

CHRYSLER · POWERTRAIN

P1295

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1295 · Chrysler

Loss Of 5 Volts To TP Sensor

P1295 on a Chrysler vehicle means the powertrain control module has detected a loss of the 5-volt reference signal feeding the throttle position sensor circuit. The computer expects a steady 5 volts at the sensor connector, and when that voltage drops or disappears, the module flags the circuit as failed and may substitute a default throttle value.

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
- Reduced engine power or limp-home mode with a sluggish throttle response
- Rough or erratic idle that may surge or stumble
- Hesitation or stumble during acceleration from a stop
- Transmission may shift harshly or refuse to downshift because throttle angle data is missing
- In some cases the engine may crank but fail to start if the reference voltage is completely lost

Common causes, most likely first

- 1 A short to ground or chafed wire in the 5-volt reference circuit between the PCM and the throttle position sensor
- 2 A failed throttle position sensor that internally shorts the reference voltage to ground
- 3 Corroded, pushed-back, or loose terminals at the TP sensor connector or PCM connector
- 4 A shorted sensor sharing the same 5-volt reference bus, such as the manifold absolute pressure sensor or camshaft position sensor, dragging the voltage down
- 5 A faulty powertrain control module with an internal 5-volt regulator failure
- 6 Harness damage from heat, vibration, or rodent chewing along the intake manifold or firewall routing



How to diagnose and fix it

- 1 Connect a scan tool and record all stored and pending codes, then check live data for throttle position voltage and 5-volt reference value with the key on and engine off
- 2 Disconnect the throttle position sensor and measure reference voltage at the connector with a digital multimeter; if 5 volts returns, the sensor is the likely culprit
- 3 Inspect the TP sensor connector and the PCM connector for corrosion, pushed pins, or loose terminals and repair as needed
- 4 Perform a wiggle test on the harness while watching reference voltage to expose an intermittent short or open
- 5 Isolate other sensors on the same 5-volt reference bus by unplugging them one at a time to see if the reference voltage recovers
- 6 Repair or replace the damaged section of harness, then clear codes and verify the reference voltage holds steady under load and vibration
- 7 If the reference voltage remains low with all sensors disconnected, test the PCM output and replace the module only after confirming power and ground integrity

Why a shared 5-volt bus fools many techs

- The 5-volt reference is shared across several sensors on Chrysler engines, so a shorted manifold absolute pressure sensor or camshaft sensor can set P1295 even when the throttle position sensor itself is perfectly good.
- A throttle position sensor that reads correctly on a scan tool at idle can still be the cause if it intermittently shorts the reference circuit when hot, so a cold static test is not conclusive.
- Technicians who replace the TP sensor without checking reference voltage at the connector often find the code returns immediately because the fault is a chafed wire in the harness, not the sensor.
- P1295 can appear alongside misfire or idle codes that mislead diagnosis toward ignition or fuel problems, when the real issue is a lost reference voltage affecting multiple sensors.
- Chrysler PCMs may set P1295 as a pending code before the check engine light comes on, so a scan tool that reads pending codes catches the fault earlier than a generic code reader.

Can I keep driving with P1295?

You can usually drive the vehicle to a repair shop if the engine runs and the throttle responds, but avoid heavy acceleration, towing, or highway merging because the PCM may be operating on default throttle values. If the engine enters limp-home mode or stalls, stop driving and arrange a tow to prevent a dangerous loss of power.



Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter with back-probe pins
- Wiring diagram for the specific Chrysler model and engine
- Terminal pick and electrical contact cleaner
- Heat gun and soldering iron for harness repair

Reading P1295

P Powertrain: engine, transmission and emissions.

1 Manufacturer-specific code (Chrysler): its meaning depends on the make.

2 Fuel and air metering (injector circuits).

95 The exact fault within that area.

Often seen with

P0107 MAP/Barometric Pressure Circuit Low Input · **P0121** Throttle Position Sensor A Circuit Range/Performance · **P0122** Throttle Position Sensor A Circuit Low Input · **P0123** Throttle Position Sensor A Circuit High Input · **P0340** Camshaft Position Sensor A Circuit Malfunction (Bank 1)

See it working

Watch the animated explainer [Manual Car Driving Simulator: Learn Clutch Control](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1295/>

