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connection pipe having an expanded diameter at a portion thereof adjacent the opening to the exterior, thereby defining a cylindrical expansion, the tank connection pipe including an internally offset opening, located a distance from said opening, connecting the cylindrical expansion with a remainder of the tank connection pipe leading to the fuel tank which comprises the filler neck, a region surrounding the internally offset opening of the filler neck defining a shoulder, said cylindrical expansion including a locking edge groove formed therein in an axial position within said cylindrical expansion located between said opening and said internally offset opening;

a locking gas cap hingably mounted to a fixed structure of the motor vehicle for movement of said locking gas cap between an open position in which it is at least partially free of said opening and a closed position in which it overlays the opening of the tank connection pipe to the exterior;

a closing part including a casing carried on the locking gas cap, disposed on a side thereof facing inwardly of the cylindrical expansion when said locking gas cap is in said closed position;

said closing part further including a piston received within said casing and axially displaceable therein, said piston being biased in a direction away from said locking gas cap, said piston including a seal which is brought into seated engagement with the shoulder of the tank connection pipe and sealing the filler neck of said tank connection pipe when said locking gas cap is moved to said closed position;

said closing part further including a blocking element, said blocking element being forced radially outward into the locking edge groove of the cylindrical expansion of the tank connection pipe in response to pressure applied axially to said piston when said locking gas cap is moved to said closed position; and

the piston being mounted in the casing in such a manner that it operates as an alternating pushbutton switch which locks the locking gas cap in the closed position when depressed from the open position and releases the locking gas cap to the open position once again when

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depressed once more, the casing, along with the locking gas cap, being moved outwardly of the motor vehicle relative to the piston by operation of the biasing of the piston, and the blocking element being retracted from the locking edge groove.

7. A fuel tank cap according to claim 6, wherein said locking gas cap is spring biased in the open position.

8. A fuel tank cap according to claim 6, wherein said fixed structure of the motor vehicle is one of car body and an external expansion of the tank connection pipe.

9. A fuel tank cap according to claim 6, wherein: the piston includes a head on which the seal is disposed; and

the blocking element includes a rubber elastic ring which is mounted on the piston and supported between the head of the piston and the casing, said rubber elastic ring being expanded radially to at least partially protrude into the edge locking groove when the piston is acted upon axially by pressure applied after the piston is placed on the shoulder surrounding the internally offset opening of the filler neck.

10. A fuel tank cap according to claim 6, wherein: the piston includes a head on which the seal is disposed; and

the blocking element includes a spirally coiled spring of annular configuration which is mounted on the piston and supported between the head of the piston and the casing, said spirally coiled spring being expanded radially to at least partially protrude into the edge locking groove when the piston is acted upon axially by pressure applied after the piston is placed on the shoulder surrounding the internally offset opening of the filler neck.

11. A fuel tank cap according to claim 6, wherein: a latching hook, an end of which is mounted to the casing; and

the piston includes a heart-shaped curve disposed laterally in a side of the piston, the heart-shaped curve being engaged by another end of the latching hook.

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