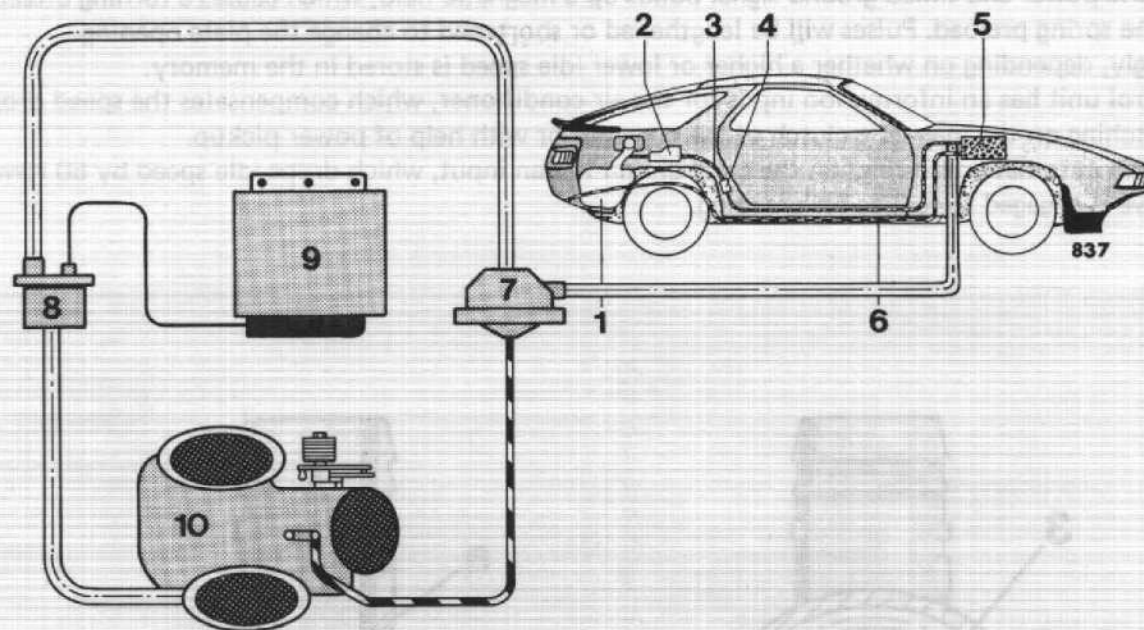


Cars are standard with an active carbon canister in the tank venting system.



- 1 – Fuel tank
- 2 – Expansion tank
- 3 – Hose
- 4 – Rollover valve
- 5 – Carbon canister

- 6 – Venting pipe
- 7 – Diaphragm valve
- 8 – Solenoid valve
- 9 – LH control unit
- 10 – Throttle valve housing

A solenoid valve is applied in the line to correctly meter the additional amount of fuel vapor, which is drawn out of the active carbon canister after vaporization.

Function: A diaphragm valve, which is controlled by the throttle valve, is installed in the line from the active carbon canister. There is no vacuum at idle speed and the valve is closed. Vacuum goes to the diaphragm valve when the throttle valve is opened. It opens and vapors flow to the solenoid valve. This is timed by the LH control unit with a frequency of 6 Hz.

This signal is, similar to the t_i signal of fuel injectors, dependent on the intake air flow rate for the period of time. The tank venting valve receives a short time signal when the intake air flow rate is low and a longer one for a high air flow rate.

This guarantees that the correct flushing air volume is mixed in the correct ratio to the intake air volume.