

RENAULT (Cont.)

The check valves in the expansion tank and fuel lines allow replacement air to enter the fuel tank as fuel is removed, and prevent fuel from escaping the tank should the car roll.

When the engine is not running, fuel tank vapors pass through the 2-way and 1-way valves into the canister. When the engine is started and throttle is opened above idle, the purge valve is opened and vapors are

drawn into the intake manifold. The check valves in fuel lines allow vent air to enter the tank (to replace fuel being drawn out) and prevent leakage in case of rollover.

MAINTENANCE

The system should be checked every 12,000 miles. The filter located at the air inlet of the charcoal canister should be cleaned at each service.

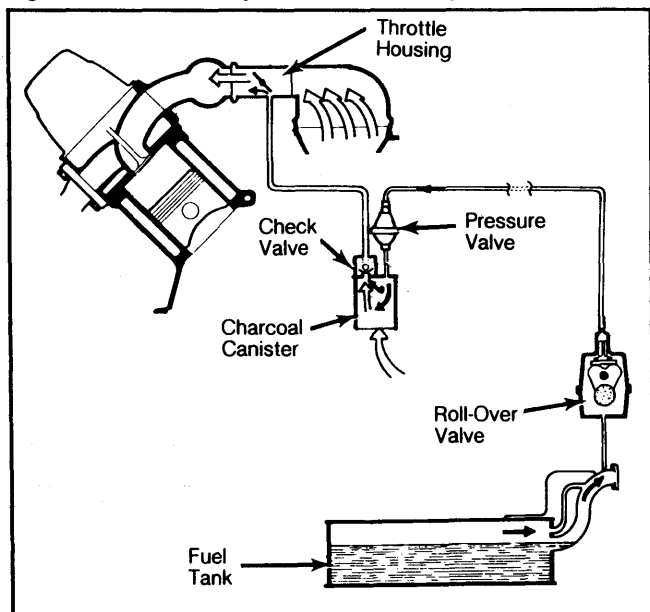
SAAB

900, 900 Turbo

DESCRIPTION

The Saab fuel evaporation system is designed to prevent fuel vapors from reaching atmosphere. System includes a plastic fuel tank, vented filler cap, roll-over valve, pressure valve, charcoal canister and fuel lines.

Fig. 1: Saab Fuel Evaporation Control System



Note direction of flow.

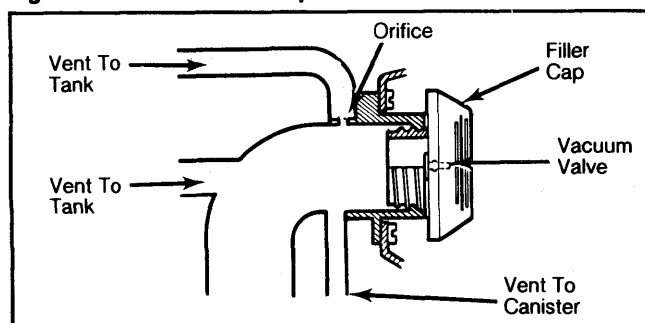
OPERATION

When engine is stopped, fuel vapors from fuel tank flow through vapor line into charcoal canister where they are stored. When engine is running, fresh air drawn through charcoal canister creates a vacuum that pulls the stored fuel vapors into the engine.

A roll-over valve in the fuel evaporation line shuts off line if vehicle turns over. It is located in the line above fuel tank. The pressure valve is located in the left rear pillar and maintains a small pressure in the tank to reduce the amount of vapor the canister must store.

The special filler cap contains a pressure valve to let air into the tank if the vent lines become plugged. This prevents tank collapse or engine fuel starvation.

Fig. 2: Saab Fuel Filler Cap



Note direction of flow.

MAINTENANCE

The system should be checked and the charcoal canister replaced at 60,000 miles.