



(12) **CORRECTED EUROPEAN PATENT APPLICATION**

(15) Correction information:
Corrected version no 1 (W1 A1)
Corrections, see
Bibliography INID code(s) 71

(51) Int Cl.:
F02D 41/00 ^(2006.01) **F02D 41/18** ^(2006.01)
F02B 37/20 ^(2006.01) **F02B 37/22** ^(2006.01)
F02D 41/14 ^(2006.01)

(48) Corrigendum issued on:
10.03.2021 Bulletin 2021/10

(43) Date of publication:
20.01.2021 Bulletin 2021/03

(21) Application number: **20185929.5**

(22) Date of filing: **15.07.2020**

(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:
KH MA MD TN

(72) Inventors:
• **Ogawa, Masatoshi**
Kanagawa, 222-0033 (JP)
• **Degawa, Takuma**
Kanagawa, 222-0033 (JP)

(74) Representative: **Hoffmann Eitle**
Patent- und Rechtsanwälte PartmbB
Arabellastraße 30
81925 München (DE)

(30) Priority: **17.07.2019 JP 2019132090**

(71) Applicant: **Transtron Inc.**
Yokohama-shi, Kanagawa 222-0033 (JP)

(54) **ENGINE INTAKE SYSTEM CONTROL DEVICE AND CONTROL METHOD THEREOF**

(57) An engine intake system control device configured to control an intake system of an engine, having a map function that inputs at least a fuel injection pressure of the engine, a fresh air flow, and a compressor outlet temperature of a supercharger, and outputs a control

gain; and a control unit that inputs the control gain and a deviation between a controlled variable of the intake system of the engine and a target value thereof, and controls a manipulated variable of the intake system of the engine.

FIG. 2

