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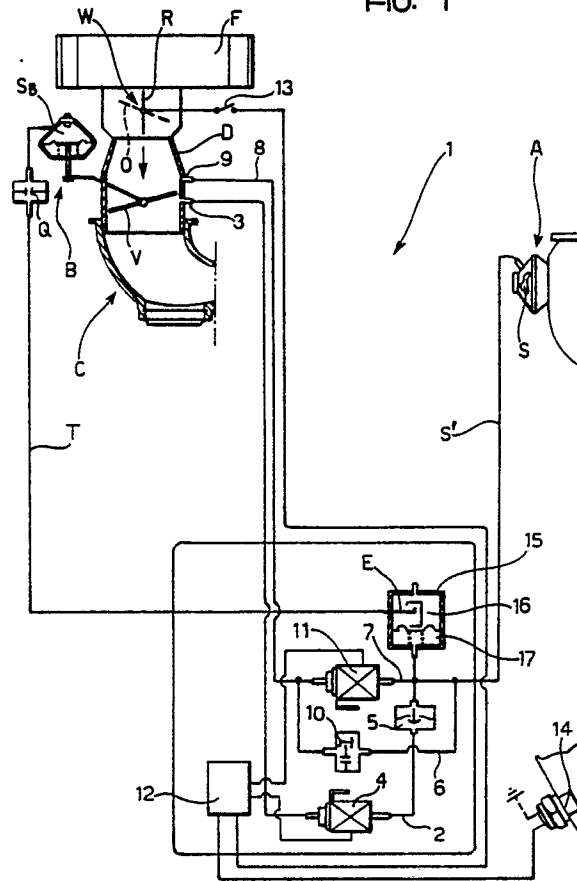
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Device for controlling polluting emissions from internal combustion engines.

First (3) and second (9) inlet ducts are provided in the carburettor (C) of the engine and are located downstream and upstream respectively of the throttle valve (V) in the air intake direction. A first pneumatic line (2) puts the first inlet duct (3) into communication with the barometric control chamber (S) of an actuator (A) which controls the angle of ignition advance. The same barometric control chamber (S) is also put into communication with the second inlet duct (9) through a second pneumatic line (6) including at least one restricted section (10) and a third pneumatic line (7). The first (2) and third (7) pneumatic lines have two associated solenoid on-off valves (4, 11), the operation of which is controlled by a sensor (13) associated with the starter (W) and a heat sensor (14) sensitive to the temperature of the engine lubricant. When the starter (W) is active, the low pressure downstream of the throttle valve (V) is transferred to the barometric control chamber (S) of the advance angle control actuator (A). When the starter (W) is returned to the rest position, the low pressure upstream of the throttle valve (V) is trans-

ferred to the barometric chamber (S) through the second pneumatic line (6). The restricted section (10) of which delays the propagation of the pressure gradients towards the barometric control chamber (S) of the actuator (A). This operating condition exists until the temperature of the engine lubricant reaches a threshold level of the order of 45-85° C. When this threshold level is reached the third pneumatic line (7) is opened to put the second inlet duct (9) directly into communication with the barometric control chamber (S) of the actuator (A) for controlling the angle of advance and the ignition.

FIG. 1





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DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. Cl.4)
X	US-A-4 096 843 (F. MARSEE) * Figures 1-4; column 2, line 19 - column 4, line 60 *	1, 3, 4	F 02 P 5/14 F 02 P 5/10 F 02 D 37/02 F 02 D 41/04

A	US-A-4 176 636 (H. MORI) * Figures 1,2; column 2, line 19 - column 5, line 13 *	1, 3, 4	

A	US-A-4 274 378 (T. TATE) * Figure 1A; claim 1 *	1, 3	

A	US-A-4 091 778 (OKABAYASHI) * Figure 2; column 2, line 34 - column 4, line 2 *	1, 3	

A	US-A-4 250 707 (CAVALLINO et al.) * Abstract *	1	TECHNICAL FIELDS SEARCHED (Int. Cl.4)
	---		F 02 P F 02 D
A	US-A-4 099 497 (H. MORI) * Figures 4-7 *	1, 9, 10	

The present search report has been drawn up for all claims			
Place of search THE HAGUE		Date of completion of the search 12-10-1987	Examiner LEROY C.P.
CATEGORY OF CITED DOCUMENTS X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document			

