

Title (en)
METHOD FOR REDUCING EMISSIONS FROM HIGH PRESSURE COMMON RAIL FUEL INJECTION DIESEL ENGINES

Title (de)
VERFAHREN ZUR REDUZIERUNG VON EMISSIONEN VON DIESELMOTOREN MIT HOCHDRUCK-COMMON-RAIL-KRAFTSTOFFEINSPRITZUNG

Title (fr)
PROCEDE PERMETTANT DE REDUIRE LES EMISSIONS DE MOTEURS DIESEL A INJECTION A GALERIE COMMUNE HAUTE PRESSION

Publication
EP 1341996 A4 20120229 (EN)

Application
EP 01985995 A 20011106

Priority

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- US 25244100 P 20001121
- US 97851001 A 20011016

Abstract (en)
[origin: WO0242619A2] The emission from high pressure common rail fuel system compressor ignition engines is reduced by using fuel in said engine a diesel fuel characterized as having a sulfur content of about 0.05 wt% or less, a density of about 0.83 or less and a viscosity of about 3 cSt or less at 40 DEG C.

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F02B 1/00; **F02M 63/02**; **C10L 1/08**

IPC 8 full level
F02M 63/00 (2006.01); **C10L 1/08** (2006.01); **C10L 10/08** (2006.01); **C10L 10/12** (2006.01); **C10L 10/14** (2006.01); **C10L 10/16** (2006.01); **F02B 3/06** (2006.01)

CPC (source: EP US)
C10L 1/08 (2013.01 - EP US); **F02B 3/06** (2013.01 - EP US)

Citation (search report)

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- [X] R.B. KRIEGER ET AL.: "Diesel Engines One Option to Power Future Personal Transportation Vehicles", 6 August 1997 (1997-08-06), pages 171 - 199, XP002667141, Retrieved from the Internet <URL:http://www.fischer-tropsch.org/DOE/_conf_proc/DEER/970799/conf_970799_pg171.pdf> [retrieved on 20120116]
- [A] CHOI C Y ET AL: "An experimental study on the effects of oxygenated fuel blends and multiple injection strategies on DI diesel engine emissions", FUEL, IPC SCIENCE AND TECHNOLOGY PRESS, GUILDFORD, GB, vol. 78, no. 11, 1 September 1999 (1999-09-01), pages 1303 - 1317, XP004286078, ISSN: 0016-2361, DOI: 10.1016/S0016-2361(99)00058-7
- See references of WO 0242619A2

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