

VOLKSWAGEN · POWERTRAIN

**P1362**

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

## P1362 · Volkswagen

### Cylinder 3 Ignition Circuit Short To B+

P1362 on Volkswagen vehicles means the engine control module has detected a short to battery positive voltage on the ignition circuit for cylinder 3, so the coil is receiving constant power instead of a switched ground pulse. The computer monitors the ignition coil control wire and flags this code when the voltage on that circuit stays abnormally high, indicating the coil may be firing continuously or not at all.

SYSTEM

Powertrain

CODE TYPE

Volkswagen  
specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Ignition system  
and misfire

### Symptoms you may notice

- Engine misfire and rough running, especially noticeable at idle or under light load
- Check Engine Light illuminated, sometimes flashing if the misfire is severe
- Reduced engine power and poor fuel economy due to a dead or constantly firing cylinder
- A strong raw fuel smell from the exhaust if the injector keeps spraying into a non-firing cylinder
- Often no symptoms besides the warning light if the short is intermittent or only affects the diagnostic circuit

### Common causes, most likely first

- 1 Ignition coil for cylinder 3 internally shorted to battery voltage
- 2 Chafed or pinched ignition coil control wire shorting to a nearby power wire in the engine harness
- 3 Corroded or damaged ignition coil connector allowing voltage to bleed across terminals
- 4 Faulty engine control module driver for the cylinder 3 ignition circuit
- 5 Water intrusion into the coil-on-plug well or harness connector causing a conductive path to battery voltage
- 6 Aftermarket alarm or remote start wiring improperly spliced into the ignition circuit



## How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, then verify P1362 is current and not a ghost code from a low battery
- 2 Inspect the cylinder 3 ignition coil connector and coil well for corrosion, water, or loose pins, and clean or replace the connector as needed
- 3 Swap the cylinder 3 ignition coil with another cylinder and see if the misfire and code follow the coil, confirming a faulty coil
- 4 Disconnect the engine control module and coil connector, then measure resistance from the coil control wire to battery positive and to ground to check for a short
- 5 Wiggle-test the engine harness while watching live misfire counters or a multimeter to catch an intermittent short to battery voltage
- 6 Repair any chafed wire or replace the affected section of the engine harness, then clear codes and verify the short is gone
- 7 If the harness and coil are good, test the engine control module ignition driver output with an oscilloscope and replace the module only if the driver is confirmed faulty

## Why swapping coils can mislead you

- A short to battery voltage in the coil control wire can make the coil fire continuously, which may melt the spark plug or damage the coil even after the code is cleared, so fix the wiring before installing a new coil.
- The code can set intermittently from a harness rubbed through near the valve cover or intake manifold, and a simple coil swap will not reveal the wiring fault because the problem stays with the harness.
- Volkswagen engine control modules are robust but not immune, and a shorted coil driver inside the module can mimic a harness short, so always rule out the wiring before condemning the module.
- Water pooling in the spark plug well from a missing engine cover or clogged cowl drain is a common hidden cause on Volkswagens, and the short often clears after drying but returns in wet weather.
- A P1362 can be stored alongside misfire codes for cylinder 3, but the misfire counter may not increment if the coil is stuck on, so do not assume the ignition system is fine just because the misfire code is absent.

## Can I keep driving with P1362?

You can drive a short distance to a repair shop if the engine is running smoothly, but avoid heavy acceleration and long trips because a constantly firing coil can overheat and damage the spark plug or catalytic converter. If the Check Engine Light is flashing or the engine is misfiring badly, stop driving and have the vehicle towed.



## Tools that help

- OBD-II scan tool with live misfire and voltage data
- Digital multimeter with back-probe pins
- Oscilloscope for checking ignition coil control signals
- Trim removal tools and socket set for accessing coils and harness
- Wiring diagram for the specific Volkswagen model

## Reading P1362

- P** Powertrain: engine, transmission and emissions.
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- 1** Manufacturer-specific code (Volkswagen): its meaning depends on the make.
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- 3** Ignition system and misfire.
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- 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 · **P0303** Cylinder 3 Misfire Detected · **P0353** Ignition Coil C Primary/Secondary Circuit Malfunction

## 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-p1362/>

