

- VREF circuit intermittent short to ground (Hall effect)
- SIGRTN circuit intermittent short to ground (Hall effect)
- CKP sensor incorrectly installed
- Damaged CKP sensor
- Incorrect, damaged or corroded connections
- Arcing secondary ignition components (coil, wires and plugs)
- Arcing relays or other high current devices (cooling fan or starter motor)
- On board 2 way radio transceiver
- Radio frequency interference or electromagnetic interference from an external source
- Improperly grounded high power aftermarket equipment

Diagnostic Aids:

Application	Key On Engine Off	Key On Engine Running	Continuous Memory
All	GO to Pinpoint Test A :		

DIAGNOSTIC TROUBLE CODE (DTC) CHARTS AND DESCRIPTIONS > P0322 - IGNITION/DISTRIBUTOR ENGINE SPEED INPUT CIRCUIT NO SIGNAL - DTC CHART

P0322 - IGNITION/DISTRIBUTOR ENGINE SPEED INPUT CIRCUIT NO SIGNAL - DTC CHART

Description: This DTC sets when the crankshaft position (CKP) sensor profile ignition pickup (PIP) pulse is missing for greater than a calibrated number of camshaft revolutions when the camshaft speed exceeds the equivalent speed of engine idle.

Possible Causes:

- CKP+ circuit intermittent open (VR type)
- CKP- circuit open (VR type)
- CKP circuit open (Hall effect)
- VREF circuit open (Hall effect)
- SIGRTN circuit open (Hall effect)
- CKP+ circuit short to voltage (VR type)
- CKP- circuit short to voltage (VR type)
- CKP circuit short to voltage (Hall effect)
- VREF circuit short to voltage (Hall effect)