

GENERIC · POWERTRAIN

P2C36

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2C36

Crankcase Pressure Sensor B Circuit Intermittent/Erratic

P2C36 means the powertrain control module (PCM) has detected an intermittent or erratic signal from the crankcase pressure sensor B circuit, which monitors pressure inside the engine crankcase. The PCM compares the sensor voltage to expected values and flags the code when the signal drops out, spikes, or jumps erratically beyond a calibrated threshold.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Intermediate	Hybrid propulsion

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Rough idle or occasional stalling if crankcase pressure affects PCV system operation
- Oil leaks or oil mist around seals and gaskets due to abnormal crankcase pressure
- A whistling or hissing noise from the engine bay caused by a leaking or blocked crankcase ventilation path
- Poor fuel economy or increased emissions as the PCM adjusts fuel trim based on faulty pressure data
- Intermittent driveability complaints that come and go with temperature or vibration

Common causes, most likely first

- 1 Damaged, chafed, or corroded wiring in the crankcase pressure sensor B circuit
- 2 Loose or contaminated electrical connector at the sensor or PCM
- 3 Failing crankcase pressure sensor B itself, producing an erratic output
- 4 Blocked or restricted PCV (positive crankcase ventilation) hose or breather passage
- 5 Engine oil sludge or debris blocking the sensor port and causing false pressure readings
- 6 Internal engine wear or excessive blow-by that pushes crankcase pressure outside the sensor's expected range
- 7 PCM software glitch or intermittent internal fault in the pressure signal processing circuit



How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, then record freeze-frame data for P2C36 to see the conditions when it set
- 2 Visually inspect the crankcase pressure sensor B connector and wiring for chafing, corrosion, or loose pins, and repair as needed
- 3 Check the PCV hose, breather tube, and sensor port for blockage, sludge, or oil contamination, and clean or replace restricted parts
- 4 Back-probe the sensor signal and ground wires with a multimeter and wiggle-test the harness to catch intermittent opens or shorts
- 5 Compare live crankcase pressure sensor B data with a mechanical pressure gauge to confirm whether the sensor or the actual crankcase pressure is at fault
- 6 If wiring and PCV system are good, replace crankcase pressure sensor B with a known-good unit and clear the code
- 7 After repairs, clear codes and run a drive cycle that includes idle, steady cruise, and deceleration to verify the code does not return

What intermittent crankcase pressure codes hide

- A loose oil filler cap or dipstick that does not seal properly can create enough crankcase pressure variation to set an intermittent sensor code, and this is frequently overlooked during diagnosis.
- The sensor port itself often clogs with oil sludge on higher-mileage engines, so the sensor reads a false steady pressure while the actual crankcase pressure is normal, leading to unnecessary sensor replacement.
- Intermittent codes like P2C36 are commonly caused by a harness rubbed through near a sharp bracket or engine mount, and the fault only appears during certain vibration or torque conditions.
- A failing PCV valve that sticks open or closed can push crankcase pressure outside the expected range and trigger this code even when the sensor and wiring test perfectly.
- Do not assume the sensor is bad just because the code points to circuit B; the PCM may be reacting to a real mechanical pressure problem such as excessive blow-by from worn piston rings.

Can I keep driving with P2C36?

You can usually continue driving short distances at moderate speeds, but avoid heavy acceleration or towing until the fault is diagnosed because abnormal crankcase pressure can damage seals. If you notice oil leaks, smoke, or rough running, stop driving and have the vehicle inspected promptly.



Tools that help

- OBD-II scan tool with live data and freeze-frame capability
- Digital multimeter with back-probe pins
- Hand vacuum/pressure pump with gauge
- Mechanical crankcase pressure gauge
- Socket set and trim removal tools for sensor access
- Contact cleaner and dielectric grease

Reading P2C36

P	Powertrain: engine, transmission and emissions.
2	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
C	Hybrid propulsion.
36	The exact fault within that area.

Often seen with

P0521 Engine Oil Pressure Sensor/Switch Circuit Range/Performance · **P0522** Engine Oil Pressure Sensor/Switch Circuit Low Voltage · **P0523** Engine Oil Pressure Sensor/Switch Circuit High Voltage · **P2C35** Crankcase Pressure Sensor B Circuit High · **P2C37** Cold Start Engine Coolant Pump Performance

See it working

Watch the animated explainer [How Crank and Cam Position Sensors Work](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p2c36/>

