

CHRYSLER · POWERTRAIN

P1225

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1225 · Chrysler

Injector Circuit Cylinder 2 Intermittent

P1225 on a Chrysler vehicle indicates that the powertrain control module (PCM) has detected an intermittent fault in the electrical circuit for the fuel injector on cylinder number 2. The PCM monitors the injector driver circuit for expected current flow and voltage patterns; when the signal drops out or becomes erratic, it sets this code to flag a problem that is not currently present but has occurred during the driving cycle.

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.
- Occasional rough idle or misfire that comes and goes, especially when the engine is cold or under light load.
- A slight hesitation or stumble during acceleration that may feel like a momentary loss of power.
- Intermittent shaking or vibration felt through the steering wheel or seat at idle.
- In rare cases, a faint fuel odor or slight increase in fuel consumption if the injector sticks open briefly.

Common causes, most likely first

- 1 Faulty or chafed wiring in the injector harness, particularly where it bends near the cylinder head or passes through a grommet.
- 2 Corroded or loose electrical connector at the cylinder 2 fuel injector, often due to water intrusion or vibration.
- 3 Internally failing fuel injector with a worn solenoid coil that opens intermittently when hot.
- 4 Poor terminal tension at the PCM connector for the cylinder 2 injector driver circuit.
- 5 Damaged or shorted fuel injector pigtail that has been pinched during previous engine service.
- 6 Failed PCM injector driver, though this is less common and usually affects multiple cylinders.



How to diagnose and fix it

- 1 Inspect the cylinder 2 injector connector and harness for corrosion, loose pins, or chafed insulation, and repair as needed.
- 2 Perform a wiggle test on the injector harness while the engine is running to reproduce the intermittent fault and pinpoint the bad section.
- 3 Measure the resistance of the cylinder 2 injector with a multimeter and compare it to the manufacturer's specification; replace the injector if out of range.
- 4 Check for continuity and voltage drop on the injector driver circuit from the PCM to the injector, looking for excessive resistance or opens.
- 5 Swap the cylinder 2 injector with a known-good injector from another cylinder and see if the code moves to confirm a faulty injector.
- 6 Inspect the PCM connector terminals for tightness and corrosion, and repair any damaged pins.
- 7 If all wiring and injector tests pass, suspect the PCM and perform a driver circuit test with an oscilloscope before replacement.

Intermittent injector faults that fool technicians

- A common oversight is replacing the injector without first checking the harness where it rubs against the engine lift bracket or intake manifold, which often chafes and causes an intermittent short.
- The code can be set by a momentary voltage spike from a failing ignition coil or spark plug wire that induces noise into the injector circuit, so always inspect secondary ignition components.
- P1225 does not always mean the injector itself is bad; a loose ground connection at the engine block can cause erratic injector operation that mimics a faulty injector.
- Technicians sometimes miss a partially backed-out injector connector that feels tight but loses contact when the engine torques under load, so always tug-test the connector.
- If the code appears only after a cold start and clears when warm, suspect a failing injector coil that changes resistance with temperature rather than a wiring fault.

Can I keep driving with P1225?

You can usually continue driving with P1225 because the fault is intermittent and the engine may run normally most of the time, but avoid heavy acceleration or towing until the cause is fixed. If the check engine light starts flashing or you feel a constant misfire, stop driving and have the vehicle towed to prevent catalytic converter damage.



Tools that help

- OBD-II scan tool with live data and misfire counter capability
- Digital multimeter with min/max recording
- Oscilloscope for injector driver waveform analysis
- Fuel injector noid light set
- Wire terminal pick and connector release tools

Reading P1225

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

Often seen with

P1226 Cylinder 2 Injector Circuit Short To Ground · **P1226** Control Sleeve Sensor Circuit · **P1226** Fuel Injector 2 Circuit Low Voltage · **P1224** Electronic Throttle Control Position Error · **P1226** Mechanical Guard Circuit Range Performance · **P1224** Throttle Position Sensor B Out of Self-Test Range · **P0202** Injector Circuit Malfunction - Cylinder 2 · **P0302** Cylinder 2 Misfire Detected · **P0352** Ignition Coil B Primary/Secondary Circuit Malfunction

See it working

Watch the animated explainer [How a Gyroscope Works: Gimbals and Precession](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1225/>

