

CHRYSLER · POWERTRAIN

P1392

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1392 · Chrysler

Wheel Speed Sensor 1, G-Sensor Circuit Low Voltage

P1392 on a Chrysler vehicle means the powertrain control module (PCM) has detected a low-voltage condition on the signal circuit from Wheel Speed Sensor 1, which is also referred to as the G-sensor in Chrysler's wheel-speed and acceleration sensor network. The PCM expects a fluctuating voltage between roughly 0.5 and 4.5 volts as the sensor reports wheel speed and longitudinal acceleration, and it sets this code when the signal stays below the low threshold for a calibrated time.

SYSTEM

Powertrain

CODE TYPE

Chrysler specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Ignition system and misfire

Symptoms you may notice

- Anti-lock braking system (ABS) warning light illuminated on the dashboard
- Traction control or electronic stability control (ESC) warning light on, often with the ABS light
- Speedometer needle fluctuating, dropping to zero, or reading incorrectly
- Cruise control refusing to engage or disengaging on its own
- Transmission shifting harshly or holding gears because the PCM loses reliable vehicle speed data
- Often no symptoms besides the warning light, especially if the fault is intermittent

Common causes, most likely first

- 1 Damaged, chafed, or corroded wiring in the wheel speed sensor signal circuit, particularly at the connector or where the harness flexes near the wheel
- 2 Failed wheel speed sensor (G-sensor) itself, with an internal short to ground or an open winding that pulls the signal voltage low
- 3 Poor electrical connection at the sensor pigtail or at the ABS module connector, causing high resistance and a voltage drop
- 4 Moisture or road salt intrusion into the sensor connector, creating a partial short to ground
- 5 Faulty ABS control module not supplying the proper reference voltage or ground to the sensor circuit
- 6 Metal debris or a damaged tone ring on the hub causing an erratic signal that the PCM interprets as low voltage
- 7 Chrysler-specific harness routing issue where the sensor wire rubs against the suspension or brake line



How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, and record freeze-frame data to see the conditions when P1392 set
- 2 Visually inspect the wheel speed sensor, its connector, and the harness routing at the affected wheel for chafing, corrosion, or loose pins
- 3 Measure sensor signal voltage with a digital multimeter (DMM) while slowly rotating the wheel by hand, looking for a steady fluctuation between about 0.5 and 4.5 volts
- 4 Disconnect the sensor and check the reference voltage and ground at the harness connector to rule out a module or wiring supply problem
- 5 Perform a wiggle test on the harness while watching live data on a scan tool to catch intermittent opens or shorts
- 6 Replace the wheel speed sensor if resistance or voltage output is out of specification, then clear codes and verify the fix with a road test
- 7 If the sensor and wiring test good, diagnose the ABS module and its connectors for internal faults or poor ground connections

Chrysler G-Sensor Circuit Traps to Avoid

- Many technicians replace the wheel speed sensor first, but on Chrysler vehicles a corroded connector pin or a chafed harness near the wheel arch is just as common and costs far less to fix.
- The G-sensor label on this code can mislead people into looking for a separate accelerometer, when on most Chrysler applications it refers to the wheel speed sensor signal used for acceleration calculations.
- A weak battery or poor chassis ground can drag the sensor reference voltage low and set P1392 even though the sensor itself is healthy, so check charging system and grounds before condemning parts.
- Intermittent P1392 codes that appear only in wet weather often trace to moisture in the connector, and dielectric grease plus a new pigtail solves the problem without replacing the sensor.
- The ABS module on some Chrysler models shares a ground with other body electronics, and a loose ground bolt can cause multiple low-voltage sensor codes that look like separate failures.

Can I keep driving with P1392?

You can usually drive the vehicle with P1392 set, but the anti-lock braking system and stability control may be disabled, so avoid hard braking, slippery surfaces, and towing until the fault is repaired. If the speedometer is erratic or the transmission shifts poorly, keep speeds low and get the vehicle diagnosed promptly.



Tools that help

- OBD-II scan tool with live data and ABS module access
- Digital multimeter (DMM)
- Jack and jack stands or a lift
- Wire piercing probes or back-probe pins
- Dielectric grease and electrical contact cleaner
- Factory service information or wiring diagram for the specific Chrysler model

Reading P1392

P Powertrain: engine, transmission and emissions.

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

3 Ignition system and misfire.

92 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 · **C0035** Left Front Wheel Speed Sensor Circuit Range/Performance · **C0040** Left Rear Wheel Speed Sensor Circuit · **P0500** Vehicle Speed Sensor Malfunction · **P0501** Vehicle Speed Sensor Range/Performance

See it working

Watch the animated explainer [How ABS Works: Anti-Lock Brakes in X-Ray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1392/>

