

tube between the fuel tank pressure (FTP) sensor and the fuel tank. During the initial phase of the EVAP monitor, the PCM closes the canister vent and a vacuum develops in the fuel vapor tubes and lines and in the fuel tank. The PCM monitors the FTP sensor to determine the amount of vacuum and how quickly the vacuum increases. The rate at which the vacuum increases is compared to an expected value. If the vacuum increases quicker than expected, a restricted fuel vapor tube is suspected and an intrusive test is carried out in the final phase of the EVAP monitor. This DTC sets when the intrusive test confirms a blockage a counter is incremented and the counter reaches a calibrated number of completions.

Possible Causes:

- Restricted fuel vapor tube between the FTP sensor and the fuel tank
- EVAP purge valve stuck partially open

Diagnostic Aids: Check the fuel vapor tube for blockage between the FTP sensor and the fuel tank.

Application	Key On Engine Off	Key On Engine Running	Continuous Memory
All	GO to Pinpoint Test HX .		

DIAGNOSTIC TROUBLE CODE (DTC) CHARTS AND DESCRIPTIONS > P144C - EVAPORATIVE EMISSION SYSTEM PURGE CHECK VALVE PERFORMANCE - DTC CHART

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Description: The EVAP check valve test is performed during minimal boost conditions, once per drive cycle, when entry conditions are met. This DTC sets when the fuel tank pressure exceeds a calibrated amount within a specified amount of time during the test.

Possible Causes:

- Restricted EVAP ejector connections at the intake air system
- Stuck open EVAP check valve
- Stuck closed EVAP check valve
- Damaged EVAP ejector
- Damaged EVAP check valve

Diagnostic Aids:

Application	Key On Engine Off	Key On Engine Running	Continuous Memory
All	GO to Pinpoint Test HX .		

DIAGNOSTIC TROUBLE CODE (DTC) CHARTS AND DESCRIPTIONS > P1450 - UNABLE TO BLEED UP FUEL TANK VACUUM - DTC CHART