

CHRYSLER · POWERTRAIN

P1125

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1125 · Chrysler

Accelerator Pedal Position (APP) System

P1125 on Chrysler vehicles indicates that the Powertrain Control Module (PCM) has detected a fault within the Accelerator Pedal Position (APP) system, which translates the driver's pedal input into an electrical signal for throttle control. The computer monitors two or more APP sensor circuits for plausible and correlating voltages, and this code sets when the signals fall outside expected ranges or disagree with each other.

SYSTEM

Powertrain

CODE TYPE

Chrysler specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

**Fuel and air
metering**

Symptoms you may notice

- The electronic throttle control (ETC) warning light or check engine light illuminates on the dashboard.
- The engine may enter limp mode, limiting speed to a low threshold such as idle or 1,500 RPM.
- The accelerator pedal may feel unresponsive or require excessive travel to accelerate.
- Intermittent loss of power or surging may occur as the APP signal fluctuates.
- Often no symptoms besides the warning light, especially if the fault is stored but not currently active.

Common causes, most likely first

- 1 Faulty accelerator pedal position sensor assembly, including worn internal potentiometers or hall-effect sensors.
- 2 Corroded, loose, or damaged electrical connectors at the APP sensor or PCM.
- 3 Wiring harness damage such as chafed wires, open circuits, or shorts to ground or voltage in the APP signal circuits.
- 4 PCM internal fault or software issue misinterpreting APP signals.
- 5 Poor ground connection for the APP sensor or PCM, causing reference voltage instability.
- 6 Aftermarket electronic throttle controllers or pedal modifiers interfering with APP signals.



How to diagnose and fix it

- 1 Inspect the APP sensor connector and wiring for corrosion, loose pins, or physical damage, and clean or repair as needed.
- 2 Check for technical service bulletins (TSBs) or software updates for the PCM related to APP system faults.
- 3 Use a scan tool to view live APP sensor voltage data from each circuit and compare readings through the full pedal travel to identify dead spots or irrational values.
- 4 Perform a voltage drop test on the APP sensor ground and reference circuits to rule out high resistance.
- 5 If live data confirms erratic or non-correlating APP signals, replace the accelerator pedal assembly with a quality OEM part.
- 6 After repair, clear the codes and perform a throttle relearn or idle relearn procedure as required by the vehicle.
- 7 Verify the repair by test-driving and confirming no pending or stored codes return.

APP Sensor Diagnostics Before Replacement

- A common misdiagnosis is replacing the APP sensor when the real problem is a chafed wire in the harness near the pedal or under the dash, so always perform a wiggle test while watching live data.
- The PCM compares two APP sensor signals that should mirror each other; a single erratic signal often points to a poor connection rather than a failed pedal assembly.
- Aftermarket floor mats or debris can physically obstruct the pedal and cause intermittent APP codes, so check for interference before condemning electrical parts.
- Low battery voltage or a weak charging system can cause the PCM to set APP codes due to unstable reference voltage, so verify battery and charging system health first.
- Some Chrysler vehicles require a relearn procedure after APP sensor replacement, and skipping it can leave the vehicle in limp mode even with a good part.

Can I keep driving with P1125?

If the vehicle is in limp mode or the pedal response is unpredictable, avoid driving until diagnosed because sudden loss of power can be dangerous. If the light is on but the car drives normally, you may drive cautiously to a repair shop, but do not ignore the warning.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Wiring diagram for the specific Chrysler model
- Basic hand tools for trim and connector removal
- Test light or jumper wires for circuit testing



Reading P1125

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

Often seen with

P1126 Long Term Fuel Trim Add Air Bank 2 System Too Lean · **P1128** Long Term Fuel Trim Bank 1 System Too Lean · **P1127** Long Term Fuel Trim Bank 1 System Too Rich · **P1126** Magnetic Clutch Circuit · **P1127** ETCS Actuator Power Source Circuit · **P1128** Throttle Control Motor Lock · **P1126** Thermostat Function · **P1128** MAP Lower Than Expected · **P1127** HO2S Bank 1 Sensor 2 Heater Not On During Key On Engine Runn · **P1126** Throttle Position Narrow Range Sensor Circuit · **P1128** HO2S Bank 1 Sensor 1 Signals Swapped In Key On Engine Runnin · **P1127** Long Term Fuel Trim Multiplicative Air System Low · **P1128** Long Term Fuel Trim Multiplicative Air System High · **P1128** MAP Lower Than Expected · **P1128** Upstream Heated Oxygen Sensor Signals Reversed · **P1127** Exhaust Not Warm Enough Downstream O2 Sensor Not Tested · **P2135** Throttle/Pedal Position Sensor A/B Voltage Correlation · **P2138** Throttle/Pedal Position Sensor D/E Voltage Correlation

See it working

Watch the animated explainer [Readiness Monitors and the OBD-II Drive Cycle](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1125/>

