

CHRYSLER · POWERTRAIN

P1134

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1134 · Chrysler

HO2S Transition Time Ratio

P1134 on Chrysler vehicles indicates that the upstream oxygen sensor (HO2S) is taking too long to switch between rich and lean states, so the powertrain control module (PCM) has calculated a transition time ratio outside the expected range. The PCM monitors how quickly the sensor voltage toggles and sets this code when the switching rate degrades beyond a 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 struggles to maintain the correct air-fuel ratio
- Occasional rough idle or hesitation during light acceleration
- Elevated hydrocarbon (HC) emissions that may cause a failed emissions test
- In some cases, a subtle surge or stumble when the transmission downshifts under light load

Common causes, most likely first

- 1 Aged or contaminated upstream oxygen sensor that responds sluggishly
- 2 Exhaust leaks before the sensor, allowing outside air to skew the reading
- 3 Wiring damage or corrosion in the sensor circuit, including chafed harnesses or poor connector pins
- 4 A failing PCM driver circuit for the oxygen sensor heater or signal return
- 5 Excessive oil or coolant consumption contaminating the sensor element
- 6 An intake vacuum leak that causes erratic oxygen sensor switching
- 7 A restricted fuel filter or weak fuel pump that affects the sensor's ability to read rich-lean transitions



How to diagnose and fix it

- 1 Inspect the upstream oxygen sensor wiring and connector for damage, corrosion, or loose pins, and repair as needed
- 2 Check for exhaust leaks between the engine and the sensor using a smoke machine or by listening for ticking sounds
- 3 Verify fuel pressure and inspect for intake vacuum leaks that could affect oxygen sensor readings
- 4 Use a scan tool to view live oxygen sensor data and confirm the sensor is switching slowly compared to the downstream sensor
- 5 Perform a resistance and voltage drop test on the sensor heater circuit to rule out a faulty heater
- 6 Replace the upstream oxygen sensor if it is slow or contaminated, using the correct OEM-recommended part
- 7 Clear the code and perform a drive cycle to verify the repair and ensure the monitor completes

Chrysler HO2S Transition Time Ratio pitfalls

- A slow oxygen sensor can be caused by a small exhaust leak that is hard to hear, so always smoke-test the exhaust before condemning the sensor.
- Chrysler PCMs are sensitive to aftermarket oxygen sensors with incorrect internal resistance, so using an OEM sensor is critical to avoid repeat codes.
- The transition time ratio can be skewed by a dirty mass airflow sensor or a lazy upstream sensor on the opposite bank, so check fuel trims before replacing parts.
- This code does not always mean the sensor is failing; a rich or lean condition from a leaking injector or faulty fuel pressure regulator can also slow the sensor's switching.
- On some Chrysler models, a weak battery or poor ground can cause erratic oxygen sensor signals that mimic a slow sensor, so check charging system health first.

Can I keep driving with P1134?

You can usually continue driving with P1134, but avoid heavy acceleration and long trips until it is diagnosed, because a slow oxygen sensor can cause poor fuel economy and increased emissions. If the check engine light starts flashing or you notice rough running, stop driving and seek service immediately.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Smoke machine for exhaust leak detection
- Fuel pressure gauge
- Socket set and oxygen sensor wrench



Reading P1134

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

Often seen with

P0133 O2 Sensor Circuit Slow Response (Bank 1 Sensor 1) · **P0134** O2 Sensor Circuit No Activity (Bank 1 Sensor 1) · **P0171** System Too Lean (Bank 1) · **P0172** System Too Rich (Bank 1) · **P0420** Catalyst System Efficiency Below Threshold (Bank 1)

See it working

Watch the animated explainer [How the EVAP System Works: Fuel Vapour and Leak Test](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1134/>

