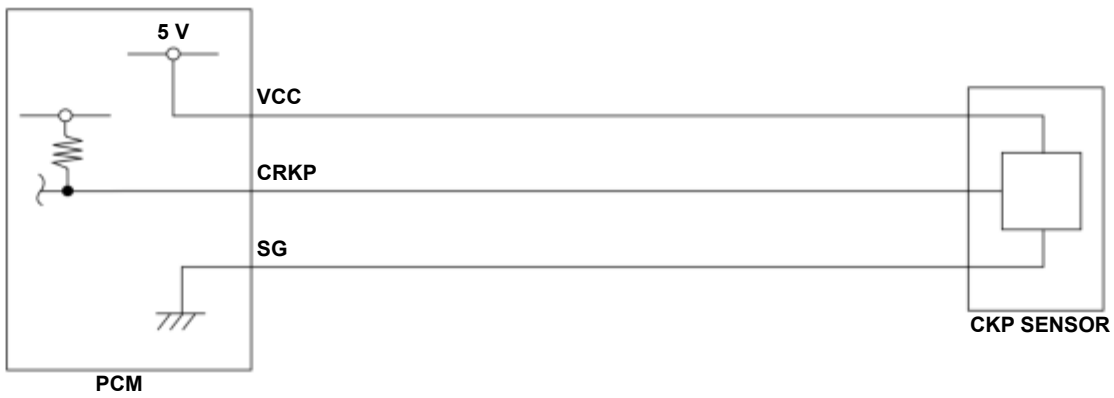
DTC P0335: Crankshaft Position (CKP) Sensor No Signal

General Description



The crankshaft position (CKP) sensor detects injection/ignition timing for each cylinder and engine speed. The CKP sensor consists of a rotor and a semiconductor that detects rotor position. When the engine starts, the rotor turns and the magnetic flux in the semiconductor device changes. The changes of magnetic flux are converted into pulsing signals to the powertrain control module (PCM). If no pulsing signals from the CKP sensor are detected, the PCM detects a malfunction and stores a DTC.

Monitor Execution, Sequence, Duration, DTC Type

Execution	Continuous
Sequence	None
Duration	2.0 seconds or more (when the engine speed is 750 rpm)
DTC Type	One drive cycle, MIL on

Enable Conditions

Condition	
State of the engine	Running

Malfunction Threshold

No input signals from the CKP sensor are detected while signals from the camshaft position (CMP) sensor are detected at least 75 times.

Possible Cause

NOTE: The causes shown may not be a complete list of all potential problems, and it is possible that there may be other causes.

- CKP sensor CRKP line open
- CKP sensor CRKP line short to ground
- CKP sensor VCC line open
- CKP sensor SG line open
- CKP sensor failure
- PCM internal circuit failure

Diagnosis Details

Conditions for setting the DTC

When a malfunction is detected, the MIL comes on and a Pending DTC, a Confirmed DTC, and the freeze data are stored in the PCM memory.

Conditions for clearing the DTC

The MIL is cleared if the malfunction does not return in three consecutive trips in which the diagnostic runs. The MIL, the Pending DTC, the Confirmed DTC, and the freeze data can be cleared with the scan tool Clear command or by disconnecting the 12 volt battery.