

HONDA · POWERTRAIN

P1336

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

## P1336 · Honda

### CKP Sensor B Range Performance

P1336 on a Honda means the powertrain control module has detected that the signal from the crankshaft position sensor B is outside the expected range or performance window during engine operation. The computer compares the CKP B signal against the camshaft position sensor and other engine timing inputs, and it sets this code when the pattern is erratic, missing, or implausible.

| SYSTEM     | CODE TYPE      | SEVERITY | FIX DIFFICULTY | AREA                        |
|------------|----------------|----------|----------------|-----------------------------|
| Powertrain | Honda specific | Medium   | Intermediate   | Ignition system and misfire |

### Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Intermittent engine stalling or a sudden cut-out while driving
- Rough running, misfiring, or a lack of power under acceleration
- Difficulty starting or a no-start condition in more severe cases
- A slight hesitation or stumble when the engine is cold or under load

### Common causes, most likely first

- 1 Faulty crankshaft position sensor B itself, due to internal failure or heat damage
- 2 Damaged or corroded wiring and connectors between the CKP sensor B and the PCM
- 3 Metal debris or a damaged reluctor wheel on the crankshaft triggering an erratic signal
- 4 Excessive air gap between the sensor and the reluctor wheel from wear or incorrect installation
- 5 Electrical interference from a failing alternator or poor ground connections
- 6 A PCM software issue or internal fault in the CKP signal processing circuit



## How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, and record freeze-frame data to see the conditions when P1336 set
- 2 Visually inspect the CKP sensor B, its connector, and the reluctor wheel for damage, debris, or looseness
- 3 Measure the sensor's resistance and compare it to Honda specifications for the engine, and check the air gap if adjustable
- 4 Back-probe the sensor signal wire at the PCM and observe the waveform on an oscilloscope while cranking and running
- 5 Check for continuity and shorts in the sensor wiring harness, including grounds and shielding, and repair any faults
- 6 If the signal is confirmed missing or erratic at the PCM, replace the CKP sensor B and clear the codes
- 7 After repair, perform a road test and verify that the code does not return, and check for any related pending codes

## What Honda techs check before replacing the CKP sensor

- A loose or damaged reluctor wheel on the crankshaft is a common cause that is often overlooked because the sensor itself tests fine.
- Debris such as metallic shavings stuck to the sensor tip can distort the signal without setting a hard failure code, so always clean and inspect the tip.
- On some Honda engines, a failing camshaft position sensor or a stretched timing chain can cause P1336 by making the CKP signal appear out of range.
- Aftermarket sensors with incorrect resistance or poor shielding frequently cause repeat P1336 codes, so a known-good OEM sensor is the safer replacement.
- A weak battery or poor engine ground can cause voltage spikes that interfere with the CKP signal, so check the charging system before condemning the sensor.

## Can I keep driving with P1336?

You can usually drive the vehicle to a repair shop if the engine is running smoothly and the light is steady, but avoid heavy acceleration and long trips. If the engine stalls, misfires badly, or the check engine light flashes, pull over safely and arrange a tow to prevent further damage.

## Tools that help

- OBD-II scan tool with live data and freeze-frame capability
- Digital multimeter for resistance and continuity checks
- Oscilloscope for viewing the CKP sensor waveform
- Basic hand tools for sensor removal and connector access
- Feeler gauges for checking the sensor air gap if applicable



## Reading P1336

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

## Often seen with

**P1361** Cylinder 3 Ignition Circuit Open · **P1361** TDC Sensor Intermittent Interruption · **P1361** Ignition Coil B Secondary Circuit · **P1361** Ignition Coil Cylinder 1 No Activation · **P1361** TDC Sensor Intermittent Interruption · **P1361** IC Circuit Low Voltage · **P1361** Ignition Control IC Circuit Low Voltage · **P1361** IC Circuit Low Voltage · **P1361** Misfire Cylinder 10 With Fuel Cut-off · **P0335** Crankshaft Position Sensor A Circuit Malfunction · **P0336** Crankshaft Position Sensor A Circuit Range/Performance · **P0340** Camshaft Position Sensor A Circuit Malfunction (Bank 1) · **P0341** Camshaft Position Sensor A Circuit Range/Performance

## See it working

Watch the animated explainer [How a Jet Engine Works: Two-Spool Turbofan](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/honda-p1336/>

