



Tech Tips

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2008>Vehicles with CCTA or CBFA 2.0 TSI Engine –Vacuum Lines and Fittings Inspection for EVAP or IMRC Faults

September 21, 2012: Update to information

On vehicles equipped with the CCTA or CBFA 2.0L TSI engine, there is a vacuum “T” off of the Brake Vacuum Pump. On the vacuum “T”, there are two smaller vacuum lines, one going to the Leak Detection Pump (LDP) and one going to the Intake Manifold Runner Control Solenoid (IMRC). There are small orifices drilled into the plastic connection for these two lines. If these orifices should become plugged with debris, the following DTCs may result: P2014 or P2015 for the IMRC vacuum line and P0455, P0442, or P0456 for the LDP vacuum line.

A vacuum gauge/pump and a thorough visual inspection are sufficient tools for diagnosis. Additionally, IMRC vacuum can be diagnosed using ECM MVB 143 field 3. When engine RPM is raised above 3000, this value should immediately change from 0% to 100%. If vacuum hose is restricted, the values in field 3 will slowly increase or not increase at all.