

EVAP CODE BLUES

UNDERSTANDING HOW FORD, GM AND CHRYSLER ENHANCED ON-BOARD EVAP MONITORS WORK IS JUST AS IMPORTANT AS USING THE PROPER TOOLS TO TROUBLESHOOT THEM.

BY JACQUES GORDON, TECHNICAL EDITOR

IN THE NEWEST GENERATION OF ENHANCED EVAPORATIVE EMISSION CONTROLS, THE PCM CAN MONITOR EVERY COMPONENT AND FUNCTION OF THE EVAPORATIVE EMISSION (EVAP) SYSTEM. THIS IS GOOD NEWS, BECAUSE IT MEANS THE POWERTRAIN CONTROL MODULE (PCM) CAN PROVIDE USEFUL DIAGNOSTIC INFORMATION FOR WHAT MAY BE THE MOST DIFFICULT SYSTEM TO TROUBLESHOOT. EVEN BETTER, NOW THERE IS A SERVICE PORT THAT MAKES IT EASIER TO SEARCH FOR LEAKS USING SMOKE. BUT IN ADDITION TO TOOLS AND TRAINING, TROUBLESHOOTING EVAP CODES ALSO REQUIRES AN UNDERSTANDING OF HOW THE SYSTEM IS SUPPOSED TO WORK. SO HERE GOES ...

BACKGROUND

The enhanced evaporative emission control system is a result of California emissions regulations that went into effect for the 2000 model year. Most new vehicles sold in all 50 states met those requirements that first year, and today they all do. You can tell the difference by looking for a service port cap under the hood, sometimes marked “EVAP.” Like the earlier systems, the enhanced EVAP system captures fuel tank vapors and sends them to be burned in the

engine. The two “enhancements” refer to the on-board diagnostic (OBD) system’s ability to detect leaks as small as 0.020 of an inch (0.5mm) and to monitor canister purge flow. The former is required by law to monitor the health of the EVAP system, and the later is needed by the PCM to control tailpipe emissions and preserve driveability during canister purge. There are several different ways to accomplish these tasks, and of course the automakers have used them all. Fortunately, they’re not hard to understand.

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- If vacuum increases after the purge valve is commanded closed, the PCM will assume a leaking purge valve. If this happens over two tests in a row, it will set a hard code and turn on the MIL.

SMALL-LEAK TEST

The small-leak test takes longer. After completing the large-leak test, the PCM monitors and records the time it takes for vacuum to decay or bleed up to a second target level. The acceptable bleed-up time is calculated anew for each test to account for conditions that generate fuel tank vapors, such as ambient temperature and fuel level.

- If measured bleed-up time is between the calculated minimum and maximum, the test passes. The test must be passed twice for the monitor status to indicate “complete.”
- If bleed-up time is shorter than the minimum allowed, the test is failed. A pending code is stored and the test is repeated at idle the next time all the other enable criteria are met.
- If bleed-up takes too long, the PCM assumes a leaking purge control valve or a blocked vent valve or tube. It will store a pending code and repeat the test at idle the next

time all the other enable criteria are met.

- In either case, if the next test is passed, the pending code will be erased. On some models, it must be passed twice in a row. If the second test fails, the PCM will set a hard code and turn on the MIL.

Steady conditions are needed for the small-leak test, and most GM vehicles will only run it at idle. On all vehicles, if vehicle speed, engine load or fuel tank pressure changes too much during the test, indicating fuel slosh, the test will be aborted. The PCM keeps track of the number of aborts, and Ford’s Mode \$06 data will display zeros in each Test ID that did not complete due to an aborted test.

PRESSURE TESTING

Since 1996, Chrysler has been leak testing the EVAP system with air pressure generated by an on-board pump. This has several advantages, the greatest being that because manifold vacuum plays a different role in the test, the drive cycle is much simpler. Manifold vacuum is used only to power the on-board Leak Detection Pump (LDP), and is controlled with a solenoid valve. Here’s how it works:

- The PCM opens a vacuum solenoid valve inside the LDP, admitting vacuum to the top of the LDP diaphragm.
- As the diaphragm is pulled up against a spring, filtered air is drawn through a check valve and into the chamber below the diaphragm.
 - The PCM closes the solenoid valve, venting vacuum above the diaphragm and allowing the diaphragm spring to push the diaphragm back down.
 - The air under the diaphragm is pushed through an exit check valve and into the EVAP system through the canister.
 - The PCM continues cycling the vacuum solenoid valve to operate the pump, but the diaphragm stops moving and is held in the full-up position when EVAP system pressure equals diaphragm spring pressure.

The diaphragm spring exerts a pressure of only 7.5 in.H₂O, about 0.25 psi, and that’s the pressure used to leak-check the EVAP system. When this pressure is reached, the PCM stops cycling the vacuum solenoid valve. How does it know when the system is pressurized? The key to the whole EVAP monitor system is the reed switch inside the LDP.

Above the diaphragm is a simple on-off reed switch that the PCM uses to monitor the position of the diaphragm. The switch is open when the diaphragm is up and closed when the diaphragm is down. When the reed switch stays open, the PCM knows the system is

EVAP Codes

P0441: INCORRECT OR UNCOMMANDED PURGE FLOW (PURGE VALVE LEAK)

P0442: SMALL LEAK

P0443: PURGE SOLENOID ELECTRICAL FAULT

P0446: BLOCKED CANISTER VENT (HIGH SYSTEM VACUUM)

P0449: CANISTER VENT SOLENOID ELECTRICAL FAULT

P0452: TANK PRESSURE SENSOR VOLTAGE LOW

P0453: TANK PRESSURE SENSOR VOLTAGE HIGH

P0454: TANK PRESSURE SENSOR VOLTAGE NOISY

P0455: LARGE LEAK (LOW SYSTEM VACUUM)

P0456: VERY SMALL LEAK

P0457: GROSS LEAK (CAP OFF)

P0460: FUEL LEVEL CIRCUIT

P0461: FUEL LEVEL SENSOR STUCK/NOISY

P0462: FUEL LEVEL SENSOR VOLTAGE LOW

P0463: FUEL LEVEL SENSOR VOLTAGE HIGH

P0464: FUEL LEVEL SENSOR VOLTAGE NOISY AT IDLE

P1443 (FORD): GROSS LEAK, NO FLOW

P1450 (FORD): EXCESSIVE VACUUM

P1451 (FORD): VENT VALVE CIRCUIT FAULT

P1486 (CHRYSLER): PINCHED HOSE

P1494 (CHRYSLER): LDP FAULT

P1495 (CHRYSLER): LDP SOLENOID CIRCUIT

pressurized and will stop cycling the vacuum solenoid valve. At this point, the PCM measures the amount of time it takes for the switch to close again, meaning the system pressure has fallen below diaphragm spring pressure. If the system builds and holds pressure in the correct amount of time, the test is passed.

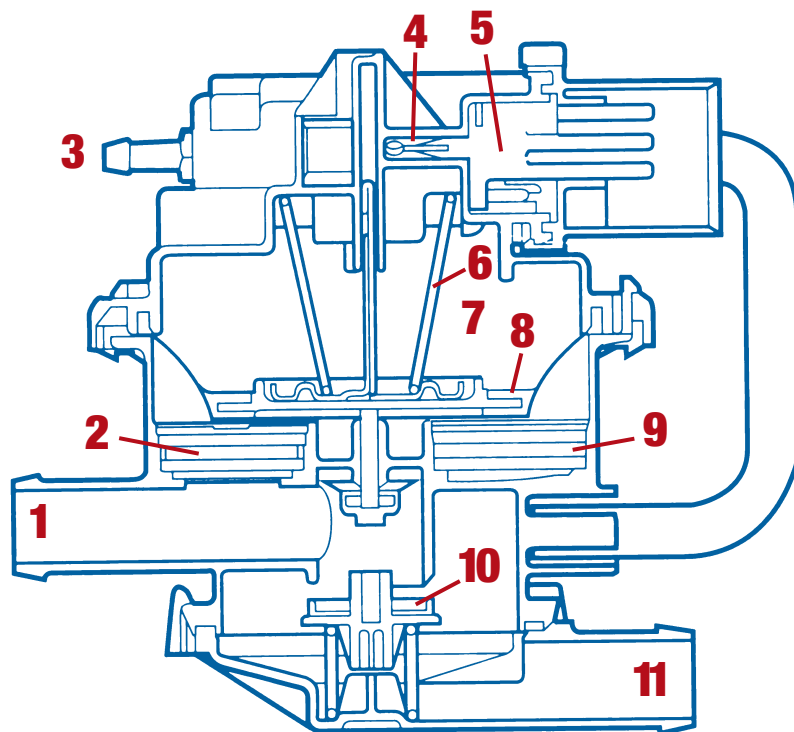
The PCM calculates the correct amount of bleed-down time before beginning each test, based on conditions similar to those used by Ford and GM. Enable conditions for the leak test are:

- Cold start.
- Ambient temperature between 40°F and 86°F.
- Fuel level between 30 percent and 85 percent for small-leak test; 15 percent to 85 percent for large-leak test.
- Vehicle speed less than 35 mph.
- Engine run time greater than 10 seconds.
- Battery voltage between 10 and 15 volts.
- MAP (BARO) sensor reading 22 in.Hg or more.

As you can see, while the drive cycle is not as critical, it's still important to avoid generating fuel tank vapor pressure. That's why more and more vehicles are built with a return-less fuel system.

There are two phases to the leak test. First the PCM measures the amount of time needed to pressurize the system. If pressure never builds, a gross leak is assumed. If pressure builds within a few pump strokes, this indicates a pinched or plugged hose between the LDP and the canister. Next, it will measure the size of the leak by measuring the amount of time between turning off the vacuum solenoid valve and the reed switch closing as the diaphragm falls. In general, it takes 1.2 seconds to pass the large-leak test and six seconds to pass the small-leak test.

The Leak Detection Pump also includes the canister vent valve. The diaphragm still has a bit of downward travel left after the reed switch closes. If the PCM doesn't open the vacuum solenoid valve to pull the diaphragm up again, the diaphragm will continue down and bottom out. At this



The key to Chrysler's LDP is the reed switch. When the diaphragm is all the way down, the vent valve is pushed open.

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| 1. To canister | 6. Diaphragm spring |
| 2. One-way check valve outlet | 7. Pump cavity |
| 3. Vacuum from intake manifold | 8. Diaphragm |
| 4. Reed switch | 9. One-way check valve (inlet) |
| 5. Pressure/vacuum solenoid | 10. Vent valve |
| | 11. To air filter |

point, a shaft attached to the bottom of the diaphragm pushes the spring-loaded canister vent valve open. That means the vent valve is closed only when the LDP diaphragm is pulled up with vacuum.

It's easy to see from the enabling criteria that cars driven in extreme hot or cold weather may not run the EVAP monitor for months, and cars that never leave the high country might never test the system at all. With a bidirectional scan tool, the purge and vent valves can be commanded closed for testing with smoke, and on any vehicle a scope or graphing meter can be used to monitor the tank pressure sensor or LDP reed switch during a drive cycle. This can be helpful in states that use the vehicle's own on-board diagnostic system for emissions inspection. Just remember that the PCM is looking for stable testing conditions, correct operation of the solenoid valves and/or LDP, and the time needed to build, hold and release system pressure or vacuum.

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