



CAMSHAFT POSITION SENSOR – CMPS

P 0340

Monitoring Procedure

If the engine is turned and there is no camshaft signal, then a camshaft sensor fault is present, so the system is synchronised using the crankshaft sensor alone. Synchronization ensures that ignition coils are actuated in the normal sequence but if after a number of engine revolutions the engine does not start, then the actuating sequence is shifted by one engine revolution. If after a number of engine revolutions the engine does not start, then the sequence shifting is repeated until the engine is running. To detect faults the crank and camshaft sensor outputs are cross checked plus a crankshaft 'missing tooth' position check.

The strategy will report to the Diagnostic Status Manager(DSM) when a crankshaft inaccurate fault is present and the DSM will then decide whether to store a fault code and illuminate the MIL Lamp.

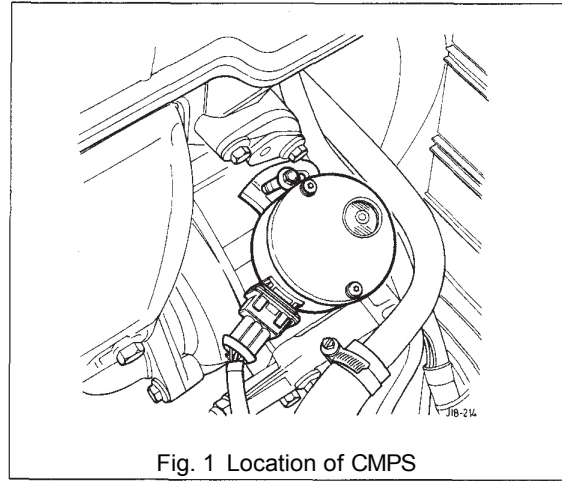


Fig. 1 Location of CMPS

5.1

The CKP and CMP are tested by cross checking the output of the sensors and identifying when only one sensor is operating.

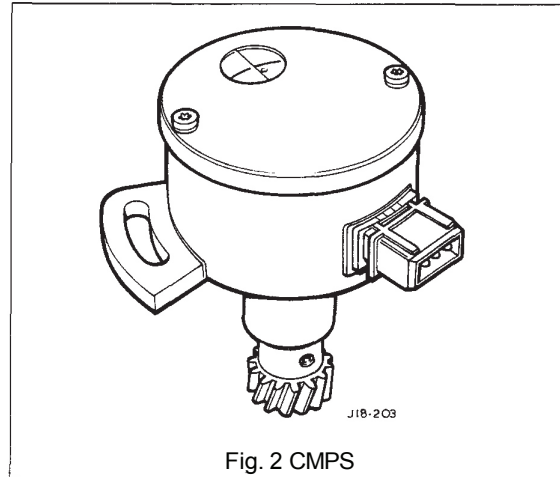


Fig. 2 CMPS

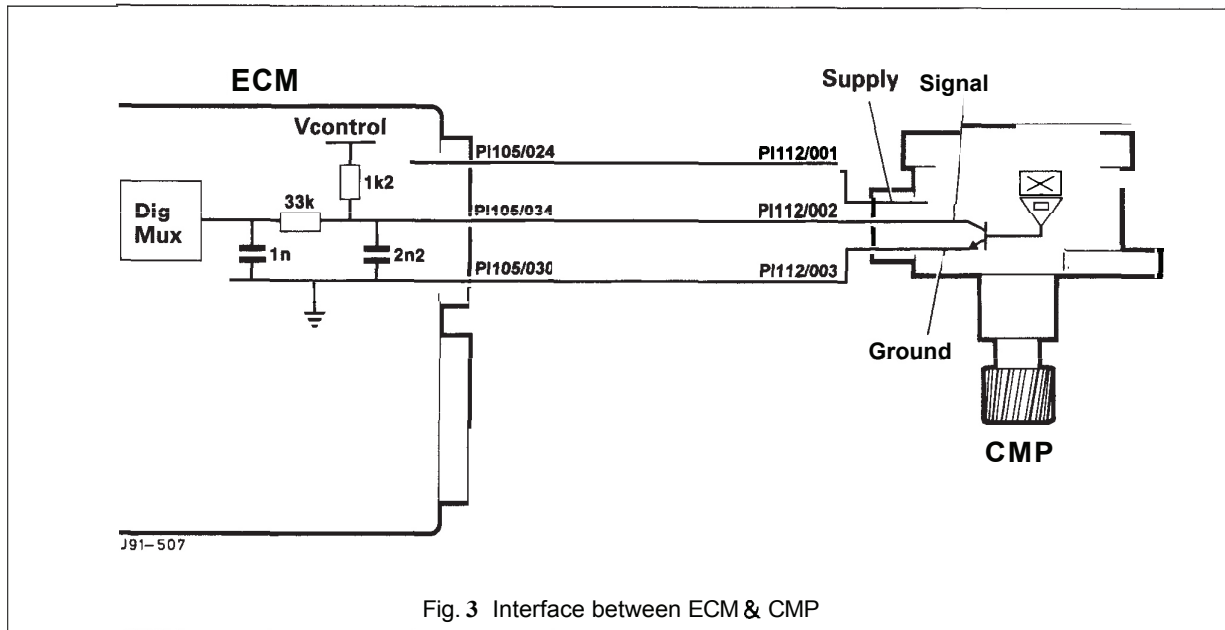


Fig. 3 Interface between ECM & CMP