

GENERIC · POWERTRAIN

P2575

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2575

Direct Ozone Reduction Catalyst Deterioration Sensor Circuit High

P2575 indicates that the powertrain control module has detected an abnormally high voltage on the signal circuit of the direct ozone reduction catalyst deterioration sensor, which is used to monitor the catalyst's ability to reduce ozone. The sensor circuit is typically a low-voltage reference and signal return, so a high-voltage reading means the PCM sees a short to voltage, an open ground, or a sensor that has failed in a way that drives the signal high.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Low

FIX DIFFICULTY

Intermediate

AREA

Vehicle speed, idle control and auxiliary inputs

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Slightly reduced fuel economy if the PCM enters a default strategy for the ozone reduction system
- In rare cases, a message in the driver information center about an emissions system fault
- No change in engine performance or drivability, because the ozone reduction catalyst is an emissions-only system
- Intermittent warning light if the high-voltage condition is caused by a loose connector or chafed wire

Common causes, most likely first

- 1 Open or high-resistance ground circuit at the ozone reduction catalyst deterioration sensor
- 2 Short to voltage on the sensor signal circuit, often from chafed insulation against a nearby power wire
- 3 Failed ozone reduction catalyst deterioration sensor internally shorted to its supply voltage
- 4 Corroded or loose electrical connector at the sensor or at the PCM
- 5 PCM internal fault driving the signal circuit reference voltage too high
- 6 Aftermarket or incorrect sensor installed that does not match the OEM voltage characteristics



How to diagnose and fix it

- 1 Connect a scan tool and record the freeze-frame data and sensor voltage reading to confirm the high-voltage condition
- 2 Visually inspect the sensor connector and wiring for corrosion, loose pins, or chafed insulation, and repair as needed
- 3 Measure resistance of the sensor ground circuit from the sensor connector to the PCM ground pin to check for an open ground
- 4 With the key on and sensor disconnected, measure voltage on the signal circuit at the sensor harness connector to check for a short to voltage
- 5 Check the sensor's internal resistance or voltage output against the manufacturer's specification, and replace the sensor if it is out of range
- 6 Clear the diagnostic trouble codes and perform a road test to verify the repair and confirm the code does not return
- 7 If all external circuits and the sensor test good, follow the manufacturer's diagnostic flow for a possible PCM fault before replacing the PCM

What the ozone sensor code really means

- A high-voltage code on this sensor is more often a wiring or ground problem than a failed sensor, so resistance and voltage-drop tests on the ground circuit should come before parts replacement.
- The direct ozone reduction catalyst deterioration sensor is not the same as a downstream oxygen sensor, and testing it with oxygen-sensor procedures will give misleading results.
- Because the ozone reduction system has no effect on engine performance, many vehicles with P2575 drive normally and the only clue is the warning light, which leads owners to postpone diagnosis until an emissions test fails.
- A weak or corroded ground connection at the catalyst mounting point can elevate the signal voltage without any visible damage to the sensor itself.
- Some scan tools show this sensor's voltage in a live data stream that updates slowly, so a single snapshot can miss an intermittent short that only appears when the harness is flexed.

Can I keep driving with P2575?

The vehicle remains safe to drive because this fault affects only an emissions control system and does not alter engine operation, but you should avoid long delays in diagnosis if your area requires an emissions inspection. Have the circuit checked at the next convenient opportunity to prevent the warning light from masking a more serious fault.



Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter with voltage and resistance functions
- Back-probe kit or pin probes for connector testing
- Wiring diagram for the ozone reduction catalyst sensor circuit
- Basic hand tools for connector and harness access

Reading P2575

- 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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- 5** Vehicle speed, idle control and auxiliary inputs.
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- 75** The exact fault within that area.

Often seen with

P0136 O2 Sensor Circuit Malfunction (Bank 1 Sensor 2) · **P0420** Catalyst System Efficiency Below Threshold (Bank 1) · **P2574** Direct Ozone Reduction Catalyst Deterioration Sensor Circuit · **P2576** Direct Ozone Reduction Catalyst Deterioration Sensor Circuit · **P2577** Direct Ozone Reduction Catalyst Efficiency Below Threshold

See it working

Watch the animated explainer [How a Car Clutch Works: Diaphragm Clutch Cutaway](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p2575/>

