February 6, 2021 Version 1

MIL Is ON with DTC P0455

AFFECTED VEHICLES

Year	Model	Trim Level	VIN Range
2021	TLX	2WD	19UUB5…MA000001 to 19UUB5…MA003811
2021	TLX	SH-AWD	19UUB6…MA000001 to 19UUB6…MA004045

SYMPTOM

The MIL comes on with DTC P0455 (Evaporative Emission [EVAP] System Very Large Leak Detected) stored.

POSSIBLE CAUSE

The fuel main flap unit may have stuck open, causing a DTC to set.

CORRECTIVE ACTION

Inspect the EVAP system (except the main flap unit) for leaks. If the system is OK, then replace the main flap unit.

PARTS INFORMATION

Part Name	Part Number	Quantity
Fuel Capless Unit Set	17060-TGV-A01	1
Flange Bolt (10 x 20) (SH-AWD only)	90165-S3V-A00	4
Self-Lock Nut (10 mm) (SH-AWD Only)	90306-TGV-A00	2

TOOL INFORMATION

Part Name	Part Number	Quantity
Capless Flapper Retainer	07AAF-TBAA200	1
Capless Pick	07AAF-TBAA300	1
Vacuum/Pressure Gauge	07JAZ-001000B	1
Vacuum Pump/Gauge	YA4000A (Snap-On) or equivalent	1

CLIENT INFORMATION: The information in this bulletin is intended for use only by skilled technicians who have the proper tools, equipment, and training to correctly and safely maintain your vehicle. These procedures should not be attempted by “do-it-yourselfers,” and you should not assume this bulletin applies to your vehicle, or that your vehicle has the condition described. To determine whether this information applies, contact an authorized Acura automobile dealer.

WARRANTY CLAIM INFORMATION

The normal warranty applies.

2WD Models

Operation Number	Description	Flat Rate Time	Defect Code	Symptom Code	Template ID	Failed Part Number
3105H5	Check the EVAP system for leaks and do a vacuum test.	0.8 hr.	03214	03217	B21007A	17060-TGV-A00
C	Replace the Fuel Capless Unit. (Includes DTC check and clear.)	0.6 hr.				

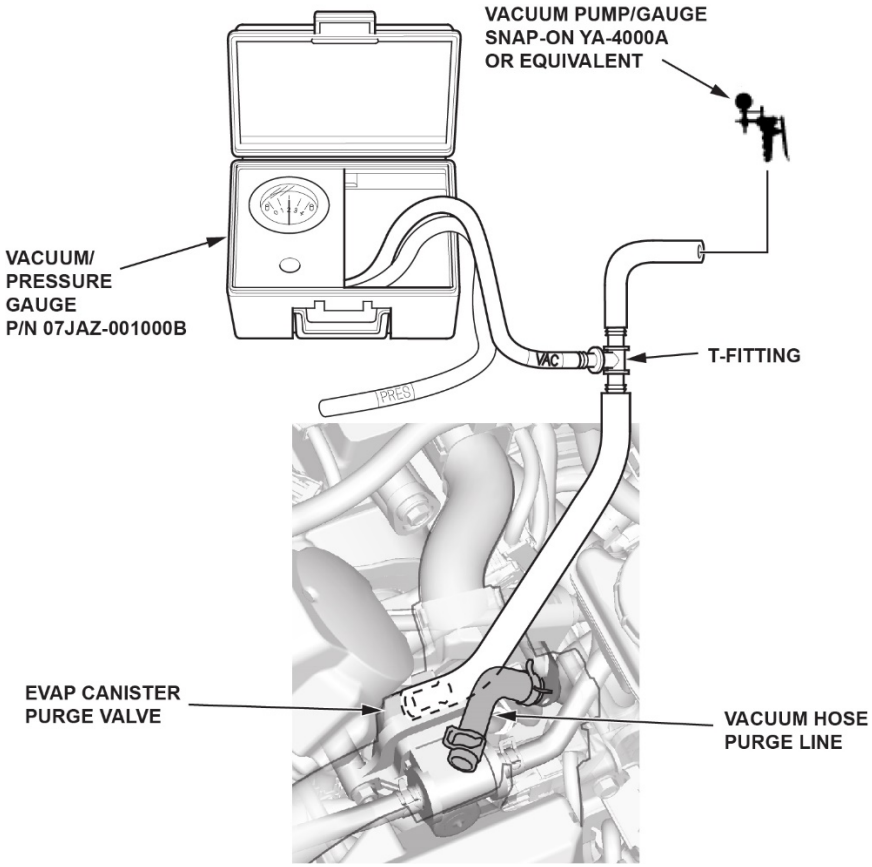
SH-AWD Models

Operation Number	Description	Flat Rate Time	Defect Code	Symptom Code	Template ID	Failed Part Number
3105H5	Check the EVAP system for leaks and do a vacuum test.	0.8 hr.	03214	03217	B21007B	17060-TGV-A00
B	For SH-AWD - Add.	1.0 hr.				
C	Replace the Fuel Capless Unit. (Includes DTC check and clear.)	0.6 hr.				

Skill Level: Repair Technician

INSPECTION PROCEDURE

1. Connect the i-HDS to the vehicle and confirm DTC P0455 is present.
   - If DTC P0455 is present, go to step 2.
   - If DTC P0455 is not present, this bulletin does not apply. Continue with normal troubleshooting.
2. Check the vacuum at the EVAP canister purge valve using the vacuum pump. Apply about **2 kPa** (0.6 inHg, 15 mmHg) of vacuum to the hose using the vacuum tool.



   - If the vacuum holds for **1 minute**, continue to step 3.

     NOTE: Leave the vacuum hose purge line disconnected.
   - If it does not hold for **1 minute,** this bulletin does not apply. Continue with normal system troubleshooting.

3. Check for a poor connection or damage on the EVAP canister purge line between the canister purge valve and the canister. Also check the EVAP canister, the FTP sensor, the EVAP canister vent shut valve, and O-rings for damage.

   NOTE: *Vehicles with SH-AWD*: Disconnect the rear stabilizer bar and slide it towards the rear of the vehicle to gain access to the hose. Keep the stabilizer bar disconnected until all checks are completed.

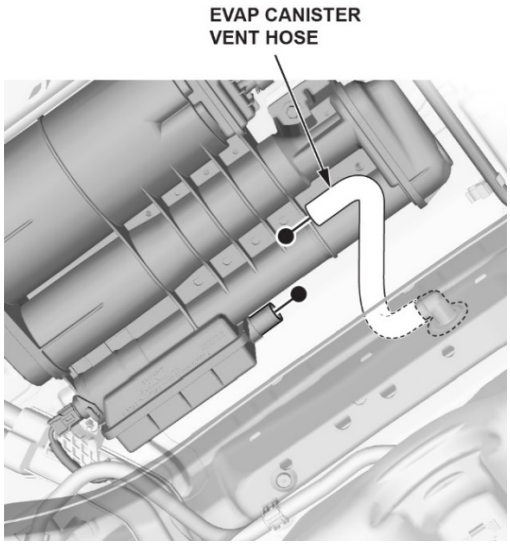
   - If conditions are ok and there is no damage, continue to step 4.
   - If there is damage to the components or conditions are not ok, this bulletin does not apply. Continue with normal system troubleshooting.

4. Disconnect and check the EVAP canister vent hose for a blockage or restriction.

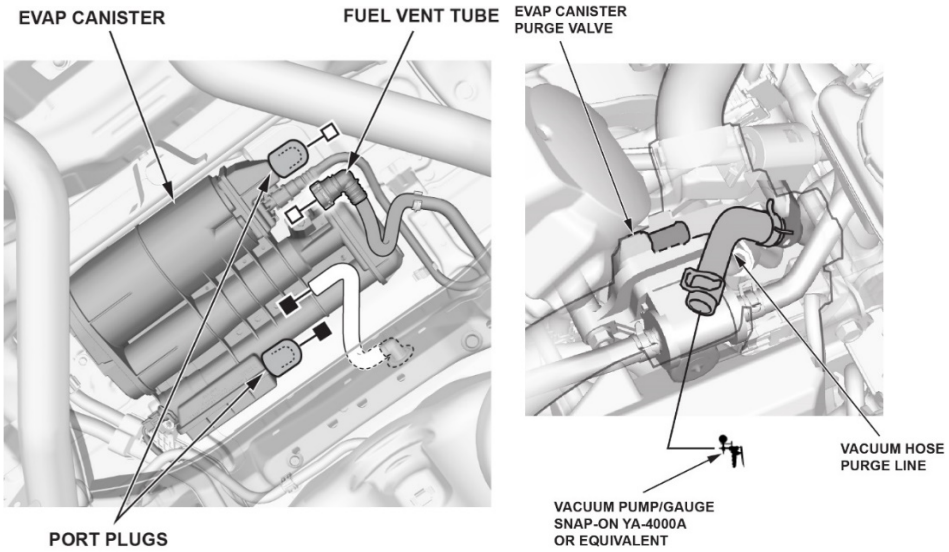
   - If there isn't a blockage or restriction, the system is normal. Continue to step 5.

     NOTE: Leave the canister vent hose disconnected.

   - If there is a blockage or restriction, this bulletin does not apply. Continue with normal system troubleshooting.



5. Disconnect the fuel vent tube and plug the fuel vent tube and canister vent hose ports with plugs. Then, connect a vacuum pump to the vacuum hose purge line at the EVAP canister purge valve, located in the engine bay.



6. Turn the vehicle to the ON position. While watching the FTP sensor voltage in the PGM-FI data list, apply vacuum to the hose until it reads **1.90 V**. Monitor the FTP sensor voltage for **1 minute**.

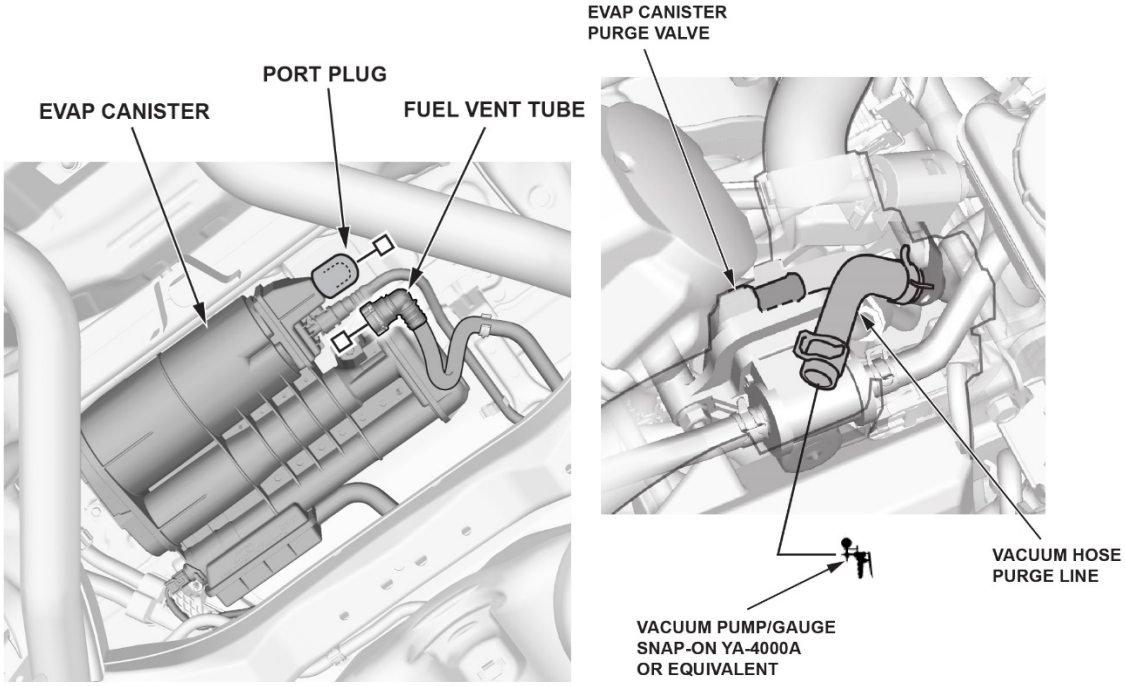
   NOTE: Be careful not to exceed the **1.90 V**. If you do, the FTP sensor may be damaged.

   - If the FTP sensor voltage increases more than **0.2 V**, the system is normal. Continue to step 7.
   - If it does not, this bulletin does not apply. Continue with normal system troubleshooting.

7. Reconnect the EVAP canister vent hose and keep the fuel vent tube port plugged.
8. Using the i-HDS, go to the following: **PGM-FI** > **Function Test** > **EVAP TEST** > **Single Solenoid**.
9. Select CVS ON and apply vacuum to the hose until it reads **1.90 V**.

   NOTE: Be careful not to exceed **1.90 V**. If you do, the FTP sensor may be damaged.
10. Go to the PGM-FI data list and monitor the FTP sensor voltage.
    - If the FTP sensor voltage increases more than **0.2 V**, the system is normal. Go to step 11.
    - If it does not, this bulletin does not apply. Continue with normal system troubleshooting.

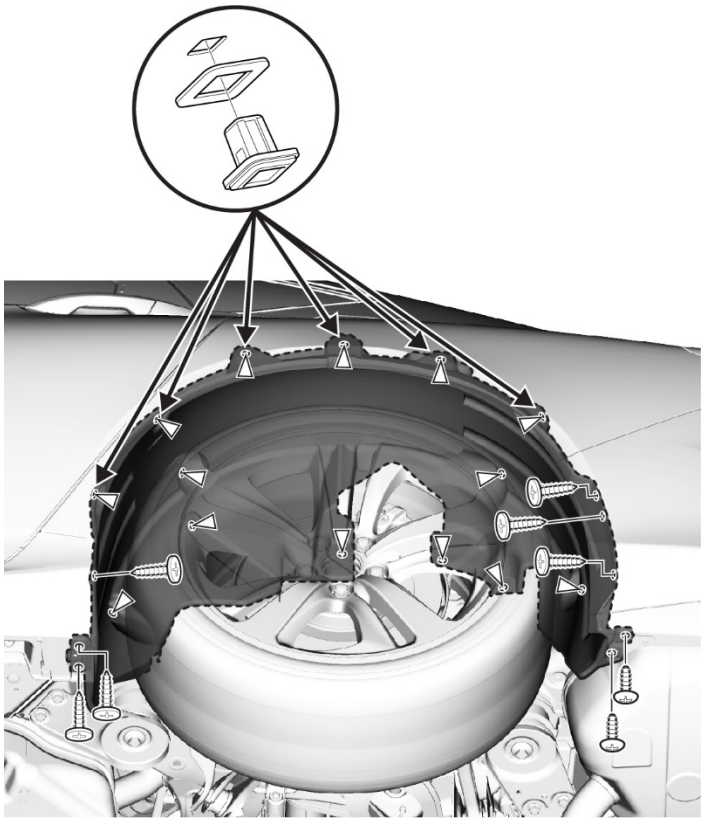
    NOTE: *Vehicles with SH-AWD*: Reinstall the sway bar and use the new hardware provided.



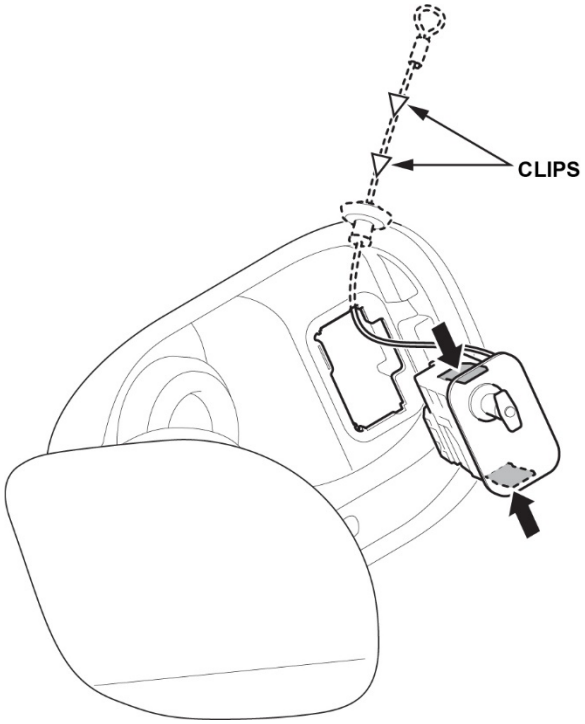
11. Check for a poor connection or damage on the fuel fill pipe and the fuel tank vapor recirculation tube.
    - If the connections are ok and there are no damages, the system is normal. Reconnect the fuel vent tube and the vacuum hose purge line. Go to REPAIR PROCEDURE.
    - If there are any damages or loose connections, this bulletin does not apply. Continue with normal system troubleshooting.

REPAIR PROCEDURE

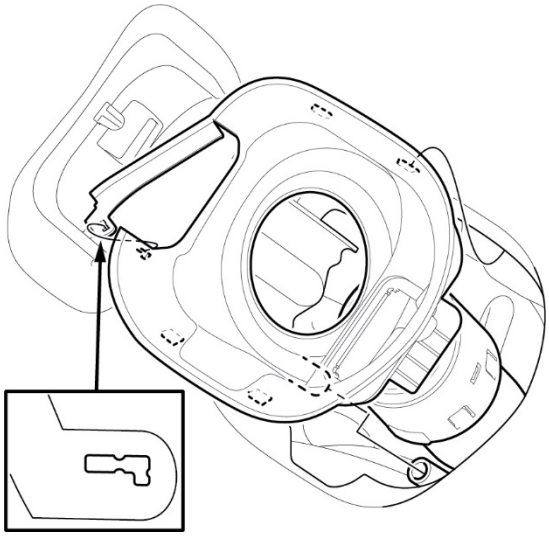
1. Remove the left rear inner fender.



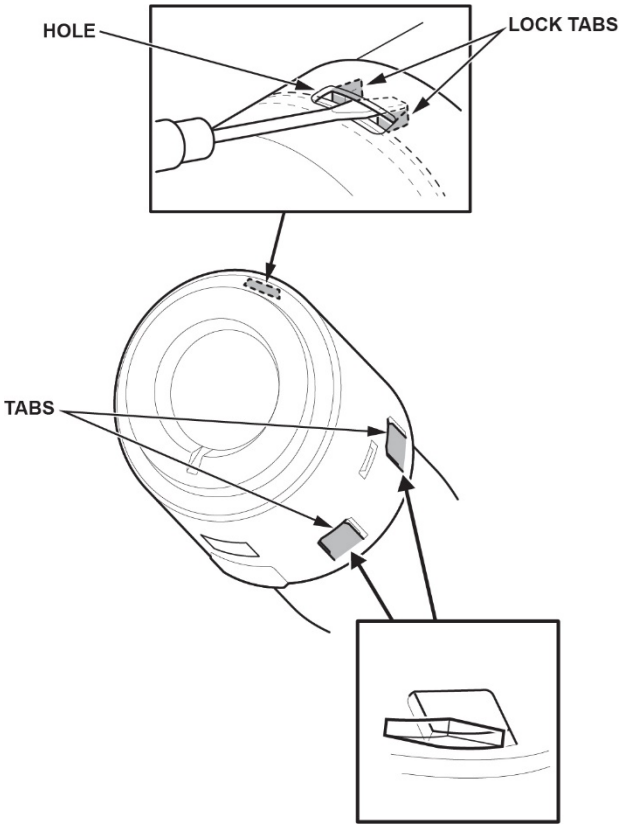
2. Disconnect the two cable clips from inside the trunk, then remove the fuel lid actuator assembly.



3. Remove the fuel filler adapter assembly.

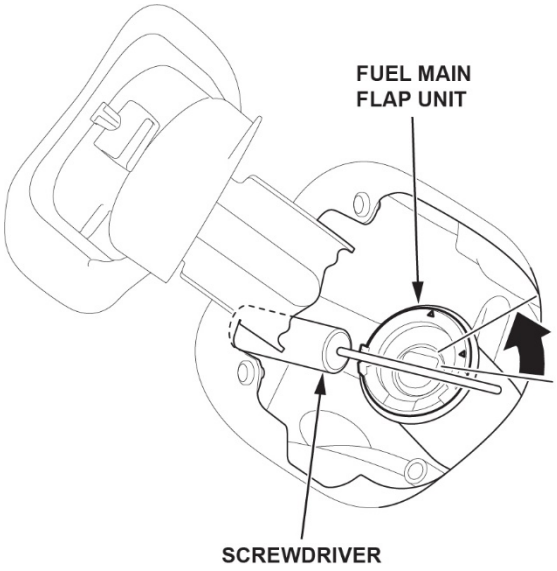


4. Remove the fuel sub shutter set by breaking the tabs, then lifting up on the hole and releasing the lock tabs.

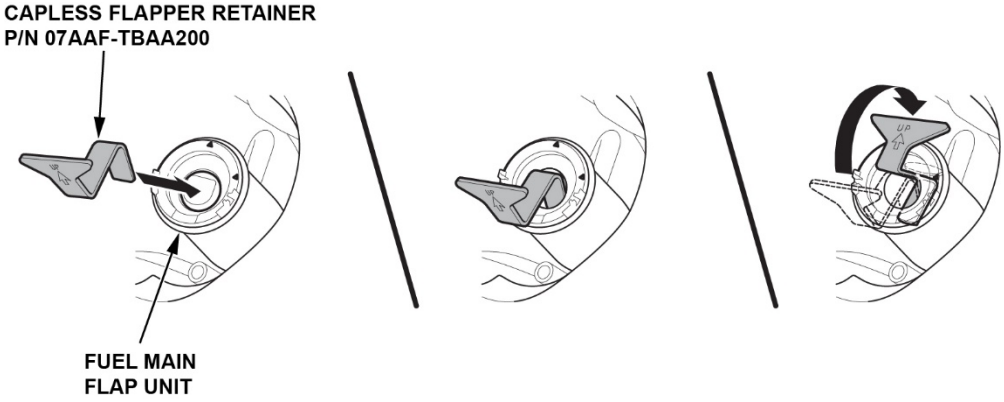


5. Slightly turn the fuel main flap unit counterclockwise using a screwdriver as shown.

   NOTE: The fuel main flap unit may move only a small amount. This is normal.

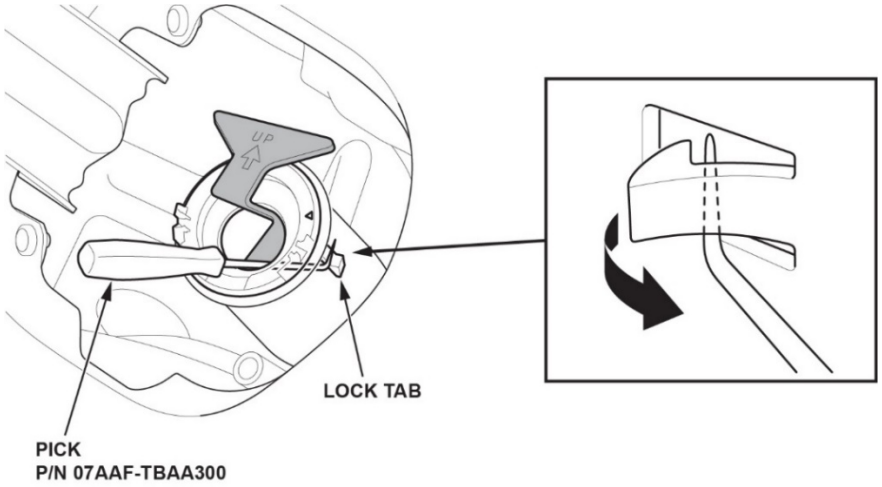


6. Install the capless flapper retainer onto the fuel main flap unit as shown to keep the flap open.

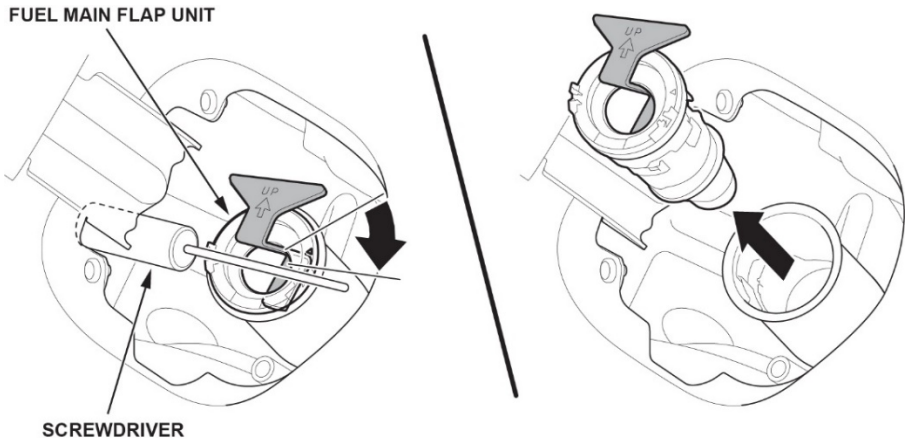


7. Insert the capless pick under the lock tab and release the lock by turning the pick counterclockwise.

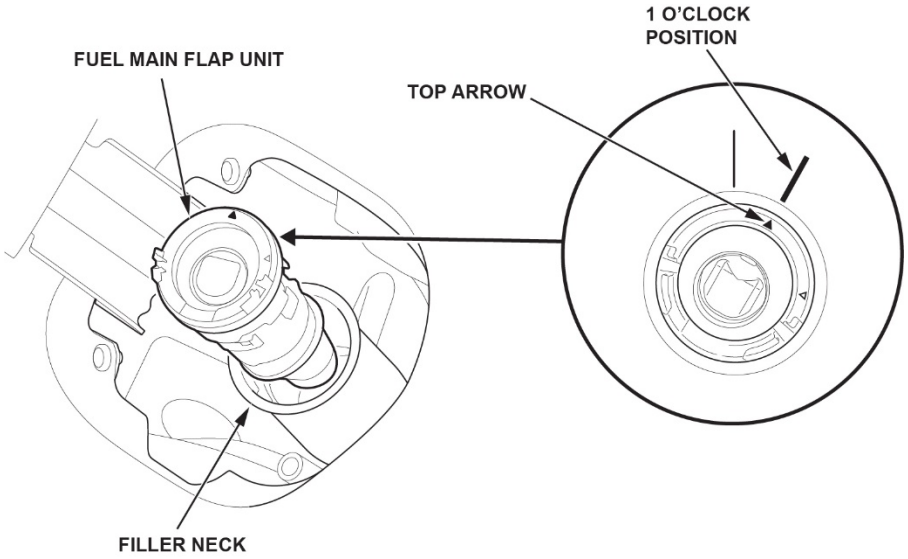
   NOTE: The lock tab is unlocked when it folds inside the filler neck opening.



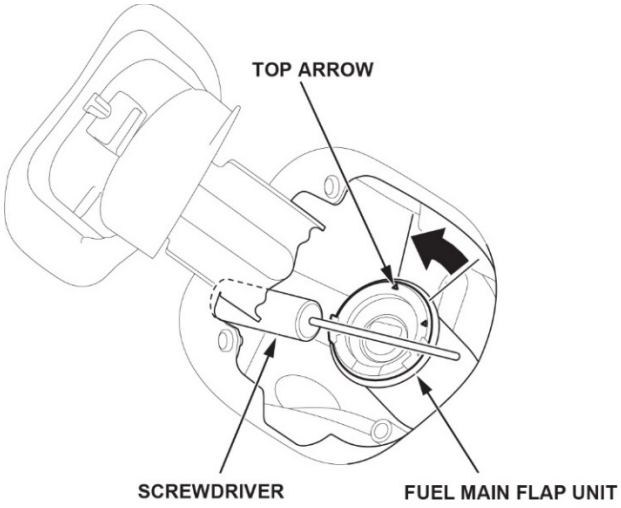
8. Turn the fuel main flap unit clockwise using a screwdriver as shown until it stops, then remove it.



9. When installing the replacement main flap unit, position it onto the filler neck with the top arrow at the 1 o'clock position.



10. Turn the assembly counterclockwise using a screwdriver until you hear a click.



11. Slightly turn the assembly clockwise to confirm that the lock tab is engaged.

    NOTE: The fuel main flap assembly should not turn.

12. Install fuel sub shutter set.
13. Install the fuel filler adapter assembly.
14. Install the fuel lid actuator assembly.
15. Connect the i-HDS to the vehicle.
16. Check and clear the DTC.

END