

DTC	P0016	CRANKSHAFT POSITION – CAMSHAFT POSITION CORRELATION (BANK 1 SENSOR A)
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CIRCUIT DESCRIPTION

Refer to DTC P0335 on page 05-168.

DTC No.	DTC Detection Condition	Trouble Area
P0016	Deviation in crankshaft position sensor signal and camshaft position sensor signal (2 trip detection logic)	<ul style="list-style-type: none"> • Mechanical system (Timing chain has jumped a tooth, chain stretched) • ECM

MONITOR DESCRIPTION

The ECM optimizes the valve timing using the Variable Valve Timing (VVT) system to control the intake valve camshaft. The VVT system includes the ECM, the Oil Control Valve (OCV) and the VVT controller. The ECM sends a target "duty-cycle" control signal to the OCV. This control signal, applied to the OCV, regulates the oil pressure supplied to the VVT controller. The VVT controller can advance or retard the intake valve camshaft. The ECM calibrates the valve timing of the VVT system by setting the camshaft to the maximum retard angle when the engine speed is idling. The ECM closes the OCV to retard the cam. The ECM stores this value as "VVT learned value" (When the difference between the target valve timing and the actual valve timing is 5 ° or less, the ECM learns it).

If the learned value meets both of the following conditions ("a" and "b"), the ECM interprets this as a defect in the VVT system and set a DTC.

- (a) "VVT learning" value is less than 24°CA, or more than 46°CA.
- (b) Above condition continues for more than 18 seconds.

MONITOR STRATEGY

Related DTCs	P0016	Deviation in crankshaft position sensor signal and camshaft position sensor signal (bank 1)
Required sensors/components	Crankshaft position sensor, camshaft position sensor	
Frequency of operation	Once per drive cycles	
Duration	60 seconds	
MIL operation	2 drive cycles	
Sequence of operation	None	

TYPICAL ENABLING CONDITIONS

Item	Specification	
	Minimum	Maximum
The monitor will run whenever the following DTCs are not present	See "List of Disable a Monitor" (On page 05-25)	
VVT feedback mode	ON	
Engine speed	600 rpm	1,400 rpm

TYPICAL MALFUNCTION THRESHOLDS

Detection Criteria	Threshold
Either the following condition is met:	(a) or (b)
(a) "VVT learned" value	Less than 24°CA
(b) "VVT learned" value	More than 46°CA

WIRING DIAGRAM

Refer to DTC P0335 on page [05-168](#).

INSPECTION PROCEDURE

HINT:

Read freeze frame data using the hand-held tester or the OBD II scan tool. Freeze frame data records the engine conditions when a 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 VALVE TIMING(CHECK FOR LOOSE AND JUMPED TOOTH OF TIMING CHAIN) (See page 14-82)
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NG	ADJUST VALVE TIMING (See page 14-82) (REPAIR OR REPLACE TIMING CHAIN)
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OK

REPLACE ECM (See page 10-11)
