

GM · POWERTRAIN

P1365

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1365 · GM

IC Cylinder 5 Not Toggling After Enable

P1365 on a GM vehicle means the engine control module (ECM) has enabled the ignition control (IC) circuit for cylinder 5 but has not detected the expected voltage toggling on that circuit, indicating an open, short, or faulty component in the cylinder 5 ignition coil control path. The ECM monitors the IC circuit and expects it to switch between high and low states when the ignition coil is commanded to fire; failure to see that toggle sets this code.

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

Symptoms you may notice

- Engine misfire, often felt as a shake or stumble, especially under load or acceleration
- Rough idle or uneven running
- Check engine light illuminated, sometimes flashing if the misfire is severe
- Reduced fuel economy and power output
- Often no symptoms besides the warning light, particularly if the misfire is intermittent

Common causes, most likely first

- Faulty ignition coil for cylinder 5 (open or shorted primary winding)
- Damaged or corroded wiring harness or connector at the cylinder 5 ignition coil
- Open or shorted IC control circuit between the ECM and the cylinder 5 coil
- Poor ground connection for the ignition coil or engine block
- Failed engine control module (ECM) driver for the cylinder 5 IC circuit (rare but possible)
- Aftermarket or incorrect ignition coil installed previously
- Water intrusion or physical damage to the coil or harness



How to diagnose and fix it

- 1 Scan all modules for stored codes and record freeze-frame data to confirm the fault conditions
- 2 Inspect the cylinder 5 ignition coil and its connector for corrosion, damage, or loose pins
- 3 Swap the cylinder 5 ignition coil with a known-good coil from another cylinder and see if the misfire moves
- 4 Use a digital multimeter to check resistance of the cylinder 5 coil primary and secondary windings against specifications
- 5 Backprobe the IC control circuit at the coil connector and observe the signal with a lab scope or LED test light while cranking or running
- 6 Check continuity and resistance of the IC control wire from the ECM to the coil, looking for opens or shorts to ground or power
- 7 If all wiring and coils test good, perform a driver test on the ECM circuit or substitute a known-good ECM to rule out internal driver failure

Don't overlook coil driver and ground faults

- A coil that tests good on a resistance check can still fail under load, so swapping it with another cylinder is often the fastest way to confirm the fault.
- The IC circuit is a low-current control signal; a poor ground at the coil or engine block can mimic a failed ECM driver and cause this code.
- Intermittent P1365 often appears only when the engine is hot or vibrating, so wiggle-testing the harness while monitoring the signal is essential.
- This code does not always mean the coil is bad; a shorted or open control wire between the ECM and coil is a common cause that gets missed.
- Aftermarket coils with incorrect internal resistance can set this code even when they appear to function, so always compare against OEM specifications.

Can I keep driving with P1365?

You can usually drive the vehicle short distances to a repair shop, but avoid heavy acceleration or towing because a persistent misfire can overheat the catalytic converter and cause costly damage. If the check engine light is flashing, stop driving and have the vehicle towed.

Tools that help

- OBD-II scan tool with live data and misfire counters
- Digital multimeter
- Lab scope or LED test light
- Basic hand tools (socket set, screwdrivers, pliers)
- Wiring diagram for the specific GM vehicle



Reading P1365

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

Often seen with

P1364 Cylinder 4 Ignition Circuit Open · **P1366** Cylinder 4 Ignition Circuit Short To Ground · **P1366** TDC2 Sensor Intermittent · **P1364** Ignition Coil Primary Circuit · **P1364** Ignition Coil Cylinder 4 No Activation · **P1366** Ignition Coil Cylinder 6 No Activation · **P1366** TDC2 Sensor Intermittent · **P1364** IC Cylinder 4 Not Toggling After Enable · **P1366** IC Cylinder 6 Not Toggling After Enable · **P1364** Ignition Coil Primary Circuit Fault · **P1364** IC Cylinder 4 Not Toggling After Enable · **P1366** IC Cylinder 6 Not Toggling After Enable · **P1364** Misfire During Start Cylinder 12 · **P0300** Random/Multiple Cylinder Misfire Detected · **P0305** Cylinder 5 Misfire Detected · **P0355** Ignition Coil 'E' Primary/Secondary Circuit

See it working

Watch the animated explainer [How an Elevator Works: Traction Lift in X-Ray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/gm-p1365/>

