## (12) CORRECTED EUROPEAN PATENT APPLICATION

(15) Correction information:

Corrected version no 1 (W1 A1)

Corrections, see

Bibliography INID code(s) 54

(48) Corrigendum issued on:

19.05.2010 Bulletin 2010/20

(43) Date of publication:

10.02.2010 Bulletin 2010/06

(21) Application number: 08425562.9

(22) Date of filing: 08.08.2008

(84) Designated Contracting States:

AT BE BG CH CY CZ DE DK EE ES FI FR GB GR HR HU IE IS IT LI LT LU LV MC MT NL NO PL PT RO SE SI SK TR

**Designated Extension States:** 

**AL BA MK RS** 

- (71) Applicant: Magneti Marelli Powertrain S.p.A. 28011 Corbetta (IT)
- (72) Inventors:
  - Cominetti, Paolo 40137 Bologna (IT)

(51) Int Cl.:

F01N 3/20 (2006.01)

F01N 9/00 (2006.01)

- Osbat, Giovanni 48025 Riolo Terme (IT)
- (74) Representative: Bergadano, Mirko et al Studio Torta S.r.l.Via Viotti, 9 10121 Torino (IT)

## Remarks:

Amended claims in accordance with Rule 137(2) EPC.

## (54) Injection device for injecting a reducing substance into an exhaust system of an internal combustion engine

(57) An injection device (8) for injecting a reducing liquid additive into an exhaust system (1) of an internal combustion engine (2); the injection device (8) has: a tank (10) containing the reducing liquid additive; a pump (11) connected to the tank (10); a passive mechanical injector (12) which is connected to the pump (11) by means of a feeding pipe (13), is adapted to inject the reducing additive into the exhaust pipe (3), and has a pressure-controlled movable shutter (18) to inject the re-

ducing liquid additive only when the pressure of the reducing liquid additive is higher than a pressure threshold value; and a shut-off solenoid valve (20), which is electrically drivable and is arranged along the feeding pipe (13) between the pump (11) and the mechanical injector (12) and, in use, is driven to control the feeding of the pressurized reducing liquid solution from the pump (11) to the mechanical injector (12) and therefore to control when to inject the reducing liquid additive into the exhaust pipe (3).

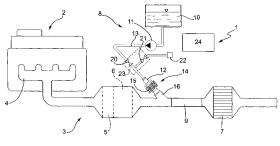


FIG.1