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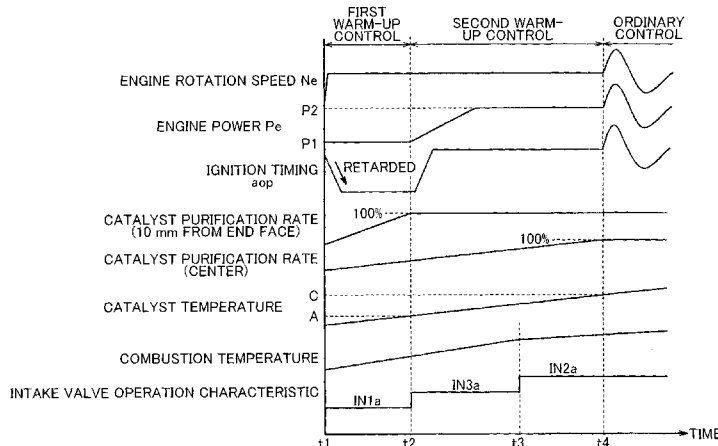
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(54) Title: HYBRID VEHICLE, CONTROLLER FOR HYBRID VEHICLE, AND CONTROL METHOD FOR HYBRID VEHICLE WITH TWO STAGES CATALYST WARM-UP IN RELATIONSHIP WITH VARIABLE INTAKE VALVE TIMING

FIG. 10



(57) Abstract: A hybrid vehicle includes an electric motor, an internal combustion engine, an exhaust emission control device and a controller. The controller is configured to execute catalyst warm-up control for warming up a catalyst of the exhaust emission control device. The catalyst warm-up control includes first control and second control. The first control is control for operating the internal combustion engine at a first operating point. The second control is control for, after the first control is executed, operating the internal combustion engine at a second operating point irrespective of a driving force that is required to propel the hybrid vehicle. An output of the internal combustion engine at the second operating point is larger than an output of the internal combustion engine at the first operating point. The controller is configured to operate the internal combustion engine while an ignition timing of the internal combustion engine at the time when the first control is executed is set to a retarded side with respect to an ignition timing of the internal combustion engine at the time when the second control is executed. The controller is configured to, when the first control is executed, control the variable valve actuating device such that the operation characteristic becomes the first characteristic. The controller is

[Continued on next page]



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configured to, when the second control is executed, control the variable valve actuating device such that the operation characteristic is changed to the second characteristic. The controller is configured to, after the second control is executed, operate the internal combustion engine on the basis of the driving force that is required to propel the hybrid vehicle and control the variable valve actuating device on the basis of a rotation speed and torque of the internal combustion engine.

# INTERNATIONAL SEARCH REPORT

International application No <b>PCT/IB2014/002725</b>
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**A. CLASSIFICATION OF SUBJECT MATTER**  
 INV. B60W10/06 B60W20/00  
 ADD.

According to International Patent Classification (IPC) or to both national classification and IPC

**B. FIELDS SEARCHED**

Minimum documentation searched (classification system followed by classification symbols)  
**B60K B60W**

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

**EPO-Internal, WPI Data**

**C. DOCUMENTS CONSIDERED TO BE RELEVANT**

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	EP 2 145 808 A1 (TOYOTA MOTOR CO LTD [JP]) 20 January 2010 (2010-01-20) paragraphs [0015], [0033] - [0036]; figures 5,6 -----	1-11
A	EP 1 482 155 A2 (TOYOTA MOTOR CO LTD [JP]) 1 December 2004 (2004-12-01) paragraphs [0052] - [0068], [0089]; figures 1,2 -----	1-11
A	EP 1 837 223 A1 (NISSAN MOTOR [JP]) 26 September 2007 (2007-09-26) paragraphs [0026] - [0030] -----	1-11
A	WO 2013/076570 A1 (TOYOTA MOTOR CO LTD [JP]; DENSO CORP [JP]; ANDO IKUO [JP]; SASAKI TOSH) 30 May 2013 (2013-05-30) paragraphs [0030], [0057] - [0060]; figures 3,4,6 -----	1-11

Further documents are listed in the continuation of Box C.

See patent family annex.

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# INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No <b>PCT/IB2014/002725</b>
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