

CHRYSLER · POWERTRAIN

P1315

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1315 · Chrysler

Ignition Coil 4 Primary Feedback Circuit

P1315 is a Chrysler-specific code that the powertrain control module (PCM) sets when the ignition coil for cylinder 4 fails to provide the expected primary feedback signal during the coil's firing event. The PCM monitors the primary circuit's voltage or current signature and flags this code when the feedback does not match the commanded dwell and firing profile, indicating an open, shorted, or otherwise faulty primary circuit or coil.

SYSTEM

Powertrain

CODE TYPE

Chrysler specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Ignition system
and misfire

Symptoms you may notice

- Illuminated check engine light, often with no other noticeable symptoms
- Rough idle or misfire felt as a shake or stumble, especially when the engine is cold
- Reduced engine power or hesitation during acceleration
- Increased fuel consumption due to incomplete combustion in cylinder 4
- Possible flashing check engine light if the misfire is severe enough to damage the catalytic converter

Common causes, most likely first

- 1 Failed ignition coil for cylinder 4 (open or shorted primary winding)
- 2 Damaged or corroded electrical connector at the cylinder 4 coil
- 3 Broken, chafed, or open wire in the coil primary feedback circuit
- 4 Faulty powertrain control module (PCM) driver for the coil feedback circuit
- 5 Poor ground connection shared by the ignition coil circuit
- 6 Aftermarket or incorrect coil that does not produce the expected feedback signal



How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data to confirm P1315 is the only coil-related code and note engine conditions at set
- 2 Inspect the cylinder 4 coil connector and wiring for corrosion, loose pins, or chafing, and repair as needed
- 3 Swap the cylinder 4 coil with a known-good coil from another cylinder and see if the code moves to confirm coil failure
- 4 Measure resistance of the cylinder 4 coil primary and secondary windings and compare to the manufacturer's specification
- 5 Back-probe the feedback circuit at the PCM and check for the expected voltage or current pulse during cranking and running
- 6 Check for continuity and short-to-ground on the feedback wire between the coil and PCM, repairing any open or short
- 7 If wiring and coil are good, test the PCM driver circuit or substitute a known-good PCM to rule out internal driver failure

Why cylinder 4 coil feedback fails

- A coil that ohms out perfectly on the bench can still set P1315 because the PCM monitors dynamic feedback during firing, not static resistance, so a coil that fails only when hot or under load is easily missed.
- Corroded terminals inside the coil connector often cause this code without any visible damage to the coil itself, and simply cleaning and re-tensioning the pins can resolve the fault.
- The feedback circuit is a low-current signal wire that is easily damaged by careless probing; back-probing with a sharp pin can spread terminals and create the very fault you are chasing.
- On some Chrysler engines, a failing camshaft or crankshaft sensor can disrupt the timing reference the PCM uses to validate coil feedback, setting P1315 even though the coil circuit is intact.
- Replacing the coil without checking the feedback wire continuity is the most common misdiagnosis; the new coil will not fix an open wire between the coil and PCM.

Can I keep driving with P1315?

You can usually drive the vehicle short distances with P1315, but avoid heavy acceleration and prolonged driving because a persistent misfire can overheat and damage the catalytic converter. If the check engine light is flashing, stop driving and have the fault diagnosed immediately.

Tools that help

- OBD-II scan tool with manufacturer-specific code reading capability
- Digital multimeter with back-probe pins
- Wiring diagram for the ignition coil circuit
- Socket set and Torx bits for coil removal
- Known-good ignition coil for swap testing



Reading P1315

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (Chrysler): its meaning depends on the make.
- 3** Ignition system and misfire.
- 15** The exact fault within that area.

Often seen with

P1312 Exhaust Temperature Sensor Malfunction · **P1312** Injection Pump Timing Actuator Circuit · **P1313** Misfire Rate Catalyst Damage Fault Bank 1 · **P1314** Misfire Rate Catalyst Damage Fault Bank 2 · **P1313** A Camshaft Position Plausibility · **P0304** Cylinder 4 Misfire Detected

See it working

Watch the animated explainer [Four-Stroke Engine Cutaway: Intake to Exhaust](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1315/>

