DI75N–02

DTC	P0340/12	Camshaft Position Sensor Circuit Malfunction

CIRCUIT DESCRIPTION

Camshaft position sensor (G signal) consists of a magnet, iron core and and pickup coil.
The G signal plate has one tooth on its outer circumference and is mounted on the camshaft. When the camshaft rotate, the protrusion on the signal plate and the air gap on the pickup coil change, causing fluctuations in the magnetic field and generating an electromotive force in the pickup coil.
The NE signal plate has 34 teeth and is mounted on the crankshaft. The NE signal sensor generates 34 signals at every engine revolution. The engine ECU detects the standard crankshaft angle based on the G signal and the actual crankshaft angle and the engine speed by the NE signal.

DTC No.	DTC Detection Condition	Trouble Area
P0340/12	No camshaft position sensor signal to engine ECU during cranking	• Open or short in camshaft position sensor circuit • Camshaft position sensor • Camshaft • Engine ECU
	No camshaft position sensor signal to engine ECU with engine speed 600 rpm or more	

WIRING DIAGRAM

Refer to DTC P0335/12, 13 on page DI–44.

INSPECTION PROCEDURE

HINT:
Read freeze frame data using hand–held tester. 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 camshaft position sensor (See page IG–1).

Reference: INSPECTION USING OSCILLOSCOPE
Refer to DTC P0335/12, 13 on page DI–44.

NG → Replace camshaft position sensor.

OK

2	Check for open and short in harness and connector between engine ECU and camshaft position sensor (See page IN–19).

NG → Repair or replace harness or connector.

OK

3	Inspect sensor installation and signal plate tooth of camshaft.

NG → Tighten sensor. Replace camshaft.

OK →

Check and replace engine ECU (See page IN-19).