

CHRYSLER · POWERTRAIN

P1544

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1544 · Chrysler

A/C Refrigerant Condition Very Low

P1544 on Chrysler vehicles means the powertrain control module has determined that the air conditioning refrigerant charge is too low to operate the system safely, based on pressure or temperature sensor readings that fall outside the expected range. The computer is not reporting a mechanical failure of the compressor; it is flagging a refrigerant condition that can lead to poor cooling and potential compressor damage if ignored.

SYSTEM

Powertrain

CODE TYPE

Chrysler specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Vehicle speed, idle control and auxiliary inputs

Symptoms you may notice

- The air conditioning blows warm or only slightly cool air, especially at idle or on hot days.
- The A/C compressor clutch may cycle rapidly or fail to engage at all.
- Often no symptoms besides the warning light, with the system still cooling adequately in mild weather.
- The cooling fan may run continuously or at high speed as the system tries to manage low refrigerant pressure.
- In some cases, the engine idle quality may degrade when the A/C is turned on due to repeated compressor cycling.

Common causes, most likely first

- 1 A slow refrigerant leak from aged O-rings, seals, or hose connections, which is the most common cause on older Chrysler vehicles.
- 2 A refrigerant leak from the condenser, evaporator, or compressor shaft seal that has developed over time.
- 3 A faulty A/C pressure transducer or temperature sensor sending an inaccurate low-charge signal to the PCM.
- 4 A wiring issue or poor connection at the A/C pressure sensor or compressor clutch circuit.
- 5 A restriction in the A/C system, such as a blocked expansion valve or orifice tube, causing abnormal pressure readings.
- 6 An undercharged system after recent service work where the refrigerant charge was not properly completed.
- 7 A failing A/C compressor that is not building sufficient pressure, though this is less common than a simple leak.



How to diagnose and fix it

- 1 Connect a scan tool and read live data for the A/C pressure sensor and refrigerant temperature to confirm the low-charge condition.
- 2 Perform a visual inspection of the A/C system for obvious leaks, oil residue, or damaged components.
- 3 Use an electronic refrigerant leak detector or UV dye to pinpoint the source of the leak.
- 4 Recover the refrigerant charge and weigh it to determine exactly how much has been lost from the system.
- 5 Repair the identified leak, replace any faulty O-rings or seals, and evacuate the system before recharging.
- 6 Recharge the system with the exact refrigerant quantity specified for the vehicle and verify that the A/C clutch engages and cooling performance returns.
- 7 Clear the code and road-test the vehicle with the A/C on to confirm the fault does not return.

What a low refrigerant code really tells you

- P1544 is often set by a slightly low charge that still provides acceptable cooling on mild days, so many drivers ignore it until the compressor is damaged by running with insufficient refrigerant and oil circulation.
A failing A/C pressure sensor can mimic a low refrigerant charge perfectly, so always compare sensor live data against actual manifold gauge readings before adding refrigerant.
- Chrysler vehicles from the late 1990s through the 2000s commonly develop leaks at the condenser fittings and the compressor shaft seal, which are easy to overlook during a quick visual inspection.
- The code can be set by a wiring problem in the A/C pressure sensor circuit, so check for chafed wires or corroded connectors before assuming the system is low on refrigerant.
Adding refrigerant without finding the leak often leads to the code returning within weeks, and overcharging the system can cause compressor damage and set additional codes.

Can I keep driving with P1544?

You can drive the vehicle with P1544 set, but avoid using the air conditioning until the refrigerant level is corrected, because running the compressor with a low charge can cause permanent damage. If the engine begins to overheat or the A/C clutch makes grinding noises, stop using the A/C immediately and have the system inspected.

Tools that help

- OBD-II scan tool with live data capability
- A/C manifold gauge set
- Electronic refrigerant leak detector
- UV dye kit and blacklight
- Refrigerant recovery and recharge station
- Digital multimeter for circuit testing



Reading P1544

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (Chrysler): its meaning depends on the make.
- 5** Vehicle speed, idle control and auxiliary inputs.
- 44** The exact fault within that area.

Often seen with

P1461 Exhaust Gas Temperature Control Bank 1 Range Performance · **P1462** Exhaust Gas Temperature Control Bank 2 Range Performance · **P1461** Air Conditioning Pressure Sensor Circuit Low Input · **P1462** Air Conditioning Pressure Sensor Circuit High Input · **P1461** Heated Catalyst Gate Voltage Signal Low · **P1462** Heated Catalyst Internal Control Module Checksum ROM Error · **P0532** A/C Refrigerant Pressure Sensor 'A' Circuit Low · **P0533** A/C Refrigerant Pressure Sensor 'A' Circuit High · **P0645** A/C Clutch Relay Control Circuit

See it working

Watch the animated explainer [How a Coolant Temperature Sensor Works](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1544/>

