

GENERIC · POWERTRAIN

P2E55

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2E55

Exhaust Pressure Sensor C Circuit Range/Performance

P2E55 means the powertrain control module (PCM) has detected that the exhaust pressure sensor C circuit is reporting a signal outside the expected range or behaving erratically during key-on or running tests. The PCM compares the sensor's voltage to a calculated model and flags a performance fault when the signal does not track exhaust pressure as expected.

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
- Reduced engine power or limp mode in some vehicles
- Poor fuel economy or rough running under load
- Intermittent hesitation or stumble during acceleration
- Failed emissions test due to incomplete monitors
- Possible black smoke or excessive exhaust odor in severe cases

Common causes, most likely first

- 1 Faulty exhaust pressure sensor C
- 2 Damaged or corroded wiring or connector at the sensor
- 3 Clogged or restricted exhaust pressure sensor tube or port
- 4 Exhaust leaks upstream of the sensor
- 5 PCM software issue or internal fault
- 6 Aftermarket or incorrect sensor installed
- 7 Extreme carbon buildup in the exhaust system affecting pressure readings



How to diagnose and fix it

- 1 Connect a scan tool and record freeze-frame data and live sensor voltage to confirm the fault
- 2 Visually inspect the sensor, connector, and wiring for damage, corrosion, or loose pins
- 3 Check the sensor tube or port for blockage and clean it if restricted
- 4 Perform a key-on engine-off voltage check at the sensor connector and compare to specification
- 5 Test the sensor with a known pressure source or compare its reading to a mechanical gauge
- 6 Inspect for exhaust leaks upstream of the sensor using a smoke machine or visual check
- 7 If all checks pass, reprogram the PCM or replace the sensor as needed

What the exhaust pressure sensor C code hides

- A clogged sensor tube is a frequent cause that mimics a failed sensor, so always check the tube before replacing parts.
- Exhaust leaks upstream of the sensor can cause erratic readings that set this code without any sensor fault.
- Some vehicles require a PCM relearn or software update after sensor replacement to prevent repeat codes.
- The code can be set by a momentary glitch during key-on, so clearing it and test-driving may confirm if it is a hard fault.
- Aftermarket sensors often have different voltage curves and can trigger this code even when new.

Can I keep driving with P2E55?

You can usually drive with this code, but avoid heavy acceleration or towing until it is diagnosed, as the PCM may be using inaccurate pressure data for fuel and emissions control. If the engine enters limp mode or runs poorly, seek service promptly.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Hand vacuum/pressure pump
- Smoke machine for exhaust leak detection
- Basic hand tools and wire probe set

Reading P2E55

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



Often seen with

P0471 Exhaust Pressure Sensor Range/Performance · **P0472** Exhaust Pressure Sensor Low · **P0473** Exhaust Pressure Sensor High · **P2E54** Exhaust Pressure Sensor C Circuit · **P2E56** Exhaust Pressure Sensor C Circuit Low

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/p2e55/>

