

VOLKSWAGEN · POWERTRAIN

P1358

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1358 · Volkswagen

Cylinder 2 Ignition Circuit Open

P1358 on a Volkswagen means the engine control module (ECM) has detected an open circuit on the ignition coil primary circuit for cylinder 2, so it cannot command a spark. The ECM monitors the coil driver circuit and flags this code when the expected voltage or current is missing during the coil's dwell period.

SYSTEM

Powertrain

CODE TYPE

Volkswagen
specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Ignition system
and misfire

Symptoms you may notice

- Check engine light illuminated, often with a flashing light under load if misfire is severe
- Rough idle or noticeable engine vibration, especially at idle or low speed
- Loss of power and sluggish acceleration because one cylinder is not firing
- Increased fuel consumption and a raw fuel smell from the exhaust
- Often no symptoms besides the warning light if the misfire is mild or intermittent
- Possible catalytic converter damage over time if unburned fuel reaches the exhaust

Common causes, most likely first

- 1 Faulty ignition coil for cylinder 2 (open primary winding or internal driver failure)
- 2 Damaged or corroded electrical connector at the cylinder 2 ignition coil
- 3 Broken, chafed, or open wire in the coil primary circuit between the ECM and coil
- 4 Loose or corroded ground connection for the ignition coil harness
- 5 Failed engine control module (ECM) driver for cylinder 2 ignition coil (rare)
- 6 Aftermarket alarm or remote start wiring tapped into the coil circuit causing an open
- 7 Heat damage or vibration fatigue in the coil harness near the cylinder head

How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data to confirm P1358 is active and not a history code
- 2 Inspect the cylinder 2 ignition coil connector and harness for corrosion, loose pins, or chafed wires
- 3 Swap the cylinder 2 ignition coil with a known-good coil from another cylinder and see if the misfire moves
- 4 Measure resistance of the cylinder 2 coil primary winding and compare to the manufacturer's specification
- 5 Check for battery voltage at the coil connector with the key on and verify the ground circuit integrity
- 6 Perform a wiggle test on the coil harness while watching live misfire counters to catch intermittent opens
- 7 If the circuit tests good, replace the ignition coil; if the circuit is open to the ECM, repair the wire or replace the ECM as a last resort

What a coil circuit open really means

- An open circuit can be inside the coil itself, so swapping coils is the fastest way to rule out the coil before chasing wiring.
- Volkswagen coil harnesses often break inside the insulation near the cylinder head due to heat and vibration, which a visual inspection alone will miss.
- A P1358 can be set by a loose ground strap on the engine block, not just by the coil or its wiring, so always verify engine grounds.
- Aftermarket ignition coils with poor pin fit can cause an open circuit that only appears when the engine is hot, leading to intermittent misfires.
- The ECM driver for the coil can fail and set P1358 even when the coil and wiring test good, but this is rare and should be diagnosed last.

Can I keep driving with P1358?

You can drive short distances to a repair shop if the engine runs smoothly and the check engine light is steady, but avoid hard acceleration and heavy loads. If the light flashes or the engine shakes badly, stop driving to prevent catalytic converter damage from unburned fuel.

Tools that help

- OBD-II scan tool with live misfire and freeze-frame data
- Digital multimeter for resistance and voltage checks
- Test light or noid light for coil trigger signal
- Socket set and Torx bits for coil removal
- Wiring diagram for the ignition coil circuit

Reading P1358

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



Often seen with

P1357 Cylinder 1 Ignition Circuit Short To Ground · **P1356** Cylinder 1 Ignition Circuit Short To B+ · **P1354** Modulation Piston Displacement Sensor Circuit Malfunction · **P1355** Cylinder 1 Ignition Circuit Open · **P1354** VVT System Malfunction Bank 2 · **P1354** Ignition Coil C Primary Circuit · **P1355** IC Output High Pulse Detected When Grounded Cyl 5 · **P1357** IC Output High Pulse Detected When Grounded Cyl 7 · **P1356** IC Output High Pulse Detected When Grounded Cyl 6 · **P1354** IC Output High Pulse Detected When Grounded Cyl 4 · **P1355** Ignition Coil D Primary Circuit Fault · **P1356** Loss of Ignition Diagnostic Module Input to PCM · **P1354** Ignition Coil C Primary Circuit Fault · **P1357** Ignition Diagnostic Monitor Pulswidth Not Defined · **P1355** IC Output High Pulse Detected When Grounded Cyl 5 · **P1356** IC Output High Pulse Detected When Grounded Cyl 6 · **P1357** IC Output High Pulse Detected When Grounded Cyl 7 · **P1354** IC Output High Pulse Detected When Grounded Cyl 4 · **P1355** Misfire Cylinder 7 With Fuel Cut-off · **P1356** Misfire During Start Cylinder 8 · **P1357** Misfire Cylinder 8 With Fuel Cut-off · **P1354** Misfire During Start Cylinder 7 · **P0302** Cylinder 2 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/volkswagen-p1358/>

