

GENERIC · POWERTRAIN

P0367

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0367

Camshaft Position Sensor 'B' Circuit Low (Bank 1)

P0367 means the engine computer has detected a low-voltage signal on the camshaft position sensor 'B' circuit for bank 1, which is the side of the engine containing cylinder number one. The computer expects the sensor to toggle between a high and low voltage as the camshaft rotates, and a sustained low reading tells it the signal is stuck near ground or the circuit is compromised.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Intermediate	Ignition system and misfire

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Intermittent or complete engine stall, especially at idle or during deceleration
- Rough running, misfiring, or a noticeable loss of power under acceleration
- Extended cranking before the engine starts, or a no-start condition in severe cases
- Reduced fuel economy or poor throttle response
- A slight hesitation or stumble when accelerating from a stop

Common causes, most likely first

- 1 A faulty camshaft position sensor 'B' that internally shorts the signal circuit to ground
- 2 Damaged or chafed wiring in the sensor circuit, often where it rubs against a bracket or passes near hot exhaust components
- 3 Corroded, loose, or water-intruded electrical connector pins at the sensor or at the engine computer
- 4 An open or high-resistance ground circuit shared by the sensor, which pulls the signal voltage low
- 5 Metal debris or sludge buildup on the sensor tip or the camshaft reluctor wheel, disrupting the magnetic field
- 6 A mechanical problem such as a worn camshaft phaser or stretched timing chain that causes the sensor to read incorrectly
- 7 Rarely, an internal fault in the engine control module that misinterprets a valid sensor signal



How to diagnose and fix it

- 1 Use an OBD-II scan tool to confirm P0367 is the only stored code and check for any related cam or crank sensor codes that might change the diagnosis
- 2 Visually inspect the sensor, its connector, and the wiring harness for obvious damage, corrosion, or loose pins, and repair any faults found
- 3 Measure the sensor's reference voltage and ground at the connector with a digital multimeter to verify the circuit is receiving proper power and ground
- 4 Back-probe the signal wire and observe the voltage while cranking or running the engine to see whether the sensor produces a clean switching signal
- 5 Remove the sensor and check the tip and the camshaft reluctor wheel for metal shavings, sludge, or mechanical damage that could distort the signal
- 6 If the circuit and sensor are good, perform a resistance and continuity test on the signal and ground wires between the sensor and the engine computer
- 7 Replace the camshaft position sensor 'B' only after confirming the circuit is intact, then clear the code and verify the repair with a test drive

What a low cam signal really means

- A low signal code often points to a wiring or connector problem rather than a failed sensor, so inspect the harness before buying any parts.
- Metal debris stuck to the sensor tip is a common cause that many people miss because the sensor itself still tests good on a bench.
- A weak or shared ground circuit can pull the signal voltage low and set this code even when the sensor is functioning correctly.
- This code does not always mean the engine will run poorly, because some engines can default to a limp mode that uses the crankshaft sensor alone.
- A stretched timing chain or a failing camshaft phaser can cause the sensor signal to fall outside the expected range and trigger this code.

Can I keep driving with P0367?

You can usually drive the vehicle to a repair shop if the engine runs smoothly and the check engine light is steady, but avoid heavy acceleration and long trips. If the engine stalls, misfires badly, or the light flashes, stop driving and have the vehicle towed to prevent damage.



Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter with back-probing pins
- Basic socket and wrench set
- Electrical contact cleaner and dielectric grease
- Feeler gauge or feeler set for checking sensor air gap if applicable

Reading P0367

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.
67	The exact fault within that area.

Often seen with

P0335 Crankshaft Position Sensor A Circuit Malfunction · **P0340** Camshaft Position Sensor A Circuit Malfunction (Bank 1) · **P0365** Camshaft Position Sensor 'B' Circuit (Bank 1) · **P0366** Camshaft Position Sensor 'B' Circuit Range/Performance (Bank 1) · **P0368** Camshaft Position Sensor 'B' Circuit High (Bank 1)

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/p0367/>

