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(73) 231

(72) 407-2

(74)
:

(54) 가

가 ; (b) 가 , (a)
(K MTCH_NEW) (TB) ; (c) (TAFMTCH_O)
; (e) (K MTCH_NEW) ; (f) (e) ; (d) (TAFMTCH_E)
; (g)
, 가 ; , 가 ()
가 가가 , (matching)

5

, 가 ,

1 가
2 가
3
4

5 가
6 가

가 () 가 , 가 (F/B) (zone)
가 (EM(HC, CO))

[1]

$$T_{control} = T_B \times (K_{LRN} + K_{FB}) \times K_{AF} \times K_{MTCH} \times K_{WUP} \times K_{AFND}$$

$$\times K_{PRGLEAN} \times (1 + K_{AS}) + \begin{bmatrix} K_{ACL} \\ 0 \\ K_{DCL} \end{bmatrix}$$

, $T_B =$ (basic) , $K_{LRN} =$ (air and fuel ratio) , $K_{FB} = 1; K_P + K_I$ (
) ($K_P =$, $K_I =$)

$K_{AF} =$ (A/F) , $K_{MTCH} =$, $K_{WUP} =$, $K_{AFND} =$ N-R-D
, $K_{PRGLEAN} =$ (purge air) (lean) , $K_{AS} =$,

$$\begin{bmatrix} K_{ACL} \\ 0 \\ K_{DCL} \end{bmatrix} = \text{가}$$

() (K MTCH) 가 1 가
() (MAP) 가
(rough) [(RPM), (EV)(%)] (TB)(
(lambda=1) 3

(fine matching) K MTCH 가 가
2 가 (RPM) (EV)(%) (10)
, (TB) (20) (30)
, (40) (40) (1 K AF(
, (off) (50) , (60)
, 40 (70) , 1

(TB)((AFS)가 (K MTCH) 1)
(K MTCH)

[2]

$$T_{control} = T_B \times K_{MTCH}$$

(damper clutch)

(chassis dynamometer)

(robot) (0~100%) , rpm (motoring) (EV %)
(K MTCH) (grid)(rpm : 0~7000) (lambda=1)가

ake system) V6 (surge tank) 가 (int
ven bank) (odd bank) . 3 (e

K MTCH , /

가 K MTCH (Th
reshold)

4 , A (A Zone) B (B Zone) 가
4 , C (C Zone) , K MTCH 가
가 , 가
CO가 가 , NOx 가 가 HC
(K MTCH)

O) 가 , 가 ()
가 (EM; emission)(HC, C
(matching) 가

가 (a)
; (b) (TB) ; (c)
(K MTCH_NEW) (K MTCH_NEW) (TAFMTCH_O)
; (d)
; (e) ; (f) (e) (TAFMTCH_E)
; (g)

5 가 가 6 가
(EV; %) .(110) .(120) (RPM)

(TB) .(130) (K MTCH_NEW)
(TAFMTCH_O) .(140) (K MTCH_NEW)
가 (TAFMTCH_E) .(150)
150 .(160) (K MTCH_NEW)가
(off) () .(170)
150 (K MTCH_NEW) .(180)

160 3 K AF()

$$T_{control} = T_B \times (K_{LRN} + K_{FB}) \times K_{AF} \times K_{MTCH_NEW} \times K_{WUP} \times K_{AFND}$$

$$\times K_{PRGLEAN} \times (1 + K_{AS}) + \begin{bmatrix} K_{ACL} \\ 0 \\ K_{DCL} \end{bmatrix}$$

, T_B = (basic) (AFS가),
 K_{LRN} = (air and fuel ratio), $K_{FB} = 1$; $K_P + K_I$ (K_P = , K_I =),
 K_I =),
 K_{AF} = (A/F), K_{MTCH_NEW} = (TAFMTCH_E/O), K_{WUP} = (purge air),
 K_{AFND} = N-R-D, $K_{PRGLEAN}$ = (lean), K_{AS} = 가, $\begin{bmatrix} K_{ACL} \\ 0 \\ K_{DCL} \end{bmatrix}$ = 가 (TAFMTCH)가

[4]

$K_{MTCH} < DATASIZE=0 > < DATASIZE=0 > _NEW = \begin{cases} TAFMTCH_E \{f(RPM, EV(\%))\} \\ TAFMTCH_O \{f(RPM, EV(\%))\} \end{cases}$
 K_{MTCH_NEW} 3 가 가 (RPM, EV) (TB) (lambda=1)
 (rough)) 가
 (fine matching) K_{MTCH_NEW} 가 가 가
 K_{MTCH_NEW} (KMTCH_NEW) 3 (TB) (KMTCH_NEW) AFS가
 가

[5]

$T_{control} = T_B \times K_{MTCH_NEW}$
 (damper clutch) (dynamometer)
 (motoring) (RPM) (EV %) (0~100 lambda
 %) , RPM (grid)(rpm : 0 ~7000) 가
 =1)가 (KMTCH_NEW)
 가
 , V6 가
 ,
 K_{MTCH_NEW} 가
 가 (KMTCH) 가
 가
 K_{MTCH_NEW} 가
 가 HC CO 가, NOx 가

(KMTCH_NEW)

가 ,

가 .

가

가가

(57)

1.

- (a) ;
- (b) (TB) ;
- (c) (K MTCH_NEW) (TA
- FMTCH_O) ;
- (d) (K MTCH_NEW) (TA
- FMTCH_E) ;
- (e)
- (f) (e) ,
- ;
- (g) 가 ;

2.

- 1 ,
- (e) ,
- (K MTCH_NEW) 가

3.

- 1 ,
- (f) (K AF) 가

[]

$$T_{control} = T_B \times (K_{LRN} + K_{FB}) \times K_{AF} \times K_{MTCH_NEW} \times K_{WUP} \times K_{AFND}$$

$$\times K_{PRGLEAN} \times (1 + K_{AS}) + \begin{bmatrix} K_{ACL} \\ 0 \\ K_{DCL} \end{bmatrix}$$

, $T_B =$ (basic) (AFS가),

$K_{LRN} =$ (air and fuel ratio) ,

$K_{FB} = 1_i K_P + K_I$ (, $K_P =$, $K_I =$),

$K_{AF} =$ (A/F) ,

$K_{MTCH_NEW} =$ (TAFMTCH_E/O),

$K_{WUP} =$,

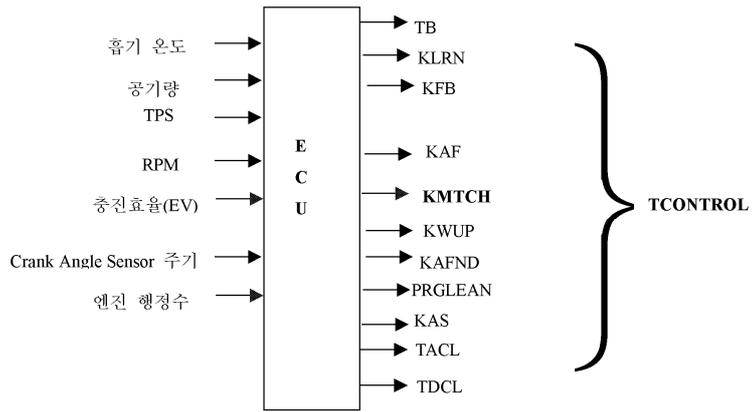
$K_{AFND} =$ N-R-D ,

$K_{PRGLEAN} =$ (purge air) (lean) ,

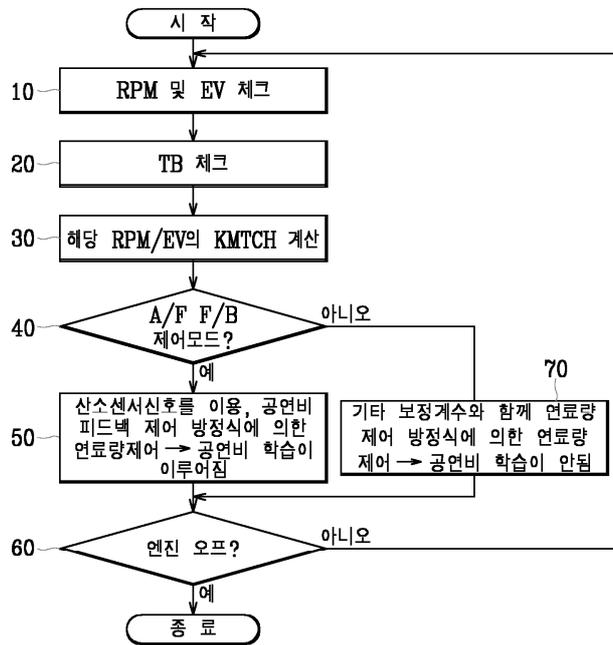
$K_{AS} =$,

$$\begin{bmatrix} K_{ACL} \\ 0 \\ K_{DCL} \end{bmatrix} = \text{가}$$

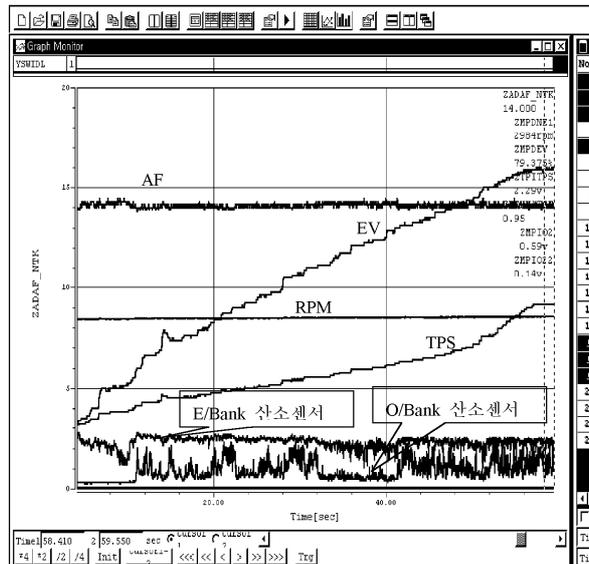
1



2



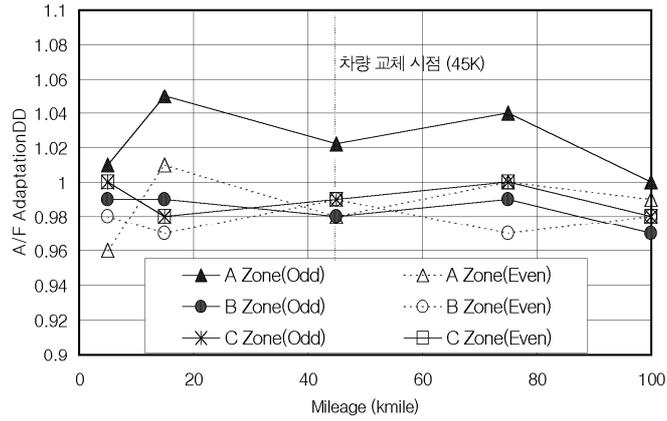
3



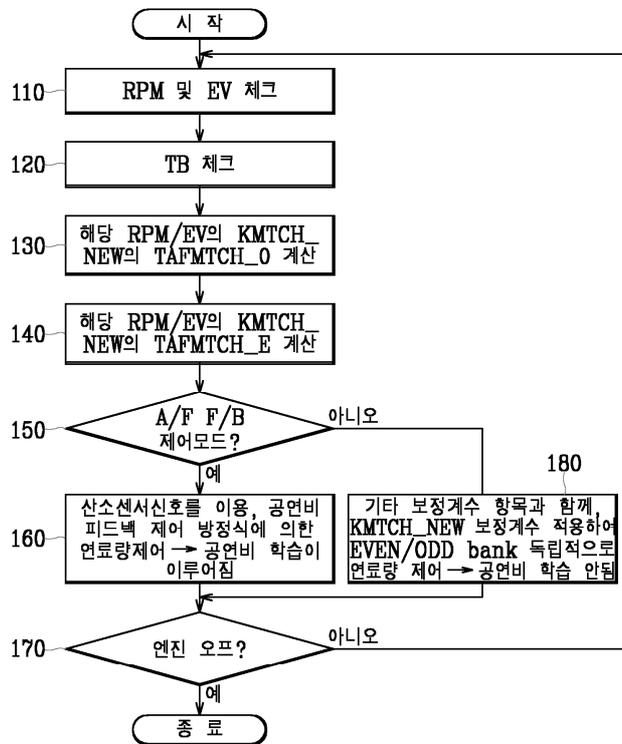
기본연료량 Mapp'g @3000rpm, EV 15~80%

4

A/F Adaptation 경향(A, B, C Zone)



5



6

