- VPWR circuit open
- Camshaft advance mechanism binding (VCT unit)
- Damaged VCT12 phaser
- Damaged camshaft position bank 1 sensor 2 (CMP12)
- CMP12 sensor circuits open
- CMP12 sensor circuits short to voltage
- CMP12 sensor circuits short to ground
- Radio frequency interference

Diagnostic Aids: This DTC may be accompanied by other DTCs. Diagnose all CMP sensor DTCs first. If no CMP sensor related DTCs are present, continue to follow diagnosis for this DTC.
This DTC is a functional check of the VCT unit. Diagnose any base engine concerns related to the engine oil pressure or engine timing. Refer to the service information , Engine System, Oil Pressure Test, to check the engine oil pressure. Refer to the service information , Engine, to check the engine timing and VCT phasers.

Application	Key On Engine Off	Key On Engine Running	Continuous Memory
All	GO to Pinpoint Test HK .		

DIAGNOSTIC TROUBLE CODE (DTC) CHARTS AND DESCRIPTIONS > P0018 - CRANKSHAFT POSITION - CAMSHAFT POSITION CORRELATION - BANK 2 SENSOR A - DTC CHART

P0018 - CRANKSHAFT POSITION - CAMSHAFT POSITION CORRELATION - BANK 2 SENSOR A - DTC CHART

Description: This DTC sets when a misalignment between the camshaft and crankshaft is detected. The test fails when the misalignment is 1 tooth or greater. This DTC can also set due to variable camshaft timing (VCT) system concerns (oil contamination or VCT solenoid stuck).

Possible Causes:

- VCT unit to camshaft alignment
- Camshaft timing incorrectly set
- Continuous oil flow to the VCT piston chamber
- Erratic camshaft position due to low oil pressure
- Oil flow restriction in the oil passages or the VCT valve body
- variable camshaft timing bank 2 solenoid 1 (VCT21) stuck in position
- VCT21 circuit open