

CHRYSLER · POWERTRAIN

P1202

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1202 · Chrysler

(Alternative Fuel) Gas Mass Sensor Circuit Low Frequency

P1202 on a Chrysler vehicle indicates that the powertrain control module (PCM) has detected a low-frequency signal from the gas mass sensor circuit, which is used on alternative-fuel vehicles to measure the mass of gaseous fuel being delivered to the engine. The PCM compares the sensor's signal frequency to expected values and sets this code when the frequency stays below the calibrated threshold for a set period, indicating a faulty sensor, wiring issue, or incorrect fuel flow.

SYSTEM

Powertrain

CODE TYPE

Chrysler specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Fuel and air metering (injector circuits)

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms.
- Rough idle or stumbling, especially when the engine is cold or under light load.
- Reduced engine power or hesitation during acceleration.
- Poor fuel economy or an overly rich or lean fuel mixture.
- Difficulty starting, particularly in cold weather.
- In some cases, the engine may stall or surge unexpectedly.

Common causes, most likely first

- 1 Faulty gas mass sensor (also called a fuel mass sensor) that is dirty, damaged, or internally failed.
- 2 Damaged or corroded wiring or connectors in the sensor circuit, including the signal, ground, or power wires.
- 3 A restriction in the gaseous fuel supply, such as a clogged filter, kinked line, or failing pressure regulator, causing low flow.
- 4 A vacuum leak or intake leak downstream of the sensor that skews the measured mass.
- 5 A failing alternative fuel control module or PCM, though this is less common.
- 6 Contamination or debris on the sensor element from poor fuel quality.



How to diagnose and fix it

- 1 Use a scan tool to retrieve all stored codes and freeze-frame data, then visually inspect the gas mass sensor and its wiring for obvious damage or loose connections.
- 2 Check the sensor's signal frequency with a multimeter or oscilloscope and compare it to the manufacturer's specification; a low or missing frequency confirms a circuit fault.
- 3 Inspect the gaseous fuel supply system for restrictions, including the filter, lines, and regulator, and verify adequate fuel pressure.
- 4 Perform a smoke test to check for intake or vacuum leaks that could affect the sensor's reading.
- 5 Clean the sensor element with an approved electronic cleaner if contamination is suspected, then retest.
- 6 Replace the gas mass sensor if it fails testing or if cleaning does not restore the correct frequency.
- 7 Clear the codes and perform a road test to verify the repair, ensuring the code does not return.

What Most Techs Miss on P1202

- A low-frequency signal from the gas mass sensor often results from a dirty sensor element rather than a failed sensor, so cleaning before replacement can save unnecessary expense.
- Wiring harness chafing near the sensor connector is a common hidden cause, especially on vehicles that have been serviced frequently or driven on rough roads.
- The code can be set by a fuel system restriction that reduces flow without triggering any other fuel trim codes, so always verify fuel pressure and filter condition.
- On some Chrysler alternative-fuel vehicles, a weak or failing fuel pressure regulator can mimic a sensor fault by causing low gas mass flow, so test the regulator before condemning the sensor.
- P1202 is often accompanied by other fuel system codes, but the absence of driveability symptoms does not mean the fault is benign; the sensor may be drifting out of spec and affecting emissions.

Can I keep driving with P1202?

You can usually continue driving with P1202, but avoid heavy acceleration or towing until the fault is repaired, as the engine may run poorly or stall under load. If the check engine light begins flashing or you notice severe power loss, stop driving and seek professional diagnosis.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter or oscilloscope
- Fuel pressure gauge
- Smoke machine for leak detection
- Basic hand tools and electronic cleaner



Reading P1202

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

Often seen with

P1201 Cylinder 1 Fuel Injector Circuit Electrical Malfunction · **P1203** Cylinder 3 Fuel Injector Circuit Electrical Malfunction · **P1201** Cylinder 1 Misfire · **P1203** Cylinder 3 Misfire · **P1201** Cylinder 1 Injector Circuit Open/Shorted · **P1203** Cylinder 3 Injector Circuit Open/Shorted · **P1201** Cylinder 1 Misfire · **P1203** Cylinder 3 Misfire · **P1201** Alternative Fuel Gas Mass Sensor Circuit Range Performance · **P1203** Alternative Fuel Gas Mass Sensor Circuit High Frequency · **P1201** (Alternative Fuel) Gas Mass Sensor Circuit Range/Performance · **P1203** (Alternative Fuel) Gas Mass Sensor Circuit High Frequency · **P0171** System Too Lean (Bank 1) · **P0172** System Too Rich (Bank 1) · **P0300** Random/Multiple Cylinder Misfire Detected

See it working

Watch the animated explainer [How Push-Button Start Works: Keyless Ignition](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1202/>

