

CHRYSLER · POWERTRAIN

P1122

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1122 · Chrysler

TP Sensor Circuit Intermittent Low Voltage

P1122 on a Chrysler vehicle means the powertrain control module (PCM) has detected an intermittent low-voltage condition on the Throttle Position (TP) sensor circuit. The PCM monitors the TP sensor signal and sees it momentarily drop below the expected minimum voltage, often during a specific driving condition such as acceleration or idle. This intermittent glitch can cause drivability issues and may trigger the check engine light.

SYSTEM

Powertrain

CODE TYPE

Chrysler specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Fuel and air
metering

Symptoms you may notice

- Check engine light illuminated, often with no other noticeable symptoms
- Intermittent hesitation or stumble during acceleration
- Unstable or fluctuating idle speed
- Brief loss of power or surging while cruising
- Transmission may shift erratically or feel like it is slipping due to incorrect throttle input

Common causes, most likely first

- 1 Worn or dirty throttle position sensor internal contacts causing intermittent signal dropouts
- 2 Corroded, loose, or damaged electrical connector at the TP sensor
- 3 Chafed or broken wires in the TP sensor circuit, especially near the throttle body or harness bends
- 4 Poor ground connection for the TP sensor or PCM
- 5 Failed TP sensor (complete or partial failure)
- 6 PCM internal fault (rare, but possible after other causes are ruled out)

How to diagnose and fix it

- 1 Inspect the TP sensor connector and wiring for corrosion, looseness, or damage; clean and repair as needed
- 2 Check the TP sensor ground circuit for excessive resistance and repair any poor ground
- 3 Backprobe the TP sensor signal wire and monitor voltage with a scan tool or multimeter while wiggling the harness to catch intermittent drops
- 4 Perform a throttle position sensor sweep test with a scan tool to verify smooth voltage change through the entire range
- 5 Replace the TP sensor if it shows dead spots or intermittent voltage drops during the sweep test
- 6 If the sensor and wiring are good, check for PCM software updates or a faulty PCM as a last resort



Intermittent TP Sensor Faults Are Tricky

- A dirty throttle body or carbon buildup can cause the TP sensor to report erratic voltages, mimicking a sensor failure; cleaning the throttle body often resolves the issue.
- Intermittent low voltage can be caused by a poor ground at the throttle body or engine block, not just the sensor itself; always verify ground integrity before replacing parts.
- The TP sensor signal can be affected by a failing accelerator pedal position sensor on drive-by-wire systems, so check both if the code persists.
- A scan tool with graphing capability is essential to catch the intermittent glitch; a simple code reader may not show the momentary voltage drop.
- Replacing the TP sensor without addressing worn throttle shaft bushings can lead to a repeat failure, as the shaft play can damage the new sensor.

Can I keep driving with P1122?

You can usually drive the vehicle with this code, but be prepared for occasional hesitation or stalling, especially during acceleration. Avoid aggressive driving or towing until the fault is repaired, as the intermittent signal can cause unpredictable engine behavior.

Tools that help

- OBD-II scan tool with live data and graphing capability
- Digital multimeter
- Wire piercing probes or backprobe pins
- Throttle body cleaner and shop rags
- Basic hand tools (screwdrivers, sockets, wrenches)

Reading P1122

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



Often seen with

P1123 Long Term Fuel Trim Add Air Bank 1 System Too Rich · **P1121** Oxygen Sensor Heater Circuit Bank 2 Sensor 2 Short To Ground · **P1121** Accelerator Pedal Position Sensor Range Performance Problem · **P1121** Neutral Position Switch Circuit Low Input AT Vehicles · **P1121** Throttle Position Lower Than Expected · **P1121** Throttle Position Sensor Signal Not Consistent With Mass Air · **P1123** Throttle Position Stuck Open · **P1123** Long Term Fuel Trim Adaptive Air System Low · **P1121** Pedal Position Sensor A Circuit Range Performance · **P1123** Pedal Position Sensor A Circuit High Input · **P1121** Throttle Position Lower Than Expected · **P1121** Throttle Position Sensor Out of Range · **P1121** Throttle Position Sensor Inconsistent with Mass Air Flow Sen · **P1123** Throttle Position Sensor In Range But Higher Than Expected · **P1121** TP Sensor Circuit Intermittent High Voltage · **P1121** Pedal Position Sensor 1 Range Performance Problem · **P1123** Pedal Position Sensor 1 High Input · **P0121** Throttle Position Sensor A Circuit Range/Performance · **P0123** Throttle Position Sensor A Circuit High Input · **P0122** Throttle Position Sensor A Circuit Low Input

See it working

Watch the animated explainer [How an Automatic Transmission Works, Gear by Gear](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1122/>

