

2012 - Mazda6 - Engine

DTC P144A:00 [MZI 3.7 V6]

DTC P144A:00	Evaporative emission system purge vapor line restrict/blocked
DETECTION CONDITION	The PCM monitors the EVAP system for a blocked fuel vapor 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 blocked fuel vapor tube is suspected and an intrusive test is carried out in the final phase of the EVAP monitor. If the intrusive test confirms a blockage a counter is incremented and once the counter reaches a calibrated number of completions, the DTC is set.
POSSIBLE CAUSE	Blocked fuel vapor tube between the FTP sensor and the fuel tank

Diagnostic procedure

STEP	INSPECTION	ACTION
1	VERIFY FREEZE FRAME DATA HAS BEEN RECORDED	Yes Go to the next step.
	Has FREEZE FRAME DATA been recorded?	No Record FREEZE FRAME DATA on the repair order, then go to the next step.
2	VERIFY RELATED REPAIR INFORMATION AVAILABILITY	Yes Perform repair or diagnosis according to the available Service Bulletins.
	- Verify related Service Bulletins and/or on-line repair information availability. - Is any related Service Bulletins available?	If the vehicle is not repaired, go to the next step.
		No Go to the next step.
3	VERIFY RELATED PENDING CODE OR STORED DTCS	Yes Go to the appropriate DTC troubleshooting procedures.

	- Switch the ignition off then ON (Engine off). - Verify related PENDING CODE or stored DTCs. - Are any DTCs present other than the following: - P0451:00, P0453:00 or P0454:00?	(See DTC TABLE [MZI 3.7 V6] .)	
		No	Go to the next step.
4	INSPECT FOR BLOCKED FUEL VAPOR TUBE BETWEEN FTP SENSOR AND FUEL TANK - Switch the ignition off. - Remove the fuel vapor tube component (See FUEL TANK REMOVAL/ INSTALLATION [MZI 3.7 V6] .) - Visually inspect the fuel vapor tube for a blockage between the FTP sensor and the connection to the fuel tank. - Visually inspect the connection at the fuel tank for a blockage. - Attempt to manually remove the blockage. - Is the blockage visible and can be removed?	Yes	Remove the blockage, then go to the next step.
		No	Replace a fuel vapor tube component, then go to the next step.
5	VERIFY TROUBLESHOOTING OF DTC P144A:00 HAS BEEN COMPLETED - Verify that all disconnected connectors are reconnected. - Switch the ignition ON (Engine off). - Clear the DTC from the PCM memory using the M-MDS. - Perform the OBD-II DRIVE MODE up to EVAP (Step 6). (See OBD-II DRIVE MODE [MZI 3.7 V6] .) - Is the PENDING CODE for this DTC present?	Yes	Repeat the inspection from Step 1. If the malfunction recurs, replace the PCM. (See PCM REMOVAL/ INSTALLATION [MZI 3.7 V6] .) Go to the next step.
		No	Go to the next step.
6	VERIFY AFTER REPAIR PROCEDURE Perform the "AFTER REPAIR PROCEDURE".	Yes	Go to the applicable DTC inspection. (See DTC TABLE [MZI 3.7 V6] .)

	(See AFTER REPAIR PROCEDURE [MZI 3.7 V6] .) • Are any DTCs present?	No	Troubleshooting completed.
--	---	----	----------------------------

2012 - Mazda6 - Engine

DTC P144A:00 [MZI 3.7 V6]

DTC P144A:00	Evaporative emission system purge vapor line restrict/blocked
DETECTION CONDITION	The PCM monitors the EVAP system for a blocked fuel vapor 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 blocked fuel vapor tube is suspected and an intrusive test is carried out in the final phase of the EVAP monitor. If the intrusive test confirms a blockage a counter is incremented and once the counter reaches a calibrated number of completions, the DTC is set.
POSSIBLE CAUSE	Blocked fuel vapor tube between the FTP sensor and the fuel tank

Diagnostic procedure

STEP	INSPECTION	ACTION
1	VERIFY FREEZE FRAME DATA HAS BEEN RECORDED	Yes Go to the next step.
	Has FREEZE FRAME DATA been recorded?	No Record FREEZE FRAME DATA on the repair order, then go to the next step.
2	VERIFY RELATED REPAIR INFORMATION AVAILABILITY	Yes Perform repair or diagnosis according to the available Service Bulletins.
	- Verify related Service Bulletins and/or on-line repair information availability. - Is any related Service Bulletins available?	If the vehicle is not repaired, go to the next step.
		No Go to the next step.
3	VERIFY RELATED PENDING CODE OR STORED DTCS	Yes Go to the appropriate DTC troubleshooting procedures.

	- Switch the ignition off then ON (Engine off). - Verify related PENDING CODE or stored DTCs. - Are any DTCs present other than the following: - P0451:00, P0453:00 or P0454:00?	(See DTC TABLE [MZI 3.7 V6] .)	
		No	Go to the next step.
4	INSPECT FOR BLOCKED FUEL VAPOR TUBE BETWEEN FTP SENSOR AND FUEL TANK - Switch the ignition off. - Remove the fuel vapor tube component (See FUEL TANK REMOVAL/ INSTALLATION [MZI 3.7 V6] .) - Visually inspect the fuel vapor tube for a blockage between the FTP sensor and the connection to the fuel tank. - Visually inspect the connection at the fuel tank for a blockage. - Attempt to manually remove the blockage. - Is the blockage visible and can be removed?	Yes	Remove the blockage, then go to the next step.
		No	Replace a fuel vapor tube component, then go to the next step.
5	VERIFY TROUBLESHOOTING OF DTC P144A:00 HAS BEEN COMPLETED - Verify that all disconnected connectors are reconnected. - Switch the ignition ON (Engine off). - Clear the DTC from the PCM memory using the M-MDS. - Perform the OBD-II DRIVE MODE up to EVAP (Step 6). (See OBD-II DRIVE MODE [MZI 3.7 V6] .) - Is the PENDING CODE for this DTC present?	Yes	Repeat the inspection from Step 1. If the malfunction recurs, replace the PCM. (See PCM REMOVAL/ INSTALLATION [MZI 3.7 V6] .) Go to the next step.
		No	Go to the next step.
6	VERIFY AFTER REPAIR PROCEDURE Perform the "AFTER REPAIR PROCEDURE".	Yes	Go to the applicable DTC inspection. (See DTC TABLE [MZI 3.7 V6] .)

	(See AFTER REPAIR PROCEDURE [MZI 3.7 V6] .) • Are any DTCs present?	No	Troubleshooting completed.
--	--	----	----------------------------