

CHRYSLER · POWERTRAIN

P1450

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1450 · Chrysler

Barometric Pressure Sensor Circuit

P1450 on a Chrysler vehicle means the powertrain control module (PCM) has detected an electrical fault in the barometric pressure sensor circuit, which measures atmospheric pressure for fuel and altitude calculations. The PCM compares the sensor signal against expected values and sets this code when the voltage or rationality check falls outside the normal range.

SYSTEM

Powertrain

CODE TYPE

Chrysler specific

SEVERITY

Low

FIX DIFFICULTY

Intermediate

AREA

Auxiliary emission controls

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Rough idle or poor driveability at high altitudes due to incorrect fuel mixture
- Reduced fuel economy as the PCM substitutes a default pressure value
- Hesitation or stumble during acceleration in some cases
- In rare instances, a no-start condition if the sensor signal is completely lost

Common causes, most likely first

- 1 Faulty barometric pressure sensor (often integrated into the mass airflow sensor on some Chrysler engines)
- 2 Damaged or corroded wiring harness or connector at the sensor
- 3 Open or shorted circuit in the sensor signal or ground wire
- 4 Poor electrical connection at the PCM connector
- 5 Failed PCM (rare but possible after other causes are ruled out)
- 6 Contamination or blockage of the sensor port (if remote-mounted)

How to diagnose and fix it

- 1 Connect a scan tool and read live data for barometric pressure to compare with actual altitude pressure
- 2 Inspect the sensor and its connector for corrosion, loose pins, or physical damage
- 3 Check the sensor reference voltage and ground at the connector with a multimeter
- 4 Perform a wiggle test on the harness while monitoring sensor voltage to find intermittent faults
- 5 If the sensor is integrated with the mass airflow sensor, test or replace the entire unit as needed
- 6 Verify continuity and resistance of the signal circuit between the sensor and PCM
- 7 Clear the code and test-drive to confirm the repair, replacing the PCM only as a last resort



Barometric sensor faults often misdiagnosed

- On many Chrysler engines, the barometric pressure sensor is built into the mass airflow sensor, so a faulty MAF can set P1450 without any separate baro sensor.
- A dirty or contaminated MAF sensor element can skew the barometric reading, leading to P1450 even when the electrical circuit tests good.
- Altitude changes during driving can cause the PCM to set P1450 if the sensor response is slow or erratic, so testing at different elevations helps.
- Corroded grounds or a weak battery can cause false P1450 codes; always check battery voltage and ground connections before replacing parts.
- The PCM may use a default barometric value when the sensor fails, allowing the engine to run but with reduced performance and fuel economy.

Can I keep driving with P1450?

The vehicle is generally safe to drive with P1450 because the PCM substitutes a default pressure value, but you may notice reduced performance or fuel economy. Avoid sustained high-altitude driving or heavy load until the fault is repaired, as the engine may run poorly.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Wiring diagram for the specific Chrysler model
- Basic hand tools (screwdrivers, socket set)
- Electrical contact cleaner

Reading P1450

P	Powertrain: engine, transmission and emissions.
1	Manufacturer-specific code (Chrysler): its meaning depends on the make.
4	Auxiliary emission controls.
50	The exact fault within that area.



Often seen with

P1107 Oxygen Sensor Heating Circuit Bank 2 Sensor 1 Short To B+ · **P1106** Oxygen Sensor Circuit Bank 2 Sensor 1 Voltage Too Low/Air Le · **P1106** Engine Torque Control Signal 2 Circuit Malfunction · **P1107** AIR System Diagnosis Solenoid Circuit Fault · **P1106** BARO Circuit Range Performance Malfunction · **P1107** BARO Circuit Low Input · **P1106** BARO Circuit Range Performance Malfunction · **P1107** BARO Circuit Low Input · **P1106** MAP Sensor Circuit Voltage Intermittent · **P1107** MAP Sensor Voltage Intermittent Low · **P1106** Dual Alternator Lower Fault Manifold Absolute Pressure (MAP) · **P1107** Dual Alternator Lower Circuit Malfunction · **P1106** MAP Sensor Circuit Intermittent High Voltage · **P1107** MAP Sensor Circuit Intermittent Low Voltage · **P0101** Mass/Volume Air Flow Circuit Range/Performance · **P0103** Mass/Volume Air Flow Circuit High Input · **P0102** Mass/Volume Air Flow Circuit Low Input

See it working

Watch the animated explainer [How a Supercharger Works: Roots Blower 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-p1450/>

