

CHRYSLER · POWERTRAIN

P1475

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1475 · Chrysler

Auxiliary 5 Volt Output Too High

P1475 on Chrysler vehicles means the powertrain control module detected that the auxiliary 5-volt reference circuit it supplies to one or more sensors has risen above the expected upper limit. The computer monitors this output and flags the code when the voltage on that shared feed is too high, which can skew readings from every sensor powered by that circuit.

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
- Erratic or inaccurate readings from sensors that share the auxiliary 5-volt reference, such as the manifold absolute pressure sensor or throttle position sensor
- Rough idle, hesitation, or poor driveability if a key sensor is affected
- Transmission shift quality changes on models where the transmission control module shares the reference
- Reduced fuel economy or altered engine load calculations
- In some cases, the engine may enter a limp-home mode or stall

Common causes, most likely first

- 1 A short to voltage on the auxiliary 5-volt reference circuit, often from chafed wiring contacting a 12-volt source
- 2 A faulty sensor internally shorted and pulling the reference voltage high
- 3 Corroded or damaged connector pins at a sensor or the powertrain control module causing intermittent high voltage
- 4 A failed powertrain control module internal voltage regulator supplying too high a reference
- 5 Water intrusion into a connector or wiring harness causing a partial short
- 6 Aftermarket accessories or poor previous repairs tapping into the reference circuit incorrectly



How to diagnose and fix it

- 1 Scan all modules for stored codes and record freeze-frame data to identify which sensors share the affected 5-volt reference
- 2 Visually inspect the engine wiring harness and connectors for chafing, corrosion, or signs of water intrusion
- 3 Disconnect sensors one at a time on the auxiliary 5-volt reference circuit and recheck the voltage to see if it returns to normal
- 4 Measure the reference voltage at each sensor connector with a digital multimeter and compare to the specified 5-volt value
- 5 Check for continuity or shorts to voltage between the reference circuit and other wires in the harness
- 6 If the harness and sensors check out, test the powertrain control module output with a known-good load or substitute a known-good module
- 7 Repair or replace the faulty wiring, connector, sensor, or module as indicated by the test results, then clear codes and verify the repair

What most technicians overlook with P1475

- A single internally shorted sensor on the shared 5-volt reference can pull the entire circuit high, so disconnecting sensors one by one is faster than replacing parts blindly.
- The auxiliary 5-volt output often feeds multiple sensors across different systems, so a fault in one sensor can set codes in the transmission or body modules as well.
- Chrysler vehicles are known for wiring harness chafing near the engine mounts and battery tray, which can short the reference circuit to battery voltage.
- A poor ground at the powertrain control module can cause the 5-volt reference to read high relative to ground, mimicking a sensor fault.
- Aftermarket alarms or remote starters tapped into the reference circuit are a common cause of this code on older Chrysler models.

Can I keep driving with P1475?

You can usually drive the vehicle to a repair shop, but avoid heavy acceleration or towing because skewed sensor readings can affect engine and transmission operation. If the engine runs poorly or stalls, stop driving and have it towed.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Wiring diagram for the specific Chrysler model
- Back probe pins or breakout box
- Hand tools for connector and harness access



Reading P1475

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

Often seen with

P1476 EVAP Emission Control System LDP Malfunction Insufficient Va · **P1476** Resonance Intake Manifold Switchover Valve Y226 · **P1476** Fan Relay High Circuit · **P1476** Fan Relay High Circuit · **P1474** Low Fan Control Primary Circuit · **P1476** Too Little Secondary Air · **P1476** Leakage Diagnostic Pump Clamped Tube · **P0107** MAP/Barometric Pressure Circuit Low Input · **P0122** Throttle Position Sensor A Circuit Low Input · **P2135** Throttle/Pedal Position Sensor A/B Voltage Correlation

See it working

Watch the animated explainer [How a MAP Sensor Works: Engine Vacuum and Load](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1475/>

