DI9HN–02

DTC	P0443	Evaporative Emission Control System Purge Control Vent Control Malfunction

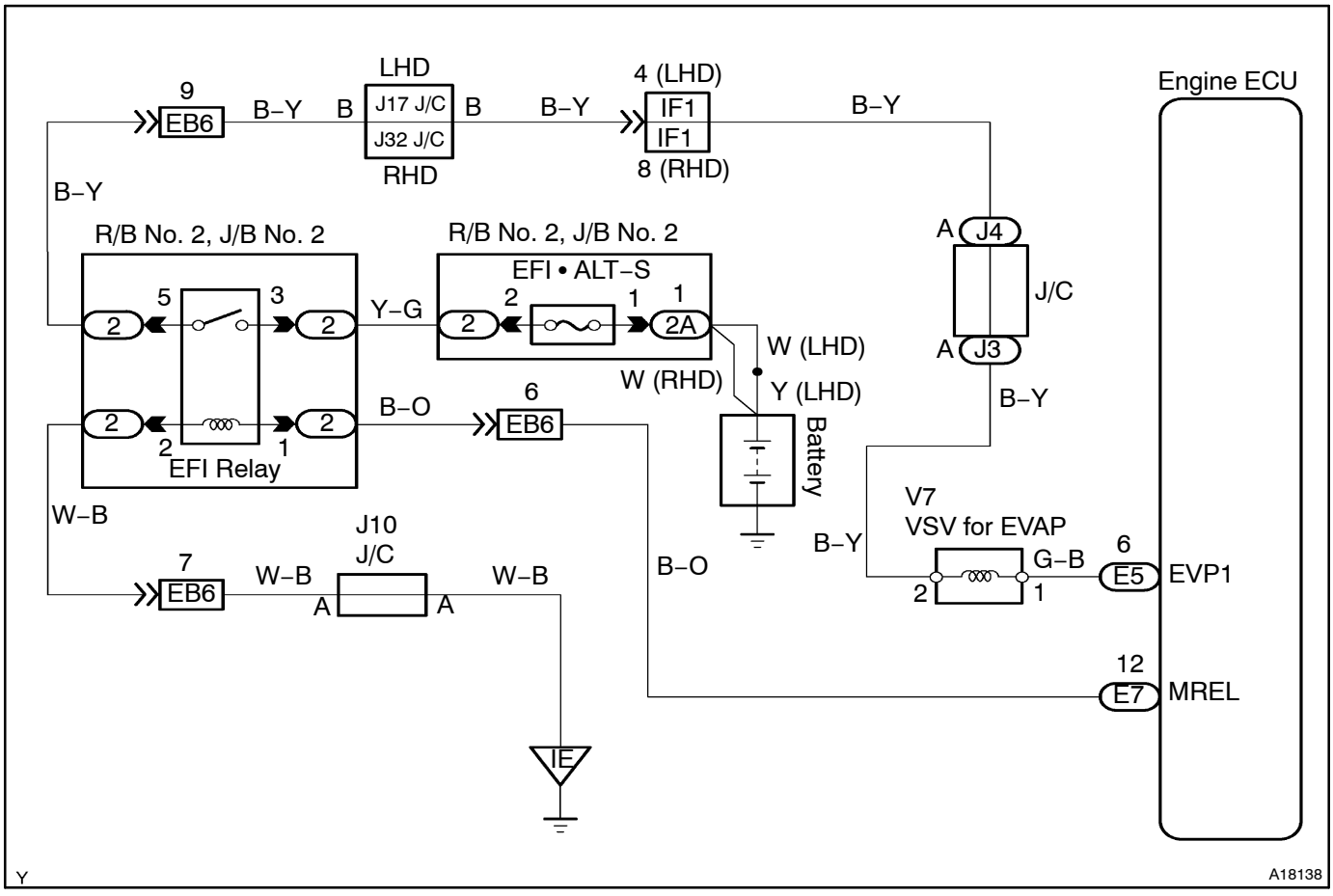
CIRCUIT DESCRIPTION

To reduce the HC emissions, evaporated fuel from the fuel tank is routed through the charcoal canister to the intake manifold for combustion in the cylinders.

The engine ECU changes the duty signal to the VSV for the EVAP so that the intake quantity of the HC emissions can be appropriate for the driving conditions (engine load, engine speed, vehicle speed, etc.) after the engine is wamed up.

DTC No.	DTC Detecting Condition	Trouble Area
P0443	Proper response to engine ECU command does not occur (1 trip detection logic)	• Open or short in VSV circuit for EVAP • VSV for EVAP • Engine ECU

WIRING DIAGRAM



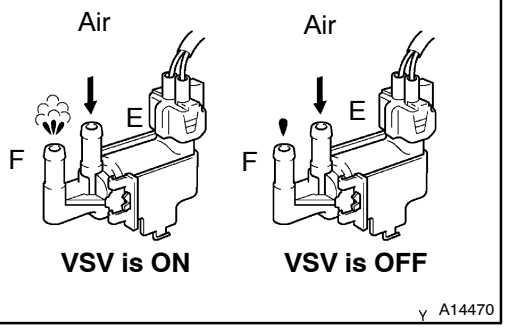
INSPECTION PROCEDURE

When using hand–held tester:

HINT:

Read freeze frame data using the hand–held tester. Because freeze frame data records the engine conditions when the malfunction is detected. When troubleshooting it 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.

1	**Connect hand–held tester and check operation of VSV for EVAP.**



PREPARATION:

(a) Connect the hand–held tester to the DLC3.

(b) Turn the ignition switch ON and push the hand–held tester main switch ON.

(c) Select the ACTIVE TEST mode on the hand–held tester.

CHECK:

Check the operation of the VSV when the VSV is operated by the hand–held tester.

OK:

VSV is ON:
Air from port E flows out through port F.
VSV is OFF:
Air from port E does not flows out through port F filter.

OK	**Check for intermittent problems (See page DI–3).**

NG

2	**Check VSV for EVAP (See page EC–6).**

NG	**Replace VSV for EVAP.**

OK

3	**Check for open and short in harness and connector between EFI main relay and engine ECU (See page IN–19).**

NG → **Repair or replace harness or connector.**

OK

Check and replace engine ECU (See page IN–19).

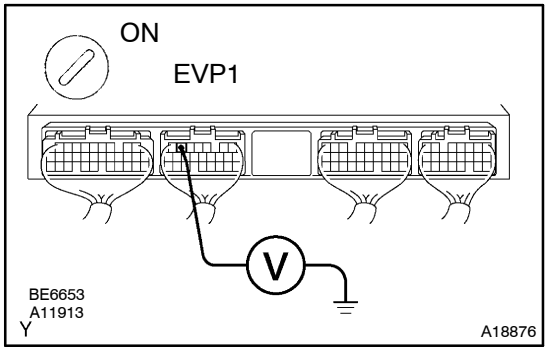
When not using hand–held tester:

1	**Check VSV for EVAP (See page EC–6).**

NG → **Replace VSV for EVAP.**

OK

2	**Check voltage between terminal EVP1 of engine ECU connector and body ground.**



PREPARATION:

(a) Remove the engine ECU hood and cover.

(b) Turn the ignition switch ON.

CHECK:

Measure the voltage between terminal EVP1 of the engine ECU connector and the body ground.

OK:

Voltage: 9 – 14 V

NG → **Check for open and short in harness and connector between EFI main relay and engine ECU (See page IN–19).**

OK

Check and replace engine ECU (See page IN–19).