

GM · POWERTRAIN

P1350

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1350 · GM

Ignition Control System

P1350 on GM vehicles indicates that the ignition control system has detected a fault, typically a problem with the ignition control circuit or module that manages spark timing. The engine computer (ECM) monitors the ignition control signal and sets this code when the signal is out of expected range or missing, which can cause misfires or a no-start condition.

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

Symptoms you may notice

- Engine may misfire or run rough, especially under load
- Check Engine Light (CEL) illuminated
- Engine may stall or hesitate during acceleration
- Difficulty starting or a no-start condition
- Often no symptoms besides the warning light, especially if the fault is intermittent

Common causes, most likely first

- Faulty ignition control module (ICM) or ignition coil
- Damaged or corroded wiring in the ignition control circuit
- Poor electrical connection at the ICM or ECM
- Failed crankshaft position sensor or camshaft position sensor
- ECM internal fault affecting ignition control output
- Ignition switch or related power supply issue

How to diagnose and fix it

- Inspect the ignition control circuit wiring and connectors for damage or corrosion
- Check for technical service bulletins (TSBs) related to P1350 for your specific GM model
- Test the ignition control module and ignition coil according to the service manual
- Verify the crankshaft and camshaft position sensors are functioning properly
- Check powers and grounds at the ICM and ECM
- If all else fails, diagnose the ECM for internal faults



Common Misdiagnosis Traps for P1350

- A loose or corroded ground connection at the ignition control module can mimic a failed module, so always check grounds before replacing parts.
- Intermittent faults often stem from chafed wiring harnesses near hot exhaust components, which may not be obvious during a visual inspection.
- A failing crankshaft position sensor can set P1350 without setting its own code, so test it thoroughly if the ignition system checks out.
- Aftermarket alarm or remote start systems improperly installed can interfere with the ignition control circuit and trigger this code.
- The ECM may store P1350 due to low battery voltage during cranking, so always verify battery and charging system health first.

Can I keep driving with P1350?

If the engine is running smoothly, you can drive cautiously to a repair shop, but avoid heavy acceleration or long trips. If the engine misfires severely or stalls, stop driving and have the vehicle towed to prevent damage to the catalytic converter or other components.

Tools that help

- OBD-II scanner
- Digital multimeter
- Test light
- Service manual with wiring diagrams
- Basic hand tools (sockets, wrenches, screwdrivers)

Reading P1350

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

Often seen with

P1351 VVT Sensor Range Performance Problem Bank 2 · **P1351** Injection Sensor Circuit · **P1351** Ignition Diagnostic Monitor Signal Lost To PCM Or Out Of Ran · **P1351** Ignition Control Circuit Voltage High · **P1351** Ignition Diagnostic Monitor Circuit Input Fault · **P1351** IC Circuit High Voltage · **P1351** Misfire Cylinder 5 With Fuel Cut-off · **P0300** Random/Multiple Cylinder Misfire Detected · **P0335** Crankshaft Position Sensor A Circuit Malfunction · **P0340** Camshaft Position Sensor A Circuit Malfunction (Bank 1) · **P0350** Ignition Coil Primary/Secondary Circuit



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/gm-p1350/>

