

GENERIC · POWERTRAIN

P014A

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P014A

O2 Sensor Delayed Response - Rich to Lean Bank 2 Sensor 2

P014A indicates that the downstream oxygen sensor on bank 2 (the side of the engine that does not contain cylinder 1) is responding too slowly when the air-fuel mixture changes from rich to lean. The engine computer commands a rich-to-lean transition and measures how quickly the sensor voltage drops; if the response time exceeds a calibrated threshold, the code is stored.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Low

FIX DIFFICULTY

Intermediate

AREA

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 over time as the system runs less efficiently
- Occasional rough idle or hesitation during acceleration in some cases
- Failed emissions inspection due to the stored trouble code
- In rare instances, a sulfur or rotten-egg smell from the exhaust if the sensor is contaminated

Common causes, most likely first

- 1 Aged or contaminated downstream oxygen sensor (bank 2 sensor 2) that responds sluggishly
- 2 Exhaust leaks upstream of the sensor, allowing outside air to dilute the sample and slow the response
- 3 Wiring damage or corrosion in the sensor circuit, including chafed wires or poor connector pins
- 4 A failing catalytic converter that is not switching the exhaust chemistry as expected, indirectly affecting sensor response
- 5 Engine vacuum leaks or unmetered air entering the intake, altering the mixture and confusing the sensor's feedback
- 6 Fuel system issues such as a weak fuel pump or clogged injectors that cause inconsistent mixture control
- 7 Use of leaded fuel or silicone-based sealants that contaminate the sensor element and slow its reaction



How to diagnose and fix it

- 1 Perform a visual inspection of the bank 2 sensor 2 wiring and connector for damage, corrosion, or loose pins
- 2 Check for exhaust leaks between the engine and the sensor using a smoke machine or by listening for ticking sounds
- 3 Use a scan tool to view live data for the downstream oxygen sensor and compare its switching speed to the upstream sensor
- 4 Test the sensor's heater circuit and signal voltage with a multimeter to confirm it is sluggish rather than completely dead
- 5 Inspect for vacuum leaks and verify fuel trim values to rule out mixture problems before replacing the sensor
- 6 Replace the bank 2 sensor 2 oxygen sensor if it is confirmed slow or contaminated, using the correct sensor type for the application
- 7 Clear the codes and perform a drive cycle to verify the repair and ensure the monitor completes

What a slow downstream sensor really tells you

- A downstream oxygen sensor that responds slowly is often a symptom of a failing catalytic converter rather than a faulty sensor, so always compare upstream and downstream switching activity before condemning the sensor.
- Exhaust leaks upstream of the sensor are a commonly missed cause because they introduce oxygen that makes the sensor appear slow or lazy, and the leak may be small enough to be inaudible.
- Some vehicles use a wide-range or air-fuel ratio sensor at bank 2 sensor 2, and its response characteristics differ from a traditional narrow-band sensor, so testing procedures must match the sensor type.
- The code can set intermittently due to poor electrical connections that only act up under certain conditions like vibration or temperature changes, so wiggle-testing the harness is a valuable step.
- Replacing the sensor without addressing underlying mixture problems or exhaust leaks often leads to the code returning, so a thorough diagnosis of the entire system is essential.

Can I keep driving with P014A?

The vehicle is generally safe to drive with P014A because the fault affects emissions monitoring rather than immediate engine operation, but avoid ignoring it for long periods as it can mask a developing catalytic converter issue. Have the system diagnosed soon to prevent potential worsening of fuel economy or emissions.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Smoke machine for exhaust leak detection
- Socket set and oxygen sensor wrench
- Wiring diagram for the specific vehicle



Reading P014A

- P** Powertrain: engine, transmission and emissions.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 1** Fuel and air metering.
- 4A** The exact fault within that area.

Often seen with

P013A O2 Sensor Slow Response - Rich to Lean Bank 1 Sensor 2 · **P013B** O2 Sensor Slow Response - Lean to Rich Bank 1 Sensor 2 · **P014B** O2 Sensor Delayed Response - Lean to Rich Bank 2 Sensor 2 · **P0420** Catalyst System Efficiency Below Threshold (Bank 1) · **P0430** Catalyst System Efficiency Below Threshold (Bank 2)

See it working

Watch the animated explainer [How Coil-on-Plug Ignition Works: Coil and Spark Plug](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p014a/>

