

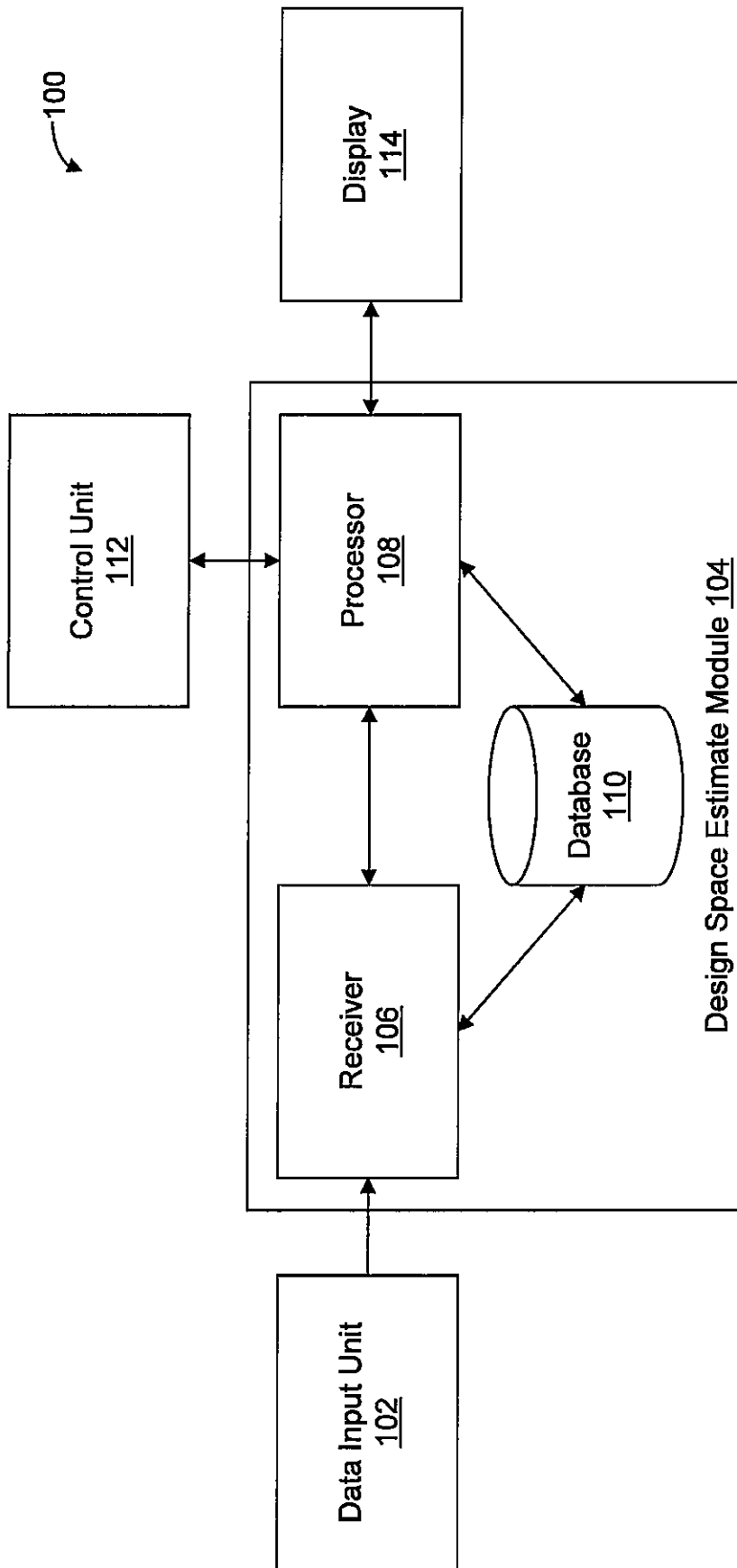


FIG. 1

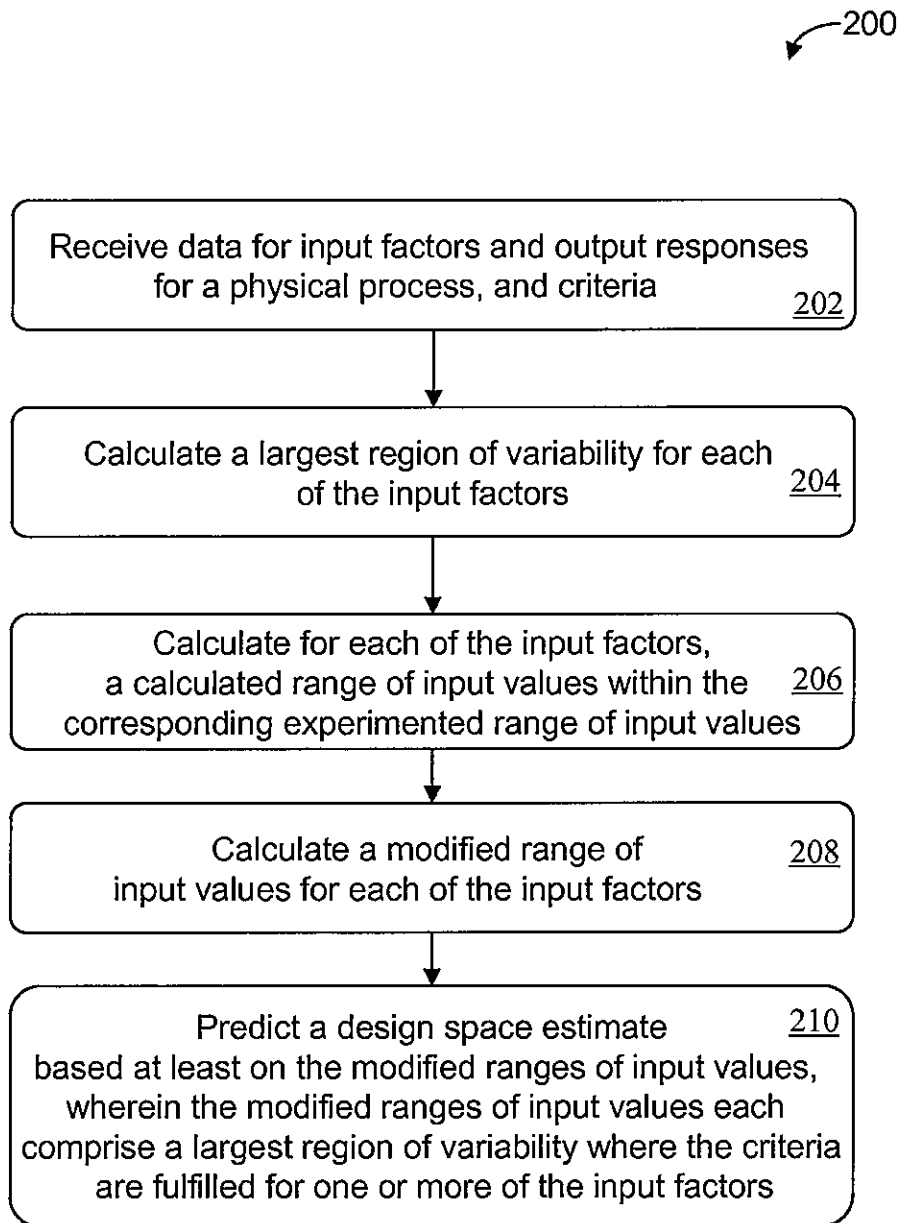


FIG. 2

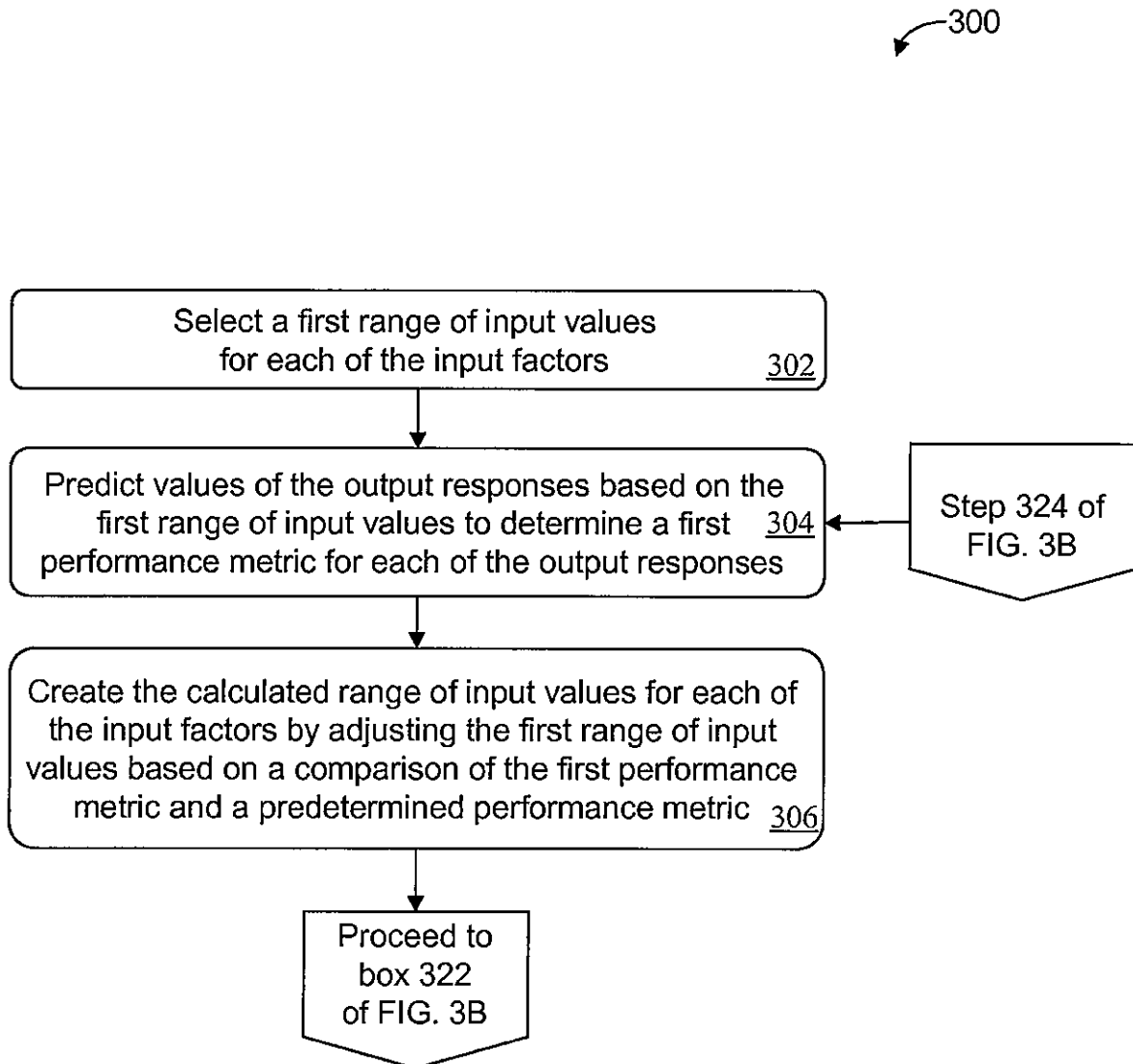


FIG. 3A

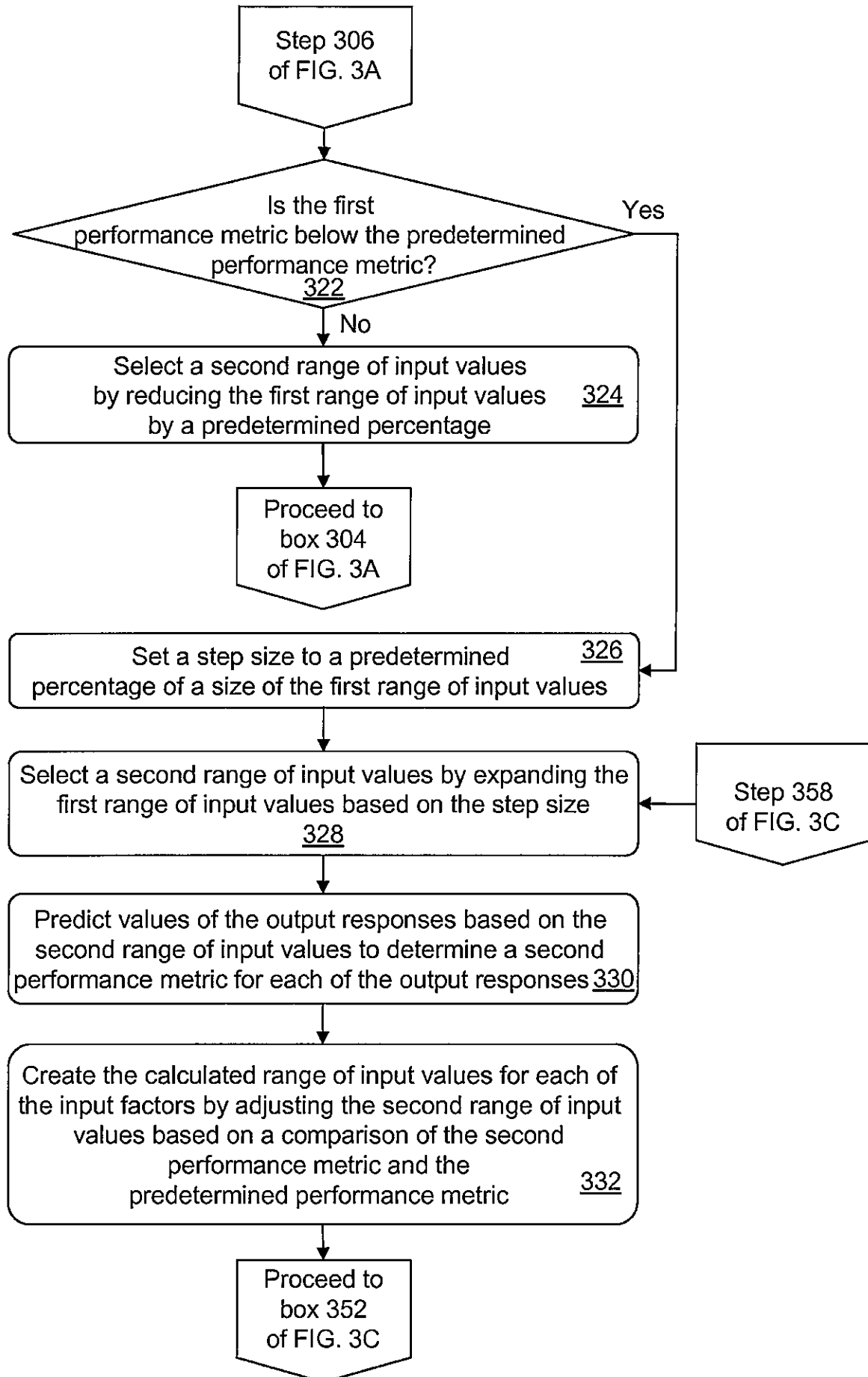


FIG. 3B

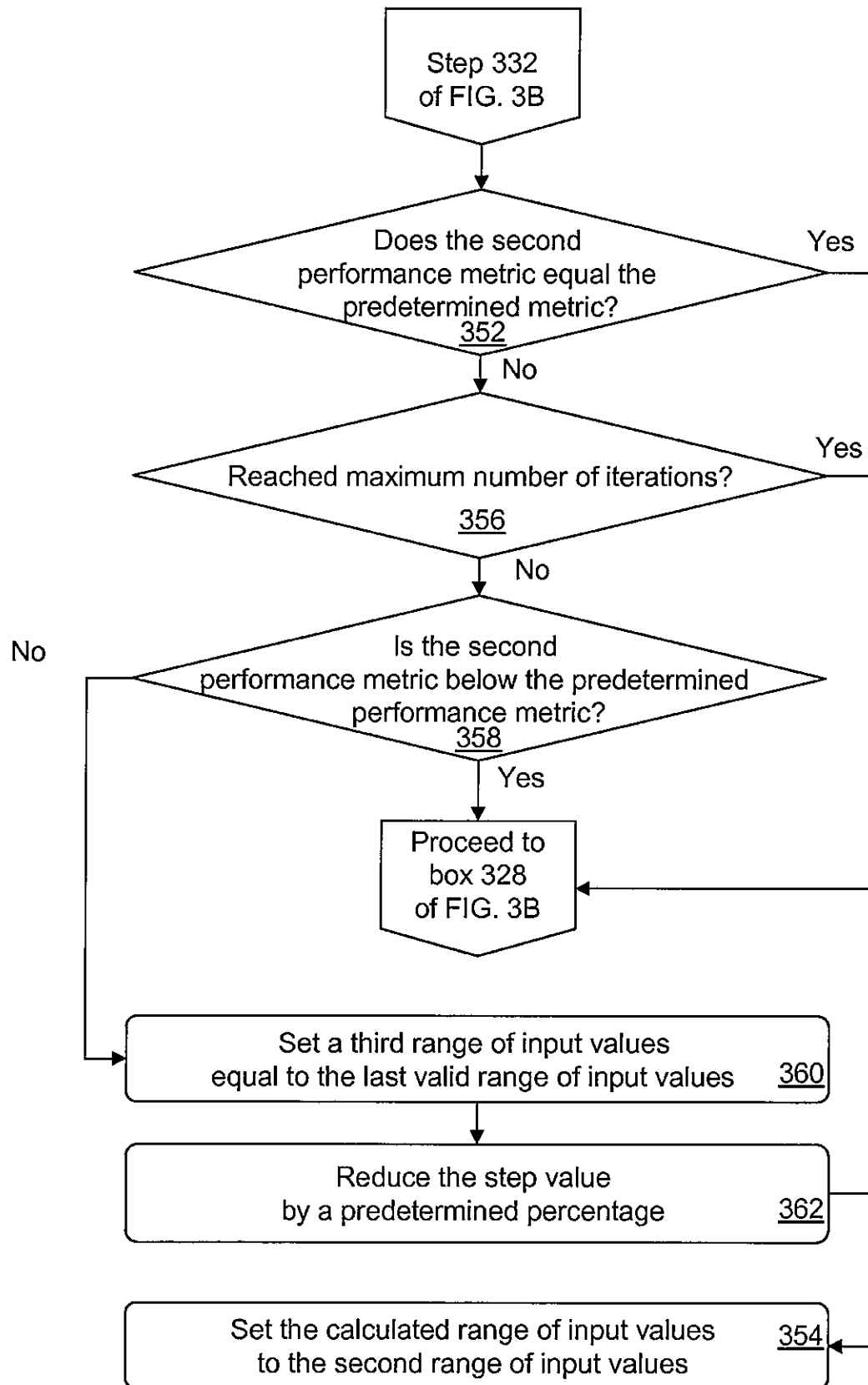


FIG. 3C

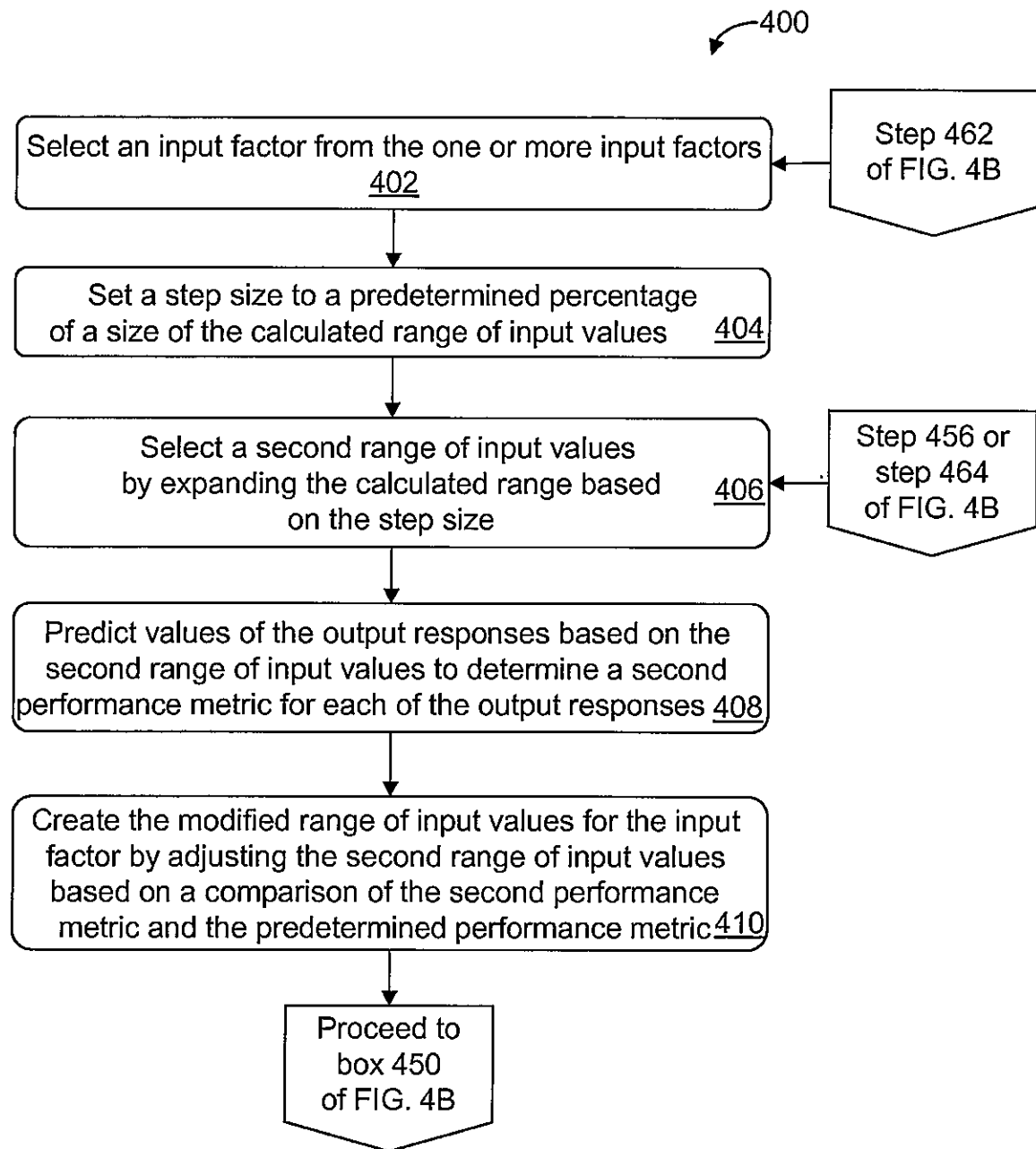


FIG. 4A

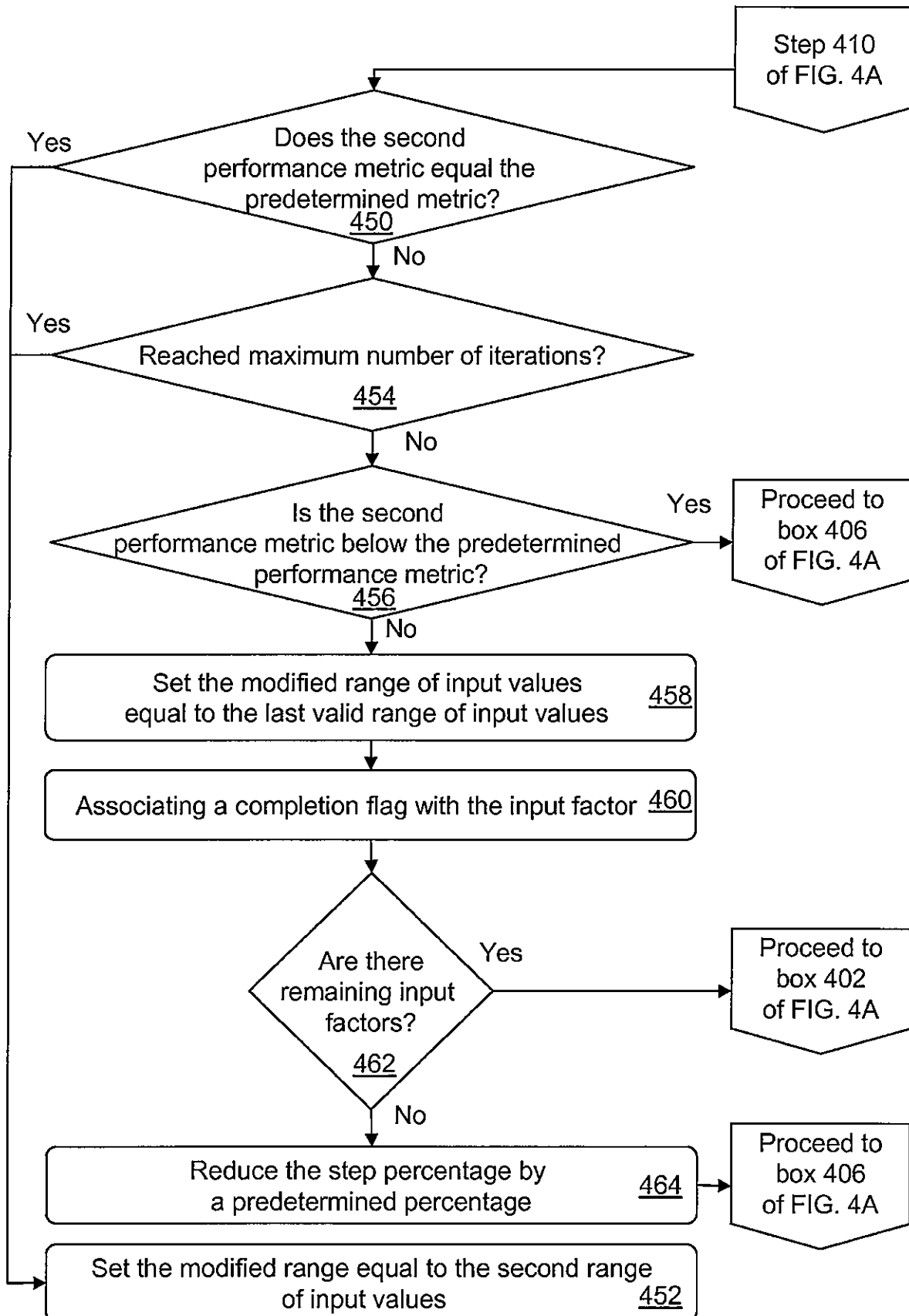


FIG. 4B

500

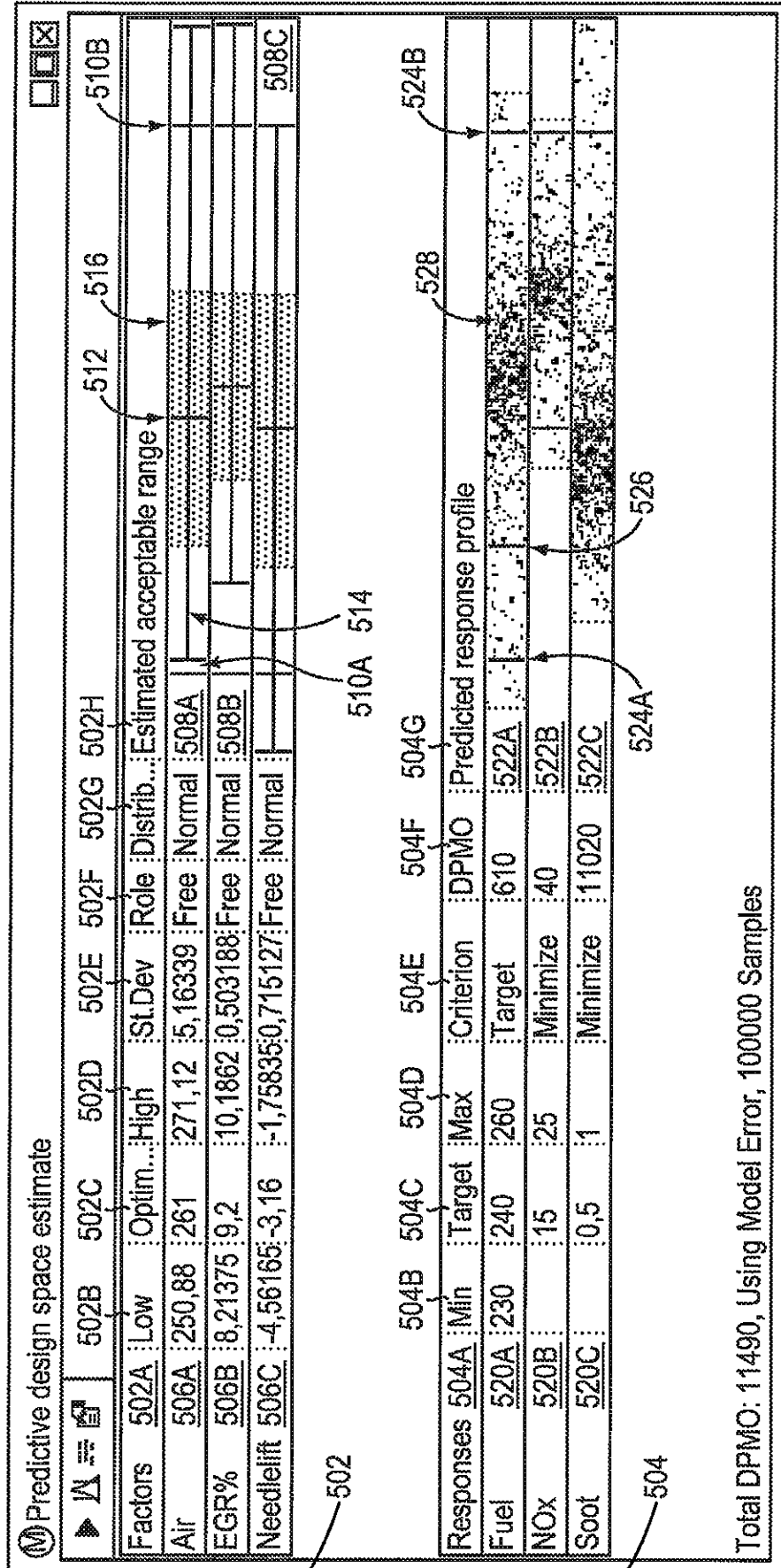


FIG. 5A

FIG. 5B

600 ↗

① Truck Engine.mip	602B	602C	610	614	602D	602E	☐	☐	☒
Name	602A	Optimum	Fuel		NOx	Soot			
Air	604A	261							
EGR%	604B	9.2							
Needlelift	604C	-3,16							
	608A				608B				

606A 606B 606C

FIG. 5C

650

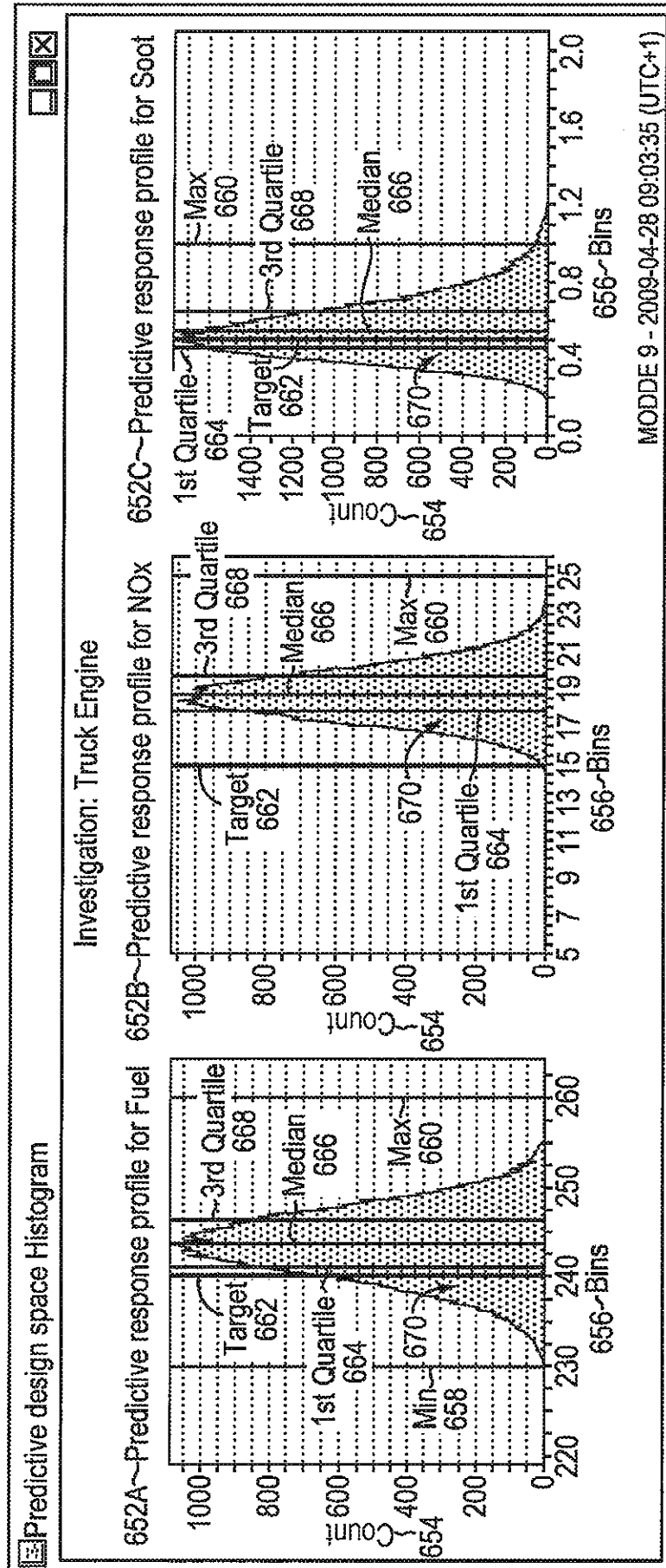


FIG. 5D

650

Predictive design space estimate													
Factors	702A	702B	702C	702D	702E	702F	702G	702H	716	714	710B	708A	
cellulose	706A	Low	Optim...High	0,1667	0,332637	Free	Triang...		Estimated acceptable range				
lactose	706B	0,00248...	0,1667	0,330919	Free	Triang...						708B	
phosphate	706C	0,333575	0,6667	0,999825	Free	Triang...	708C						
710A 712													
Responses	704A	704B	704C	704D	704E	704F	704G	704H	726				
release	720	330	350	Target:Max	Criterion:Cpk	DPMO	Predicted response profile		728				
				Maximi...0,598769	42100							722	
724													

FIG. 5E