Camshaft Position (CMP) sensor -G40-, checking

*Note:*

*Only gold-plated contacts must be used to repair the contacts in the Camshaft Position (CMP) sensor -G40- harness connector.*

**Special tools and equipment**

- VAG1598/31 test box
- Multimeter (Fluke 83 or equivalent)
- VW1594 adapter set
- Wiring diagram

**Test conditions**
• Camshaft Position (CMP) sensor -G40- screwed on tight

• Battery (B+) voltage at least 11.5 V
Test sequence

- Disconnect 3-pin harness connector from Camshaft Position (CMP) sensor -G40- (arrow).

- Connect multimeter to measure voltage with adapter cables from VW1594 to terminals 1 (B+) and 3 (GND) on Camshaft Position (CMP) sensor -G40- harness connector.

  - Switch ignition on.
  
  Specified value: min. 4.5 V

  - Switch ignition off.

If no voltage is present:

- Remove wiper arms and plenum chamber cover.
= Repair Manual, Electrical Equipment, Repair Group 92
- Connect VAG1598/31 test box to control module wiring harness. Engine Control Module (ECM) is not connected by this action.

- Check wiring for open circuit between test box and harness connector using wiring diagram.
  - Terminal -1- + socket 98
  - Terminal -2- + socket 86
  - Terminal -3- + socket 108
  Wire resistance: max. 1.5 Ω
  - Also, check if wires are shorted together.
  Specified value: ∞ Ω
If no malfunction is found in the wiring and voltage was present between terminals -1- + -3-:

- Replace Camshaft Position (CMP) sensor -G40- ⇒ Page 28-2, item 2.

- Check DTC memory. If necessary, repair any malfunctions and erase DTC memory ⇒ Page 01-32.

- Display readiness code ⇒ Page 01-93.

If the DTC memory has been erased or the ECM was disconnected from permanent battery (B+) voltage, the readiness code must be generated again ⇒ Page 01-95.

If no malfunction is found in the wiring and no voltage was present between terminals -1- + -3-:
- Replace Engine Control Module (ECM) ⇒ Page 24-161.