

GM · POWERTRAIN

P1132

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1132 · GM

HO2S Circuit Low Variance Bank 2 Sensor 1

P1132 on a GM vehicle means the powertrain control module has detected that the upstream oxygen sensor on bank 2 (the side of the engine that does not contain cylinder 1) is switching voltage too slowly or with too little variation compared to what the computer expects. The sensor is still producing a signal, but its activity is lazy or flat, so the computer cannot trust it for precise fuel control.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	GM specific	Medium	Intermediate	Fuel and air metering

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms.
- A slight decrease in fuel economy as the computer defaults to a richer fuel strategy.
- Occasional rough idle or hesitation during light acceleration.
- Failed emissions inspection due to the oxygen sensor monitor not completing.
- In rare cases, a subtle sulfur or rotten egg smell from the exhaust if the engine runs rich for extended periods.

Common causes, most likely first

- 1 A worn or contaminated bank 2 upstream oxygen sensor that has become sluggish with age.
- 2 Exhaust leaks before the sensor, such as a cracked manifold or failed gasket, allowing outside air to dilute the sample.
- 3 Contamination of the sensor from engine oil, coolant, or silicone sealant used during prior repairs.
- 4 A wiring problem in the sensor circuit, such as chafed wires, corroded terminals, or a poor ground connection.
- 5 A vacuum leak or intake manifold leak that affects bank 2 more than bank 1, skewing the sensor's reading.
- 6 Low fuel pressure or a partially clogged injector on bank 2 causing an inconsistent air-fuel mixture.
- 7 A failing catalytic converter on bank 2 that is not the direct cause but can mask or mimic sensor sluggishness.



How to diagnose and fix it

- 1 Inspect the bank 2 upstream oxygen sensor wiring and connector for damage, corrosion, or loose pins, and repair as needed.
- 2 Perform a visual and smoke test of the exhaust system ahead of the sensor to rule out leaks that dilute the sample.
- 3 Use a scan tool to view live data for the bank 2 upstream oxygen sensor and compare its switching activity to the bank 1 sensor.
- 4 Check fuel trim values on both banks to see if a vacuum leak or fuel delivery issue is affecting bank 2 disproportionately.
- 5 Test the oxygen sensor's heater circuit resistance and confirm the sensor reaches operating temperature quickly.
- 6 Replace the bank 2 upstream oxygen sensor with a quality direct-fit unit if live data confirms sluggish or flat response.
- 7 Clear the codes and complete a drive cycle to verify the repair and confirm the monitor runs without resetting the code.

Why a lazy sensor fools many diag attempts

- A sensor with low variance can still produce a voltage that looks plausible on a basic scanner, so comparing its switching frequency to the opposite bank is the most reliable quick test.
- Exhaust leaks upstream of the sensor are a commonly missed cause because they introduce oxygen that makes the sensor appear lazy rather than dead.
- Technicians sometimes replace the sensor only to have the code return because a vacuum leak or fuel delivery issue on bank 2 was the real root cause.
- The code does not always mean the sensor is failing; a contaminated sensor from a previous coolant or oil leak can set it even after the leak is fixed.
- On some GM engines, a failing ignition coil or spark plug on bank 2 can create an exhaust oxygen variation that mimics a lazy sensor.

Can I keep driving with P1132?

You can generally continue driving with P1132 because the engine will run on default fuel strategies, but avoid heavy acceleration and long trips until it is diagnosed. Prolonged driving with a lazy sensor can reduce fuel economy and may eventually damage the catalytic converter.



Tools that help

- OBD-II scan tool with live data and graphing capability
- Digital multimeter for circuit and heater resistance testing
- Smoke machine for exhaust and vacuum leak detection
- Oxygen sensor socket and ratchet
- Wiring diagram and service information for the specific GM model

Reading P1132

- P** Powertrain: engine, transmission and emissions.
-
- 1** Manufacturer-specific code (GM): its meaning depends on the make.
-
- 1** Fuel and air metering.
-
- 32** The exact fault within that area.

Often seen with

P1131 Bank 2 Sensor 1 Resistance Too High · **P1131** Front Oxygen Sensor Circuit Malfunction Short Circuit · **P1131** HO2S Bank 1 Sensor 1 Signal Below 0.45v AF Ratio Too Lean · **P1131** HO2S Circuit Low Variance Bank 1 Sensor 2 · **P1131** Lack of Upstream Heated Oxygen Sensor Switch Sensor Indicate · **P1131** HO2S Circuit Low Variance Bank 1 Sensor 2 · **P0151** O2 Sensor Circuit Low Voltage (Bank 2 Sensor 1) · **P0153** O2 Sensor Circuit Slow Response (Bank 2 Sensor 1) · **P0174** System Too Lean (Bank 2) · **P0302** Cylinder 2 Misfire Detected

See it working

Watch the animated explainer [How a Starter Motor Works: Pre-Engaged Starter](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/gm-p1132/>

