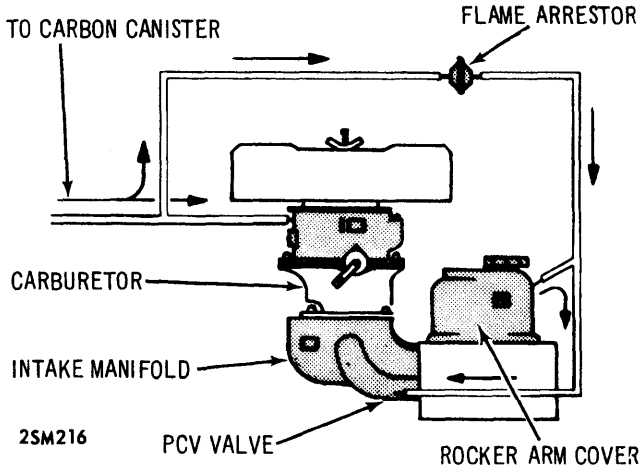
Crankcase Ventilation

RENAULT

Renault 12
Renault 15
Renault 16
Renault 17

DESCRIPTION

All Renault vehicles incorporate a "closed" positive crankcase ventilation system. The system consists of a non-vented oil filler cap, a PCV valve controlled by intake manifold vacuum, appropriate hose connections between crankcase and intake manifold, and between carburetor and crankcase, and a flame arrestor mounted in the connecting hose.



CRANKCASE VENTILATION SYSTEM (TYPICAL)

OPERATION

Crankcase fumes and vapors are drawn through the rocker arm cover and PCV valve into the intake manifold where they combine with the air/fuel mixture and enter the combustion system to be burned. The PCV valve is designed to remain closed when the engine is not running, preventing an accumulation of hydrocarbon laden fumes from collecting in intake manifold which could result in hard starting. When engine is started, manifold vacuum pulls valve open against spring pressure and as long as there is vacuum the valve floats, permitting crankcase fumes to enter intake manifold. A flame arrestor is interconnected in the ventilation hose. Should a backfire occur, the flame arrestor would prevent fumes which may have been ignited from entering the carburetor. During certain engine operations, where intake manifold vacuum is low preventing PCV valve from opening, crankcase fumes will pass through the connecting hose to the carburetor where they enter the combustion system.

MAINTENANCE

In order to insure proper operation of the positive crankcase ventilation system, the system should be inspected and cleaned at prescribed intervals.

PCV Valve–Clean every 12,000 miles, replace if necessary.

Flame Arrestor – Clean every 6,000 miles.

Connecting Hoses – Clean all hoses and T-fitting every 12,000 miles, replace if necessary.