

TOYOTA · POWERTRAIN

P1335

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1335 · Toyota

No Crankshaft Position Sensor Signal Engine Running

P1335 on Toyota vehicles means the engine control module (ECM) lost the crankshaft position signal after the engine had already started and was running. The ECM compares the crank signal with the camshaft position signal and sets this code when the crank signal disappears while the engine is still turning.

SYSTEM

Powertrain

CODE TYPE

Toyota specific

SEVERITY

High

FIX DIFFICULTY

Professional

AREA

Ignition system and misfire

Symptoms you may notice

- Engine may stall suddenly or stumble while driving
- Hard starting or no-start after the engine has been running
- Rough running or misfire just before the engine dies
- Tachometer may drop to zero or fluctuate erratically
- Often no symptoms besides the warning light if the signal dropout is brief
- Reduced power or limp mode in some Toyota models

Common causes, most likely first

- 1 Faulty crankshaft position sensor or damaged sensor wiring connector
- 2 Worn or damaged crankshaft reluctor wheel (signal ring) teeth
- 3 Metal debris or excessive air gap between sensor and reluctor wheel
- 4 Open or shorted crankshaft position sensor circuit, including chafed harness near the engine mount
- 5 Poor electrical connection at the ECM or corroded sensor pins
- 6 Failed ECM driver circuit for the crank sensor (rare but documented on some Toyota engines)



How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data to confirm the code was set while the engine was running, not during cranking
- 2 Inspect the crankshaft position sensor connector and harness for corrosion, chafing, or loose pins, especially near hot exhaust components
- 3 Measure the sensor resistance and compare to Toyota specifications for the engine family, then check the air gap to the reluctor wheel
- 4 Use an oscilloscope to capture the crank signal waveform while cranking and running, looking for dropouts, noise, or missing pulses
- 5 Remove the sensor and inspect the reluctor wheel for cracked, missing, or contaminated teeth, cleaning any metallic debris
- 6 Check continuity and voltage drop on the signal, ground, and shield wires between the sensor and ECM, repairing any open or short
- 7 If all wiring and signal tests pass, substitute a known-good crankshaft position sensor and clear the code to verify the repair

Crank signal dropouts that fool good sensors

- A crank sensor can pass a resistance test and still drop its signal when hot, so an oscilloscope capture during a road test is often the only way to catch an intermittent P1335.
- Toyota reluctor wheels on some engines are pressed onto the crankshaft and can slip or crack without obvious noise, causing a signal that looks like a failed sensor.
- Aftermarket crankshaft sensors for Toyota engines frequently have incorrect air gaps or weak magnets, so a new part does not always mean a good part.
- A failing camshaft position sensor can set P1335 indirectly because the ECM uses cam and crank correlation to detect a missing crank signal, so always check both signals.
- Battery voltage that drops during cranking can cause the ECM to misread the crank signal on early Toyota coil-on-plug engines, so load-test the battery before condemning the sensor.

Can I keep driving with P1335?

Do not continue driving with P1335 because the engine can stall without warning and leave you stranded or cause a loss of power in traffic. Have the vehicle towed or driven only a short distance to a safe repair location, and avoid highways until the fault is repaired.



Tools that help

- OBD-II scan tool with live data and freeze-frame capability
- Digital multimeter with min/max recording
- Oscilloscope (two-channel preferred for crank and cam comparison)
- Toyota service information for sensor resistance and air gap specifications
- Feeler gauges for air gap measurement
- Basic hand tools and a mirror or borescope for reluctor wheel inspection

Reading P1335

P Powertrain: engine, transmission and emissions.

1 Manufacturer-specific code (Toyota): its meaning depends on the make.

3 Ignition system and misfire.

35 The exact fault within that area.

Often seen with

P1340 CKP CMP Sensor Signals Out Of Sequence · **P1340** Igniter Circuit Malfunction No 8 · **P1340** Camshaft Position Sensor B Circuit · **P1340** Camshaft Position Sensor B Circuit Malfunction · **P1340** Multiple Cylinder Misfire During Start · **P0016** Crankshaft/Camshaft Position Correlation (Bank 1 Sensor A) · **P0335** Crankshaft Position Sensor A Circuit Malfunction · **P0336** Crankshaft Position Sensor A Circuit Range/Performance · **P0339** Crankshaft Position Sensor 'A' Circuit Intermittent

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/toyota-p1335/>

