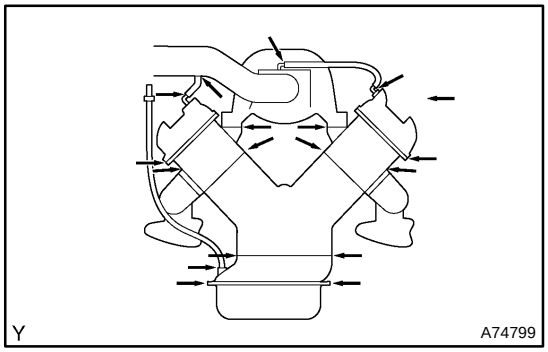
1205Y-01

ON-VEHICLE INSPECTION

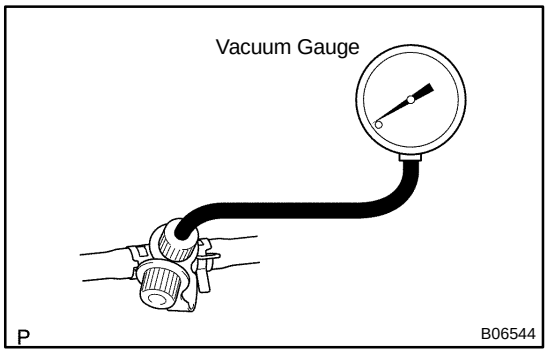


1. VISUALLY INSPECT HOSES, CONNECTIONS AND GASKETS

(a) Check for cracks, leaks or damage.

HINT:

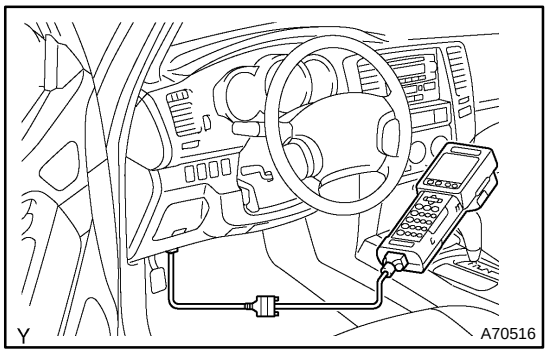
Separation of the engine oil dipstick, oil filler cap, PCV hose, etc. may causes the engine to run out of turn. Disconnection, looseness or cracks in the parts of the air induction system between the throttle body and cylinder head will allow air suction and cause the engine to run out of turn.



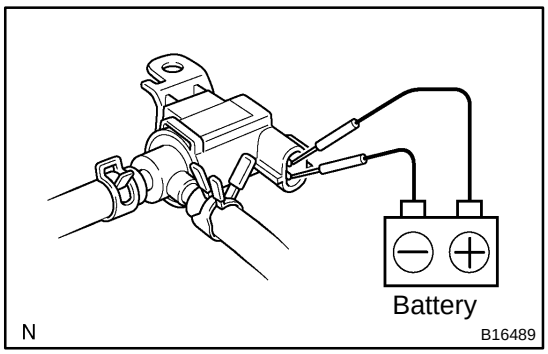
2. INSPECT EVAP SYSTEM LINE

(a) Warm up the engine and stop the engine.
Allow the engine to warm up to normal operating temperature.

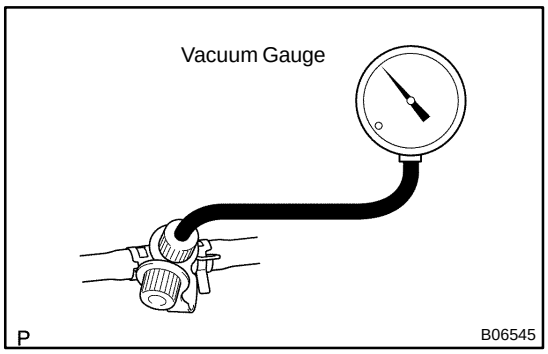
(b) Connect a vacuum gauge (EVAP control system test equipment vacuum gauge) to the EVAP service port on the purge line.



(c) Hand-held tester:
Forced driving of the VSV for the EVAP.
(1) Connect a hand-held tester to the DLC3.
(2) Start the engine.
(3) Push the hand-held tester main switch ON.
(4) Use the ACTIVE TEST mode on the hand-held tester to operate the VSV for the EVAP.



(d) If you have no hand-held tester:
Forced driving of the VSV for the EVAP.
(1) Disconnect the VSV connector for the EVAP.
(2) Connect the positive (+) and negative (-) leads from the battery to the VSV terminals for the EVAP.
(3) Start the engine.



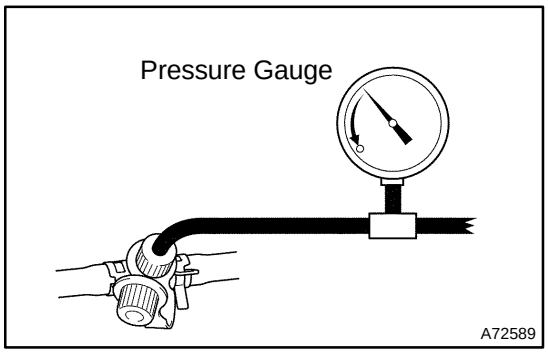
(e) Check the vacuum at idle.
Vacuum:
Maintain at 0.368 - 19.713 in.Hg (5 - 268 in.Aq) for over 5 seconds

HINT:
If the vacuum does not change, you can conclude that the hose connecting the VSV to the service port has come loose or is blocked, or the VSV is malfunctioning.

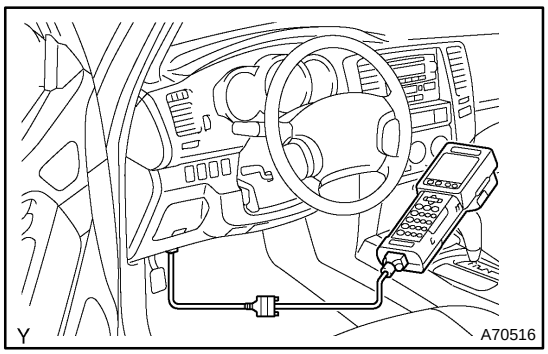
(f) If you have hand-held tester:
Conclude forced driving of the VSV for the EVAP.
(1) Stop the engine.
(2) Disconnect the hand-held tester from the DLC3.

(g) If you have no hand-held tester:
Conclude forced driving of the VSV for the EVAP.
(1) Stop the engine.
(2) Disconnect the positive (+) and negative (-) leads from the battery, and from the VSV terminals for the EVAP.
(3) Connect the VSV connector for the EVAP.

(h) Disconnect the vacuum gauge from the EVAP service port on the purge line.



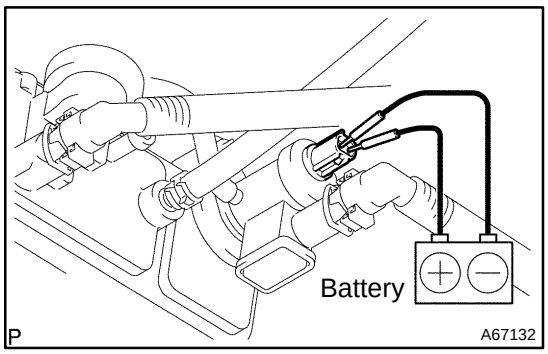
(i) Connect a pressure gauge to the EVAP service port on the purge line.



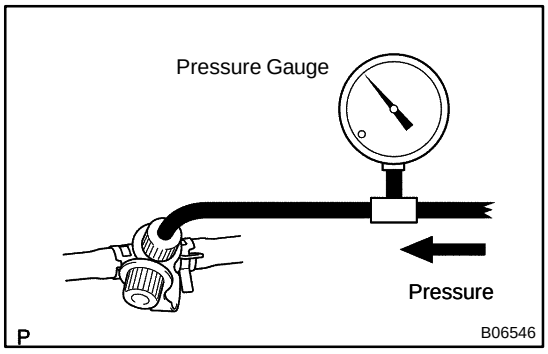
(j) If you have hand-held tester:
Force driving of the VSV for CCV.
(1) Connect a hand-held tester to the DLC3.
(2) Turn the ignition switch ON.
(3) Push the hand-held tester main switch ON.
(4) Use the ACTIVE TEST mode on the hand-held tester to operate the VSV for CCV.

NOTICE:
Do not start the engine.

HINT:
If the check is not completed within 10 minutes, the forced close of VSV for CCV will be reset.



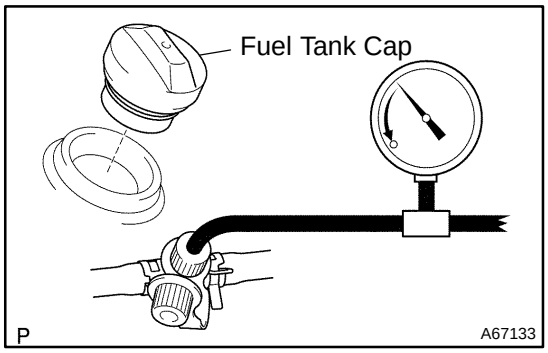
(k) If you have no hand-held tester:
Forced driving of the VSV for the CCV.
(1) Disconnect the VSV connector for the CCV.
(2) Connect the positive (+) and negative (-) leads from the battery to the VSV terminals for the CCV.



(l) Check the pressure.
(1) Add the pressure (13.5 - 15.5 in.Aq) from the EVAP service port.
Pressure:
2 minutes after the pressure is added, the gauge should be over 7.7 - 8.8 in.Aq.

HINT:
If you can't add pressure, you can conclude that the hose connecting the VSV for EVAP-canister-fuel tank has slipped off or the VSV is open.

(2) Check if the pressure decreases when the fuel tank cap is removed while adding pressure.

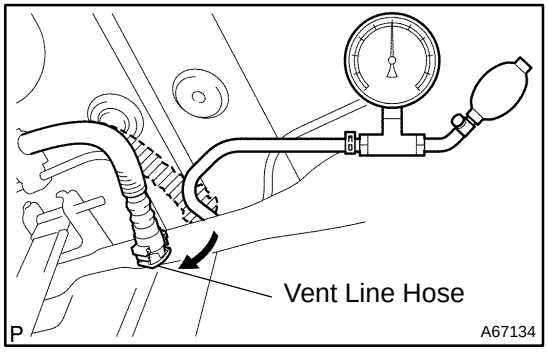


HINT:
If the pressure does not decrease when the filler cap is removed, then you can conclude that the hose connecting the service port to the fuel tank is blocked, etc.

(m) If you have hand-held tester:
Conclude forced driving of he VSV for the CCV.
(1) Turn ignition switch OFF.
(2) Disconnect the hand-held tester from the DLC3.

(n) If you have no hand-held tester:
Conclude forced driving of the VSV for the CCV.
(1) Disconnect the positive (+) and negative (-) leads from the battery, and from the VSV terminals for the CCV.
(2) Connect the VSV connector for the CCV.

(o) Disconnect the pressure gauge from the EVAP service port on the purge line.



3. CHECK AIR TIGHTNESS IN FUEL TANK AND FILLER PIPE

(a) Disconnect the vent line hose from the fuel tank (See page 11-14).

(b) Apply pressure to fuel tank and make the internal pressure of the fuel tank 4 kPa (41 gf/cm^2, 0.58 psi).

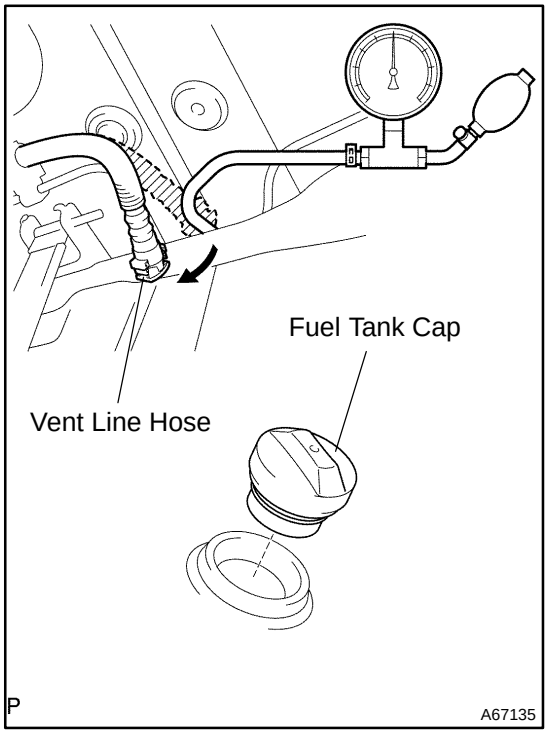
(c) Check that the internal pressure of the fuel tank is maintained for 1 minute.

(d) Check the connected portions of each hose and pipe.

(e) Check the installed parts on the fuel tank.

If there is no abnormality, replace the fuel tank and filler pipe.

(f) Reconnect the vent line hose to the fuel tank.



4. INSPECT FUEL CUTOFF VALVE AND FILL CHECK VALVE

(a) Disconnect the vent line hose from the fuel tank (See page 11-14).

(b) Apply 4 kPa (41 gf/cm^2, 0.58 psi) to the vent port of the fuel tank.

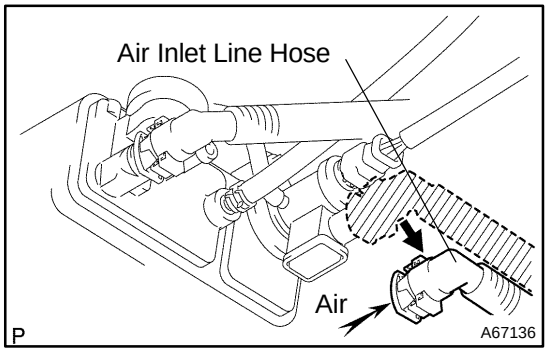
HINT:

In the condition that the fuel is full, as the float value of the fill check valve is closed and has no ventilation, it is necessary to check the fuel amount (volume).

(c) Remove the fuel tank cap, and check that pressure drops.

If pressure does not drop, replace the fuel tank assembly.

(d) Reconnect the vent line hose to the fuel tank.

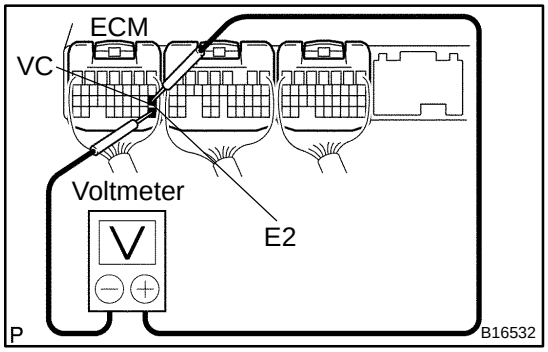


5. CHECK AIR INLET LINE

(a) Disconnect the air inlet line hose from the charcoal canister (See page 12-13).

(b) Check that there is ventilation in the air inlet line.

(c) Reconnect the air inlet line hose to the charcoal canister.



6. INSPECT VAPOR PRESSURE SENSOR

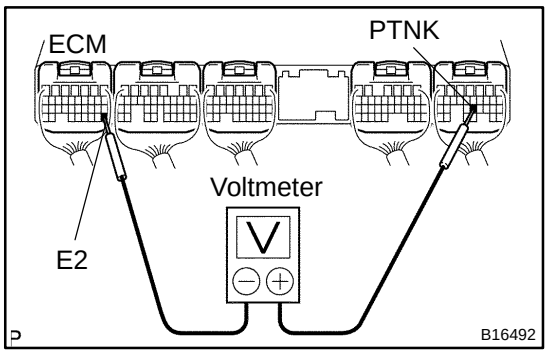
(a) Inspect power source voltage of vapor pressure sensor.

(1) Turn the ignition switch ON.

(2) Using a voltmeter, measure the voltage between connector terminals VC and E2 of the wiring harness side.

Voltage: 4.5 - 5.5 V

(3) Turn the ignition switch OFF.



(b) Inspect power output of vapor pressure sensor.
(1) Turn the ignition switch ON.
(2) Remove the fuel tank cap.
(3) Using a voltmeter, measure the voltage between connector terminals PTNK and E2 of the wiring harness side.

Voltage: 3.0 - 3.6 V

(4) Reinstall the fuel tank cap.