



If the purge valve breaks or becomes stuck in the open or closed position, the EVAP system will cease to function and there are no default measures available. The ECM will store the fault in memory and illuminate the MIL warning lamp if the correct monitoring conditions have been achieved (i.e. valve status unchanged for 45 seconds after engine has been running for 15 minutes). If the purge valve is stuck in the open position, a rich air:fuel mixture is likely to result at the intake manifold, this could cause the engine to misfire and the fuelling adaptations will change.

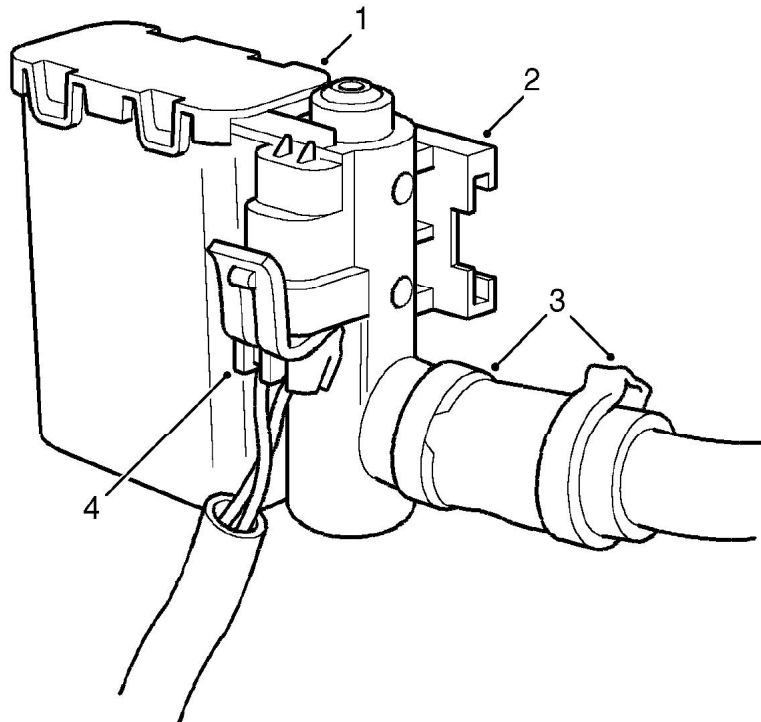
The following failure modes are possible:

- Sticking valve
- Valve blocked
- Connector or harness wiring fault (open or short circuit)
- Valve stuck open

If the purge valve malfunctions, the following fault codes may be stored in the ECM diagnostic memory, which can be retrieved using TestBook/T4:

P-code	Description
P0440	Purge valve not sealing
P0444	Purge valve open circuit
P0445	Purge valve short circuit to ground
P0443	Purge valve short circuit to battery voltage

**Canister Vent Solenoid (CVS) Unit – (NAS with vacuum type, fuel evaporation leak detection system only)**



M17 0165

- 1 CVS unit  
2 Mounting bracket

- 3 Spring clips to pipe from EVAP canister  
4 Harness connector

The canister vent solenoid (CVS) valve is mounted on a slide-on bracket which is riveted to the cruise control bracket at the right hand side of the engine compartment. The vent pipe from the EVAP canister is connected to a stub pipe on the CVS unit via a hose and plastic pipe combination. A two-pin connector links to the engine management ECM via the engine harness for solenoid control; one of the wires is the supply feed from fuse No.2 in the engine compartment fusebox, the other wire is the valve drive line to the ECM. The solenoid is operated when the ECM grounds the circuit.