

Classification:

EC16-035b

Reference:

ITB17-042b

Date:

January 29, 2019

INFINITI; DTC P0456 CAUSED BY EVAP LEAK AT VENT CONTROL VALVE O-RING

This bulletin has been amended. See Amendment History on the last page.
Please discard previous versions of this bulletin.

| | | |
|--------------------------|---------------------------------|---------------------------------|
| APPLIED VEHICLES: | 2011-2012 G25 Sedan (V36) | 2015 Q40 (V36) |
| | 2007-2008 G35 Sedan (V36) | 2014-2019 Q50 (V37) |
| | 2009-2013 G37 Convertible (V36) | 2014-2018 Q50 Hybrid (V37) |
| | 2008-2013 G37 Coupe (V36) | 2014-2015 Q60 Convertible (V36) |
| | 2009 G37 Sedan (V36) | 2014-2019 Q60 Coupe (V36) |
| | 2006-2010 M45/M35 (Y50) | 2014-2019 Q70 (Y51) |
| | 2011-2013 M37/M56 (Y51) | 2014-2018 Q70 Hybrid (Y51) |
| | 2004-2010 QX56 (JA60) | 2017-2019 QX30 (H15) |
| | 2011-2013 QX56 (Z62) | 2014-2019 QX50 (J50) |
| | | 2014-2019 QX60 (L50) |
| | | 2014-2019 QX60 Hybrid (L50) |
| | | 2014-2019 QX80 (Z62) |

IF YOU CONFIRM

The MIL is ON in an **APPLIED VEHICLE** with DTC P0456 (EVAP VERY SML LEAK)

AND

- DTC P0456 is not caused by a loose fuel fill cap (refer to ITB13-044).
- An EVAP leak has been detected where the vent control valve mounts to the canister.
- The vent control valve O-ring seal is determined to be the cause.

ACTION

1. **DO NOT REPLACE** the vent control valve.
2. Replace the vent control valve **O-ring seal** (O-ring).
 - Refer to **SERVICE PROCEDURE** on the next page.

IMPORTANT: The purpose of ACTION (above) is to give you a quick idea of the work you will be performing. You **MUST** closely follow the entire SERVICE PROCEDURE as it contains information that is essential to successfully completing this repair.

Infiniti Bulletins are intended for use by qualified technicians, not 'do-it-yourselfers'. Qualified technicians are properly trained individuals who have the equipment, tools, safety instruction, and know-how to do a job properly and safely. NOTE: If you believe that a described condition may apply to a particular vehicle, DO NOT assume that it does. See your Infiniti retailer to determine if this applies to your vehicle.

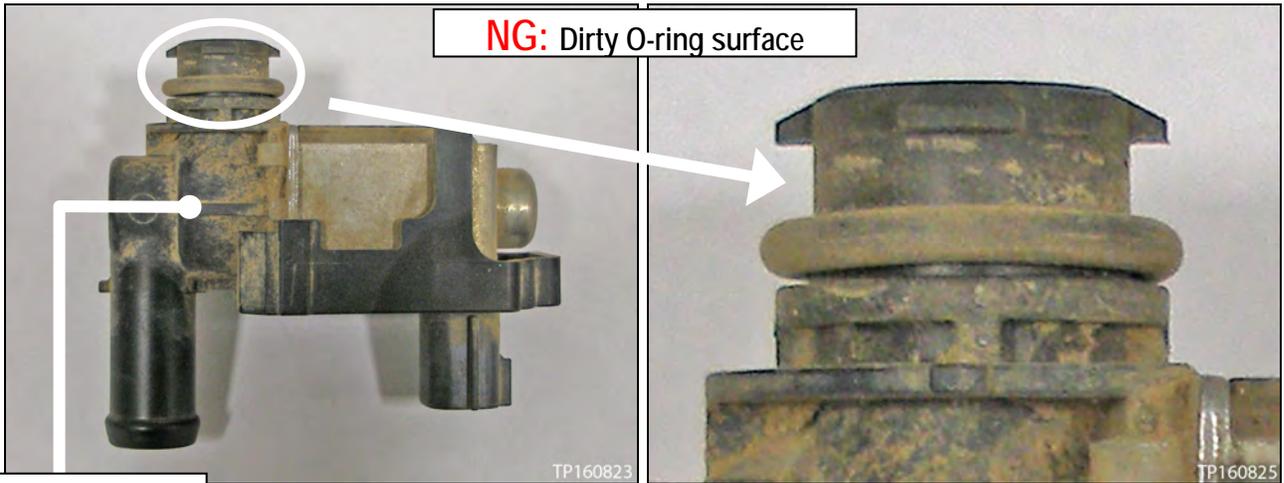
SERVICE PROCEDURE

1. Replace the O-ring.

- To access the O-ring, refer to the appropriate section in the Electronic Service Manual (ESM) of the **APPLIED VEHICLE** for vent control valve removal and installation.
- This O-ring is now available separately (see **PARTS INFORMATION**).
- When installing, do not add any lubrication to the O-ring.
- Seat the O-ring all the way down as shown on page 4, Figure 7.
 - Having the O-ring seated all the way down will assure it is not twisted or rolled over.
- Refer to the pictures on pages 3 and 4 for additional installation information.

CAUTION:

- Make sure the surfaces that the O-ring comes in contact with are clean.
- When installed, make sure the O-ring is not twisted or rolled over.
- Verify the repair is complete by checking for leaks with a “smoke” leak detection machine or CONSULT-III plus (C-III plus).
 - If a “smoke” leak detection machine is used, follow the manufacturer’s operating instructions.
 - If C-III plus is used:
 1. Confirm the fuel filler cap is secure.
 - Vehicles **with** a service port see page 5.
 - Vehicles **without** a service port see page 6.
 2. Using Active Test, close the vent control valve.
 3. Apply pressure using J-42909 until the bar graph reaches about halfway.
 4. Monitor the bar graph for 10 minutes.



Vent control valve

Figure 1

Figure 2

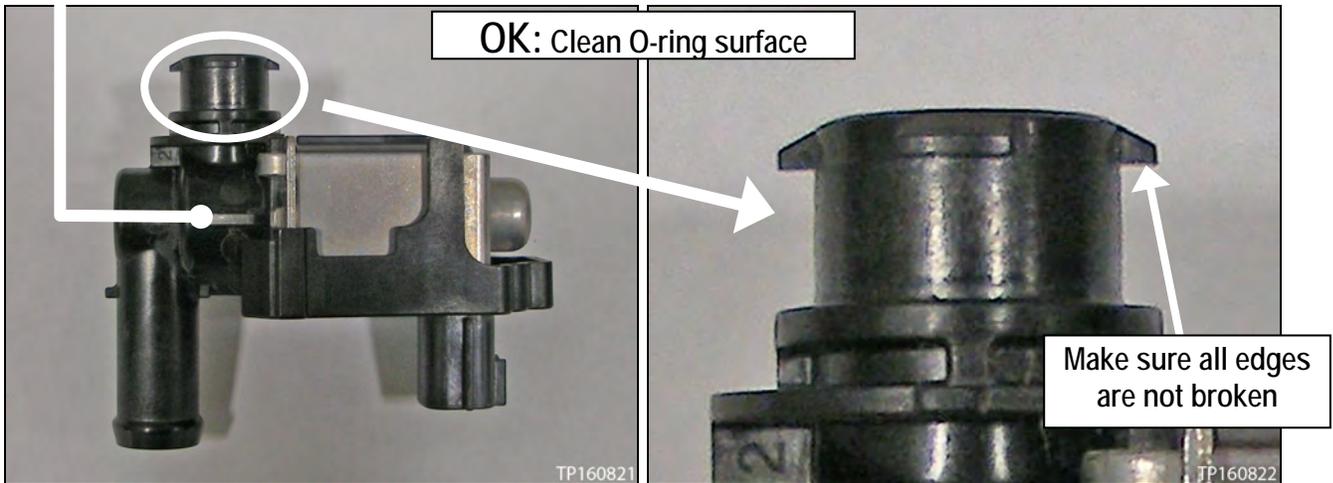


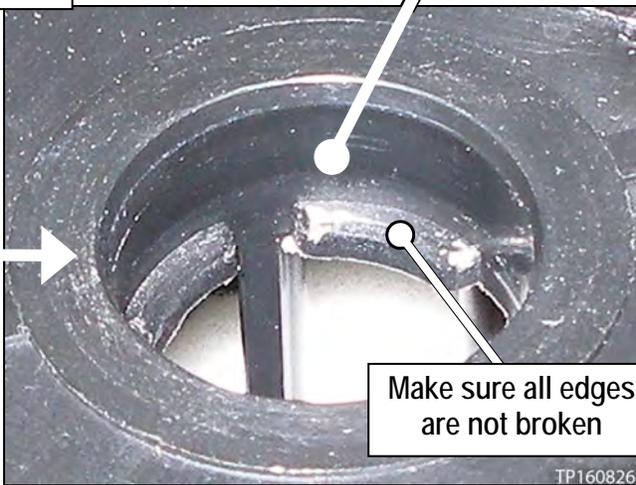
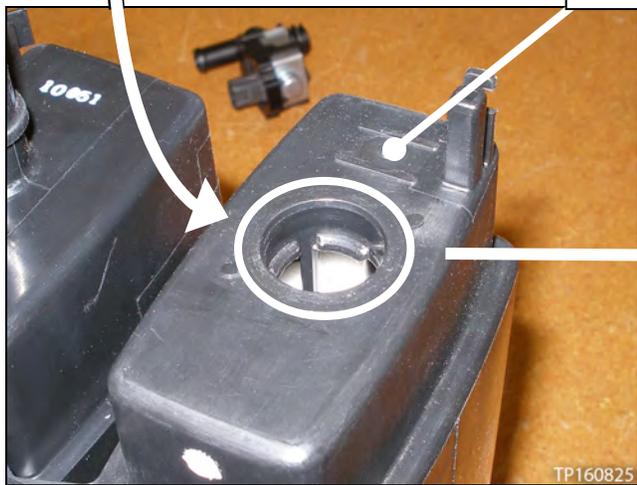
Figure 3

Figure 4

Where vent control valve mounts in canister

Canister

This surface must be clean all around



Make sure all edges are not broken

Figure 5

Figure 6

When fully seated (no gaps), O-ring is not twisted or rolled over

No gap all around

O-ring

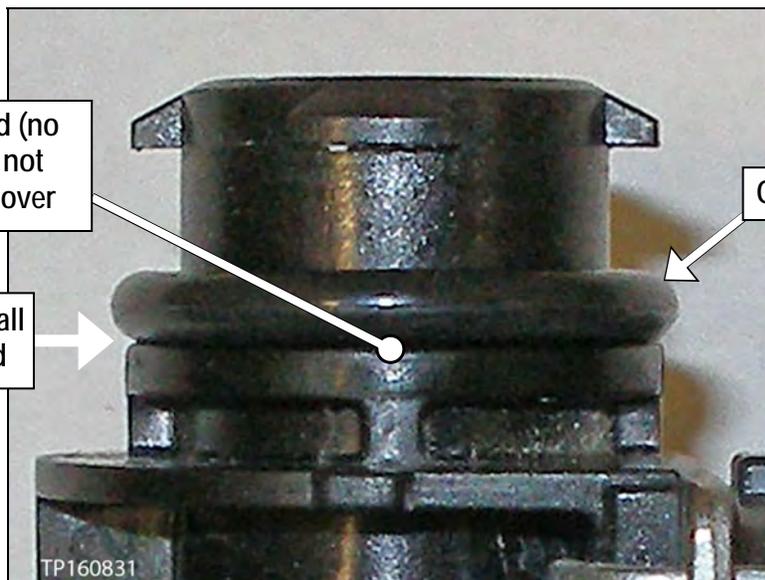


Figure 7

Models With a Service Port
(2017 and older)

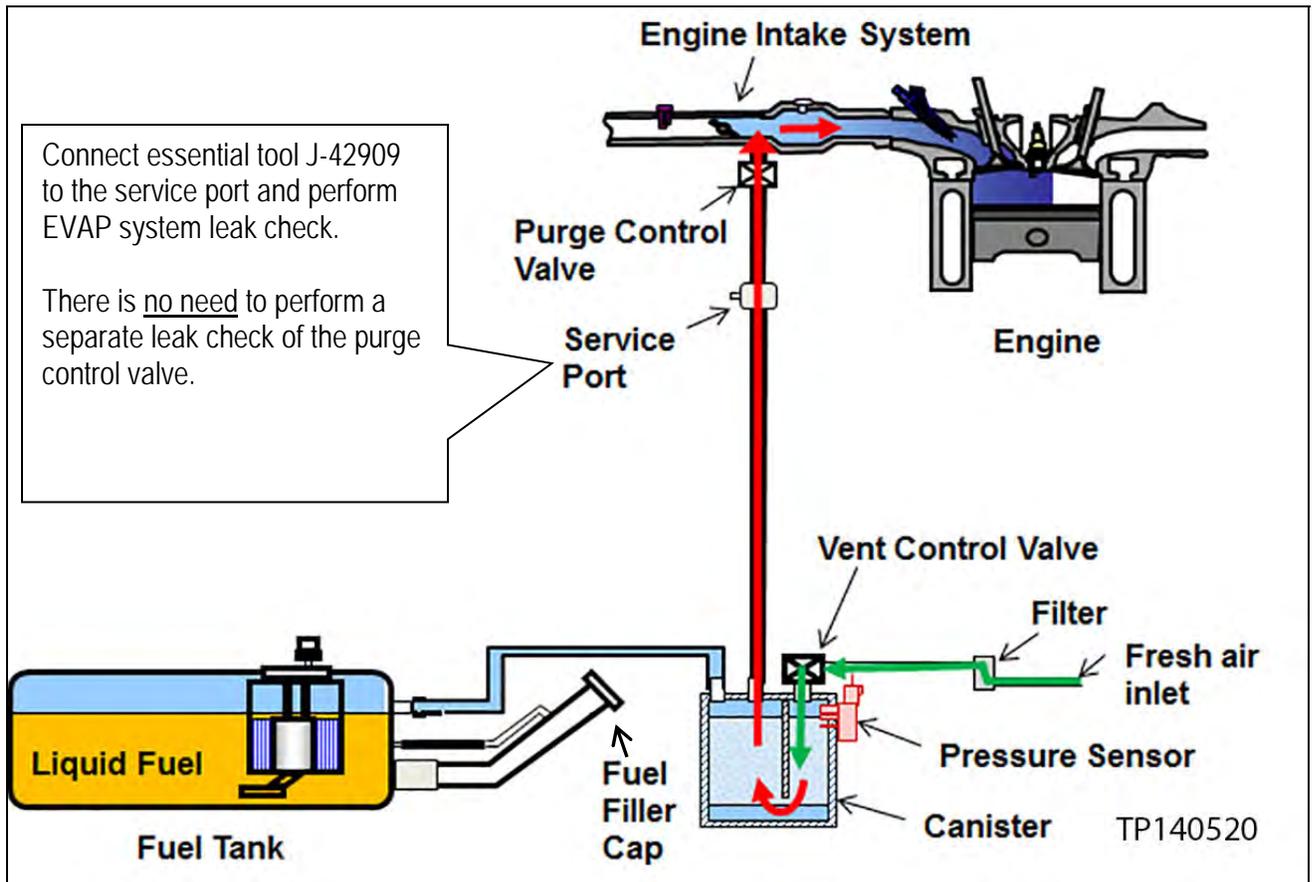


Figure 8

EVAP System Basic Operation

- Fuel vapor flows from fuel tank into canister (light blue area)
- Vapor flows from canister through purge control valve (red line)
- Fresh air flows into canister (green line)

**Models Without a Service Port
(QX30 and 2018 and Newer)**

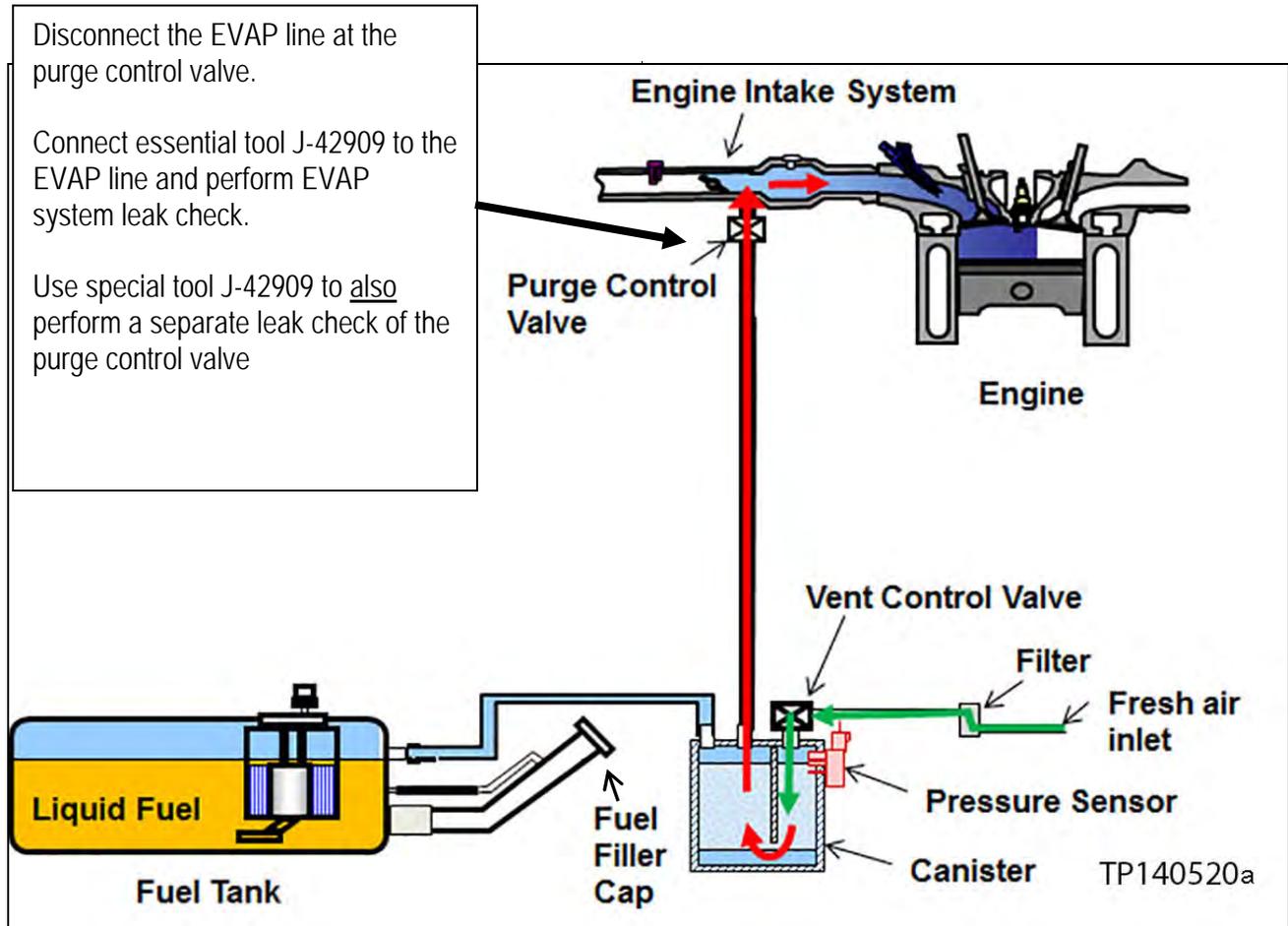


Figure 9

EVAP System Basic Operation

- Fuel vapor flows from fuel tank into canister (light blue area)
- Vapor flows from canister through purge control valve (red line)
- Fresh air flows into canister (green line)

PARTS INFORMATION

| DESCRIPTION | P/N | QUANTITY |
|-------------|-------------|----------|
| SEAL O-RING | 16618-JF00A | 1 |

CLAIMS INFORMATION

Submit a Primary Part (PP) line claim using the following claims coding:

| DESCRIPTION | MODEL | PFP | OP CODE | SYM | DIA | FRT | | | | | |
|-----------------------------------|------------------------------|-------------|---------|-----|-----|-------------|--------|----|----|-----|-----|
| Replace Vent Control Valve O-Ring | M35, M45 (Y50) | 16618-JF00A | FX57AA | HD | 32 | 0.3 | | | | | |
| | G25, G35, G37 (V36) | | | | | | | | | | |
| | Q40, Q60 (V36) | | | | | | | | | | |
| | Q50 Hybrid (V37) | | | | | | | | | | |
| | Q50, Q60 (V37) | | | | | 16618-JF00A | FX57AA | HD | 32 | 0.4 | |
| | M37, M56, M Hybrid (Y51) | | | | | | | | | | |
| | Q70, Q70 Hybrid (Y51) | | | | | | | | | | |
| | EX35, EX37 (J50) | | | | | | | | | | |
| | QX50 (J50) | | | | | | | | | | |
| | FX35, FX37, FX45, FX50 (S51) | | | | | | | | | | |
| | QX70 (S51) | | | | | | | | | | |
| | JX35 (L50) | | | | | | | | | | |
| | QX60 (L50), Hybrid | | | | | | | | | | |
| | QX50 (J55) | | | | | | | | | | 0.5 |
| | QX56 (JA60) | | | | | | | | | | |
| | QX56 (Z62) | | | | | | | | | | |
| | QX80 (Z62) | | | | | | | | | | |

AMENDMENT HISTORY

| PUBLISHED DATE | REFERENCE | DESCRIPTION |
|-------------------|------------|--|
| July 21, 2017 | ITB17-042 | Original bulletin published |
| November 16, 2018 | ITB17-042a | The APPLIED VEHICLES and CLAIMS INFORMATION sections have been updated |
| January 29, 2019 | ITB17-042b | The APPLIED VEHICLES section has been updated |

