



Technical Tip

Topic	24-09-02TT - Vacuum Lines and Fittings Inspection for EVAP or IMRC Faults
Market area	United States 444 Volkswagen of America, Inc. (6444)
Brand	Volkswagen
Date	October 19, 2018

Condition

ATTENTION:
THIS IS A TECH TIP, NOT A TECHNICAL BULLETIN.
TECH TIPS ARE NOT ASSOCIATED WITH WARRANTY CLAIMING.

Vacuum Lines and Fittings Inspection for EVAP or IMRC Faults

Model(s)	Year	Eng. Code	Trans. Code	VIN Range From	VIN Range To
Jetta, Passat, CC, Beetle, Beetle Convertible, Golf, GTI, Tiguan	2008-2013	2.0L TSI (CCTA, CBFA)	All	All	All

Technical Background

NA.

Service

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, P2404 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.



Additional Information

Revision History		
Revision Number	Released Date	Reason For Update
2031073/4	10/19/18	To name specific model applicability.
2031073/3	9/25/17	Update to latest standard.
2031073/2	9/21/12	Update to information.
2031073/1	11/20/09	Original publication.

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