UNITED STATES DISTRICT COURT
EASTERN DISTRICT OF WISCONSIN

CHAMPION POWER EQUIPMENT, INC.

Plaintiff,

Case No: 24-cv-1281

v.

JURY TRIAL DEMANDED

GENERAC POWER SYSTEMS, INC.

Defendant.

COMPLAINT AND DEMAND FOR JURY TRIAL

CHAMPION POWER EQUIPMENT, INC. ("Champion") by and through its undersigned attorneys, , hereby files this complaint for patent infringement against GENERAC POWER SYSTEMS, INC. ("Generac") and alleges as follows:

THE PARTIES

1. Champion is a duly organized and operating Nevada corporation incorporated at 6370 S Pioneer Way, Unit 101, Las Vegas, Nevada 89113. Champion designs and sells single-fuel and multi-fuel generators, power stations, log splitters, chipper shredders, leaf blowers, tillers, chainsaws, cultivators, lawn edgers, augers, string trimmers, pressure washers, water pumps, snow blowers, winches, hoists, accessories, and other equipment.

2. Champion goes to great lengths in protecting its proprietary intellectual property and expends considerable resources in obtaining patents in the United States and other foreign jurisdictions. Champion has filed over 70 patent applications and has been awarded 61 U.S. patents.

3. Generac is a duly organized and operating Wisconsin Corporation whose principal place of business is located at S45W29290 State Road 59, Waukesha, WI 53189-9071. Upon information and belief, Generac designs, manufactures, imports, and sells single-fuel and multi-

fuel generators, power stations, and accessories that directly compete with Champion. Generac advertises its products for sale nationally and has advertised, marketed, and sold products infringing Champion's intellectual property rights within the State of Wisconsin, and all other states and territories of the United States.

4. Generac also does business under the name "Powermate"[1] and sells multi-fuel generators under the name Powermate. Powermate generators are available for purchase at https://www.powermate.com. Additionally, according to United States Patent and Trademark Office records, Generac Power Systems, Inc. is the owner of U.S. Trademark Registration No. 4,825,288 for POWERMATE with the following identification of goods in International Class 007: "Outdoor chore equipment, namely, power blowers for leaves, power-operated lawn edgers, earth augers, power-operated cultivators, power tillers, lawnmowers, power lawn and garden tools in the nature of chippers and shredders, power machines for splitting logs for firewood, and parts and accessories related to the foregoing." Doing business as Powermate, Generac designs, manufactures, imports, and sells multi-fuel generators and accessories that also directly compete with Champion.

5. Champion has sent Generac cease and desist demands regarding Generac and Powermate generators. Generac has ignored those demands and continues to sell infringing generators.

JURISDICTION AND VENUE

6. This is an action for patent infringement under the patent laws of the United States, 35 U.S.C. §§ 271, *et seq*.

7. This Court has jurisdiction over the subject matter of this patent infringement action pursuant to 28 U.S.C. §§ 1331 and 1338(a).

8. This Court has personal jurisdiction over Generac because Generac has committed acts of patent infringement within the State of Wisconsin giving rise to this action. Generac also

[1] The website https://www.powermate.com sets forth the following: "Generac Power Systems, Inc., DBA Powermate"

has manufacturing facilities in the State of Wisconsin. Further, Generac's headquarters is located in Wisconsin. Generac's electronic commerce advertisements, offers for sale, sales, and physical location have established at least minimum contacts with the forum such that the exercise of jurisdiction over it would not offend traditional notions of fair play and substantial justice.

9. Venue is proper in this judicial district pursuant to 28 U.S.C. §§ 1391(a), 1391(b), 1391(c), and 1400(b) for at least the reasons that (1) Generac resides in this district and (2) Generac has committed acts within this district giving rise to this action and does business in this district, including sales, offers for sale, and providing service and/or support to its customers in this district.

COUNT I: INFRINGEMENT OF U.S. PATENT NO. 10,221,780

10. Paragraphs 1 through 9 are incorporated by reference as if fully set forth herein.

11. U.S. Patent No. 10,221,780 is titled "DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE." U.S. Patent No. 10,221,780 was duly and legally issued on March 5, 2019. A true and correct copy of U.S. Patent No. 10,221,780 is attached as Exhibit A.

12. Champion is the lawful assignee of the entire right, title, and interest in and to U.S. Patent No. 10,221,780 and possesses all rights of recovery under the patent, including the right to recover damages for past infringement.

13. Champion has acquired and inspected the following Generac/Powermate generator models that Generac has been and is making, using, selling, or offering for sale within the United States, or importing into the United States, and that infringe one or more claims of U.S. Patent No. 10,221,780:

a. Powermate Model PM4500DF, a multi-fuel generator;

b. Powermate Model PM7500DF, a multi-fuel generator;

c. Generac Model GP7500E, a multi-fuel generator; and

d. Powermate Model DF3500E, a multi-fuel generator.

14. Upon acquisition, disassembly as needed, review of owner's manuals and electrical schematics, and inspection, it was determined that each of the foregoing Generac generator models

include all of the elements of at least claims 1, 2, 6-9, 11, 14 and 15 of U.S. Patent No. 10,221,780. Each of the foregoing Generac generator models infringes:

a. Independent claim 1 by specifically including a mechanical fuel lockout switch for a dual fuel engine having a mechanical fuel valve actuateable between a first position and a second position to selectively control fuel flow to the dual fuel engine from a first fuel source through a first fuel line and a second fuel source through a second fuel line and a fuel lockout apparatus coupled to the mechanical fuel valve, wherein the mechanical fuel lockout switch communicates the first fuel source to the dual fuel engine and prevents communication between the second fuel source and the dual fuel engine when the mechanical fuel valve is in the first position and communicates the second fuel source to the dual fuel engine and interrupts the first fuel source communication with the dual fuel engine when in the second position and wherein the fuel lockout apparatus is configured to prevent the second fuel source from coupling to the second fuel line while the mechanical fuel valve is in the first position and permit the second fuel source to couple to the second fuel line while the mechanical fuel valve is in the second position, as called for in claim 1 of U.S. Patent No. 10,221,780.

b. Dependent claim 2 by specifically including all the aforementioned elements of claim 1 and, in addition, the fuel lockout apparatus prevents actuation of the mechanical fuel valve to the first position when the second fuel source communicates with the dual fuel engine, as called for in claim 2 of U.S. Patent No. 10,221,780.

c. Dependent claim 6 by specifically including all the aforementioned elements of claim 1 and, in addition, the mechanical fuel valve and the fuel lockout apparatus operate together to ensure that fuel from the first fuel source and fuel from the second fuel source are not simultaneously delivered to the dual fuel engine, as called for in claim 6 of U.S. Patent No. 10,221,780.

d. Dependent claim 7 by specifically including all the aforementioned elements of claim 6 and, in addition, the first fuel source provides liquid fuel from a liquid fuel tank to the dual fuel engine and the second fuel source provides gaseous fuel from a pressurized fuel container to the dual fuel engine, as called for in claim 7 of U.S. Patent No. 10,221,780.

e. Independent claim 8 by specifically including a mechanical fuel lockout switch for an internal combustion engine, the mechanical fuel lockout being assembled by providing an internal combustion engine configured to operate on a fuel from a first fuel source and a different fuel from a second fuel source, coupling a mechanical fuel valve to the internal combustion engine actuateable between a first position and a second position to selectively control fuel flow to the internal combustion engine from the first fuel source through a first fuel line and the second fuel source through a second fuel line, and coupling a fuel lockout apparatus to the mechanical fuel valve, wherein the fuel lockout apparatus prevents actuation of the mechanical fuel valve to the first position when the second fuel source is coupled to the internal combustion engine, as called for in claim 8 of U.S. Patent No. 10,221,780.

f. Dependent claim 9 by specifically including all the aforementioned elements of claim 8 and, in addition, the fuel lockout apparatus is further configured to prevent coupling of the second fuel source to the second fuel line while the mechanical fuel valve is in the first position and to permit coupling of the second fuel source to the second fuel line while the mechanical fuel valve is in the second position, as called for in claim 9 of U.S. Patent No. 10,221,780.

g. Dependent claim 11 by specifically including all the aforementioned elements of claim 8 and, in addition, the mechanical fuel lockout switch is assembled by coupling a fuel regulator system to the second fuel source to reduce fuel pressure therefrom and deliver fuel to the second fuel line at a pressure required for

operation of the internal combustion engine, as called for in claim 11 of U.S. Patent No. 10,221,780.

h. Dependent claim 14 by specifically including all the aforementioned elements of claim 8 and, in addition, the mechanical fuel lockout switch is assembled by providing gasoline in a liquid fuel tank as the first fuel source and a liquefied petroleum gas (LPG) in a pressurized fuel container as the second fuel source, as called for in claim 14 of U.S. Patent No. 10,221,780.

i. Independent claim 15 by specifically including a mechanical fuel lockout switch for a dual fuel engine having a mechanical fuel valve actuateable between a first position and a second position to selectively control fuel flow to the dual fuel engine from a first fuel source through a first fuel line and a second fuel source through a second fuel line and a fuel lockout apparatus coupled to the mechanical fuel valve, wherein the mechanical fuel lockout switch communicates the first fuel source to the dual fuel engine and prevents communication between the second fuel source and the dual fuel engine when the mechanical fuel valve is in the first position and communicates the second fuel source to the dual fuel engine and interrupts the first fuel source communication with the dual fuel engine when in the second position and wherein the fuel lockout apparatus prevents actuation of the mechanical fuel valve to the first position when the second fuel source communicates with the dual fuel engine.

Therefore, each of the foregoing Generac generator models listed in Paragraph 13(a)-(d) infringes at least claims 1, 2, 6-9, 11, 14 and 15 of U.S. Patent No. 10,221,780.

15. Upon information and belief, Generac has been and is now making, using, selling, or offering for sale within the United States, or importing into the United States, the following additional generator model: Powermate Model DF7500E, a multi-fuel portable generator.

16. Upon review of the owner's manual of the Powermate Model DF7500E generator shared with the Powermate Model DF3500E generator, review of images and electrical schematics

of the Powermate Model DF7500E generator, and comparison of the images and electrical schematics of the Powermate Model DF7500E generator to images and electrical schematics of the Powermate Model DF3500E generator listed in Paragraph 13(d), it was determined that the Powermate Model DF7500E generator includes all of the elements of at least claims 1, 2, 6-9, 11, 14 and 15 of U.S. Patent No. 10,221,780. The Powermate Model DF7500E generator infringes:

a. Independent claim 1 by specifically including a mechanical fuel lockout switch for a dual fuel engine having a mechanical fuel valve actuateable between a first position and a second position to selectively control fuel flow to the dual fuel engine from a first fuel source through a first fuel line and a second fuel source through a second fuel line and a fuel lockout apparatus coupled to the mechanical fuel valve, wherein the mechanical fuel lockout switch communicates the first fuel source to the dual fuel engine and prevents communication between the second fuel source and the dual fuel engine when the mechanical fuel valve is in the first position and communicates the second fuel source to the dual fuel engine and interrupts the first fuel source communication with the dual fuel engine when in the second position and wherein the fuel lockout apparatus is configured to prevent the second fuel source from coupling to the second fuel line while the mechanical fuel valve is in the first position and permit the second fuel source to couple to the second fuel line while the mechanical fuel valve is in the second position, as called for in claim 1 of U.S. Patent No. 10,221,780.

b. Dependent claim 2 by specifically including all the aforementioned elements of claim 1 and, in addition, the fuel lockout apparatus prevents actuation of the mechanical fuel valve to the first position when the second fuel source communicates with the dual fuel engine, as called for in claim 2 of U.S. Patent No. 10,221,780.

c. Dependent claim 6 by specifically including all the aforementioned elements of claim 1 and, in addition, the mechanical fuel valve and the fuel lockout

apparatus operate together to ensure that fuel from the first fuel source and fuel from the second fuel source are not simultaneously delivered to the dual fuel engine, as called for in claim 6 of U.S. Patent No. 10,221,780.

d. Dependent claim 7 by specifically including all the aforementioned elements of claim 6 and, in addition, the first fuel source provides liquid fuel from a liquid fuel tank to the dual fuel engine and the second fuel source provides gaseous fuel from a pressurized fuel container to the dual fuel engine, as called for in claim 7 of U.S. Patent No. 10,221,780.

e. Independent claim 8 by specifically including a mechanical fuel lockout switch for an internal combustion engine, the mechanical fuel lockout being assembled by providing an internal combustion engine configured to operate on a fuel from a first fuel source and a different fuel from a second fuel source, coupling a mechanical fuel valve to the internal combustion engine actuateable between a first position and a second position to selectively control fuel flow to the internal combustion engine from the first fuel source through a first fuel line and the second fuel source through a second fuel line, and coupling a fuel lockout apparatus to the mechanical fuel valve, wherein the fuel lockout apparatus prevents actuation of the mechanical fuel valve to the first position when the second fuel source is coupled to the internal combustion engine, as called for in claim 8 of U.S. Patent No. 10,221,780.

f. Dependent claim 9 by specifically including all the aforementioned elements of claim 8 and, in addition, the fuel lockout apparatus is further configured to prevent coupling of the second fuel source to the second fuel line while the mechanical fuel valve is in the first position and to permit coupling of the second fuel source to the second fuel line while the mechanical fuel valve is in the second position, as called for in claim 9 of U.S. Patent No. 10,221,780.

g. Dependent claim 11 by specifically including all the aforementioned elements of claim 8 and, in addition, the mechanical fuel lockout switch is assembled

by coupling a fuel regulator system to the second fuel source to reduce fuel pressure therefrom and deliver fuel to the second fuel line at a pressure required for operation of the internal combustion engine, as called for in claim 11 of U.S. Patent No. 10,221,780.

h. Dependent claim 14 by specifically including all the aforementioned elements of claim 8 and, in addition, the mechanical fuel lockout switch is assembled by providing gasoline in a liquid fuel tank as the first fuel source and a liquefied petroleum gas (LPG) in a pressurized fuel container as the second fuel source, as called for in claim 14 of U.S. Patent No. 10,221,780.

i. Independent claim 15 by specifically including a mechanical fuel lockout switch for a dual fuel engine having a mechanical fuel valve actuateable between a first position and a second position to selectively control fuel flow to the dual fuel engine from a first fuel source through a first fuel line and a second fuel source through a second fuel line and a fuel lockout apparatus coupled to the mechanical fuel valve, wherein the mechanical fuel lockout switch communicates the first fuel source to the dual fuel engine and prevents communication between the second fuel source and the dual fuel engine when the mechanical fuel valve is in the first position and communicates the second fuel source to the dual fuel engine and interrupts the first fuel source communication with the dual fuel engine when in the second position and wherein the fuel lockout apparatus prevents actuation of the mechanical fuel valve to the first position when the second fuel source communicates with the dual fuel engine.

Therefore, Generac's Powermate Model DF7500E generator listed in Paragraph 15 infringes at least claims 1, 2, 6-9, 11, 14 and 15 of U.S. Patent No. 10,221,780.

17. Champion has no adequate remedy at law against Generac's acts of infringement and will suffer irreparable harm unless Generac is preliminarily and permanently enjoined from its infringement of U.S. Patent No. 10,221,780.

18. Upon information and belief, Generac's infringement has been willful, deliberate, and with knowledge of Champion's rights under U.S. Patent No. 10,221,780.

19. Upon information and belief, at least as of July 7, 2020, and again on April 4, 2024, the dates Champion sent Generac cease and desist letters demanding the cessation of infringement by Generac of Champion's patents, Generac has monitored Champion's patents and published patent applications and had actual notice of all of Champion's patents and published patent applications as of their publication dates.

20. Generac, by way of its infringing activity, has caused and continues to cause Champion to suffer damages in an amount to be determined at trial.

COUNT II: INFRINGEMENT OF U.S. PATENT NO. 10,598,101

21. Paragraphs 1 through 20 are incorporated by reference as if fully set forth herein.

22. U.S. Patent No. 10,598,101 is titled "DUAL FUEL SELECTOR SWITCH." U.S. Patent No. 10,598,101 was duly and legally issued on March 24, 2020. A true and correct copy of U.S. Patent No. 10,598,101 is attached as Exhibit B.

23. Champion is the lawful assignee of the entire right, title, and interest in and to U.S. Patent No. 10,598,101 and possesses all rights of recovery under the patent, including the right to recover damages for past infringement.

24. Champion has acquired and inspected the following Generac generator models that Generac has been and is making, using, selling, or offering for sale within the United States, or importing into the United States, and that infringe one or more claims of U.S. Patent No. 10,598,101:

a. Powermate Model PM4500DF, a multi-fuel portable generator;

b. Powermate Model PM7500DF, a multi-fuel portable generator;

c. Generac Model GP7500E, a multi-fuel portable generator; and

d. Powermate Model DF3500E, a multi-fuel portable generator.

25. Upon acquisition, disassembly as needed, review of owner's manuals and electrical schematics, and inspection, it was determined that each of the foregoing Generac generator models

includes all of the elements of at least claims 1, 2, 8, 9, 18, and 19 of U.S. Patent No. 10,598,101. Each of the foregoing Generac generator models infringes:

a. Independent claim 1 by specifically including 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; 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; wherein the valve assembly comprises: a first fuel valve having open and closed positions to selectively control the first fuel flow to the engine; and a second fuel valve having open and closed positions to selectively control the second fuel flow to the engine; and wherein the first fuel valve and the second fuel valve are mechanical valves, as called for in claim 1 of U.S. Patent No. 10,598,101.

b. Dependent claim 2 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the selector switch provides for manual actuation of the first fuel valve and the second fuel valve between the open and closed positions, as called for in claim 2 of U.S. Patent No. 10,598,101.

c. Dependent claim 8 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the first fuel valve is attached to a liquefied petroleum gas (LPG) fuel source and wherein the second fuel valve is attached to a gasoline source, as called for in claim 8 of U.S. Patent No. 10,598,101.

d. Dependent claim 9 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the mechanical valve of each of the first fuel valve and the second fuel valve is a non-solenoid valve, as called for in claim 9 of U.S. Patent No. 10,598,101.

e. Independent claim 18 by specifically including 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; 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; 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; and two fuel outputs supplying fuel from only one of the first fuel source or the second fuel source, wherein the valve assembly comprises a first fuel valve having open and closed positions to selectively control the first fuel flow to the engine; and a second fuel valve having open and closed positions to selectively control the second fuel flow to the engine, as called for in claim 18 of U.S. Patent No. 10,598,101.

f. Dependent claim 19 by specifically including all the aforementioned elements of claim 18 and, in addition, wherein the first fuel valve and the second fuel valve are non-solenoid, mechanical valves, as called for in claim 19 of U.S. Patent No. 10,598,101.

Therefore, each of the foregoing Generac generator models listed in Paragraph 24(a)-(d) infringes at least claims 1, 2, 8, 9, 18, and 19 of U.S. Patent No. 10,598,101.

26. Upon information and belief, Generac has been and is now making, using, selling, or offering for sale within the United States, or importing into the United States, the following additional generator model: Powermate Model DF7500E, a multi-fuel portable generator.

27. Upon review of the owner's manual of the Powermate Model DF7500E generator shared with the Powermate Model DF3500E generator, review of images and electrical schematics of the Powermate Model DF7500E generator, and comparison of the images and electrical

schematics of the Powermate Model DF7500E generator to images and electrical schematics of the Powermate Model DF3500E generator listed in Paragraph 24(d), it was determined that the Powermate Model DF7500E generator includes all of the elements of at least claims 1, 2, 8, 9, 18, and 19 of U.S. Patent No. 10,598,101. The Powermate Model DF7500E generator infringes:

a. Independent claim 1 by specifically including 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; 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; wherein the valve assembly comprises: a first fuel valve having open and closed positions to selectively control the first fuel flow to the engine; and a second fuel valve having open and closed positions to selectively control the second fuel flow to the engine; and wherein the first fuel valve and the second fuel valve are mechanical valves, as called for in claim 1 of U.S. Patent No. 10,598,101.

b. Dependent claim 2 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the selector switch provides for manual actuation of the first fuel valve and the second fuel valve between the open and closed positions, as called for in claim 2 of U.S. Patent No. 10,598,101.

c. Dependent claim 8 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the first fuel valve is attached to a liquefied petroleum gas (LPG) fuel source and wherein the second fuel valve is attached to a gasoline source, as called for in claim 8 of U.S. Patent No. 10,598,101.

d. Dependent claim 9 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the mechanical valve of each of the first fuel

valve and the second fuel valve is a non-solenoid valve, as called for in claim 9 of U.S. Patent No. 10,598,101.

e. Independent claim 18 by specifically including 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; 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; 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; and two fuel outputs supplying fuel from only one of the first fuel source or the second fuel source, wherein the valve assembly comprises a first fuel valve having open and closed positions to selectively control the first fuel flow to the engine; and a second fuel valve having open and closed positions to selectively control the second fuel flow to the engine, as called for in claim 18 of U.S. Patent No. 10,598,101.

f. Dependent claim 19 by specifically including all the aforementioned elements of claim 18 and, in addition, wherein the first fuel valve and the second fuel valve are non-solenoid, mechanical valves, as called for in claim 19 of U.S. Patent No. 10,598,101.

Therefore, the Powermate Model DF7500E generator listed in Paragraph 26 infringes at least claims 1, 2, 8, 9, 18, and 19 of U.S. Patent No. 10,598,101.

28. Champion has no adequate remedy at law against Generac's acts of infringement and will suffer irreparable harm unless Generac is preliminarily and permanently enjoined from its infringement of U.S. Patent No. 10,598,101.

29. Upon information and belief, Generac's infringement has been willful, deliberate, and with knowledge of Champion's rights under U.S. Patent No. 10,598,101.

30. Upon information and belief, at least as of July 7, 2020, and again on April 4, 2024, the dates Champion sent Generac cease and desist letters demanding the cessation of infringement by Generac of Champion's patents, Generac has monitored Champion's patents and published patent applications and had actual notice of all of Champion's patents and published patent applications as of their publication dates.

31. Generac, by way of its infringing activity, has caused and continues to cause Champion to suffer damages in an amount to be determined at trial.

COUNT III: INFRINGEMENT OF U.S. PATENT NO. 10,697,398

32. Paragraphs 1 through 31 are incorporated by reference as if fully set forth herein.

33. U.S. Patent No. 10,697,398 is titled "BATTERYLESS DUAL FUEL ENGINE WITH LIQUID FUEL CUT-OFF." U.S. Patent No. 10,697,398 was duly and legally issued on June 30, 2020. A true and correct copy of U.S. Patent No. 10,697,398 is attached as Exhibit C.

34. Champion is the lawful assignee of the entire right, title, and interest in and to U.S. Patent No. 10,697,398 and possesses all rights of recovery under the patent, including the right to recover damages for past infringement.

35. Champion has acquired and inspected the following Generac generator models that Generac has been and is making, using, selling, or offering for sale within the United States, or importing into the United States, and that infringe one or more claims of U.S. Patent No. 10,697,398:

a. Powermate Model PM4500DF, a multi-fuel portable generator;

b. Powermate Model PM7500DF, a multi-fuel portable generator; and

c. Generac Model GP7500E, a multi-fuel portable generator.

36. Upon acquisition, disassembly as needed, review of owner's manuals and electrical schematics, and inspection, it was determined that each of the foregoing Generac generator models

includes all of the elements of at least claims 43, 44, and 56-58 of U.S. Patent No. 10,697,398. Each of the foregoing Generac generator models infringes:

a. Independent claim 43 by specifically including a dual fuel engine having an engine operable on a gaseous fuel and a liquid fuel, a switch to change operation of an engine between gaseous fuel and liquid fuel, a carburetor attached to an intake of the engine to mix air and fuel and connect to a gaseous fuel source and a liquid fuel source, a liquid fuel valve positioned along a liquid fuel line coupling a liquid fuel source to a carburetor, a gaseous fuel valve positioned along a gaseous fuel line coupling a gaseous fuel source to the carburetor, and a liquid fuel cut-off incorporated into the carburetor to interrupt liquid fuel upon actuation of the switch from liquid to gaseous fuel, as called for in claim 43 of U.S. Patent No. 10,697,398.

b. Dependent claim 44 by specifically including all the aforementioned elements of claim 43 and, in addition, wherein the fuel shutoff is a manually actuated fuel shutoff, as called for in claim 44 of U.S. Patent No. 10,697,398.

c. Dependent claim 56 by specifically including all the aforementioned elements of claim 43 and, in addition, wherein the fuel shutoff extends through an opening into the float bowl such that the first end actuates in the float bowl to close the fuel passage, as called for in claim 44 of U.S. Patent No. 10,697,398.

d. Independent claim 57 by specifically including a method of assembling a dual fuel engine comprising: providing an engine operable on a gaseous fuel and a liquid fuel; attaching a carburetor to an intake of the engine, the carburetor comprising: a throat to mix gaseous fuel with air and liquid fuel with air, a float bowl, and a fuel passage extending from the float bowl to the throat to provide liquid fuel; coupling a switch to the engine to change operation of the engine between gaseous fuel and liquid fuel; and attaching a liquid fuel cut-off to the

carburetor to close the fuel passage upon actuation of the switch from liquid fuel to gaseous fuel, as called for in claim 57 of U.S. Patent No. 10,697,398.

e. Dependent claim 58 by specifically including all the aforementioned elements of claim 57 and, in addition, coupling a manually operated control operatively to the liquid fuel cut-off, as called for in claim 58 of U.S. Patent No. 10,697,398.

Therefore, each of the foregoing Generac generator models listed in Paragraph 35(a)-(c) infringes at least claims 43, 44, and 56-58 of U.S. Patent No. 10,697,398.

37. Champion has acquired and inspected the following Generac generator model that Generac has been and is making, using, selling, or offering for sale within the United States, or importing into the United States, and that infringe one or more claims of U.S. Patent No. 10,697,398: Powermate Model DF3500E, a multi-fuel portable generator.

38. Upon acquisition, disassembly as needed, review of owner's manuals and electrical schematics, and inspection, it was determined that the Powermate Model DF3500E generator includes all of the elements of at least claims 1, 3-7, 19, 20, 22, and 57 of U.S. Patent No. 10,697,398. The Powermate Model DF3500E generator model infringes:

a. Independent claim 1 by specifically including a dual fuel engine comprising: an engine operable on a gaseous fuel and a liquid fuel; a switch to change operation of the engine between gaseous fuel and liquid fuel; a carburetor attached to an intake of the engine to mix air and fuel and connect to a gaseous fuel source and a liquid fuel source; a liquid fuel valve positioned along a liquid fuel line coupling the liquid fuel source to the carburetor; a gaseous fuel valve positioned along a gaseous fuel line coupling the gaseous fuel source to the carburetor; and a liquid fuel cut-off incorporated into the carburetor to interrupt liquid fuel upon actuation of the switch from liquid fuel to gaseous fuel, as called for in claim 1 of U.S. Patent No. 10,697,398.

b. Dependent claim 3 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the gaseous fuel is LPG and the liquid fuel is gasoline, as called for in claim 3 of U.S. Patent No. 10,697,398.

c. Dependent claim 4 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the engine is a pull-start engine having an electrical power generator to supply electrical power, as called for in claim 4 of U.S. Patent No. 10,697,398.

d. Dependent claim 5 by specifically including all the aforementioned elements of claim 4 and, in addition, wherein the switch is an electro-mechanical switch connecting one fuel source to the carburetor and connected to the electrical power generator; and wherein the liquid fuel cut-off is a solenoid connected to open and close a fuel path to the pull-start engine in response to reception of electrical power from the switch, as called for in claim 5 of U.S. Patent No. 10,697,398.

e. Dependent claim 6 by specifically including all the aforementioned elements of claim 4 and, in addition, wherein the liquid fuel cut-off is a solenoid valve that operates within the carburetor to control liquid fuel flow to the engine and is powered by the electrical power generator, as called for in claim 6 of U.S. Patent No. 10,697,398.

f. Dependent claim 7 by specifically including all the aforementioned elements of claim 6 and, in addition, wherein the switch selectively powers the solenoid valve by controlling electrical connection between the solenoid valve and the electrical power generator, as called for in claim 7 of U.S. Patent No. 10,697,398.

g. Dependent claim 19 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the liquid fuel cut-off is magnetically actuated to selectively interrupt liquid fuel, as called for in claim 19 of U.S. Patent No. 10,697,398.

h. Dependent claim 20 by specifically including all the aforementioned elements of claim 1 and, in addition, a spring pushing the liquid fuel cut-off to interrupt liquid fuel; and an actuating magnet coupled to the carburetor to selectively pull the liquid fuel cut-off against the spring away from a position interrupting liquid fuel, as called for in claim 20 of U.S. Patent No. 10,697,398.

i. Dependent claim 22 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the liquid fuel cut-off is physically attached to an outer surface of the carburetor, as called for in claim 22 of U.S. Patent No. 10,697,398.

j. Independent claim 57 by specifically including a method of assembling a dual fuel engine comprising: providing an engine operable on a gaseous fuel and a liquid fuel; attaching a carburetor to an intake of the engine, the carburetor comprising: a throat to mix gaseous fuel with air and liquid fuel with air, a float bowl, and a fuel passage extending from the float bowl to the throat to provide liquid fuel; coupling a switch to the engine to change operation of the engine between gaseous fuel and liquid fuel; and attaching a liquid fuel cut-off to the carburetor to close the fuel passage upon actuation of the switch from liquid fuel to gaseous fuel, as called for in claim 57 of U.S. Patent No. 10,697,398.

Therefore, the Powermate Model DF3500E generator model listed in Paragraph 37 infringes at least claims 1, 3-7, 19, 20, 22, and 57 of U.S. Patent No. 10,697,398.

39. Upon information and belief, Generac has been and is now making, using, selling, or offering for sale within the United States, or importing into the United States, the following additional generator model: Powermate Model DF7500E, a multi-fuel portable generator.

40. Upon review of the owner's manual of the Powermate Model DF7500E generator shared with the Powermate Model DF3500E generator, review of images and electrical schematics of the Powermate Model DF7500E generator, and comparison of the images and electrical schematics of the Powermate Model DF7500E generator to images and electrical schematics of

the Powermate Model DF3500E generator listed in Paragraph 37, it was determined that the Powermate Model DF7500E generator includes all of the elements of at least claims 1, 3-7, 19, 20, 22, and 57 of U.S. Patent No. 10,697,398. The Powermate Model DF7500E generator infringes:

a. Independent claim 1 by specifically including a dual fuel engine comprising: an engine operable on a gaseous fuel and a liquid fuel; a switch to change operation of the engine between gaseous fuel and liquid fuel; a carburetor attached to an intake of the engine to mix air and fuel and connect to a gaseous fuel source and a liquid fuel source; a liquid fuel valve positioned along a liquid fuel line coupling the liquid fuel source to the carburetor; a gaseous fuel valve positioned along a gaseous fuel line coupling the gaseous fuel source to the carburetor; and a liquid fuel cut-off incorporated into the carburetor to interrupt liquid fuel upon actuation of the switch from liquid fuel to gaseous fuel, as called for in claim 1 of U.S. Patent No. 10,697,398.

b. Dependent claim 3 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the gaseous fuel is LPG and the liquid fuel is gasoline, as called for in claim 3 of U.S. Patent No. 10,697,398.

c. Dependent claim 4 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the engine is a pull-start engine having an electrical power generator to supply electrical power, as called for in claim 4 of U.S. Patent No. 10,697,398.

d. Dependent claim 5 by specifically including all the aforementioned elements of claim 4 and, in addition, wherein the switch is an electro-mechanical switch connecting one fuel source to the carburetor and connected to the electrical power generator; and wherein the liquid fuel cut-off is a solenoid connected to open and close a fuel path to the pull-start engine in response to reception of electrical power from the switch, as called for in claim 5 of U.S. Patent No. 10,697,398.

e. Dependent claim 6 by specifically including all the aforementioned elements of claim 4 and, in addition, wherein the liquid fuel cut-off is a solenoid valve that operates within the carburetor to control liquid fuel flow to the engine and is powered by the electrical power generator, as called for in claim 6 of U.S. Patent No. 10,697,398.

f. Dependent claim 7 by specifically including all the aforementioned elements of claim 6 and, in addition, wherein the switch selectively powers the solenoid valve by controlling electrical connection between the solenoid valve and the electrical power generator, as called for in claim 7 of U.S. Patent No. 10,697,398.

g. Dependent claim 19 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the liquid fuel cut-off is magnetically actuated to selectively interrupt liquid fuel, as called for in claim 19 of U.S. Patent No. 10,697,398.

h. Dependent claim 20 by specifically including all the aforementioned elements of claim 1 and, in addition, a spring pushing the liquid fuel cut-off to interrupt liquid fuel; and an actuating magnet coupled to the carburetor to selectively pull the liquid fuel cut-off against the spring away from a position interrupting liquid fuel, as called for in claim 20 of U.S. Patent No. 10,697,398.

i. Dependent claim 22 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the liquid fuel cut-off is physically attached to an outer surface of the carburetor, as called for in claim 22 of U.S. Patent No. 10,697,398.

j. Independent claim 57 by specifically including a method of assembling a dual fuel engine comprising: providing an engine operable on a gaseous fuel and a liquid fuel; attaching a carburetor to an intake of the engine, the carburetor comprising: a throat to mix gaseous fuel with air and liquid fuel with air, a float bowl, and a fuel passage extending from the float bowl to the throat to provide

liquid fuel; coupling a switch to the engine to change operation of the engine between gaseous fuel and liquid fuel; and attaching a liquid fuel cut-off to the carburetor to close the fuel passage upon actuation of the switch from liquid fuel to gaseous fuel, as called for in claim 57 of U.S. Patent No. 10,697,398.

Therefore, Powermate Model DF7500E generator listed in Paragraph 39 infringes at least claims 1, 3-7, 19, 20, 22, and 57 of U.S. Patent No. 10,697,398.

41. Champion has no adequate remedy at law against Generac's acts of infringement and will suffer irreparable harm unless Generac is preliminarily and permanently enjoined from its infringement of U.S. Patent No. 10,697,398.

42. Upon information and belief, Generac's infringement has been willful, deliberate, and with knowledge of Champion's rights under U.S. Patent No. 10,697,398.

43. Upon information and belief, at least as of July 7, 2020, and again on April 4, 2024, the dates Champion sent Generac cease and desist letters demanding the cessation of infringement by Generac of Champion's patents, Generac has monitored Champion's patents and published patent applications and had actual notice of all of Champion's patents and published patent applications as of their publication dates.

44. Generac, by way of its infringing activity, has caused and continues to cause Champion to suffer damages in an amount to be determined at trial.

COUNT IV: INFRINGEMENT OF U.S. PATENT NO. 11,143,120

45. Paragraphs 1 through 44 are incorporated by reference as if fully set forth herein.

46. U.S. Patent No. 11,143,120 is titled "FUEL SYSTEM FOR A MULTI-FUEL INTERNAL COMBUSTION ENGINE." U.S. Patent No. 11,143,120 was duly and legally issued on October 12, 2021. A true and correct copy of U.S. Patent No. 11,143,120 is attached as Exhibit D.

47. Champion is the lawful assignee of the entire right, title, and interest in and to U.S. Patent No. 11,143,120 and possesses all rights of recovery under the patent, including the right to recover damages for past infringement.

48. Champion has acquired and inspected the following Generac generator models that Generac has been and is making, using, selling, or offering for sale within the United States, or importing into the United States, and that infringe one or more claims of U.S. Patent No. 11,143,120:

a. Powermate Model PM4500DF, a multi-fuel portable generator;

b. Powermate Model PM7500DF, a multi-fuel portable generator; and

c. Generac Model GP7500E, a dual multi-portable generator.

49. Upon acquisition, disassembly as needed, review of owner's manuals and electrical schematics, and inspection, it was determined that each of the foregoing Generac generator models includes all of the elements of at least claims 12 and 17 of U.S. Patent No. 11,143,120. Each of the foregoing Generac generator models infringes:

a. Independent claim 12 by specifically including a multi-fuel generator and fuel delivery system having a multi-fuel internal combustion engine configured to operate on a liquid fuel supplied from a liquid fuel source through a liquid fuel line and a gaseous fuel supplied from a pressurized fuel source through a gaseous fuel line, an alternator driven by the multi-fuel internal combustion engine, and a fuel regulator system including a primary pressure regulator coupled to a service valve of a pressurized fuel source to regulate fuel supplied from the pressurized fuel source to a reduced pressure and a secondary pressure regulator coupled to the primary pressure regulator to regulate fuel supplied from the primary pressure regulator to a desired pressure for delivery through the gaseous fuel line to operate the engine, as called for in claim 12 of U.S. Patent No. 11,143,120.

b. Dependent claim 17 by specifically including all the aforementioned elements of claim 12 and, in addition, wherein a dual stage pressure regulator comprises the primary pressure regulator and the secondary pressure regulator, as called for in claim 17 of U.S. Patent No. 11,143,120.

Therefore, each of the foregoing Generac generator models listed in Paragraph 48(a)-(c) infringes at least claims 12 and 17 of U.S. Patent No. 11,143,120.

50. Champion has acquired and inspected the following Generac generator models that Generac has been and is making, using, selling, or offering for sale within the United States, or importing into the United States, and that infringe one or more claims of U.S. Patent No. 11,143,120: Powermate Model DF3500E, a multi-fuel portable generator.

51. Upon acquisition, disassembly as needed, review of owner's manuals and electrical schematics, and inspection, it was determined that the Powermate Model DF3500E generator includes all of the elements of at least claims 12-15, 18, and 19 of U.S. Patent No. 11,143,120. The Powermate Model DF3500E generator infringes:

a. Independent claim 12 by specifically including a multi-fuel generator and fuel delivery system having a multi-fuel internal combustion engine configured to operate on a liquid fuel supplied from a liquid fuel source through a liquid fuel line and a gaseous fuel supplied from a pressurized fuel source through a gaseous fuel line, an alternator driven by the multi-fuel internal combustion engine, and a fuel regulator system including a primary pressure regulator coupled to a service valve of a pressurized fuel source to regulate fuel supplied from the pressurized fuel source to a reduced pressure and a secondary pressure regulator coupled to the primary pressure regulator to regulate fuel supplied from the primary pressure regulator to a desired pressure for delivery through the gaseous fuel line to operate the engine, as called for in claim 12 of U.S. Patent No. 11,143,120.

b. Dependent claim 13 by specifically including all the aforementioned elements of claim 12 and, in addition, an electro-mechanical valve system coupled to the engine and operated by an electrical switch powered by one of the alternator, a battery, and a magneto that controls fuel flow to the engine from the liquid fuel source and the pressurized fuel source, as called for in claim 13 of U.S. Patent No. 11,143,120.

c. Dependent claim 14 by specifically including all the aforementioned elements of claim 13 and, in addition, wherein the electro-mechanical valve system is configured to switch operation of the generator from multiple fuel sources while the generator is running, as called for in claim 14 of U.S. Patent No. 11,143,120.

d. Dependent claim 15 by specifically including all the aforementioned elements of claim 13 and, in addition, wherein the electro-mechanical valve system is configured to prevent simultaneous delivery of the liquid fuel and the gaseous fuel to the engine, as called for in claim 15 of U.S. Patent No. 11,143,120.

e. Independent claim 18 by specifically including a carburetor for use in a multi-fuel internal combustion engine, the carburetor comprising: a throat in which fuel and air are mixed in throat to provide an air-fuel mixture for the multi-fuel internal combustion engine; a valve located in the throat to provide a choke and throttle for the multi-fuel internal combustion engine; a float bowl to hold liquid fuel; a main fuel circuit positioned downstream from the float bowl and extending from the float bowl to the throat; an idle fuel circuit that provides a flow path to the throat downstream of the throttle to run the engine at idle; and a carburetor cutoff solenoid configured to selectively control fuel flow through the main fuel circuit and the idle fuel circuit, as called for in claim 18 of U.S. Patent No. 11,143,120.

f. Dependent claim 19 by specifically including all the aforementioned elements of claim 18 and, in addition, wherein the carburetor cutoff solenoid is operatively coupled to a switch that changes operation of the engine from liquid fuel to gaseous fuel and from gaseous fuel to liquid fuel while the engine is running, and wherein the carburetor cutoff solenoid is closed to stop liquid fuel flow through the main fuel circuit and the idle fuel circuit when the switch changes operation of the engine from liquid fuel to gaseous fuel, as called for in claim 19 of U.S. Patent No. 11,143,120.

Therefore, the Powermate Model DF3500E generator listed in Paragraph 50 infringes at least claims 12-15, 18, and 19 of U.S. Patent No. 11,143,120.

52. Upon information and belief, Generac has been and is now making, using, selling, or offering for sale within the United States, or importing into the United States, the following additional generator model: Powermate Model DF7500E, a multi-fuel portable generator.

53. Upon review of the owner's manual of the Powermate Model DF7500E generator shared with the Powermate Model DF3500E generator, review of images and electrical schematics of the Powermate Model DF7500E generator, and comparison of the images and electrical schematics of the Powermate Model DF7500E generator to images and electrical schematics of the Powermate Model DF3500E generator listed in Paragraph 50, it was determined that the Powermate Model DF7500E generator includes all of the elements of at least claims 12-15, 18, and 19 of U.S. Patent No. 11,143,120. The Powermate Model DF7500E generator infringes:

a. Independent claim 12 by specifically including a multi-fuel generator and fuel delivery system having a multi-fuel internal combustion engine configured to operate on a liquid fuel supplied from a liquid fuel source through a liquid fuel line and a gaseous fuel supplied from a pressurized fuel source through a gaseous fuel line, an alternator driven by the multi-fuel internal combustion engine, and a fuel regulator system including a primary pressure regulator coupled to a service valve of a pressurized fuel source to regulate fuel supplied from the pressurized fuel source to a reduced pressure and a secondary pressure regulator coupled to the primary pressure regulator to regulate fuel supplied from the primary pressure regulator to a desired pressure for delivery through the gaseous fuel line to operate the engine, as called for in claim 12 of U.S. Patent No. 11,143,120.

b. Dependent claim 13 by specifically including all the aforementioned elements of claim 12 and, in addition, an electro-mechanical valve system coupled to the engine and operated by an electrical switch powered by one of the alternator, a battery, and a magneto that controls fuel flow to the engine from the liquid fuel

source and the pressurized fuel source, as called for in claim 13 of U.S. Patent No. 11,143,120.

c. Dependent claim 14 by specifically including all the aforementioned elements of claim 13 and, in addition, wherein the electro-mechanical valve system is configured to switch operation of the generator from multiple fuel sources while the generator is running, as called for in claim 14 of U.S. Patent No. 11,143,120.

d. Dependent claim 15 by specifically including all the aforementioned elements of claim 13 and, in addition, wherein the electro-mechanical valve system is configured to prevent simultaneous delivery of the liquid fuel and the gaseous fuel to the engine, as called for in claim 15 of U.S. Patent No. 11,143,120.

e. Independent claim 18 by specifically including a carburetor for use in a multi-fuel internal combustion engine, the carburetor comprising: a throat in which fuel and air are mixed in throat to provide an air-fuel mixture for the multi-fuel internal combustion engine; a valve located in the throat to provide a choke and throttle for the multi-fuel internal combustion engine; a float bowl to hold liquid fuel; a main fuel circuit positioned downstream from the float bowl and extending from the float bowl to the throat; an idle fuel circuit that provides a flow path to the throat downstream of the throttle to run the engine at idle; and a carburetor cutoff solenoid configured to selectively control fuel flow through the main fuel circuit and the idle fuel circuit, as called for in claim 18 of U.S. Patent No. 11,143,120.

f. Dependent claim 19 by specifically including all the aforementioned elements of claim 18 and, in addition, wherein the carburetor cutoff solenoid is operatively coupled to a switch that changes operation of the engine from liquid fuel to gaseous fuel and from gaseous fuel to liquid fuel while the engine is running, and wherein the carburetor cutoff solenoid is closed to stop liquid fuel flow through the main fuel circuit and the idle fuel circuit when the switch changes operation

of the engine from liquid fuel to gaseous fuel, as called for in claim 19 of U.S. Patent No. 11,143,120.

Therefore, the Powermate Model DF7500E generator listed in Paragraph 52 infringes at least claims 12-15, 18, and 19 of U.S. Patent No. 11,143,120.

54. Champion has no adequate remedy at law against Generac's acts of infringement and will suffer irreparable harm unless Generac is preliminarily and permanently enjoined from its infringement of U.S. Patent No. 11,143,120.

55. Upon information and belief, Generac's infringement has been willful, deliberate, and with knowledge of Champion's rights under U.S. Patent No. 11,143,120.

56. Upon information and belief, at least as of July 7, 2020, and again on April 4, 2024, the dates Champion sent Generac cease and desist letters demanding the cessation of infringement by Generac of Champion's patents, Generac has monitored Champion's patents and published patent applications and had actual notice of all of Champion's patents and published patent applications as of their publication dates.

57. Generac, by way of its infringing activity, has caused and continues to cause Champion to suffer damages in an amount to be determined at trial.

COUNT V: INFRINGEMENT OF U.S. PATENT NO. 11,143,145

58. Paragraphs 1 through 57 are incorporated by reference as if fully set forth herein.

59. U.S. Patent No. 11,143,145 is titled "BATTERYLESS DUAL FUEL ENGINE WITH LIQUID FUEL CUT-OFF." U.S. Patent No. 11,143,145 was duly and legally issued on October 12, 2021. A true and correct copy of U.S. Patent No. 11,143,145 is attached as Exhibit E.

60. Champion is the lawful assignee of the entire right, title, and interest in and to U.S. Patent No. 11,143,145 and possesses all rights of recovery under the patent, including the right to recover damages for past infringement.

61. Champion has acquired and inspected the following Generac generator models that Generac has been and is making, using, selling, or offering for sale within the United States, or importing into the United States:

a. Powermate Model PM4500DF, a multi-fuel portable generator;

b. Powermate Model PM7500DF, a multi-fuel portable generator; and

c. Generac Model GP7500E, a multi-fuel portable generator.

62. Upon acquisition, disassembly as needed, review of owner's manuals and electrical schematics, and inspection, it was determined that each of the foregoing Generac generator models includes all of the elements of at least claims 11, 13, and 14 of U.S. Patent No. 11,143,145. Each of the foregoing Generac generator models infringes:

a. Independent claim 11 by specifically including a dual fuel generator comprising: an engine operable on a gaseous fuel and a liquid fuel; a carburetor attached to an intake of the engine to mix air and fuel and connect to a gaseous fuel source and a liquid fuel source; and a manually actuated fuel shutoff coupled to the carburetor, the manually actuated fuel shutoff comprising: a first end in the carburetor that actuates to selectively allow or block a flow of fuel through the carburetor; and a second end external to the carburetor to actuate the first end, as called for in claim 11 of U.S. Patent No. 11,143,145.

b. Dependent claim 13 by specifically including all the aforementioned elements of claim 11 and, in addition, wherein the gaseous fuel is LPG and the liquid fuel is gasoline, as called for in claim 13 of U.S. Patent No. 11,143,145.

c. Dependent claim 14 by specifically including all the aforementioned elements of claim 11 and, in addition, wherein the manually actuated fuel shutoff comprises a rotating mechanical valve, as called for in claim 14 of U.S. Patent No. 11,143,145.

Therefore, each of the foregoing Generac generator models listed in Paragraph 61(a)-(c) infringes at least claims 11, 13, and 14 of U.S. Patent No. 11,143,145.

63. Champion has acquired and inspected the following Generac generator models that Generac has been and is making, using, selling, or offering for sale within the United States, or importing into the United States, and that infringe one or more claims of U.S. Patent No. 11,143,145: Powermate Model DF3500E, a multi-fuel portable generator.

64. Upon acquisition, disassembly as needed, review of owner's manuals and electrical schematics, and inspection, it was determined that the Powermate Model DF3500E generator includes all of the elements of at least claims 1-7 and 10 of U.S. Patent No. 11,143,145. The Powermate Model DF3500E generator infringes:

a. Independent claim 1 by specifically including a dual fuel generator comprising: an engine operable on a gaseous fuel and a liquid fuel; an electrical power generator driven by the engine and comprising a charging coil; a switch to change operation of the engine between gaseous fuel and liquid fuel; a carburetor attached to an intake of the engine to mix air and fuel and connect to a gaseous fuel source and a liquid fuel source; a liquid fuel cut-off solenoid to interrupt liquid fuel flow to the engine upon actuation of the switch from liquid fuel to gaseous fuel; and a voltage regulator coupled to the charging coil to receive power therefrom and that operates to provide a regulated voltage to the liquid fuel cut-off solenoid, as called for in claim 1 of U.S. Patent No. 11,143,145.

b. Dependent claim 2 by specifically including all the aforementioned elements of claim 1 and, in addition, a liquid fuel valve along a liquid fuel line coupling the liquid fuel source to the carburetor; and a gaseous fuel valve along a gaseous fuel line coupling the gaseous fuel source to the carburetor, as called for in claim 2 of U.S. Patent No. 11,143,145.

c. Dependent claim 3 by specifically including all the aforementioned elements of claim 2 and, in addition, wherein each of the liquid fuel valve and the gaseous fuel valve comprises a mechanical valve, as called for in claim 3 of U.S. Patent No. 11,143,145.

d. Dependent claim 4 by specifically including all the aforementioned elements of claim 2 and, in addition, wherein the liquid fuel cut-off solenoid is attached to the carburetor, as called for in claim 4 of U.S. Patent No. 11,143,145.

e. Dependent claim 5 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the gaseous fuel is LPG and the liquid fuel is gasoline, as called for in claim 5 of U.S. Patent No. 11,143,145.

f. Dependent claim 6 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the switch is an electro-mechanical switch connecting one fuel source to the carburetor and connected to the electrical power generator, and wherein the liquid fuel cut-off solenoid is connected to open and close a fuel path to the engine in response to reception of electrical power from the switch, as called for in claim 6 of U.S. Patent No. 11,143,145.

g. Dependent claim 7 by specifically including all the aforementioned elements of claim 6 and, in addition, wherein the switch selectively powers the solenoid valve by controlling electrical connection between the solenoid valve and the electrical power generator, as called for in claim 7 of U.S. Patent No. 11,143,145.

h. Dependent claim 10 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the electrical power generator comprises a magneto or an alternator, as called for in claim 10 of U.S. Patent No. 11,143,145.

Therefore, Powermate Model DF3500E generator listed in Paragraph 64 infringes at least claims 1-7 and 10 of U.S. Patent No. 11,143,145.

65. Upon information and belief, Generac has been and is now making, using, selling, or offering for sale within the United States, or importing into the United States, the following additional generator model: Powermate Model DF7500E, a multi-fuel portable generator.

66. Upon review of the owner's manual of the Powermate Model DF7500E generator shared with the Powermate Model DF3500E generator, review of images and electrical schematics of the Powermate Model DF7500E generator, and comparison of the images and electrical schematics of the Powermate Model DF7500E generator to images and electrical schematics of the Powermate Model DF3500E generator listed in Paragraph 64, it was determined that the

Powermate Model DF7500E generator includes all of the elements of at least claims 1-7 and 10 of U.S. Patent No. 11,143,145. The Powermate Model DF7500E generator infringes:

a. Independent claim 1 by specifically including a dual fuel generator comprising: an engine operable on a gaseous fuel and a liquid fuel; an electrical power generator driven by the engine and comprising a charging coil; a switch to change operation of the engine between gaseous fuel and liquid fuel; a carburetor attached to an intake of the engine to mix air and fuel and connect to a gaseous fuel source and a liquid fuel source; a liquid fuel cut-off solenoid to interrupt liquid fuel flow to the engine upon actuation of the switch from liquid fuel to gaseous fuel; and a voltage regulator coupled to the charging coil to receive power therefrom and that operates to provide a regulated voltage to the liquid fuel cut-off solenoid, as called for in claim 1 of U.S. Patent No. 11,143,145.

b. Dependent claim 2 by specifically including all the aforementioned elements of claim 1 and, in addition, a liquid fuel valve along a liquid fuel line coupling the liquid fuel source to the carburetor; and a gaseous fuel valve along a gaseous fuel line coupling the gaseous fuel source to the carburetor, as called for in claim 2 of U.S. Patent No. 11,143,145.

c. Dependent claim 3 by specifically including all the aforementioned elements of claim 2 and, in addition, wherein each of the liquid fuel valve and the gaseous fuel valve comprises a mechanical valve, as called for in claim 3 of U.S. Patent No. 11,143,145.

d. Dependent claim 4 by specifically including all the aforementioned elements of claim 2 and, in addition, wherein the liquid fuel cut-off solenoid is attached to the carburetor, as called for in claim 4 of U.S. Patent No. 11,143,145.

e. Dependent claim 5 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the gaseous fuel is LPG and the liquid fuel is gasoline, as called for in claim 5 of U.S. Patent No. 11,143,145.

f. Dependent claim 6 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the switch is an electro-mechanical switch connecting one fuel source to the carburetor and connected to the electrical power generator, and wherein the liquid fuel cut-off solenoid is connected to open and close a fuel path to the engine in response to reception of electrical power from the switch, as called for in claim 6 of U.S. Patent No. 11,143,145.

g. Dependent claim 7 by specifically including all the aforementioned elements of claim 6 and, in addition, wherein the switch selectively powers the solenoid valve by controlling electrical connection between the solenoid valve and the electrical power generator, as called for in claim 7 of U.S. Patent No. 11,143,145.

h. Dependent claim 10 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the electrical power generator comprises a magneto or an alternator, as called for in claim 10 of U.S. Patent No. 11,143,145.

Therefore, the Powermate Model DF7500E generator listed in Paragraph 65 infringes at least claims 1-7 and 10 of U.S. Patent No. 11,143,145.

67. Champion has no adequate remedy at law against Generac's acts of infringement and will suffer irreparable harm unless Generac is preliminarily and permanently enjoined from its infringement of U.S. Patent No. 11,143,145.

68. Upon information and belief, Generac's infringement has been willful, deliberate, and with knowledge of Champion's rights under U.S. Patent No. 11,143,145.

69. Upon information and belief, at least as of July 7, 2020, and again on April 4, 2024, the dates Champion sent Generac cease and desist letters demanding the cessation of infringement by Generac of Champion's patents, Generac has monitored Champion's patents and published patent applications and had actual notice of all of Champion's patents and published patent applications as of their publication dates.

70. Generac, by way of its infringing activity, has caused and continues to cause Champion to suffer damages in an amount to be determined at trial.

COUNT VI: INFRINGEMENT OF U.S. PATENT NO. 11,306,667

71. Paragraphs 1 through 70 are incorporated by reference as if fully set forth herein.

72. U.S. Patent No. 11,306,667 is titled "DUAL FUEL SELECTOR SWITCH." U.S. Patent No. 11,306,667 was duly and legally issued on April 19, 2022. A true and correct copy of U.S. Patent No. 11,306,667 is attached as Exhibit F.

73. Champion is the lawful assignee of the entire right, title, and interest in and to U.S. Patent No. 11,306,667 and possesses all rights of recovery under the patent, including the right to recover damages for past infringement.

74. Champion has acquired and inspected the following Generac generator models that Generac has been and is making, using, selling, or offering for sale within the United States, or importing into the United States, and that infringe one or more claims of U.S. Patent No. 11,306,667:

a. Powermate Model PM4500DF, a multi-fuel portable generator;

b. Powermate Model PM7500DF, a multi-fuel portable generator; and

c. Generac Model GP7500E, a multi-fuel portable generator.

75. Upon acquisition, disassembly as needed, review of owner's manuals and electrical schematics, and inspection, it was determined that each of the foregoing Generac generator models includes all of the elements of at least claims 1-5 and 9 of U.S. Patent No. 11,306,667. Each of the foregoing Generac generator models infringes:

a. Independent claim 1 by specifically including a fuel selector for use with a dual fuel generator, the fuel selector a selector having a valve assembly fluidly connected to each of a first fuel source and a second fuel source, 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, and including 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, and two fuel outputs for selectively supplying fuel to an engine from the first fuel

source or the second fuel source; 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, as called for in claim 1 of U.S. Patent No. 11,306,667.

b. Dependent claim 2 by specifically including all the aforementioned elements of claim 1 and, in addition, the two fuel outputs selectively supply fuel to the engine from only one of the first fuel source or the second fuel source, responsive to selection of the first fuel flow or the second fuel flow via the selector switch, and a corresponding operation of the valve assembly, as called for in claim 2 of U.S. Patent No. 11,306,667.

c. Dependent claim 3 by specifically including all the aforementioned elements of claim 1 and, in addition, the valve assembly has a first fuel valve having open and closed positions to selectively control the first fuel flow to the engine and a second fuel valve having open and closed positions to selectively control the second fuel flow to the engine, as called for in claim 3 of U.S. Patent No. 11,306,667.

d. Dependent claim 5 by specifically including all the aforementioned elements of claim 3 and, in addition, wherein the selector switch provides for manual actuation of the first fuel valve and the second fuel valve between the open and closed positions, as called for in claim 5 of U.S. Patent No. 11,306,667.

e. Dependent claim 9 by specifically including all the aforementioned elements of claim 1 and, in addition, the first fuel source is an LPG fuel source and wherein the second fuel source is a gasoline source, as called for in claim 9 of U.S. Patent No. 11,306,667.

Therefore, each of the foregoing Generac generator models listed in Paragraph 74(a)-(c) infringes at least claims 1-5 and 9 of U.S. Patent No. 11,306,667.

76. Champion has acquired and inspected the following Generac generator models that Generac has been and is making, using, selling, or offering for sale within the United States, or

importing into the United States, and that infringe one or more claims of U.S. Patent No. 11,143,145: Powermate Model DF3500E, a multi-fuel portable generator.

77. Upon acquisition, disassembly as needed, review of owner's manuals and electrical schematics, and inspection, it was determined that the Powermate Model DF3500E generator includes all of the elements of at least claims 1-9 of U.S. Patent No. 11,306,667. The Powermate Model DF3500E generator infringes:

a. Independent claim 1 by specifically including a fuel selector for use with a dual fuel generator, the fuel selector a selector having a valve assembly fluidly connected to each of a first fuel source and a second fuel source, 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, and including 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, and two fuel outputs for selectively supplying fuel to an engine from the first fuel source or the second fuel source; 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, as called for in claim 1 of U.S. Patent No. 11,306,667.

b. Dependent claim 2 by specifically including all the aforementioned elements of claim 1 and, in addition, the two fuel outputs selectively supply fuel to the engine from only one of the first fuel source or the second fuel source, responsive to selection of the first fuel flow or the second fuel flow via the selector switch, and a corresponding operation of the valve assembly, as called for in claim 2 of U.S. Patent No. 11,306,667.

c. Dependent claim 3 by specifically including all the aforementioned elements of claim 1 and, in addition, the valve assembly has a first fuel valve having open and closed positions to selectively control the first fuel flow to the engine and a second

fuel valve having open and closed positions to selectively control the second fuel flow to the engine, as called for in claim 3 of U.S. Patent No. 11,306,667.

d. Dependent claim 5 by specifically including all the aforementioned elements of claim 3 and, in addition, wherein the selector switch provides for manual actuation of the first fuel valve and the second fuel valve between the open and closed positions, as called for in claim 5 of U.S. Patent No. 11,306,667.

e. Dependent claim 6 by specifically including all the aforementioned elements of claim 1 and, in addition, a carburetor solenoid switch configured to activate an associated carburetor solenoid when actuated, as called for in claim 6 of U.S. Patent No. 11,306,667.

f. Dependent claim 7 by specifically including all the aforementioned elements of claim 6 and, in addition, wherein, when the selector switch is in a first position, the selector switch actuates the carburetor solenoid switch, so as to activate the carburetor solenoid and stop the second fuel flow to the engine, as called for in claim 7 of U.S. Patent No. 11,306,667.

g. Dependent claim 8 by specifically including all the aforementioned elements of claim 7 and, in addition, wherein, when the selector switch is in a second position, the carburetor solenoid allows the second fuel flow to the engine, as called for in claim 8 of U.S. Patent No. 11,306,667.

h. Dependent claim 9 by specifically including all the aforementioned elements of claim 1 and, in addition, the first fuel source is an LPG fuel source and wherein the second fuel source is a gasoline source, as called for in claim 9 of U.S. Patent No. 11,306,667.

Therefore, the Powermate Model DF3500E generator listed in Paragraph 76 infringes at least claims 1-9 of U.S. Patent No. 11,306,667.

78. Upon information and belief, Generac has been and is now making, using, selling, or offering for sale within the United States, or importing into the United States, the following additional generator model: Powermate Model DF7500E, a multi-fuel portable generator.

79. Upon review of the owner's manual of the Powermate Model DF7500E generator shared with the Powermate Model DF3500E generator, review of images and electrical schematics of the Powermate Model DF7500E generator, and comparison of the images and electrical schematics of the Powermate Model DF7500E generator to images and electrical schematics of the Powermate Model DF3500E generator listed in Paragraph 76, it was determined that the Powermate Model DF7500E generator includes all of the elements of at least claims 1-9 of U.S. Patent No. 11,306,667. The Powermate Model DF7500E generator infringes:

a. Independent claim 1 by specifically including a fuel selector for use with a dual fuel generator, the fuel selector a selector having a valve assembly fluidly connected to each of a first fuel source and a second fuel source, 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, and including 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, and two fuel outputs for selectively supplying fuel to an engine from the first fuel source or the second fuel source; 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, as called for in claim 1 of U.S. Patent No. 11,306,667.

b. Dependent claim 2 by specifically including all the aforementioned elements of claim 1 and, in addition, the two fuel outputs selectively supply fuel to the engine from only one of the first fuel source or the second fuel source, responsive to selection of the first fuel flow or the second fuel flow via the selector switch, and a corresponding operation of the valve assembly, as called for in claim 2 of U.S. Patent No. 11,306,667.

c. Dependent claim 3 by specifically including all the aforementioned elements of claim 1 and, in addition, the valve assembly has a first fuel valve having open and closed positions to selectively control the first fuel flow to the engine and a second fuel valve having open and closed positions to selectively control the second fuel flow to the engine, as called for in claim 3 of U.S. Patent No. 11,306,667.

d. Dependent claim 5 by specifically including all the aforementioned elements of claim 3 and, in addition, wherein the selector switch provides for manual actuation of the first fuel valve and the second fuel valve between the open and closed positions, as called for in claim 5 of U.S. Patent No. 11,306,667.

e. Dependent claim 6 by specifically including all the aforementioned elements of claim 1 and, in addition, a carburetor solenoid switch configured to activate an associated carburetor solenoid when actuated, as called for in claim 6 of U.S. Patent No. 11,306,667.

f. Dependent claim 7 by specifically including all the aforementioned elements of claim 6 and, in addition, wherein, when the selector switch is in a first position, the selector switch actuates the carburetor solenoid switch, so as to activate the carburetor solenoid and stop the second fuel flow to the engine, as called for in claim 7 of U.S. Patent No. 11,306,667.

g. Dependent claim 8 by specifically including all the aforementioned elements of claim 7 and, in addition, wherein, when the selector switch is in a second position, the carburetor solenoid allows the second fuel flow to the engine, as called for in claim 8 of U.S. Patent No. 11,306,667.

h. Dependent claim 9 by specifically including all the aforementioned elements of claim 1 and, in addition, the first fuel source is an LPG fuel source and wherein the second fuel source is a gasoline source, as called for in claim 9 of U.S. Patent No. 11,306,667.

Therefore, the Powermate Model DF7500E generator listed in Paragraph 78 infringes at least claims 1-9 of U.S. Patent No. 11,306,667.

80. Champion has no adequate remedy at law against Generac's acts of infringement and will suffer irreparable harm unless Generac is preliminarily and permanently enjoined from its infringement of U.S. Patent No. 11,306,667.

81. Upon information and belief, Generac's infringement has been willful, deliberate, and with knowledge of Champion's rights under U.S. Patent No. 11,306,667.

82. Upon information and belief, at least as of July 7, 2020, and again on April 4, 2024, the dates Champion sent Generac cease and desist letters demanding the cessation of infringement by Generac of Champion's patents, Generac has monitored Champion's patents and published patent applications and had actual notice of all of Champion's patents and published patent applications as of their publication dates.

83. Generac, by way of its infringing activity, has caused and continues to cause Champion to suffer damages in an amount to be determined at trial.

COUNT VII: INFRINGEMENT OF U.S. PATENT NO. 11,492,985

84. Paragraphs 1 through 83 are incorporated by reference as if fully set forth herein.

85. U.S. Patent No. 11,492,985 is titled "OFF-BOARD FUEL REGULATOR FOR GENERATOR ENGINE." U.S. Patent No. 11,492,985 was duly and legally issued on November 8, 2022. A true and correct copy of U.S. Patent No. 11,492,985 is attached as Exhibit G.

86. Champion is the lawful assignee of the entire right, title, and interest in and to U.S. Patent No. 11,492,985 and possesses all rights of recovery under the patent, including the right to recover damages for past infringement.

87. Champion has acquired and inspected the following Generac generator models that Generac has been and is making, using, selling, or offering for sale within the United States, or importing into the United States, and that infringe one or more claims of U.S. Patent No. 11,492,985:

a. Powermate Model PM4500DF, a multi-fuel portable generator;

b. Powermate Model PM7500DF, a multi-fuel portable generator;

c. Generac Model GP7500E, a multi-fuel portable generator; and

d. Powermate Model DF3500E, a multi-fuel portable generator.

88. Upon acquisition, disassembly as needed, review of owner's manuals and electrical schematics, and inspection, it was determined that each of the foregoing Generac generator models includes all of the elements of at least claims 16 and 17 of U.S. Patent No. 11,492,985. Each of the foregoing Generac generator models infringes:

a. Independent claim 16 by specifically including a dual fuel generator and fuel delivery system having a dual fuel generator configured to operate on a liquid fuel supplied from a liquid fuel source through a liquid fuel line and a gaseous fuel supplied from a pressurized fuel source through a gaseous fuel line; and a fuel regulator system located off board a dual fuel generator, including a primary pressure regulator coupled to a service valve of a pressurized fuel source, configured to regulate the gaseous fuel supplied from the pressurized fuel source in the first stage, the gaseous fuel regulated down to a first reduced pressure in the first stage and regulate the gaseous fuel output from the first stage in the second stage, the first reduced pressure gaseous fuel from the first stage being regulated down to a second reduced pressure in the second stage for delivery through the gaseous fuel line to operate the generator, wherein the fuel regulator system outputs gaseous fuel to the generator for operation of the engine at the second reduced pressure, as called for in claim 16 of U.S. Patent No. 11,492,985.

b. Dependent claim 17 by specifically including all the aforementioned elements of claim 16 and, in addition, wherein the primary and secondary pressure regulators are integral components of a dual stage pressure regulator, as called for in claim 17 of U.S. Patent No. 11,492,985.

Therefore, each of the foregoing Generac generator models listed in Paragraph 87(a)-(d) infringes at least claims 16 and 17 of U.S. Patent No. 11,492,985.

89. Upon information and belief, Generac has been and is now making, using, selling, or offering for sale within the United States, or importing into the United States, the following additional generator model: Powermate Model DF7500E, a multi-fuel portable generator.

90. Upon review of the owner's manual of the Powermate Model DF7500E generator shared with the Powermate Model DF3500E generator, review of images and electrical schematics of the Powermate Model DF7500E generator, and comparison of the images and electrical schematics of the Powermate Model DF7500E generator to images and electrical schematics of the Powermate Model DF3500E generator listed in Paragraph 87(d), it was determined that the Powermate Model DF7500E generator includes all of the elements of at least claims 16 and 17 of U.S. Patent No. 11,492,985. The Powermate Model DF7500E generator infringes:

a. Independent claim 16 by specifically including a dual fuel generator and fuel delivery system having a dual fuel generator configured to operate on a liquid fuel supplied from a liquid fuel source through a liquid fuel line and a gaseous fuel supplied from a pressurized fuel source through a gaseous fuel line; and a fuel regulator system located off board a dual fuel generator, including a primary pressure regulator coupled to a service valve of a pressurized fuel source, configured to regulate the gaseous fuel supplied from the pressurized fuel source in the first stage, the gaseous fuel regulated down to a first reduced pressure in the first stage and regulate the gaseous fuel output from the first stage in the second stage, the first reduced pressure gaseous fuel from the first stage being regulated down to a second reduced pressure in the second stage for delivery through the gaseous fuel line to operate the generator, wherein the fuel regulator system outputs gaseous fuel to the generator for operation of the engine at the second reduced pressure, as called for in claim 16 of U.S. Patent No. 11,492,985.

b. Dependent claim 17 by specifically including all the aforementioned elements of claim 16 and, in addition, wherein the primary and secondary pressure regulators

are integral components of a dual stage pressure regulator, as called for in claim 17 of U.S. Patent No. 11,492,985.

Therefore, the Powermate Model DF7500E generator listed in Paragraph 89 infringes at least claims 16 and 17 of U.S. Patent No. 11,492,985.

91. Champion has no adequate remedy at law against Generac's acts of infringement and will suffer irreparable harm unless Generac is preliminarily and permanently enjoined from its infringement of U.S. Patent No. 11,492,985.

92. Upon information and belief, Generac's infringement has been willful, deliberate, and with knowledge of Champion's rights under U.S. Patent No. 11,492,985.

93. Upon information and belief, at least as of July 7, 2020, and again on April 4, 2024, the dates Champion sent Generac cease and desist letters demanding the cessation of infringement by Generac of Champion's patents, Generac has monitored Champion's patents and published patent applications and had actual notice of all of Champion's patents and published patent applications as of their publication dates.

94. Generac, by way of its infringing activity, has caused and continues to cause Champion to suffer damages in an amount to be determined at trial.

COUNT VIII: INFRINGEMENT OF U.S. PATENT NO. 11,530,654

95. Paragraphs 1 through 94 are incorporated by reference as if fully set forth herein.

96. U.S. Patent No. 11,530,654 is titled "OFF-BOARD FUEL REGULATOR FOR GENERATOR ENGINE." U.S. Patent No. 11,530,654 was duly and legally issued on December 20, 2022. A true and correct copy of U.S. Patent No. 11,530,654 is attached as Exhibit H.

97. Champion is the lawful assignee of the entire right, title, and interest in and to U.S. Patent No. 11,530,654 and possesses all rights of recovery under the patent, including the right to recover damages for past infringement.

98. Champion has acquired and inspected the following Generac generator models that Generac has been and is making, using, selling, or offering for sale within the United States, or

importing into the United States, and that infringe one or more claims of U.S. Patent No. 11,530,654:

a. Powermate Model PM4500DF, a multi-fuel portable generator;

b. Powermate Model PM7500DF, a multi-fuel portable generator;

c. Generac Model GP7500E, a multi-fuel portable generator; and

d. Powermate Model DF3500E, a multi-fuel portable generator.

99. Upon acquisition, disassembly as needed, review of owner's manuals and electrical schematics, and inspection, it was determined that each of the foregoing Generac generator models includes all of the elements of at least claims 6, 7, and 9 of U.S. Patent No. 11,530,654. Each of the foregoing Generac generator models infringes:

a. Independent claim 6 by specifically including a dual fuel generator and fuel delivery system having a dual fuel generator configured to operate on a liquid fuel supplied from a liquid fuel source through a liquid fuel line and a gaseous fuel supplied from a pressurized fuel source through a gaseous fuel line, a fuel regulator system located off board the dual fuel generator and having a primary pressure regulator coupled to a service valve of a pressurized fuel source and configured to regulate a gaseous fuel supplied from the pressurized fuel source to a first reduced pressure and a secondary pressure regulator coupled to the primary pressure regulator and configured to regulate the gaseous fuel supplied from the primary pressure regulator down from the first reduced pressure to a second reduced pressure for delivery through a gaseous fuel line to operate the dual fuel generator, a mechanical fuel valve actuatable between a first position and a second position to selectively control fuel flow to the dual fuel generator from a liquid fuel source through a liquid fuel line and the pressurized fuel source through the gaseous fuel line and that opens and closes the liquid fuel line to selectively control fuel flow from the liquid fuel source to the dual fuel generator, and a fuel lockout apparatus coupled to the mechanical fuel valve and configured to prevent

the pressurized fuel source from coupling to the gaseous fuel line while the mechanical fuel valve opens the liquid fuel line and permit the pressurized fuel source to couple to the gaseous fuel line while the mechanical fuel valve closes the liquid fuel line, as called for in claim 6 of U.S. Patent No. 11,530,654.

b. Dependent claim 7 by specifically including all the aforementioned elements of claim 6 and, in addition, the fuel lockout apparatus is further configured to prevent the mechanical fuel valve from opening the liquid fuel line while the dual fuel generator receives fuel from the pressurized fuel source, as called for in claim 7 of U.S. Patent No. 11,530,654.

c. Dependent claim 9 by specifically including all the aforementioned elements of claim 6 and, in addition, wherein the primary and secondary pressure regulators are integral components of a dual stage pressure regulator, as called for in claim 7 of U.S. Patent No. 11,530,654.

Therefore, each of the foregoing Generac generator models listed in Paragraph 98(a)-(d) infringes at least claims 6, 7, and 9 of U.S. Patent No. 11,530,654.

100. Upon information and belief, Generac has been and is now making, using, selling, or offering for sale within the United States, or importing into the United States, the following additional generator model: Powermate Model DF7500E, a multi-fuel portable generator.

101. Upon review of the owner's manual of the Powermate Model DF7500E generator shared with the Powermate Model DF3500E generator, review of images and electrical schematics of the Powermate Model DF7500E generator, and comparison of the images and electrical schematics of the Powermate Model DF7500E generator to images and electrical schematics of the Powermate Model DF3500E generator listed in Paragraph 98(d), it was determined that the Powermate Model DF7500E generator includes all of the elements of at least claims 6, 7, and 9 of U.S. Patent No. 11,530,654. The Powermate Model DF7500E generator infringes:

a. Independent claim 6 by specifically including a dual fuel generator and fuel delivery system having a dual fuel generator configured to operate on a liquid fuel

supplied from a liquid fuel source through a liquid fuel line and a gaseous fuel supplied from a pressurized fuel source through a gaseous fuel line, a fuel regulator system located off board the dual fuel generator and having a primary pressure regulator coupled to a service valve of a pressurized fuel source and configured to regulate a gaseous fuel supplied from the pressurized fuel source to a first reduced pressure and a secondary pressure regulator coupled to the primary pressure regulator and configured to regulate the gaseous fuel supplied from the primary pressure regulator down from the first reduced pressure to a second reduced pressure for delivery through a gaseous fuel line to operate the dual fuel generator, a mechanical fuel valve actuatable between a first position and a second position to selectively control fuel flow to the dual fuel generator from a liquid fuel source through a liquid fuel line and the pressurized fuel source through the gaseous fuel line and that opens and closes the liquid fuel line to selectively control fuel flow from the liquid fuel source to the dual fuel generator, and a fuel lockout apparatus coupled to the mechanical fuel valve and configured to prevent the pressurized fuel source from coupling to the gaseous fuel line while the mechanical fuel valve opens the liquid fuel line and permit the pressurized fuel source to couple to the gaseous fuel line while the mechanical fuel valve closes the liquid fuel line, as called for in claim 6 of U.S. Patent No. 11,530,654.

b. Dependent claim 7 by specifically including all the aforementioned elements of claim 6 and, in addition, the fuel lockout apparatus is further configured to prevent the mechanical fuel valve from opening the liquid fuel line while the dual fuel generator receives fuel from the pressurized fuel source, as called for in claim 7 of U.S. Patent No. 11,530,654.

c. Dependent claim 9 by specifically including all the aforementioned elements of claim 6 and, in addition, wherein the primary and secondary pressure regulators

are integral components of a dual stage pressure regulator, as called for in claim 7 of U.S. Patent No. 11,530,654.

Therefore, the Powermate Model DF7500E generator listed in Paragraph 100 infringes at least claims 6, 7, and 9 of U.S. Patent No. 11,530,654.

102. Champion has no adequate remedy at law against Generac's acts of infringement and will suffer irreparable harm unless Generac is preliminarily and permanently enjoined from its infringement of U.S. Patent No. 11,530,654.

103. Upon information and belief, Generac's infringement has been willful, deliberate, and with knowledge of Champion's rights under U.S. Patent No. 11,530,654.

104. Upon information and belief, at least as of July 7, 2020, and again on April 4, 2024, the dates Champion sent Generac cease and desist letters demanding the cessation of infringement by Generac of Champion's patents, Generac has monitored Champion's patents and published patent applications and had actual notice of all of Champion's patents and published patent applications as of their publication dates.

105. Generac, by way of its infringing activity, has caused and continues to cause Champion to suffer damages in an amount to be determined at trial.

COUNT IX: INFRINGEMENT OF U.S. PATENT NO. 11,840,970

106. Paragraphs 1 through 105 are incorporated by reference as if fully set forth herein.

107. U.S. Patent No. 11,840,970 is titled "DUAL FUEL GENERATOR WITH REMOTE REGULATOR." U.S. Patent No. 11,840,970 was duly and legally issued on December 12, 2023. A true and correct copy of U.S. Patent No. 11,840,970 is attached as Exhibit I.

108. Champion is the lawful assignee of the entire right, title, and interest in and to U.S. Patent No. 11,840,970 and possesses all rights of recovery under the patent, including the right to recover damages for past infringement.

109. Champion has acquired and inspected the following Generac generator models that Generac has been and is making, using, selling, or offering for sale within the United States, or

importing into the United States, and that infringe one or more claims of U.S. Patent No. 11,840,970:

a. Powermate Model PM4500DF, a multi-fuel portable generator;

b. Powermate Model PM7500DF, a multi-fuel portable generator;

c. Generac Model GP7500E, a multi-fuel portable generator; and

d. Powermate Model DF3500E, a multi-fuel portable generator.

110. Upon acquisition, disassembly as needed, review of owner's manuals and electrical schematics, and inspection, it was determined that each of the foregoing Generac generator models includes all of the elements of at least claims 1-5, 11, 20-23, 25-27, and 33 of U.S. Patent No. 11,840,970. Each of the foregoing Generac generator models infringes:

a. Independent claim 1 by specifically including a dual fuel generator and fuel delivery system including a dual fuel generator having an engine configured to operate on a liquid fuel supplied from a liquid fuel source through a liquid fuel line and a gaseous fuel supplied from a pressurized fuel source through a gaseous fuel line and a carburetor attached to an intake of the engine to mix air and fuel and connect the liquid fuel line to the intake; a fuel regulator system located off board the dual fuel generator, the fuel regulator system including a primary pressure regulator coupled to a service valve of the pressurized fuel source and configured to regulate the fuel supplied from the pressurized fuel source to a reduced pressure and a secondary pressure regulator coupled to the primary pressure regulator and configured to regulate the gaseous fuel supplied from the primary pressure regulator to a desired pressure for delivery through the gaseous fuel line to operate the dual fuel generator; and a mechanical fuel valve actuatable between a first position and a second position to selectively control fuel flow to the engine from the liquid fuel source through the liquid fuel line and the pressurized fuel source through the gaseous fuel line, as called for in claim 1 of U.S. Patent No. 11,840,970.

b. Dependent claim 2 by specifically including all the aforementioned elements of claim 1 and, in addition, the carburetor connects the gaseous fuel line to the intake, as called for in claim 2 of U.S. Patent No. 11,840,970.

c. Dependent claim 3 by specifically including all the aforementioned elements of claim 1 and, in addition, a fuel lockout apparatus coupled to the mechanical fuel valve; and wherein when the mechanical fuel valve is in the first position, the fuel lockout apparatus communicates the liquid fuel source to the dual fuel generator and prevents the pressurized fuel source from coupling to the dual fuel generator, and actuation of the mechanical fuel valve to the second position causes the fuel lockout apparatus to permit the pressurized fuel source to couple to the dual fuel generator, and interrupts the liquid fuel source communication with the dual fuel generator, as called for in claim 3 of U.S. Patent No. 11,840,970.

d. Dependent claim 4 by specifically including all the aforementioned elements of claim 1 and, in addition, the mechanical fuel valve opens and closes the liquid fuel line to selectively control fuel flow from the liquid fuel source to the dual fuel generator and a fuel lockout apparatus is coupled to the mechanical fuel valve and is configured to prevent the pressurized fuel source from coupling to the gaseous fuel line while the mechanical fuel valve opens the liquid fuel line and to permit the pressurized fuel source to couple to the gaseous fuel line while the mechanical fuel valve closes the liquid fuel line, as called for in claim 4 of U.S. Patent No. 11,840,970.

e. Dependent claim 5 by specifically including all the aforementioned elements of claim 4 and, in addition, the fuel lockout apparatus is further configured to prevent the mechanical fuel valve from opening the liquid fuel line while the dual fuel generator receives fuel from the pressurized fuel source, as called for in claim 5 of U.S. Patent No. 11,840,970.

f. Dependent claim 11 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the primary and secondary pressure regulators are integral components of a dual stage pressure regulator, as called for in claim 11 of U.S. Patent No. 11,840,970.

g. Independent claim 20 by specifically including a dual fuel generator and fuel delivery system comprising: a dual fuel generator configured to operate on a liquid fuel supplied from a liquid fuel source through a liquid fuel line and a gaseous fuel supplied from a pressurized fuel source through a gaseous fuel line, the dual fuel generator comprising: a gaseous fuel valve coupled to an inlet of the gaseous fuel line and connectable to the pressurized fuel source, and a mechanical fuel valve actuatable between a first position and a second position to selectively control fuel flow to the dual fuel generator from the liquid fuel source through the liquid fuel line and the pressurized fuel source through the gaseous fuel line; and a fuel regulator system located off board the dual fuel generator, the fuel regulator system comprising: a primary pressure regulator connectable to a service valve of the pressurized fuel source and configured to regulate the fuel supplied from the pressurized fuel source to a reduced pressure, and a secondary pressure regulator coupled to the primary pressure regulator and connectable to the gaseous fuel valve, the secondary pressure regulator configured to regulate the gaseous fuel supplied from the primary pressure regulator to a desired pressure for delivery through the gaseous fuel line to operate the dual fuel generator, as called for in claim 20 of U.S. Patent No. 11,840,970.

h. Dependent claim 21 by specifically including all the aforementioned elements of claim 20 and, in addition, wherein the pressurized fuel source is independent and disconnected from the dual fuel generator, as called for in claim 21 of U.S. Patent No. 11,840,970.

i. Dependent claim 22 by specifically including all the aforementioned elements of claim 21 and, in addition, wherein the fuel regulator system is disconnected from the dual fuel generator, as called for in claim 22 of U.S. Patent No. 11,840,970.

j. Dependent claim 23 by specifically including all the aforementioned elements of claim 21 and, in addition, wherein the primary pressure regulator is disconnected from the pressurized fuel source, as called for in claim 23 of U.S. Patent No. 11,840,970.

k. Dependent claim 25 by specifically including all the aforementioned elements of claim 20 and, in addition, a fuel lockout apparatus coupled to the mechanical fuel valve; and wherein when the mechanical fuel valve is in the first position, the fuel lockout apparatus communicates the liquid fuel source to the dual fuel generator and prevents the pressurized fuel source from coupling to the dual fuel generator, and actuation of the mechanical fuel valve to the second position causes the fuel lockout apparatus to permit the pressurized fuel source to couple to the dual fuel generator, and interrupts the liquid fuel source communication with the dual fuel generator, as called for in claim 25 of U.S. Patent No. 11,840,970.

l. Dependent claim 26 by specifically including all the aforementioned elements of claim 20 and, in addition, wherein the mechanical fuel valve opens and closes the liquid fuel line to selectively control fuel flow from the liquid fuel source to the dual fuel generator; and further comprises: a fuel lockout apparatus coupled to the mechanical fuel valve and configured to prevent the pressurize fuel source from coupling to the gaseous fuel line while the mechanical fuel valve opens the liquid fuel line, and permit the pressurized fuel source to couple to the gaseous fuel line while the mechanical fuel valve closes the liquid fuel line, as called for in claim 26 of U.S. Patent No. 11,840,970.

m. Dependent claim 27 by specifically including all the aforementioned elements of claim 26 and, in addition, wherein the fuel lockout apparatus is further configured

to prevent the mechanical fuel valve from opening the liquid fuel line while the dual fuel generator receives fuel from the pressurized fuel source, as called for in claim 27 of U.S. Patent No. 11,840,970.

n. Dependent claim 33 by specifically including all the aforementioned elements of claim 20 and, in addition, wherein the primary and secondary pressure regulators are integral components of a dual stage pressure regulator, as called for in claim 33 of U.S. Patent No. 11,840,970.

Therefore, each of the foregoing Generac generator models listed in Paragraph 109(a)-(d) infringes at least claims 1-5, 11, 20-23, 25-27, and 33 of U.S. Patent No. 11,840,970.

111. Upon information and belief, Generac has been and is now making, using, selling, or offering for sale within the United States, or importing into the United States, the following additional generator model: Powermate Model DF7500E, a multi-fuel portable generator.

112. Upon review of the owner's manual of the Powermate Model DF7500E generator shared with the Powermate Model DF3500E generator, review of images and electrical schematics of the Powermate Model DF7500E generator, and comparison of the images and electrical schematics of the Powermate Model DF7500E generator to images and electrical schematics of the Powermate Model DF3500E generator listed in Paragraph 109(d), it was determined that the Powermate Model DF7500E generator includes all of the elements of at least claims 1-5, 11, 20-23, 25-27, and 33 of U.S. Patent No. 11,840,970. The Powermate Model DF7500E generator infringes:

a. Independent claim 1 by specifically including a dual fuel generator and fuel delivery system including a dual fuel generator having an engine configured to operate on a liquid fuel supplied from a liquid fuel source through a liquid fuel line and a gaseous fuel supplied from a pressurized fuel source through a gaseous fuel line and a carburetor attached to an intake of the engine to mix air and fuel and connect the liquid fuel line to the intake; a fuel regulator system located off board the dual fuel generator, the fuel regulator system including a primary

pressure regulator coupled to a service valve of the pressurized fuel source and configured to regulate the fuel supplied from the pressurized fuel source to a reduced pressure and a secondary pressure regulator coupled to the primary pressure regulator and configured to regulate the gaseous fuel supplied from the primary pressure regulator to a desired pressure for delivery through the gaseous fuel line to operate the dual fuel generator; and a mechanical fuel valve actuatable between a first position and a second position to selectively control fuel flow to the engine from the liquid fuel source through the liquid fuel line and the pressurized fuel source through the gaseous fuel line, as called for in claim 1 of U.S. Patent No. 11,840,970.

b. Dependent claim 2 by specifically including all the aforementioned elements of claim 1 and, in addition, the carburetor connects the gaseous fuel line to the intake, as called for in claim 2 of U.S. Patent No. 11,840,970.

c. Dependent claim 3 by specifically including all the aforementioned elements of claim 1 and, in addition, a fuel lockout apparatus coupled to the mechanical fuel valve; and wherein when the mechanical fuel valve is in the first position, the fuel lockout apparatus communicates the liquid fuel source to the dual fuel generator and prevents the pressurized fuel source from coupling to the dual fuel generator, and actuation of the mechanical fuel valve to the second position causes the fuel lockout apparatus to permit the pressurized fuel source to couple to the dual fuel generator, and interrupts the liquid fuel source communication with the dual fuel generator, as called for in claim 3 of U.S. Patent No. 11,840,970.

d. Dependent claim 4 by specifically including all the aforementioned elements of claim 1 and, in addition, the mechanical fuel valve opens and closes the liquid fuel line to selectively control fuel flow from the liquid fuel source to the dual fuel generator and a fuel lockout apparatus is coupled to the mechanical fuel valve and is configured to prevent the pressurized fuel source from coupling to the gaseous

fuel line while the mechanical fuel valve opens the liquid fuel line and to permit the pressurized fuel source to couple to the gaseous fuel line while the mechanical fuel valve closes the liquid fuel line, as called for in claim 4 of U.S. Patent No. 11,840,970.

e. Dependent claim 5 by specifically including all the aforementioned elements of claim 4 and, in addition, the fuel lockout apparatus is further configured to prevent the mechanical fuel valve from opening the liquid fuel line while the dual fuel generator receives fuel from the pressurized fuel source, as called for in claim 5 of U.S. Patent No. 11,840,970.

f. Dependent claim 11 by specifically including all the aforementioned elements of claim 1 and, in addition, wherein the primary and secondary pressure regulators are integral components of a dual stage pressure regulator, as called for in claim 11 of U.S. Patent No. 11,840,970.

g. Independent claim 20 by specifically including a dual fuel generator and fuel delivery system comprising: a dual fuel generator configured to operate on a liquid fuel supplied from a liquid fuel source through a liquid fuel line and a gaseous fuel supplied from a pressurized fuel source through a gaseous fuel line, the dual fuel generator comprising: a gaseous fuel valve coupled to an inlet of the gaseous fuel line and connectable to the pressurized fuel source, and a mechanical fuel valve actuatable between a first position and a second position to selectively control fuel flow to the dual fuel generator from the liquid fuel source through the liquid fuel line and the pressurized fuel source through the gaseous fuel line; and a fuel regulator system located off board the dual fuel generator, the fuel regulator system comprising: a primary pressure regulator connectable to a service valve of the pressurized fuel source and configured to regulate the fuel supplied from the pressurized fuel source to a reduced pressure, and a secondary pressure regulator coupled to the primary pressure regulator and connectable to the gaseous fuel

valve, the secondary pressure regulator configured to regulate the gaseous fuel supplied from the primary pressure regulator to a desired pressure for delivery through the gaseous fuel line to operate the dual fuel generator, as called for in claim 20 of U.S. Patent No. 11,840,970.

h. Dependent claim 21 by specifically including all the aforementioned elements of claim 20 and, in addition, wherein the pressurized fuel source is independent and disconnected from the dual fuel generator, as called for in claim 21 of U.S. Patent No. 11,840,970.

i. Dependent claim 22 by specifically including all the aforementioned elements of claim 21 and, in addition, wherein the fuel regulator system is disconnected from the dual fuel generator, as called for in claim 22 of U.S. Patent No. 11,840,970.

j. Dependent claim 23 by specifically including all the aforementioned elements of claim 21 and, in addition, wherein the primary pressure regulator is disconnected from the pressurized fuel source, as called for in claim 23 of U.S. Patent No. 11,840,970.

k. Dependent claim 25 by specifically including all the aforementioned elements of claim 20 and, in addition, a fuel lockout apparatus coupled to the mechanical fuel valve; and wherein when the mechanical fuel valve is in the first position, the fuel lockout apparatus communicates the liquid fuel source to the dual fuel generator and prevents the pressurized fuel source from coupling to the dual fuel generator, and actuation of the mechanical fuel valve to the second position causes the fuel lockout apparatus to permit the pressurized fuel source to couple to the dual fuel generator, and interrupts the liquid fuel source communication with the dual fuel generator, as called for in claim 25 of U.S. Patent No. 11,840,970.

l. Dependent claim 26 by specifically including all the aforementioned elements of claim 20 and, in addition, wherein the mechanical fuel valve opens and closes the liquid fuel line to selectively control fuel flow from the liquid fuel source to the

dual fuel generator; and further comprises: a fuel lockout apparatus coupled to the mechanical fuel valve and configured to prevent the pressurize fuel source from coupling to the gaseous fuel line while the mechanical fuel valve opens the liquid fuel line, and permit the pressurized fuel source to couple to the gaseous fuel line while the mechanical fuel valve closes the liquid fuel line, as called for in claim 26 of U.S. Patent No. 11,840,970.

m. Dependent claim 27 by specifically including all the aforementioned elements of claim 26 and, in addition, wherein the fuel lockout apparatus is further configured to prevent the mechanical fuel valve from opening the liquid fuel line while the dual fuel generator receives fuel from the pressurized fuel source, as called for in claim 27 of U.S. Patent No. 11,840,970.

n. Dependent claim 33 by specifically including all the aforementioned elements of claim 20 and, in addition, wherein the primary and secondary pressure regulators are integral components of a dual stage pressure regulator, as called for in claim 33 of U.S. Patent No. 11,840,970.

Therefore, the Powermate Model DF7500E generator listed in Paragraph 111 infringes at least claims 1-5, 11, 20-23, 25-27, and 33 of U.S. Patent No. 11,840,970.

113. Champion has no adequate remedy at law against Generac's acts of infringement and will suffer irreparable harm unless Generac is preliminarily and permanently enjoined from its infringement of U.S. Patent No. 11,840,970.

114. Upon information and belief, Generac's infringement has been willful, deliberate, and with knowledge of Champion's rights under U.S. Patent No. 11,840,970.

115. Upon information and belief, at least as of July 7, 2020, and again on April 4, 2024, the dates Champion sent Generac cease and desist letters demanding the cessation of infringement by Generac of Champion's patents, Generac has monitored Champion's patents and published patent applications and had actual notice of all of Champion's patents and published patent applications as of their publication dates.

116. Generac, by way of its infringing activity, has caused and continues to cause Champion to suffer damages in an amount to be determined at trial.

COUNT X: INFRINGEMENT OF U.S. PATENT NO. 11,905,895

117. Paragraphs 1 through 116 are incorporated by reference as if fully set forth herein.

118. U.S. Patent No. 11,905,895 is titled "DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE." U.S. Patent No. 11,905,895 was duly and legally issued on February 20, 2024. A true and correct copy of U.S. Patent No. 11,905,895 is attached as Exhibit J.

119. Champion is the lawful assignee of the entire right, title, and interest in and to U.S. Patent No. 11,905,895 and possesses all rights of recovery under the patent, including the right to recover damages for past infringement.

120. Champion has acquired and inspected the following Generac generator models that Generac has been and is making, using, selling, or offering for sale within the United States, or importing into the United States, and that infringe one or more claims of U.S. Patent No. 11,905,895:

a. Powermate Model PM4500DF, a multi-fuel portable generator;

b. Powermate Model PM7500DF, a multi-fuel portable generator;

c. Generac Model GP7500E, a multi-fuel portable generator; and

d. Powermate Model DF3500E, a multi-fuel portable generator.

121. Upon acquisition, disassembly as needed, review of owner's manuals and electrical schematics, and inspection, it was determined that each of the foregoing Generac generator models includes all of the elements of at least claims 1, 2, 6-8, 12-15, and 21 of U.S. Patent No. 11,905,895. Each of the foregoing Generac generator models infringes:

a. Independent claim 1 by specifically including a mechanical fuel lockout switch for a dual fuel engine having a mechanical fuel valve actuatable between a first position and a second position to selectively control fuel flow to the dual fuel engine from a first fuel source through a first fuel line and a second fuel source through a second fuel line, the mechanical fuel valve configured to allow

communication between the first fuel source and the dual fuel engine and prevent communication between the second fuel source and the dual fuel engine while in the first position and prevent communication between the first fuel source and the dual fuel engine while in the second position; and a fuel lockout apparatus coupled to the mechanical fuel valve and configured to prevent the second fuel source from coupling to the second fuel line while the mechanical fuel valve is in the first position and permit the second fuel source to couple to the second fuel line while the mechanical fuel valve is in the second position, as called for in claim 1 of U.S. Patent No. 11,905,895.

b. Dependent claim 2 by specifically including all the aforementioned elements of claim 1 and, in addition, the fuel lockout apparatus prevents actuation of the mechanical fuel valve to the first position when the second fuel source is in communication with the dual fuel engine, as called for in claim 2 of U.S. Patent No. 11,905,895.

c. Dependent claim 6 by specifically including all the aforementioned elements of claim 1 and, in addition, the mechanical fuel valve and the fuel lockout apparatus operate together to ensure that fuel from the first fuel source and fuel from the second fuel source are not simultaneously delivered to the dual fuel engine, as called for in claim 6 of U.S. Patent No. 11,905,895.

d. Dependent claim 7 by specifically including all the aforementioned elements of claim 6 and, in addition, wherein the mechanical fuel valve is configured to: provide liquid fuel from a liquid fuel tank of the first fuel source to the dual fuel engine while in the first position, and provide gaseous fuel from a pressurized fuel container of the second fuel source to the dual fuel engine while in the second position, as called for in claim 7 of U.S. Patent No. 11,905,895.

e. Independent claim 8 by specifically including a mechanical fuel lockout switch for a dual fuel engine having a mechanical fuel valve actuatable between a first

position and a second position to selectively control fuel flow to the dual fuel engine from a first fuel source through a first fuel line and a second fuel source through a second fuel line, the mechanical fuel valve configured to allow communication between the first fuel source and the dual fuel engine and prevent communication between the second fuel source and the dual fuel engine while the first position and prevent communication between the first fuel source and the dual fuel engine while in the second position; and a fuel lockout apparatus coupled to the mechanical fuel valve and configured to prevent actuation of the mechanical fuel valve to the first position when the second fuel source is in communication with the dual fuel engine, as called for in claim 8 of U.S. Patent No. 11,905,895.

f. Dependent claim 12 by specifically including all the aforementioned elements of claim 8 and, in addition, the mechanical fuel valve and the fuel lockout apparatus operate together to ensure that fuel from the first fuel source and fuel from the second fuel source are not simultaneously delivered to the dual fuel engine, as called for in claim 12 of U.S. Patent No. 11,905,895.

g. Dependent claim 13 by specifically including all the aforementioned elements of claim 12 and, in addition, wherein the mechanical fuel valve is configured to: provide liquid fuel from a liquid fuel tank of the first fuel source to the dual fuel engine while in the first position, and provide gaseous fuel from a pressurized fuel container of the second fuel source to the dual fuel engine while in the second position, as called for in claim 13 of U.S. Patent No. 11,905,895.

h. Independent claim 14 by specifically including a dual fuel generator and fuel delivery system having a dual fuel generator configured to operate on a liquid fuel supplied from a liquid fuel source through a liquid fuel line and a gaseous fuel supplied from a pressurized fuel source through a gaseous fuel line; a fuel regulator system located off board the dual fuel generator, the fuel regulator system including a primary pressure regulator couplable to a service valve of the

pressurized fuel source and configured to regulate the gaseous fuel supplied from the pressurized fuel source to a reduced pressure and a secondary pressure regulator couplable to the primary pressure regulator and configured to regulate the gaseous fuel supplied from the primary pressure regulator to a desired pressure for delivery through the gaseous fuel line to operate the dual fuel generator; a mechanical fuel valve actuatable between a first position and a second position to selectively control fuel flow to the dual fuel generator from the liquid fuel source through the liquid fuel line and the pressurized fuel source through the gaseous fuel line, the mechanical fuel valve configured to open and close the liquid fuel line to selectively control fuel flow from the liquid fuel source to the dual fuel generator; and a fuel lockout apparatus coupled to the mechanical fuel valve and configured to prevent the pressurized fuel source from coupling to the gaseous fuel line while the liquid fuel line is open and permit the pressurized fuel source to couple to the gaseous fuel line while the liquid fuel line is closed by the mechanical fuel valve, as called for in claim 14 of U.S. Patent No. 11,905,895.

i. Dependent claim 15 by specifically including all the aforementioned elements of claim 14 and, in addition, the fuel lockout apparatus is further configured to prevent the mechanical fuel valve from opening the liquid fuel line while the fuel regulator system is coupled to the gaseous fuel line, as called for in claim 15 of U.S. Patent No. 11,905,895.

j. Dependent claim 21 by specifically including all the aforementioned elements of claim 14 and, in addition, wherein: the fuel regulator system comprises a dual stage pressure regulator; and the primary and secondary pressure regulators are integral components of the dual stage pressure regulator, as called for in claim 21 of U.S. Patent No. 11,905,895.

Therefore, each of the foregoing Generac generator models listed in Paragraph 120(a)-(d) infringes at least claims 1, 2, 6-8, 12-15 and 21 of U.S. Patent No. 11,905,895.

122. Upon information and belief, Generac has been and is now making, using, selling, or offering for sale within the United States, or importing into the United States, the following additional generator model: Powermate Model DF7500E, a multi-fuel portable generator.

123. Upon review of the owner's manual of the Powermate Model DF7500E generator shared with the Powermate Model DF3500E generator, review of images and electrical schematics of the Powermate Model DF7500E generator, and comparison of the images and electrical schematics of the Powermate Model DF7500E generator to images and electrical schematics of the Powermate Model DF3500E generator listed in Paragraph 120(d), it was determined that the Powermate Model DF7500E generator includes all of the elements of at least claims 1, 2, 6-8, 12-15 and 21 of U.S. Patent No. 11,905,895. The Powermate Model DF7500E generator infringes:

a. Independent claim 1 by specifically including a mechanical fuel lockout switch for a dual fuel engine having a mechanical fuel valve actuatable between a first position and a second position to selectively control fuel flow to the dual fuel engine from a first fuel source through a first fuel line and a second fuel source through a second fuel line, the mechanical fuel valve configured to allow communication between the first fuel source and the dual fuel engine and prevent communication between the second fuel source and the dual fuel engine while in the first position and prevent communication between the first fuel source and the dual fuel engine while in the second position; and a fuel lockout apparatus coupled to the mechanical fuel valve and configured to prevent the second fuel source from coupling to the second fuel line while the mechanical fuel valve is in the first position and permit the second fuel source to couple to the second fuel line while the mechanical fuel valve is in the second position, as called for in claim 1 of U.S. Patent No. 11,905,895.

b. Dependent claim 2 by specifically including all the aforementioned elements of claim 1 and, in addition, the fuel lockout apparatus prevents actuation of the mechanical fuel valve to the first position when the second fuel source is in

communication with the dual fuel engine, as called for in claim 2 of U.S. Patent No. 11,905,895.

c. Dependent claim 6 by specifically including all the aforementioned elements of claim 1 and, in addition, the mechanical fuel valve and the fuel lockout apparatus operate together to ensure that fuel from the first fuel source and fuel from the second fuel source are not simultaneously delivered to the dual fuel engine, as called for in claim 6 of U.S. Patent No. 11,905,895.

d. Dependent claim 7 by specifically including all the aforementioned elements of claim 6 and, in addition, wherein the mechanical fuel valve is configured to: provide liquid fuel from a liquid fuel tank of the first fuel source to the dual fuel engine while in the first position, and provide gaseous fuel from a pressurized fuel container of the second fuel source to the dual fuel engine while in the second position, as called for in claim 7 of U.S. Patent No. 11,905,895.

e. Independent claim 8 by specifically including a mechanical fuel lockout switch for a dual fuel engine having a mechanical fuel valve actuatable between a first position and a second position to selectively control fuel flow to the dual fuel engine from a first fuel source through a first fuel line and a second fuel source through a second fuel line, the mechanical fuel valve configured to allow communication between the first fuel source and the dual fuel engine and prevent communication between the second fuel source and the dual fuel engine while the first position and prevent communication between the first fuel source and the dual fuel engine while in the second position; and a fuel lockout apparatus coupled to the mechanical fuel valve and configured to prevent actuation of the mechanical fuel valve to the first position when the second fuel source is in communication with the dual fuel engine, as called for in claim 8 of U.S. Patent No. 11,905,895.

f. Dependent claim 12 by specifically including all the aforementioned elements of claim 8 and, in addition, the mechanical fuel valve and the fuel lockout apparatus

operate together to ensure that fuel from the first fuel source and fuel from the second fuel source are not simultaneously delivered to the dual fuel engine, as called for in claim 12 of U.S. Patent No. 11,905,895.

g. Dependent claim 13 by specifically including all the aforementioned elements of claim 12 and, in addition, wherein the mechanical fuel valve is configured to: provide liquid fuel from a liquid fuel tank of the first fuel source to the dual fuel engine while in the first position, and provide gaseous fuel from a pressurized fuel container of the second fuel source to the dual fuel engine while in the second position, as called for in claim 13 of U.S. Patent No. 11,905,895.

h. Independent claim 14 by specifically including a dual fuel generator and fuel delivery system having a dual fuel generator configured to operate on a liquid fuel supplied from a liquid fuel source through a liquid fuel line and a gaseous fuel supplied from a pressurized fuel source through a gaseous fuel line; a fuel regulator system located off board the dual fuel generator, the fuel regulator system including a primary pressure regulator couplable to a service valve of the pressurized fuel source and configured to regulate the gaseous fuel supplied from the pressurized fuel source to a reduced pressure and a secondary pressure regulator couplable to the primary pressure regulator and configured to regulate the gaseous fuel supplied from the primary pressure regulator to a desired pressure for delivery through the gaseous fuel line to operate the dual fuel generator; a mechanical fuel valve actuatable between a first position and a second position to selectively control fuel flow to the dual fuel generator from the liquid fuel source through the liquid fuel line and the pressurized fuel source through the gaseous fuel line, the mechanical fuel valve configured to open and close the liquid fuel line to selectively control fuel flow from the liquid fuel source to the dual fuel generator; and a fuel lockout apparatus coupled to the mechanical fuel valve and configured to prevent the pressurized fuel source from coupling to the gaseous

fuel line while the liquid fuel line is open and permit the pressurized fuel source to couple to the gaseous fuel line while the liquid fuel line is closed by the mechanical fuel valve, as called for in claim 14 of U.S. Patent No. 11,905,895.

i. Dependent claim 15 by specifically including all the aforementioned elements of claim 14 and, in addition, the fuel lockout apparatus is further configured to prevent the mechanical fuel valve from opening the liquid fuel line while the fuel regulator system is coupled to the gaseous fuel line, as called for in claim 15 of U.S. Patent No. 11,905,895.

j. Dependent claim 21 by specifically including all the aforementioned elements of claim 14 and, in addition, wherein: the fuel regulator system comprises a dual stage pressure regulator; and the primary and secondary pressure regulators are integral components of the dual stage pressure regulator, as called for in claim 21 of U.S. Patent No. 11,905,895.

Therefore, the Powermate Model DF7500E generator listed in Paragraph 122 infringes at least claims 1, 2, 6-8, 12-15 and 21 of U.S. Patent No. 11,905,895.

124. Champion has no adequate remedy at law against Generac's acts of infringement and will suffer irreparable harm unless Generac is preliminarily and permanently enjoined from its infringement of U.S. Patent No. 11,905,895.

125. Upon information and belief, Generac's infringement has been willful, deliberate, and with knowledge of Champion's rights under U.S. Patent No. 11,905,895.

126. Upon information and belief, at least as of July 7, 2020, and again on April 4, 2024, the dates Champion sent Generac cease and desist letters demanding the cessation of infringement by Generac of Champion's patents, Generac has monitored Champion's patents and published patent applications and had actual notice of all of Champion's patents and published patent applications as of their publication dates.

127. Generac, by way of its infringing activity, has caused and continues to cause Champion to suffer damages in an amount to be determined at trial.

COUNT XI: INFRINGEMENT OF U.S. PATENT NO. 11,905,896

128. Paragraphs 1 through 127 are incorporated by reference as if fully set forth herein.

129. U.S. Patent No. 11,905,896 is titled "DUAL FUEL SELECTOR SWITCH." U.S. Patent No. 11,905,896 was duly and legally issued on February 20, 2024. A true and correct copy of U.S. Patent No. 11,905,896 is attached as Exhibit K.

130. Champion is the lawful assignee of the entire right, title, and interest in and to U.S. Patent No. 11,905,896 and possesses all rights of recovery under the patent, including the right to recover damages for past infringement.

131. Champion has acquired and inspected the following Generac generator models that Generac has been and is making, using, selling, or offering for sale within the United States, or importing into the United States, and that infringe one or more claims of U.S. Patent No. 11,905,896:

a. Powermate Model PM4500DF, a multi-fuel portable generator;

b. Powermate Model PM7500DF, a multi-fuel portable generator; and

c. Generac Model GP7500E, a multi-fuel portable generator.

132. Upon acquisition, disassembly as needed, review of owner's manuals and electrical schematics, and inspection, it was determined that each of the foregoing Generac generator models includes all of the elements of at least claims 7, 8, 14-16, 30-32, 34, and 35 of U.S. Patent No. 11,905,896. Each of the foregoing Generac generator models infringes:

a. Independent claim 7 by specifically including a fuel selector for use with a dual fuel generator, the fuel selector comprising: a valve assembly fluidly couplable to each of a first fuel source and a second fuel source and 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, the valve assembly comprising: a first mechanical fuel valve having open and closed positions to selectively control the first fuel flow to the engine; and a second mechanical fuel valve having open and closed positions to selectively control the

second fuel flow to the engine; and a selector switch movable with respect to the valve assembly to allow a user to manually select the first fuel flow or the second fuel flow, as called for in claim 7 of U.S. Patent No. 11,905,896.

b. Dependent claim 8 by specifically including all the aforementioned elements of claim 7 and, in addition, wherein the selector switch provides for manual actuation of the first fuel valve and the second fuel valve between the open and closed positions, as called for in claim 8 of U.S. Patent No. 11,905,896.

c. Dependent claim 14 by specifically including all the aforementioned elements of claim 7 and, in addition, wherein: the first fuel valve is couplable to a liquefied petroleum gas (LPG) fuel source; and the second fuel valve is couplable to a gasoline source, as called for in claim 14 of U.S. Patent No. 11,905,896.

d. Independent claim 15 by specifically including a fuel selector for use with a dual fuel generator, the fuel selector comprising: a valve assembly fluidly couplable to each of a first fuel source and a second fuel source and 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, the valve assembly comprising: a first fuel valve having open and closed positions to selectively control the first fuel flow to the engine; and a second fuel valve having open and closed positions to selectively control the second fuel flow to the engine; and at least one valve handle mechanically coupled to the first fuel valve and the second fuel valve to selectively open and close the first fuel valve and the second fuel valve responsive to actuation thereof so as to enable the first fuel flow to the engine or the second fuel flow to the engine, as called for in claim 15 of U.S. Patent No. 11,905,896.

e. Dependent claim 16 by specifically including the all the aforementioned elements of claim 15 and, in addition, wherein the at least one valve handle enables only

one of the first and second fuel flows to the engine at a given time, as called for in claim 36 of U.S. Patent No. 11,905,896.

f. Independent claim 30 by specifically including a fuel selector for use with a dual fuel generator, the fuel selector comprising: a valve assembly fluidly couplable to each of a first fuel source and a second fuel source and 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, the valve assembly comprising: two fuel inputs comprising: a first fuel input couplable to the first fuel source; and a second fuel input couplable to the second fuel source; and two fuel outputs configured to selectively supply fuel to the engine from the first fuel source or the second fuel source; and a selector switch positioned on the valve assembly to allow a user to manually select the first fuel flow or the second fuel flow, as called for in claim 30 of U.S. Patent No. 11,905,896.

g. Dependent claim 31 by specifically including all the aforementioned elements of claim 30 and, in addition, wherein the two fuel outputs are configured to selectively supply fuel to the engine from only one of the first and second fuel sources responsive to selection of the first fuel flow or the second fuel flow via the selector switch and a corresponding operation of the valve assembly, as called for in claim 31 of U.S. Patent No. 11,905,896.

h. Dependent claim 32 by specifically including all the aforementioned elements of claim 30 and, in addition, wherein the valve assembly comprises: a first fuel valve having open and closed positions to selectively control the first fuel flow to the engine; and a second fuel valve having open and closed positions to selectively control the second fuel flow to the engine, as called for in claim 32 of U.S. Patent No. 11,905,896.

i. Dependent claim 34 by specifically including all the aforementioned elements of claim 32 and, in addition, wherein the first fuel valve and the second fuel valve

are non-solenoid, mechanical valves, as called for in claim 34 of U.S. Patent No. 11,905,896.

j. Dependent claim 35 by specifically including all the aforementioned elements of claim 32 and, in addition, wherein the selector switch provides for manual actuation of the first fuel valve and the second fuel valve between the open and closed positions, as called for in claim 35 of U.S. Patent No. 11,905,896.

Therefore, each of the Generac generator models listed in Paragraph 131(a)-(c) infringes at least claims 7, 8, 14-16, 30-32, 34, and 35 of U.S. Patent No. 11,905,896.

133. Champion has acquired and inspected the following Generac generator models that Generac has been and is making, using, selling, or offering for sale within the United States, or importing into the United States, and that infringe one or more claims of U.S. Patent No. 11,905,896: Powermate Model DF3500E, a multi-fuel portable generator.

134. Upon acquisition, disassembly as needed, review of owner's manuals and electrical schematics, and inspection, it was determined that the Powermate Model DF3500E generator includes all of the elements of at least claims 7, 8, 14-16, and 34-38 of U.S. Patent No. 11,905,896. The Powermate Model DF3500E generator infringes:

a. Independent claim 7 by specifically including a fuel selector for use with a dual fuel generator, the fuel selector comprising: a valve assembly fluidly couplable to each of a first fuel source and a second fuel source and 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, the valve assembly comprising: a first mechanical fuel valve having open and closed positions to selectively control the first fuel flow to the engine; and a second mechanical fuel valve having open and closed positions to selectively control the second fuel flow to the engine; and a selector switch movable with respect to the valve assembly to allow a user to manually select the first fuel flow or the second fuel flow, as called for in claim 7 of U.S. Patent No. 11,905,896.

b. Dependent claim 8 by specifically including all the aforementioned elements of claim 7 and, in addition, wherein the selector switch provides for manual actuation of the first fuel valve and the second fuel valve between the open and closed positions, as called for in claim 8 of U.S. Patent No. 11,905,896.

c. Dependent claim 14 by specifically including all the aforementioned elements of claim 7 and, in addition, wherein: the first fuel valve is couplable to a liquefied petroleum gas (LPG) fuel source; and the second fuel valve is couplable to a gasoline source, as called for in claim 14 of U.S. Patent No. 11,905,896.

d. Independent claim 15 by specifically including a fuel selector for use with a dual fuel generator, the fuel selector comprising: a valve assembly fluidly couplable to each of a first fuel source and a second fuel source and 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, the valve assembly comprising: a first fuel valve having open and closed positions to selectively control the first fuel flow to the engine; and a second fuel valve having open and closed positions to selectively control the second fuel flow to the engine; and at least one valve handle mechanically coupled to the first fuel valve and the second fuel valve to selectively open and close the first fuel valve and the second fuel valve responsive to actuation thereof so as to enable the first fuel flow to the engine or the second fuel flow to the engine, as called for in claim 15 of U.S. Patent No. 11,905,896.

e. Dependent claim 16 by specifically including the all the aforementioned elements of claim 15 and, in addition, wherein the at least one valve handle enables only one of the first and second fuel flows to the engine at a given time, as called for in claim 36 of U.S. Patent No. 11,905,896.

f. Independent claim 30 by specifically including a fuel selector for use with a dual fuel generator, the fuel selector comprising: a valve assembly fluidly couplable to

each of a first fuel source and a second fuel source and 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, the valve assembly comprising: two fuel inputs comprising: a first fuel input couplable to the first fuel source; and a second fuel input couplable to the second fuel source; and two fuel outputs configured to selectively supply fuel to the engine from the first fuel source or the second fuel source; and a selector switch positioned on the valve assembly to allow a user to manually select the first fuel flow or the second fuel flow, as called for in claim 30 of U.S. Patent No. 11,905,896.

g. Dependent claim 31 by specifically including all the aforementioned elements of claim 30 and, in addition, wherein the two fuel outputs are configured to selectively supply fuel to the engine from only one of the first and second fuel sources responsive to selection of the first fuel flow or the second fuel flow via the selector switch and a corresponding operation of the valve assembly, as called for in claim 31 of U.S. Patent No. 11,905,896.

h. Dependent claim 32 by specifically including all the aforementioned elements of claim 30 and, in addition, wherein the valve assembly comprises: a first fuel valve having open and closed positions to selectively control the first fuel flow to the engine; and a second fuel valve having open and closed positions to selectively control the second fuel flow to the engine, as called for in claim 32 of U.S. Patent No. 11,905,896.

i. Dependent claim 34 by specifically including all the aforementioned elements of claim 32 and, in addition, wherein the first fuel valve and the second fuel valve are non-solenoid, mechanical valves, as called for in claim 34 of U.S. Patent No. 11,905,896.

j. Dependent claim 35 by specifically including all the aforementioned elements of claim 32 and, in addition, wherein the selector switch provides for manual

actuation of the first fuel valve and the second fuel valve between the open and closed positions, as called for in claim 35 of U.S. Patent No. 11,905,896.

k. Dependent claim 36 by specifically including all the aforementioned elements of claim 30 and, in addition, a carburetor solenoid switch configured to activate an associated carburetor solenoid when actuated, as called for in claim 36 of U.S. Patent No. 11,905,896.

l. Dependent claim 37 by specifically including all the aforementioned elements of claim 36 and, in addition, wherein, when the selector switch is in a first position, the selector switch actuates the carburetor solenoid switch so as to activate the carburetor solenoid and prohibit the second fuel flow to the engine, as called for in claim 37 of U.S. Patent No. 11,905,896.

m. Dependent claim 38 by specifically including all the aforementioned elements of claim 37 and, in addition, wherein, when the selector switch is in a second position, the carburetor solenoid allows the second fuel flow to the engine, as called for in claim 38 of U.S. Patent No. 11,905,896.

Therefore, the Powermate Model DF3500E generator listed in Paragraph 133 infringes at least claims 7, 8, 14-16, 30-32, and 34-38 of U.S. Patent No. 11,905,896.

135. Upon information and belief, Generac has been and is now making, using, selling, or offering for sale within the United States, or importing into the United States, the following additional generator model: Powermate Model DF7500E, a multi-fuel portable generator.

136. Upon review of the owner's manual of the Powermate Model DF7500E generator shared with the Powermate Model DF3500E generator, review of images and electrical schematics of the Powermate Model DF7500E generator, and comparison of the images and electrical schematics of the Powermate Model DF7500E generator to images and electrical schematics of the Powermate Model DF3500E generator listed in Paragraph 133, it was determined that the Powermate Model DF7500E generator includes all of the elements of at least claims 7, 8, 14-16,

30-32, and 34-38 of U.S. Patent No. 11,905,896. The Powermate Model DF7500E generator infringes:

a. Independent claim 7 by specifically including a fuel selector for use with a dual fuel generator, the fuel selector comprising: a valve assembly fluidly couplable to each of a first fuel source and a second fuel source and 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, the valve assembly comprising: a first mechanical fuel valve having open and closed positions to selectively control the first fuel flow to the engine; and a second mechanical fuel valve having open and closed positions to selectively control the second fuel flow to the engine; and a selector switch movable with respect to the valve assembly to allow a user to manually select the first fuel flow or the second fuel flow, as called for in claim 7 of U.S. Patent No. 11,905,896.

b. Dependent claim 8 by specifically including all the aforementioned elements of claim 7 and, in addition, wherein the selector switch provides for manual actuation of the first fuel valve and the second fuel valve between the open and closed positions, as called for in claim 8 of U.S. Patent No. 11,905,896.

c. Dependent claim 14 by specifically including all the aforementioned elements of claim 7 and, in addition, wherein: the first fuel valve is couplable to a liquefied petroleum gas (LPG) fuel source; and the second fuel valve is couplable to a gasoline source, as called for in claim 14 of U.S. Patent No. 11,905,896.

d. Independent claim 15 by specifically including a fuel selector for use with a dual fuel generator, the fuel selector comprising: a valve assembly fluidly couplable to each of a first fuel source and a second fuel source and 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, the valve assembly comprising: a first fuel valve having open and closed positions to

selectively control the first fuel flow to the engine; and a second fuel valve having open and closed positions to selectively control the second fuel flow to the engine; and at least one valve handle mechanically coupled to the first fuel valve and the second fuel valve to selectively open and close the first fuel valve and the second fuel valve responsive to actuation thereof so as to enable the first fuel flow to the engine or the second fuel flow to the engine, as called for in claim 15 of U.S. Patent No. 11,905,896.

e. Dependent claim 16 by specifically including the all the aforementioned elements of claim 15 and, in addition, wherein the at least one valve handle enables only one of the first and second fuel flows to the engine at a given time, as called for in claim 36 of U.S. Patent No. 11,905,896.

f. Independent claim 30 by specifically including a fuel selector for use with a dual fuel generator, the fuel selector comprising: a valve assembly fluidly couplable to each of a first fuel source and a second fuel source and 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, the valve assembly comprising: two fuel inputs comprising: a first fuel input couplable to the first fuel source; and a second fuel input couplable to the second fuel source; and two fuel outputs configured to selectively supply fuel to the engine from the first fuel source or the second fuel source; and a selector switch positioned on the valve assembly to allow a user to manually select the first fuel flow or the second fuel flow, as called for in claim 30 of U.S. Patent No. 11,905,896.

g. Dependent claim 31 by specifically including all the aforementioned elements of claim 30 and, in addition, wherein the two fuel outputs are configured to selectively supply fuel to the engine from only one of the first and second fuel sources responsive to selection of the first fuel flow or the second fuel flow via

the selector switch and a corresponding operation of the valve assembly, as called for in claim 31 of U.S. Patent No. 11,905,896.

h. Dependent claim 32 by specifically including all the aforementioned elements of claim 30 and, in addition, wherein the valve assembly comprises: a first fuel valve having open and closed positions to selectively control the first fuel flow to the engine; and a second fuel valve having open and closed positions to selectively control the second fuel flow to the engine, as called for in claim 32 of U.S. Patent No. 11,905,896.

i. Dependent claim 34 by specifically including all the aforementioned elements of claim 32 and, in addition, wherein the first fuel valve and the second fuel valve are non-solenoid, mechanical valves, as called for in claim 34 of U.S. Patent No. 11,905,896.

j. Dependent claim 35 by specifically including all the aforementioned elements of claim 32 and, in addition, wherein the selector switch provides for manual actuation of the first fuel valve and the second fuel valve between the open and closed positions, as called for in claim 35 of U.S. Patent No. 11,905,896.

k. Dependent claim 36 by specifically including all the aforementioned elements of claim 30 and, in addition, a carburetor solenoid switch configured to activate an associated carburetor solenoid when actuated, as called for in claim 36 of U.S. Patent No. 11,905,896.

l. Dependent claim 37 by specifically including all the aforementioned elements of claim 36 and, in addition, wherein, when the selector switch is in a first position, the selector switch actuates the carburetor solenoid switch so as to activate the carburetor solenoid and prohibit the second fuel flow to the engine, as called for in claim 37 of U.S. Patent No. 11,905,896.

m. Dependent claim 38 by specifically including all the aforementioned elements of claim 37 and, in addition, wherein, when the selector switch is in a second

position, the carburetor solenoid allows the second fuel flow to the engine, as called for in claim 38 of U.S. Patent No. 11,905,896.

Therefore, the Powermate Model DF7500E generator listed in Paragraph 135 infringes at least claims 7, 8, 14-16, 30-32, and 34-38 of U.S. Patent No. 11,905,896.

137. Champion has no adequate remedy at law against Generac's acts of infringement and will suffer irreparable harm unless Generac is preliminarily and permanently enjoined from its infringement of U.S. Patent No. 11,905,896.

138. Upon information and belief, Generac's infringement has been willful, deliberate, and with knowledge of Champion's rights under U.S. Patent No. 11,905,896.

139. Upon information and belief, at least as of July 7, 2020, and again on April 4, 2024, the dates Champion sent Generac cease and desist letters demanding the cessation of infringement by Generac of Champion's patents, Generac has monitored Champion's patents and published patent applications and had actual notice of all of Champion's patents and published patent applications as of their publication dates.

140. Generac, by way of its infringing activity, has caused and continues to cause Champion to suffer damages in an amount to be determined at trial.

PRAYER FOR RELIEF

Wherefore, Champion prays for judgment against Generac, granting Champion the following relief:

A. That this Court adjudge and decree that U.S. Patent No. 10,221,780 is valid and enforceable against Generac and that Generac has infringed and continues to infringe the patent;

B. That this Court adjudge and decree that U.S. Patent No. 10,598,101 is valid and enforceable against Generac and that Generac has infringed and continues to infringe the patent;

C. That this Court adjudge and decree that U.S. Patent No. 10,697,398 is valid and enforceable against Generac and that Generac has infringed and continues to infringe the patent;

D. That this Court adjudge and decree that U.S. Patent No. 11,143,120 is valid and enforceable against Generac and that Generac has infringed and continues to infringe the patent;

E. That this Court adjudge and decree that U.S. Patent No. 11,143,145 is valid and enforceable against Generac and that Generac has infringed and continues to infringe the patent;

F. That this Court adjudge and decree that U.S. Patent No. 11,306,667 is valid and enforceable against Generac and that Generac has infringed and continues to infringe the patent;

G. That this Court adjudge and decree that U.S. Patent No. 11,492,985 is valid and enforceable against Generac and that Generac has infringed and continues to infringe the patent;

H. That this Court adjudge and decree that U.S. Patent No. 11,530,654 is valid and enforceable against Generac and that Generac has infringed and continues to infringe the patent;

I. That this Court adjudge and decree that U.S. Patent No. 11,840,970 is valid and enforceable against Generac and that Generac has infringed and continues to infringe the patent;

J. That this Court adjudge and decree that U.S. Patent No. 11,905,895 is valid and enforceable against Generac and that Generac has infringed and continues to infringe the patent;

K. That this Court adjudge and decree that U.S. Patent No. 11,905,896 is valid and enforceable against Generac and that Generac has infringed and continues to infringe the patent;

L. That this Court grant injunctions enjoining the aforesaid acts of infringement by Generac, its officers, agents, servants, employees, subsidiaries, and attorneys, and those acting in concert with them, including related individuals and entities, customers, representatives, original equipment manufacturers ("OEMs"), dealers, and distributors;

M. That this Court enter an award to Champion of such damages as it shall prove at trial against Generac that are adequate to compensate Champion for said infringement as permitted under the Patent Act;

N. That this Court order an award to Champion of up to three times the amount of compensatory damages because of Generac's willful infringement and any enhanced damages as provided by 35 U.S.C. § 284;

O. That this Court render a finding that this case is "exceptional" and award Champion its costs and reasonable attorneys' fees, as provided by 35 U.S.C. § 285;

P. That this Court award Champion pre-judgment and post-judgment interests on damages to the maximum extent allowed under the law; and

Q. That this Court grant to Champion such other, further, and different relief as may be just and proper.

JURY TRIAL DEMAND

Pursuant to Rule 38(b) of the Federal Rules of Civil Procedure, Champion respectfully demands a trial by jury of any and all issues triable of right before a jury.

Dated this 9th day of October, 2024.

HUSCH BLACKWELL LLP
Attorneys for Plaintiff

By: s/ Thomas P. Heneghan

Thomas P. Heneghan, 1024057
33 East Main Street, Suite 300
Madison, Wisconsin 53703
608.255.4440
608.258.7138 (fax)
Tom.Heneghan@huschblackwell.com

Timothy J. Ziolkowski, 1020984
Jacob M. Fritz, 1094547
ZIOLKOWSKI PATENT SOLUTIONS GROUP, SC
136 South Wisconsin Street
Port Washington, WI 53074
Telephone: 262.268.8100
Facsimile: 262.268.8185
tjz@zpatents.com
jmf@zpatents.com