

## CCV (Canister Closed Valve) Monitor Description

To return to general description, see page [Ev-74](#).

### MONITOR SUMMARY

The ECM tests the evaporative emissions (EVAP) system using the vapor pressure sensor, the canister closed valve (CCV), and the EVAP vacuum switching valve (VSV). The ECM closes the EVAP system and introduces a negative pressure into it. The ECM then monitors the internal pressure using the fuel tank pressure monitor.

The ECM checks for a CCV “stuck closed” malfunction by commanding both valves (EVAP VSV and CCV) open at a time when the fuel tank is at atmospheric pressure. If the fuel tank develops a high negative pressure (vacuum) and it remains in that state for more than 4 seconds, the ECM determines that the CCV (vent) is stuck closed. The ECM will turn on the malfunction indicator lamp (MIL) and a DTC is set.

The ECM checks for a CCV “stuck open” malfunction by commanding both valves closed at a time when the fuel tank should have developed a high negative pressure (vacuum). If the fuel tank did not develop the proper, high negative pressure (vacuum), the ECM concludes that the CCV must have been “stuck open”. The ECM will turn on the MIL and a DTC is set.

### RELATED DTC

|              |       |                                                                                             |
|--------------|-------|---------------------------------------------------------------------------------------------|
| Related DTCs | P0446 | <ul style="list-style-type: none"><li>• CCV stuck open</li><li>• CCV stuck closed</li></ul> |
|--------------|-------|---------------------------------------------------------------------------------------------|

### MODEL YEAR CHART

| Model Year    | See Page              |
|---------------|-----------------------|
| 2003 and 2004 | <a href="#">Ev-92</a> |