

CHRYSLER · POWERTRAIN

P1360

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1360 · Chrysler

Ignition Control Circuit Group B

P1360 on Chrysler vehicles indicates that the powertrain control module (PCM) has detected a fault in the ignition control circuit for cylinder group B, which typically covers the odd-numbered cylinders on a V8 or one bank on a V6. The PCM monitors the ignition coil control circuit and sets this code when the expected electrical response from the coil or wiring is missing or out of range.

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

Symptoms you may notice

- Engine misfire or rough running, especially under load or acceleration
- Illuminated check engine light, often flashing if the misfire is severe
- Reduced engine power or limp mode in some models
- Poor fuel economy and increased emissions
- Difficulty starting or stalling, particularly when cold
- Often no symptoms besides the warning light if the fault is intermittent

Common causes, most likely first

- 1 Faulty ignition coil for the affected cylinder group
- 2 Damaged or corroded wiring or connector at the ignition coil
- 3 Open or shorted ignition control circuit between the PCM and coil
- 4 Failed PCM driver for the ignition coil circuit (rare but possible)
- 5 Spark plug or spark plug wire failure causing excessive coil load
- 6 Moisture intrusion into the coil or connector causing intermittent faults



How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, and record freeze-frame data to identify when the fault occurs
- 2 Inspect the ignition coil and connector for physical damage, corrosion, or moisture, and clean or repair as needed
- 3 Swap the ignition coil from the affected group with a known-good coil from another group to see if the misfire moves
- 4 Use a multimeter to check resistance of the ignition coil primary and secondary circuits against factory specifications
- 5 Check for continuity and short-to-ground on the ignition control circuit between the PCM and coil, repairing wiring as required
- 6 Perform a spark test on the affected cylinders to confirm ignition output
- 7 If all electrical checks pass, test the PCM driver circuit with an oscilloscope or substitute a known-good PCM to rule out internal failure

Chrysler Ignition Group B Faults You Might Overlook

- A P1360 can be set by a failing spark plug or plug wire that increases coil load, so always inspect secondary ignition components before condemning the coil.
- On some Chrysler engines, the ignition coil for group B also powers the tachometer signal, so a faulty coil can cause erratic dash readings without a misfire.
- Intermittent P1360 codes often result from a chafed wire harness near the exhaust manifold or valve cover, where heat and vibration damage insulation.
- The PCM driver for the ignition coil can fail due to a shorted coil, so replacing only the PCM without fixing the root cause will lead to repeat failure.
- A weak battery or poor ground connection can cause voltage spikes that mimic ignition control circuit faults, so always verify battery and ground integrity first.

Can I keep driving with P1360?

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

Tools that help

- OBD-II scan tool with live data and misfire counters
- Digital multimeter
- Spark tester
- Oscilloscope (for advanced diagnosis)
- Basic hand tools (socket set, screwdrivers, pliers)



Reading P1360

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

Often seen with

P1362 Cylinder 3 Ignition Circuit Short To B+ · **P1361** Cylinder 3 Ignition Circuit Open · **P1359** Cylinder 2 Ignition Circuit Short To B+ · **P1362** TDC1 Sensor No Signal · **P1359** CKP TDC Sensor Circuit Connector Disconnection · **P1361** TDC Sensor Intermittent Interruption · **P1362** Ignition Coil C Secondary Circuit · **P1359** SPOUT Signal Lost To Powertrain Control Module Or Out Of Ran · **P1361** Ignition Coil B Secondary Circuit · **P1362** Ignition Coil Cylinder 2 No Activation · **P1361** Ignition Coil Cylinder 1 No Activation · **P1361** TDC Sensor Intermittent Interruption · **P1362** TDC1 Sensor No Signal · **P1359** CKP TDC Sensor Circuit Connector Disconnection · **P1361** IC Circuit Low Voltage · **P1362** IC Cylinder 2 Not Toggling After Enable · **P1359** Ignition Control Circuit Group A · **P1361** Ignition Control IC Circuit Low Voltage · **P1362** Ignition Coil C Secondary Circuit Malfunction · **P1359** Spark Output Circuit Fault · **P1361** IC Circuit Low Voltage · **P1362** IC Cylinder 2 Not Toggling After Enable · **P1359** Ignition Control Circuit Group A · **P1361** Misfire Cylinder 10 With Fuel Cut-off · **P1362** Misfire During Start Cylinder 11 · **P1359** Misfire Cylinder 9 With Fuel Cut-off · **P0300** Random/Multiple Cylinder Misfire Detected · **P0351** Ignition Coil A 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-p1360/>

