

CHRYSLER · POWERTRAIN

P1132

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1132 · Chrysler

HO2S Circuit Low Variance Bank 2 Sensor 1

P1132 on a Chrysler vehicle means the powertrain control module (PCM) has detected that the upstream oxygen sensor on bank 2 (the side of the engine that does not contain cylinder 1) is reporting a signal that varies too little over time, indicating a lazy or stuck sensor. The PCM compares the sensor's voltage switching activity against expected values and flags the code when the variance falls below the calibrated threshold.

SYSTEM

Powertrain

CODE TYPE

Chrysler specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Fuel and air metering

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- A slight decrease in fuel economy as the PCM defaults to a richer fuel mixture
- Occasional rough idle or hesitation during acceleration if the sensor is completely stuck
- Failed emissions test due to increased hydrocarbon or carbon monoxide output
- In rare cases, a sulfur or rotten-egg smell from the exhaust if the mixture stays rich

Common causes, most likely first

- 1 Aged or contaminated bank 2 upstream oxygen sensor that no longer switches rapidly
- 2 Exhaust leaks upstream of the sensor allowing outside air to affect the reading
- 3 Wiring damage or corrosion in the sensor circuit, such as a chafed wire or poor connector pin tension
- 4 A failing PCM driver circuit for the oxygen sensor heater or signal return
- 5 Engine oil or coolant contamination from an internal engine leak fouling the sensor element
- 6 Use of leaded fuel or silicone-based sealants that poison the sensor
- 7 A restricted exhaust or catalytic converter issue that alters the sensor's operating environment



How to diagnose and fix it

- 1 Connect a scan tool and verify the code is current, then check bank 2 upstream oxygen sensor voltage activity in live data to confirm the low variance
- 2 Inspect the sensor wiring and connector for chafing, corrosion, or loose pins, and repair as needed
- 3 Perform a smoke test on the exhaust system upstream of the sensor to rule out leaks
- 4 Check the sensor heater circuit resistance and compare it to specifications to rule out a failed heater
- 5 Replace the bank 2 upstream oxygen sensor with a quality direct-fit unit if the signal remains lazy after circuit checks
- 6 Clear the codes and perform a road test to confirm the sensor now switches rapidly and the code does not return
- 7 If the code persists, diagnose the PCM and its driver circuit for the oxygen sensor signal

Why a lazy oxygen sensor fools many technicians

- A sensor can produce a plausible-looking voltage on a scan tool yet still fail the variance test because the PCM samples switching frequency over a long drive cycle, so a quick snapshot may miss the fault.
- Exhaust leaks between the cylinder head and the sensor are a common cause of low variance that is misdiagnosed as a bad sensor, because the leak pulls in outside oxygen and dampens the signal.
- Chrysler PCMs on some models require a specific drive pattern to run the oxygen sensor monitor, so the code may not set until the vehicle has completed several steady-speed cruise cycles.
- Oil or coolant contamination from a failing head gasket or valve guide seal can coat the sensor element and slow its response without triggering a heater circuit code.
- Replacing the sensor without checking the heater circuit or wiring often leads to a repeat failure, because a shorted heater can damage the new sensor's signal circuit over time.

Can I keep driving with P1132?

You can usually continue driving with P1132, but avoid heavy acceleration and long trips until it is diagnosed, because the engine may run richer than normal and gradually damage the catalytic converter. Have the fault inspected soon if you notice rough running or a drop in fuel economy.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Smoke machine for exhaust leak testing
- Oxygen sensor socket
- Basic hand tools



Reading P1132

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

Often seen with

P0130 O2 Sensor Circuit Malfunction (Bank 1 Sensor 1) · **P0131** O2 Sensor Circuit Low Voltage (Bank 1 Sensor 1) · **P0132** O2 Sensor Circuit High Voltage (Bank 1 Sensor 1) · **P0133** O2 Sensor Circuit Slow Response (Bank 1 Sensor 1) · **P0150** O2 Sensor Circuit Malfunction (Bank 2 Sensor 1)

See it working

Watch the animated explainer [How a MAF Sensor Works: Hot-Wire Airflow Explained](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1132/>

