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(54) **Exhaust gas treatment system for internal combustion engine**

(57) In an exhaust gas treatment system for an internal combustion engine, a basic (post-injection) fuel injection quantity is calculated at block 62a based on an operating condition of the engine, a corrected fuel injection quantity is calculated at blocks 62b1, 62b2 to correct the basic supply quantity based on an exhaust gas temperature TEX1 at a location upstream of the oxidation catalytic converter, and a final (post-injection) fuel injection quantity is calculated in blocks 62c to 62f based on the calculated quantities and injected into the engine 10. Thus the detected exhaust gas temperature TEX1 is not affected by the combustion in the DPF or the mass thereof, nor is it affected by the combustion in the converter or the mass thereof, so that the fuel supply for regeneration can be achieved with good accuracy, thereby improving the DPF regeneration efficiency.

FIG. 2

