

CHRYSLER · POWERTRAIN

P1361

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1361 · Chrysler

IC Circuit Low Voltage

P1361 on Chrysler vehicles means the ignition coil circuit for the primary side has been detected at a voltage lower than expected by the engine controller. The computer monitors the coil control wire and sets this code when the voltage on that circuit stays below its threshold for a calibrated period, indicating a short to ground or an open driver.

SYSTEM

Powertrain

CODE TYPE

Chrysler specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Ignition system
and misfire

Symptoms you may notice

- Engine misfire or rough running, especially under load
- Check Engine Light illuminated, often with no other noticeable symptoms
- Reduced engine power or limp mode in some Chrysler models
- Hard starting or intermittent no-start condition
- Poor fuel economy and increased emissions

Common causes, most likely first

- 1 Faulty ignition coil with an internally shorted primary winding
- 2 Chafed or shorted ignition coil control wire to ground
- 3 Corroded or loose ignition coil connector terminals
- 4 Failed ignition coil driver inside the Powertrain Control Module (PCM)
- 5 Open circuit in the coil power feed or ground circuit
- 6 Damaged wiring harness near hot exhaust components

How to diagnose and fix it

- 1 Inspect the ignition coil connector and wiring for corrosion, chafing, or loose pins
- 2 Measure resistance of the ignition coil primary winding and compare to specification
- 3 Check for battery voltage at the coil power feed with the key on
- 4 Disconnect the PCM and check the coil control wire for a short to ground
- 5 Swap the suspect coil with a known-good one to see if the code moves
- 6 Test the PCM driver output with a noid light or oscilloscope if the circuit tests good
- 7 Replace the faulty ignition coil or repair the wiring, then clear the code and verify



What the coil circuit test reveals

- A shorted ignition coil primary winding is the most common cause, but technicians often replace the coil without checking the control wire for a rub-through against the engine block.
- The PCM driver can fail from heat or age, and a coil with low resistance can stress the driver over time, so replacing only the coil may lead to a repeat failure.
- Chrysler coil-on-plug connectors are prone to oil contamination from a leaking spark plug tube seal, which can cause intermittent low-voltage signals.
- This code can set intermittently from vibration-related wiring faults that only appear on rough roads, so wiggle-testing the harness while monitoring live data is essential.
- Do not confuse P1361 with a misfire code; a misfire code indicates combustion quality, while P1361 specifically flags the coil control circuit voltage.

Can I keep driving with P1361?

You can drive cautiously to a repair shop if the engine runs smoothly, but avoid heavy acceleration or towing because a misfire can overheat the catalytic converter. If the engine is misfiring badly or stalls, stop driving and have the vehicle towed.

Tools that help

- Digital multimeter
- OBD-II scan tool with live data
- Test light or noid light
- Oscilloscope (optional for driver testing)
- Socket set and Torx bits for coil removal

Reading P1361

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

Often seen with

P1362 Cylinder 3 Ignition Circuit Short To B+ · **P1362** TDC1 Sensor No Signal · **P1362** Ignition Coil C Secondary Circuit · **P1362** Ignition Coil Cylinder 2 No Activation · **P1362** TDC1 Sensor No Signal · **P1362** IC Cylinder 2 Not Toggling After Enable · **P1362** Ignition Coil C Secondary Circuit Malfunction · **P1362** IC Cylinder 2 Not Toggling After Enable · **P1362** Misfire During Start Cylinder 11 · **P0300** Random/Multiple Cylinder Misfire Detected · **P0301** Cylinder 1 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 [How Variable Valve Timing Works: Cam Phaser and VVT Solenoid](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1361/>

