

NISSAN · POWERTRAIN

P1359

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1359 · Nissan

CKP TDC Sensor Circuit Connector Disconnection

P1359 on Nissan vehicles means the engine control module (ECM) has detected an open or disconnected circuit at the crankshaft position (CKP) sensor connector, specifically the top dead center (TDC) signal path. The ECM monitors the CKP sensor circuit continuously and sets this code when the electrical path through the sensor connector is broken, preventing the ECM from receiving the crankshaft position signal needed for ignition and fuel timing.

SYSTEM

Powertrain

CODE TYPE

Nissan specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Ignition system and misfire

Symptoms you may notice

- Engine cranks but will not start, or starts only after long cranking
- Engine stalls intermittently or dies while driving
- Rough running, misfiring, or loss of power under acceleration
- Check engine light illuminated, sometimes accompanied by a no-start condition
- Tachometer may read zero or fluctuate erratically while cranking
- Often no symptoms besides the warning light if the connector fault is intermittent

Common causes, most likely first

- 1 CKP sensor connector physically disconnected or partially unseated
- 2 Corroded, bent, or backed-out terminals inside the CKP sensor connector
- 3 Broken or chafed wire in the CKP sensor harness near the connector
- 4 Damaged connector lock tab allowing the connector to work loose over time
- 5 Oil or coolant contamination degrading the connector pins and insulation
- 6 Failed CKP sensor internal open circuit at the connector interface
- 7 ECM-side connector or harness fault on the CKP signal circuit (less common)



How to diagnose and fix it

- 1 Inspect the CKP sensor connector for full engagement, broken lock tabs, and corrosion; reseal or clean as needed
- 2 Check for stored pending or history codes and perform a wiggle test on the CKP harness while watching live crankshaft signal data
- 3 Measure resistance across the CKP sensor terminals and compare to specification to rule out an internal sensor open
- 4 Back-probe the CKP signal and ground circuits at the ECM and check continuity end-to-end to locate an open wire
- 5 Repair or replace damaged connector terminals, pigtail, or harness section as indicated by continuity and visual inspection
- 6 Clear codes and verify the CKP signal is present and stable during cranking and running before returning the vehicle
- 7 If the circuit tests good but the code persists, substitute a known-good CKP sensor and recheck signal integrity

Connector faults that mimic a bad CKP sensor

- A partially seated CKP connector often passes a static visual check but loses contact when the engine torques, so always wiggle the harness while watching live data.
- Technicians frequently replace the CKP sensor when the real fault is a backed-out terminal or corroded pin inside the connector, so inspect terminals with a pick before condemning the sensor.
- Oil leaks from the front cover or valve cover can drip onto the CKP connector and degrade the pins, causing an intermittent open that only appears after the engine warms up.
- The TDC signal in this code refers to the crankshaft position sensor's top dead center reference pulse, and a loss of that pulse will prevent the ECM from sequencing ignition and injection even if camshaft signals are present.
- A loose or damaged CKP connector can set P1359 without any drivability complaint if the break is intermittent, so do not assume the vehicle is safe to drive indefinitely just because it runs normally.

Can I keep driving with P1359?

If the engine starts and runs normally, limit driving to a short trip to a repair shop and avoid high-speed or heavy-load conditions. If the engine cranks but will not start or stalls repeatedly, do not drive the vehicle because a sudden loss of crankshaft signal can cause an immediate stall in traffic.



Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Back-probe pins or piercing probes
- Terminal pick and electrical contact cleaner
- Factory service information for CKP circuit specifications

Reading P1359

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

Often seen with

P1358 Cylinder 2 Ignition Circuit Open · **P1358** Ignition Diagnostic Monitor Signal Out Of Self Test Range · **P1358** IC Output High Pulse Detected When Grounded Cyl 8 · **P1358** Ignition Diagnostic Monitor Signal Out of Self-Test Range · **P1358** IC Output High Pulse Detected When Grounded Cyl 8 · **P1358** Misfire During Start Cylinder 9 · **P0335** Crankshaft Position Sensor A Circuit Malfunction · **P0336** Crankshaft Position Sensor A Circuit Range/Performance · **P0340** Camshaft Position Sensor A Circuit Malfunction (Bank 1) · **P0725** Engine Speed Input Circuit Malfunction

See it working

Watch the animated explainer [How a Knock Sensor Works: Spark Timing and Octane](#) on Auto Veteran to see the parts involved moving.

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

