ALL COMPUTER RESOURCES

Tech Talk

Supporting documentation for module installations

Shorted Sensors cause many Dodge/Jeep/Chrysler Drivability Problems

Application: 1996 and later Chrysler/Jeep Vehicles.

Problem: No start condition, PCM communication failure, dashboard gauges inoperative, no fuel pump, no injector pulse, no spark, or no Check Engine lamp or bulb check.

Cause: Internal short of any input sensor or sensor wiring to the PCM may cause the above drivability issues.

Solution: Turn the ignition key to the RUN position (bulb check mode). If the Check Engine lamp illuminates, do not run the test below, as it is unlikely to be a sensor problem. Refer to service manual for other diagnostics. With key in the RUN position, disconnect one sensor at a time, noting if the condition is remedied. Begin with the Crankshaft Position Sensor, as this has been found to be the most common cause of the problem. As you remove a sensor from the system and retry, you may notice an audible clicking of the ASD and Fuel Pump Relays. This is because they are now energized and working properly. It has also been found that the Transmission/Transaxle Input Sensors will also cause the above condition. Do not overlook any sensor that has an input to the PCM. Repair failed sensor or wiring problems, and then clear all DTC's.

Although unlikely, there may be an instance where more than one sensor or sensor circuit is faulty. To check for this condition, all sensors would need to be unplugged. If the system activates, start reconnecting sensors one at a time until the defective sensor is found.

Typical Crankshaft Sensor

Note: Please refer to your vehicle's service manual for specific diagnostic instructions. This ProTech bulletin is supplied as technical information only and is not an authorization for repair.