

MAZDA · POWERTRAIN

P1360

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1360 · Mazda

Ignition Coil A Secondary Circuit

P1360 on Mazda vehicles indicates that the powertrain control module (PCM) has detected a fault in the secondary circuit of ignition coil A, which typically serves cylinder number one. The PCM monitors the coil's secondary winding for abnormal voltage patterns during the spark event, and this code is set when the feedback signal falls outside the expected range, pointing to a problem with the coil, its wiring, or the spark plug.

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

Symptoms you may notice

- Illuminated check engine light, often with no other noticeable symptoms
- Engine misfire felt as a stumble or rough idle, especially when cold
- Reduced engine power and poor acceleration
- Shaking or vibration during acceleration or under load
- Worsened fuel economy due to incomplete combustion
- In some cases, a flashing check engine light if the misfire is severe enough to damage the catalytic converter

Common causes, most likely first

- 1 Faulty ignition coil A (secondary winding open or shorted)
- 2 Worn or fouled spark plug on the affected cylinder
- 3 Damaged or corroded ignition coil connector or wiring
- 4 Open or shorted secondary circuit wiring between coil and PCM
- 5 PCM driver circuit fault (less common)
- 6 Moisture intrusion into the coil or connector causing arcing
- 7 Aftermarket coil with incorrect resistance or poor quality



How to diagnose and fix it

- 1 Perform a visual inspection of ignition coil A, its connector, and the spark plug for damage, corrosion, or moisture.
- 2 Swap ignition coil A with a known-good coil from another cylinder and see if the misfire or code moves to that cylinder.
- 3 Check the spark plug condition and gap; replace if worn or fouled.
- 4 Use a multimeter to measure the resistance of the coil's primary and secondary windings and compare to factory specifications.
- 5 Inspect the wiring harness between the coil and PCM for continuity, shorts to ground, and shorts to power.
- 6 If the coil and wiring test good, check for a faulty PCM driver or consult a professional with an oscilloscope to analyze the secondary ignition waveform.
- 7 Replace the faulty ignition coil and clear the code, then verify the repair with a test drive.

Don't overlook the spark plug and boot

- A worn spark plug or a cracked coil boot can cause a secondary circuit fault even when the coil itself tests good, so always inspect the plug and boot before condemning the coil.
- The code may set intermittently due to moisture ingress after engine washing or heavy rain, so check for water trails or corrosion inside the coil connector.
- Swapping the coil to another cylinder is a quick and reliable way to confirm whether the fault follows the coil or stays with the cylinder, which helps avoid unnecessary parts replacement.
- On some Mazda engines, a failing ignition coil can cause a misfire that is not felt by the driver but still sets P1360, so do not ignore the light even if the engine seems to run fine.
- Aftermarket coils with incorrect resistance values are a common cause of recurring P1360, so always verify resistance against the factory service manual before installation.

Can I keep driving with P1360?

You can usually drive the vehicle with P1360 set, but avoid heavy acceleration and long trips until the fault is repaired. If the check engine light is flashing, stop driving immediately to prevent catalytic converter damage.

Tools that help

- OBD-II scanner
- Digital multimeter
- Spark plug socket and wrench
- Ignition coil puller (if applicable)
- Oscilloscope (optional for advanced diagnosis)



Reading P1360

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

Often seen with

P1362 Cylinder 3 Ignition Circuit Short To B+ · **P1361** Cylinder 3 Ignition Circuit Open · **P1361** TDC Sensor Intermittent Interruption · **P1362** TDC1 Sensor No Signal · **P1361** Ignition Coil B Secondary Circuit · **P1362** Ignition Coil C Secondary Circuit · **P1361** Ignition Coil Cylinder 1 No Activation · **P1362** Ignition Coil Cylinder 2 No Activation · **P1361** TDC Sensor Intermittent Interruption · **P1362** TDC1 Sensor No Signal · **P1361** IC Circuit Low Voltage · **P1362** IC Cylinder 2 Not Toggling After Enable · **P1361** Ignition Control IC Circuit Low Voltage · **P1362** Ignition Coil C Secondary Circuit Malfunction · **P1361** IC Circuit Low Voltage · **P1362** IC Cylinder 2 Not Toggling After Enable · **P1362** Misfire During Start Cylinder 11 · **P1361** Misfire Cylinder 10 With Fuel Cut-off · **P0300** Random/Multiple Cylinder Misfire Detected · **P0351** Ignition Coil A Primary/Secondary Circuit Malfunction · **P0301** Cylinder 1 Misfire Detected

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/mazda-p1360/>

