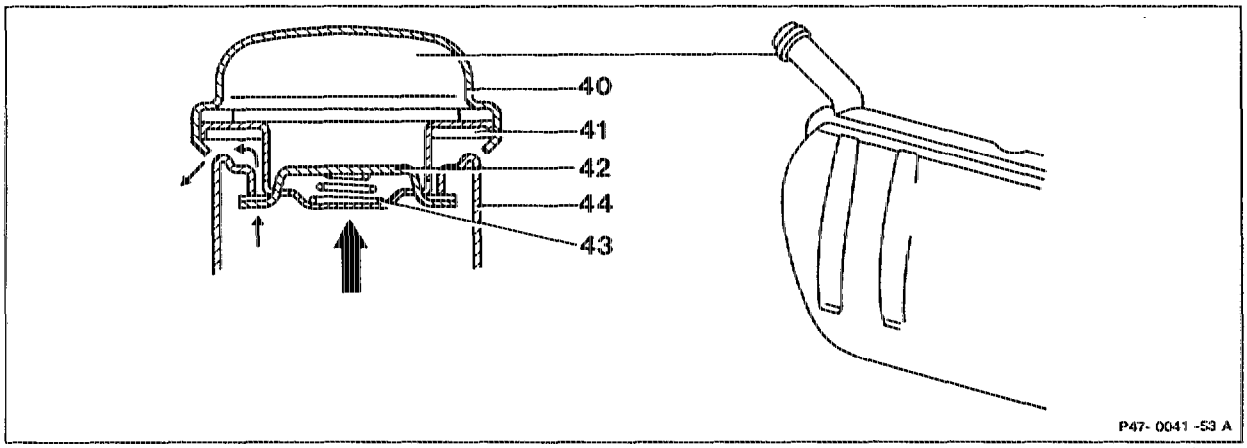
A. All models

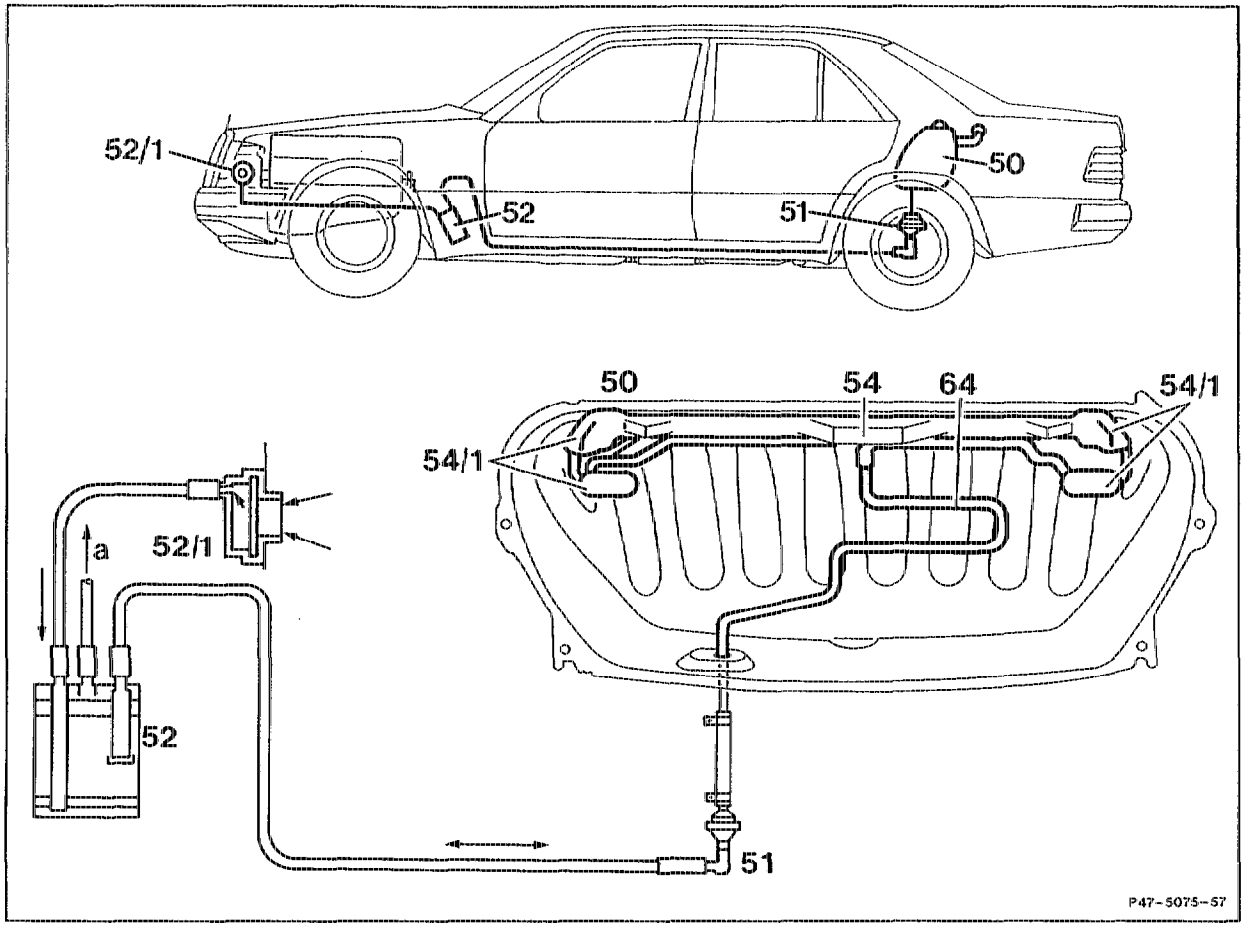


40	Cap	43	Compression spring
41	Seal	44	Filler neck
42	Locking bar		

Cap

The fuel evaporation gases are able to escape through the cap at a pressure of 100–300 mbar. This only occurs, however, if, for example, the vent pipe from the fuel tank is blocked as a result of crimping or improper routing. If the system is operating properly, a pressure of up to 50 mbar may occur in the fuel tank.

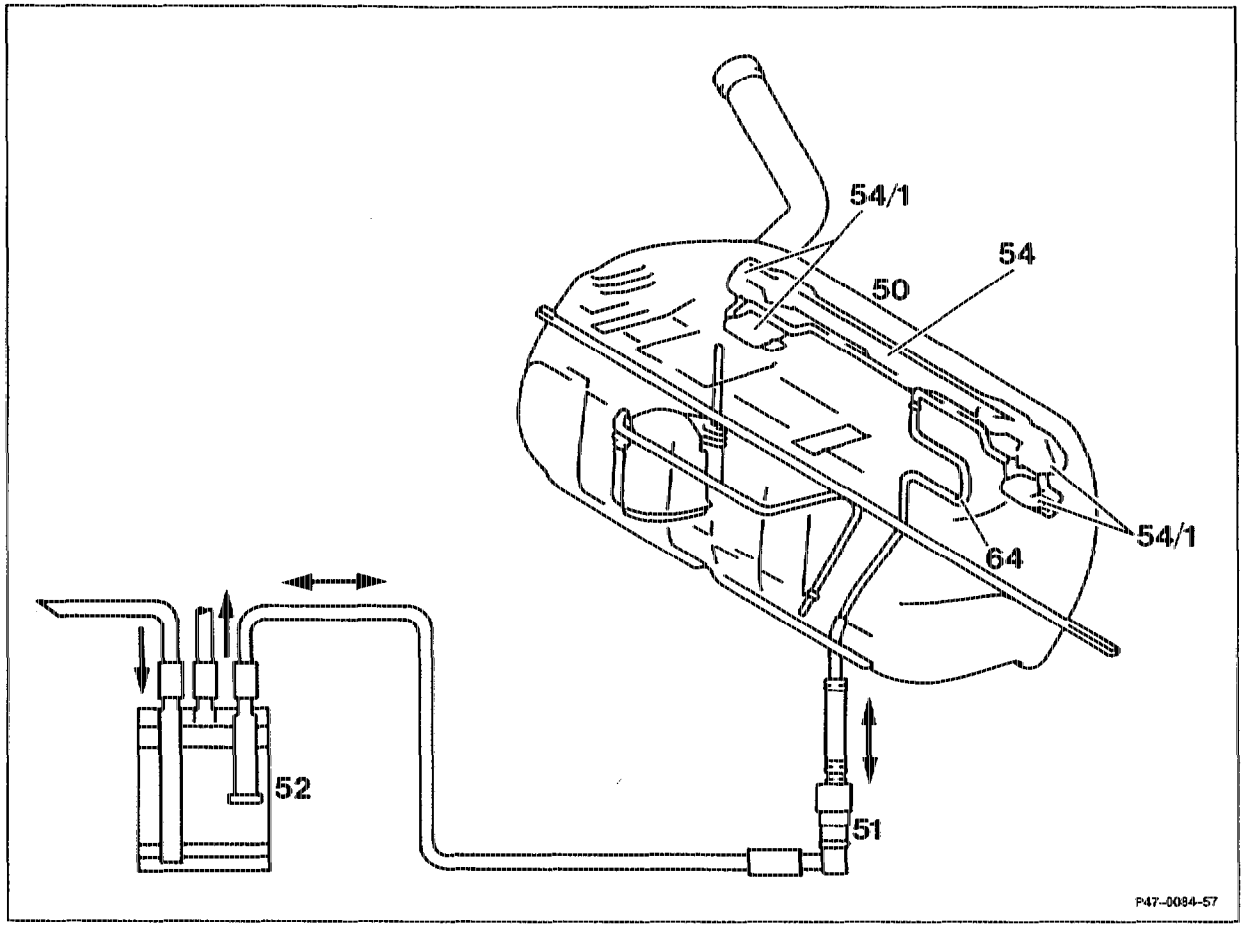
B. Model 124



a To regeneration valve

The vent system consists of a central pipe (54) with interruption vessels (54/1) at the ends. The interruption vessels (54/1) prevent the fuel escaping along the vent line (64). The vent line (64) runs from the central pipe through the vent valve (51) to the activated charcoal filter (52). Air is admitted to the activated charcoal filter (52) and fuel tank (50) from the engine compartment through the cup seal (52/1).

C. Models 129, 140

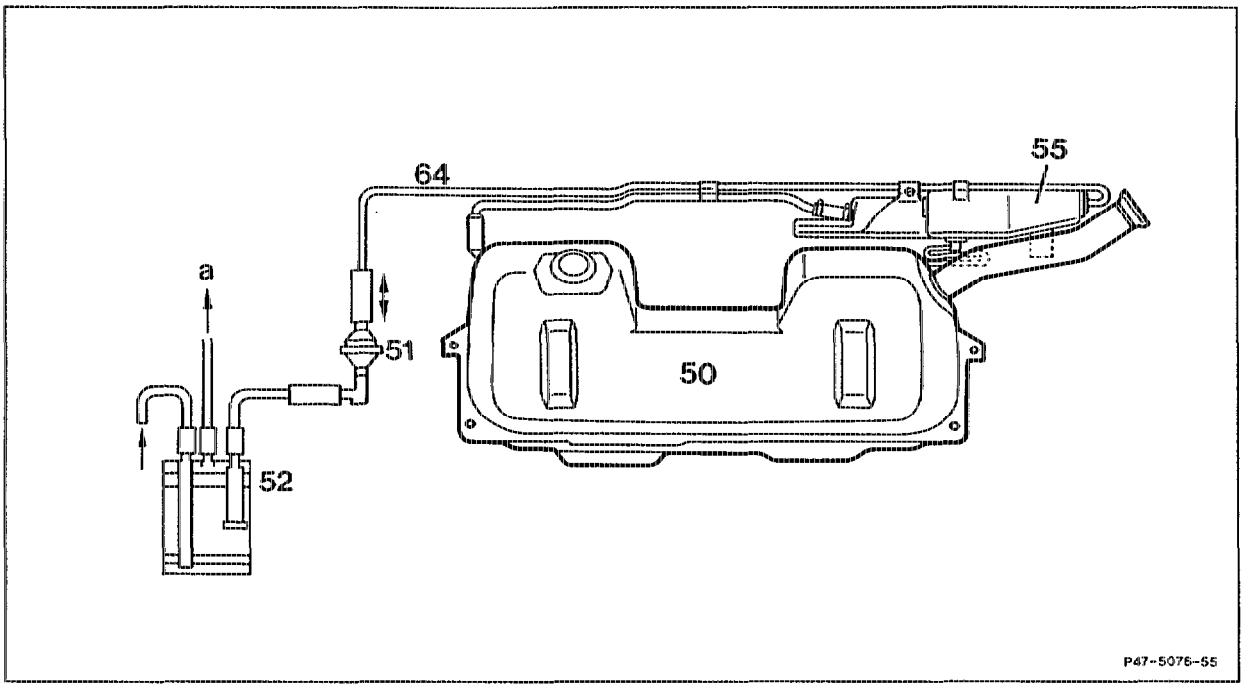


The vent system consists of a central pipe (54) with interruption vessels (54/1) at the ends. The interruption vessels (54/1) prevent the fuel escaping along the vent pipe (64). The vent pipe runs from the central pipe (64) through the vent valve (51) to the activated charcoal filter (52).

Model 129
Air is admitted to the activated charcoal filter (52) and fuel tank (50) from the left front of the side member.

Model 140
Air is admitted to the activated charcoal filter (52) and fuel tank (50) from the rear left wheelhouse.

D. Model 140 with through-loading facility



50	Fuel tank	55	Expansion tank
51	Vent valve	64	Vent pipe
52	Activated charcoal filter		
		a	To regeneration valve

On vehicles with through-loading facility, the fuel tank (50) is lower in the middle and the expansion tank (55) is located to the outside.