

GENERIC · POWERTRAIN

P200D

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P200D

Particulate Filter Over Temperature (Bank 2)

P200D indicates that the powertrain control module has detected an excessively high temperature in the bank 2 particulate filter, which is part of the diesel or gasoline particulate filter system on that cylinder bank. The computer compares readings from the filter's temperature sensors against a calibrated threshold and sets this code when the filter temperature exceeds the safe limit, typically due to excessive soot accumulation or a faulty regeneration event.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

High

FIX DIFFICULTY

Professional

AREA

Fuel and air metering and auxiliary emission controls

Symptoms you may notice

- Illuminated check engine light, often accompanied by a message to service the emissions system
- Reduced engine power or limp mode as the computer protects the filter from damage
- A burning or hot metal smell from the exhaust after driving
- Visible smoke or unusual exhaust odor during regeneration attempts
- Frequent or interrupted active regenerations that fail to complete
- Often no symptoms besides the warning light in early stages

Common causes, most likely first

- 1 Excessive soot loading in the particulate filter due to prolonged short-trip driving or a failed regeneration strategy
- 2 Faulty exhaust gas temperature sensor on bank 2 providing inaccurate high readings
- 3 Stuck-open or leaking fuel injector on bank 2 causing unburned fuel to overheat the filter during regeneration
- 4 Restricted or damaged particulate filter substrate creating hot spots
- 5 Malfunctioning differential pressure sensor or mass air flow sensor skewing regeneration calculations
- 6 Engine misfire or excessive oil consumption adding hydrocarbons to the filter
- 7 Software calibration issue in the powertrain control module affecting regeneration timing



How to diagnose and fix it

- 1 Connect a scan tool and retrieve all stored codes, freeze-frame data, and particulate filter temperature readings to confirm the over-temperature event
- 2 Visually inspect the bank 2 exhaust system for leaks, damaged sensors, and restricted filter housing
- 3 Compare bank 2 temperature sensor readings with bank 1 and with a known-good infrared thermometer during a controlled regeneration
- 4 Check for pending misfire codes, injector balance, and fuel trim data on bank 2 to rule out unburned fuel reaching the filter
- 5 Perform a forced regeneration only if the filter loading is within safe limits and the temperature sensors are verified accurate
- 6 If the filter is severely loaded or damaged, remove and clean or replace the particulate filter according to manufacturer procedures
- 7 After repairs, clear codes and complete a drive cycle to verify the regeneration strategy operates within normal temperature limits

Why bank 2 filters overheat without warning

- A failed regeneration that leaves excessive soot in the filter is the most common root cause, yet many technicians replace temperature sensors first and never address the underlying loading issue.
- Bank 2-specific over-temperature often traces to a single leaking injector on that bank, which introduces extra fuel that burns in the filter during regeneration and pushes temperatures beyond limits.
- The code can be set by a plausible but false high reading from a degraded temperature sensor, so comparing sensor output against actual exhaust temperature with an infrared thermometer is essential before condemning the filter.
- Short-trip driving patterns that prevent passive regeneration are a frequent contributor, and the code may return repeatedly until driving habits or the regeneration strategy is adjusted.
- A restricted particulate filter can create localized hot spots that the temperature sensor detects even when overall soot loading appears normal on a scan tool.

Can I keep driving with P200D?

Do not continue driving under load or at high speed because the filter temperature may already be near damaging levels and a sudden regeneration attempt could cause a fire risk or complete filter failure. Limit driving to a slow, direct trip to a repair facility and avoid heavy acceleration or towing.



Tools that help

- OBD-II scan tool with live data and bidirectional regeneration control
- Infrared thermometer
- Digital multimeter
- Exhaust backpressure gauge
- Fuel injector balance tester

Reading P200D

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

Often seen with

P0300 Random/Multiple Cylinder Misfire Detected · **P200C** Particulate Filter Over Temperature (Bank 1) · **P200E** Catalyst System Over Temperature (Bank 1) · **P2458** DPF Regeneration Duration · **P2463** Diesel Particulate Filter Restriction - Soot Accumulation

See it working

Watch the animated explainer [Car Won't Start? Step-by-Step No-Start Diagnosis](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p200d/>

