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*Status: Point in time view as at 03/02/2012.*

*Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 582/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details)*

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## ANNEX V

### VERIFYING EMISSIONS OF CRANKCASE GASES

#### 3. SPECIFIC REQUIREMENTS

- 3.1. Points 3.1.1 and 3.1.2 shall apply to compression-ignition engines and to positive-ignition engines fuelled with natural gas (NG) or liquefied petroleum gas (LPG).
  - 3.1.1. Engines equipped with turbochargers, pumps, blowers, or superchargers for air induction may discharge crankcase emissions to the ambient atmosphere if the emissions are added to the exhaust emissions (either physically or mathematically) during all emission testing in accordance with Section 6.10 of Annex 4B to UN/ECE Regulation No 49.
  - 3.1.2. Crankcase emissions that are routed into the exhaust upstream of any exhaust after-treatment device during all operation are not considered to be discharged directly into the ambient atmosphere.
- 3.2. Points 3.2.1 and 3.2.2 shall apply to positive-ignition engines fuelled with petrol or E85.
  - 3.2.1. The pressure in the crankcase shall be measured over the emissions test cycles at an appropriate location. The pressure in the intake manifold shall be measured to within  $\pm 1$  kPa.
  - 3.2.2. Compliance with point 2.1 shall be deemed satisfactory if, in every condition of measurement set out in point 3.2.1, the pressure measured in the crankcase does not exceed the atmospheric pressure prevailing at the time of measurement.

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