

GM · POWERTRAIN

P1674

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1674 · GM

Tachometer Control Circuit

P1674 on GM vehicles means the powertrain control module (PCM) has detected a fault in the tachometer control circuit, which is the wiring path that feeds a tachometer signal from the PCM to the instrument cluster. The PCM monitors this output circuit for opens, shorts to ground or voltage, and abnormal electrical behavior, and it sets the code when the signal does not match what the PCM commands.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	GM specific	Low	Intermediate	Computer and output circuits

Symptoms you may notice

- The tachometer needle stays at zero or does not move while the engine is running.
- The tachometer needle jumps erratically or reads a fixed incorrect value.
- The check engine light or service vehicle soon message is illuminated.
- Other gauges in the instrument cluster may behave oddly if the fault is in a shared cluster circuit.
- Often no symptoms besides the warning light, because the engine still runs normally on most GM applications.
- A no-start or stall condition on vehicles where the tachometer output is shared with another module that needs the signal.

Common causes, most likely first

- A broken, chafed, or corroded wire in the tachometer signal circuit between the PCM and the instrument cluster.
- A poor connection or backed-out terminal at the PCM connector or the cluster connector.
- A failed instrument cluster tachometer driver or internal cluster fault.
- A short to ground or short to voltage on the tachometer control wire, often from harness rubbing or water intrusion.
- A faulty PCM output driver, though this is less common than wiring and cluster problems.
- Aftermarket accessories such as remote starters or alarm systems tapped into the tachometer wire and disturbing the signal.
- Corrosion or water damage at a body harness connector that carries the tachometer signal.



How to diagnose and fix it

- 1 Scan all modules and record the exact code status and freeze-frame data before touching anything, because P1674 can be stored by more than one module on GM networks.
- 2 Inspect the tachometer signal wire from the PCM connector to the instrument cluster connector for chafing, corrosion, and loose terminals, and repair any damage found.
- 3 Check for shorts to ground and shorts to voltage on the tachometer control circuit with a digital multimeter, and isolate the section of harness that is faulty.
- 4 Verify the PCM is commanding a tachometer output using a scan tool bidirectional control or live data, and compare the commanded signal with what the cluster actually displays.
- 5 Substitute a known-good instrument cluster only after the wiring and PCM output have been verified, because clusters are expensive and often misdiagnosed.
- 6 Clear the code and perform a road test with the scan tool connected to confirm the repair, watching for the code to return under the same conditions that originally set it.
- 7 If the PCM output driver is confirmed faulty after all wiring and cluster checks pass, replace or reprogram the PCM as the final step.

What the tachometer circuit really shares

- On many GM vehicles the tachometer signal wire is also used by the body control module or other modules, so a fault in one module can set P1674 even when the gauge itself looks fine.
- A common misdiagnosis is replacing the instrument cluster when the real problem is a chafed wire behind the dashboard or at the PCM connector, so always ohm-check the circuit before condemning parts.
- Aftermarket remote starters and alarm systems frequently splice into the tachometer wire for engine running detection, and a poor splice there is a frequent cause of this code that many technicians overlook.
- P1674 does not always mean the tachometer is dead; on some GM platforms the PCM sets it based on an expected signal pulse width, so a signal that is present but distorted can trigger the code with a working-looking gauge.
- Water intrusion at a body harness connector or a corroded ground for the instrument cluster can pull the tachometer signal down and set P1674 without any obvious wire damage.

Can I keep driving with P1674?

It is generally safe to keep driving with P1674 because the engine and transmission do not rely on the tachometer signal for normal operation on most GM vehicles, but avoid towing heavy loads or aggressive driving until the circuit is repaired if the tachometer is your only way to monitor engine speed.



Tools that help

- OBD-II scan tool with bidirectional control and live data capability
- Digital multimeter with back-probing pins
- Wiring diagram for the specific GM vehicle and engine
- Trim removal tools for instrument cluster access
- Test light or logic probe for quick circuit checks

Reading P1674

- P** Powertrain: engine, transmission and emissions.
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- 1** Manufacturer-specific code (GM): its meaning depends on the make.
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- 6** Computer and output circuits.
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- 74** The exact fault within that area.

Often seen with

P0460 Fuel Level Sensor Circuit Malfunction · **P0562** System Voltage Low · **P0650** Malfunction Indicator Lamp (MIL) Control Circuit Malfunction · **P0700** Transmission Control System Malfunction · **U0155** Lost Communication With Body Control Module

See it working

Watch the animated explainer [How Airbags Work: A 50 km/h Crash in Slow Motion](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/gm-p1674/>

