VOLVO

FACT SHEET

CRANKCASE VENTILATION

Closed crankcase ventilation

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Closed crankcase ventilation prevents harmful crankcase gases fromleaking out into the surrounding air

Sales variants

CCV-C	Closed crankcase ventilation - closed
CCV-OX	Closed crankcase ventilation - open extended

CCV-C

CCV-C (Closed crankcase ventilation - closed), is an entirely sealed crankcase ventilation function. The crankcase gases are returned via an oil separator and centrifuge to the turbocharger. In the centrifuge, oil residues are filtered out from the gases. The paper filter shall be replaced after 100 000 km or once a year.

From the turbocharger, the exhaust gases are led into the engine's combustion chamber and incinerated before flowing out through the exhaust pipe. This creates a clean and sealed engine with low particle emissions. CCV-C is used for ambient temperatures down to -25°C.

Closed crankcase ventilation promotes effective particle filtration with a very high efficiency rating. The system's function and efficiency are ensured with the OBD (on-board diagnostic) facility, which monitors emission-influencing factors and alerts the driver via warning lamps and fault codes if anything needs to be rectified.

CCV-OX

CCV-OX (Closed crankcase ventilation - open extended) is an open crankcase ventilation with oil separator and a maintenance-free gas centrifuge, reducing the amount of oil in the gases even more. This is the recommended environmentally friendly alternative when driving mainly in cold climates. As for the CCV-C, the paper filter shall be replaced after 100 000 km or once a year.

ENVIRONMENT

- The CCV system promotes an extremely clean and environmentally compatible engine.