

CHRYSLER · POWERTRAIN

P1141

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1141 · Chrysler

HO2S Bank 1 Sensor 2 Average Voltage Level

P1141 on Chrysler vehicles indicates that the powertrain control module has calculated an average voltage from the downstream heated oxygen sensor (HO2S) on bank 1 that falls outside the expected range for proper catalyst efficiency monitoring. The computer is not reporting a simple out-of-range moment but a sustained average that suggests the sensor's signal is biased rich or lean over a drive cycle.

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 may alter fuel trim based on the skewed signal
- Occasional rough idle or hesitation if the false reading affects fuel delivery
- Failed emissions inspection due to the stored code and incomplete monitor
- In rare cases, a sulfur or rotten egg smell from the exhaust if the mixture runs rich

Common causes, most likely first

- 1 Aged or contaminated downstream oxygen sensor (bank 1 sensor 2) producing a lazy or biased signal
- 2 Exhaust leaks upstream of the sensor, allowing outside air to skew the voltage average
- 3 Wiring damage or corrosion at the sensor connector or along the harness to the PCM
- 4 A failing catalytic converter that no longer stores oxygen properly, causing the downstream sensor to switch more than expected
- 5 Engine misfires or rich/lean conditions from other systems that alter the exhaust gas composition
- 6 PCM software calibration issues or a faulty PCM driver circuit for the sensor heater



How to diagnose and fix it

- 1 Connect a scan tool and record freeze-frame data and oxygen sensor voltage readings to confirm the average is truly out of range.
- 2 Visually inspect the downstream oxygen sensor, its connector, and the exhaust system for leaks, damage, or corrosion.
- 3 Perform a propane enrichment test or use a lab scope to observe the sensor's switching activity and response time.
- 4 Check for technical service bulletins or PCM calibration updates specific to the vehicle and code.
- 5 Repair any exhaust leaks or wiring faults found before condemning the sensor.
- 6 Replace the downstream oxygen sensor if it is slow, biased, or contaminated, using an OEM-quality part.
- 7 Clear the code and complete a drive cycle to verify the repair and ensure the monitor runs to completion.

What the downstream sensor average really tells you

- A downstream oxygen sensor that stays fixed at a mid-range voltage can indicate a failed sensor, but it can also mean the catalytic converter is doing its job so well that the sensor sees little oxygen variation.
- Exhaust leaks between the converter and the sensor are a commonly missed cause because they introduce oxygen that raises the average voltage and mimics a rich condition.
- Technicians often replace the downstream sensor without checking the upstream sensor or fuel trims, but a rich or lean condition from bank 1 sensor 1 will skew the downstream average and set P1141.
- The code is specific to Chrysler's catalyst monitor strategy, and some aftermarket sensors have different response characteristics that can trigger it even when the sensor is not defective.
- A weak battery or charging system can cause erratic sensor readings and set this code without any sensor fault, so always verify system voltage first.

Can I keep driving with P1141?

You can usually continue driving with P1141, but avoid long trips or aggressive driving until it is diagnosed because a skewed oxygen sensor signal can affect fuel economy and emissions. If the check engine light begins flashing or you notice performance issues, stop driving and seek service immediately.

Tools that help

- OBD-II scan tool with live data and graphing capability
- Digital multimeter
- Lab scope for observing oxygen sensor waveforms
- Propane enrichment tool for testing sensor response
- Socket set and oxygen sensor wrench



Reading P1141

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

Often seen with

P0136 O2 Sensor Circuit Malfunction (Bank 1 Sensor 2) · **P0137** O2 Sensor Circuit Low Voltage (Bank 1 Sensor 2) · **P0138** O2 Sensor Circuit High Voltage (Bank 1 Sensor 2) · **P0171** System Too Lean (Bank 1) · **P0420** Catalyst System Efficiency Below Threshold (Bank 1)

See it working

Watch the animated explainer [How a Six-Speed Manual Gearbox Works](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1141/>

