

CHRYSLER · POWERTRAIN

P1363

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1363 · Chrysler

IC Cylinder 3 Not Toggling After Enable

P1363 on Chrysler vehicles means the powertrain control module (PCM) has enabled the ignition coil for cylinder 3 but has not detected the expected voltage toggle on the coil's feedback circuit, indicating the coil is not firing or the feedback signal is missing. The PCM monitors the coil primary circuit for a rapid on-off transition after enable, and when that transition never occurs, it sets this manufacturer-specific code.

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 noticeable misfire at idle and low speeds
- Hesitation or stumble during acceleration
- Reduced engine power or limp mode in some cases
- Shaking or vibration felt through the steering wheel and seat
- Slightly higher fuel consumption due to incomplete combustion

Common causes, most likely first

- 1 Faulty ignition coil on cylinder 3 (open primary or secondary winding)
- 2 Damaged or corroded electrical connector at the cylinder 3 coil
- 3 Open or shorted wire in the coil control circuit between the PCM and coil
- 4 Failed spark plug or excessive plug gap causing coil stress
- 5 PCM driver circuit failure for cylinder 3 coil control
- 6 Poor engine ground affecting coil operation
- 7 Aftermarket coil with incompatible feedback characteristics



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 3 ignition coil connector and wiring for corrosion, chafing, or loose pins
- 3 Swap the cylinder 3 coil with a known-good coil from another cylinder and see if the code follows the coil
- 4 Check spark plug condition and gap on cylinder 3, replacing if worn or fouled
- 5 Measure resistance of the cylinder 3 coil primary and secondary windings and compare to specification
- 6 Backprobe the coil control circuit at the PCM and coil to check for an open or short, and verify the feedback signal toggles with a lab scope
- 7 If wiring and coil test good, diagnose the PCM driver circuit and replace the PCM only after confirming all other possibilities

Why cylinder 3 coil codes mislead

- A coil that ohms out within specification can still fail under load, so resistance testing alone often misses the root cause of P1363.
The feedback toggle the PCM looks for is a fast voltage spike, and a dirty or loose connector can attenuate that signal even when the coil fires normally.
- Technicians sometimes replace the PCM prematurely when the real problem is a chafed wire in the coil harness near the valve cover.
- This code can be set by a spark plug that is worn beyond gap specification, which overloads the coil and prevents the expected feedback toggle.
Aftermarket coils with different internal suppression can cause P1363 even though they function electrically, so stick with OEM-spec parts.

Can I keep driving with P1363?

You can usually drive the vehicle short distances to a repair shop, but avoid heavy acceleration and prolonged driving because unburned fuel can damage the catalytic converter. If the engine is misfiring severely 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
- Lab scope for capturing coil feedback signals
- Spark tester
- Basic hand tools and socket set
- Factory service information for coil circuit specifications



Reading P1363

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

Often seen with

P1364 Cylinder 4 Ignition Circuit Open · **P1362** Cylinder 3 Ignition Circuit Short To B+ · **P1362** TDC1 Sensor No Signal · **P1362** Ignition Coil C Secondary Circuit · **P1364** Ignition Coil Primary Circuit · **P1362** Ignition Coil Cylinder 2 No Activation · **P1364** Ignition Coil Cylinder 4 No Activation · **P1362** TDC1 Sensor No Signal · **P1362** IC Cylinder 2 Not Toggling After Enable · **P1364** IC Cylinder 4 Not Toggling After Enable · **P1362** Ignition Coil C Secondary Circuit Malfunction · **P1364** Ignition Coil Primary Circuit Fault · **P1362** IC Cylinder 2 Not Toggling After Enable · **P1364** IC Cylinder 4 Not Toggling After Enable · **P1362** Misfire During Start Cylinder 11 · **P1364** Misfire During Start Cylinder 12 · **P0300** Random/Multiple Cylinder Misfire Detected · **P0353** Ignition Coil C Primary/Secondary Circuit Malfunction · **P0303** Cylinder 3 Misfire Detected

See it working

Watch the animated explainer [Car Relay Test Bench: Test 4-Pin and 5-Pin Relays](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1363/>

