



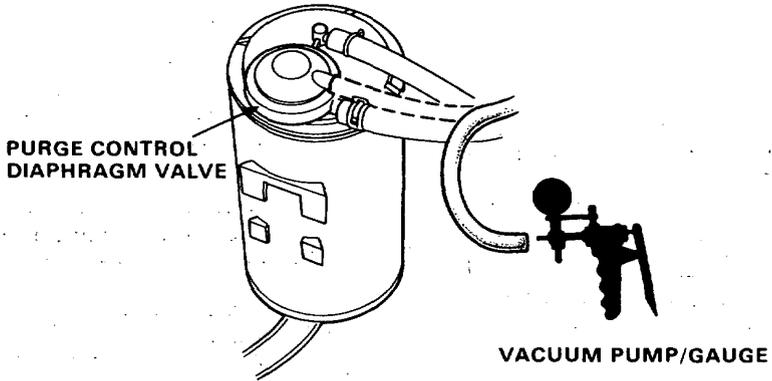
Evaporative Emission Control [1.6 l]

Troubleshooting Flowchart

Inspection of Evaporative Emission Controls

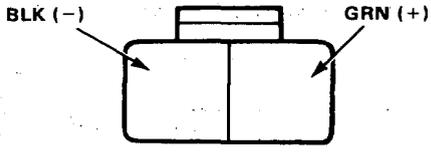
Disconnect #7 hose from the purge control diaphragm valve (on the charcoal canister) and connect a vacuum gauge to the hose.

Start the engine and allow to idle.
NOTE: Engine coolant temperature must be below 57 °C (135 °F).



Is there vacuum? **YES** → Disconnect the 2P connector.

NO



Measure voltage between GRN (+) terminal and BLK (-) terminal.

Is there battery voltage? **YES** → Replace purge cut-off solenoid valve.

NO

Measure voltage between GRN (+) terminal and body ground.

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Warm up the engine to normal operating temperature (cooling fan comes on).

Check for vacuum at #7 hose 5 seconds after starting the engine.

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Is there battery voltage?

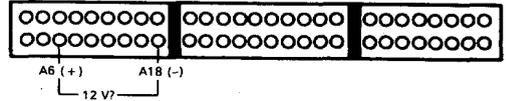
YES

Repair open in BLK wire between the 2P connector and G201.

NO

Turn the ignition switch OFF.

Connect the ECU test harness between the ECU and connector (page 6-75).



Turn the ignition switch ON.

Measure voltage between A6 (+) terminal and A18 (-) terminal.

Is there battery voltage?

YES

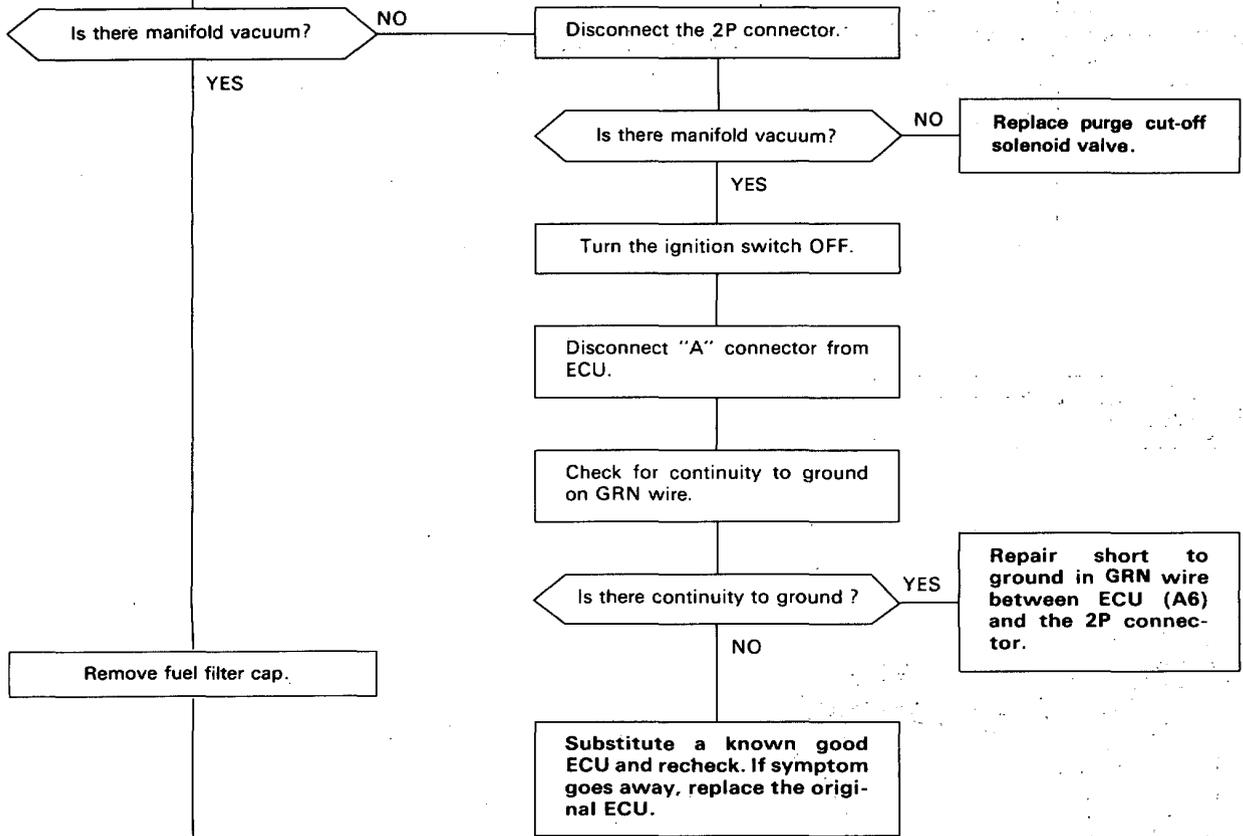
Repair open in GRN wire between ECU (A6) and the 2P connector.

NO

Inspect for a short on GRN wire between ECU (A6) and 2P connector. If wire is OK, substitute a known-good ECU and recheck. If prescribed voltage is now available, replace the original ECU.

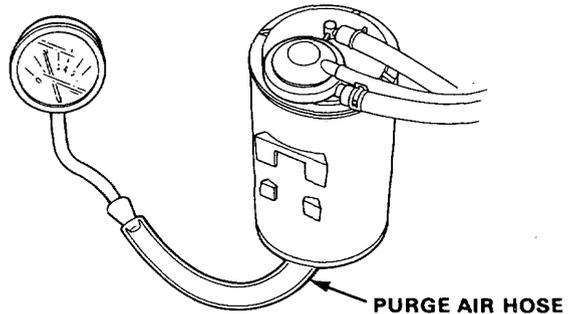


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VACUUM/PRESSURE GAUGE, 0— 4 in. Hg



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