



## DTC Troubleshooting

**DTC P0442:** EVAP System Small Leak Detected ('04-05 models)

**DTC P0455:** EVAP System Large Leak Detected ('06-07 models)

**DTC P0456:** EVAP System Very Small Leak Detected

### NOTICE

The fuel system is designed to allow specified maximum vacuum and pressure conditions. Do not deviate from the vacuum and pressure tests as indicated in these procedures. Excessive pressure/vacuum would damage the EVAP components or cause eventual fuel tank failure.

### Special Tools Required

Vacuum pump/gauge, 0–30 in.Hg, Snap-on YA4000A or equivalent, commercially available

### NOTE:

- Before you troubleshoot, record all freeze data and any on-board snapshot, and review the general troubleshooting information (see page 11-3).
- Fresh fuel has a higher volatility that will create greater pressure/vacuum. The optimum condition for testing is less than a full tank of fresh fuel. If possible, to assist in leak detection, add 1 gallon of fresh fuel to the tank (as long as it will not fill the tank) just before starting these procedures.

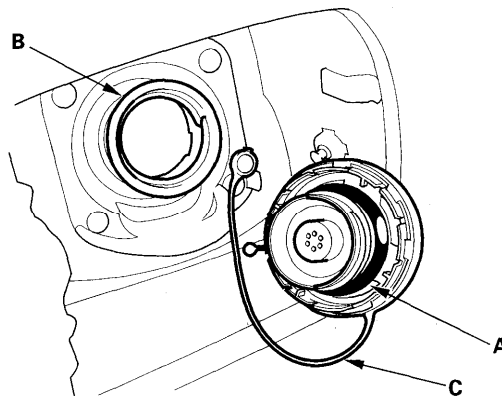
1. Check the fuel fill cap (the cap must say "TIGHTEN TO CLICK"). It should turn 1/4 turn after it's tight, then it clicks.

*Is the correct fuel fill cap installed and properly tightened?*

**YES**—Go to step 2.

**NO**—Replace or tighten the cap, then go to step 22.

2. Check the fuel fill cap seal (A) and the fuel fill pipe mating surface (B). Verify that the fuel fill cap tether cord (C) is not caught under the cap.



*Is the fuel fill cap seal missing or damaged, is the fuel fill pipe damaged, or is the tether cord caught under the cap?*

**YES**—Replace the fuel fill cap or the fuel fill pipe, then go to step 22.

**NO**—Go to step 3.

3. Turn the ignition switch ON (II).
4. Clear the DTC with the HDS.
5. Do the EVAP FUNCTION TEST in the INSPECTION MENU with the HDS.

*Is the result OK?*

**YES**—Intermittent failure, the system is OK at this time. Check for poor connections or loose terminals at the FTP sensor, the EVAP canister purge valve, or the EVAP canister vent shut valve and the ECM/PCM. ■

**NO**—Go to step 6.

6. Turn the ignition switch OFF.

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