



P043C

Catalyst Temperature Sensor Circuit Low Bank 2 Sensor 2

P043C means the engine computer has detected a low signal voltage from the catalyst temperature sensor located after the bank 2 catalytic converter. The sensor's output is lower than the expected range for the current operating conditions, indicating an open circuit, short to ground, or a sensor that has failed.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Intermediate	Auxiliary emission controls

Symptoms you may notice

- Illumination of the check engine light, often with no other symptoms
- Reduced engine performance or power in some cases
- Slightly lower fuel economy if the computer enters a default strategy
- In rare cases, a noticeable sulfur or rotten egg smell from the exhaust
- No drivability complaints at all on many vehicles

Common causes, most likely first

- 1 Failed catalyst temperature sensor (bank 2 sensor 2)
- 2 Open or shorted wiring in the sensor circuit
- 3 Corroded or loose electrical connector at the sensor
- 4 Damaged sensor pigtail or harness near the exhaust
- 5 Poor ground connection for the sensor circuit
- 6 Faulty engine control module (ECM) driver circuit, though uncommon

How to diagnose and fix it

- 1 Inspect the sensor connector and wiring for damage, corrosion, or looseness
- 2 Measure sensor resistance and compare to the manufacturer's specification
- 3 Check for reference voltage and ground at the sensor connector with the key on
- 4 Perform a voltage drop test on the ground circuit to rule out high resistance
- 5 Replace the catalyst temperature sensor if it fails electrical tests
- 6 Repair or replace damaged wiring and clear the code
- 7 Verify the repair by completing a drive cycle and confirming the code does not return



What a low catalyst sensor signal really means

- A low signal code often results from a sensor that has drifted out of range rather than a completely dead sensor, so resistance testing at operating temperature is critical.
- Exhaust leaks upstream of the sensor can cause temperature fluctuations that mimic a low signal, so inspect the exhaust system before condemning the sensor.
- The catalyst temperature sensor is used to protect the converter from overheating, and a false low reading may cause the computer to alter fuel control, affecting emissions.
- On some vehicles, a low signal from this sensor can be caused by a short to ground in the wiring harness where it rubs against the chassis or exhaust shield.
- Do not replace the catalytic converter based on this code alone; the sensor circuit is the primary suspect and should be ruled out first.

Can I keep driving with P043C?

You can generally continue driving with this code, but avoid heavy loads and sustained high speeds until it is repaired, as the computer may not properly protect the catalytic converter from overheating. Have the fault diagnosed soon to prevent potential emissions system damage.

Tools that help

- OBD-II scanner
- Digital multimeter
- Jack and jack stands or ramps
- Basic hand tools
- Wiring diagram for the vehicle

Reading P043C

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
4	Auxiliary emission controls.
3C	The exact fault within that area.

Often seen with

P0420 Catalyst System Efficiency Below Threshold (Bank 1) · **P0421** Warm Up Catalyst Efficiency Below Threshold (Bank 1) · **P0430** Catalyst System Efficiency Below Threshold (Bank 2) · **P043D** Catalyst Temperature Sensor Circuit High Bank 2 Sensor 2 · **P043E** EVAP System Leak Detection Reference Orifice Low Flow



See it working

Watch the animated explainer [How a Car Thermostat Works: Wax Pellet and Cooling Fan](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p043c/>

