

CHRYSLER · POWERTRAIN

P1119

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1119 · Chrysler

ECT Signal Out Of Range With TFT Sensor

P1119 on Chrysler vehicles means the powertrain control module (PCM) has detected an implausible relationship between the engine coolant temperature (ECT) sensor signal and the transmission fluid temperature (TFT) sensor signal. The PCM expects both sensors to read within a calibrated range of each other after a cold start, and this code sets when the ECT reading is out of range compared to the TFT reading.

SYSTEM

Powertrain

CODE TYPE

Chrysler specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Fuel and air
metering

Symptoms you may notice

- Illuminated check engine light, often with no other noticeable symptoms
- Poor fuel economy or rough running when the engine is cold
- Transmission may shift harshly or stay in a lower gear longer than normal
- Erratic temperature gauge readings on the dashboard
- Cooling fan may run constantly or not at all
- In rare cases, the engine may be hard to start or stall when cold

Common causes, most likely first

- 1 Faulty engine coolant temperature (ECT) sensor
- 2 Faulty transmission fluid temperature (TFT) sensor
- 3 Wiring damage or corrosion in the ECT or TFT sensor circuits
- 4 Poor electrical connection at the ECT or TFT sensor connector
- 5 Failed thermostat stuck open or closed, causing ECT to read outside expected range
- 6 Low or contaminated transmission fluid affecting TFT sensor accuracy
- 7 PCM internal fault (rare)



How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, and record freeze-frame data for P1119
- 2 Use a scan tool to compare live ECT and TFT readings after an overnight cold soak; they should be within a few degrees of each other
- 3 Visually inspect the ECT and TFT sensor connectors and wiring for corrosion, chafing, or loose pins
- 4 Check the thermostat operation by monitoring ECT during warm-up; replace if it does not reach and hold normal operating temperature
- 5 Test the ECT sensor resistance with a multimeter and compare to the manufacturer's temperature-resistance chart
- 6 Test the TFT sensor resistance (if externally accessible) or check transmission fluid level and condition
- 7 Repair or replace faulty sensors or wiring as needed, clear codes, and verify the repair with a test drive

Why the ECT and TFT sensors must agree

- A stuck-open thermostat is a common cause that many technicians overlook; it makes the ECT sensor read cold long after the engine should be warm, which conflicts with the TFT sensor and sets P1119.
- The TFT sensor is often integrated into the transmission solenoid pack or valve body, so a faulty TFT sensor may require replacing the entire assembly rather than just the sensor.
- Corroded or chafed wiring near the transmission bell housing or exhaust manifold can cause intermittent signal dropouts that set P1119 without any hard sensor failure.
- This code does not always mean a sensor has failed; low transmission fluid or a recent transmission service with air in the system can cause temporary TFT reading errors.
- On some Chrysler models, a weak battery or charging system issue can cause voltage drops that affect sensor readings and trigger P1119 as a secondary code.

Can I keep driving with P1119?

You can usually drive the vehicle short distances to a repair shop, but avoid heavy loads or long trips until the fault is diagnosed. Prolonged driving with P1119 can lead to poor fuel economy, increased emissions, and potential transmission shift issues.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Infrared thermometer
- Basic hand tools (socket set, screwdrivers)
- Wiring diagram for the specific Chrysler model



Reading P1119

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (Chrysler): its meaning depends on the make.
- 1** Fuel and air metering.
- 19** The exact fault within that area.

Often seen with

P0115 Engine Coolant Temperature Circuit Malfunction · **P0116** Engine Coolant Temperature Circuit Range/Performance · **P0117** Engine Coolant Temperature Circuit Low Input · **P0118** Engine Coolant Temperature Circuit High Input · **P0710** Transmission Fluid Temperature Sensor Circuit Malfunction

See it working

Watch the animated explainer [How a Turbocharger Works, Step by Step](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1119/>

