

GM · POWERTRAIN

P1362

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1362 · GM

IC Cylinder 2 Not Toggling After Enable

P1362 on a GM vehicle means the powertrain control module (PCM) commanded the ignition control (IC) circuit for cylinder 2 to switch states and did not see the expected voltage change on the feedback circuit. The computer cannot confirm that the cylinder 2 ignition coil is being triggered, so it flags the circuit as not toggling after enable.

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

Symptoms you may notice

- Illuminated check engine light, often with no other noticeable symptoms
- Rough idle or a noticeable misfire under load if the cylinder is actually dead
- Slight loss of power or poor fuel economy from a dead cylinder
- Shaking or vibration felt through the steering wheel or seat at idle
- A flashing check engine light if the misfire becomes severe enough to damage the catalytic converter

Common causes, most likely first

- 1 Failed ignition coil or ignition control module for cylinder 2
- 2 Open or shorted IC control wire between the PCM and the coil
- 3 Corroded or loose connector pins at the coil or PCM harness
- 4 Faulty PCM driver circuit for that ignition channel
- 5 Aftermarket alarm or remote start wiring tapped into the ignition circuit
- 6 Engine wiring harness chafed or pinched near the coil mounting area



How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data to confirm when the code sets and whether other misfire codes are present
- 2 Inspect the cylinder 2 coil connector and harness for corrosion, loose pins, or chafing, then clear the code and see if it returns
- 3 Swap the cylinder 2 ignition coil with a known-good coil from another cylinder and recheck whether the code follows the coil
- 4 Use a noid light or oscilloscope on the IC control circuit to verify the PCM is actually commanding the coil to toggle
- 5 Check continuity and resistance on the IC control wire from the PCM connector to the coil connector, looking for opens or shorts to ground
- 6 If the circuit and coil test good, test the PCM driver output with a scope or substitute a known-good PCM to confirm the driver is faulty
- 7 Repair the faulty wiring, replace the coil, or replace and reprogram the PCM as needed, then clear codes and verify the repair with a road test

What the IC circuit test really shows

- A coil that fires fine at idle can still set P1362 because the PCM monitors the IC feedback voltage only during the brief enable window, so an intermittent coil driver inside the coil is a common missed cause.
- Technicians often replace the coil first and still see the code return because the real fault is a rubbed-through IC wire hidden inside the loom near the exhaust manifold, where heat and vibration damage the insulation.
- Aftermarket remote start or alarm installers frequently tap the ignition control wires for tach signals, and that splice can load the circuit enough to stop the PCM from seeing a clean toggle.
- P1362 does not always mean the cylinder is misfiring; the PCM can set this code when the coil primary winding is open but the secondary side still produces a weak spark that runs well enough to hide the misfire from the driver.
- A weak or failing ignition switch can drop voltage to the coil primary circuit just long enough to interrupt the feedback signal, so check for other low-voltage or no-start codes before condemning the PCM.

Can I keep driving with P1362?

You can usually drive the vehicle to a shop if the check engine light is steady and the engine runs smoothly, but avoid heavy acceleration or towing until the fault is repaired. If the light flashes or the engine shakes badly, stop driving because raw fuel can destroy the catalytic converter.



Tools that help

- OBD-II scan tool with live data and freeze-frame capability
- Digital multimeter with back-probing pins
- Oscilloscope or noid light for ignition control circuit testing
- Factory service information with wiring diagrams for the specific GM platform
- Basic hand tools and terminal pick tools for connector inspection

Reading P1362

P Powertrain: engine, transmission and emissions.

1 Manufacturer-specific code (GM): its meaning depends on the make.

3 Ignition system and misfire.

62 The exact fault within that area.

Often seen with

P1363 Cylinder 3 Ignition Circuit Short To Ground · **P1361** Cylinder 3 Ignition Circuit Open · **P1361** TDC Sensor Intermittent Interruption · **P1361** Ignition Coil B Secondary Circuit · **P1361** Ignition Coil Cylinder 1 No Activation · **P1363** Ignition Coil Cylinder 3 No Activation · **P1361** TDC Sensor Intermittent Interruption · **P1361** IC Circuit Low Voltage · **P1363** IC Cylinder 3 Not Toggling After Enable · **P1361** Ignition Control IC Circuit Low Voltage · **P1363** Ignition Coil D Secondary Circuit Malfunction · **P1361** IC Circuit Low Voltage · **P1363** IC Cylinder 3 Not Toggling After Enable · **P1361** Misfire Cylinder 10 With Fuel Cut-off · **P1363** Misfire Cylinder 11 With Fuel Cut-off · **P0302** Cylinder 2 Misfire Detected · **P0352** Ignition Coil B Primary/Secondary Circuit Malfunction · **P0351** Ignition Coil A Primary/Secondary Circuit Malfunction

See it working

Watch the animated explainer [How a Gyroscope Works: Gimbals and Precession](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/gm-p1362/>

