

VOLKSWAGEN · POWERTRAIN

P1365

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1365 · Volkswagen

Cylinder 4 Ignition Circuit Short To B+

P1365 on Volkswagen vehicles means the engine control module (ECM) has detected a short to battery positive voltage (B+) on the ignition coil circuit for cylinder 4. The ECM commands the coil to fire by grounding the control circuit, but it sees voltage on that wire when it should be low, indicating the wire is shorted to power or the coil's internal driver has failed.

SYSTEM

Powertrain

CODE TYPE

Volkswagen
specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Ignition system
and misfire

Symptoms you may notice

- Check engine light (CEL) illuminated, often with no other noticeable symptoms
- Engine misfire, especially under load or acceleration, felt as a stumble or hesitation
- Rough idle or shaking that may worsen when the engine is cold
- Reduced fuel economy and power output due to incomplete combustion
- In some cases, the engine may enter limp mode or flash the CEL if the misfire is severe

Common causes, most likely first

- 1 Faulty ignition coil for cylinder 4 with an internal short to B+
- 2 Chafed or damaged wiring harness between the ECM and cylinder 4 coil, shorting to a power wire
- 3 Corroded or loose connector pins at the coil or ECM, allowing voltage to bleed across circuits
- 4 ECM internal driver failure holding the control circuit high
- 5 Aftermarket alarm or remote start wiring improperly tapped into the ignition circuit
- 6 Heat and vibration damage to the coil harness near the exhaust manifold

How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data to confirm the fault is current and not intermittent
- 2 Visually inspect the cylinder 4 coil connector and harness for chafing, corrosion, or loose pins
- 3 Swap the cylinder 4 ignition coil with another cylinder and recheck codes to see if the fault moves
- 4 Measure resistance and voltage on the coil control wire with a multimeter to check for a short to B+
- 5 Disconnect the ECM and coil, then test the control wire for continuity to battery positive and to ground
- 6 Repair or replace the damaged section of the harness, then clear codes and verify the repair with a road test
- 7 If the harness and coil are good, test the ECM driver circuit or replace the ECM as a last resort



Before you replace the ignition coil

- A short to B+ on the coil control wire often comes from a rubbed-through harness near the exhaust manifold, not from the coil itself, so always inspect the loom before condemning parts.
- Swapping coils is a quick test, but if the code stays on cylinder 4 after the swap, the fault is almost certainly in the wiring or ECM, not the coil.
- Volkswagen coil connectors are known to crack and allow moisture in, creating a carbon track that can mimic a short to B+; look for green corrosion inside the plug.
- Aftermarket wiring for alarms or audio equipment tapped into the ignition feed can back-feed voltage onto the coil control circuit and set this code without any factory component failure.
- A failed ECM driver is rare but possible; confirm the control wire is not shorted before replacing the ECM, as misdiagnosis here is expensive.

Can I keep driving with P1365?

You can usually drive the vehicle short distances to a repair shop, but avoid heavy acceleration or sustained high-speed driving because the misfire can overheat the catalytic converter. If the check engine light flashes, stop driving and have the vehicle towed to prevent converter damage.

Tools that help

- OBD-II scan tool with manufacturer-specific code reading capability
- Digital multimeter with back-probing pins
- Wiring diagram for the specific Volkswagen model
- Socket set and Torx bits for coil removal
- Insulated wire repair kit with heat-shrink tubing

Reading P1365

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



Often seen with

P1366 Cylinder 4 Ignition Circuit Short To Ground · **P1363** Cylinder 3 Ignition Circuit Short To Ground · **P1364** Cylinder 4 Ignition Circuit Open · **P1366** TDC2 Sensor Intermittent · **P1364** Ignition Coil Primary Circuit · **P1366** Ignition Coil Cylinder 6 No Activation · **P1363** Ignition Coil Cylinder 3 No Activation · **P1364** Ignition Coil Cylinder 4 No Activation · **P1366** TDC2 Sensor Intermittent · **P1363** IC Cylinder 3 Not Toggling After Enable · **P1366** IC Cylinder 6 Not Toggling After Enable · **P1364** IC Cylinder 4 Not Toggling After Enable · **P1364** Ignition Coil Primary Circuit Fault · **P1363** Ignition Coil D Secondary Circuit Malfunction · **P1364** IC Cylinder 4 Not Toggling After Enable · **P1366** IC Cylinder 6 Not Toggling After Enable · **P1363** IC Cylinder 3 Not Toggling After Enable · **P1364** Misfire During Start Cylinder 12 · **P1363** Misfire Cylinder 11 With Fuel Cut-off · **P0304** Cylinder 4 Misfire Detected · **P0354** Ignition Coil D 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-p1365/>

