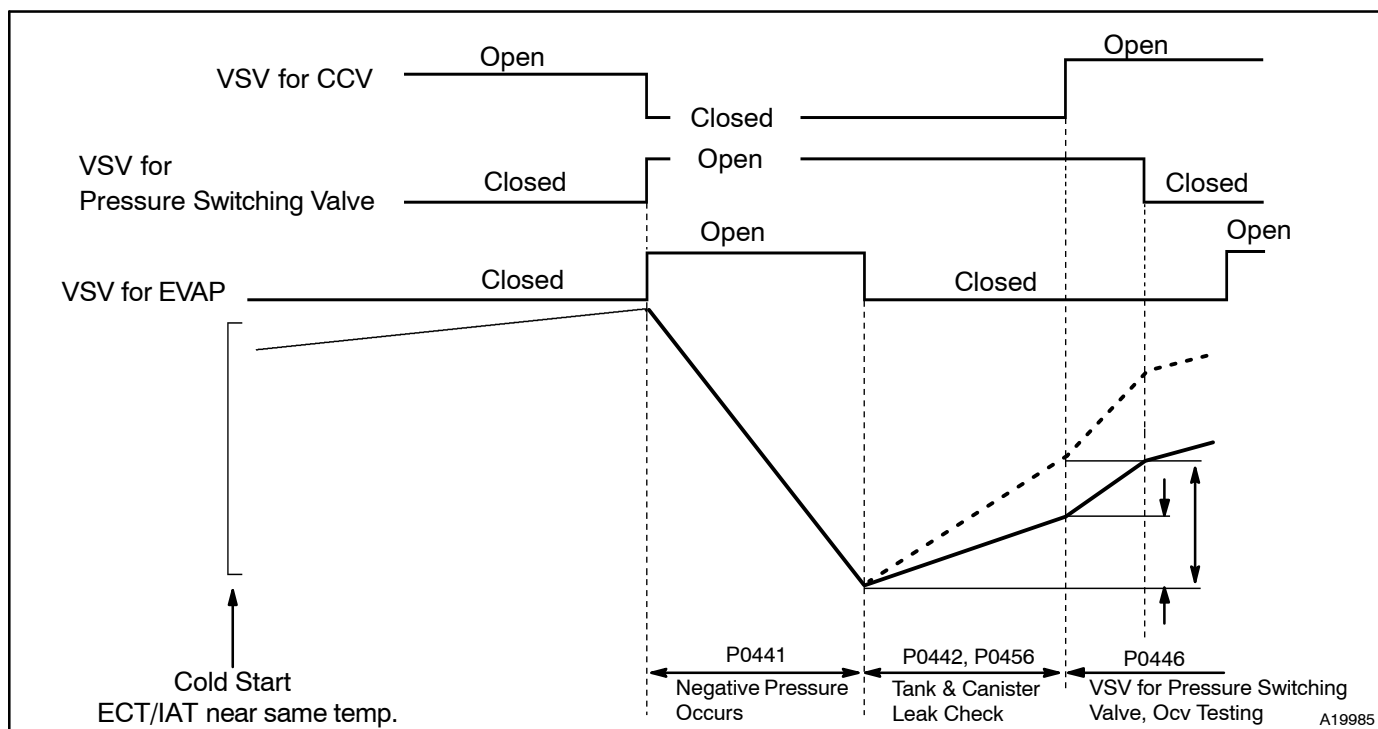


DTC	P0456	Evaporative Emission Control System Leak Detected (Very Small Leak)
------------	--------------	--



DTC No.	DTC Detecting Condition	Trouble Area
P0442 P0456	After cold engine start. After VSV for EVAP operation, the VSV for EVAP is turned off sealing the vacuum in the system and the ECM begins to monitor the pressure increase. Some increase is normal. A very rapid, sharp increase in pressure indicates a leak in the EVAP system and sets the DTC P0442. This monitoring method is also able to distinguish what is called the small leak detection. (DTC P0456) A pressure rise just above normal indicates a very small hole. (2 trip detection logic)	• Hose or tube cracked, holed, damaged or loose seal ((3) in Fig. 1) • Fuel tank cap incorrectly installed • Fuel tank cap cracked or damaged • Vacuum hose cracked, holed, blocked, damaged or disconnected ((1), (2), (4), (5), (6), (7), (8) and (9) in Fig. 1) • Fuel tank cracked, holed or damaged • Charcoal canister cracked, holed or damaged • Open or short in vapor pressure sensor circuit • Vapor pressure sensor • ECM

HINT:**Typical DTC output of each trouble part**

Trouble part		Typical DTC output (*1)
Small Leak		P0442 and/or P0456
Medium Leak (ex: Vacuum hose loose)		P0442
Large Leak (ex: Fuel tank cap loose)		P0441, P0442 and P0446
VSV for EVAP	Open Malfunction	P0441
	Close Malfunction	P0441, P0442 and P0446
VSV for CCV	Open Malfunction	P0441, P0442 and P0446
	Close Malfunction	P0446
VSV for Pressure Switching	Open Malfunction	P0446
	Close Malfunction	P0441, P0442 and P0446

*1: ECM may output some other DTC combination.

WIRING DIAGRAM

Refer to DTC P0441 and P0446 on page [DI-128](#).

CONFIRMATION READINESS TEST

First Trip Procedure

- Vehicle must be cold, ambient temperature approximately between 50°F – 95°F.
- Intake Air Temp. (IAT) and Engine Coolant Temp. (ECT) sensor almost same value.
- Clear DTC's.
 - Disconnecting the battery terminals or EFI or ECD No.1 fuse.
 - Readiness tests will show INCMPL (incomplete).
- Drive the vehicle according to LA#4 drive cycle. Note the state of Readiness Tests. They will change to COMPL as the evaluation monitors operate and if the system passes. This procedure may take approximately 20 minutes or more.

READINESS TESTS	
MISFIRE MON	AVAIL
FUEL SYS MON	AVAIL
COMP MON	AVAIL
CAT EVAL	INCMPL
HTD CAT EVAL	N/A
EVAP EVAL	INCMPL
2nd AIR EVAL	N/A
A/C EVAL	N/A
O2S EVAL	INCMPL
O2S HTR EVAL	INCMPL
EGR EVAL	N/A

A15402

A19878

READINESS TESTS	
MISFIRE MON	AVAIL
FUEL SYS MON	AVAIL
COMP MON	AVAIL
CAT EVAL	COMPL
HTD CAT EVAL	N/A
EVAP EVAL	COMPL
2nd AIR EVAL	N/A
A/C EVAL	N/A
O2S EVAL	COMPL
O2S HTR EVAL	COMPL
EGR EVAL	N/A

A15403

A19879

NON-CONTINUOUS TESTS	
Time\$01 CID\$01	Pass
Time\$01 CID\$02	Pass
Time\$02 CID\$01	Pass
Time\$02 CID\$02	Pass
Time\$02 CID\$03	Pass
Time\$02 CID\$04	Pass
Time\$04 CID\$01	Pass
Time\$04 CID\$02	Pass
Time\$04 CID\$10	Pass
Time\$04 CID\$20	Pass
Time\$08 CID\$01	Pass

A15404

A20082

READINESS TESTS	
MISFIRE MON	AVAIL
FUEL SYS MON	AVAIL
COMP MON	AVAIL
CAT EVAL	COMPL
HTD CAT EVAL	N/A
EVAP EVAL	INCMPL
2nd AIR EVAL	N/A
A/C EVAL	N/A
O2S EVAL	COMPL
O2S HTR EVAL	COMPL
EGR EVAL	N/A

A15405

NOTICE:

Do not shut off the engine – the results will be invalid.

Pass Condition – No Problem Found by the ECM

If the EVAP evaluation monitor shows COMPL, go to the Non-Continuous Test screen.

NOTICE:

Do not shut off the engine – the results will be invalid.

- To get there, go to Advanced OBD II, Onboard Tests, Non-continuous Tests.
- If all of the tests in the time \$02 category Tests show Pass, the evaluation monitor has operated and no problem was detected.

Fail Condition – Problem Detected by the ECM

If the EVAP evaluation monitor shows INCMPL, go to the Non-Continuous Test screen.

NON-CONTINUOUS TESTS	
Time\$01 CID\$01	Pass
Time\$01 CID\$02	Pass
Time\$02 CID\$01	Fail
Time\$02 CID\$02	Fail
Time\$02 CID\$03	Fail
Time\$02 CID\$04	Fail
Time\$04 CID\$01	Pass
Time\$04 CID\$02	Pass
Time\$04 CID\$10	Pass
Time\$04 CID\$20	Pass
Time\$08 CID\$01	Pass

A15406

A20083

- (1) If all Tests show Pass, the following may have occurred.
 - The EVAP evaluation monitor did not operate.
 - The EVAP evaluation monitor did not finish.
 - The ECM withheld judgement.
- (2) If one or more of the tests in the time \$02 category show Fail, the EVAP evaluation monitor did operate and the ECM detected a problem.

CONTINUOUS TESTS	
ECU: \$10 (Engine)	
Number of Tests: 3	
P0441	EVAP Control System Incorrect Purge Flow
P0442	EVAP Control System Leak Detected
P0446	EVAP Control System Vent Control Circuit Malfunction

A15407

A19366

- (3) Go to Continuous Tests screen. This is the only place DTC's are listed for the first trip.

NOTICE:

The DTC listed may not be valid. A second trip is needed to confirm the DTC.

READINESS TESTS	
MISFIRE MON	AVAIL
FUEL SYS MON	AVAIL
COMP MON	AVAIL
CAT EVAL	COMPL
HTD CAT EVAL	N/A
EVAP EVAL	COMPL
2nd AIR EVAL	N/A
A/C EVAL	N/A
O2S EVAL	COMPL
O2S HTR EVAL	COMPL
EGR EVAL	N/A

A15403

A19879

Second Trip Procedure

- (a) Vehicle must be cold, ambient temperature approximately between 50°F – 95°F.
- (b) Go to Readiness Tests screen.
- (c) Drive the vehicle according to LA#4 drive cycle. Note the state of EVAP evaluation monitor. This procedure may take approximately 20 minutes or more.

NOTICE:

Do not shut off the engine – the results will be invalid.

CONTINUOUS TESTS	
ECU: \$10 (Engine)	
Number of Tests: 3	
P0441	EVAP Control System Incorrect Purge Flow
P0442	EVAP Control System Leak Detected
P0446	EVAP Control System Vent Control Circuit Malfunction

A15407

A19366

If Readiness Tests changes to COMPL, the EVAP evaluation monitor has operated. Check for any stored DTC's.

- If a DTC has stored, the problem has been detected and confirmed by the ECM.
- If no DTC was found, the EVAP monitor operated but no problem was detected.

INSPECTION PROCEDURE

HINT:

- If DTC P0441 (Purge Flow), P0446 (VSV for CCV or VSV for Pressure switching valve) or P0451 (Evaporative Pressure Sensor) is output with DTC P0442 or P0456, first troubleshoot DTC P0441, P0446 or P0451. If no malfunction is detected, troubleshoot DTC P0442 or P0456 next.
- Ask the customer whether, after the MIL came on, the customer found the fuel tank cap loose and tightened it. Also ask the customer whether the fuel tank cap was loose when refuelling. If the fuel tank cap was loose, it was the cause of the DTC. If the fuel tank cap was not loose or if the customer was not sure if it was loose, troubleshoot according to the following procedure.
- Read freeze frame data using hand-held tester or the OBD II scan tool, as freeze frame data records the engine conditions when a malfunction is detected. When troubleshooting, this is useful for determining whether the vehicle was running or stopped, the engine was warmed up or not, the air-fuel ratio was lean or rich, etc. at the time of the malfunction.
- When the ENGINE RUN TIME in the freeze frame data is less than 200 seconds, carefully check the vapor pressure sensor.

Hand-held tester:

1	Perform EVAP leak test
---	-------------------------------

PREPARATION:

- Connect the hand-held tester to the DLC3.
- Select the "ENHANCED OBD2/SYSTEM CHECK/EVAP SYS CHECK (or EVAP LEAK TEST)" mode on the hand-held tester.
- Perform "EVAP SYS CHECK (or EVAP LEAK TEST)".

CHECK:

Display on the Hand-held tester	CHECK
Scan tool detects a leak on the fuel tank side.	to A
Scan tool detects a leak on the canister side.	to B
Scan tool detects a leak on the EVAP system.	to C

B

Refer to DTC P0441, P0446 (See page [DI-128](#), step 24).

C

Go to step 2.

A

Refer to DTC P0441, P0446 (See page [DI-128](#), step 2).

2	Check that fuel tank cap is LEXUS genuine parts.
---	--

NG

Replace to LEXUS genuine parts.

OK

3	Check that fuel tank cap is correctly installed.
---	--

NG

Correctly install fuel tank cap.

OK

4	Check fuel tank cap (See page EC-5).
---	---

NG

Replace fuel tank cap.

OK

5	Check filler neck for damage.
---	-------------------------------

PREPARATION:

Remove the fuel tank cap.

CHECK:

Visually inspect the filler neck for damage.

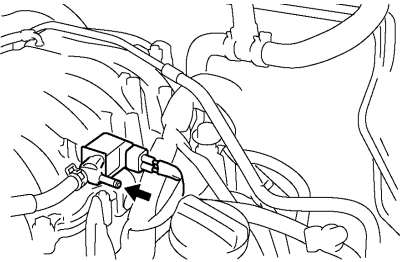
NG

Replace filler pipe.

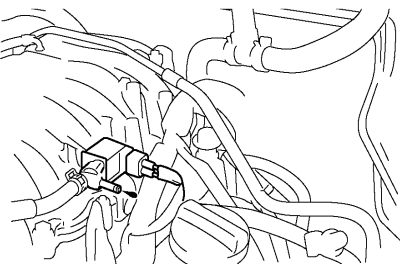
OK

6 Check purge flow.

VSV is ON



VSV is OFF



Y

A19812

PREPARATION:

- Connect the hand-held tester to the DLC3.
- Select the "ENHANCED OBD2/ACTIVE TEST" mode on the hand-held tester.
- Disconnect the vacuum hose for the VSV for the EVAP from the charcoal canister.
- Start the engine.
- Select the item "EVAP (ALON)/ALL" in the ACTIVE TEST and operate VSV for EVAP.

CHECK:

When the VSV for the EVAP is operated by the hand-held tester, check whether the disconnected hose applies suction to your finger.

OK:

VSV is ON:

Disconnected hose applies suction to your finger.

VSV is OFF:

Disconnected hose applies no suction to your finger.

OK

Go to step 10.

NG

7 Check vacuum hose between intake manifold and VSV for EVAP, and VSV for EVAP and charcoal canister.

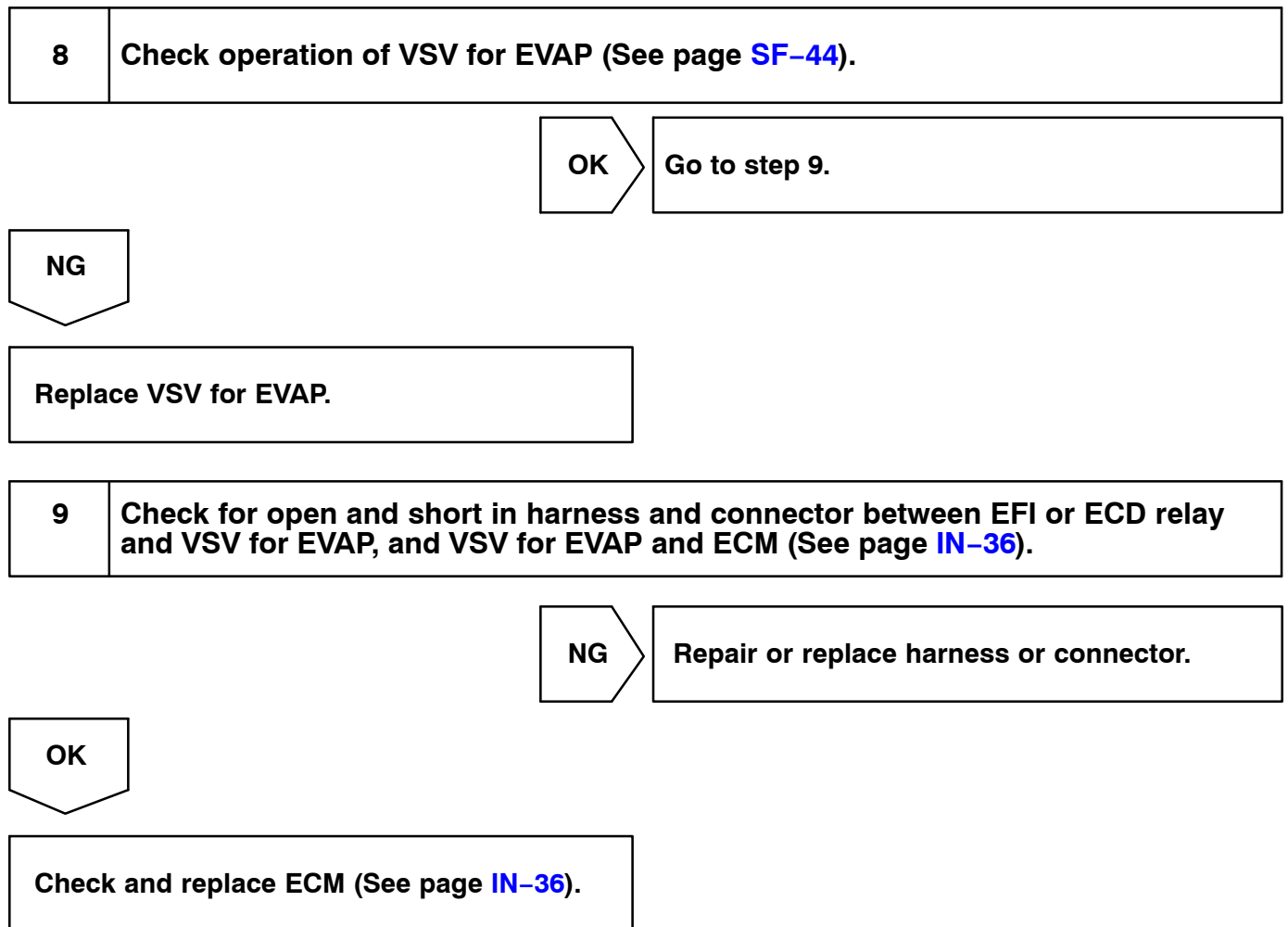
CHECK:

- Check that the vacuum hose is connected correctly.
- Check the vacuum hose for looseness and disconnection.
- Check the vacuum hose for cracks, hole, damage and blockage.

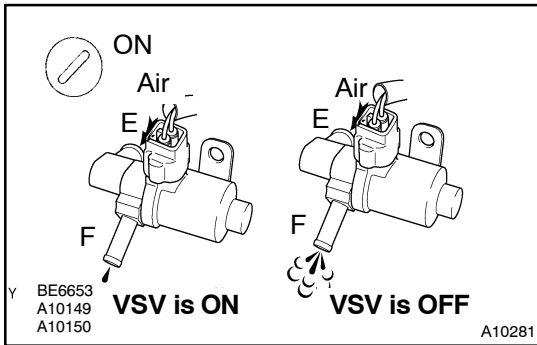
NG

Repair or replace.

OK



10 Check VSV for CCV.



PREPARATION:

- Disconnect the vacuum hose for the VSV for the CCV from the charcoal canister.
- Turn the ignition switch ON and push the hand-held tester main switch ON.
- Select the "ENHANCED OBD2/ACTIVE TEST" mode on the hand-held tester.
- Select the item "CAN CTRL VSV/ALL" in the ACTIVE TEST and operate VSV for CCV.

CHECK:

Check the VSV operation when it is operated by the hand-held tester.

OK:

VSV is ON:

Air does not flow from port E to port F.

VSV is OFF:

Air from port E flows out through port F.

OK

Go to step 14.

NG

11 Check vacuum hose between VSV for CCV and charcoal canister.

CHECK:

- Check that the vacuum hose is connected correctly.
- Check the vacuum hose for looseness and disconnection.
- Check the vacuum hose for cracks, hole damage, and blockage.

NG

Repair or replace.

OK

12 Check operation of VSV for CCV (See page [SF-48](#)).

OK

Go to step 13.

NG

Replace VSV for CCV.

13 Check for open and short in harness and connector between EFI or ECD relay and VSV for CCV, and VSV for CCV and ECM (See page [IN-36](#)).

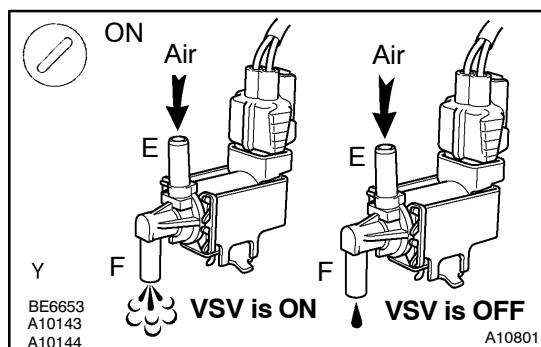
NG

Repair or replace harness or connector.

OK

Check and replace ECM (See page [IN-36](#)).

14 Check VSV for pressure switching valve.



PREPARATION:

- Turn the ignition switch ON and push the hand-held tester main switch ON.
- Select the "ENHANCED OBD2/ACTIVE TEST" mode on the hand-held tester.
- Select the item "TANK BYPASS VSV/ALL" in the ACTIVE TEST and operate VSV for pressure switching valve.

CHECK:

Check the VSV operation when it is operated by the hand-held tester.

OK:

VSV is ON:

Air from port E flows out through port F.

VSV is OFF:

Air does not flow from port E to port F.

OK

Go to step 17.

NG

15 Check operation of VSV for pressure switching valve (See page [SF-46](#)).

OK

Go to step 16.

NG

Replace VSV for pressure switching valve.

16 Check for open and short in harness and connector between EFI or ECD relay and VSV for pressure switching valve, and VSV for pressure switching valve and ECM (See page [IN-36](#)).

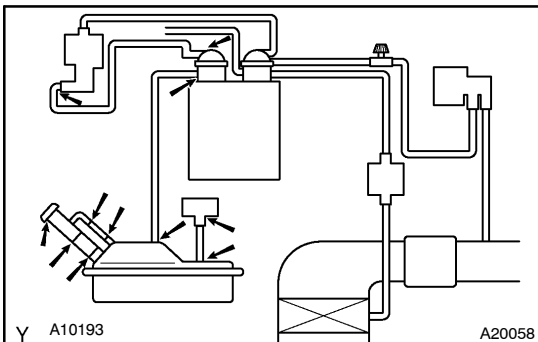
NG

Repair or replace harness or connector.

OK

Check and replace ECM (See page [IN-36](#)).

17 Check whether hose close to fuel tank has been modified, and check whether there are signs of any accident near fuel tank or charcoal canister.



CHECK:

Check for cracks, deformation and loose connection of the following parts:

- Fuel tank
- Charcoal canister
- Fuel tank filler pipe
- Hoses and tubes around fuel tank and charcoal canister

NG

Repair or replace.

OK

- | | |
|-----------|--|
| 18 | Check vacuum hoses between vapor pressure sensor and fuel tank, and charcoal canister and VSV for pressure switching valve. |
|-----------|--|

CHECK:

- (a) Check that the vacuum hose is connected correctly.
- (b) Check the vacuum hose for looseness and disconnection.
- (c) Check the vacuum hose for cracks, hole and damage.

NG**Repair or replace.****OK**

- | | |
|-----------|---|
| 19 | Check vacuum hoses ((4), (5), (7) and (8) in Fig. 1 in description). |
|-----------|---|

CHECK:

- (a) Check that the vacuum hose is connected correctly.
- (b) Check the vacuum hose for looseness and disconnection.
- (c) Check the vacuum hose for cracks, hole and damage.

NG**Repair or replace.****OK**

- | | |
|-----------|---|
| 20 | Check hose and tube between fuel tank and charcoal canister. |
|-----------|---|

CHECK:

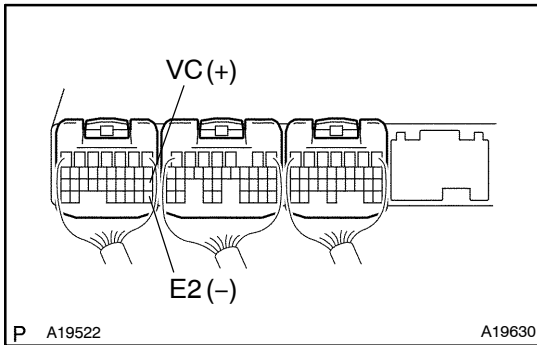
- (a) Check for proper connection of the fuel tank and fuel evap pipe (See page [EC-5](#)), fuel evap pipe and fuel tube under the floor, fuel tube under the floor and charcoal canister.
- (b) Check the hose and tube for cracks, hole and damage.

NG**Repair or replace.****OK**

- | | |
|-----------|---|
| 21 | Check charcoal canister for cracks, hole and damage (See page EC-5). |
|-----------|---|

NG**Repair or replace.****OK**

22 Check voltage between terminals VC and E2 of ECM connector.



CHECK:

- Remove the glove compartment door (See page [SF-60](#)).
- Turn the ignition switch ON.

CHECK:

Measure the voltage between terminals VC and E2 of the ECM connector.

OK:

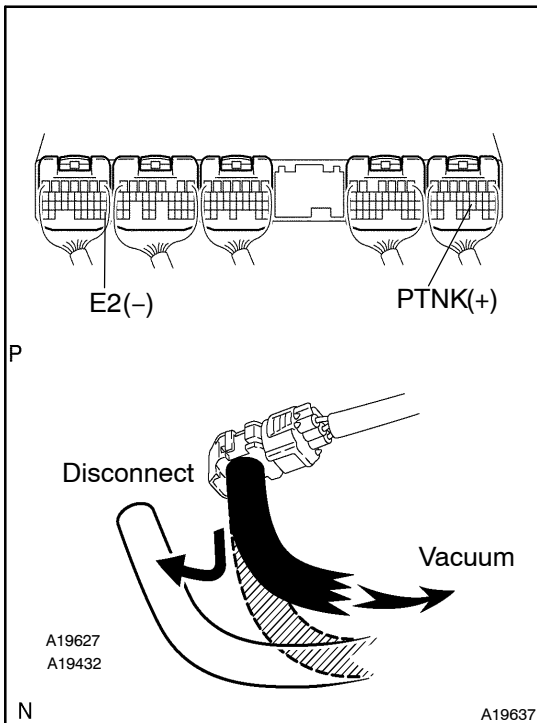
Voltage: 4.5 – 5.5 V

NG

Check and replace ECM (See page [IN-36](#)).

OK

23 Check voltage between terminals PTNK and E2 of ECM connectors.



PREPARATION:

- Remove the glove compartment door (See page [SF-60](#)).
- Turn the ignition switch ON.

CHECK:

Measure the voltage between terminals PTNK and E2 of the ECM connectors.

- Disconnect the vacuum hose from the vapor pressure sensor.
- Using the MITYVAC (Hand-Held Vacuum Pump), apply a vacuum of 4.0 kPa (30 mmHg, 1.18 in.Hg) to the vapor pressure sensor.

NOTICE:

The vacuum applied to the vapor pressure sensor must be less than 66.7 kPa (500 mmHg, 19.7 in.Hg).

OK:

- Voltage: 2.9 – 3.7 V**
- Voltage: 0.5 V or less**

OK

It is likely that vehicle user did not properly close fuel tank cap. Please explain to customer how to properly install fuel tank cap.

NG

24	Check for open and short in harness and connector between vapor pressure sensor and ECM (See page IN-36).
----	--

NG

Repair or replace harness or connector.

OK

Replace vapor pressure sensor.

OBD II scan tool (excluding hand-held tester):

1	Check that fuel tank cap is LEXUS genuine parts.
---	--

NG

Replace to LEXUS genuine parts.

OK

2	Check that fuel tank cap is correctly installed.
---	--

NG

Correctly install fuel tank cap.

OK

3	Check fuel tank cap (See page EC-5).
---	---

NG

Replace fuel tank cap.

OK

4 Check filler neck for damage.

PREPARATION:

Remove the fuel tank cap.

CHECK:

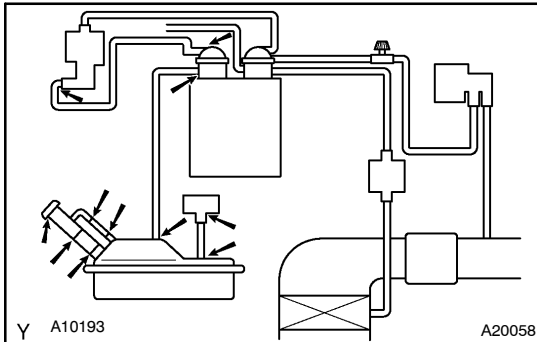
Visually inspect the filler neck for damage.

NG

Replace filler pipe.

OK

5 Check whether hose close to fuel tank has been modified, and check whether there are signs of any accident near fuel tank or charcoal canister.



CHECK:

Check for cracks, deformation and loose connection of the following parts:

- Fuel tank
- Charcoal canister
- Fuel tank filler pipe
- Hoses and tubes around fuel tank and charcoal canister

NG

Repair or replace.

OK

6 Check vacuum hoses between vapor pressure sensor and fuel tank, charcoal canister and VSV for pressure switching valve, and VSV for pressure switching valve and charcoal canister.

CHECK:

- (a) Check that the vacuum hose is connected correctly.
- (b) Check the vacuum hose for looseness and disconnection.
- (c) Check the vacuum hose for cracks, hole and damage.

NG

Repair or connect VSV or sensor connector.

OK

7	Check hose and tube between fuel tank and charcoal canister.
---	--

CHECK:

- (a) Check for proper connection of the fuel tank and fuel evap pipe (See page [EC-5](#)), fuel evap pipe and fuel tube under the floor, fuel tube under the floor and charcoal canister.
- (b) Check the hose and tube for cracks, hole and damage.

NG**Repair or replace.****OK**

8	Check VSV connector for EVAP, VSV connector for CCV, VSV connector for pressure switching valve and vapor pressure sensor connector for looseness and disconnection.
---	--

NG**Repair or connect VSV or sensor connector.****OK**

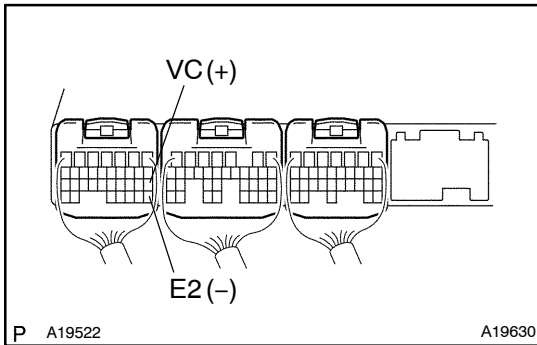
9	Check vacuum hoses ((8) and (9) in Fig. 1 in circuit description).
---	--

CHECK:

- (a) Check that the vacuum hose is connected correctly.
- (b) Check the vacuum hose for looseness and disconnection.
- (c) Check the vacuum hose for cracks, hole damage, and blockage.

NG**Repair or replace.****OK**

10 Check voltage between terminals VC and E2 of ECM connector.



CHECK:

- Remove the glove compartment door (See page [SF-60](#)).
- Turn the ignition switch ON.

CHECK:

Measure the voltage between terminals VC and E2 of the ECM connector.

OK:

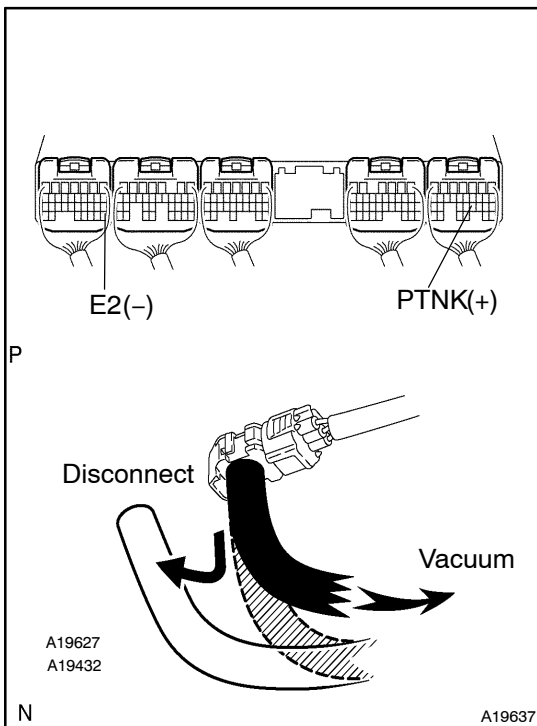
Voltage: 4.5 – 5.5 V

NG

Check and replace ECM (See page [IN-36](#)).

OK

11 Check voltage between terminals PTNK and E2 of ECM connectors.



PREPARATION:

- Remove the glove compartment door (See page [SF-60](#)).
- Turn the ignition switch ON.

CHECK:

Measure the voltage between terminals PTNK and E2 of the ECM connectors.

- Disconnect the vacuum hose from the vapor pressure sensor.
- Using the MITYVAC (Hand-Held Vacuum Pump), apply a vacuum of 4.0 kPa (30 mmHg, 1.18 in.Hg) to the vapor pressure sensor.

NOTICE:

The vacuum applied to the vapor pressure sensor must be less than 66.7 kPa (500 mmHg, 19.7 in.Hg).

OK:

- Voltage: 2.9 – 3.7 V**
- Voltage: 0.5 V or less**

OK

Go to step 13.

NG

- | | |
|-----------|--|
| 12 | Check for open and short in harness and connector between vapor pressure sensor and ECM (See page IN-36). |
|-----------|--|

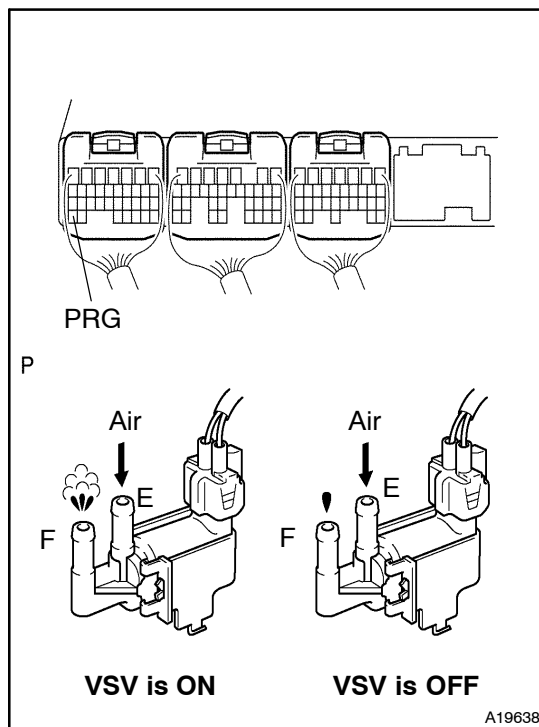
NG

Repair or replace harness or connector.

OK

Replace vapor pressure sensor.

- | | |
|-----------|----------------------------|
| 13 | Check VSV for EVAP. |
|-----------|----------------------------|



PREPARATION:

- (a) Remove the glove compartment door (See page [SF-60](#)).
- (b) Turn the ignition switch ON.

CHECK:

Check the VSV function.

- (1) Connect between terminal EVP1 of the ECM connector and body ground (ON).
- (2) Disconnect between terminal EVP1 of the ECM connector and body ground (OFF).

OK:

- (1) **VSV is ON:**
Air from port E flows out through port F.
- (2) **VSV is OFF:**
Air does not flow from port E to port F.

OK

Go to step 16.

NG

14 Check operation of VSV for EVAP (See page [SF-44](#)).

OK

Go to step 15.

NG

Replace VSV and clean vacuum hoses between throttle body and VSV for EVAP, and VSV for EVAP and charcoal canister, and then check charcoal canister.

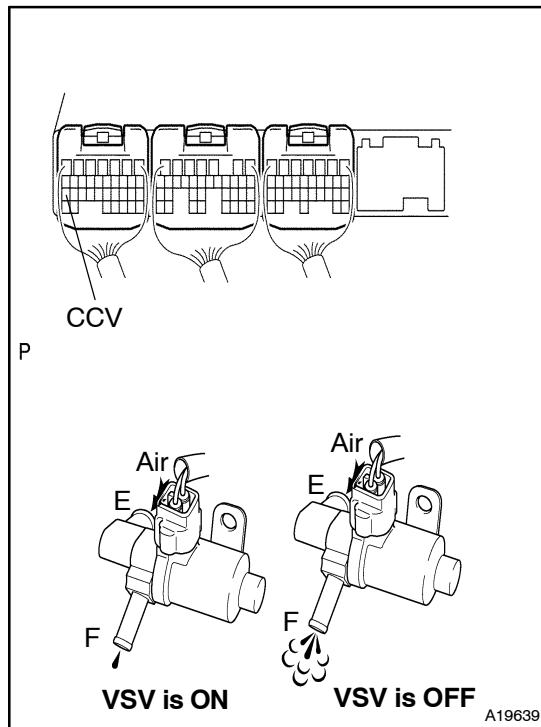
15 Check for open and short in harness and connector between EFI or ECD relay and VSV for EVAP, and VSV for EVAP and ECM (See page [IN-36](#)).

NG

Repair or replace harness or connector.

OK

Check and replace ECM (See page [IN-36](#)).

16 Check VSV for CCV.

PREPARATION:

- Remove the glove compartment door (See page [SF-60](#)).
- Turn the ignition switch ON.

CHECK:

Check the VSV function.

- Connect between terminal CCV of the ECM connector and body ground (ON).
- Disconnect between terminal CCV of the ECM connector and body ground (OFF).

OK:

VSV is ON:

Air does not flow from port E to port F.

VSV is OFF:

Air from port E flows out through port F.

OK
Go to step 19.
NG
17 Check operation of VSV for CCV (See page [SF-48](#)).
OK
Go to step 18.
NG

Replace VSV and charcoal canister, and then clean vacuum hose between charcoal canister and VSV for CCV.

- 18** Check for open and short in harness and connector between EFI or ECD relay and VSV for CCV, and VSV for CCV and ECM (See page [IN-36](#)).

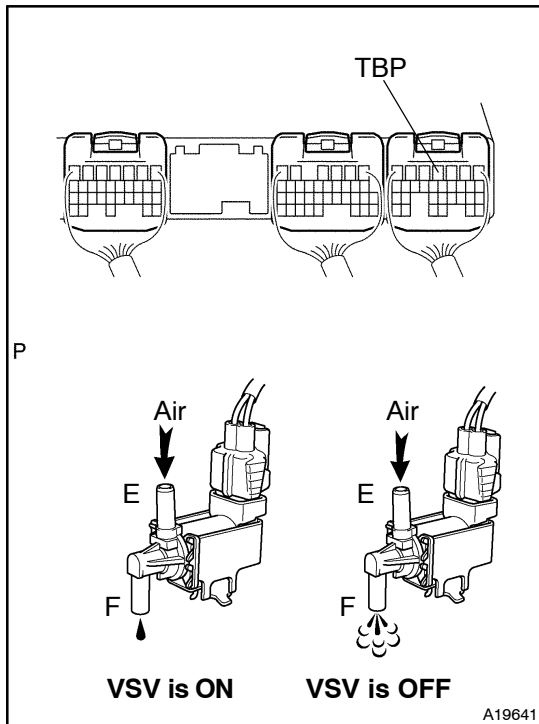
NG

Repair or replace harness or connector.

OK

Check and replace ECM (See page [IN-36](#)).

- 19** Check VSV for pressure switching valve.



PREPARATION:

- Remove the glove compartment door (See page [SF-60](#)).
- Turn the ignition switch ON.

CHECK:

Check the VSV function.

- Connect between terminal TBP of the ECM connector and body ground (ON).
- Disconnect between terminal TBP of the ECM connector and body ground (OFF).

OK:

- VSV is ON:**
Air from port E flows out through port F.
- VSV is OFF:**
Air does not from flow port E to port F.

OK

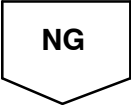
Check and replace charcoal canister (See page [EC-5](#)).

NG

20	Check operation of VSV for pressure switching valve (See page SF-46).
----	--

OK

Go to step 21.

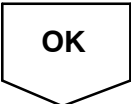
NG

Replace VSV and charcoal canister, and then clean vacuum hoses between charcoal canister and VSV for pressure switching valve, and VSV for pressure switching valve and fuel tank.

21	Check for open and short in harness and connector between EFI or ECD relay and VSV for pressure switching valve, and VSV for pressure switching valve and ECM (See page IN-36).
----	--

NG

Repair or replace harness or connector.

OK

Check and replace ECM (See page [IN-36](#)).