

CHRYSLER · POWERTRAIN

**P1194**

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

**P1194 · Chrysler**

## Incorrect Or Irrational Performance Has Been Detected For The PWM

P1194 on Chrysler vehicles indicates that the powertrain control module has detected an irrational or incorrect performance from the pulse width modulated circuit, which typically controls a solenoid or relay in the transmission or fuel system. The computer compares expected current or voltage feedback against actual values and flags the code when the PWM signal does not behave as commanded.

SYSTEM

**Powertrain**

CODE TYPE

**Chrysler specific**

SEVERITY

**Medium**

FIX DIFFICULTY

**Intermediate**

AREA

**Fuel and air metering**

### Symptoms you may notice

- Illuminated check engine light, often with no other noticeable symptoms
- Harsh or delayed transmission shifts if the PWM circuit controls a transmission solenoid
- Engine misfire or rough running if the circuit affects fuel injector pulse width
- Reduced fuel economy or power delivery due to incorrect pulse width modulation
- Intermittent stalling or hesitation during acceleration
- Transmission may enter limp mode with limited gear selection

### Common causes, most likely first

- 1 Faulty PWM solenoid or actuator that is internally shorted or open
- 2 Damaged or chafed wiring harness between the PCM and the PWM component
- 3 Corroded or loose electrical connector at the solenoid or PCM
- 4 Failed driver circuit inside the powertrain control module
- 5 Low or fluctuating system voltage affecting PWM signal integrity
- 6 Contaminated transmission fluid causing solenoid malfunction (if applicable)

### How to diagnose and fix it

- 1 Scan all modules for stored and pending codes to confirm P1194 is the primary fault
- 2 Inspect the wiring harness and connectors at the PWM solenoid and PCM for damage or corrosion
- 3 Measure resistance and voltage at the PWM solenoid and compare to factory specifications
- 4 Test the PWM signal with an oscilloscope or duty-cycle meter to verify command vs. feedback
- 5 Check transmission fluid condition and level if the PWM circuit is transmission-related
- 6 Replace the faulty solenoid or actuator if electrical tests confirm failure
- 7 Reprogram or replace the PCM only after all other circuits and components test good



## PWM circuit faults often misdiagnosed as solenoid failure

- A chafed wire inside the harness loom can cause intermittent PWM faults that only appear when the engine is hot or vibrating, so always perform a wiggle test while monitoring live data.
- The PCM driver for a PWM circuit can fail without setting any other codes, leading technicians to replace good solenoids repeatedly; always verify the command signal at the PCM connector.
- Low battery voltage or a failing alternator can corrupt PWM signals and set P1194 without any actual circuit fault, so check charging system health first.
- On some Chrysler transmissions, a PWM solenoid that tests good on a bench may still fail under operating temperature and pressure, so road-test with a scan tool recording live PWM duty cycle.
- P1194 can be stored alongside transmission slip codes, but the PWM fault may be the root cause rather than a separate transmission failure, so address the circuit first.

## Can I keep driving with P1194?

You can usually drive the vehicle to a repair shop if the only symptom is the warning light, but avoid heavy acceleration or towing until the fault is diagnosed. If the transmission shifts harshly or enters limp mode, limit driving to a short distance at low speed to prevent further damage.

## Tools that help

- OBD-II scan tool with live data and bidirectional control
- Digital multimeter
- Oscilloscope or duty-cycle meter
- Factory service information for circuit specifications
- Wire terminal removal tools and electrical contact cleaner

## Reading P1194

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

## Often seen with

**P1775** Hydraulic Pressure Sensor 1 Adaptation At Limit · **P1775** Torque Down Signal 1 Circuit · **P1775** Transmission System MIL Fault · **P0700** Transmission Control System Malfunction · **P0730** Incorrect Gear Ratio · **P0740** Torque Converter Clutch Circuit Malfunction · **P0750** Shift Solenoid 'A'



## See it working

Watch the animated explainer [Car Won't Start? Step-by-Step No-Start Diagnosis](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1194/>

