

GENERIC · POWERTRAIN

P2CEE

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2CEE

Particulate Filter Pressure Sensor D Circuit Intermittent/Erratic

P2CEE means the engine computer has detected an intermittent or erratic signal from the particulate filter pressure sensor D circuit, which is used to monitor the pressure drop across the diesel particulate filter. The computer expects a stable, predictable voltage or frequency from this sensor, but it is seeing sudden drops, spikes, or dropouts that do not match the actual filter condition.

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 or a specific particulate filter warning lamp.
- Often no symptoms besides the warning light, especially if the fault is intermittent.
- Reduced engine power or limp mode if the fault triggers a regeneration inhibit strategy.
- Poor fuel economy or more frequent active regenerations noticed by the driver.
- A message on the dash indicating the particulate filter is full or needs service.
- Rough running or hesitation if the erratic signal causes incorrect fueling or regeneration timing.

Common causes, most likely first

- 1 Damaged, chafed, or corroded wiring in the sensor D circuit, especially at connectors or where the harness passes near hot or moving components.
- 2 A failing particulate filter pressure sensor D itself, causing an erratic output.
- 3 Loose or poor electrical connections at the sensor or the engine control module (ECM).
- 4 Blocked or cracked pressure hoses or tubes leading to the sensor, causing intermittent pressure readings.
- 5 Water or oil intrusion into the sensor connector or sensor body.
- 6 Internal fault in the ECM driver circuit for the sensor (rare but possible).
- 7 Excessive vibration or heat damage affecting the sensor or its wiring.



How to diagnose and fix it

- 1 Perform a visual inspection of the sensor D, its wiring, and connectors for damage, corrosion, or loose pins.
- 2 Check the pressure hoses and tubes for blockages, cracks, or disconnections and clean or replace as needed.
- 3 Use a scan tool to monitor live data from the particulate filter pressure sensor D while wiggling the harness and connectors to identify intermittent faults.
- 4 Measure the sensor reference voltage and signal voltage with a multimeter and compare to manufacturer specifications.
- 5 Perform a resistance test on the sensor circuit wiring to check for opens or shorts.
- 6 If the sensor is faulty, replace it and clear the codes, then verify the repair with a test drive and live data review.
- 7 If the wiring and sensor check out, diagnose the ECM and its connections as the last step.

Intermittent faults often hide in the harness

- A common oversight is replacing the pressure sensor when the real problem is a chafed wire that only shorts when the engine moves under load.
- The code can be set by a clogged or cracked pressure hose that causes erratic readings, so always inspect the hoses before condemning the sensor.
- Intermittent electrical faults may not appear during a static test; a road test with live data logging is often necessary to catch the glitch.
- This code does not always mean the particulate filter itself is failing; it specifically points to the sensor D circuit, so avoid unnecessary filter replacement.
- Related systems such as the exhaust gas recirculation (EGR) or turbocharger can affect pressure readings, but P2CEE is strictly an electrical circuit fault, not a performance code.

Can I keep driving with P2CEE?

You can usually continue driving with this code, but avoid heavy loads or long trips until it is diagnosed, because an erratic sensor can prevent proper particulate filter regeneration and lead to a more expensive filter replacement. If the engine enters limp mode or you notice severe power loss, seek service promptly.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Wiring diagram for the specific vehicle
- Basic hand tools for trim and connector removal
- Vacuum/pressure gauge or smoke machine for hose testing



Reading P2CEE

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

Often seen with

P2002 Particulate Trap Efficiency Below Threshold (Bank 1) · **P2453** Diesel Particulate Filter Pressure Sensor Circuit Range/Perf · **P2CEB** Particulate Filter Pressure Sensor D Range/Performance · **P2CEC** Particulate Filter Pressure Sensor D Circuit Low · **P2CED** Particulate Filter Pressure Sensor D Circuit High

See it working

Watch the animated explainer [How a Jet Engine Works: Two-Spool Turbofan](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p2cee/>

