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VIA EMAIL (SSUMITANI@STETINALAW.COM)

Mr. Sam Sumitani
Stetina Brunda Garred & Brucker
75 Enterprise Street, Suite 250
Aliso Viejo, CA 92656

RE: Allegations of Infringement regarding MWE Investments, LLC, Midwest Equipment Sales, LLC, and Cummins, Inc.

Dear Mr. Sumitani:

As I noted in my prior correspondence, Ice Miller LLP represents MWE Investments, LLC ("MWE Investments") and Midwest Equipment Sales, LLC ("Midwest Equipment Sales"), and through its representation of Midwest Equipment Sales, Ice Miller LLP is representing Midwest Equipment Sales's customer, Cummins, Inc. ("Cummins") in this matter. This letter is in regard to allegations by Champion Power Equipment, Inc. ("Champion") that U.S. Patent No. 10,598,101 (the "'101 Patent") is infringed by MWE Investments, Midwest Equipment Sales, and/or Cummins.

I received your letter dated September 21, 2020. I believe you may have misinterpreted the theme of our letter of July 31, 2020. According to your September 21, 2020 letter, in the analysis set out in our July 31, 2020 letter, we "read in limitations from the specification into the claims" and contend "that the claims must be construed to be limited to a single disclosed embodiment." Neither of these statements accurately describes our position.

The theme of our July 31, 2020 letter is that there are significant questions of invalidity with respect to Claims 1, 17, and 18 of the '101 Patent. The questions of invalidity are amplified when Champion attempts to assert that the scope of Claims 1, 17, and 18 cover structures that are amply disclosed in the prior art, as it has done in its allegations against the Westinghouse® dual fuel generators and the Onan® dual fuel generators. We contend that pursuing the broad construction of Claims 1, 17, and 18 that is asserted in your letters of June 23, 2020 to MWE Investments and July 2, 2020 to Cummins will inevitably result in the invalidation of these claims. An invalid patent claim cannot be infringed.

In your letter dated September 21, 2020, you requested additional information concerning the prior art that supports our position. In Exhibit A to this letter, I enclose a partial listing of such prior art. In Exhibit B, I enclose a sample analysis establishing where each limitation of Claims 1, 17, and 18 can be found in the prior art. Consideration of these materials should lead you to the conclusion that pursuing a construction of Claims 1, 17, and 18 that purports to cover the Westinghouse® dual fuel generators and the Onan® dual fuel generators will be fatal to the '101 Patent.

If you have any remaining questions, please do not hesitate to contact me.

Very truly yours,

ICE MILLER LLP

Thomas A. Walsh

TAW/klb

cc: James Cline
Tom Pampush

EXHIBIT A

Patent/Publication

- Flex Fuel Generator; U.S. Patent No. 9,175,601
- Dual Fuel Injection Compression Ignition Engine and Method of Operating Same; U.S. Patent No. 8,944,027
- Dual Fuel Heating System and Air Shutter; U.S. Patent No. 8,757,139
- Fuel Selector Valve; U.S. Patent No. 8,042,569
- Fuel Selection Device; U.S. Patent No. 7,591,257
- Engine Boost Control for Multi-Fuel Engine; U.S. Patent No. 7,802,562
- Multi-way Valve Arrangement; German Patent No. 10 2006 008 524
- Dual Fuel Method and System; U.S. Patent No. 6,591,817
- Bi-fuel Control System and Retrofit Assembly for Diesel Engines; U.S. Patent No. 6,543,395
- Gas Power Booster for Dual-Fuel Gasoline Engine; Chinese Patent No. 2401704
- Rotary Fluid Valve Systems; U.S. Patent No. 5,934,320
- Solenoid-Valve-Controlled Fuel Injection Device; U.S. Patent No. 4,788,960
- Fuel Control Solenoid Valve Assembly for Use in Fuel Injection Pump of Internal Combustion Engine; U.S. Patent No. 4,750,514
- Dual Fuel System; U.S. Patent No. 4,492,207
- Control Valve; U.S. Patent No. 4,471,805
- Dual Fuel Supply System; U.S. Patent No. 4,375,795
- Dual Fuel System for Automobiles; U.S. Patent No. 4,323,046
- Multiport Valve; U.S. Patent No. 3,911,956
- Multiport Valve; U.S. Patent No. 2,398,437
- Improvements relating to Fuel Control Mechanism for Internal Combustion Engines using Alternative Fuels; Great Britain Patent No. 532,903
- Improvements relating to Internal Combustion Engines; Great Britain Patent No. 189,800

EXHIBIT B

'101 Patent Claim 1	
A fuel selector for use with a dual fuel generator, the fuel selector comprising:	
a valve assembly fluidly connected to each of a first fuel source and a second fuel source, the valve assembly being operable to selectively control a first fuel flow and a second fuel flow from the first fuel source and the second fuel source, respectively, to an engine of the dual fuel generator	Disclosed in at least U.S. Patent No. 8,757,139: "Looking at FIGS. 3-5, a heating source 10 can comprise a fuel selector valve 3. The fuel selector valve 3 can be for selecting between two different fuels. The fuel selector valve 3 can have a first mode configured to direct a flow of a first fuel (such as NG) in a first path through the fuel selector valve 3 and a second mode configured to direct a flow of a second fuel (such as LP) in a second path through the fuel selector valve 3. For example, the fuel selector valve 3 can have a first mode configured to permit a flow of a first fuel (such as NG) through the fuel selector valve 3 and to prevent a flow of a second fuel (such as LP) therethrough and a second mode configured to permit a flow of the second fuel through the fuel selector valve 3 and to prevent a flow of the first fuel therethrough. In some embodiments, including the illustrated embodiment, the first and second modes comprise first and second positions of the fuel selector valve 3." Col. 6, ll. 37-52. Disclosed in at least U.S. Patent No. 8,042,569: "A fuel selector valve (100) in communication with at least first and second fuel tanks and an engine is provided… The fuel selector valve (100) further includes a first closure element (120) operably coupled to the drive system (106). The first closure element (120) is selectively displaceable between a first position, wherein the first closure element (120) sealingly engages the first fuel tank draw port (108), and a second position, wherein the first closure element (120) sealingly engages the second fuel tank draw port (110)." Abstract. Disclosed in at least U.S. Patent No. 7,591,257: "In operation, fuel selector 62 is moved to a user selected one of the first and second positions described above corresponding to the type of fuel to which it is intended the engine to run. By way of example, in the first position, fuel selector 62 is configured to flow natural gas from a first user selected source to the cylinders of an engine at a particular rate through first and third passageways 98 and 102, respectively. In the second position, fuel selector 62 is configured to flow liquefied propane vapor from a second user

	selected source to the cylinders of the engine at a particular rate through second and fourth passageway 100 and 104, respectively." Col. 6, ll. 31-41. <u>Disclosed in at least Great Britain Patent No. 532,903</u>: "Fig. 1 of the drawings shows a somewhat similar linkage for controlling either or both of two, alternative liquid fuels supplied by separate fuel pumps 18 and 19 through a non-return valve chest 20 to a fuel injection nozzle 21 arranged to inject fuel into the combustion space 22 of an internal combustion engine cylinder. In a Fig 1. the link 5, instead of being directly attached to an actuating rod 9 as in Figs. 1 and 2, has a lateral arm 5a to which the actuating rod 9 is attached and the latter is pivotally attached at its other end to and controlled by any known type of centrifugal engine speed governor 23. The rod 11 of the linkage is attached to a pump control rod 24 which controls the pump 18, and the rod 14 of the linkage is connected through the medium of a rocking arm 25 to a pump control rod 26 which controls the pump 19. The fuel injection pumps 18 and 19 are driven in known manner from the engine, as by means of engine-driven cams 27." Page 2, ll. 81-104 "Fig. 2 shows the arm 5a of the link 5 connected by the rod 9 to a hand regulator lever 28; in this case the linkage is turned through 90 degrees so that the screw-threaded spindle 16 is horizontal instead of being vertical as in Figs. 1, 3 and 4. Fig 2. also illustrates the invention applied to an engine adapted to use either liquid or gaseous fuel or both. In this case, the rod 11 of the linkage is connected to an arm 29 on the spindle of a throttle valve 30 in a gas supply pipe 31 which opens through a mixing chamber 32 and inlet valve 33 into the combustion space 22 of the engine cylinder, air for combustion being supplied to the mixing chamber 32 through an air inlet pipe 34. The rod 14 of the linkage is connected through a bell-crank lever 35 to a pump control rod 36 which controls an engine driven liquid fuel pump 37 supplying liquid fuel to a fuel injection nozzle 38 arranged to inject liquid fuel into the engine cylinder." Page 3, ll. 7-30.
and a selector switch positioned on the valve assembly to allow a user to manually select one of the first fuel flow and the second fuel flow;	<u>Disclosed in at least</u>: U.S. Patent No. 8,757,139 – "shaft 26"; U.S. Patent No. 7,591,257 - "fuel selector 62";

	Great Britain Patent No. 532,903 – "hand regulator lever 28"; U.S. Patent No. 9,175,601 – "fuel selector 26"; U.S. Patent No. 6,591,817 - "mode selection switch 12"; U.S. Patent No. 4,492,207 – "control 301"; U.S. Patent No. 4,323,046 - "fuel selector switch 55"; and Great Britain Patent No. 189,800 – "change over cock 6."
wherein the valve assembly comprises:	
a first fuel valve having open and closed positions to selectively control the first fuel flow to the engine;	<u>Disclosed in at least U.S. Patent No. 8,757,139</u>: "FIGS. 4 and 5 show schematic diagrams of a heating source 10 wherein different fuels, NG or LP are selected. A rotating valve is represented where in a first position a passageway 31 allows the first gas, shown as NG in FIG. 4, to pass through the selector valve 3 and in a second position a passageway 33 allows the second gas, shown as LP in FIG. 5, to pass through the selector valve 3." Col. 8, ll. 48-54. "By rotating the fuel selector valve 3, one channel is aligned with an inlet 35 and an outlet 37 while the other channel is not. As best seen in FIG. 8, in the position shown, channel 33 is open and channel 31 is closed." Col. 10, ll. 25-29. <u>Disclosed in at least Great Britain Patent No. 532,903</u>: "Displacement of the governor 23, due to engine speed variation, will transmit motion through the rod 9 to the link 5 and from thence to either or both of the rods 11 and 14 according to the position of the slide block 10 in the link 5, and will thus 110 control either or both of the liquid fuel pumps 18 and 19 to control the liquid fuel supply to the engine. In either extreme position of the slide block 10, one or other of the rods 11 and 14 will remain motionless, so that the fuel pump 18 or 19 to which it is connected will either supply no fuel to the valve chest 20 or only a predetermined minimum quantity, while the other rod 11 or 14 will be fully responsive to any movements of the rod 9 and will thus control the fuel pump supplying the whole or main fuel charge to the injection nozzle 21. In any intermediate position of the slide block 10, both rods 11 and 14 will move with the rod 9 and thus control the supply of fuel by both

	fuel pumps 18 and 19. The fuel pumps 18 and 19 may supply fuel to two separate fuel injection nozzles in place of the single fuel nozzle 21." Page 2, l. 105-Page 3, l. 1.
and a second fuel valve having open and closed positions to selectively control the second fuel flow to the engine;	<u>Disclosed in at least U.S. Patent No. 8,757,139</u>: "FIGS. 4 and 5 show schematic diagrams of a heating source 10 wherein different fuels, NG or LP are selected. A rotating valve is represented where in a first position a passageway 31 allows the first gas, shown as NG in FIG. 4, to pass through the selector valve 3 and in a second position a passageway 33 allows the second gas, shown as LP in FIG. 5, to pass through the selector valve 3." Col. 8, ll. 48-54. "By rotating the fuel selector valve 3, one channel is aligned with an inlet 35 and an outlet 37 while the other channel is not. As best seen in FIG. 8, in the position shown, channel 33 is open and channel 31 is closed." Col. 10, ll. 25-29. <u>Disclosed in at least Great Britain Patent No. 532,903</u>: "Displacement of the governor 23, due to engine speed variation, will transmit motion through the rod 9 to the link 5 and from thence to either or both of the rods 11 and 14 according to the position of the slide block 10 in the link 5, and will thus 110 control either or both of the liquid fuel pumps 18 and 19 to control the liquid fuel supply to the engine. In either extreme position of the slide block 10, one or other of the rods 11 and 14 will remain motionless, so that the fuel pump 18 or 19 to which it is connected will either supply no fuel to the valve chest 20 or only a predetermined minimum quantity, while the other rod 11 or 14 will be fully responsive to any movements of the rod 9 and will thus control the fuel pump supplying the whole or main fuel charge to the injection nozzle 21. In any intermediate position of the slide block 10, both rods 11 and 14 will move with the rod 9 and thus control the supply of fuel by both fuel pumps 18 and 19. The fuel pumps 18 and 19 may supply fuel to two separate fuel injection nozzles in place of the single fuel nozzle 21." Page 2, l. 105-Page 3, l. 1.

and wherein the first fuel valve and the second fuel valve are mechanical valves.	Disclosed in at least U.S. Patent No. 8,757,139: "In some embodiments, the entire passageway 31, 33 rotates between an open and a closed position wherein the passageway is either connected or disconnected to an inlet 35 and an outlet 37." Col. 8, ll. 58-62.

'101 Patent Claim 17	
A fuel selector of a dual fuel generator comprising:	
a selector switch having a first fuel mode and a second fuel mode;	Disclosed in at least: U.S. Patent No. 4,492,207 – "control 301"; U.S. Patent No. 8,757,139 – "shaft 26"; U.S. Patent No. 7,591,257 - "fuel selector 62"; Great Britain Patent No. 532,903 – "hand regulator lever 28"; U.S. Patent No. 9,175,601 – "fuel selector 26"; U.S. Patent No. 6,591,817 - "mode selection switch 12"; U.S. Patent No. 4,323,046 - "fuel selector switch 55"; and Great Britain Patent No. 189,800 – "change over cock 6."
a solenoid switch having open and closed positions;	Disclosed in at least U.S. Patent No. 4,492,207: "The automobile battery 53 is connected in the usual fashion to the ignition switch 54 which, when turned to the "on" position, is connected to a single pole, double throw fuel selector switch 55… The second terminal 55b of the SPDT switch 55 closes the gasoline circuit to connect in parallel the pump 21, idle solenoid 27, an indicator lamp 57 and fuel selection solenoid 58'." Col. 4, ll. 18-29. "In operation, the dual fuel system of the second embodiment of the invention functions in the following manner. The operator first chooses the fuel for powering the automobile. Assuming gasoline is to be utilized, the fuel selector switch 55' is positioned to close the gasoline circuit which actuates solenoid 58' …" Col. 6, ll. 35-40.

and a fuel solenoid having open and closed positions;	Disclosed in at least: U.S. Patent No. 4,492,207 - "solenoid 58"; U.S. Patent No. 4,788,960 - "solenoid valve 226"; and U.S. Patent No. 4,750,514 - "electromagnetic actuator section 101."
wherein, when the selector switch is in the first fuel mode, the solenoid switch and the fuel solenoid are in the closed positions and when the selector switch is in the second fuel mode, the solenoid switch and the fuel solenoid are in the open positions, wherein the selector switch triggers the solenoid switch when changed from the second fuel mode to the first fuel mode, so as to cause the solenoid switch and the fuel solenoid to operate in the closed positions, and a valve assembly positioned on or adjacent the selector switch and fluidly connected to each of a first fuel source and a second fuel source, the valve assembly being operable to selectively control a first fuel flow and a second fuel flow from the first fuel source and the second fuel source, respectively, to an engine of the dual fuel generator;	Disclosed in at least U.S. Patent No. 4,492,207: "In operation, the dual fuel system of the second embodiment of the invention functions in the following manner. The operator first chooses the fuel for powering the automobile. Assuming gasoline is to be utilized, the fuel selector switch 55' is positioned to close the gasoline circuit which actuates solenoid 58' to pivotally move the arm 63 against the influence of spring 64 which also pivots rod 62. Sleeve 65 is carried in this same rotative movement by virtue of pin 62a within slot 65a causing sleeve 65 to pivot to an outboard position in which the gas actuator lever 65e is aligned to bear against the carburetor advance lever 23a' (broken line view of FIG. 11) and alcohol actuator lever 65d is rotated out of alignment with the butterfly control lever 48a' (broken line view of FIG. 10). The car may then be started in conventional fashion and idle solenoid 27' extends against advance arm 23a' when the accelerator 28' is undepressed to cause sufficient fuel to be delivered through the carburetor 23' to maintain the engine 25' at idle." Col. 6, ll. 35-54. "Alternatively, if the non-petroleum fuel system is to be employed, the selector switch 55' is positioned to close the alcohol circuit. Since fuel selector solenoid 58' is not energized, spring 64 urges the arm 63 to the inboard position in which the gas actuator 65e is out of alignment with the carburetor advance lever 23a' and the alcohol lever 65d is in alignment with the butterfly control lever 48a'. Assuming a "cold" start, the heater 39a' in the bottom of tank 33' warms the alcohol until a preselected temperature is reached at which time the temperature sensing switch 39b' open circuits the connection to the heater 39a'. Sufficient alcohol vapors are then present in order to start the engine 25'. During idle, solenoid 52' extends to engage butterfly control lever 48a' to slightly open the butterfly valves 48' to admit vapors from the tank 33' through the connecting lines 49' to the intake manifold 24' of the engine 25'. When travelling, the accelerator 28' is depressed to pull the sleeve 65 against the influence of spring 66 to advance the butterfly control lever 48a' and thereby open the butterfly valves 48' to regulate the flow of

	mixed air and alcohol vapors to the engine 25' by the draft created through the tank 33'. " Col 6, l. 57-col. 7, l. 12.
and wherein positioning of the selector switch in the first fuel mode and the second fuel mode enables a selection of one of the first fuel flow and the second fuel flow.	Disclosed in at least U.S. Patent No. 4,492,207: "Assuming gasoline is to be utilized, the fuel selector switch 55' is positioned to close the gasoline circuit which actuates solenoid 58' …" Col. 6, ll. 38-40. "Alternatively, if the non-petroleum fuel system is to be employed, the selector switch 55' is positioned to close the alcohol circuit …" Col 6., ll. 57-59.

'101 Patent Claim 18	
A fuel selector for use with a dual fuel generator, the fuel selector comprising:	
a valve assembly fluidly connected to each of a first fuel source and a second fuel source, the valve assembly being operable to selectively control a first fuel flow and a second fuel flow from the first fuel source and the second fuel source, respectively, to an engine of the dual fuel generator;	Disclosed in at least U.S. Patent No. 8,757,139: "Looking at FIGS. 3-5, a heating source 10 can comprise a fuel selector valve 3. The fuel selector valve 3 can be for selecting between two different fuels. The fuel selector valve 3 can have a first mode configured to direct a flow of a first fuel (such as NG) in a first path through the fuel selector valve 3 and a second mode configured to direct a flow of a second fuel (such as LP) in a second path through the fuel selector valve 3. For example, the fuel selector valve 3 can have a first mode configured to permit a flow of a first fuel (such as NG) through the fuel selector valve 3 and to prevent a flow of a second fuel (such as LP) therethrough and a second mode configured to permit a flow of the second fuel through the fuel selector valve 3 and to prevent a flow of the first fuel therethrough. In some embodiments, including the illustrated embodiment, the first and second modes comprise first and second positions of the fuel selector valve 3." Col. 6, ll. 37-52. Disclosed in at least U.S. Patent No. 8,042,569: "A fuel selector valve (100) in communication with at least first and second fuel tanks and an engine is provided… The fuel selector valve (100) further includes a first closure element (120) operably coupled to the drive system (106). The first closure element (120) is selectively displaceable between a first position, wherein the first closure element (120) sealingly engages the first fuel tank draw port (108), and a second position, wherein the first closure element (120) sealingly engages the second fuel tank draw port (110)." Abstract. Disclosed in at least U.S. Patent No. 7,591,257:

	"In operation, fuel selector 62 is moved to a user selected one of the first and second positions described above corresponding to the type of fuel to which it is intended the engine to run. By way of example, in the first position, fuel selector 62 is configured to flow natural gas from a first user selected source to the cylinders of an engine at a particular rate through first and third passageways 98 and 102, respectively. In the second position, fuel selector 62 is configured to flow liquefied propane vapor from a second user selected source to the cylinders of the engine at a particular rate through second and fourth passageway 100 and 104, respectively." Col. 6, ll. 31-41. <u>Disclosed in at least Great Britain Patent No. 532,903</u>: "Fig. 1 of the drawings shows a somewhat similar linkage for controlling either or both of two, alternative liquid fuels supplied by separate fuel pumps 18 and 19 through a non-return valve chest 20 to a fuel injection nozzle 21 arranged to inject fuel into the combustion space 22 of an internal combustion engine cylinder. In a Fig 1. the link 5, instead of being directly attached to an actuating rod 9 as in Figs. 1 and 2, has a lateral arm 5a to which the actuating rod 9 is attached and the latter is pivotally attached at its other end to and controlled by any known type of centrifugal engine speed governor 23. The rod 11 of the linkage is attached to a pump control rod 24 which controls the pump 18, and the rod 14 of the linkage is connected through the medium of a rocking arm 25 to a pump control rod 26 which controls the pump 19. The fuel injection pumps 18 and 19 are driven in known manner from the engine, as by means of engine-driven cams 27." Page 2, ll. 81-104 "Fig. 2 shows the arm 5a of the link 5 connected by the rod 9 to a hand regulator lever 28; in this case the linkage is turned through 90 degrees so that the screw-threaded spindle 16 is horizontal instead of being vertical as in Figs. 1, 3 and 4. Fig 2. also illustrates the invention applied to an engine adapted to use either liquid or gaseous fuel or both. In this case, the rod 11 of the linkage is connected to an arm 29 on the spindle of a throttle valve 30 in a gas supply pipe 31 which opens through a mixing chamber 32 and inlet valve 33 into the combustion space 22 of the engine cylinder, air for combustion being supplied to the mixing chamber 32 through an air inlet pipe 34. The rod 14 of the linkage is connected through a bell-crank lever 35 to a pump control rod 36 which controls an engine driven liquid fuel pump 37 supplying liquid fuel to a fuel injection nozzle 38 arranged to inject liquid fuel into the engine cylinder." Page 3, ll. 7-30.

and a selector switch positioned on the valve assembly to allow a user to manually select one of the first fuel flow and the second fuel flow;	Disclosed in at least: U.S. Patent No. 8,757,139 – "shaft 26"; U.S. Patent No. 7,591,257 - "fuel selector 62"; Great Britain Patent No. 532,903 – "hand regulator lever 28"; U.S. Patent No. 9,175,601 – "fuel selector 26"; U.S. Patent No. 6,591,817 - "mode selection switch 12"; U.S. Patent No. 4,492,207 – "control 301"; U.S. Patent No. 4,323,046 - "fuel selector switch 55"; and Great Britain Patent No. 189,800 – "change over cock 6."
wherein the valve assembly comprises:	
two fuel inputs, with a first fuel input connected to the first fuel source and a second fuel input connected to the second fuel source;	Disclosed in at least U.S. Patent No. 8,757,139: "FIGS. 7-9 show a particular embodiment of a heating source 10 with a fuel selector valve 3, an outlet valve 5 and a connecting rod 17… As shown, the fuel selector valve 3 has two channels 31, 33 which are offset at an approximately 90 degree angle. By rotating the fuel selector valve 3, one channel is aligned with an inlet 35 and an outlet 37 while the other channel is not. As best seen in FIG. 8, in the position shown, channel 33 is open and channel 31 is closed. Various other configurations to achieve the same purpose are also contemplated… Also in the embodiment shown, the outlet valve 5 has two channels 51, 53… The outlet valve 5 can be axially aligned with the fuel selector valve 3 and configured such that rotation of the fuel selector 3 valve also rotates the outlet valve 5. Selecting a fuel with the fuel selector valve 3 can determine which inlet of the fuel selector valve is open to allow flow therethrough of either natural gas or liquid propane and can determine the flow path of the fuel through the outlet valve 5 by either the first configuration of flow channels or the second configuration of flow channels." Col. 10, ll. 10-61. Disclosed in at least U.S. Patent No. 7,591,257: "In operation, fuel selector 62 is moved to a user selected one of the first and second positions described

	above corresponding to the type of fuel to which it is intended the engine to run. By way of example, in the first position, fuel selector 62 is configured to flow natural gas from a first user selected source to the cylinders of an engine at a particular rate through first and third passageways 98 and 102, respectively. In the second position, fuel selector 62 is configured to flow liquefied propane vapor from a second user selected source to the cylinders of the engine at a particular rate through second and fourth passageway 100 and 104, respectively." Col. 6, ll. 31-41.
and two fuel outputs supplying fuel from only one of the first fuel source or the second fuel source,	<u>Disclosed in at least U.S. Patent No. 8,757,139</u>: "FIGS. 7-9 show a particular embodiment of a heating source 10 with a fuel selector valve 3, an outlet valve 5 and a connecting rod 17… As shown, the fuel selector valve 3 has two channels 31, 33 which are offset at an approximately 90 degree angle. By rotating the fuel selector valve 3, one channel is aligned with an inlet 35 and an outlet 37 while the other channel is not. As best seen in FIG. 8, in the position shown, channel 33 is open and channel 31 is closed. Various other configurations to achieve the same purpose are also contemplated… Also in the embodiment shown, the outlet valve 5 has two channels 51, 53… The outlet valve 5 can be axially aligned with the fuel selector valve 3 and configured such that rotation of the fuel selector 3 valve also rotates the outlet valve 5. Selecting a fuel with the fuel selector valve 3 can determine which inlet of the fuel selector valve is open to allow flow therethrough of either natural gas or liquid propane and can determine the flow path of the fuel through the outlet valve 5 by either the first configuration of flow channels or the second configuration of flow channels." Col. 10, ll. 10-61. <u>Disclosed in at least U.S. Patent No. 7,591,257</u>: "Fuel selector 62 is movable along the longitudinal axis of cavity 70 between a first position wherein inner end 94 of fuel selector 62 engages the first stop defined by closed end 74 of fuel selector housing 64 and a second position wherein shoulder 96a engages second stop 97 mounted to outer surface 41b of seal plate 41… With fuel selector in the … second position, FIG. 4, wherein passageway 80 through first conduit 78a communicates with fuel chamber 20 in throttle body 10 through second passageway 100; passageway 82 through second conduit 78b communicates with fuel chamber 22 in throttle body 10 through fourth passageway 104; and passageway 84 through third input conduit 78c is isolated from fuel

	injection chamber 48." Col. 6, ll. 6-30.
wherein the valve assembly comprises a first fuel valve having open and closed positions to selectively control the first fuel flow to the engine;	Disclosed in at least U.S. Patent No. 8,757,139: "FIGS. 7-9 show a particular embodiment of a heating source 10 with a fuel selector valve 3, an outlet valve 5 and a connecting rod 17… As shown, the fuel selector valve 3 has two channels 31, 33 which are offset at an approximately 90 degree angle. By rotating the fuel selector valve 3, one channel is aligned with an inlet 35 and an outlet 37 while the other channel is not. As best seen in FIG. 8, in the position shown, channel 33 is open and channel 31 is closed. Various other configurations to achieve the same purpose are also contemplated… Also in the embodiment shown, the outlet valve 5 has two channels 51, 53… The outlet valve 5 can be axially aligned with the fuel selector valve 3 and configured such that rotation of the fuel selector 3 valve also rotates the outlet valve 5. Selecting a fuel with the fuel selector valve 3 can determine which inlet of the fuel selector valve is open to allow flow therethrough of either natural gas or liquid propane and can determine the flow path of the fuel through the outlet valve 5 by either the first configuration of flow channels or the second configuration of flow channels." Col. 10, ll. 10-61. Disclosed in at least U.S. Patent No. 7,591,257: "In operation, fuel selector 62 is moved to a user selected one of the first and second positions described above corresponding to the type of fuel to which it is intended the engine to run. By way of example, in the first position, fuel selector 62 is configured to flow natural gas from a first user selected source to the cylinders of an engine at a particular rate through first and third passageways 98 and 102, respectively." Col. 6, ll. 31-37.
and a second fuel valve having open and closed positions to selectively control the second fuel flow to the engine.	Disclosed in at least U.S. Patent No. 8,757,139: "FIGS. 7-9 show a particular embodiment of a heating source 10 with a fuel selector valve 3, an outlet valve 5 and a connecting rod 17… As shown, the fuel selector valve 3 has two channels 31, 33 which are offset at an approximately 90 degree angle. By rotating the fuel selector valve 3, one channel is aligned with an inlet 35 and an outlet 37 while the other channel is not. As best seen in FIG. 8, in the position

	shown, channel 33 is open and channel 31 is closed. Various other configurations to achieve the same purpose are also contemplated… Also in the embodiment shown, the outlet valve 5 has two channels 51, 53… The outlet valve 5 can be axially aligned with the fuel selector valve 3 and configured such that rotation of the fuel selector 3 valve also rotates the outlet valve 5. Selecting a fuel with the fuel selector valve 3 can determine which inlet of the fuel selector valve is open to allow flow therethrough of either natural gas or liquid propane and can determine the flow path of the fuel through the outlet valve 5 by either the first configuration of flow channels or the second configuration of flow channels." Col. 10, ll. 10-61. <u>Disclosed in at least U.S. Patent No. 7,591,257</u>: "In operation, fuel selector 62 is moved to a user selected one of the first and second positions described above corresponding to the type of fuel to which it is intended the engine to run… In the second position, fuel selector 62 is configured to flow liquefied propane vapor from a second user selected source to the cylinders of the engine at a particular rate through second and fourth passageway 100 and 104, respectively." Col. 6, ll. 31-41.