

Emission Control System

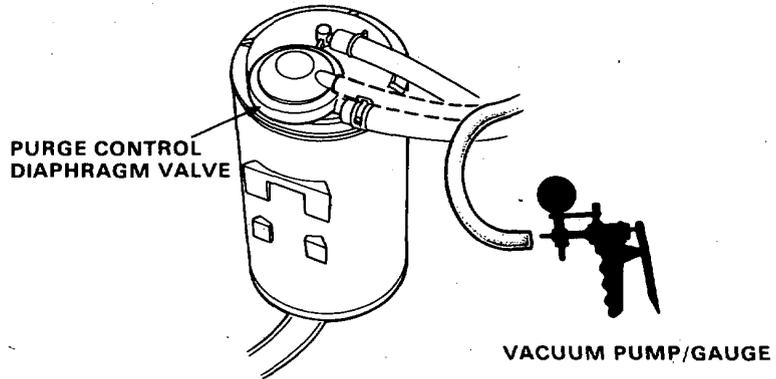
Evaporative Emission Controls [1.5 l]

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 80°C (176°F).

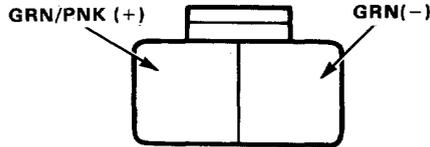


Is there vacuum?

YES

Disconnect the 2P connector.

NO



Measure voltage between GRN/PNK (+) terminal and GRN (-) terminal.

Is there battery voltage?

YES

Inspect #7 hose routing. If OK, replace purge cut-off solenoid valve.

NO

Measure voltage between GRN/PNK (+) 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 10 seconds after starting the engine. NOTE: Check with the throttle valve slightly opened.

Is there manifold vacuum? NO

YES

Reconnect the hose.

Remove fuel filler cap.

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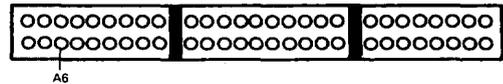
Is there battery voltage? NO

Repair in GRN/PNK wire between No. 14 fuse and the 2P connector.

YES

Turn the ignition switch OFF.

Connect the ECU test harness to the main wire harness only, not the ECU (page 6-75).



Check for continuity of GRN wire between ECU (A6) and the 2P connector.

Does continuity exist? NO

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

YES

Substitute a known-good ECU and recheck. If symptom goes away, replace the original ECU.

Disconnect the 2P connector.

Is there manifold vacuum? NO

Inspect #7 hose routing. If OK, replace purge cutoff solenoid valve.

YES

Turn the ignition switch OFF.

Disconnect "A" connector from ECU.

Check for continuity to ground on GRN wire.

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(cont'd)

Emission Control System

Evaporative Emission Control [1.5 l] (cont'd)

(From page 6-175)

Connect a vacuum gauge to canister purge air hose.

Start the engine and raise speed to 3,500 min⁻¹ (rpm).

Does vacuum appear on gauge within 1 minute?

YES

See two-way valve test (page 6-181) to complete. Evaporative emission controls are OK.

NO

Replace the canister.

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Is there continuity to ground?

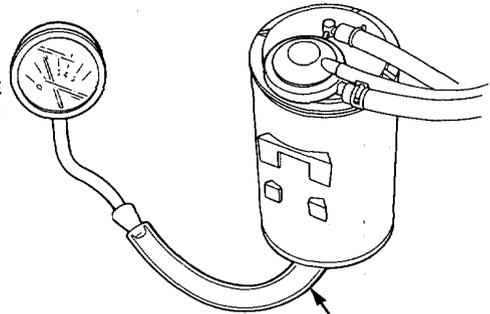
YES

Repair short to ground in GRN wire between ECU (A6) and the connector.

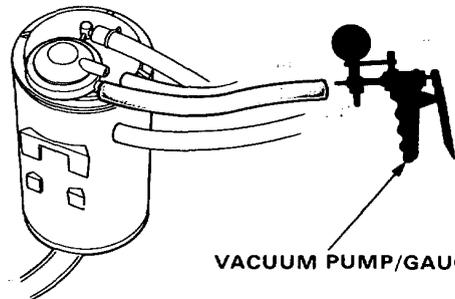
NO

Substitute a known-good ECU and recheck. If symptom goes away, replace the original ECU.

VACUUM/PRESSURE GAUGE, 0— 4 in. Hg



PURGE AIR HOSE



VACUUM PUMP/GAUGE