

CHRYSLER · POWERTRAIN

P1719

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1719 · Chrysler

Skip Shift Solenoid Circuit Open Or Shorted

P1719 on a Chrysler vehicle means the powertrain control module (PCM) has detected an open or shorted circuit in the skip shift solenoid, which is the solenoid that forces a 1-to-4 gear change under light throttle to save fuel. The computer monitors the solenoid's electrical circuit and sets this code when the voltage or current falls outside the expected range.

SYSTEM

Powertrain

CODE TYPE

Chrysler specific

SEVERITY

Low

FIX DIFFICULTY

Intermediate

AREA

Transmission

Symptoms you may notice

- The malfunction indicator lamp (MIL) illuminates on the dashboard, often with no other noticeable symptoms.
- The skip shift feature may stop working, allowing the transmission to shift normally through all gears instead of forcing a 1-to-4 shift.
- In rare cases, the transmission may feel like it is holding a gear or shifting harshly if the solenoid is shorted and affecting the circuit.
- A stored code P1719 will be present when scanning the PCM, and the skip shift solenoid may not activate during a commanded test.
- No drivability issues are typically noticed because the skip shift system is an emissions and fuel-economy aid, not a critical shift function.

Common causes, most likely first

- 1 A failed skip shift solenoid with an open or shorted internal coil, which is the most common cause on higher-mileage Chrysler vehicles.
- 2 Damaged or corroded wiring between the PCM and the skip shift solenoid, often from heat, vibration, or road debris.
- 3 A poor electrical connection at the solenoid connector or the PCM connector, including loose pins or water intrusion.
- 4 A short to ground or short to voltage in the solenoid control circuit, which can be caused by a chafed wire harness.
- 5 A faulty PCM driver for the skip shift solenoid, although this is less common and should only be suspected after all other checks pass.
- 6 Aftermarket or incorrect solenoid replacement that does not meet the original resistance specification.



How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data to confirm P1719 is the only code and that the fault is active or stored.
- 2 Inspect the skip shift solenoid connector and wiring for corrosion, loose pins, or obvious damage, and repair as needed.
- 3 Measure the resistance of the skip shift solenoid with a multimeter and compare it to the manufacturer's specification to check for an open or shorted coil.
- 4 Disconnect the PCM and check the solenoid control circuit for continuity to ground and for shorts to voltage or ground, repairing any harness fault found.
- 5 Command the skip shift solenoid on and off with a scan tool while listening for an audible click and monitoring the circuit voltage to verify operation.
- 6 If the circuit and solenoid test good but the code persists, substitute a known-good solenoid or perform a PCM driver test before replacing the PCM.
- 7 Clear the code and perform a road test that includes the conditions for skip shift activation to confirm the repair.

Skip Shift Solenoid Circuit Checks

- Many technicians replace the skip shift solenoid without checking the harness first, but a chafed wire near the transmission bellhousing is a frequent cause of this code on Chrysler vehicles.
- The skip shift solenoid is often confused with the reverse lockout solenoid, but they are separate components and P1719 refers only to the skip shift circuit.
- A shorted solenoid can sometimes cause the PCM to disable the skip shift function entirely, so the driver may never notice the forced 1-to-4 shift and assume the system is working normally.
- The solenoid resistance specification varies by model year and transmission, so always consult the correct service information rather than assuming a generic value.
- Intermittent P1719 codes that appear only in hot weather or after long drives often point to a solenoid coil that breaks down with heat, which may test fine when cold.

Can I keep driving with P1719?

This code does not affect safety or basic drivability, so you can continue driving to a repair shop. Avoid towing heavy loads or driving aggressively until the fault is repaired, because the skip shift system is disabled and fuel economy may be slightly reduced.



Tools that help

- OBD-II scan tool with bidirectional control capability
- Digital multimeter
- Wire repair kit with crimpers and heat shrink
- Service information for the specific Chrysler model and year
- Jack and jack stands or a lift for under-vehicle access

Reading P1719

- P** Powertrain: engine, transmission and emissions.
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- 1** Manufacturer-specific code (Chrysler): its meaning depends on the make.
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- 7** Transmission.
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- 19** The exact fault within that area.

Often seen with

P1718 Transmission Fluid Temperature Sensor Circuit · **P1720** Vehicle Speed Sensor 2 Signal Error · **P1720** Vehicle Speed Meter Circuit · **P1718** TFT Sensor In Range Failure High · **P1720** Vehicle Speed Meter Circuit Malfunction · **P0700** Transmission Control System Malfunction · **P0715** Input/Turbine Speed Sensor Circuit Malfunction · **P0720** Output Speed Sensor Circuit Malfunction

See it working

Watch the animated explainer [How an Automatic Transmission Works, Gear by Gear](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1719/>

