

CHRYSLER · POWERTRAIN

P1355

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1355 · Chrysler

IC Output High Pulse Detected When Grounded Cyl 5

P1355 on Chrysler vehicles means the powertrain control module (PCM) commanded the ignition coil driver for cylinder 5 to ground, but the circuit stayed at a high voltage level instead of being pulled low. The PCM monitors the ignition coil control circuit and sets this code when it detects an unexpected high pulse while the driver is supposed to be grounded, indicating an open circuit, a faulty coil, or a wiring fault.

SYSTEM

Powertrain

CODE TYPE

Chrysler specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Ignition system and misfire

Symptoms you may notice

- Check engine light illuminated, often with no other noticeable symptoms
- Rough idle or misfire felt as a shake or stumble, especially when cold
- Reduced engine power or hesitation during acceleration
- Poor fuel economy due to incomplete combustion in cylinder 5
- Possible flashing check engine light if the misfire is severe enough to damage the catalytic converter

Common causes, most likely first

- 1 Open or damaged ignition coil control wire between the PCM and cylinder 5 coil
- 2 Failed ignition coil on cylinder 5 (open primary winding or internal driver fault)
- 3 Corroded or loose connector at the cylinder 5 ignition coil
- 4 Faulty powertrain control module (PCM) driver for cylinder 5
- 5 Short to voltage on the coil control circuit
- 6 Damaged spark plug or spark plug tube causing secondary ignition stress



How to diagnose and fix it

- 1 Inspect the cylinder 5 ignition coil connector and wiring for corrosion, chafing, or loose pins
- 2 Swap the cylinder 5 ignition coil with a known-good coil from another cylinder and see if the code follows the coil
- 3 Use a noid light or oscilloscope to check for a proper ground pulse at the coil connector while cranking
- 4 Measure resistance of the coil control wire from the PCM connector to the coil connector to check for an open circuit
- 5 Check for short to voltage on the coil control wire with the key on and PCM disconnected
- 6 If wiring and coil are good, test the PCM driver output with a scope or replace the PCM as a last resort
- 7 Clear codes and perform a road test to verify the repair and confirm no misfire remains

Chrysler coil driver faults you should not overlook

- A P1355 can set intermittently from a coil that only fails when hot, so always test the coil after a road test or with a heat gun before condemning the PCM.
Chrysler PCMs are generally robust, but a shorted coil primary can damage the driver, so replace a failed coil before installing a replacement PCM to avoid repeat failure.
- The code description mentions 'high pulse detected when grounded', which means the PCM saw voltage on the control circuit when it expected ground; this is often an open circuit rather than a short.
- A misfire on cylinder 5 may not be felt by the driver at idle but can show up as a flashing check engine light under load, so do not ignore a stored P1355 even if the car seems fine.
On some Chrysler engines, the coil control wires run near exhaust components and can chafe or melt, causing intermittent P1355 that only appears after the engine warms up.

Can I keep driving with P1355?

You can usually drive the vehicle with P1355, but avoid heavy acceleration or sustained high speeds 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 live misfire data
- Digital multimeter
- Oscilloscope or noid light
- Basic hand tools (socket set, screwdrivers)
- Wiring diagram for the specific Chrysler model



Reading P1355

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

Often seen with

P1351 VVT Sensor Range Performance Problem Bank 2 · **P1351** Injection Sensor Circuit · **P1352** Needle Lift Sensor · **P1353** Ignition Coil B Primary Circuit · **P1351** Ignition Diagnostic Monitor Signal Lost To PCM Or Out Of Ran · **P1352** Ignition Coil A Primary Circuit · **P1353** IC Output High Pulse Detected When Grounded Cyl 3 · **P1351** Ignition Control Circuit Voltage High · **P1352** IC Output High Pulse Detected When Grounded Cyl 2 · **P1353** Ignition Coil B Primary Circuit Fault · **P1351** Ignition Diagnostic Monitor Circuit Input Fault · **P1352** Ignition Coil A Primary Circuit Fault · **P1352** IC Output High Pulse Detected When Grounded Cyl 2 · **P1353** IC Output High Pulse Detected When Grounded Cyl 3 · **P1351** IC Circuit High Voltage · **P1353** Misfire Cylinder 6 With Fuel Cut-off · **P1352** Misfire During Start Cylinder 6 · **P1351** Misfire Cylinder 5 With Fuel Cut-off · **P0305** Cylinder 5 Misfire Detected · **P0355** Ignition Coil 'E' Primary/Secondary Circuit

See it working

Watch the animated explainer [How a Turbocharger Works, Step by Step](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1355/>

