

MITSUBISHI · POWERTRAIN

P1486

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1486 · Mitsubishi

EVAP Leak Monitor Pinched Hose Detected

P1486 on Mitsubishi vehicles means the engine computer has run its evaporative emission (EVAP) system leak monitor and concluded that a hose in the system is pinched or restricted rather than simply leaking. The computer typically detects this by pressurizing or applying vacuum to the EVAP system and seeing an abnormal pressure or flow response that matches a blocked or crushed line, not an open leak.

SYSTEM

Powertrain

CODE TYPE

**Mitsubishi
specific**

SEVERITY

Low

FIX DIFFICULTY

Intermediate

AREA

**Auxiliary emission
controls**

Symptoms you may notice

- Often no symptoms besides the check engine light, because the EVAP system does not affect driveability.
- A faint fuel odor around the rear of the vehicle or near the fuel tank if the pinched hose is causing pressure build-up.
- The check engine light may come on only after a cold start and several hours of sitting, when the leak monitor runs.
- In some cases a slight hesitation or rough idle if the pinched hose is the purge line to the intake manifold.
- The warning light may reset itself after several drive cycles if the pinched condition is intermittent, such as a hose that kinks only when cold.
- No noticeable change in fuel economy or performance in most cases, which is why many drivers ignore the light until inspection time.

Common causes, most likely first

- 1 A physically pinched or kinked EVAP hose, often from being routed incorrectly after previous service or from contact with a sharp edge or hot component.
- 2 A crushed or restricted EVAP line caused by road debris, a jack stand placed under the wrong spot, or a collision repair that pinched a line.
- 3 A hose that has softened and collapsed internally due to age and fuel vapor exposure, creating a restriction that mimics a pinch.
- 4 A stuck-closed EVAP canister purge solenoid or vent valve that creates a pressure condition the computer interprets as a pinched hose.
- 5 A blocked EVAP canister filter or restricted canister port that prevents normal flow and sets a pinched-hose diagnostic.
- 6 A misrouted hose after fuel tank, canister, or evap service that leaves the line kinked under the vehicle.
- 7 A damaged or internally collapsed fuel tank pressure sensor port or evap service port that restricts the monitor's ability to pressurize the system.



How to diagnose and fix it

- 1 Inspect the entire EVAP hose routing under the hood and under the vehicle for visible kinks, crushed sections, or hoses pinched against the body or engine.
- 2 Check the EVAP canister purge solenoid and vent valve operation with a scan tool bidirectional test to confirm they open and close correctly.
- 3 Perform a visual inspection of the EVAP canister and its filter for blockage or restriction, and check that the canister ports are clear.
- 4 Use a smoke machine or EVAP pressure tester to verify that the system can hold pressure and that no hose is pinched or blocked internally.
- 5 If a pinched hose is found, replace it with the correct molded hose and route it exactly as the factory diagram shows, using new clamps where needed.
- 6 Clear the code and run the EVAP monitor to completion to confirm the repair, following the manufacturer's drive cycle for the leak monitor.
- 7 If the hose is not visibly pinched, check the fuel tank pressure sensor reading for plausibility and inspect the service port for internal damage.

Pinched hose or misread monitor

- A pinched hose code is often set after someone services the fuel tank or canister and routes a hose incorrectly, so always ask whether recent work was done before chasing parts.
- The EVAP leak monitor can misinterpret a stuck-closed purge or vent valve as a pinched hose, so testing valve operation is just as important as looking for a kink.
- A hose that looks fine on the outside can be collapsed internally from age, so squeezing the hose along its length can reveal a soft or restricted section that a visual inspection misses.
- This code does not always mean the hose itself is bad; a blocked canister filter or a damaged fuel tank pressure sensor port can create the same pressure signature.
- Mitsubishi's leak monitor is sensitive to fuel level and temperature, so a pinched hose may only set the code when the tank is between certain levels or after a cold soak.

Can I keep driving with P1486?

It is safe to keep driving with P1486 because the EVAP system does not affect engine performance or safety, but have the hose inspected soon to prevent a small restriction from becoming a larger leak or a fuel vapor smell. Avoid topping off the fuel tank past the first click, as that can force liquid fuel into the canister and complicate the diagnosis.



Tools that help

- OBD-II scan tool with bidirectional controls
- Smoke machine or EVAP pressure tester
- Hand tools for hose clamp and line removal
- Flashlight and mirror for under-vehicle inspection
- Factory service information for EVAP hose routing

Reading P1486

- P** Powertrain: engine, transmission and emissions.
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- 1** Manufacturer-specific code (Mitsubishi): its meaning depends on the make.
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- 4** Auxiliary emission controls.
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- 86** The exact fault within that area.

Often seen with

P0441 EVAP System Incorrect Purge Flow · **P0442** EVAP System Leak Detected (Small) · **P0453** Evaporative Emission System Pressure Sensor/Switch High · **P0455** EVAP System Leak Detected (Large) · **P0456** Evaporative Emission System Leak Detected (very small leak)

See it working

Watch the animated explainer [How Crank and Cam Position Sensors Work](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/mitsubishi-p1486/>

