



P1355 · Ford

Ignition Coil D Primary Circuit Fault

P1355 on a Ford means the powertrain control module (PCM) has detected an electrical fault in the primary circuit of ignition coil D, which is the low-voltage side that the PCM switches to fire the coil. The PCM monitors the coil driver circuit for abnormal voltage or current behavior and sets this code when the signal does not match expected values during engine operation.

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

Symptoms you may notice

- Check engine light illuminated, often with no other noticeable symptoms
- Rough idle or misfire that may feel like a shake or stumble
- Loss of power or hesitation during acceleration
- Slightly worse fuel economy than usual
- In some cases, a flashing check engine light if the misfire is severe enough to damage the catalytic converter
- Engine may run fine at speed but stumble at idle or under light load

Common causes, most likely first

- 1 Faulty ignition coil D (internal primary winding open or shorted)
- 2 Damaged or corroded electrical connector at coil D
- 3 Chafed, broken, or shorted wire in the coil D primary circuit harness
- 4 Failed PCM driver for coil D (less common but possible)
- 5 Poor ground connection for the coil circuit
- 6 Aftermarket coil with incorrect resistance or poor quality

How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, then clear and road-test to see if P1355 returns
- 2 Inspect the coil D connector and harness for corrosion, loose pins, or chafing
- 3 Swap coil D with a known-good coil from another cylinder and see if the code follows the coil
- 4 Measure primary and secondary resistance of coil D and compare to Ford specifications
- 5 Back-probe the coil D primary circuit with a lab scope or test light to check PCM driver operation
- 6 Check ground connections and repair any excessive resistance in the coil circuit
- 7 If the circuit and coil test good, diagnose the PCM driver or replace the PCM as a last resort



Coil D faults that fool good technicians

- A coil can pass a resistance test and still fail under heat or load, so a swap test is often more reliable than a meter alone.
- The PCM driver for coil D can be damaged by a shorted coil, so always fix the coil before installing a replacement PCM.
- Corroded pins in the coil connector are a common cause on older Fords, especially where road salt is used.
- P1355 can be set by a momentary glitch that does not affect driveability, so verify the fault is current before replacing parts.
- Aftermarket coils with incorrect primary resistance are a frequent cause of repeat P1355 codes on Ford engines.

Can I keep driving with P1355?

You can usually drive short distances to a repair shop, but avoid heavy acceleration or towing until the fault is fixed. If the check engine light is flashing, stop driving and have the vehicle towed to prevent catalytic converter damage.

Tools that help

- OBD-II scan tool
- Digital multimeter
- Lab scope or test light
- Socket set and torx bits
- Electrical contact cleaner and dielectric grease

Reading P1355

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



Often seen with

P1354 Modulation Piston Displacement Sensor Circuit Malfunction · **P1354** VVT System Malfunction Bank 2 · **P1351** VVT Sensor Range Performance Problem Bank 2 · **P1352** Needle Lift Sensor · **P1351** Injection Sensor Circuit · **P1354** Ignition Coil C Primary Circuit · **P1352** Ignition Coil A Primary Circuit · **P1351** Ignition Diagnostic Monitor Signal Lost To PCM Or Out Of Ran · **P1353** Ignition Coil B Primary Circuit · **P1351** Ignition Control Circuit Voltage High · **P1352** IC Output High Pulse Detected When Grounded Cyl 2 · **P1354** IC Output High Pulse Detected When Grounded Cyl 4 · **P1353** IC Output High Pulse Detected When Grounded Cyl 3 · **P1351** Ignition Diagnostic Monitor Circuit Input Fault · **P1352** Ignition Coil A Primary Circuit Fault · **P1354** Ignition Coil C Primary Circuit Fault · **P1353** Ignition Coil B Primary Circuit Fault · **P1353** IC Output High Pulse Detected When Grounded Cyl 3 · **P1351** IC Circuit High Voltage · **P1354** IC Output High Pulse Detected When Grounded Cyl 4 · **P1352** IC Output High Pulse Detected When Grounded Cyl 2 · **P1354** Misfire During Start Cylinder 7 · **P1353** Misfire Cylinder 6 With Fuel Cut-off · **P1352** Misfire During Start Cylinder 6 · **P1351** Misfire Cylinder 5 With Fuel Cut-off · **P0354** Ignition Coil D 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/ford-p1355/>

