

GENERIC · CHASSIS

C0073

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

C0073

Delivered Driving Torque

This code indicates that the powertrain control module has detected an implausible signal or out-of-range value from the delivered driving torque calculation, which is the actual torque output at the wheels after accounting for engine output and driveline losses. The computer sets this code when the calculated delivered torque does not match expected values from other sensors such as engine speed, throttle position, and vehicle speed.

SYSTEM

Chassis

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Brakes, steering and suspension

Symptoms you may notice

- Illumination of the check engine light or service engine soon light, often with no other noticeable symptoms
- Reduced engine performance or a limp mode condition where the vehicle limits power
- Harsh or delayed transmission shifts due to incorrect torque signal interpretation
- Unexpected activation of the electronic stability control or traction control system
- Poor fuel economy or inconsistent acceleration feel

Common causes, most likely first

- 1 Faulty or contaminated mass airflow sensor sending incorrect air charge information
- 2 Malfunctioning throttle position sensor or accelerator pedal position sensor
- 3 Wiring damage or corrosion in the circuits between the engine control module and transmission control module
- 4 A software calibration issue or outdated PCM firmware affecting torque calculation
- 5 Failed or failing engine control module or transmission control module
- 6 Mechanical issues such as a slipping transmission or restricted exhaust affecting actual torque delivery
- 7 Low battery voltage or poor grounds causing erratic sensor signals



How to diagnose and fix it

- 1 Connect a scan tool and record all freeze frame data and stored codes to understand the conditions when the fault set
- 2 Visually inspect the mass airflow sensor, throttle body, and related wiring for contamination, damage, or loose connections
- 3 Check battery voltage and ground connections to ensure stable power supply to the control modules
- 4 Use a scan tool to monitor live data for delivered torque, engine torque, and throttle position to identify implausible values
- 5 Perform a wiggle test on the wiring harness between the ECM and TCM while watching live data for signal interruptions
- 6 Reprogram or update the PCM calibration if a known software issue exists for the vehicle
- 7 Replace the faulty sensor or module only after confirming the diagnosis with pinpoint tests

What the torque calculation hides from you

- A dirty mass airflow sensor often skews the calculated torque without setting a mass airflow code, so cleaning it is a smart first step.
- The code can be set by a weak battery or poor ground that causes momentary voltage drops, so always check power and ground integrity before replacing parts.
- A slipping transmission can cause the delivered torque to deviate from expected values, so inspect transmission fluid condition and operation.
- Some vehicles require a relearn or calibration procedure after battery replacement or module repair, and skipping it can trigger this code.
- The code does not always mean the torque converter or transmission is failing; it often points to sensor signal errors rather than mechanical failure.

Can I keep driving with C0073?

You can usually drive the vehicle with this code, but avoid heavy acceleration or towing until it is diagnosed, as the computer may be limiting power or shift quality. If the vehicle enters limp mode or shifts harshly, seek service promptly to prevent further damage.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Mass airflow sensor cleaner
- Wiring diagram and pinout for the specific vehicle
- Basic hand tools for sensor removal



Reading C0073

- C** Chassis: brakes, steering and suspension.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 0** Brakes, steering and suspension.
- 73** The exact fault within that area.

Often seen with

P0101 Mass/Volume Air Flow Circuit Range/Performance · **P0121** Throttle Position Sensor A Circuit Range/Performance · **P0171** System Too Lean (Bank 1) · **P0700** Transmission Control System Malfunction · **U0100** Lost Communication With ECM/PCM A

See it working

Watch the animated explainer [How a MAP Sensor Works: Engine Vacuum and Load](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/c0073/>

