

CHRYSLER · POWERTRAIN

P1323

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1323 · Chrysler

24X Reference Circuit Low Frequency

P1323 on Chrysler vehicles means the powertrain control module (PCM) is seeing a 24X reference signal from the ignition system that is too low in frequency, indicating the engine speed signal is missing pulses or is erratic. The PCM uses this signal to synchronize fuel injection and ignition timing, so it sets the code when the calculated frequency falls below an expected threshold for the current operating conditions.

SYSTEM

Powertrain

CODE TYPE

Chrysler specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Ignition system
and misfire

Symptoms you may notice

- Check engine light illuminated, often with no other noticeable symptoms
- Engine may stall or misfire intermittently, especially when hot or under load
- Rough idle or hesitation during acceleration
- Hard starting or a no-start condition in severe cases
- Tachometer may read erratically or drop to zero while driving

Common causes, most likely first

- 1 Faulty 24X crankshaft position sensor or damaged sensor wiring
- 2 Worn or damaged 24X reluctor wheel (interrupter ring) on the crankshaft
- 3 Poor electrical connection at the sensor or PCM connector
- 4 Failed ignition coil pack or spark plug wires causing electrical interference
- 5 PCM internal fault affecting the reference circuit input
- 6 Corroded or chafed harness between the sensor and PCM

How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, and record freeze-frame data to confirm the 24X signal fault
- 2 Inspect the 24X sensor and its wiring for physical damage, corrosion, or loose connections
- 3 Check the reluctor wheel for cracks, missing teeth, or debris buildup
- 4 Measure the sensor's resistance and compare to factory specifications
- 5 Back-probe the sensor signal wire at the PCM and observe the waveform on an oscilloscope while cranking
- 6 Repair or replace any faulty wiring, sensor, or reluctor wheel as needed
- 7 Clear codes and perform a road test to verify the repair



24X signal faults often misdiagnosed

- A weak or failing ignition coil can introduce electrical noise into the 24X circuit, causing a low-frequency code without any sensor fault.
- The 24X reluctor wheel is pressed onto the crankshaft and can slip or develop cracks that are invisible without removing the harmonic balancer.
- Technicians sometimes replace the crankshaft position sensor only to find the connector pins are pushed back or corroded, so always perform a wiggle test.
- This code can be set by a low battery or poor ground connection that causes the PCM to misinterpret the reference signal during cranking.
- On some Chrysler engines, a failing camshaft position sensor can cause the PCM to default to a calculated 24X signal, setting P1323 as a secondary code.

Can I keep driving with P1323?

You can usually drive the vehicle to a repair shop if the engine runs smoothly, but avoid heavy acceleration or long trips because a sudden loss of the 24X signal can cause stalling or a no-start. If the engine is misfiring or stalling frequently, stop driving and have it towed to prevent safety risks.

Tools that help

- OBD-II scan tool with live data and freeze-frame capability
- Digital multimeter
- Oscilloscope
- Basic hand tools (socket set, screwdrivers, wire crimpers)
- Factory service information for wiring diagrams and specifications

Reading P1323

P	Powertrain: engine, transmission and emissions.
1	Manufacturer-specific code (Chrysler): its meaning depends on the make.
3	Ignition system and misfire.
23	The exact fault within that area.

Often seen with

P1391 CMP Sensor Bank 2 Short To Ground · **P1391** Intermittent Loss Of CMP Or CKP Sensor Signals · **P1391** Wheel Speed Sensor 1 G-Sensor Circuit Performance · **P1391** Glow Plug Circuit Low Input Bank 1 · **P1391** Intermittent Loss of CMP Or CKP · **P0320** Ignition/Distributor Engine Speed Input Circuit · **P0335** Crankshaft Position Sensor A Circuit Malfunction · **P0336** Crankshaft Position Sensor A Circuit Range/Performance · **P0340** Camshaft Position Sensor A Circuit Malfunction (Bank 1)



See it working

Watch the animated explainer [How a Knock Sensor Works: Spark Timing and Octane](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1323/>

