



Type

Version

RENAULT All Types

XXX X

13

13- FUEL CUT-OUT SYSTEM IN THE EVENT OF A COLLISION

Other sub-section concerned : **19**

- Engine : All types
- Gearbox : All types

For safety reasons, all vehicles in the range will be equipped with a system which will cut off the fuel supply in the event of a collision.

This note describes how it operates and the work to be carried out by the network.

It should be noted that this system has to be reset manually after a collision has occurred.

The repair methods given by the manufacturer in this document are based on the technical specifications current when it was prepared.

The methods may be modified as a result of changes by the manufacturer in the production of the various component units and accessories from which his vehicles are constructed.

All copyrights reserved by the Régie Nationale des Usines Renault.

Copying or transcribing, in part or in full, of this document or use of the service part reference numbering system is forbidden without the prior written authority of the Régie Nationale des Usines Renault S.A.

PURPOSE

The purpose of this device is to prevent escaping fuel starting a fire after an accident. To achieve this, all components which pump fuel from the tank are stopped during and after an impact. These components can only be restarted if either the driver or the mechanic makes a manual adjustment.

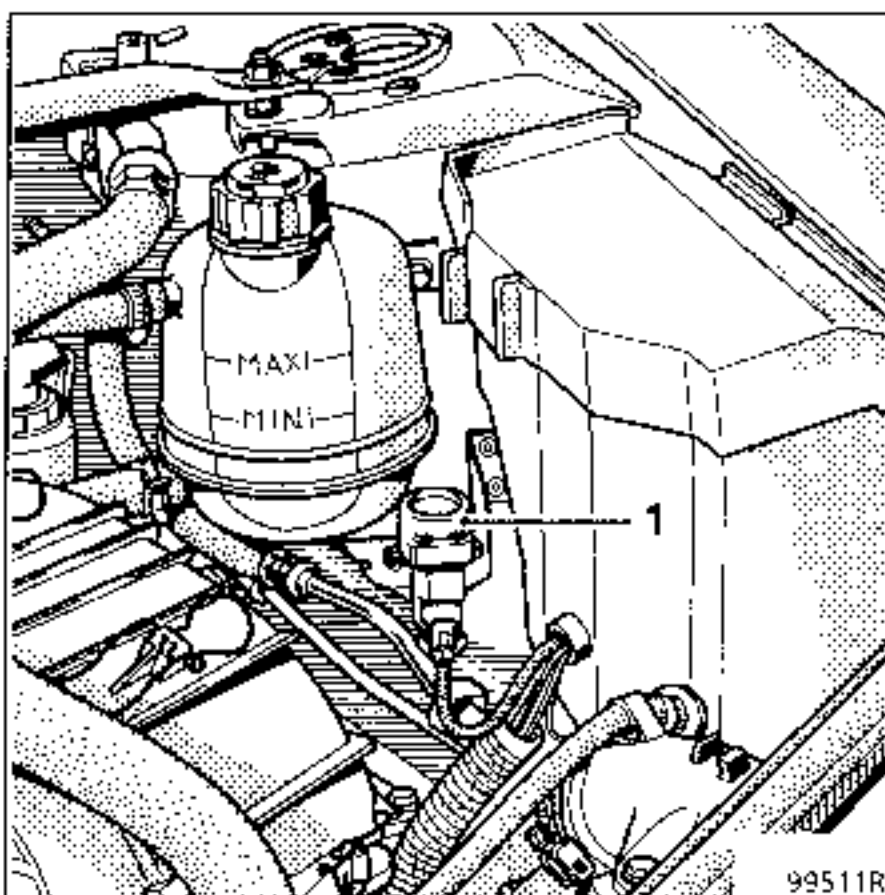
DESCRIPTION

The system essentially consists of an inertia-type switch which is reset in exactly the same way on all vehicles. It:

- detects the impact,
- interrupts the electric circuit.

Example of the layout on the X64 :

(On other vehicles, the switch is always in the engine compartment and is easily accessible.)



It is fitted as follows :

- On vehicles with **petrol engines**, between track 1 of the pump relay (236) and the 12 volts supply.
- On vehicles with **diesel engines**, between the 12 volts supply and the electric diesel fuel cut-off (or the coded solenoid valve if the vehicle is fitted with an engine immobiliser).

OPERATION

The ball bearing in the inertia-type switch is propelled from its seat during the impact and interrupts the electric connection.

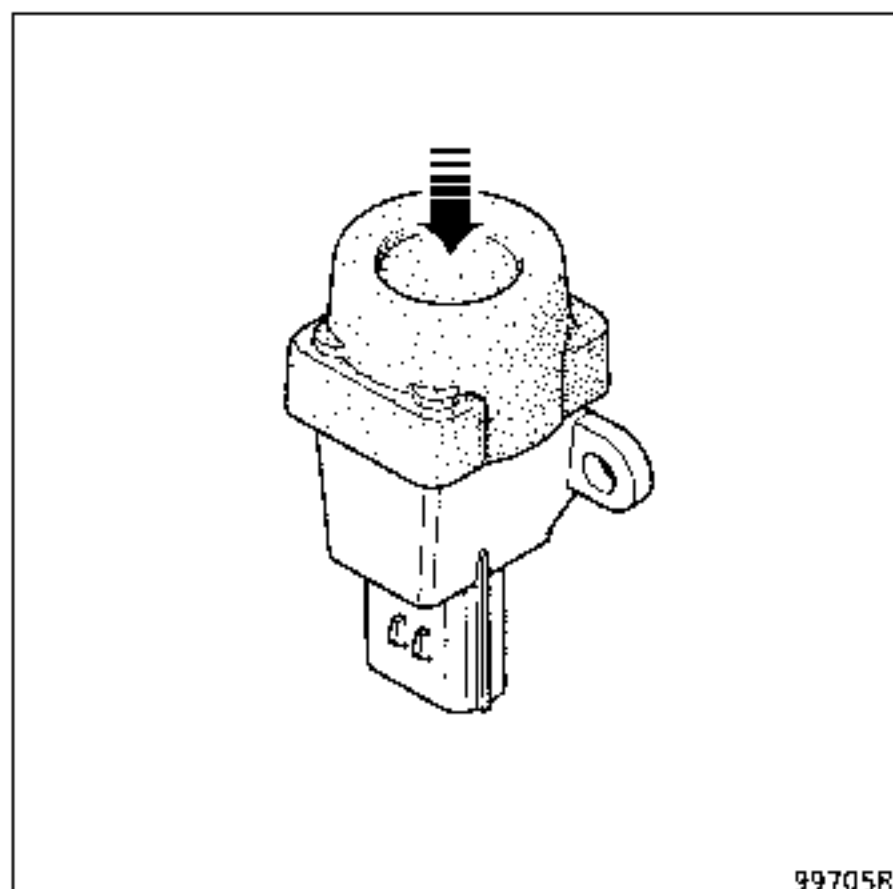
On vehicles with **petrol engines**, the 12 volts supply of the pump relay control circuit (236) is interrupted. This means the pump and injectors are no longer supplied with electricity. The petrol in the tank is thus isolated.

On vehicles with **diesel engines**, the 12 volts supply for the electric diesel fuel cut-off or coded solenoid valve is interrupted.

The pump can no longer suck in fuel: there is no longer any high pressure. This risk of fire being caused by diesel being squirted on the engine at high pressure is thus removed.

RESETTING THE SWITCH

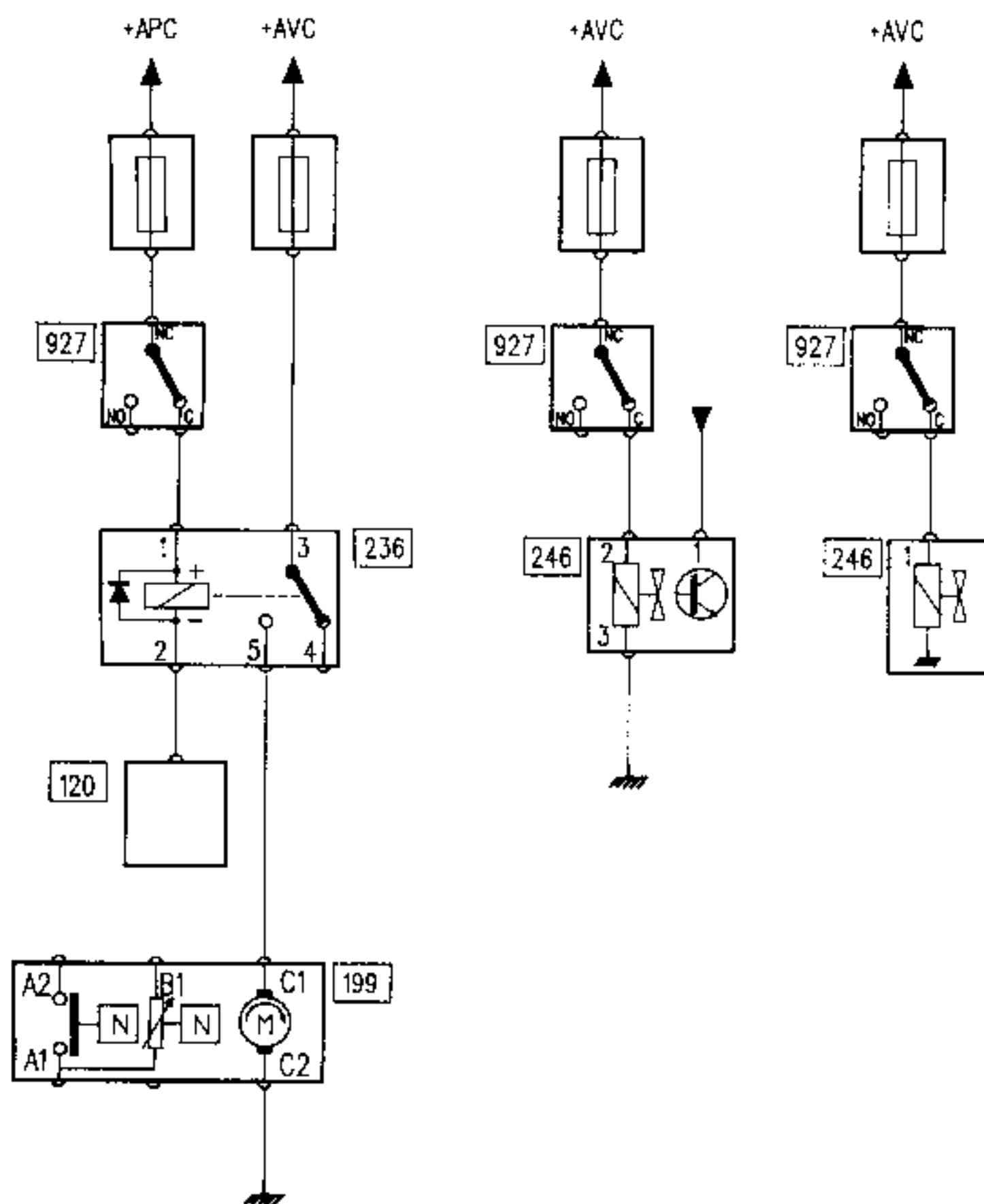
To reset the inertia-type switch, just press the switch to reposition the ball bearing on its seat.



ATTENTION : After the switch has been reset, on vehicles with **petrol engines** it is **ESSENTIAL** to clear the XR25 computer memory. The reason for this is that the injection computer memorises a pump relay fault when the system is activated.



OPERATING WIRING DIAGRAM



PRI99472

APC = After ignition
AVC = Before ignition

List of components

- 120** Injection computer
- 199** Fuel pump
- 236** Fuel pump relay
- 246** Electric diesel fuel cut-off
- 927** Inertia-type switch (the references "NC" are engraved on the back of the switch)