

(11) **EP 2 987 977 A8**

(12) CORRECTED EUROPEAN PATENT APPLICATION

(15) Correction information:

Corrected version no 1 (W1 A1) Corrections, see

Bibliography INID code(s) 71

(48) Corrigendum issued on:

01.06.2016 Bulletin 2016/22

(43) Date of publication:

24.02.2016 Bulletin 2016/08

(21) Application number: 15174858.9

(22) Date of filing: 01.07.2015

(84) Designated Contracting States:

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

Designated Extension States:

BA ME

Designated Validation States:

MA

(30) Priority: 19.08.2014 JP 2014166727

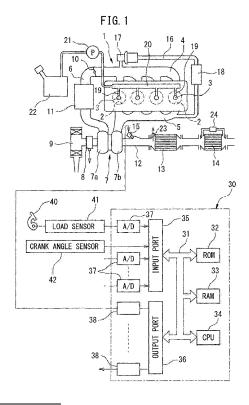
(51) Int Cl.:

F01N 3/08 (2006.01) F01N 9/00 (2006.01) F01N 3/025 (2006.01)

- (71) Applicant: TOYOTA JIDOSHA KABUSHIKI KAISHA
 Toyota-shi, Aichi-ken, 471-8571 (JP)
- (72) Inventor: BISAIJI, Yuki Toyota-shi, Aichi-ken, 471-8571 (JP)
- (74) Representative: Kuhnen & Wacker Patent- und Rechtsanwaltsbüro Prinz-Ludwig-Straße 40A 85354 Freising (DE)

(54) CONTROL SYSTEM AND CONTROL METHOD OF INTERNAL COMBUSTION ENGINE

(57) In an internal combustion engine, hydrocarbons are intermittently injected into an engine exhaust passage from a hydrocarbon feed valve (15) to remove the NO_{X} contained in exhaust gas. A suitable injection interval of hydrocarbons corresponding to an operating state of the engine is calculated with a predetermined fixed calculation period. When the elapsed time from when the previous injection was performed reaches or exceeds the latest calculated optimal injection interval, the injection of hydrocarbons from the reducing agent feed valve (15) is executed.



EP 2 987 977 A8