

CHRYSLER · POWERTRAIN

P1358

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1358 · Chrysler

IC Output High Pulse Detected When Grounded Cyl 8

P1358 is a Chrysler-specific code indicating that the ignition coil output for cylinder 8 was commanded on but the circuit remained grounded, so the Powertrain Control Module (PCM) detected an unexpected high pulse when it expected the coil to be firing. The PCM monitors the ignition coil control circuit and flags this code when the voltage on the control wire does not match the commanded state, pointing to a short to ground or a failed coil driver.

SYSTEM

Powertrain

CODE TYPE

Chrysler specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Ignition system and misfire

Symptoms you may notice

- Check Engine Light (CEL) illuminated, often with no other noticeable symptoms
- Engine misfire or rough running, especially under load or at idle
- Reduced engine power or limp mode in some cases
- Shaking or vibration felt through the steering wheel or seat
- Poor fuel economy or increased emissions
- Hard starting or stalling, particularly when the engine is cold

Common causes, most likely first

- 1 Faulty ignition coil on cylinder 8 (shorted primary winding)
- 2 Short to ground in the ignition coil control circuit wiring
- 3 Damaged or corroded connector at the cylinder 8 ignition coil
- 4 Failed ignition coil driver inside the Powertrain Control Module (PCM)
- 5 Chafed or pinched wire harness near the cylinder 8 coil
- 6 Aftermarket or incorrect ignition coil installed
- 7 Moisture intrusion in the coil connector or harness



How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, and record freeze-frame data to confirm the fault conditions
- 2 Inspect the cylinder 8 ignition coil connector and wiring for corrosion, chafing, or loose pins
- 3 Swap the cylinder 8 ignition coil with a known-good coil from another cylinder and see if the code moves
- 4 Measure resistance of the cylinder 8 ignition coil primary and secondary circuits and compare to specification
- 5 Check the ignition coil control circuit for a short to ground using a multimeter and wiring diagram
- 6 If the circuit and coil test good, test the PCM driver output with an oscilloscope or a noid light
- 7 Replace the faulty ignition coil, repair wiring, or replace/reflash the PCM as needed, then clear codes and verify

Why cylinder 8 coil codes mislead

- A shorted ignition coil on cylinder 8 often tests fine with a basic resistance check when cold, so perform the test after warming the engine or use a lab scope to catch intermittent failures.
- The PCM driver for cylinder 8 can be damaged by a shorted coil, so always replace the coil before installing a new or rebuilt PCM to avoid repeating the failure.
- This code can be set by a poor ground connection at the engine block or chassis, which raises the ground reference for the coil driver and mimics a short.
- Aftermarket coils with incorrect internal resistance are a common cause of repeat P1358 codes, so use OEM-quality replacements.
- A misfire on cylinder 8 may also set companion codes like P0308, but P1358 can appear alone if the misfire is not yet severe enough to trigger the misfire monitor.

Can I keep driving with P1358?

You can usually drive the vehicle short distances to a repair shop, but avoid heavy acceleration, towing, or long trips because a persistent misfire can overheat the catalytic converter and cause costly damage. If the engine is running very rough or flashing the check engine light, stop driving and have it towed.

Tools that help

- OBD-II scan tool with live data and freeze-frame capability
- Digital multimeter
- Oscilloscope or lab scope
- Noid light or ignition coil test light
- Basic hand tools (socket set, screwdrivers, pliers)
- Wiring diagram for the specific Chrysler vehicle



Reading P1358

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

Often seen with

P1357 Cylinder 1 Ignition Circuit Short To Ground · **P1359** Cylinder 2 Ignition Circuit Short To B+ · **P1359** CKP TDC Sensor Circuit Connector Disconnection · **P1359** SPOUT Signal Lost To Powertrain Control Module Or Out Of Ran · **P1359** CKP TDC Sensor Circuit Connector Disconnection · **P1357** IC Output High Pulse Detected When Grounded Cyl 7 · **P1359** Ignition Control Circuit Group A · **P1357** Ignition Diagnostic Monitor Pulseswidth Not Defined · **P1359** Spark Output Circuit Fault · **P1357** IC Output High Pulse Detected When Grounded Cyl 7 · **P1359** Ignition Control Circuit Group A · **P1357** Misfire Cylinder 8 With Fuel Cut-off · **P1359** Misfire Cylinder 9 With Fuel Cut-off · **P0300** Random/Multiple Cylinder Misfire Detected · **P0308** Cylinder 8 Misfire Detected · **P0358** Ignition Coil 'H' Primary/Secondary Circuit

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/chrysler-p1358/>

