

1/12

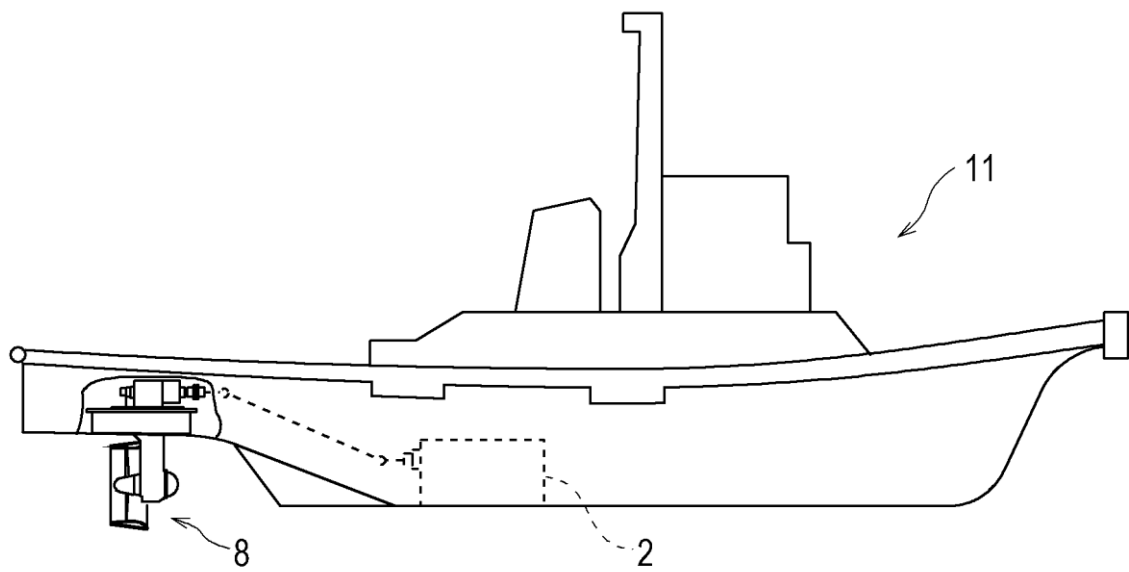
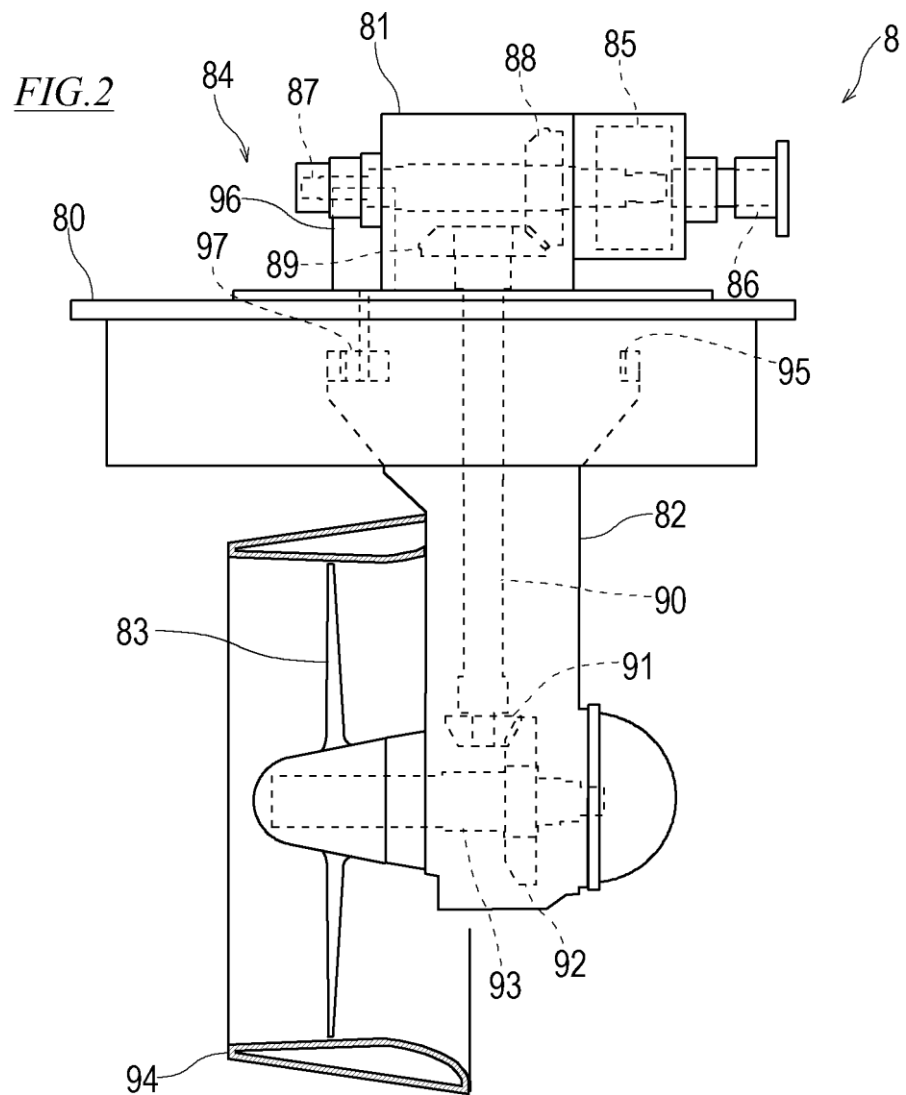


FIG.1



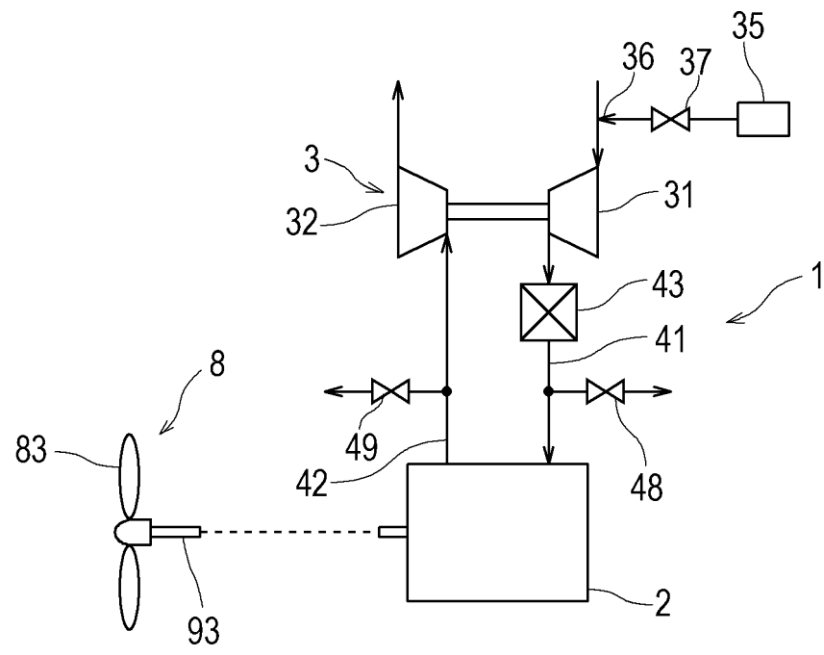
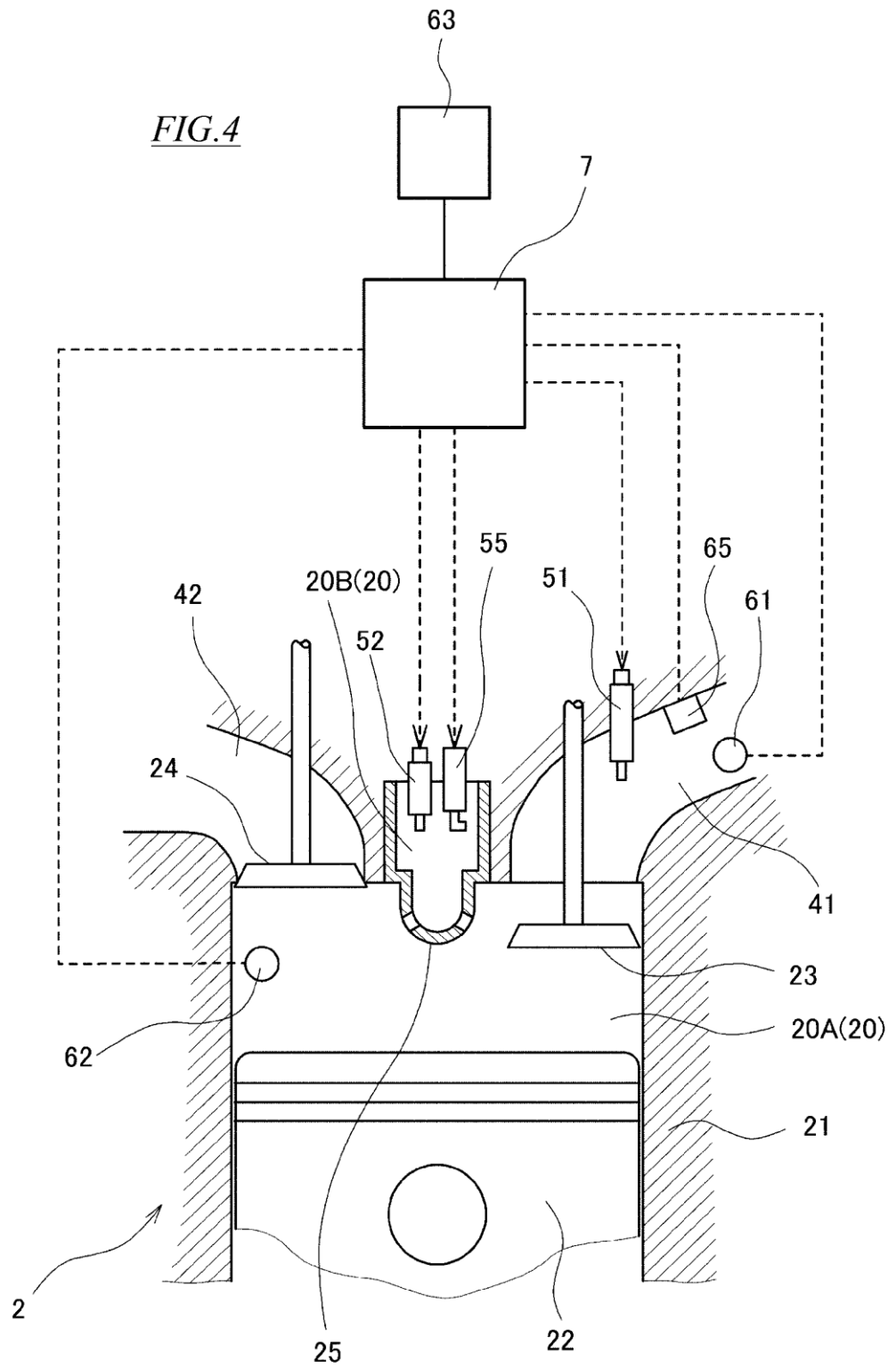
*FIG. 3*

FIG.4



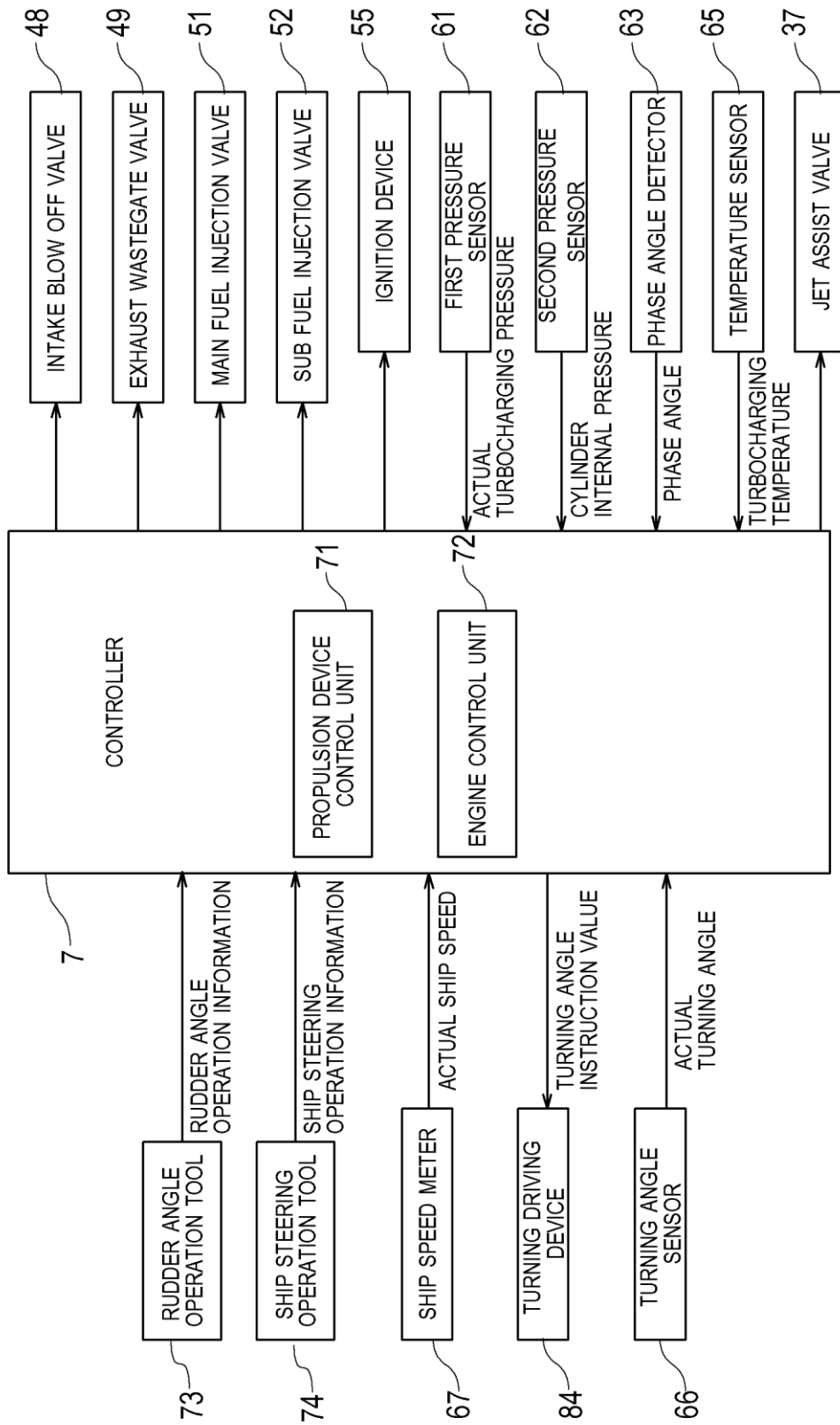


FIG. 5

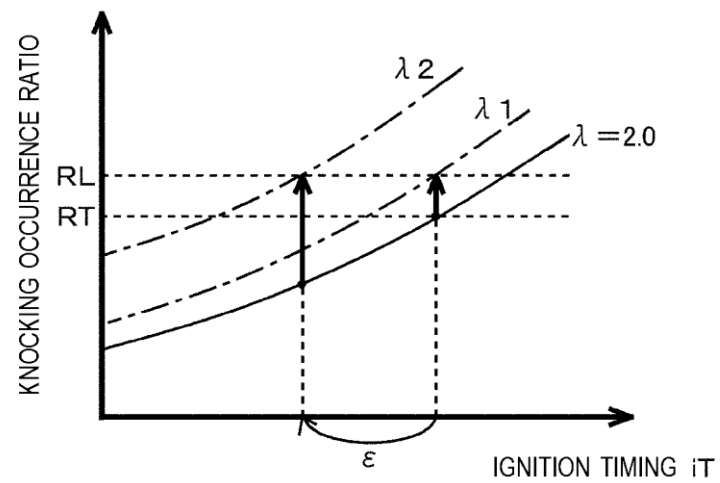
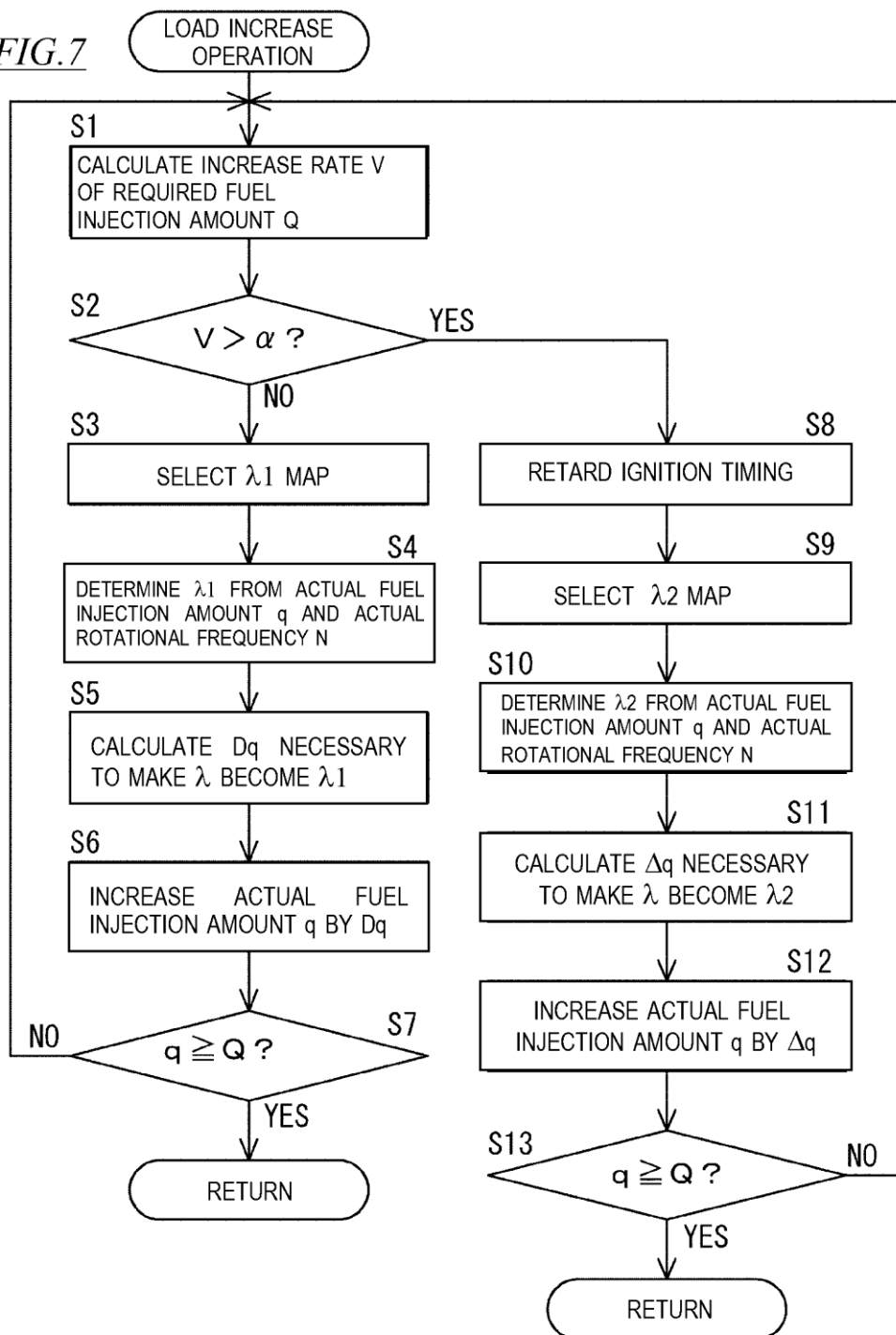
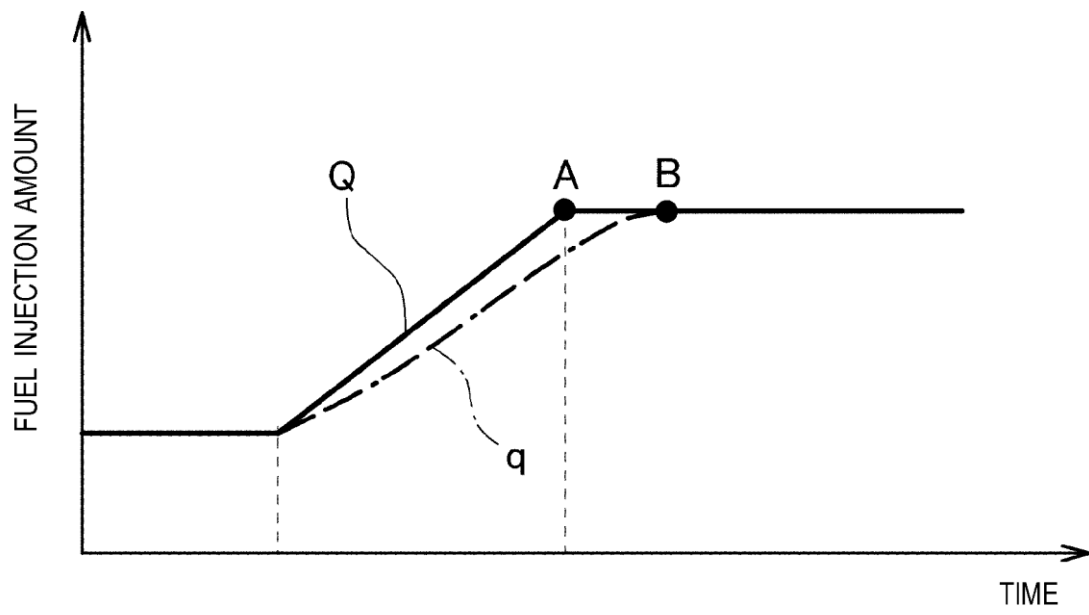
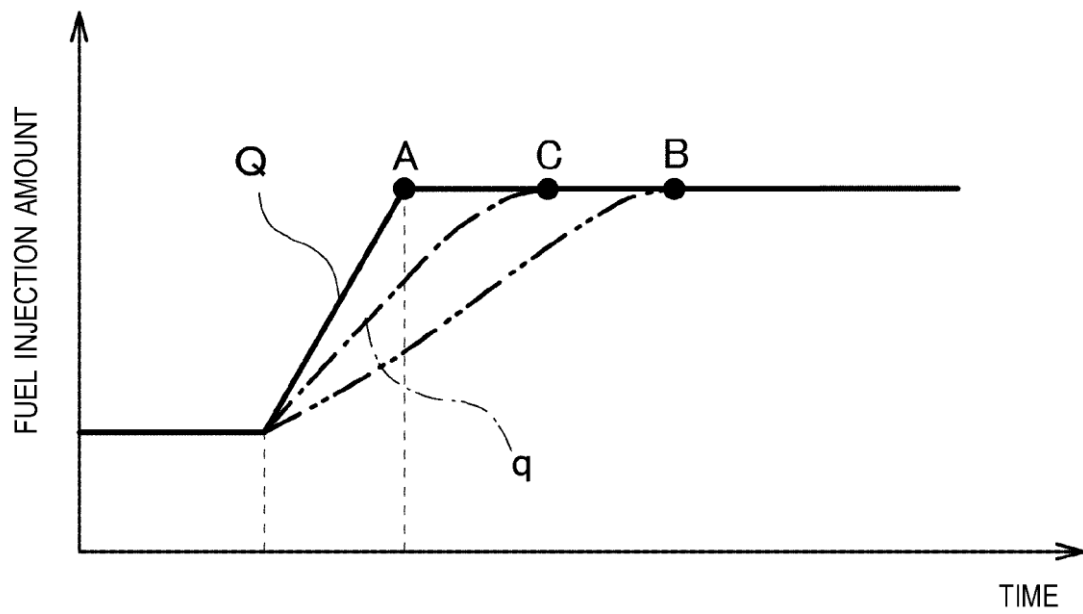
FIG.6

FIG. 7



FIG. 8AFIG. 8B

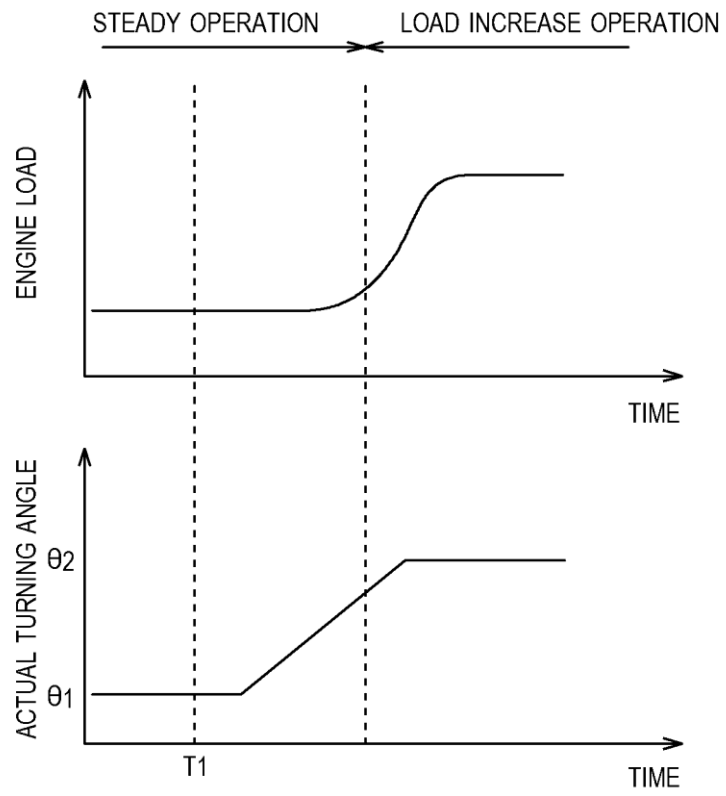
EXCESS AIR RATIO FIRST LOWER LIMIT λ_1 MAP

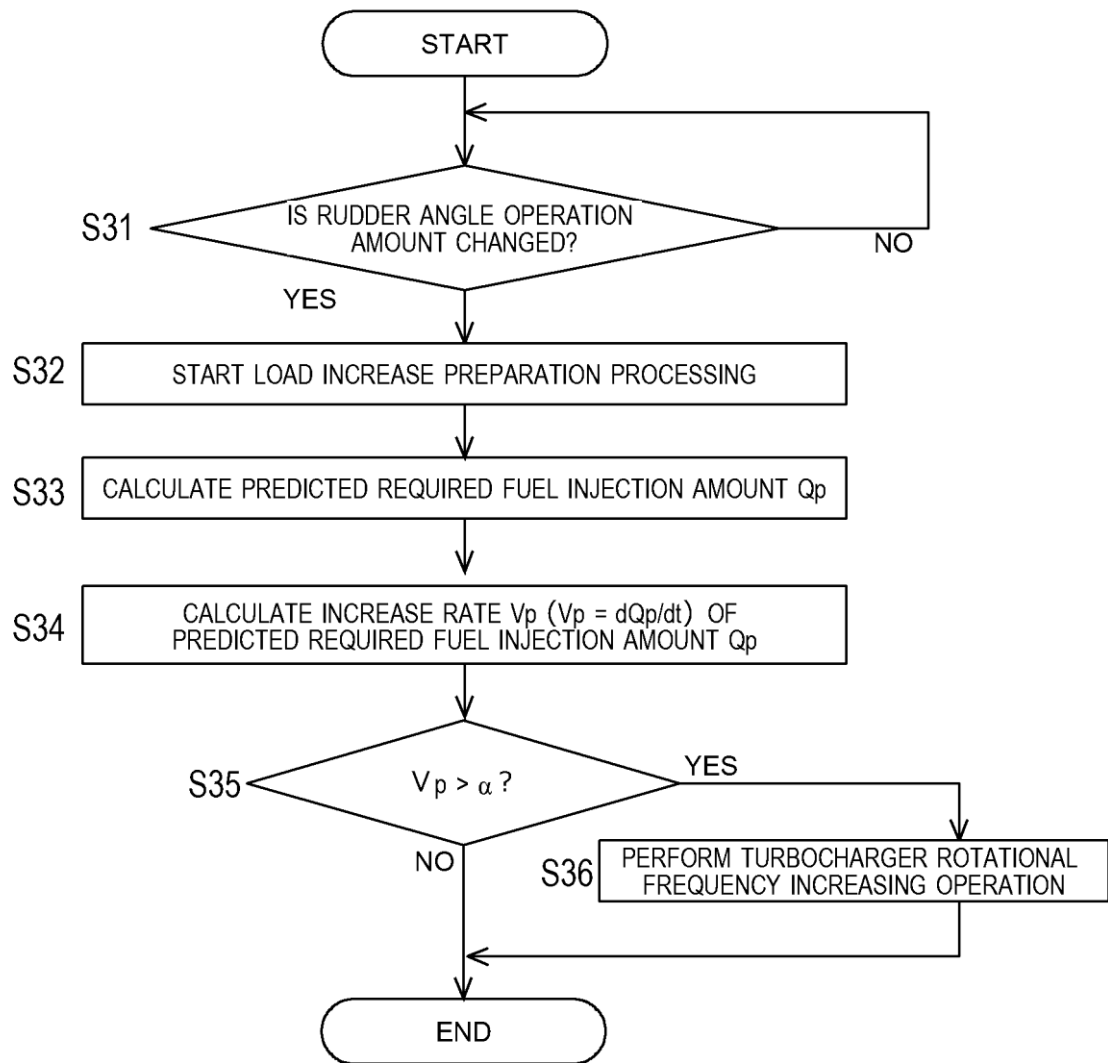
		ACTUAL FUEL INJECTION AMOUNT q [m^3]		
		SMALL	...	LARGE
ACTUAL ROTATIONAL FREQUENCY N [rpm]	SMALL	$\lambda_{1,1}$	...	$\lambda_{1,i,1}$
	$\vdots$	$\vdots$		$\vdots$
	LARGE	$\lambda_{1,j}$	...	$\lambda_{1,i,j}$

FIG.9AEXCESS AIR RATIO SECOND LOWER LIMIT λ_2 MAP

		ACTUAL FUEL INJECTION AMOUNT q [m^3]		
		SMALL	...	LARGE
ACTUAL ROTATIONAL FREQUENCY N [rpm]	SMALL	$\lambda_{2,1}$	...	$\lambda_{2,i,1}$
	$\vdots$	$\vdots$		$\vdots$
	LARGE	$\lambda_{2,j}$	...	$\lambda_{2,i,j}$

FIG.9B

*FIG.10*

FIG.11

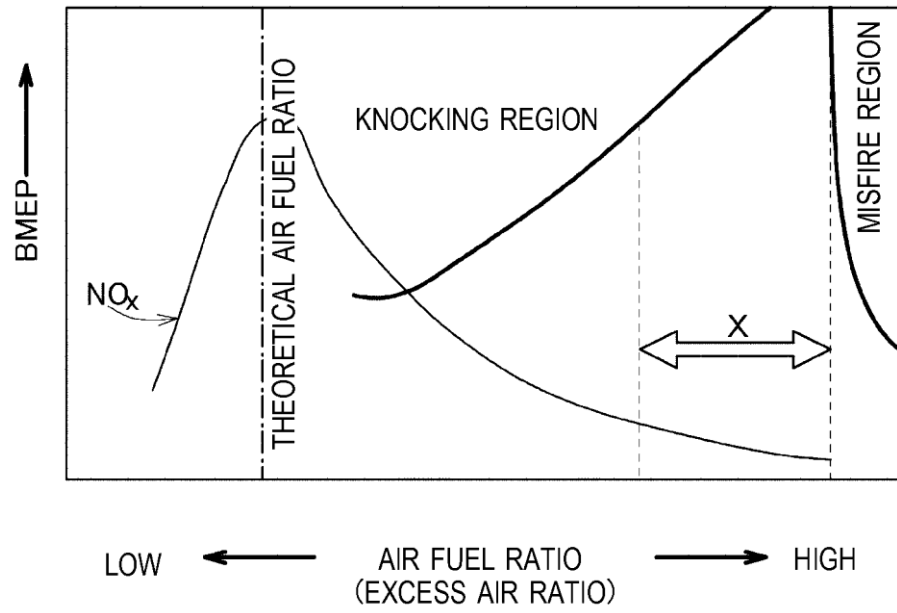


FIG.12