

GM · POWERTRAIN

P1195

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1195 · GM

O2 Sensor 1/1 (Bank 1 Sensor 1) Slow During Catalyst Monitor

P1195 on GM vehicles means the powertrain control module (PCM) ran its catalyst efficiency monitor and saw the upstream oxygen sensor on bank 1, sensor 1 switch too slowly. The PCM expects that sensor's voltage to cross its midpoint a minimum number of times within a set window, and it fell short, so the sensor is being flagged as lazy rather than dead.

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

Symptoms you may notice

- Often no symptoms besides the warning light, because the sensor still produces a signal and the engine runs normally.
- A slight drop in fuel economy that the driver notices over several tanks of gas.
- Occasional hesitation or a mild stumble during light acceleration when the engine is cold.
- A faint sulfur or rotten-egg smell from the exhaust if the slow sensor is letting the mixture drift rich.
- Failed state emissions inspection once the check engine light is commanded on.
- In some cases a rough idle that comes and goes with engine temperature.

Common causes, most likely first

- An aged or contaminated upstream oxygen sensor that responds sluggishly to mixture changes.
- Exhaust leaks ahead of the sensor, such as a cracked manifold or failed gasket, letting outside air skew the reading.
- A lazy sensor caused by coolant or oil contamination from an internal engine leak.
- Wiring or connector problems at the sensor, including chafed harness, corrosion, or a poor ground.
- A restricted or failing catalytic converter that changes the exhaust pulse the sensor sees.
- An intake vacuum leak or unmetered air that keeps the mixture moving and masks the sensor's response.
- A PCM calibration issue or low system voltage affecting the monitor's pass criteria.



How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data to confirm P1195 is the only code and note the conditions when it set.
- 2 Inspect the bank 1 sensor 1 wiring and connector for chafing, corrosion, or loose pins, and check the sensor ground circuit.
- 3 Smoke-test the exhaust system ahead of the sensor and repair any leak at the manifold, gasket, or downpipe.
- 4 Graph the upstream oxygen sensor on a scan tool and watch its cross counts and response time to a throttle snap.
- 5 Compare the bank 1 sensor 1 signal against bank 2 sensor 1 if equipped, or against a known-good sensor, to confirm laziness.
- 6 Check for intake vacuum leaks and verify fuel trim numbers are not skewed by unmetered air before condemning the sensor.
- 7 Replace the upstream oxygen sensor only after the above checks pass, then clear codes and complete a catalyst monitor drive cycle.

Why a lazy O2 sensor fools good technicians

- A sensor can pass a heater circuit test and still be flagged by P1195, because this code is about response speed during the catalyst monitor, not heater performance.
- Exhaust leaks upstream of the sensor are a common miss; a pinhole leak pulls in outside oxygen and makes a healthy sensor look slow on the scan tool.
- Technicians sometimes replace the catalytic converter first, but P1195 points at the upstream sensor's switching rate, so the converter is usually the victim, not the cause.
- Coolant or oil contamination from a failing head gasket can coat the sensor tip and slow its response without setting a heater code.
- A weak battery or charging system can cause the PCM to abort or misjudge the monitor, so check system voltage before chasing the sensor.

Can I keep driving with P1195?

You can keep driving with P1195 because the engine still runs on a usable signal, but avoid long-term neglect since a lazy sensor can gradually richen the mixture and shorten catalytic converter life. Have the exhaust and sensor circuit checked before your next emissions test.

Tools that help

- OBD-II scan tool with live data graphing capability
- Digital multimeter for circuit and voltage checks
- Exhaust smoke machine for leak detection
- Oxygen sensor socket and ratchet
- Vacuum gauge for intake leak testing



Reading P1195

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

Often seen with

P0133 O2 Sensor Circuit Slow Response (Bank 1 Sensor 1) · **P0134** O2 Sensor Circuit No Activity (Bank 1 Sensor 1) · **P0171** System Too Lean (Bank 1) · **P0300** Random/Multiple Cylinder Misfire Detected · **P0420** Catalyst System Efficiency Below Threshold (Bank 1)

See it working

Watch the animated explainer [How a MAF Sensor Works: Hot-Wire Airflow Explained](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/gm-p1195/>

