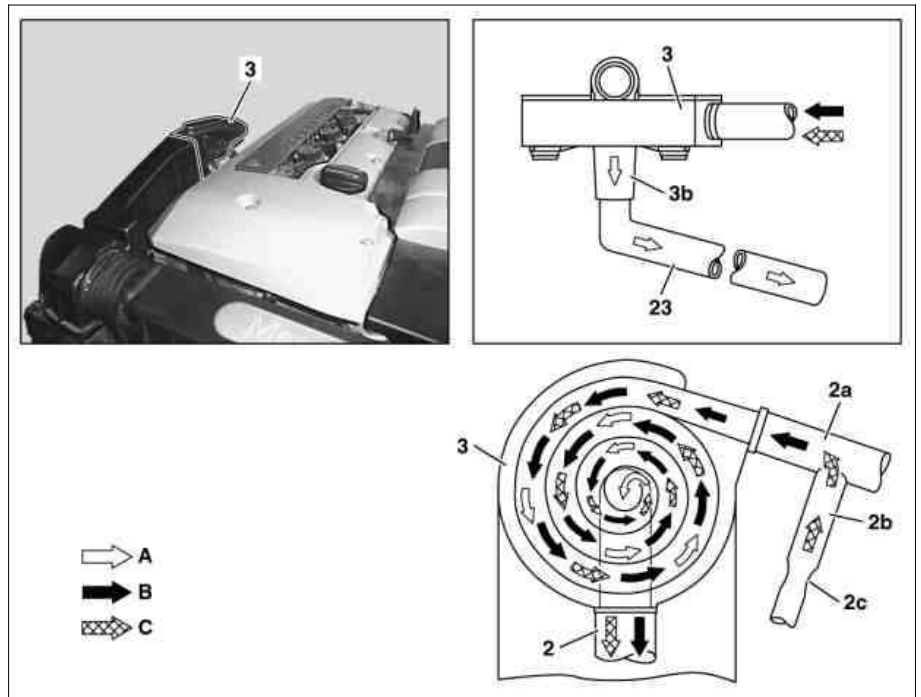


- 2 Line
- 2a Line
- 2b Line
- 2c Throttle
- 3 Spiral oil separator
- 3b Drain hole
- 23 Oil return line

- A Engine oil
- B Blow-by gas
- C Fresh air



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The blow-by gas (B) mixed with engine oil (A) together with the compressed fresh air (C) enters via the line (2b) from the compressor upstream of the spiral separator (3) and is passed to the center point of the spiral separator. As the spiral diameter decreases, the centrifugal force increases.

The additional compressed fresh air (C) from the compressor causes a higher gas speed in the spiral oil separator (3) and thus increases the centrifugal force.

Engine oil (A) separates due to the higher specific weight at the outer walls of the spiral, where it then runs off to the ground and is pushed towards the center point by the continuous gas flow.

The engine oil (A) from the oil pan is returned via a drain bore (3b) and oil return line (23).

So that the engine oil can be drawn off via the oil dipstick guide tube, a check valve is fitted in the spiral oil separator.

i No modifications are permitted at the throttle (2c).