleves than it would have ost to have a experenced tech dianose and repair the problem, or at least get a accurate diagnosis. First the fuel pump and then I went to replace it, got the part from Advance. I was mad. I took it back demanding an explination. I was told that the car had California Emissions. Thankfully the new one fit. It doesn't matter where you live or where you bought the car, it's one of those things that is a pain in the rear. I just wanted to give everyone a heads up! The P code just came on in my car again. My heart sank. This one should be fun. PO code solution to the problem getting together and get into the law makers heads in capital to fine the auto makers. I am a used car wholesaler, I sell only to dealers. I have at least 5 cars a year either display and sometimes V6 or V8. I have tried it all: upstream O2 sensor bank 1 downstream O2sensor bank 2 I have found unless you are getting a code like p or pp miss-fire codes or possibly a mass air flow sensor code your screwed. In other words a rich or lean fuel code. However, If the cats are not glowing red. The engine is not over-heating. You are getting normal fuel economy. In other words a factory money maker, for scared women. Funny how it is illegal for a junk yard to sell a cat-converter. No not really. It is all about the cash. So I suggest a little piece of black electical tape to go on the instument cluster, unless you live in a fucked up state like California, well then you are screwed. Best of luck later. Two months ago I brought my Sienna to the dealer for engine check light on. They replaced the sensor B2S1 Recheck System. Now the engine light is on again. I went back to the dealer and he said its the Catalyst System Eficiency Below threshold bank 1 P code. Is this really how much this cost. The P code is the only code appearing on the reader. Where do I begin to get the car started and the code repaired? Had oil changed. Service engine soon light came on. Placed my scanner on it and said PO Check Engine Light never came on any ideas tried to get service engine light to go out, no joy. Any ideas Thabks. Can a Evap. Emissions System fuel vapor canister error eventually cause a P I just got this code late at night. I have spent the last hour or so reading all the posts. I plan on trying a good fuel with the least amount of ethanol in it, and then a good fuel system cleaner. I am not convinced that I really have a true problem with the Catalytic converter. I will report back and let you know if I have any success. P code trailblazer ss. I was trying to be cheap and use cheap gas and my service light came on. I read a bunch of post here and one post said to try gas that has less ethanol in the gas. Well I did and it worked I filled up with 93 octane from sunaco and a day later the light was off. I have a 98 GMC truck and check engine light came on p I had a tool to check the codes and clear them, I cleared the code and it would come on again, sometimes after a week or more. I called a muffler shop and he said it was the catalytic converter, he has only seen a couple oxygen sensors go bad. I took it there and they checked it, and said it was the converter causing the code and it was not working properly. Yet my truck was running ok. The converter I had on was only years old. They replaced the converter and cleared the light and so far after more than a week and about miles the light has not come back on again. I saw yours problem with Po refers to catalytic con. Is there a spell check here? It is desperately needed. My friend if i tell you do spell in french or spanish how far you will go. Do not criticize any one spelling,we here to help each other and share our comments. Follow up on my earlier post. I have since run another tank of Ultimate through and now am just running standard 87 octane fuel from BP, and so far no more codes. I will keep updating if any further issues come up. Hope

this helps all of you, check your fuel and run some good fuel system cleaner through your car when you see that code, I recommend XLP Gasoline Fuel System Cleaner. Good luck with your car. I'll try the Sunoco gas first, seems to be the cheapest way out, although temporary. I'll let you know. Good idea first put fuel injection cleaner,empty the tank,then sunoco 94 go on highway for 30 min. I purchase a 01 dodge neon SE,I'm getting super bad gas mileage drving short distances. I found the trouble code PO,which means problem with o2 senors, leaking exhaust,cat convert,misfires,etc. I changed the converter the all sensors and still getting code p What next? I have a Lexus GX , the code P is on. I want to know is because the muffle is broken to course the problem? Please help.. Neon burn oil may show how engine runs,air filter if is chocking may be cat. P in 5. I would like to address some of the questions listed here. The P code does in fact indicate that the Catalytic converter is not functioning correctly, however it also can indicate a bad downstream O2 sensor. Should you just leave it alone? With no symptoms you could just leave it, but know that a bad cat will only get worse, and could clog. A clogged catalytic is a very serious problem, as it will prevent exaust gasses from being able to exit the combustion chamber, and can cause permanent engine damage. I've had a terrible misfire for some time now, and could not locate the cause. I had changed all 16 spark plugs, 8 wires, 8 coils and even the EGR valve By the time my OBD spit out the P code, the the O2sensor circuit high-voltage code, I had done irreversible damage to my cat. Though the misfire is now gone, I am still suffering poor mileage until I can replace the converter. In short: take the P code seriously and give due dilligence to figuring why it has been logged. It can save you alot of hassle and even more money. Last six months geting po no symptoms good gas mileage engine runs good. Where should I start? I have confirmed that the brand of gas does matter in my van. If if use BP, Shell I dont see any error codes. If I have to use a cheeper fuel, Speedway, I get the codes in one tank of gas. I also used a great fuel additive, XLP fuel treatment, and no problems! I can sell you some if you need it. I have Hyundai Santa Fe 2, Down to about Mechanic said O2 sensors scanned Ok. If Bad cat would not cause poor mileage could it still be sluggish front O2 sensor causing poor mileage and setting the po code? Thanks for any help before I change expensive parts that aren't needed. What I usually tell anyone who ask about testing catalyst converters is Look for holes or damage. If all looks fine, take vehicle for a good run after dark and if cat is getting plugged it will be glowing red enough to easily catch paper on fire. If vehicle is working fine it is more than likely the downstream O2 sensor. Best thing to do is give vehicle a good tune up and run a tank of high test gas, clear code and see if code stays away. The problem is 02 sensor at the back older cars do not have one ,no po What happend if disconnect sensor. P Code – Muffler shop said head gasket leaking!! I had my catalytic converter replaced on my Chevy Lumina in May In December , check engine light came on, code P I went to the dealership and had them check my car, after telling me what muffler shop said, and they said that it was a bad catalytic converter, not the head gasket!! I took it back to the muffler shop and had them replace the cat under warranty even though they gave me a hard time, saying the would do it but only this time!! I recently had my intake manifold gaskets replaced because they had been leaking for sometime, and I would think that dealership would notice if the head gasket was leaking, since it's my understanding that when the head gasket leaks you get coolant into the oil!! Now, today, P code is on again!! I'm just wondering if anyone has ever heard of the head gasket leaking coolant into the exhaust system causing the catalytic converter to go bad??? I'm going to the dealership tomorrow to have them check the code and see what happens!!! Any insight into this whole "head gasket leaking" idea the muffler shop had, or are they just trying to get more money out of me????? I have a p L bank 1 on my 04 jeep wrangler,it only has 88, miles on it. I really need some help tiring to get this figured out. I am tiring to pass emission. I had a few codes on my nissan. Cylinder 4 misfire. Gave same codes again. Checked dist cap,wires,plugs,and rotor. Ill fix and let all know. Advice: with high mileage vehicle owners. I stuck an old rag in the end of my tailpipe while it was idling. Id start with the leak checks and a tuneup on high mileage vehicles. After reading this forum, did a little pm on wife's 97 Civic. Re-gapped spark plugs and cleaned air filter. CEL now gone. We'll see how long this lasts since her car has K on it! Saab 9. Go to my friend SAE Saab mechanic I took my car to the Nissan dealer to replace the catalytic converter. I drove the car home and later that day the service engine light came back on. I took it to autozone to have them read the code it still gives P The guy said it's probably teh gas cap. He cleaned off the gas cap and put the cap back on and the light went off. Now the service engine light is back on again. What is the problem. Can you show the parts with the price. Hello, I have a chevy blazer that had a plugged cat so my uncle gutted it out. Now my MIL is on for this code. I was wondering if there was anyway to trick the PCM to think that the cat is working efficiently and there are no problems with it. I was thinking about cutting the wiring to the O2 sensor and putting a resistor in between the wires Could that possibly work?? If so how much more MPG would u expect? Any help

would be greatly appriciated.. I am 18 years old and gas is killing me! Im getting about 11 mpg in the city. P Code. Is there anybody out there that have had simular codes on their Tans Am? Please help! Converter advise. A "CAT" Converter should never fail. If so you have some issues. Most of the time it has to due with 1. There is nothing wrong with a high flow cat near a universal cat the reason why the code comes back on is a high flow cat has 1 less brick of filtering material than OEM so use a factory replacement and all is well, The first thing I recommend is to try a fuel additive like et by e-tech sold at napa that reverses the effect of ethanol in your fuel system. I have an astro van throwing code p I found the flange gasket after the last o2 sensor leaking and 2 bolts broken. I cleared the code and had the van E checked here in OHIO and because there were NO codes stored in the computer they had to perform a tailpipe test and the van passed with no problems so I don't believe the cat is faulty and the problem is with the leak at the flange. Honda civic I just bought the honda civic Lx and it have mile on it, now the engine light on can you tell me what the cause. Can you give me some adviser to solve this problem. Thank you in advange. I have a Jeep Classic took to advance auto n it read these two codes what should i do? I replaced the Catalitic converter about 2 years ago. Could it be going bad again. I have a 04 Passat wagon. What do i need to do? My Chevy S has been giving me fits on this code since last Nov. Well thank God some finally did! Now I can order the one piece pipe and bolt it in myself. No more messin around with the muffler shops or friends who think they are back yard mechanics. I have a subaru STI, this morning it all of the sudden stopped boosting however threw no check engine light on the dash. I automatically assumed it was the turbo however, i ran the special emissions tool you can get at autozone and it is telling me this same exact code I have 99 chevrolet malibu and it's given me the code po and po i just change my catalytic converter and when i did it that's the code it gave me it runs find with the codes but i would like to know what else can i change that would help me make these codes go away P on 4cl Camry. Then took it to MIDAS I usually go to, and they said the best thing is to replace o2 sensor on top of the manifold as the voltage was not normal. I reluctantly agreed, but light came up again. Stuck now. I want to determine the root cause myself. What all can I do? I had same problem. I replaced 02 censor between engine and converter and still check engine light on. I checked exaust mani and found a crack. I replaced it, also flushed radiatior anti freeze it was rusted and dirty. Now light is gone. It works for me. Acura Integra 1. Helpful solutions. I hope this helps, I have a cr-v lx. My bi-annual smog exam came up in the dreaded California. Just in case I'm pretty sure only the downstream oxy. Sensor was bad according to the odb Codereader. I cleared the codes than put about 50 freeway miles on the odometer I believe The comp needs to perform a drive cycle. Took it to simplesmog it passed, mil hasn't come back. Hope this helps. This all helps. Need Help! I have 04'BMWci and for some reason i come up with this codes P,P,P,P,P does anybody knows what's that means please help me solve this problem. Great article., It will be much better if some CATS experts answer those questions in order. Maybe, they got their answers by email? If so, is there a link to go and check them out. It would be a great.. But, it really nice article thou My jetta has a strong gasoline smell. I have a VW Jetta 1. I had it checked at an auto-zone with a scanner and it came out to be a misfire code for all 1,2,3and 4 cylinders according to the guy who told me about these codes he said it was all 4 of my fuel injectors so i got them replace and after i got them replace my service engine light still on and it still has a strong gasoline smell inside the car and trunk. It has also consuming me more gasoline and every time I'm driving my car it skips when i push on the gas and the service engine light blinks. I have put a lot money on this does anyone out there might have a solution that can fix my problem or any of this type of symptoms on their car and what was it? I have Toyota Sienna it is P problem, what is is, how could be it fix and who will be the best to fix it. Scotty knows the best! Hey friends! I found answer here. Scotty, the Mechanic describes how to resolve this issue in his YouTube video. Possible bad catalytic converter. Only when I go at highway speeds for more than an hour, at one time, does my check engine light come on. This happened 2x's and each time the light goes out by itself after a week or two of local driving. Toyota told me that the cat converter code came up and advised me to change it. The check engine light is not on now. Does this mean that the part is bad? Could it be the o2 sensors or something else? I have a 99 gmc sonoma auto with the 4. Check engine light comes on for a few days then goes away and comes back on. I read a few and I strongly believe that the gas has something to do with this. Reason being, my brothers 03 camry's light is on and a mechanic scan is and it has cat problems. I also scanned my girlfriends car and its threw a code different from p but the code is for cat performing insufficiently. So I wonder why? Ima check for leaks and Ima swith to shell gas 93 and see what happens. I have an 03 altima 2. One of the cars previous problems that I was told about is it was miss firing. The car also stalled on him a couple of times. Before I received it, the O2 sensors, 2 coils, spark plugs, and battery was replaced. There was a couple of other minor things changed. The mechanic claimed that the car

stalled because of a short on the headlamp. When I received the car, the check engine light was on and read, you've guessed it, P As long as the car was ran normally, it ran great. However, when I drove the car hard, it would rev up to rpms and would not shift unless I let off of the gas a little. Because of the know problems with nissans cat. I've been driving for 3 day since and the light hasn't turned back on yet. Like before, the car still runs good under normal driving, but if you get on it a little hard, it has the same problem as before. The only difference that I noticed after changing the cat. After the converter was changed, I drove it really hard to see if the problem was fixed. Twice I tried pinning it from a dead stop and the car nearly stalled on me. I'm trying to decide what I should check next or if it's even worth my time and money to try to fix. I was thinking about changing the fuel filter and checking for clogs in the exhaust. Any suggestions on what to do next? For - Nicole. It sounds like the sending unit isn't working. It could be part of the pump or a separate piece that failed. I had this code in and did not do anything about it. I still got 30mpg on the road and the car ran fine. I had to get the car emissions tested in so I had the catalytic converter replaced by my mechanic. The light went off for 10 months and then came back on again with the same P code. The mechanic replaced the converter under warranty and all was fine for miles and the light is back on. The car has K on it, but it runs just fine. Anybody experienced the same problem with your Impala? I've replaced both o2 sensors and had a recent oil change but my check engine like is still illuminating. DO you think I may need to replace my catalytic converter? It Cleans Catalytic converters and O2 Sensors. I have a friend who had a P on a '99 Dodge and it also wasn't running right. He poured that in and it fixed it after around miles. I see all the questions , but none of the answers can be read. Replaced the catalytic converter when the exhaust pipe downstream of it corroded irreparably - big mistake. Should have brought the job to a freelance mechanic who knows how to cut out the corroded parts and leave the old cat converter in place, which no doubt had way more Pt than the replacement. Now, a year plus later, the p code comes on; and when erased, it comes on after about a week or two of local driving. Any other ideas to try? California Emissions. If you replace you cat converter with a universal it will not resolve your issue. FYI this will not be a converter either. Price tag of and up for the right converter. In order to get the right converter look under your hood and find the Emission number for your make of car in calif. Only in calif we have tight Emission standereds??? Rember your cat converter must be a calif emissions approved cat or your light and smog will not pass. Your check light will remain on too. Your christian cheif mech3. If you go to the dealer after you put a universal Cat on your car they will not tell you that you got the wrong cat converter? They make money and have you return back once you replace it with another wrong universial Cat. I have seen the same guy put 4 cats on all not meeeting cal emission. We put it on and issue resolved. Hope this helps with your cat issues. I had two codes thrown for cylinder misfires, smelled sulfur rotten eggs occassionally while driving, then car developed a rough idle at stops which suddenly started happening and then stopped about a week later , and it wouldn't shift correctly when taking off from stops occassionally. I took it into the shop and sure enough the catalytic converter needed to be replaced along with the O2 sensor. Also, at first my check engine light would stay off for awhile after clearing the code but always came back on until it stayed on consistently. I have a honda civic dx with the code p bank 1 my car stall without warning i was wondering if a bad catalytic converter could cause it to stall like that i already took it to get looked at he had my car for almost 2 weeks and could not get it to stall i picked the car up on my way home the check engin light cam on and that is the code I got the car did not stall for a week and is now stalling again help please. I have a po code and I replaced the rear o2 sensor and had the code removed. With in 50 miles the check engine light came back on. I had it re scaned and again po!!!! The car seems to have slight miss when running. I do not want to to trial and error as this could be cost prohibited and as we all know times are not that prosperous. I have a ford exployer sport v6 4. Also what is the differance between a scan and diagnostics. Can any one please help me! Mexican Accord. Is this correct? I recently bought mine. It is a 07 Accord SE 2. What does it mean? I changed catalytic converter on mazda millenia wont run any better now what. Reply to post Carl, Depending on the type of coolant your car uses, leaking coolant into the exhaust will kill a converter and the O2 sensors. The Glycol based coolant the green stuff has a high silicon base and will coat the O2 sensors and wont burn off, and make them read incorrectly as well as coat the inside of the converter. I don't recall if the red coolant has the same problem or not but ANY coolant leak should be addressed as it WILL lead to expensive repairs if ignored. As for fuel trim being set from the rear O2 sensor- I dunno, but if it is it should throw the front sensor into spasms that should set an O2 sensor code. Everyone should keep in mind- an OBD2 code is a generic trouble code output by a special computer designed to interpret the powertrain modules codes so they can be read by emission testing facilities, it is NOT a code to indicate what part to buy, or to diagnose what to fix. The real diagnostic codes

are in the PCM that cannot be read by a generic code scanner. My car used a half tank of gas in 52 miles What else could be causing this? Fix for error code P I am the person with one of the latest post with a po code for a ford explorer sport. After horror stories from many mechanics I ran across a site I purchased a direct fit converter and had it installed and my car no longer has a po code and passed the P. I recomend that any one contact them via phone and they will help you. Error in p and p I have a lexus gx And the lights are all on! The mechanic says its the p catalyst system below threshold bank 1 and p catalyst system below threshold bank 2. I have to get new catalytic converters, but just cant find any! Do you know where i can buy it online? It's those "standards" that are causing the problem. My Subaru Outback wagon had the converter rust off at the flange. Took it back and they reset the CEL. Worked find for a few months then came back on just before we needed the car inspected new york. My mechanic informed me that the car has two sensors Monroe stated both were O2 sensors. Apparently the replacement converter installed by Monroe Muffler is not up to the California "standards" that is programmed into the computer on the vehicle. This means that the converter needs to meet California "standards" here in New York. No way around it. P catalyst system efficiency below threshold bank. I have a Chevy S10 with miles. My check engine light is on again. It was on before and had a p so I changed the wires, plugs, cap and rotor. Also used a better grade of gas and put in an additive. I erased the code but it came back on within a few days. At that time the truck was still running however now the truck will not start it is trying but wont start. I dont know what I should do now. I hate to take it to a professional and potentially waste a lot of money. Thanks for any help you can give. B1 catalyst failure. I was just wondering which one is B1. I have a Nissan Maxima and they said i had 2 converts and B1 failed, so my question to you is B1 in front by the transmission or by the mufflers? P and CEL. Catalytic converters can be expensive, and if you need to get through the emissions test with little cost, a "fix" is out there for P code. Subaru dealers have a fitting that goes between the O2 sensor and the pipe. It moves the sensor out of the exhaust stream. This does not fix the problem, and is not legal for street use, but it does clear the check engine light. Most sensors have the same type sensor, so even if you don't have a Subaru, it should work, and it costs under 20 bucks. I have seen it work on S10 Chevys. In any case, it seems that since P's can often result from incomplete combustion issues, whether from bad or ethanol spiked! This way you won't be paying through the nose to change out an expensive CAT or sensors for nothing, and even if you eventually have to, you're only doing some simple and inexpensive stuff that you'd normally be doing anyways. I also agree that an OEM CAT should last the life of the car, and would not likely need to be replaced unless contaminated with oil or coolant glycol,silicates as a result of some other more serious engine failure. LOL to the "Bitch Code" diagnosis. The code sure puts a lot of money into dealers and garage owners pockets for useless and expensive CAT and parts changeouts. So beware. As an aside, I've also heard that using too much gas line antifreeze methanol can sometimes provoke the code. Thanks to all who posted their P fault code experiences and fixes. Now I'm off to go try out my own advice, and I'll be back to let you know how it works out. Hope that this post has helped someone. Good luck to all! Do it yourself costly guesses. As a Veteran Mechanic and Tech that owns and operates a shop it seems like a great thing when people give each other advice online with no tools or training. Most likely a PO should be properly diagnosed before making repairs. The cost of tools and training is expensive and people that guess do not have to pay for these types of processional items. When reality sets in people whit quality diagnostics are worth more than parts changers will ever be worth. Look at a shops track record and support the good ones. This type code is very difficult to repair. Getting all of the routine systems in order is great advice. The poor tune, misfire, vacuum leak, bad plug, wires, intake leak, coil failure, exhaust leak, all have something in common they ruin catalytic convertors over time. This is monitored by the rear oxygen sensors and is feedback to the processor. If the rear O2 or oxygen sensor s is switching like the front it will set the code. Oscilloscope and scanner and thermometer and a brain that functions can diagnose this problem. It is the rule with this type of a code that more than one issue gets the car to this type of failure. It is the exception when only one thing causes it. Always check for TSB's technical service bulletins dealer or manufacturer recalls and computer flash updates as part of the repair process. Do you think it is possible that most mechanics are great at what they do and not great communicators? Is it possible that if you had to spend k on tools to get a 15 to 20 dollar an hour job that a little respect instead of distrust might go a long way? Give a tech a break. Mechanics fix cars to make a living and help people. PO is one of thousands of possible codes. Let professionals help you save money, pay them for their time and say Thanks! Please, I need some help with this code, p It keeps appearing even though I've got changed both the O2 sensors. My car is a Nissan Altima 4 cylinders. I'll appreciate any helping comment. Ran Gas Tank Dry Ran my gas tank dry a couple times recently. I ran completely dry. Filled the tank with

one gallon. Drove home. Three lights just for running the tank dry. So I have a Scion xB. I'm guessing either the cat is plugged or something is plugged up with gunk. This would then read in the system as "high fuel pressure" under the generic trouble code P??? How do I fix gunk in the upstream fuel system? My truck has this code do I have to replace the catalyst converter? Light went out after 2 wks. This summer it came on an d stayed on. Replaced with universal cat. Both sensors were also replaced. After 3 wks. Went to Auto Zone and they turned light off. Lght came on again with Code P Help Please Been going back and forth in the last wks. I have and that I recently posted. Please teke my advice and at least look at the web site I recomended. Call them and they might help as in october I was having panic eppisodes over this as my car was almost side lined due to pa inspection. I called and after talking to them they sold me a cat. It is december and my car has legal inspection stickers as it has passed inspection. The people that are stateing an after market converters do not work are wrong!!!!!!!!!! I have no idea what a p catalyst efficiency code was. It is great that you can go online and read more about this. I think it will take us to the dealer and see what they have to say about it. But, it is nice to have information on hand to make sure you are not getting ripped off. My malfunction indicator light came on about miles ago. I took it to Autozone and they told me I have the catalyst efficiency below threshold p trouble code and it is probably an O2 sensor. On the advice of a mechanic friend I put a can of Seafoam in it with a tank of super unleaded and a can of STP octane boost. About miles ago the light went off. I'm hoping it doesn't come back. Wanted to pass this along in case it might help someone. Read most of the comments and want to ask a question, do O2 sensors have a life span? My understanding is that O2's have a live span of about hrs,depending on how you drive that can be about , miles or so is this correct? Any advice would be appreciate!!! Code read p on crv. Took car have dealer check, it's the cat convter. Don't have that kind of money laying around. But my problem is the car gives out poor mpg , sometime 21 if I'm lucky. Check and read, car suppose to be 25 hwy and 20 city. I mean WoW that's huge. But not sure if this is the answer cause I don't want to spend a ton of money and turn out it's still gives me low mpg. Anyone ever have some issue like this or similar. FYI, did tune up already. Plugs, wire cap and rotor, change oil, and flush tranny. Thanks for any help. Hi I have a Toyota sienna. It's showing the code P Recently i got its transmission changed. And got new tyrods and bolt assembly. And within 20 days it's showing the check engine sign. It's for CAT efficiency below threshhold. I don't understand what's the problem. Every month it shows some problem. The miles on the car is miles so far. Could anyone tell me where is the cataLic converter in the car and can we fix ourself. I have spent more than dollars last year for is car and I don't want to apennines any money. Honda Odyssey update from 3 posts up. I posted a few posts ago about my Odyssey. Well I have about another miles on it and no light still. The Seafoam, premium gas and octane boost seems to have done the trick, although I think the Seafoam is what really fixed it. Try it if you haven't already. Good luck. Had a p on my corolla, and have a scan tool with 3 color emissions status and it was yellow. Check exhaust system ,ok , hooked up scan tool and upstream o2 changed alot, down stream was steady, ok. Changed upstream o2 with new bocsh unit Plug in scan tool , emission status now green, problems solved. OK I year ago, I never got the code but heard noise turned out to be my cats bouncing parts around in the cat. Replaced with after market cats which are warranted 5 years. I also change the spark plug not the wires. A couple of weeks ago, I got the PO code. I put in Chevron premium gas nothing help. Check for leaks, nothing, check for vacuum lines, nothing. I change the spark plug wires and noticed a big difference in power. SO I was about to replace the cats until I read the post above. The Lacquer Thinner was the trick. I have miles on the engine. I was very skeptical, and pray about the Lacquer Thinner, because this sounded so stupid, and I thought I could ruin my engine even my friends were waiting for my engine to blow up. I have a very strong running truck, I will give it gas and end up spinning my tires by accident. This really works. I would check the obvious, Leaks, vacuum hoses, battery connections, spark plugs, plug wires, but the good one Bosh. Then after all that put in one gallon of Lacquer Thinner, and one bottle of Chevron Pro Guard, cleans the fuel injectors. Try the cheap stuff first, then go into the more expensive stuff. I have been telling with this code P for about two months now and I can get the engine light to go way just by adding sea foam injector cleaner and running premium gas, so that tells me that I need to pay more attention to the 02 sensor on downside or behind the catalytic converter or spark plugs. So now after checking for vacume leaks and cleaning connectors. And also check your cold air intake hose for leaks use zip ties to seal up intake hose if needed. You have to get the little stuff out of the way. I will update after I bench test the 02 sensor and or replace spark plugs. The End for now? I have a GMC Sierra V-6 and i wanted to know why auto part sites list a front and a rear sensor. The front sensor is always a few dollars hihgter. Then some sites have them with the same part number front and the rear at the same price. Is there any difference in the to sensors? Check under the hood and car for any air leaks,

such as intake manifold, vacuum hoses, exhaust manifold, exhaust leaks 2. You can find directions by gooleing. Moving the sensor back a bit will solve the problem. This code can also come on from burning oil if you have leaky valves or a worn motor. If that is the case, replacing the cat will only end up with another failure down the road as the burning oil is what is ruining the cat. My wife's car check engine light comes up sometimes. It will come up for awhile, and magically disappear with no apparent reason. I bought a new cat and right before I was about to put it in, the light went off. I used to think it had to do with when I filled up, but I don't know. Any suggestions would be great. I have a scan tool, and I can see live stats, but I don't know what the two o2 sensors should be at. Hi if anyone can help he with this code , I have a 97 is coupe ,I replace my 02 sensor with two used ones, an a few days I got the p , can this cost by have bank 1 sensor plug up at bank 2 I ask this because I never do this work before , thanks to who all can help. I read that vacuum leaks will cause a code, so I looked around On my car, it was disconnected. I had to take the smaller tree off after removing the windshield wiper and pan to get my hands on it to squeeze the line back on. I reconnected everything and took it for a test drive Looking into a new fuel filter next These cars are well engineered. This one has K miles on it and still drives and runs great. Usually catalytic converters don't just "go bad. Ok, so I have changed both O2 sensors and the check engine light came on and I still have the same code, is it safe to say that the converter is out and needs to be replaced? Please help!! SES again every winter. I tried the injector fluid again, cleaned O2 sensor, and even a new gas cap on my altima 4 cyl. I have Toyota Solaris 2. Code P is trouble code. I was told that the factory cats are far superior than aftermarket and I may need to go the factory route. Quite pricey however for a can with , on the clock. Any thoughts?? I have jeta with po cat effic threshold bank 1 engine code and no pawer and knocking please send me and email thank you. Not a Computer. I have a 96 merc sable with a P code which has been coming on every 30 miles or less for the past 5 yrs. Current mechanic cannot give me a definite answer what the problem is. I think he is just, well you get my point. P code Not sure why my car would not start my husband changed my fuel pump and then turned out to need a new engnition coil. When it finally started it ran bad.. Now my check engine with P code. Can you help what we should do next? Thanks so much!! I just bought a pilot 03 and i see the famous P error code - Catalyst system Efficiency below threshold. The only thing I noticed was that the engine oil was getting low so I changed the engine oil and wiped the check engine sign. I do not know if I solved the problem. Any ideas!!! The reason why your getting a P and the reason why your radiator fans keep turning on is because your catalyst converter is getting very hot because it is clogged with half burned oil. Well that's what my mechanic told me today. Well I. Well first I changed two o2 sensors and my temperature sensor. My check engine light was still on so he asked me if my van uses alot of oil he said that's your problem he said the half burnt oil sludge gets caught in your catalyst converter and your cat is clogged from this oil burning problem Blow by. The catalyst could catch fire. So I suggest if your vechicle is going through alot of oil you should complain to the NHTSA so the more complaints the better. They will push your dealer for a recall. Just wanted to let folks know that it seems like I solved my P code. I read all of these posts and was confident my catalytic converter did not need to be changed contrary to a few mechanics knee jerk opinion. This motor has 98, on it and is sporting a generic catalytic converter. That told me that the original one was replaced most likely because the P code was previously diagnosed incorrectly as a bad catalytic coverter. No other codes were being stored in the computer's memory. My solution was to do a tune-up and look for exhaust leaks before the converter and intake leaks before the motor. I found no leaks. This particular motor does not have the ability to adjust the timing so that was not considered. I determined that the next thing would be to ensure the up-stream oxygen sensor was working properly. I did not have an oscyliscope to compare the up-stream sensor to the down-stream sensor nor an advanced OBDII scanner to pull fuel trim and real time information on the sensors. Replacing the up-stream oxygen sensor has solved my particular P check engine code. I wanted to let people know this to encourage them that it is not always the catalytic converter that is the problem. It may only be the symptom of a poorly running motor. To fix your particular P issue I encourage you to make sure the engine is performing perfectly, sensors and all before spending the money to replace the catalytic converter. Converters are killed by poor running engines. Cheers and good luck. It is frustrating to see what do these auto repair shop mechanics do to fix the root cause of the problem! I got the P code and then transmission related codes.. After 2K miles, P showed up again. Injector cleaner was a temp fix on my Altima S AT k. We baby this car and well maintained. This maybe why no crankshaft code, but the fix so far is the crankshaft sensor! My wife's 98 grand am 3. About a year ago I replaced the converter, both O2 sensors, coil packs, fuel pump and a total tune up, plugs, wires, air etc Everything was fine for about 6 months then the light came back on and now recently her gas tank thumps about seconds after driving it

with a fuel smell. Visually everything looks good with no leaks. Is this an evap problem? Any help or feedback would be great! Inaccurate information. I disagree with the statement, " If the reading fluctuates then the sensor is likely bad and will need to be replaced"quot;, when performing diagnostics for a p dtc, monitor your o2 sensor voltages pre cat and post cat, bank 1 sensor 1 pre cat should be switching quickly, post cat bank 1 sensor 2 should be moving, but slowly, if both are switching quickly, this would be caused by a degraded catalitc converter allow exhaust gases to exit quickly, not a faulty o2 sensor. If the cat was clogged you will most likely have misfire p dtc's and a insufflent activity code for bank 1 sensor 2. I just got my Dodge Caravan returned to me with the check engine light on and I took it and had it checked out and it came up the code P Does anyone have a first suggestions on what I can do first. I have a Saturn Vue and failed emissions with P and P codes. What should I do first. I hope I don't have to get a Catalytic Converter. I have a m with 3. P idea from 18 yrs of experience. As a mechanic with 18 yrs of experience working on weed eaters to bulldozers it's easier to state what I've never worked on, airplane, helicopters and trains. Today's vehicles are not like the ones of yesterday, when you could just state the symptoms and noises your car was making to the mechanic, then he would fix it. I'm sorry not that easy. As stated earlier the dtc simply is tell you that the control module cm, ie computer thinks the pre cat o2 sensor and the post cat o2 sensor readings are near the same, to the cm it means the vehicle is not running efficiently creating excess pollution. Which can be caused by a number of issues. All sensors whether pressure, position, or temperature adjust voltage of the circuit which is then interpreted by the CM. There is no clear answer to what needs to to repaired without further diagnostics. Every part related needs to be checked. The repair could be costly cat replacement or very cheap cleaning a connectors contacts. The Cat might be in need of replacement, one of the O2 sensors may need to be replaced, the CM could be faulty, a wire in the circuit maybe chaffed and touching a power source or a ground source, or one of the connectors maybe corroded. In the short, there is two ways to repair the vehicle, one can be very costly the wrong way, although you might get lucky the other can be very time consuming. Pick a part, purchase it, replace it, and test drive the vehicle. If the light goes away, woo hoo it's fixed. If the light is still on pick another part and repeat and keep repeating till the light goes out. This method could result in replacing all electrical and mechanical parts. Properly diagnosis the all items related to the system. Which may include the use of scan tools, digital multi-meter, access to the proper repair information, and other tools and test equipment. Take the time and do it right. If you do not have the skills and knowledge for this method, find a good repair shop. A little secret to finding a good repair shop is to look around the shop and ask questions. A shop where you have to set an appointment is likely to be a good place, it is likely to be busy because they do good work. Ask them what type of diagnostic equipment do they use, where do the obtain their service information, how long have they been in business, will they offer a warranty, etc. The less they advertise and the larger long term return customer base the better the shop. The best answer I have to all these questions is properly diagnosis the system and repair the minimal amount of items to achieve success. I cleaned the engine as I have done numerous times before with Simple Green, taking care not to get the electrics wet. Well the next day it started bucking, hesitating and tripped the MIL. Scanned it, found a random misfire. Pulled the coils, found moisture on 4 of them. Blew them off, sprayed with WD40, and blew off again. Blew out the wells where the plugs are, found a lot of water in 2. Wife drove it the next day, a lot of hesitation and the mil came back on. Scanned and found 5 cyl misfire. Pulled all coils, 5 had a little moisture on it, the rest dry. Replaced all plugs, blew out all wells again, reinstalled, reset MIL, took for a long ride, ran great! I only drove the car about 50 miles with the misfire. Are the cat's that delicate that it could be ruined, or maybe a o2 sensor? Does anyone have any Ideas? Thank You. Recently I have had the check engine light come on in my car. I took the car to the dealer and they replaced the cataylated converter. I took it back to the dealer and they replaced the 02 censor. Can anyone fix this car correctly so I don't have to buy a new car. I appreciate any help anyone can give me. P Pontiac Grand Prix. Ive replaced all catalytic converters as of last yr. I have a Ford Fiesta. After code I replaced spark plugs, air filter, downstream and upstream O2 sensors. OBDII reader shows cat inlet and outlet temperatures differ by degrees and all other readings are good. Light only comes on about every miles and only when pedal is between acceleration and deceleration. Car has , miles on it , is not a typo, I have Chevy avalanche with P code and the motor is running rough shouod I change the rear o2 sensor or the cat. I have a Ridgeline that is showing this code. This code first appeared about two months ago and I reset the computer only to have it reappear again. The vehicle only has 57k miles. I have done a visual inspection and can see no problems. The vehicle is running fine. What should I do? Lights out! What does this mean? Thank you for your time and help. My engine light is on and the mechanic told me that it was my Catalyct Converter. I see that if you have the p code

showing that it can be the rear 02 sensor or cat converter. However can it also be the upper 02 sensor which is also called the air fuel sensor??? Hi, PO code with strong fuel odor in cabin. Trying to keep up with 4 cars is not fun! Thanks ahead! I cant realy see the plug head,it seems to go inside of a bi plastic encloure. Toyota 4 runner But, are the comments for real? Did you all read the website above? Every last one of you didnt do everything on the list, and then say how do i fix it now? What do i do next? I bought my 07 Acura MDX about a year ago with miles and check emission light on. It is now on miles and the last mechanic visited read the code and said catalytic efficiency less than 0. I was thinking to by pass O2 sensor,but I saw to move away the sensor to change readings and solve problem. This fixed my PO code. I was traveling, the car was running fine, no work had been done to the car, the milage was low, thought it was likely the loose gas cap problem. Two days later it was back on. Autozone got PO code. Never got a chance to check the first code. Near the end of the day, on another food stop, the MIL light was off when I restarted the engine. It has been off over a week. I am not promoting BP, just relating what I did. I learned a lot reading through this forum. Good Luck. I have a Chrysler Pacifica and failed an emission test due the err

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 or P Bank 1. The cat converter and exhaust were replaced by the dealer in but the check engine light has been coming on sparingly for over a year. I just recently started smelling gas. Dear All, I have Chevrolet Aveo From few days I saw this Yellow light. I'm still driving the car there will be any problem, Please advice me what to do. Dear Mr. I have a honda crv ex i have change the upper oxigen sensor with a brand denso but the down oxigen sensor with a different cheaper brand the engine light went off for a full month without turning on. I have also notice that when I put gas and drive a few miles the light goes on again then after three different drives it goes off. Today I turned on my car in the morning, after a few minutes i noticed that the check engine light was still lit, i went to my job when i get home the curios little light was turned on. Lacquer thinner? Has anyone tried the lacquer thinner besides Bob and had it work. Bob I'd love to hear if it worked long term for you.