

Bulletin BPI 06-16

Subject: Variable reluctance Wheel Speed Sensors

Vehicle Involved: All Vehicles

Condition:

1. Variable reluctance wheel speed sensors will generally produce an AC voltage reading of 50 to 700 MV when the wheel is spun at a speed of about one revolution per second. Use a digital multi-meter or oscilloscope to check sensor's output.
2. If the voltage is low or non-existent, measure sensor resistance with the key off. You can do this at the wheel or using a breakout box on the ABS wiring harness.
3. If you get a low reading at the harness, check the wheel speed sensor resistance, specs are typically 800 to 1800 ohms; the problem is in the wiring not the sensor.
4. If a scope is used to monitor the wheel speed sensor circuit and the signal pattern is flattened or erratic it usually indicates a weak signal caused by an excessively wide air gap between the tip of the sensor and the tone ring.

Clean both surfaces of metal filings and set the gap with a non-metallic feeler gauge.

