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## EU TYPE-APPROVAL CERTIFICATE

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COMMUNICATION CONCERNING THE EXTENSION OF EU TYPE-APPROVAL OF AN ENGINE FAMILY WITH REGARD TO GASEOUS AND PARTICULATE POLLUTANT EMISSION PURSUANT TO REGULATION (EU) 2016/1628, AS LAST AMENDED BY (COMMISSION DELEGATED) REGULATION 2016/1628 (OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL)

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EU type-approval No: e5\*2016/1628\*2016/1628\*SYB3/P\*1066\*01

Reason(s) for extension: To cover the addition of name and address of assembly/manufacture plant

### SECTION I

1.1. Make (trade name(s) of manufacturer): Briggs & Stratton Corporation

1.2. Commercial name(s) (if applicable): Not applicable

1.3. Company name and address of manufacturer:

Briggs & Stratton Corporation  
PO Box 702  
Milwaukee, WI 53201-0702  
USA

1.4. Name and address of manufacturer's authorised representative (if any):

Briggs & Stratton Germany GmbH.  
Max-Born-Straße 2, 68519  
Viernheim, Germany

1.5. Name(s) and address(es) of assembly/manufacture plant(s):

Briggs & Stratton Corporation  
722 Kagami, Ryuo-Cho  
Gamo-Gun, Shige, 520-2573  
Japan

Briggs & Stratton Corporation  
7251 Zell Miller Parkway,  
Statesboro, GA 30458, USA

1.6. ~~Engine type designation~~ engine family designation/ET : 3567 / JBSXS.6272VJ

- 1.7. Category and sub-category of the engine type/engine family : NRS-vi-1b
- 1.8. Emissions durability period category: Cat 3
- 1.9. Emissions stage: V
- 1.10. Engine for snow throwers No

## SECTION II

1. Technical service responsible for carrying out the test(s): Vehicle Certification Agency
2. Date(s) of the test report(s): As before
3. Number(s) of the test report(s): As before

### SECTION III

The undersigned hereby certifies the accuracy of the manufacturer's description in the attached information document of the ~~engine type~~/engine family described above, for which one or more representative samples, selected by the approval authority, have been submitted as prototypes and that the attached test results apply to the ~~engine type~~/engine family.

1. The ~~engine type~~/engine family meets the requirements laid down in Regulation (EU) 2016/1628.
2. The approval is EXTENDED
3. The approval is granted in accordance with Article 35 of Regulation (EU) 2016/1628 and the validity of the approval is thus limited to dd/mm/yyyy: Not applicable
4. Restrictions to validity: None
5. Exemptions applied: None

Place: BORLÄNGE

Date: 04 JUNE 2019

Signature:



Mats Nygren

Head of Section Vehicle Type Approval

Attachments:

Information package

## ADDENDUM

EU type-approval number: No: e5\*2016/1628\*2016/1628\*SYB3/P\*1066\*01

### PART A — CHARACTERISTICS OF THE ~~ENGINE TYPE~~/ENGINE FAMILY

2. Common design parameters of the ~~engine type~~/engine family
  - 2.1. Combustion Cycle: Four Stroke Cycle
  - 2.2. Ignition Type: Spark Ignition
  - 2.3.1. Position of the cylinders in the block: V
  - 2.6. Main Cooling medium: Air
  - 2.7. Method of air aspiration: Naturally Aspirated
  - 2.8.1. Fuel Type(s): Petrol (E10)
    - 2.8.1.1. Sub Fuel type (Natural gas/Biomethane only): Not applicable
    - 2.8.2. Fuelling arrangement: Not applicable
    - 2.8.3. List of additional fuels compatible with use by the engine declared by the manufacturer in accordance with point 1 of Annex I to Delegated Regulation (EU) 2017/654 (provide reference to recognised standard or specification): Not applicable
    - 2.8.4. Lubricant added to fuel: No
    - 2.8.5. Fuel supply type: Carburettor
  - 2.9. Engine management systems: Mechanical
  - 2.10. Miscellaneous devices: No

- 2.10.1. Exhaust gas recirculation (EGR): No
- 2.10.2. Water injection: No
- 2.10.3. Air injection: No
- 2.10.4. Others (specify): Not applicable
- 2.11. Exhaust after-treatment system: No
  - 2.11.1. Oxidation catalyst: No
  - 2.11.2. DeNOx system with selective reduction of NOx (addition of reducing agent): No
  - 2.11.3. Other DeNOx systems: No
  - 2.11.4. Three-way catalyst combining oxidation and NOx reduction: No
  - 2.11.5. Particulate after-treatment system with passive regeneration: No
  - 2.11.6. Particulate after-treatment system with active regeneration: No
  - 2.11.7. Other particulate after-treatment systems: No
  - 2.11.8. Three-way catalyst combining oxidation and NOx reduction: No
  - 2.11.9. Other after-treatment devices (specify): Not applicable
  - 2.11.10. Other devices or features that have a strong influence on emissions (specify): Not applicable

## 3. Essential characteristics of the engine type(s)

Item Number	Item Description	Parent Engine / Engine type	Engine types within the family (if applicable)		
3.1.1.	Engine Type Designation:	3567	3857	3867	
3.1.2.	Engine type designation shown on engine mark: Yes/No	Yes	Yes	Yes	
3.1.3.	Location of the manufacturer's statutory marking:	Engine Labeling	Engine Labeling	Engine Labeling	
3.2.1.	Declared rated speed (rpm):	3600	3600	3600	
3.2.1.2.	Declared rated net Power (kW):	12.3	13.8	15.7	
3.2.2.	Maximum power speed (rpm):	3600	3600	3600	
3.2.2.2.	Maximum net power (kW):	12.3	13.8	15.7	
3.2.3.	Declared maximum torque speed (rpm):	2600	2800	3060	
3.2.3.2.	Declared maximum torque (Nm):	39.5	44.7	45.7	
3.6.3.	Number of Cylinders:	2	2	2	
3.6.4.	Engine Displacement (cm <sup>3</sup> ):	570	627	627	
3.8.5.	Device for recycling crankcase gases: Yes/ No	No	No	No	
3.11.3.12.	Consumable reagent: Yes/No	No	No	No	
3.11.3.12.1.	Type and concentration of reagent needed for catalytic action:	Not applicable	Not applicable	Not applicable	
3.11.3.13.	NOx sensor(s): Yes/No	No	No	No	
3.11.3.14.	Oxygen sensor: Yes/No	Not applicable	Not applicable	Not applicable	
3.11.4.7.	Fuel borne catalyst (FBC): Yes/No	No	No	No	

Particular conditions to be respected in the installation of the engine on non-road mobile machinery:

Item Number	Item Description	Parent Engine / Engine type	Engine types within the family (if applicable)		
3.8.1.1.	Maximum allowable intake depression at 100 % engine speed and at 100 % load (kPa) with clean air cleaner:	6.7	6.7	6.7	
3.8.3.2.	Maximum charge air cooler outlet temperature at 100 % speed and 100 % load (deg. C):	No	No	No	
3.8.3.3.	Maximum allowable pressure drop across charge cooler at 100 % engine speed and at 100 % load (kPa) (if applicable):	Not applicable	Not applicable	Not applicable	
3.9.3.	Maximum permissible exhaust gas back- pressure at 100 % engine speed and at 100 % load (kPa):	6.7	6.7	6.7	
3.9.3.1.	Location of measurement:	Exhaust Port	Exhaust Port	Exhaust Port	
3.11.1.2.	Maximum temperature drop from exhaust system or turbine outlet to first exhaust after-treatment system (deg. C) if stated:	Not applicable	Not applicable	Not applicable	
3.11.1.2.1.	Test conditions for measurement:	Not applicable	Not applicable	Not applicable	

#### PART B — TEST RESULTS (As before)

- 3.8. Manufacturer intends to use ECU torque signal for in-service monitoring: No
- 3.8.1. Dynamometer torque greater than or equal to  $0,93 \times$  ECU torque: Not applicable
- 3.8.2. ECU torque correction factor in case that dynamometer torque less than  $0,93 \times$  ECU torque: Not applicable



## 11.1. Cycle emissions results (As before)

Emissions	CO (g/ kWh)	HC (g/ kWh)	NOx (g/ kWh)	HC+NOx (g/kWh)	PM (g/ kWh)	PN #/kWh	Test Cycle
NRSC final result with DF.	274.846	3.217	3.482	6.699	N/A	N/A	G1
NRTC Final test result with DF	N/A	N/A	N/A	N/A	N/A	N/A	N/A

11.2. CO<sub>2</sub> result: 930.34