

CHRYSLER · POWERTRAIN

P1359

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1359 · Chrysler

Ignition Control Circuit Group A

P1359 on a Chrysler vehicle means the powertrain control module (PCM) has detected an unexpected voltage condition on the ignition control circuit for cylinder group A, which is the circuit that triggers the coil or distributor to fire the spark plugs. The PCM monitors this circuit and sets the code when the commanded ignition event does not match the feedback it expects, indicating an open, short, or faulty component in that primary ignition path.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Chrysler specific	Medium	Intermediate	Ignition system and misfire

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms.
- Engine misfire or rough running, especially under load or acceleration.
- Hard starting or a no-start condition if the circuit fails completely.
- Reduced engine power or limp mode as the PCM limits operation to protect the ignition system.
- Poor fuel economy or increased emissions due to incomplete combustion.
- Occasional stalling or hesitation during driving.

Common causes, most likely first

- 1 Faulty ignition coil or coil pack for cylinder group A.
- 2 Damaged or corroded wiring harness between the PCM and the ignition coil.
- 3 Loose or corroded electrical connector at the coil or PCM.
- 4 Failed ignition control module or integrated coil driver.
- 5 PCM internal fault on the ignition control driver circuit.
- 6 Shorted or open spark plug wire or boot causing feedback interference.
- 7 Aftermarket alarm or remote start wiring tapping into the ignition circuit.



How to diagnose and fix it

- 1 Inspect the ignition coil and connector for physical damage, corrosion, or loose pins.
- 2 Check the spark plug wires and boots for cracks, arcing, or high resistance.
- 3 Measure resistance of the ignition coil primary and secondary windings against factory specifications.
- 4 Back-probe the ignition control circuit at the PCM and coil to check for voltage pulses while cranking.
- 5 Perform a wiggle test on the harness while monitoring the circuit with a multimeter or oscilloscope.
- 6 Repair or replace any damaged wiring, connectors, or the ignition coil as needed.
- 7 Clear the code and verify repair with a road test and live data monitoring.

What the ignition control circuit really monitors

- P1359 often sets intermittently due to a chafed wire that only shorts when the engine moves under torque, so a static inspection can miss it.
- A weak or failing spark plug can cause feedback that the PCM interprets as an ignition control circuit fault, so always check plugs before condemning the coil.
- Aftermarket remote starters or alarm systems spliced into the ignition wiring are a common hidden cause on older Chrysler vehicles.
- The PCM may set P1359 even when the engine runs perfectly, because the code can be triggered by a brief glitch that does not affect driveability.
- Corrosion inside the coil connector pins is frequently overlooked and can mimic a failed coil or PCM.

Can I keep driving with P1359?

If the engine runs smoothly and the light is steady, you can drive short distances to a repair shop, but avoid heavy acceleration or towing. If the engine misfires, stalls, or the light flashes, stop driving and have the vehicle towed to prevent catalytic converter damage.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Oscilloscope for waveform analysis
- Spark tester
- Wire piercing probes and back-probe kit
- Factory service information for wiring diagrams and specifications



Reading P1359

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

Often seen with

P1358 Cylinder 2 Ignition Circuit Open · **P1360** Cylinder 2 Ignition Circuit Short To Ground · **P1358** Ignition Diagnostic Monitor Signal Out Of Self Test Range · **P1360** Ignition Coil A Secondary Circuit · **P1358** IC Output High Pulse Detected When Grounded Cyl 8 · **P1360** Ignition Control Circuit Group B · **P1358** Ignition Diagnostic Monitor Signal Out of Self-Test Range · **P1360** Ignition Coil A Secondary Circuit Malfunction · **P1358** IC Output High Pulse Detected When Grounded Cyl 8 · **P1360** Ignition Control Circuit Group B · **P1358** Misfire During Start Cylinder 9 · **P1360** Misfire During Start Cylinder 10 · **P0300** Random/Multiple Cylinder Misfire Detected · **P0351** Ignition Coil A Primary/Secondary Circuit Malfunction · **P0352** Ignition Coil B Primary/Secondary Circuit Malfunction

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-p1359/>

