

# Scantool doesn't close the vent solenoid?

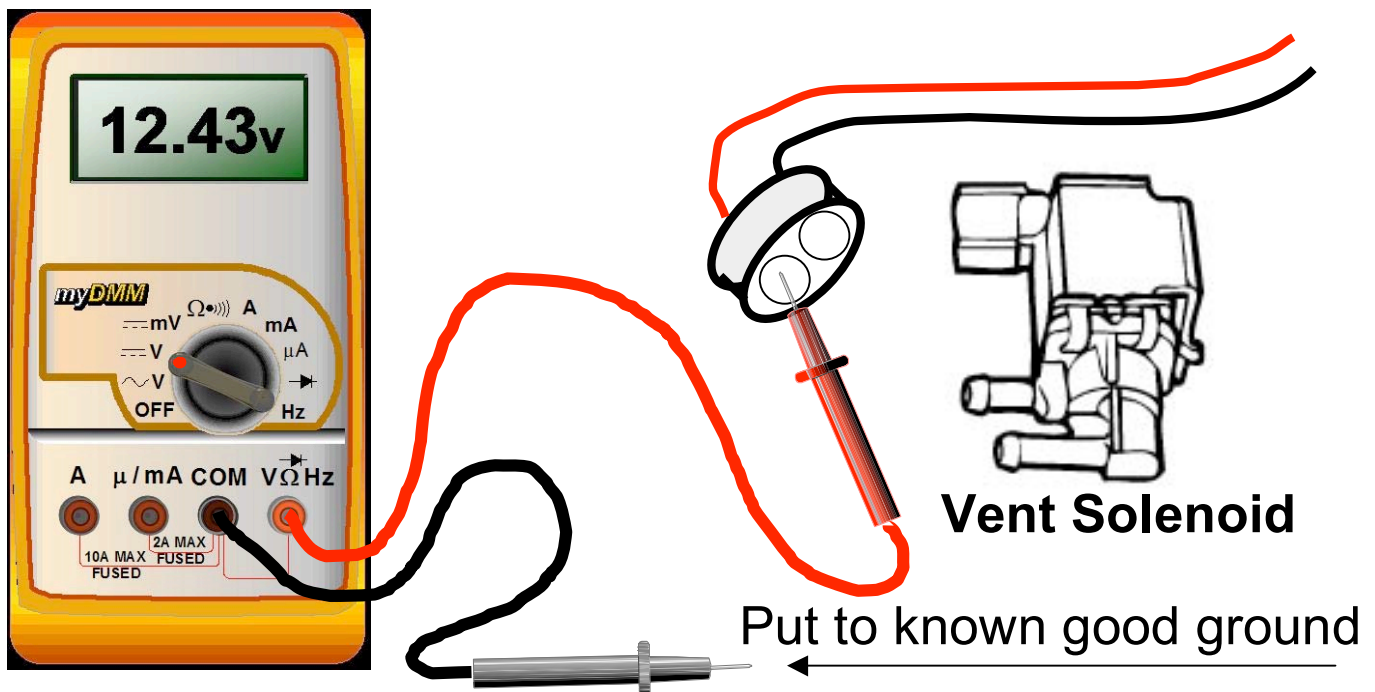


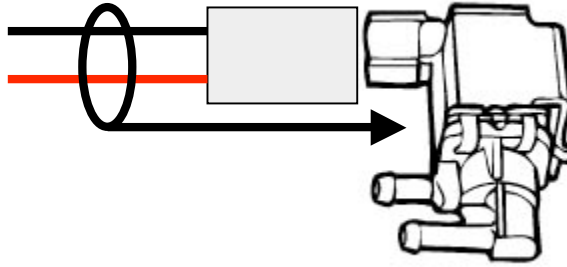
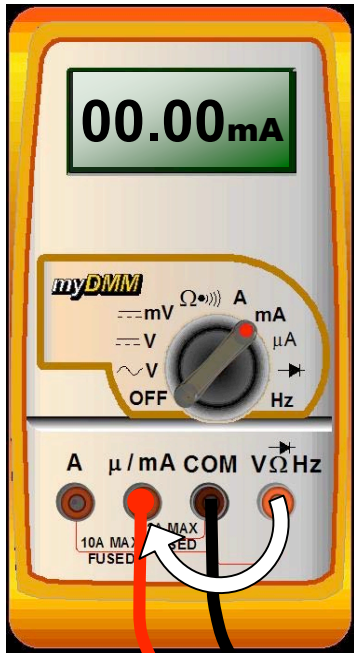
Have you ever had your scan tool NOT be able to close an EVAP vent solenoid?

First of all, it's NOT a fault of the scan tool. Some car companies don't even have the ability to do this task! We are going to use a voltmeter to handle this new way of closing the

vent solenoid. (Can be applied to most models\*)

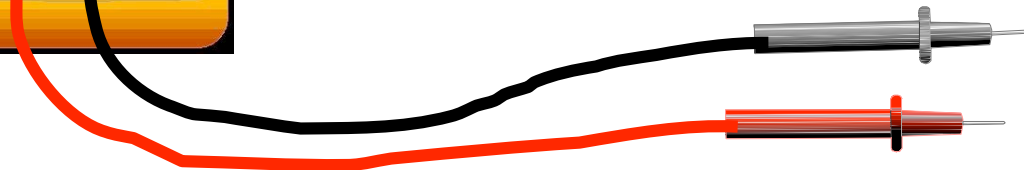
1. Disconnect the plug-in on the EVAP vent solenoid.
2. Turn Ignition key ON with engine NOT running.
3. Use a voltmeter to test which one is (pos) & (neg)
- 4. REMEMBER WHICH ONE IS WHICH!**



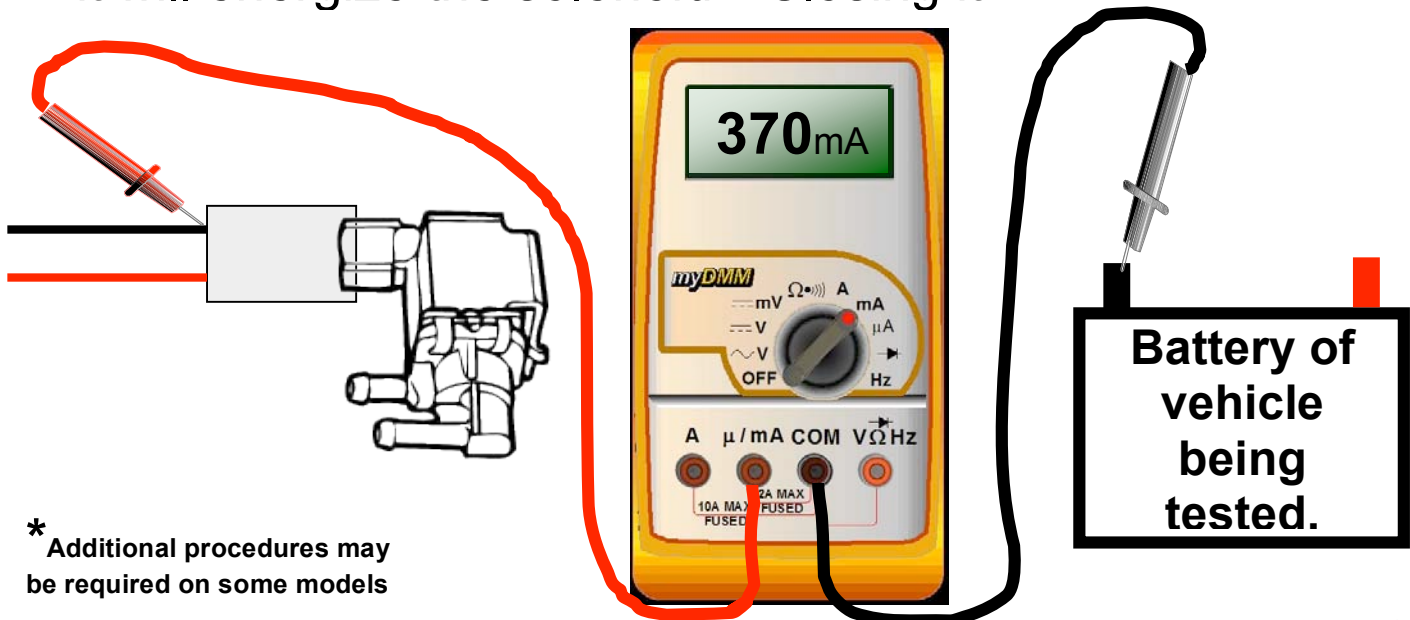


5. Reconnect the connector to the solenoid.
6. Rotate the selector to the mA position.
7. Move the “RED” lead to the mA position.

Now the voltmeter is an amp meter and will be a direct current path to ground the vent solenoid.



8. Back probe the **negative** side of the vent solenoid with the red lead.
9. With the Ignition key ON, engine NOT running, touch the black lead to the **negative** post of the vehicles battery. When you touch the black lead to the battery (with key On) it will energize the solenoid -“Closing it”.



\* Additional procedures may be required on some models