

CHRYSLER · POWERTRAIN

P1595

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1595 · Chrysler

Speed Control Solenoid Circuit Open Or Shorted

P1595 on a Chrysler vehicle means the powertrain control module (PCM) has detected an open or shorted circuit in the speed control solenoid, which is the vacuum or electronic actuator that adjusts throttle position to maintain a set speed. The computer monitors the solenoid's electrical circuit and flags this code when the expected voltage or current is outside the normal range, indicating a wiring fault, a failed solenoid, or a problem in the control module's driver circuit.

SYSTEM

Powertrain

CODE TYPE

Chrysler specific

SEVERITY

Low

FIX DIFFICULTY

Intermediate

AREA

Vehicle speed, idle control and auxiliary inputs

Symptoms you may notice

- The cruise control system stops working entirely and the speed control indicator may flash or stay off.
- The warning light (check engine or cruise indicator) illuminates on the dashboard.
- Often no symptoms besides the warning light, especially if the driver rarely uses cruise control.
- The engine may idle poorly or stall if the solenoid is shorted and affects vacuum routing.
- In some cases, the vehicle may not accelerate smoothly when cruise control is engaged, or the set speed may drift.
- A slight electrical draw may be noticed if the solenoid coil is shorted to ground, potentially draining the battery over time.

Common causes, most likely first

- 1 Failed speed control solenoid (open coil or shorted windings) due to age, heat, or contamination.
- 2 Damaged or corroded wiring harness between the PCM and the speed control solenoid, often at connectors or where the harness flexes.
- 3 Blown fuse or poor ground connection for the speed control circuit.
- 4 Faulty brake pedal switch or clutch switch (on manual transmissions) that interrupts the speed control circuit and can mimic a solenoid fault.
- 5 Corrosion or water intrusion in the solenoid connector, leading to high resistance or intermittent open circuit.
- 6 PCM internal driver failure, though this is less common and should only be suspected after all other causes are ruled out.



How to diagnose and fix it

- 1 Inspect the speed control solenoid connector and wiring for corrosion, loose pins, or chafed insulation; clean or repair as needed.
- 2 Check the fuse that supplies power to the speed control circuit and replace if blown.
- 3 Measure the resistance of the speed control solenoid with a multimeter and compare to the manufacturer's specification; replace the solenoid if out of range.
- 4 Test the wiring continuity from the PCM connector to the solenoid connector to confirm there is no open or short to ground.
- 5 Verify the brake pedal switch and clutch switch (if equipped) are functioning correctly and not sticking, as they can interrupt the circuit.
- 6 If all external circuits and components test good, suspect the PCM and perform a thorough diagnostic before replacement.
- 7 Clear the code and test-drive the vehicle to confirm the repair and ensure the code does not return.

Cruise Control Solenoid Circuit Traps

- A sticking brake pedal switch can set P1595 because the PCM sees the brake signal as inconsistent with the speed control solenoid command, so always check switch operation before condemning the solenoid.
- On many Chrysler vehicles, the speed control solenoid is part of the throttle body assembly or mounted near the firewall, and heat and vibration often cause the internal coil to fail intermittently, so wiggle-test the harness while monitoring live data.
- The code can be set by a poor ground connection at the solenoid mounting bolt or at the PCM ground strap, which is often overlooked when diagnosing electrical faults.
- Do not replace the PCM based solely on this code; the driver circuit inside the PCM rarely fails, and misdiagnosis leads to unnecessary expense.
- After repairs, the cruise control may need to be re-learned or the PCM may require a relearn procedure on some models, so consult the factory service information for the specific vehicle.

Can I keep driving with P1595?

The vehicle remains safe to drive because the speed control system is disabled, but you should avoid using cruise control until the fault is repaired. If the engine idles poorly or stalls due to a shorted solenoid affecting vacuum, have it checked promptly.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Wire repair kit (soldering iron, heat shrink, connectors)
- Factory service information or wiring diagrams
- Basic hand tools (socket set, screwdrivers, trim removal tools)



Reading P1595

- 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.
- 95** The exact fault within that area.

Often seen with

P1594 Automatic Transmission Diagnosis Input Signal Circuit Malfun · **P1596** Automatic Transmission Diagnosis Input Signal Circuit High I · **P1594** Charging System Voltage Too High · **P1596** Speed Control Switch Always High · **P1594** Charging System Voltage Too High · **P1596** Speed Control Switch Always High · **P1594** B Camshaft Position Actuator Control Open Circuit Bank 2 · **P0500** Vehicle Speed Sensor Malfunction · **P0571** Brake Switch 'A' Circuit · **P0572** Brake Switch 'A' Circuit Low

See it working

Watch the animated explainer [How Variable Valve Timing Works: Cam Phaser and VVT Solenoid](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1595/>

