

CIRCUIT DESCRIPTION

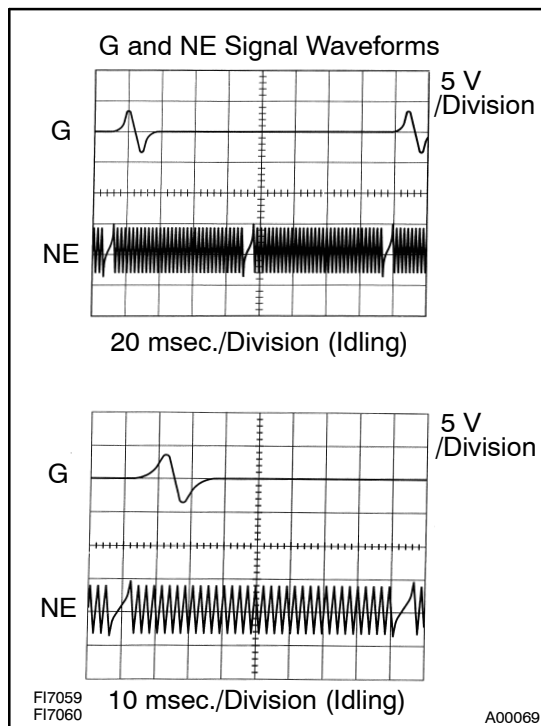
The NE signal plate has 34 teeth. The NE signal sensor generates 34 signals at every engine revolution. The ECM detects the standard crankshaft angle based on the G signal, and the actual crankshaft angle and the engine speed by the NE signal.

WIRING DIAGRAM



- Perform troubleshooting of DTC P0335 first. If no trouble is found, troubleshoot the following mechanical systems.
- Read freeze frame data using TOYOTA hand-held tester or OBD II scan tool. Because freeze frame records the engine conditions when the malfunction is detected. When troubleshooting it is useful for determining whether the vehicle was running or stopped, the engine was warmed up or not, the air-fuel ratio was lean or rich, etc. at the time of the malfunction.

1 Check resistance of crankshaft position sensor (See page [IG-1](#)).



Reference: INSPECTION USING OSCILLOSCOPE

During cranking or idling, check the waveform between terminals G2 and NE-, and NE+ and NE- of the ECM connector.

HINT:

The correct waveforms are as shown.

NG

Replace crankshaft position sensor.

OK

2 Check for open and short in harness and connector between ECM and crankshaft position sensor (See page [IN-34](#)).

NG

Repair or replace harness or connector.

OK

3 Inspect sensor installation and teeth of signal plate.

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Tighten sensor. Replace signal plate.

OK

Check and replace ECM (See page [IN-34](#)).