



P1362 · Honda

TDC1 Sensor No Signal

P1362 on a Honda means the powertrain control module (PCM) is not receiving a valid Top Dead Center 1 (TDC1) sensor signal from the distributor or camshaft position sensor circuit. The PCM uses this signal to identify cylinder number one's compression stroke for sequential fuel injection and ignition timing, so a missing signal forces the system into a default 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 may crank but fail to start or start after a long crank
- Rough idle or misfire, especially when cold
- Reduced engine power or limp mode
- Poor fuel economy and increased emissions
- Intermittent stalling or hesitation during acceleration

Common causes, most likely first

- 1 Faulty TDC1 sensor inside the distributor or camshaft position sensor
- 2 Damaged or corroded wiring harness between the sensor and PCM
- 3 Loose or dirty sensor connector terminals
- 4 Failed distributor assembly (worn bearings or damaged reluctor wheel)
- 5 PCM internal fault (rare, but possible after other causes are ruled out)
- 6 Engine mechanical issue such as a jumped timing belt affecting sensor signal

How to diagnose and fix it

- 1 Scan all modules for stored codes and freeze-frame data to confirm P1362 is active and not history
- 2 Inspect the TDC1 sensor connector and wiring for corrosion, chafing, or loose pins
- 3 Measure sensor resistance and compare to Honda specifications for your engine
- 4 Check for reference voltage and ground at the sensor connector with the key on
- 5 Verify the sensor signal with an oscilloscope or a capable scan tool while cranking
- 6 Replace the distributor assembly or camshaft position sensor if the signal is absent or erratic
- 7 Clear codes and perform a relearn or idle learn procedure if required, then test-drive



TDC1 Sensor Signal Diagnosis Traps

- A failed TDC1 sensor often produces no driveability symptoms at all, so many owners ignore the light until an emissions test fails.
- Aftermarket distributors are a common source of repeat P1362 codes because the internal sensor quality and reluctor alignment often do not match Honda specifications.
- A jumped or stretched timing belt can cause a TDC1 signal that is present but out of phase, setting P1362 even though the sensor itself tests good.
- Corroded pins at the distributor connector are frequently overlooked because the outside of the connector looks clean until it is unplugged and inspected.
- Some scan tools show TDC1 data as a camshaft position signal, so technicians who only look for a dedicated TDC1 parameter may miss live data that confirms the fault.

Can I keep driving with P1362?

You can usually drive short distances to a repair shop if the engine runs smoothly, but avoid hard acceleration and long trips because a missing TDC1 signal can cause stalling or a no-start condition without warning. If the engine cranks but will not start, do not continue cranking; have the vehicle towed.

Tools that help

- OBD-II scan tool with live data and freeze-frame capability
- Digital multimeter
- Oscilloscope (for signal waveform verification)
- Basic hand tools and socket set
- Honda service information for resistance and voltage specifications

Reading P1362

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



Often seen with

P1366 Cylinder 4 Ignition Circuit Short To Ground · **P1361** Cylinder 3 Ignition Circuit Open · **P1381** CYP Sensor A Intermittent Interruption · **P1366** TDC2 Sensor Intermittent · **P1361** TDC Sensor Intermittent Interruption · **P1361** Ignition Coil B Secondary Circuit · **P1361** Ignition Coil Cylinder 1 No Activation · **P1366** Ignition Coil Cylinder 6 No Activation · **P1361** TDC Sensor Intermittent Interruption · **P1366** TDC2 Sensor Intermittent · **P1381** CYP Sensor A Intermittent Interruption · **P1361** IC Circuit Low Voltage · **P1381** Misfire Detected No Communication with Brake Control Module · **P1366** IC Cylinder 6 Not Toggling After Enable · **P1361** Ignition Control IC Circuit Low Voltage · **P1381** Cam Timing Advance is Excessive · **P1366** IC Cylinder 6 Not Toggling After Enable · **P1381** Misfire Detected No Communication with Brake Control Module · **P1361** IC Circuit Low Voltage · **P1361** Misfire Cylinder 10 With Fuel Cut-off · **P0335** Crankshaft Position Sensor A Circuit Malfunction · **P0340** Camshaft Position Sensor A Circuit Malfunction (Bank 1)

See it working

Watch the animated explainer [Inline-Four Engine X-Ray: Firing Order 1-3-4-2](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/honda-p1362/>

