

GENERIC · POWERTRAIN

P0339

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0339

Crankshaft Position Sensor 'A' Circuit Intermittent

P0339 means the engine computer detected an intermittent signal from the crankshaft position sensor 'A' circuit, so the voltage or timing from that sensor dropped out or glitched rather than failing completely. The computer stores this code when the signal is present most of the time but momentarily disappears or becomes erratic during engine operation.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Ignition system and misfire

Symptoms you may notice

- Check engine light illuminated, often with no other noticeable symptoms
- Engine may stumble, misfire, or hesitate briefly under acceleration
- Intermittent stalling or a no-start condition that comes and goes
- Tachometer needle may jump or drop unexpectedly while driving
- Rough idle or surging that appears only on some trips
- Hard starting or extended cranking on occasion

Common causes, most likely first

- 1 Faulty crankshaft position sensor with an internal intermittent connection
- 2 Damaged or chafed wiring in the sensor harness, especially near hot or moving components
- 3 Corroded, loose, or backed-out terminals at the sensor connector or engine computer
- 4 Excessive air gap or debris on the sensor tip or reluctor wheel
- 5 Worn or damaged reluctor wheel teeth or a loose harmonic balancer
- 6 Electrical interference from a failing ignition component or poor ground
- 7 Engine computer internal fault on the crank signal input circuit



How to diagnose and fix it

- 1 Inspect the sensor connector and harness for corrosion, chafing, or loose pins, and repair as needed
- 2 Check the sensor air gap and clean any metal debris from the sensor tip and reluctor wheel
- 3 Measure the sensor resistance and compare it to the manufacturer's specification while wiggling the harness
- 4 Back-probe the signal wire at the computer and monitor the crank signal on a lab scope while tapping and flexing the harness
- 5 Check for a loose or damaged reluctor wheel or harmonic balancer that would cause an erratic signal
- 6 Replace the crankshaft position sensor if the signal drops out during the wiggle test or scope pattern is erratic
- 7 Clear the code and perform a road test with the scan tool recording to confirm the intermittent signal is gone

Why an intermittent crank signal fools everyone

- A sensor that tests fine when cold and stationary can still fail intermittently once heat and vibration affect an internal break in the winding or connector.
- Many P0339 cases are caused by a rubbed-through signal wire near the accessory belt or exhaust manifold rather than by the sensor itself.
- A failing ignition coil or poor engine ground can induce electrical noise into the crank signal circuit and set this code without any sensor fault.
- The code does not always mean the sensor is dead; a loose reluctor wheel or a failing harmonic balancer can produce the same intermittent dropout.
- Technicians who replace the sensor without a wiggle test or scope capture often see the code return because the harness fault was never addressed.

Can I keep driving with P0339?

You can usually drive short distances to a repair shop, but avoid hard acceleration, towing, or long highway trips because an intermittent crank signal can cause sudden stalling or a no-start. If the engine stalls or cranks without starting, stop driving and arrange a tow.

Tools that help

- OBD-II scan tool with live data and freeze-frame capability
- Digital multimeter
- Oscilloscope or lab scope
- Wire piercing probes and back-probe pins
- Factory service information for sensor resistance and air gap specifications
- Basic hand tools and a flashlight or inspection mirror



Reading P0339

- P** Powertrain: engine, transmission and emissions.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 3** Ignition system and misfire.
- 39** The exact fault within that area.

Often seen with

P0335 Crankshaft Position Sensor A Circuit Malfunction · **P0336** Crankshaft Position Sensor A Circuit Range/Performance · **P0338** Crankshaft Position Sensor A Circuit High Input · **P0340** Camshaft Position Sensor A Circuit Malfunction (Bank 1) · **P0725** Engine Speed Input 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/p0339/>

