

Title (en)

FUEL APPORTIONING REGULATION SYSTEM FOR INTERNAL COMBUSTION ENGINES

Title (de)

STEUERSYSTEM FÜR DIE KRAFTSTOFFZUMESSUNG EINER BRENNKRAFTMASCHINE

Title (fr)

SYSTEME DE REGULATION DU DOSAGE DE CARBURANT DANS DES MOTEURS A COMBUSTION INTERNE

Publication

EP 0784744 B1 19991117 (DE)

Application

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Priority

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- DE 4435419 A 19941004

Abstract (en)

[origin: DE4435419A1] A fuel apportioning regulation system for internal combustion engines has means for sensing operation parameters, a program-controlled signal processing installation and means for transmitting a pilot signal to at least an injection valve. In a hot start situation, signal processing allows the pilot signal to be corrected for hot start. Recognition of a hot start situation is based on temperature signals. In addition, a hot start situation is supposed to exist when the internal combustion engine temperature (tmot) is higher than a first threshold (TMH) and the difference between an earlier value of the suction air temperature and its value at the beginning of a new start (delta tans) exceeds a certain value. The hot start situation is supposed to have ended when the internal combustion engine temperature falls below a second threshold TMGHS or when the internal combustion engine has sucked a determined amount or volume of air.

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