

HONDA · POWERTRAIN

P1359

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1359 · Honda

CKP TDC Sensor Circuit Connector Disconnection

P1359 on Honda vehicles means the powertrain control module (PCM) has detected an open or disconnected circuit at the Crankshaft Position (CKP) Top Dead Center (TDC) sensor connector. The PCM monitors the CKP signal for engine speed and cylinder position, and when the electrical path through the sensor connector is broken, it stores this code and may substitute a default timing strategy.

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

Symptoms you may notice

- Check Engine Light illuminated, often with no other noticeable symptoms
- Engine cranks but fails to start or takes longer to start than usual
- Intermittent stalling or sudden engine shutoff while driving
- Rough running or misfire due to lost crank position signal
- Tachometer may read zero or fluctuate erratically while the engine is running

Common causes, most likely first

- CKP TDC sensor connector physically disconnected or loose
- Corroded, bent, or pushed-back terminals inside the sensor connector
- Broken or chafed wire in the CKP sensor harness near the connector
- Failed CKP TDC sensor internal open circuit
- Damaged connector lock tab allowing the connector to back out
- Oil or debris contamination at the connector causing poor contact

How to diagnose and fix it

- Inspect the CKP TDC sensor connector for full engagement and secure locking
- Check for corrosion, bent pins, or pushed-back terminals and repair as needed
- Measure resistance across the CKP sensor terminals and compare to Honda specification
- Perform a wiggle test on the harness and connector while monitoring CKP signal with a scan tool
- Check continuity from the sensor connector to the PCM pins and repair any open circuit
- Replace the CKP TDC sensor if the connector and wiring test good but the signal is absent
- Clear the code and verify the CKP signal returns and the code does not reset



Connector faults often mimic sensor failure

- A loose or disconnected CKP connector is frequently caused by a previous repair or timing belt service where the connector was not fully reseated.
- Technicians who replace the CKP sensor without checking connector pin tension often find the new sensor sets the same code because the harness side terminals are spread.
- Oil leaking from the valve cover or cam seal can contaminate the CKP connector and cause intermittent disconnection that only appears when the engine is hot.
- The PCM may run on a default ignition timing strategy when this code is active, so the engine can feel normal at idle but lack power under load.
- A broken connector lock tab allows vibration to slowly back the connector out, so the code may return only after several hundred miles of driving.

Can I keep driving with P1359?

You can usually drive a short distance to a repair shop if the engine starts and runs, but avoid sustained highway speeds or heavy load because a sudden loss of CKP signal can cause an unexpected stall. If the engine cranks without starting or stalls repeatedly, have the vehicle towed rather than risk a breakdown in traffic.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Wire terminal pick and connector pin tools
- Electrical contact cleaner
- Factory service information for CKP sensor resistance specification

Reading P1359

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



Often seen with

P1362 Cylinder 3 Ignition Circuit Short To B+ · **P1361** Cylinder 3 Ignition Circuit Open · **P1355** Cylinder 1 Ignition Circuit Open · **P1362** TDC1 Sensor No Signal · **P1361** TDC Sensor Intermittent Interruption · **P1362** Ignition Coil C Secondary Circuit · **P1361** Ignition Coil B 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 · **P1355** IC Output High Pulse Detected When Grounded Cyl 5 · **P1362** IC Cylinder 2 Not Toggling After Enable · **P1361** Ignition Control IC Circuit Low Voltage · **P1362** Ignition Coil C Secondary Circuit Malfunction · **P1355** Ignition Coil D Primary Circuit Fault · **P1361** IC Circuit Low Voltage · **P1362** IC Cylinder 2 Not Toggling After Enable · **P1355** IC Output High Pulse Detected When Grounded Cyl 5 · **P1361** Misfire Cylinder 10 With Fuel Cut-off · **P1362** Misfire During Start Cylinder 11 · **P1355** Misfire Cylinder 7 With Fuel Cut-off · **P0335** Crankshaft Position Sensor A Circuit Malfunction · **P0336** Crankshaft Position Sensor A Circuit Range/Performance

See it working

Watch the animated explainer [Excavator Simulator: Hydraulics You Can Operate](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/honda-p1359/>

