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[Conversion Calculator](#)

2005 Nissan-Datsun Sentra L4-1.8L (QG18DE)

[Vehicle Level](#) → [Powertrain Management](#) → [Emission Control Systems](#) → [Canister Purge Volume Control Valve](#) → [Testing and Inspection](#) ←

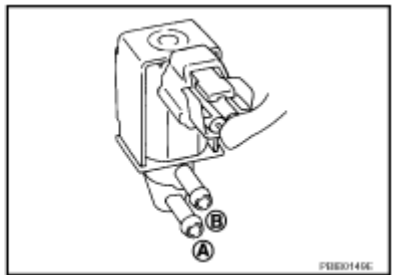
Testing and Inspection

[Notes](#)

Component Inspection

EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Condition (PURG VOL CONT/V value)	Air passage continuity between A and B
100%	Yes
0%	No



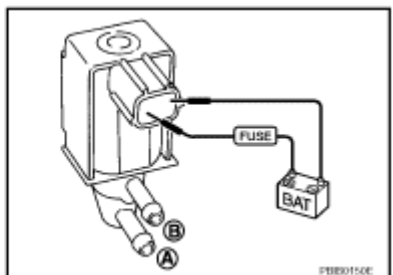
Zoom

Sized for Print

With CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the given conditions.

Condition	Air passage continuity between A and B
12V direct current supply between terminals 1 and 2	Yes
No supply	No



Zoom

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Without CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the given conditions.

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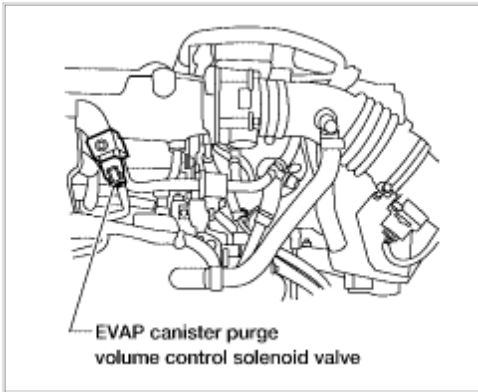
2005 Nissan-Datsun Sentra L4-1.8L (QG18DE)

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Locations

Canister Purge Volume Control Valve

[Notes](#)

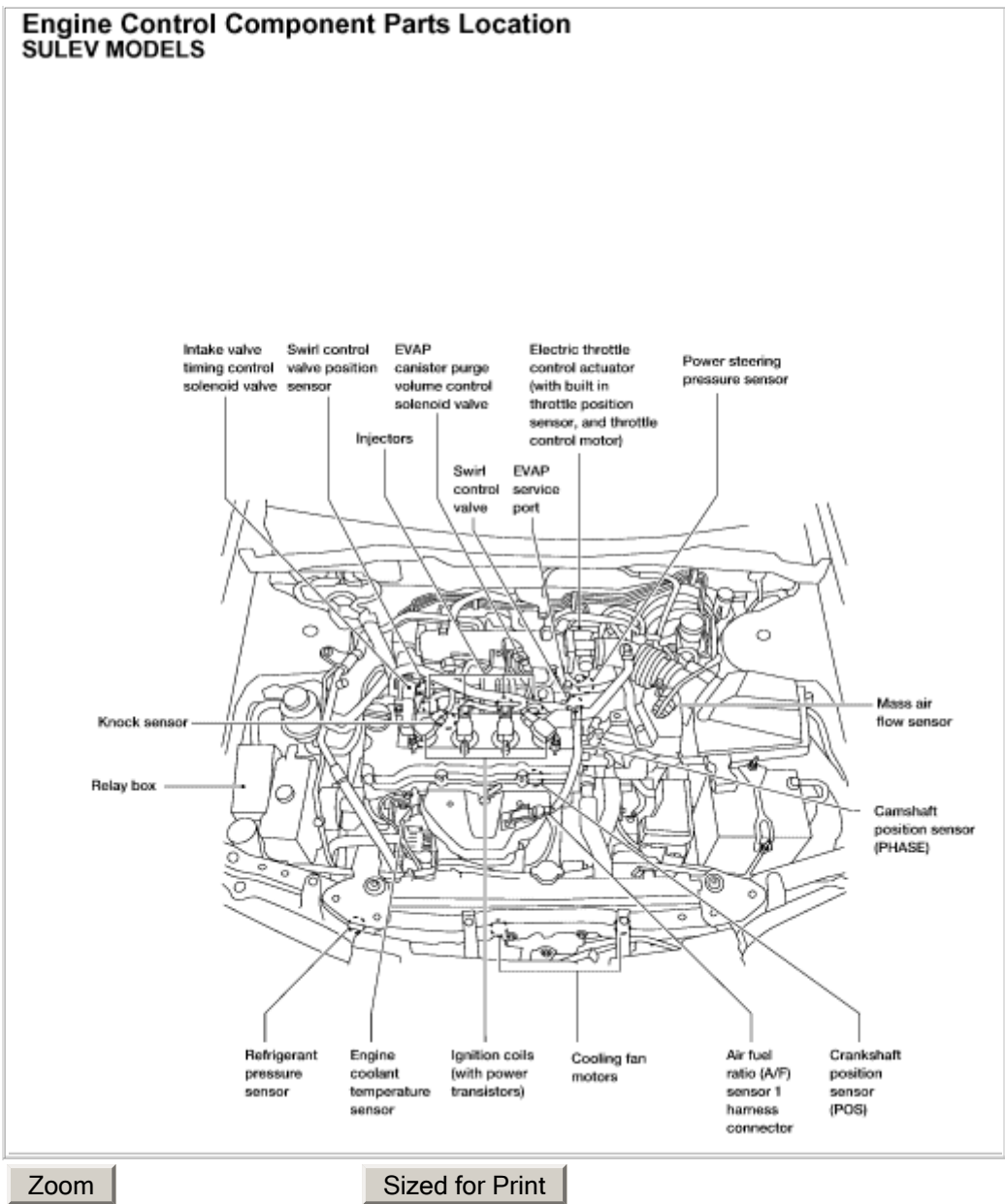


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[Notes](#)

Engine Control Component Parts Location (SULEV Models)



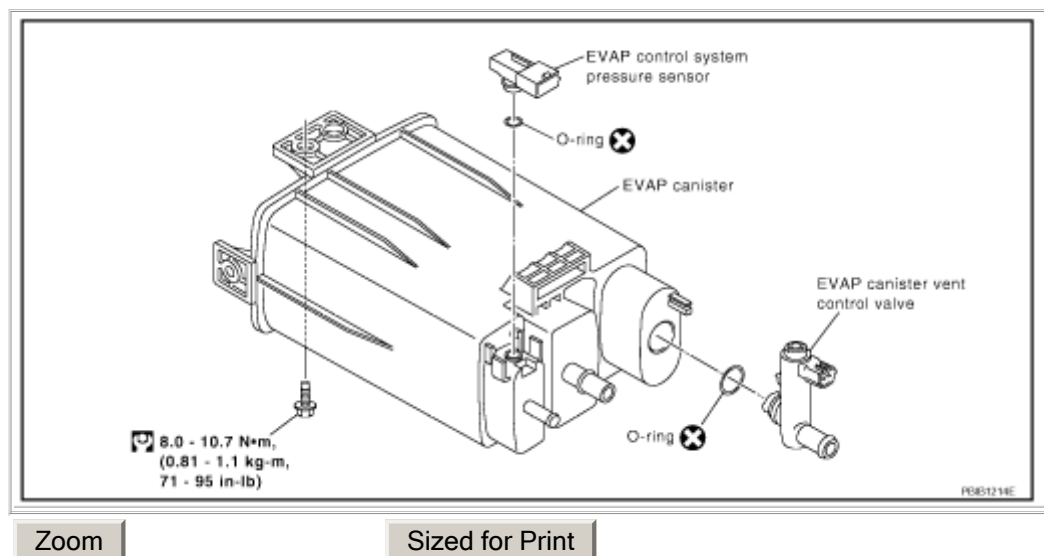
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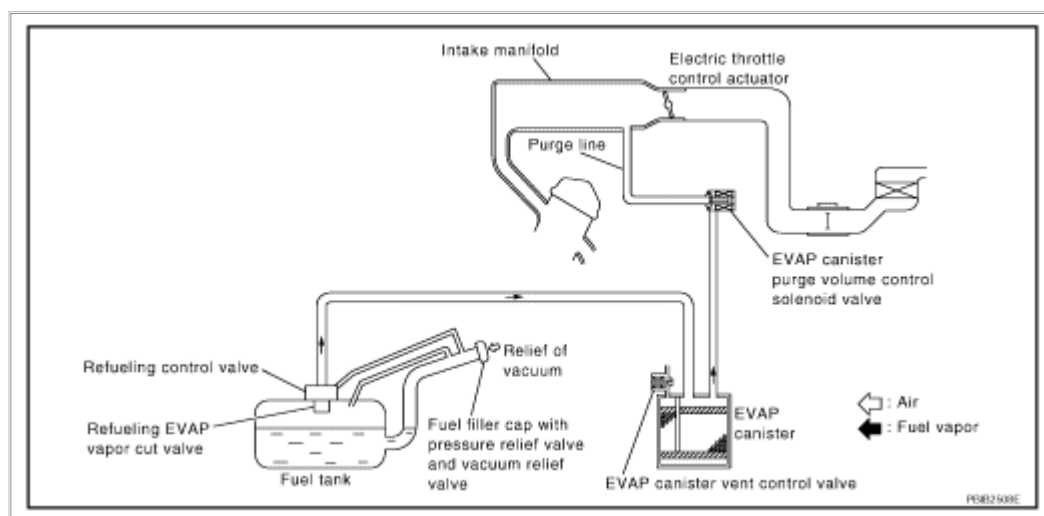
[Conversion Calculator](#)**2005 Nissan-Datsun Sentra L4-1.8L (QG18DE)**[Vehicle Level](#) → [Powertrain Management](#) → [Emission Control Systems](#) → [Evaporative Emission Control Canister](#) → [Service and Repair](#) ←**Service and Repair**[Notes](#)**Removal and Installation****EVAP CANISTER**

Tighten EVAP canister as shown in the figure.

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 Component Search:

2005 Nissan-Datsun Sentra L4-1.8L (QG18DE)
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On Board Refueling Vapor Recovery (ORVR) System
[Notes](#)
ON BOARD REFUELING VAPOR RECOVERY (ORVR)


System Description

From the beginning of refueling, the [fuel tank](#) pressure goes up. When the pressure reaches the setting value of the refueling control valve (RCV) opening pressure, the RCV is opened. After RCV opens, the air and vapor inside the fuel tank go through refueling EVAP vapor cut valve, RCV and [EVAP/ORVR](#) line to the EVAP canister. The vapor is absorbed by the EVAP canister and the air is released to the atmosphere.

When the refueling has reached the full level of the [fuel tank](#), the refueling EVAP vapor cut valve is closed and refueling is stopped because of auto shut-off. The vapor which was absorbed by the EVAP canister is purged during driving.

The RCV is always closed during driving and the evaporative emission control system is operated the same as conventional system.