

CHRYSLER · POWERTRAIN

P1408

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1408 · Chrysler

Intake Manifold Pressure Sensor Circuit

P1408 on a Chrysler vehicle means the powertrain control module (PCM) has detected an out-of-range signal from the intake manifold pressure sensor circuit, which is used to measure the absolute pressure inside the intake manifold. The PCM compares this sensor's voltage against expected values for the current engine speed and throttle position, and it sets the code when the signal falls outside the acceptable range for a calibrated period.

SYSTEM

Powertrain

CODE TYPE

Chrysler specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Auxiliary emission controls

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Rough or unstable idle quality, especially when the engine is cold
- Hesitation or stumble during light acceleration from a stop
- Poor fuel economy or rich-running exhaust smell
- Occasional stalling when coming to a stop or during deceleration
- A slight loss of power under load, though severe drivability issues are uncommon

Common causes, most likely first

- 1 A failed or contaminated intake manifold pressure sensor, which is the most common cause on higher-mileage Chrysler engines
- 2 A cracked, split, or disconnected vacuum hose between the intake manifold and the sensor, causing a false pressure reading
- 3 Corroded, loose, or damaged electrical connector terminals at the sensor or PCM
- 4 An open or shorted wire in the sensor reference, signal, or ground circuit
- 5 Carbon or oil buildup clogging the sensor port or the passage it samples, restricting pressure changes
- 6 A faulty PCM driver circuit, though this is rare compared to sensor and wiring faults
- 7 An intake manifold vacuum leak elsewhere that skews the pressure the sensor reports



How to diagnose and fix it

- 1 Inspect the sensor and its vacuum hose for cracks, disconnection, or oil contamination, and replace any damaged hose first
- 2 Check the electrical connector at the sensor for corrosion, pushed-out pins, or loose fit, and clean or repair as needed
- 3 Use a scan tool to read live intake manifold pressure data and compare it to expected values at idle and with the key on, engine off
- 4 Backprobe the sensor signal, reference voltage, and ground wires with a multimeter to confirm the circuit is intact and the sensor output is plausible
- 5 Remove and clean the sensor port and passage if carbon or oil sludge is present, then retest before condemning the sensor
- 6 Replace the intake manifold pressure sensor if the circuit checks out but the signal remains out of range, then clear the code and verify the repair
- 7 If the fault persists after sensor replacement, perform a pinpoint test of the PCM circuits and inspect for intermittent wiring faults before considering PCM replacement

What Chrysler techs check before replacing the sensor

- A clogged sensor port from oil vapor or carbon is a frequent cause on Chrysler engines, and cleaning the passage often fixes the code without any new parts.
- The intake manifold pressure sensor on many Chrysler engines shares its vacuum source with other components, so a leak at a nearby hose or fitting can set P1408 even when the sensor itself is good.
- Intermittent connector faults from engine vibration and heat cycling are common, so wiggle-testing the harness while watching live data can reveal a problem that a static meter check misses.
- A dirty throttle body or a vacuum leak elsewhere can cause pressure readings that fall outside the expected range and trigger this code, so a full intake system inspection is worthwhile.
- Do not assume the sensor is bad just because the code points to its circuit; the PCM sets this code for any out-of-range signal, including wiring and vacuum supply faults.

Can I keep driving with P1408?

You can usually drive the vehicle short distances to a repair shop, but avoid heavy acceleration or towing because the incorrect pressure signal can make the engine run rich and may worsen drivability. If the engine idles roughly or stalls, stop driving and have the fault diagnosed promptly.



Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Vacuum hose inspection mirror and flashlight
- Basic socket and wrench set
- Electrical contact cleaner and dielectric grease
- Hand vacuum pump for testing sensor response

Reading P1408

P Powertrain: engine, transmission and emissions.

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

4 Auxiliary emission controls.

08 The exact fault within that area.

Often seen with

P0106 MAP/Barometric Pressure Circuit Range/Performance · **P0107** MAP/Barometric Pressure Circuit Low Input · **P0108** MAP/Barometric Pressure Circuit High Input · **P0171** System Too Lean (Bank 1) · **P0505** Idle Control System Malfunction

See it working

Watch the animated explainer [How Coil-on-Plug Ignition Works: Coil and Spark Plug](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1408/>

