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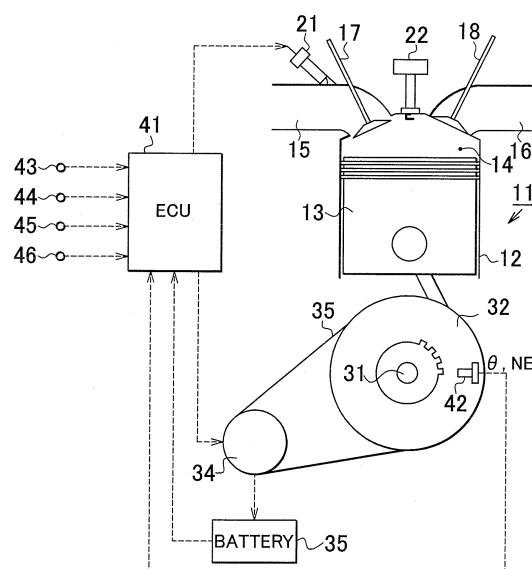
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(54) **Controller for internal combustion engine**

(57) When the internal combustion engine (11) is stopped, the ECU (41) controls the load torque of the alternator (34) so that the engine rotational speed (NE) coincides with the target engine rotational speed. By so doing, the ECU (41) executes stop position control in which the internal combustion engine (11) is stopped so that the crank angle θ at the time of engine stop stops within the target crank angle range. While the stop position control is being executed, the ECU (41) calculates a required load torque necessary to make the engine rotational speed (NE) coincide with the target engine rotational speed (NE_{tg}), and then compares the required load torque with the maximum load torque of the alternator (34) at the engine rotational speed (NE) at that time. Then, when the required load torque is larger than the maximum load torque, the ECU (41) ends the stop position control.

FIG. 1





EUROPEAN SEARCH REPORT

Application Number
EP 10 15 6211

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The present search report has been drawn up for all claims			
Place of search The Hague		Date of completion of the search 17 October 2012	Examiner Van der Staay, Frank
CATEGORY OF CITED DOCUMENTS X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document			

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**ANNEX TO THE EUROPEAN SEARCH REPORT
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