

CCV and VSV for Bypass Valve Monitor Description

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MONITOR SUMMARY

If there is a malfunction detected in the evaporative emission (EVAP) vacuum switching valve (VSV), the canister closed valve (CCV) and the VSV for bypass valve; the engine control module (ECM) will illuminate the malfunction indicator lamp (MIL) and set a DTC.

This portion of the EVAP diagnostic checks the following EVAP system functions:

(a) CCV stuck closed.

The ECM checks for a CCV “stuck closed” malfunction by commanding the CCV open after an EVAP leak test. If the fuel tank pressure does not rise (lose vacuum), the ECM determines that the CCV is stuck CLOSED. The ECM will turn on the MIL and a DTC is set.

(b) VSV for bypass valve stuck closed.

The ECM checks for a VSV for bypass valve “stuck closed” malfunction by commanding the VSV for bypass valve closed after an EVAP leak test. If the fuel tank pressure does not change, the ECM determines that the VSV for bypass valve is malfunctioning. The ECM will turn on the MIL and a DTC is set.

(c) EVAP VSV (Purge line to intake manifold) stuck closed.

The ECM checks for a EVAP VSV “stuck closed” fault by commanding the EVAP VSV open with the CCV closed. The fuel tank should develop a high negative pressure (vacuum), but does not. The ECM determines that despite an OPEN command, the EVAP VSV remained closed. The ECM turns on the MIL and a DTC is set.

RELATED DTC

Related DTCs	P0446	• CCV stuck closed • VSV for bypass valve malfunction • EVAP VSV stuck closed
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MODEL YEAR CHART

Model Year	See Page
2000 to 2003	Ev-72