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# SERVICE BULLETIN

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Classification: EC00-022a	Reference: NTB00-085a	Date: October 28, 2003
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## EVAPORATIVE (EVAP) EMISSION CONTROL SYSTEM CLEANING PROCEDURE FOR EVAP CANISTER CHARCOAL LEAKAGE INCIDENTS

This amended version (NTB00-085a) updates the Applied Vehicles section of this bulletin.  
Please discard all previously released copies of NTB00-085.

- APPLIED VEHICLES:**
- 1995-2000 Sentra (B14)
  - 2001-2004 Sentra (B15)
  - 1995-1998 240SX (S14)
  - 1995-1999 Maxima (A32)
  - 2000-2003 Maxima (A33)
  - 1998-2003 Frontier (D22)
  - 1997-2003 Pathfinder (R50)
  - 1998 Quest (V40)
  - 1999-2002 Quest (V41)

### SERVICE INFORMATION

If the EVAP canister leaks (or has leaked) charcoal, it must be replaced. In addition to replacing the canister, the entire EVAP emission control system must be cleaned to remove charcoal particles released by the leaking canister. To clean the EVAP emission control system, use the service procedure starting on page 3.

**NOTE:** There are two different types of EVAP Purge Volume Control Valves (i.e., the duty cycle type and the step motor type). Depending on the valve type, different hoses need to be disconnected (from the valve) to perform the cleaning procedure (discussed later in this bulletin). Refer to Figures 1 and 2 to determine the system variation you are working with.

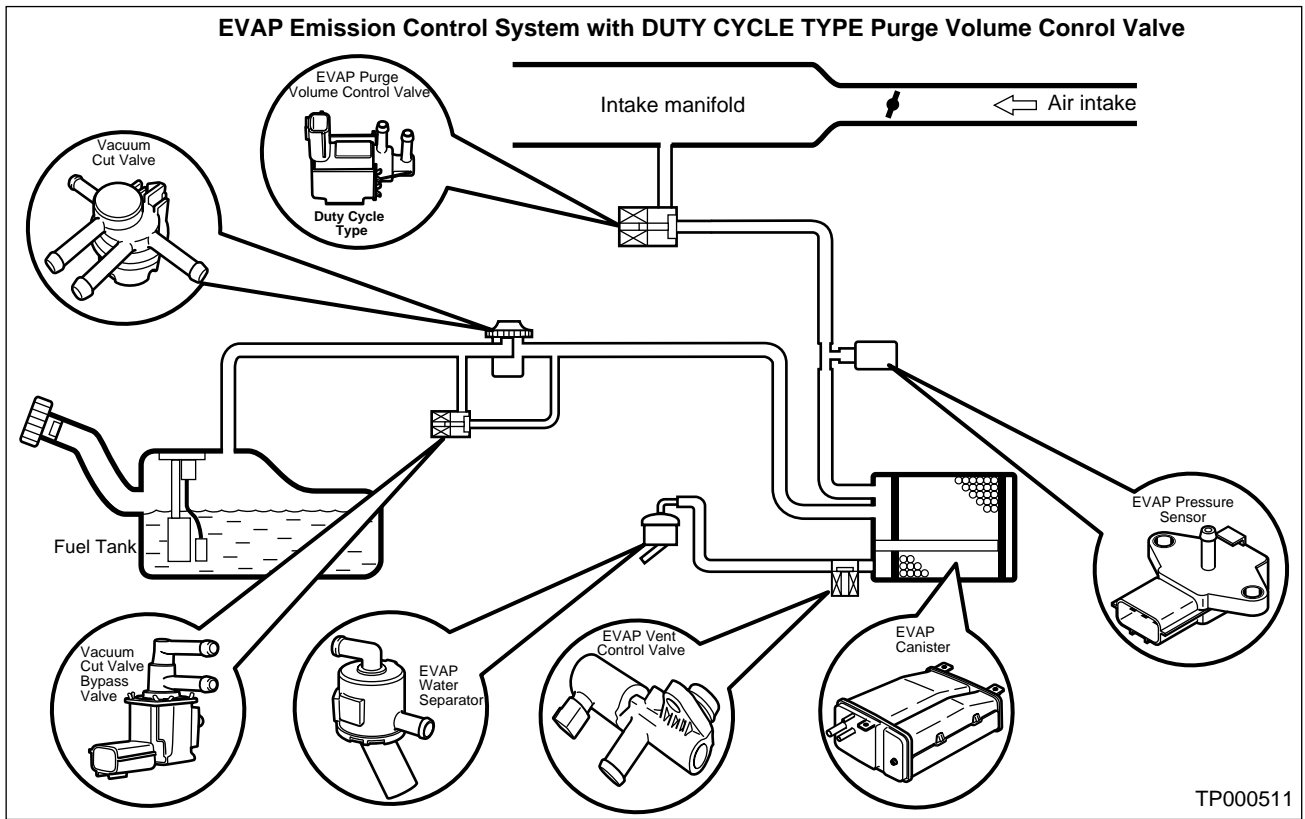


Figure 1

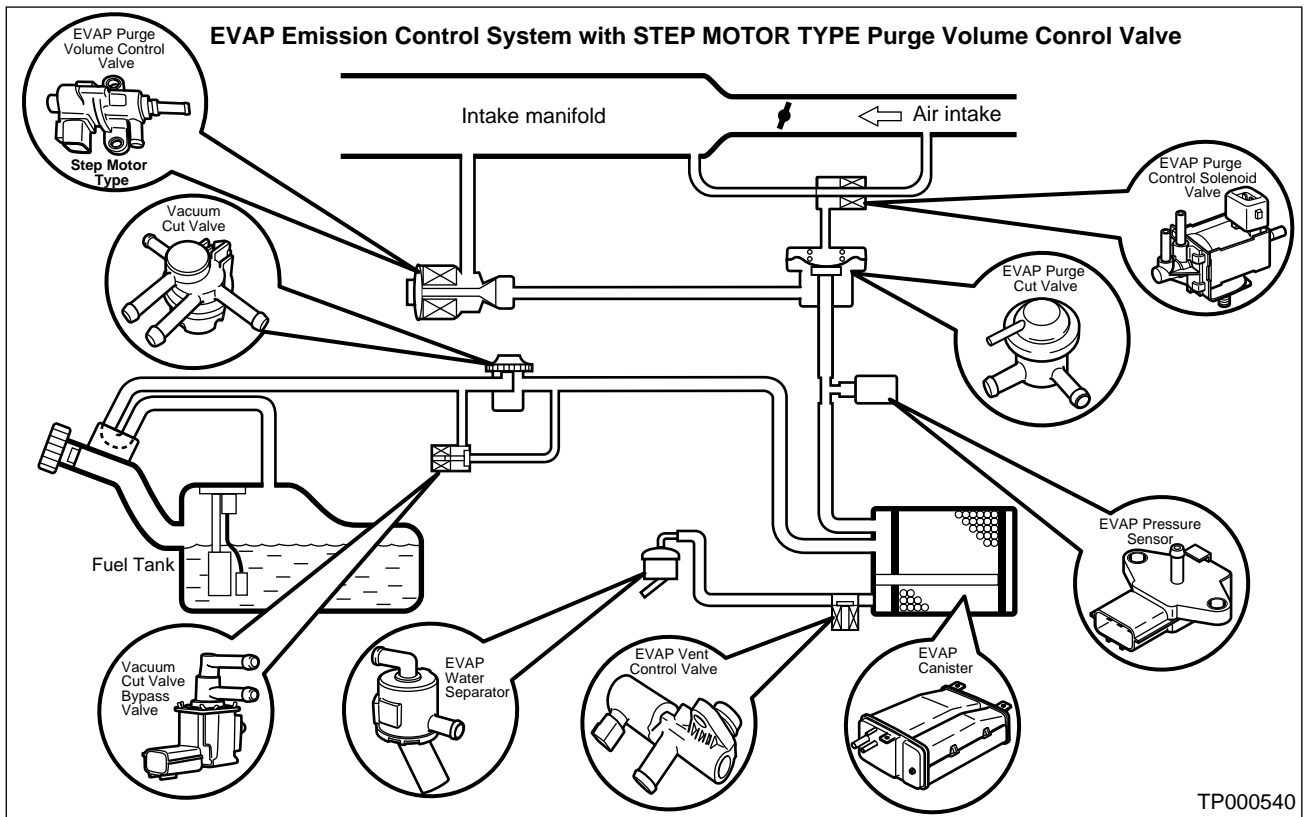


Figure 2

## SERVICE PROCEDURE

**IMPORTANT:** Before disconnecting any hose, make sure you mark the hose so it can be correctly re-installed later. If a hose is incorrectly re-installed, the MIL will come on.

1. Disconnect the vacuum hose from the EVAP System Pressure Sensor (see Figure 3).

**CAUTION:** The vacuum hose must be disconnected from the Pressure Sensor to prevent it from being damaged.

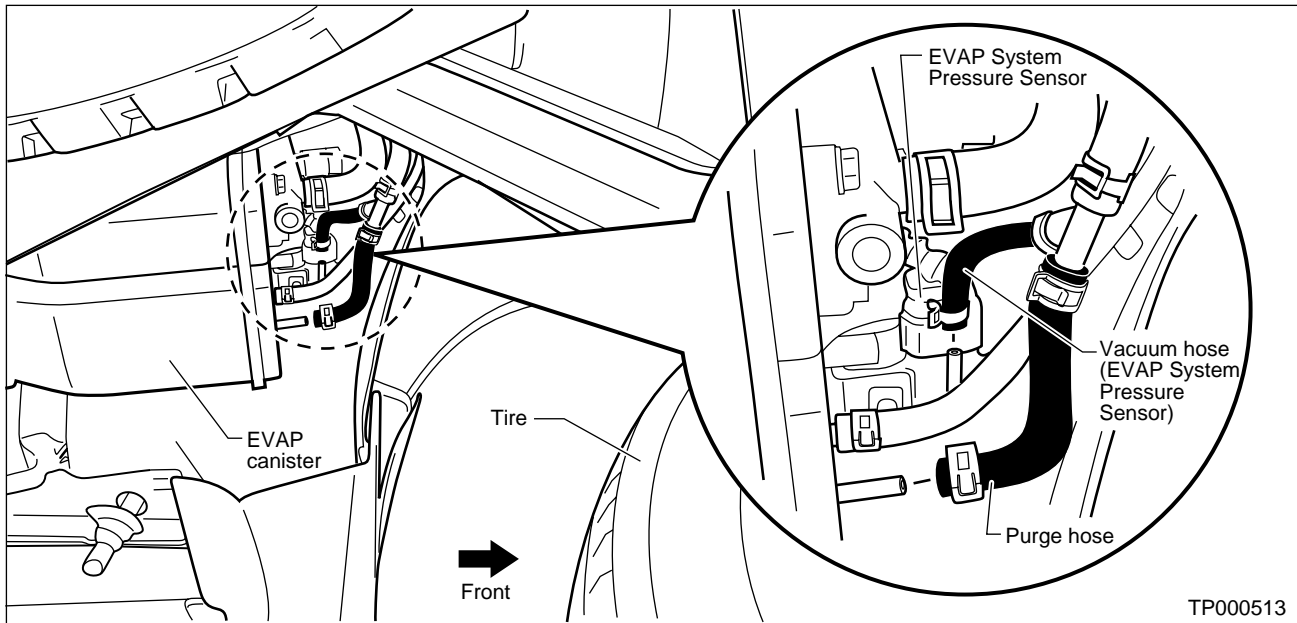


Figure 3

2. Disconnect the Purge hose from the EVAP canister port labeled "Purge" (see Figure 3).
3. Disconnect the hose from the EVAP Purge Volume Control Valve (or Purge Cut Valve, if equipped). Refer to Figures 1, 2, and 4 to determine which hose to disconnect based on the type of Purge Volume Control Valve on the vehicle (i.e., duty cycle or step motor type).

**IMPORTANT:** Before disconnecting any hose, make sure you mark the hose so it can be correctly re-installed later. If a hose is incorrectly re-installed, the MIL will come on.

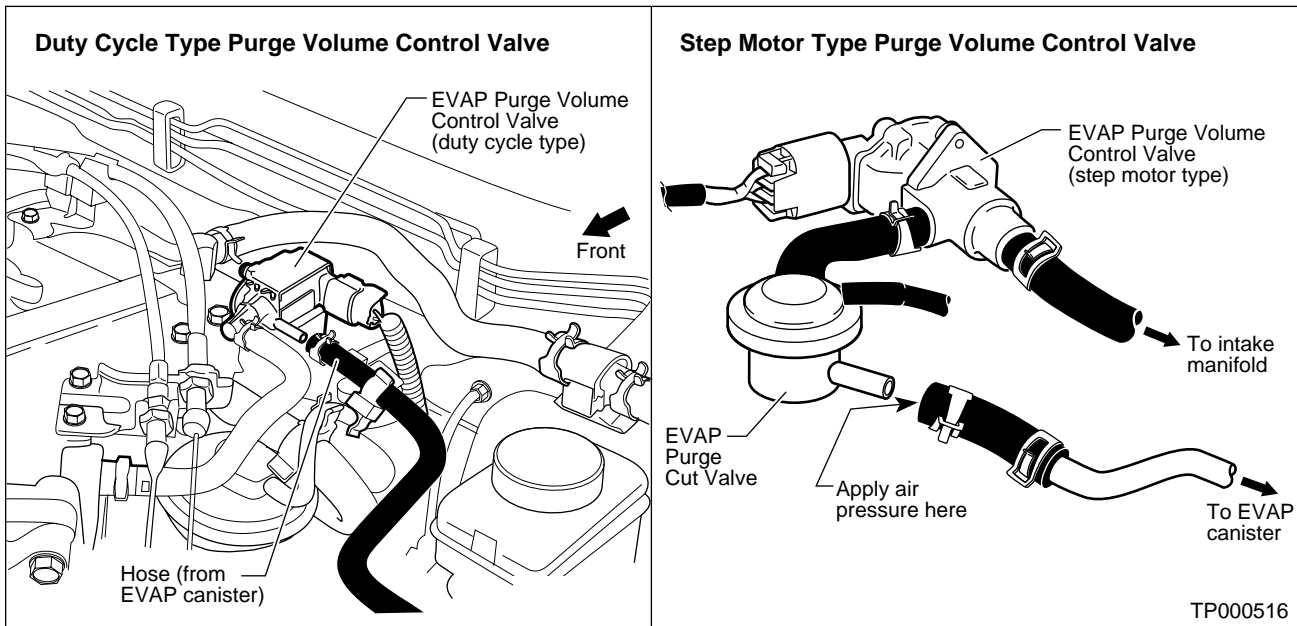


Figure 4

4. Clear out the underbody metal EVAP system piping to remove charcoal particles as follows:

A. Working at the front of the vehicle, blow air through the hose (disconnected in step 3) that leads to the EVAP canister (see Figure 5).

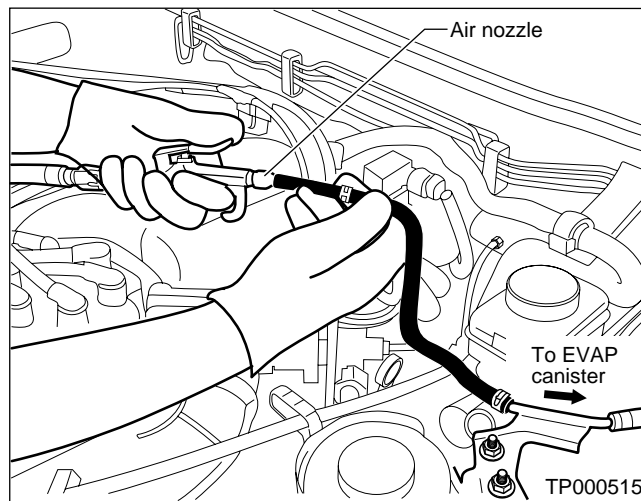


Figure 5

- B. Cover the EVAP System Pressure Sensor hose with your finger, then blow air through the Purge hose/EVAP system piping to remove charcoal particles (see Figure 6).

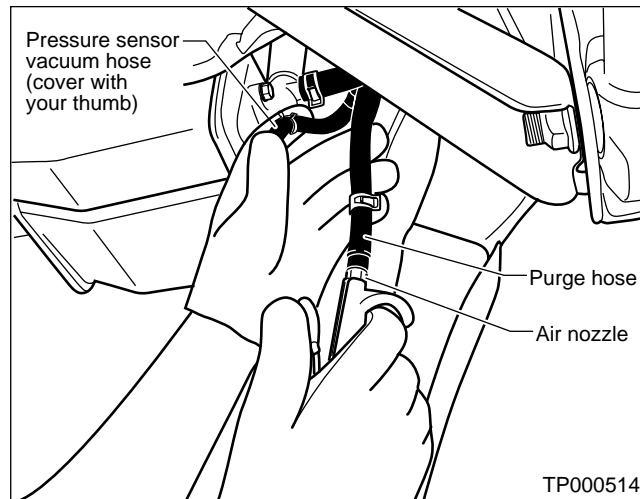


Figure 6

- C. Repeat steps A and B until ALL charcoal particles are removed.

If all charcoal particles cannot be removed from the EVAP system piping using this method, remove the piping from the vehicle. Then blow air through the piping while moving it in different positions until all particles are removed. If this does not work, replace the underbody piping.

5. Inspect the following components (refer to Figures 1 and 2) for charcoal particles. If charcoal particles are found, carefully remove the particles from the component(s) and the hoses that connect to them.
- Purge Volume Control Valve
  - Purge Cut Valve (if equipped)
  - EVAP System Pressure Sensor
  - Vent Control Valve
  - Vacuum Cut Valve Bypass Valve
  - Vacuum Cut Valve
  - Water Separator (and associated hoses)

**IMPORTANT REMINDER: Before disconnecting any hose, make sure you mark the hose so it can be correctly re-installed later. If a hose is incorrectly re-installed, the MIL will come on.**

**NOTE:** It is very important to remove all charcoal particles as it only takes a small amount of particles to store DTCs and cause the MIL to turn on. If you cannot remove all charcoal particles, replace the contaminated (un-cleanable) component(s).

6. Re-assemble the EVAP system.
7. Erase all stored DTCs.
8. Road test the vehicle until the EVAP SRT shows "Complete", then re-check for any stored DTCs.

**CLAIMS INFORMATION**

**For replacement of the EVAP canister and EVAP system charcoal debris cleaning/removal, submit a Primary Failed Part (PP) line claim using the following claims coding. To claim for diagnostic time(s) associated with the DTC code(s) and/or the replacement of those components that have been rendered non-functional due to charcoal contamination, reference the current Nissan "Warranty Flat Rate Manual" and use the indicated Op Codes and FRTs:**

DESCRIPTION	PFP	OP CODE	SYM	DIA	FRT
Replace Vapor Canister assembly	(1)	FC40AA	(2)	32	(3)
Cleaning procedure for EVAP Canister charcoal leakage incidents		FC80AA			B14 – 1.4 hrs B15 – 1.3 hrs S14 – 1.4 hrs A32 – 1.3 hrs A33 – 1.3 hrs D22 – 1.5 hrs R50 – 1.6 hrs V40 – 1.7 hrs V41 – 1.7 hrs

- (1) Reference the indicated Parts Catalog and use the EVAP Canister P/N as the PFP.
- (2) As indicated by the customer's complaint.
- (3) Reference the current Nissan "Warranty Flat Rate Manual" and use the indicated FRT.

