

INFORMATION DISCLOSURE STATEMENT BY APPLICANT (Not for submission under 37 CFR 1.99)	Application Number	14738060
	Filing Date	2015-06-12
	First Named Inventor	Mark J. Sarder et al.
	Art Unit	3747
	Examiner Name	Kevin A. Lathers
	Attorney Docket Number	CET1090.019

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**INFORMATION DISCLOSURE
STATEMENT BY APPLICANT**
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Filing Date	2015-06-12
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CERTIFICATION STATEMENT

Please see 37 CFR 1.97 and 1.98 to make the appropriate selection(s):

☒ That each item of information contained in the information disclosure statement was first cited in any communication from a foreign patent office in a counterpart foreign application not more than three months prior to the filing of the information disclosure statement. See 37 CFR 1.97(e)(1).

OR

☐ That no item of information contained in the information disclosure statement was cited in a communication from a foreign patent office in a counterpart foreign application, and, to the knowledge of the person signing the certification after making reasonable inquiry, no item of information contained in the information disclosure statement was known to any individual designated in 37 CFR 1.56(c) more than three months prior to the filing of the information disclosure statement. See 37 CFR 1.97(e)(2).

See attached certification statement.

The fee set forth in 37 CFR 1.17 (p) has been submitted herewith.

A certification statement is not submitted herewith.

SIGNATURE

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Signature	/Stephanie M. Laundre/	Date (YYYY-MM-DD)	2018-02-22
Name/Print	Stephanie M. Laundre	Registration Number	65124

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Espacenet

Bibliographic data: CN2060477 (U) — 1990-08-15

CARBURETTOR

Inventor(s): YUNYING ZHAO [CN] ± (ZHAO YUNYING)

Applicant(s): ZHAO YUNYING [CN] ± (ZHAO YUNYING)

Classification: - **international:** *F02M3/05*; (IPC1-7): F02M3/05
- **cooperative:**

Application number: CN1989217629U 19890927

Priority number(s): CN1989217629U 19890927

Abstract of CN2060477 (U)

The utility model relates to a carburetor used for a combustion engine. The carburetor used for a combustion engine is characterized in that a fuel oil switch is arranged at a fuel inlet of a carburetor, and a restoring spring is arranged on a valve core of the fuel oil switch. A torsional handle of the valve core is connected with an operation draw rod. When an automobile is put into gear to slide down a slope, the fuel oil switch is closed by a driver through the operation draw rod, and the purpose of oil saving is achieved. When the operation draw rod is released, the fuel oil switch is automatically restored. The structure of the carburetor used for a combustion engine is simple. The current carburetor is convenient to modify. The carburetor used for a combustion engine is particularly suitable for a vehicle which often runs in a mountain area.



(12) 实用新型专利申请说明书

[21] 申请号 89217629.6

[51] Int. Cl.³

F02M 3/05

[43] 公告日 1990年8月15日

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071202

[72] 设计人 赵云英

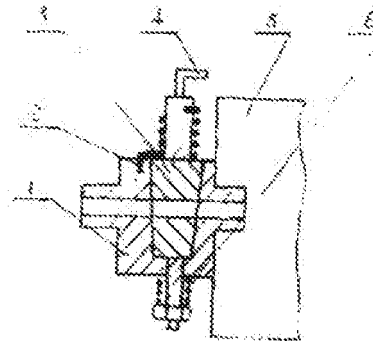
[30] 专利代理机构 河北省专利事务所
代理人 朱振强

说明书页数: 2 附图页数: 2

[54] 实用新型名称 一种汽化器

[57] 摘要

供微旋发动机使用的汽化器,其特征是汽化器的燃料入口处设有一燃油开关该开关的阀芯上设有复位弹簧,阀芯扭把与操作拉杆连接。当汽车下坡挂档滑行时,司机经拉杆关闭燃油开关,达到节油目的;解除拉杆,燃油开关自动复位。本实用新型结构简单,对原有汽化器改造方便,特别适用于经常在山区行驶的车辆。



(8.2) 第1张/2号

权 利 要 求 书

1、一种燃烧发动机使用的汽化器，其特征在于所述的汽化器燃油入口处，有一燃油开关。

2、根据权利要求1所述的汽化器，其特征在于燃油开关由阀体1、复位弹簧2、阀芯3、扭把4和拉紧弹簧6组成。

3、根据权利要求1或2所述的汽化器，其特征在于所述阀体1与汽化器外壳5，可以设计为一体或分离式。

一种汽化器

本实用新型属于一种供燃烧发动机使用的汽化器。

现有汽车发动机使用的汽化器，燃油入口都没有燃油开关，按操作规程规定，汽车下坡时，不得空挡滑行，以保证汽车发动机带动压气机工作，使刹车有足够气压，而汽车下坡挂挡滑行时，发动机处于被驱动状态，发动机不需要汽化器供给可燃混合汽，现有技术决定了只要发动机工作，燃油泵就通过汽化器向发动机供给可燃混合汽，这样大量的燃油被浪费掉。

本实用新型的目的是：当汽车下坡挂挡滑行时，关闭汽化器燃油入口，使发动机在不烧燃油的情况下，带动机油泵、压气机工作，达到下坡节油的目的。

以下结合附图对本实用新型进行详细描述。

附图1为汽车发动系统示意图。

附图2为本实用新型燃油开关结构示意图。

参看附图1，发动机工作时，带动机油泵、燃油泵和压气机工作，机油泵向发动机供给润滑油，燃油泵通过汽化器向发动机供给可燃混合汽，压气机供刹车足够的气压，所以现有技术的缺点是，只要发动机工作，燃油泵就会通过汽化器向发动机供给可燃混合汽。

当汽车下坡时，汽车可挂挡滑行，由于发动机处于被驱动状态，不需要汽化器供给可燃混合汽，司机可通过拉杆关闭汽化器燃油入口开关，使燃油不能进入汽化器，同时关闭点火开关，发动机在不

烧燃油的情况下，带动机油泵、压气机工作，这样即保证了发动机的润滑和刹车气压，又达到节省燃油的目的。下坡终止，打开点火开关和汽化器燃油入口开关，汽车恢复正常运行。

参看图2，汽化器燃油进口，由阀体1、复位弹簧2、阀芯3、拉把4及拉紧弹簧6组成了燃油开关。阀体1与汽化器外壳5可是分离式，也可制成一体。需要关闭燃油进口时，司机通过拉杆驱动拉把4，使阀芯3上的孔与阀体1上的孔错开，使汽化器进口断开，释放拉杆阀芯3在复位弹簧2作用下复位，打开汽化器进口。拉紧弹簧6将阀芯3与阀体1紧密接触，以防接触面漏油。

本实用新型结构简单，对经常行驶在山区的车辆，节油效果更显著，实现了车辆下坡挂挡安全滑行，可广泛用于各种汽油车和柴油车。

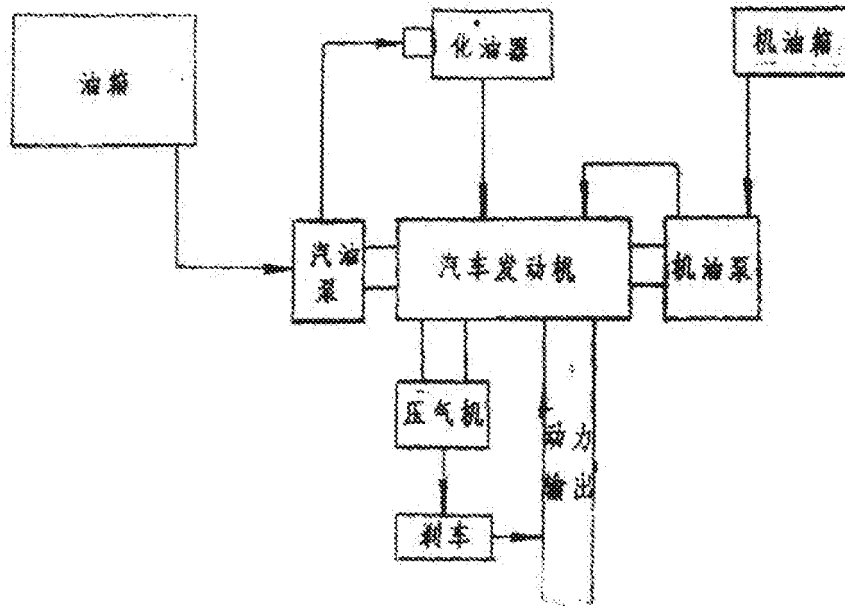


图1

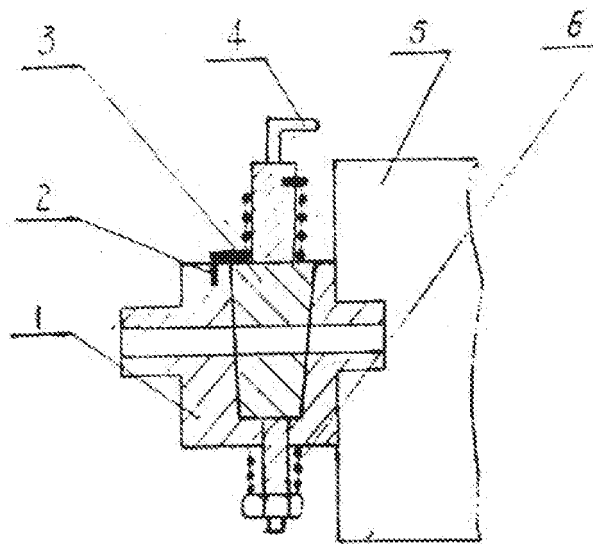


图2

Electronic Acknowledgement Receipt

EFS ID:	31860663
Application Number:	14738060
International Application Number:	
Confirmation Number:	9670
Title of Invention:	DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE
First Named Inventor/Applicant Name:	Mark J. Sarder
Customer Number:	26629
Filer:	Stephanie Mueller Laundre/Robyn Templin
Filer Authorized By:	Stephanie Mueller Laundre
Attorney Docket Number:	CET1090.019
Receipt Date:	22-FEB-2018
Filing Date:	12-JUN-2015
Time Stamp:	14:47:42
Application Type:	Utility under 35 USC 111(a)

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Customer No. 26629
Confirmation No. 9670

Patent
Attorney Docket No. CET1090.019

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of : Sarder et al.
Serial No. : 14/738,060
Filed : June 12, 2015
For : DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE
Group Art No. : 3747
Examiner : Kevin A. Lathers

CERTIFICATION UNDER 37 CFR 1.8(a) and 1.10

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Date: November 3, 2017

/Robyn L. Templin/
Signature

Commissioner for Patents
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Alexandria, VA 22313-1450

AMENDMENT/RESPONSE TO OFFICE ACTION
MAILED AUGUST 3, 2017

Dear Sir:

Responsive to the Office Action mailed August 3, 2017, please consider the following remarks:

In the Claims

1. (Original) A mechanical fuel lockout switch for a dual fuel engine comprising:
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; 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.
2. (Original) The mechanical fuel lockout switch for a dual fuel engine of claim 1, 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.
3. (Original) The mechanical fuel lockout switch for a dual fuel engine of claim 1, 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.
4. (Original) The mechanical fuel lockout switch for a dual fuel engine of claim 3, wherein the fuel lockout apparatus comprises a flange rigidly coupled to the mechanical fuel valve that covers an inlet of the second fuel line while the mechanical fuel valve is in the first position and uncovers the inlet of the second fuel line while the mechanical fuel valve is in the second position.

5. (Original) The mechanical fuel lockout switch for a dual fuel engine of claim 4, wherein the mechanical fuel valve rotates between the first position and the second position and the flange rotates transversely across the inlet of the second fuel line.

6. (Original) The mechanical fuel lockout switch for a dual fuel engine of claim 4, further comprising:

a first end of a quick-disconnect hose coupling attached to the inlet of the second fuel line; and

a second end of the quick-disconnect hose coupling attached to the second fuel source to mate with the first end of the quick-disconnect hose coupling to couple the second fuel source to the second fuel line.

7. (Original) The mechanical fuel lockout switch for a dual fuel engine of claim 1, wherein 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.

8. (Original) The mechanical fuel lockout switch for a dual fuel engine of claim 7, wherein 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.

9. (Original) 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;

a fuel regulator system located off board the dual fuel generator, the fuel regulator system comprising:

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 dual fuel generator from the liquid fuel source through the liquid fuel line and the pressurized fuel source through the gaseous fuel line.

10. (Original) The dual fuel generator and fuel delivery system of claim 9 further comprising 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.

11. (Original) The dual fuel generator and fuel delivery system of claim 9, wherein 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.

12. (Original) The dual fuel generator and fuel delivery system of claim 11, 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.

13. (Original) The dual fuel generator and fuel delivery system of claim 11, wherein the fuel lockout apparatus further comprises a fuel inlet cover that actuates with the mechanical fuel valve to cover an inlet of the gaseous fuel line while the mechanical fuel valve opens the liquid fuel line and to uncover mechanical fuel lockout switch the inlet of the gaseous fuel line when the mechanical fuel valve closes the liquid fuel line.

14. (Original) The dual fuel generator and fuel delivery system of claim 9, further comprising:

a first end of a quick-connect hose coupling coupled to an outlet of the secondary pressure regulator; and

a second end of the quick-connect hose coupling coupled to an inlet of the gaseous fuel line to mate with the first end of the quick-connect hose coupling to couple the secondary pressure regulator to the gaseous fuel line.

15. (Original) The dual fuel generator and fuel delivery system of claim 9, further comprising a regulator mounting device secured to the pressurized fuel source with at least the secondary pressure regulator mounted on the regulator mounting device.

16. (Original) The dual fuel generator and fuel delivery system of claim 15, wherein the primary pressure regulator is mounted on the regulator mounting device.

17. (Original) The dual fuel generator and fuel delivery system of claim 16, wherein the pressurized fuel source comprises a pressurized fuel container having a collar; and

wherein the regulator mounting device secures to the collar so that the primary and secondary pressure regulators are positioned adjacent each other along an outer periphery of the collar.

18. (Original) The dual fuel generator and fuel delivery system of claim 9, wherein the primary and secondary pressure regulators are integral components of a dual stage pressure regulator.

19. (Original) A method of assembling a mechanical fuel lockout switch for an internal combustion engine comprising:

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 when the mechanical fuel valve is in the first position, the fuel lockout apparatus communicates the first fuel source to the internal combustion engine and prevents the second fuel source from coupling to the internal combustion engine, and actuation of the mechanical fuel valve to the second position causes the fuel lockout apparatus to permit the second fuel source to couple to the internal combustion engine, and interrupts the first fuel source communication with the internal combustion engine.

20. (Original) The method of claim 19, 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.

21. (Original) The method of claim 20, wherein 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

permit coupling of the second fuel source to the second fuel line while the mechanical fuel valve is in the second position.

22. (Original) The method of claim 19, wherein the fuel lockout apparatus comprises a fuel inlet cover configured to actuate in unison with the mechanical fuel valve to cover a fuel inlet on the internal combustion engine for the second fuel source when the mechanical fuel valve is in the first position and uncover the fuel inlet when the mechanical fuel valve is in the second position.

23. (Original) The method of claim 19, further comprising 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.

24. (Original) The method of claim 23, further comprising mounting the fuel regulator system to the second fuel source located off-board the internal combustion engine.

25. (Original) The method of claim 23, further comprising:
coupling one end of a quick-disconnect hose coupling to an inlet on the internal combustion engine for the second fuel source; and
coupling a mating end of the quick-disconnect hose coupling to an outlet of the fuel regulator system.

26. (Original) The method of claim 19, further comprising providing gasoline in a liquid fuel tank as the first fuel source and LPG in a pressurized fuel container as the second fuel source.

REMARKS

Claims 1-26 are pending in the present application. In the Office Action mailed August 3, 2017, the Examiner rejected claims 19-26 under 35 U.S.C. §112(b) or 35 U.S.C. §112 (pre-AIA), second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which the inventor or a joint inventor, or for pre-AIA the applicant regards as the invention. The Examiner next rejected claims 1-3, 7-10, 14-20, and 22-26 under 35 U.S.C. §102(a)(1) as being anticipated by Champion (Champion Power (2014, Dec. & Jan.) 100153 Manual, retrieved from http://www.championpowerequipment.com/media/2400/100153_manual-english_12-4-14.pdf). Claims 1-3, 7-10, and 14-18 were rejected on the ground of nonstatutory double patenting as being unpatentable over claim 1 of U.S. Patent No. 9,435,273.

Claims 4-6 and 11-13 were indicated as containing allowable subject matter. Such indication is appreciated.

Rejection under 35 U.S.C. §112(b) or 35 U.S.C. §112 (pre-AIA), second paragraph

The Examiner rejected claims 19-26 under 35 U.S.C. §112(b) or 35 U.S.C. §112 (pre-AIA), second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which the inventor or a joint inventor, or for pre-AIA the applicant regards as the invention.

In setting forth the rejection, the Examiner asserted that “[c]laims 19-26 provides for the use of a mechanical fuel switch on an internal combustion engine, but, since the claim does not set forth any steps involved in the method process of assembling the engine as is set forth as the claim objective, it is unclear what method/process applicant is intending to encompass.” *Office Action*, August 3, 2017, p. 2. Applicant respectfully disagrees with the rejection.

According to MPEP §2173.02, “[i]n reviewing a claim for compliance with 35 U.S.C. 112, second paragraph, the examiner must consider the claim as a whole to determine whether the claim apprises one of ordinary skill in the art of its scope and, therefore, serves the notice function required by 35 U.S.C. 112, second paragraph.” *MPEP §2173.02*. That is, “[a] decision on whether a claim is indefinite under 35 U.S.C. 112(b) or pre-AIA 35 U.S.C. 112, second paragraph requires a determination of whether those skilled in the art would understand what is claimed when the claim is read in light of the specification.” *Id.* MPEP §2173.02 further states that the Examiner “should allow claims which define the patentable subject matter with a reasonable degree of particularity and distinctness,” and that “[s]ome latitude in the manner of expression and the aptness of terms should be permitted.” *Id.* The standard for compliance with

the definiteness requirement of 35 U.S.C. 112(b) “is whether the claim meets the threshold requirements of clarity and precision set forth in the statute, not whether more suitable language or modes of expression are available.” *Id.*

Claim 19 calls for “[a] method of assembling a mechanical fuel lockout switch for an internal combustion engine,” with the claim then setting forth steps for providing such an assembly of a mechanical fuel lockout switch. The claimed steps include “coupling a mechanical fuel valve to the internal combustion engine” and “coupling a fuel lockout apparatus to the mechanical fuel valve.” That claim 19 does not also set forth “any steps involved in the method/process of assembling the engine,” as asserted by the Examiner, is immaterial as to whether the claim is definite under 35 U.S.C. §112, second paragraph, as the claim makes clear that the claimed method is one of “assembling a mechanical fuel lockout switch for an internal combustion engine,” and not of assembling an internal combustion engine itself. As claim 19 calls for a step of “providing an internal combustion engine” and then calls for detailed steps of “coupling a mechanical fuel valve to the internal combustion engine” and “coupling a fuel lockout apparatus to the mechanical fuel valve,” Applicant believes that those skilled in the art would understand what is called for in claim 19 and that claim 19 meets the threshold requirements of clarity and precision, such that claim 19 is definite under 35 U.S.C. §112, second paragraph.

In light of at least the above, Applicant contends that claim 19 and all claims depending therefrom are definite, and therefore respectfully requests withdrawal of the rejection of claims 19-26 under 35 U.S.C. §112, second paragraph.

Rejection under 35 U.S.C. §102(a)(1) as being anticipated by Champion 100153 Manual

Claims 1, 9, and 19

The Examiner rejected claims 1-3, 7-10, 14-20, and 22-26 - including independent claims 1, 9, and 19 - under 35 U.S.C. §102(a)(1) as being anticipated by Champion (Champion Power (2014, Dec. & Jan.) 100153 Manual.

In setting forth a collective rejection of claims 1-3, 7-10, 14-20, and 22-26, the Examiner asserted that:

Regarding claims 1-3, 7-10, 14-20, and 22-26, the manual of Champion clearly anticipates the entirety of the claim limitations. The manual discloses a dual fuel generator internal combustion engine (Title page) which makes use [of] a fuel selector switch and valves (shown in picture on title page and elaborated upon through the text) to selectively allow gasoline or propane into the engine,

the propane being using a hose and passing through two regulators, one on the line and one within as per part #102 and the “fuel metering system” regulator disclosed on the last page.

Office Action, supra at 3. Applicant respectfully disagrees with the rejection and believes each of independent claims 1, 9, and 19 to be patentably distinct from that which is disclosed in Champion. That is, Champion does not anticipate that which is called for in independent claims 1, 9, and 19, as anticipation under pre-AIA 35 U.S.C. §102(a)(1) requires that “[t]he identical invention must be shown [in the reference] in as complete detail as is contained in the ... claim.” *MPEP* §2131 (citing *Richardson v. Suzuki Motor Co.*, 868 F.2d 1226, 1236, 9 USPQ2d 1913, 1920 (Fed. Cir. 1989)). As will be set forth in detail here below, Champion does not disclose each and every element of any of independent claims 1, 9, and 19 and thus does not anticipate the claims, as “[a] claim is anticipated only if each and every element as set forth in the claim is found, either expressly or inherently described, in a single prior art reference.” *MPEP* §2131 (citing *Verdegaal Bros. v. Union Oil Co. of California*, 814 F.2d 628, 631 (Fed. Cir. 1987)).

Initially, Applicant believes that the present rejection of independent claims 1, 9, and 19 (and more generally all of claims 1-3, 7-10, 14-20, and 22-26), on its face, is deficient. According to *MPEP* § 706, “[t]he goal of examination is to clearly articulate any rejection early in the prosecution process so that the Applicant has the opportunity to provide evidence of patentability and otherwise reply completely at the earliest opportunity.” *MPEP* §706. With respect to the rejection of the pending claims, the Examiner merely made blanket statements that Champion discloses the claimed elements, without giving any indication where the elements were allegedly taught in Champion. See *Office Action*, supra at 3. That is, the Examiner has not indicated “the relevant teachings of the prior art relied upon, preferably with reference to the relevant column or page number(s) and line number(s) where appropriate,” as required under *MPEP* §706.02(j). Accordingly, the Examiner has not “clearly articulate[d]” the rejection of any of claims 1-3, 7-10, 14-20, and 22-26, and the rejection is therefore believed to be deficient.

Regardless of the above, Applicant believes the rejection of at least of independent claims 1, 9, and 19 to be unsustainable. Specifically, Applicant believes that Champion does not teach or disclose that which is called for in independent claims 1, 9, and 19.

Claim 1 calls for a mechanical fuel lockout switch for a dual fuel engine provides for the selection of a desired fuel to operate the engine. The mechanical fuel lockout switch includes a mechanical fuel valve and a fuel lockout apparatus. The mechanical fuel valve actuates 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 fuel lockout apparatus couples to the mechanical fuel valve ensuring individual communication of the fuel sources to the engine. 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.

Claim 9 calls for a dual fuel generator and fuel delivery system includes 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 and fuel delivery system also includes a fuel regulator system located off board the dual fuel generator to control the pressure of fuel from the pressurized fuel source and deliver the fuel at a desired pressure for operation of the generator. The fuel regulator system includes 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. The fuel regulator system also includes 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. The dual fuel generator and fuel delivery system further includes a mechanical fuel valve actuateable 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.

Claim 19 calls for a method of assembling a mechanical fuel lockout switch for an internal combustion engine includes 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. The method also includes 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. The method further includes coupling a fuel lockout apparatus to the mechanical fuel valve. When the mechanical fuel valve is in the first position, the fuel lockout apparatus communicates the first fuel source to the internal combustion engine and prevents the second fuel source from coupling to the internal combustion engine, and actuation of the mechanical fuel valve to the second position causes the fuel lockout apparatus to permit the

second fuel source to couple to the internal combustion engine, and interrupts the first fuel source communication with the internal combustion engine.

Based on a reading of Champion, the reference discloses a dual fuel generator that “is a gasoline or LPG engine driven, alternating current (AC) generator. *See Champion*, Title page and p. 1. The generator includes a fuel selector switch, identified as component (10) on p. 6 of Champion and the drawing included thereon. *See Champion*, p. 6. The fuel selector switch is described as being “on the front panel of the generator... to choose between the fuel source desired, Gas or LPG,” and “[t]o select a fuel source simply slide the switch cover to either the right or left, and this will uncover the fuel valve of the fuel selected, [where] the LPG fuel valve (A) is to the left of the switch cover [and] the gas fuel valve (B) is to the right of the switch cover.” *Id.* at 14. “Once a fuel source has been selected, the user must turn the fuel valve to the vertical position to open the fuel valve (1)” and “[t]o turn a fuel valve to the off position the valve must be in the horizontal position (2).” *Id.* “The fuel selector switch cover is specifically designed not to slide to either side while a specific fuel has been selected and the valve is in the “ON” position [but] only when the fuel valves are in the “OFF” position can the cover slide side to side.” *Id.*

However, Champion does not disclose that which is specifically called for in each of claims 1, 9, and 19 and does not anticipate those claims, as Champion does not expressly or inherently describe each and every element set forth therein, as required for anticipation under 35 U.S.C. §102(a)(1).

Claim 1 is distinct over Champion at least for the reason(s) that Champion does not disclose a mechanical fuel lockout switch for a dual fuel engine that includes “a mechanical fuel valve [that] actuates 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/or “a fuel lockout apparatus couple[d] to the mechanical fuel valve ensuring individual communication of the fuel sources to the engine.” First, Champion discloses separate valves for the separate fuel sources – LPG fuel valve (A) and gas fuel valve (B), *see Champion*, p. 14, but not a single mechanical fuel valve that actuates 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, as called for in claim 1. Second, Champion only discloses that the selector switch cover slides horizontal back and forth to selectively cover one of the LPG fuel valve (A) and gas fuel valve (B), but not that the switch cover is coupled to either of the fuel valves, as called for in claim 1 “a fuel lockout

apparatus couple[d] to the mechanical fuel valve”). Accordingly, Champion does not anticipate claim 1 under 35 U.S.C. §102(a)(1).

Claim 9 is distinct over Champion at least for the reason(s) that Champion does not disclose a dual fuel generator and fuel delivery system that includes “a fuel regulator system located off board the dual fuel generator [and having]... a primary pressure regulator coupled to a service valve of the pressurized fuel source 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,” nor does Champion disclose “a mechanical fuel valve actuateable 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.” First, Champion only discloses use of a “LPG Hose with Regulator,” *see Champion*, p. 8, but provides no teaching of a fuel regulator system located off board the dual fuel generator and having a primary pressure regulator and separate secondary pressure regulator, as called for in claim 9. Second, Champion discloses separate valves for the separate fuel sources – LPG fuel valve (A) and gas fuel valve (B), *see Champion*, p. 14, but not a mechanical fuel valve actuateable 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, as called for in claim 9. Accordingly, Champion does not anticipate claim 9 under 35 U.S.C. §102(a)(1).

Claim 19 is distinct over Champion at least for the reason(s) that Champion does not disclose a method that includes “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.” First, Champion discloses separate valves for the separate fuel sources – LPG fuel valve (A) and gas fuel valve (B), *see Champion*, p. 14, but not a single mechanical fuel valve that is 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, as called for in claim 19. Second, Champion only discloses that the selector switch cover slides horizontal back and forth to selectively cover one of the LPG fuel valve (A) and gas fuel valve (B), but not a step of coupling the switch cover to either of the LPG or gas fuel valve, as called for in claim 19, nor does Champion disclose that the selector

switch would communicate the first fuel source to the internal combustion engine and prevent the second fuel source from coupling to the internal combustion engine when in the first position and cause the fuel lockout apparatus to permit the second fuel source to couple to the internal combustion engine and interrupt the first fuel source communication with the internal combustion engine when in the second position, as further called for in claim 19.

For at least the reasons set forth above, Champion does not anticipate any of claims 1, 9, or 19 under 35 U.S.C. §102(a)(1) since, according to MPEP §2131, “to anticipate a claim, the reference must teach every element of the claim.” Appellant therefore respectfully requests withdrawal of the rejection of claims 1, 9, and 19, along with the rejection of all claims depending therefrom.

Double Patenting Rejection

The Examiner rejected claims 1-3, 7-10, and 14-18 on the ground of nonstatutory double patenting as being unpatentable over claim 1 of U.S. Patent No. 9,435,273 (hereinafter the “273 patent”), with the Examiner asserting that “the limitations of claims 1-3, 7-10, and 14-18 are disclosed by the limitations of claim 1 except a detachable hose and two regulators for the transfer of one fuel.” *Office Action*, supra at 5. The Examiner then further stated that “examiner takes official notice that it would have been obvious to one of ordinary skill in the art before the filing date of the invention to modify a dual fuel generator to include a fuel hose that can couple to and from the engine and two regulators to regulate the incoming pressure to the engine as these parts are not only routinely used in such a case but also are known to improve the fueling characteristics of the engine.” *Id.* Applicant respectfully disagrees with the rejection.

First, Applicant believes that Examiner’s application of Official Notice in rejecting claims 1-3, 7-10, and 14-18 is inappropriate under the Manual Patent Examining Procedure (MPEP). “The Examiner may take Official Notice of facts outside of the record which are capable of instant and unquestionable demonstration as being ‘well-known’ in the art.” *MPEP §2144.03*. However, MPEP §2144.03 is clear that “such rejections [relying on official notice] should be judiciously applied,” be “rare,” and be used “[i]n limited circumstances.” *Id.* Furthermore, “any facts so noticed should be of notorious character and serve only to ‘fill in the gaps’ in an insubstantial manner which might exist in the evidentiary showing made by the Examiner to support a particular ground for rejection.” *Id.* Applicant does not believe that the Examiner’s use of Official Notice is merely to “fill in the gaps.” That is, in as much as Applicant can gather from the limited statements/rationale set forth by the Examiner, it appears that the Examiner has taken

Official Notice of entire elements of the claims, thereby effectively attempting to teach substantial claim limitations, rather than simply “fill in the gaps.” Thus, the use of Official Notice is hereby traversed. The Examiner must “cite a reference in support of his or her position” should the Applicant traverse the assertion. *Id.*

Regardless of the above, Applicant believes that the double patenting rejection is improper. MPEP §804(II)(B)(1) states that any obviousness-type double patenting rejection should make clear:

(A) The differences between the inventions defined by the conflicting claims - a claim in the patent compared to a claim in the application; and

(B) The reasons why a person of ordinary skill in the art would conclude that the invention defined in the claim at issue would have been an obvious variation of the invention defined in a claim in the patent. *Id.*(emphasis added).

The Examiner’s double patenting rejection of claims 1-3, 7-10, and 14-18 does not satisfy either of the requirements set forth in section (A) or section (B) of MPEP §804(II)(B)(1). Referring first to section (A), MPEP §804 requires a double patenting rejection make clear a claim-to-claim comparison between the referenced patent and the rejected claims. The Examiner’s rejection does not include any claim-to-claim comparison between the present application and the ‘273 patent. Instead, the Examiner relies on a generalized statement that “the limitations of claims 1-3, 7-10, and 14-18 are disclosed by the limitations of claim 1 except a detachable hose and two regulators for the transfer of one fuel” and a general reference to “official notice.” Since the Examiner’s rejection relies on a comparison of a merely generalized referenced to the entirety of claims 1-3, 7-10, and 14-18 to claim 1 of the ‘273 patent , rather than a claim-to-claim comparison, the rejection does not meet the requirements of MPEP §804 on its face. In order to satisfy the claim-to-claim comparison required by MPEP §804, the Examiner must make clear the differences between each of the claims of the present application and claim 1 of the ‘273 patent. The Examiner has not provided any such analysis to date, and therefore has not properly established the grounds required in section (A) of MPEP §804 for an obviousness-type double patenting rejection.

The Examiner also has not satisfied the requirements set forth in section (B) of MPEP §804 for establishing an obviousness-type double patenting rejection. Namely, the Examiner has not provided any reasoning as to why a person of ordinary skill in the art would conclude that

the invention defined in any of claims 1-3, 7-10, and 14-18 is an obvious variant of the invention defined in claim 1 of the '273 Patent. Again, the Examiner's rejection focuses solely on a generalized description of the invention as a whole (i.e., the collection of claims 1-3, 7-10, and 14-18) and does not specifically reference any of the claims of the present application or any of the claim elements specifically called for in claim 1 of the '273 patent. As such, the rejection of claims 1-3, 7-10, and 14-18 does not establish a reasoned comparison tied to the actual claims of the present application and does not satisfy the requirements of section (B) of MPEP §804.

In summary, nowhere has the Examiner identified the reasons why any of claims 1-3, 7-10, and 14-18 of the present application are obvious variants of the invention called for in claim 1 of the '273 patent. As such, the Examiner has not provided basis for the assertion that claims 1-3, 7-10, and 14-18 are not patentably distinct from claim 1 of the '273 patent as required to support a non-statutory double patenting rejection under 35 U.S.C. §101.

Notwithstanding the deficiencies in the rejection, Applicant further submits that the nonstatutory obviousness-type double patenting rejections should be withdrawn because the claims of the present application are patentably distinct from claim 1 of the '273 Patent. According to MPEP §804, in situations where as here the application under examination is the later-filed application, a nonstatutory obviousness-type double patenting rejection is appropriate where "the invention claimed in the application would have been anticipated by, or an obvious variation of, the invention claimed in the patent." *MPEP* §804.

In light of at least the above, Applicant respectfully asserts that the inventions claimed in the present application are not anticipated by, or an obvious variation of, the invention of claim 1 of the '273 patent, when taken alone or in combination with official notice. Applicant therefore believes the double patenting rejection to be improper and respectfully requests the withdrawal of the rejection of claims 1-3, 7-10, and 14-18 on the ground of nonstatutory obviousness-type double patenting as being unpatentable over claim 1 of the '273 patent.

Conclusion

Therefore, in light of at least the foregoing, Applicant respectfully believes that the present application is in condition for allowance. As a result, Applicant respectfully requests timely issuance of a Notice of Allowance for claims 1-26.

Applicant appreciates the Examiner's consideration of these Remarks and cordially invites the Examiner to call the undersigned, should the Examiner consider any matters unresolved.

Respectfully submitted,

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Dated: November 3, 2017
Attorney Docket No.: CET1090.019

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General Authorization and Extension of Time

The Commissioner is hereby authorized to charge any additional fees which may be required regarding this application under 37 C.F.R. §§ 1.16-1.17, or credit any overpayment, to Deposit Account No. 50-2623. Should no proper payment be enclosed herewith, as by credit card authorization being in the wrong amount, unsigned, post-dated, otherwise improper or informal or even entirely missing, the Commissioner is authorized to charge the unpaid amount to Deposit Account No. 50-2623. If any extensions of time are needed for timely acceptance of papers submitted herewith, Applicant hereby petitions for such extensions under 37 C.F.R. §1.136 and authorizes payment of any such extensions fees to Deposit Account No. 50-2623. Please consider this a general authorization to charge any fee that is due in this case, if not otherwise timely paid, to Deposit Account No. 50-2623.

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Attorney Docket No.: CET1090.019

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Electronic Acknowledgement Receipt

EFS ID:	30850337
Application Number:	14738060
International Application Number:	
Confirmation Number:	9670
Title of Invention:	DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE
First Named Inventor/Applicant Name:	Mark J. Sarder
Customer Number:	26629
Filer:	Kevin Roger Rosin./Robyn Templin
Filer Authorized By:	Kevin Roger Rosin.
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Receipt Date:	03-NOV-2017
Filing Date:	12-JUN-2015
Time Stamp:	14:22:41
Application Type:	Utility under 35 USC 111(a)

Payment information:

Submitted with Payment	no
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File Listing:

Document Number	Document Description	File Name	File Size(Bytes)/ Message Digest	Multi Part /.zip	Pages (if appl.)
1		Response.pdf	196263	yes	18
			aaa465e2c894c76db34e4858cbcf1bf0d382ed23		

	Multipart Description/PDF files in .zip description		
	Document Description	Start	End
	Amendment/Req. Reconsideration-After Non-Final Reject	1	1
	Claims	2	7
	Applicant Arguments/Remarks Made in an Amendment	8	18
Warnings:			
Information:			
Total Files Size (in bytes):		196263	
<p>This Acknowledgement Receipt evidences receipt on the noted date by the USPTO of the indicated documents, characterized by the applicant, and including page counts, where applicable. It serves as evidence of receipt similar to a Post Card, as described in MPEP 503.</p> <p><u>New Applications Under 35 U.S.C. 111</u> If a new application is being filed and the application includes the necessary components for a filing date (see 37 CFR 1.53(b)-(d) and MPEP 506), a Filing Receipt (37 CFR 1.54) will be issued in due course and the date shown on this Acknowledgement Receipt will establish the filing date of the application.</p> <p><u>National Stage of an International Application under 35 U.S.C. 371</u> If a timely submission to enter the national stage of an international application is compliant with the conditions of 35 U.S.C. 371 and other applicable requirements a Form PCT/DO/EO/903 indicating acceptance of the application as a national stage submission under 35 U.S.C. 371 will be issued in addition to the Filing Receipt, in due course.</p> <p><u>New International Application Filed with the USPTO as a Receiving Office</u> If a new international application is being filed and the international application includes the necessary components for an international filing date (see PCT Article 11 and MPEP 1810), a Notification of the International Application Number and of the International Filing Date (Form PCT/RO/105) will be issued in due course, subject to prescriptions concerning national security, and the date shown on this Acknowledgement Receipt will establish the international filing date of the application.</p>			

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PATENT APPLICATION FEE DETERMINATION RECORD Substitute for Form PTO-875	Application or Docket Number 14/738,060	Filing Date 06/12/2015	☐ To be Mailed
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ENTITY: ☐ LARGE ☒ SMALL ☐ MICRO

APPLICATION AS FILED – PART I

(Column 1)

(Column 2)

FOR	NUMBER FILED	NUMBER EXTRA	RATE (\$)	FEE (\$)
☐ BASIC FEE (37 CFR 1.16(a), (b), or (c))	N/A	N/A	N/A	
☐ SEARCH FEE (37 CFR 1.16(k), (l), or (m))	N/A	N/A	N/A	
☐ EXAMINATION FEE (37 CFR 1.16(o), (p), or (q))	N/A	N/A	N/A	
TOTAL CLAIMS (37 CFR 1.16(i))	minus 20 =	*	X \$ =	
INDEPENDENT CLAIMS (37 CFR 1.16(h))	minus 3 =	*	X \$ =	
☐ APPLICATION SIZE FEE (37 CFR 1.16(s))	If the specification and drawings exceed 100 sheets of paper, the application size fee due is \$310 (\$155 for small entity) for each additional 50 sheets or fraction thereof. See 35 U.S.C. 41(a)(1)(G) and 37 CFR 1.16(s).			
☐ MULTIPLE DEPENDENT CLAIM PRESENT (37 CFR 1.16(j))				
* If the difference in column 1 is less than zero, enter "0" in column 2.			TOTAL	

APPLICATION AS AMENDED – PART II

(Column 1)

(Column 2)

(Column 3)

AMENDMENT	11/03/2017	CLAIMS REMAINING AFTER AMENDMENT		HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA	RATE (\$)	ADDITIONAL FEE (\$)
	Total (37 CFR 1.16(i))	* 26	Minus	** 26	= 0	X \$40 =	0
	Independent (37 CFR 1.16(h))	* 3	Minus	***3	= 0	X \$210 =	0
	☐ Application Size Fee (37 CFR 1.16(s))						
	☐ FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))						
						TOTAL ADD'L FEE	0

(Column 1)

(Column 2)

(Column 3)

AMENDMENT		CLAIMS REMAINING AFTER AMENDMENT		HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA	RATE (\$)	ADDITIONAL FEE (\$)
	Total (37 CFR 1.16(i))	*	Minus	**	=	X \$ =	
	Independent (37 CFR 1.16(h))	*	Minus	***	=	X \$ =	
	☐ Application Size Fee (37 CFR 1.16(s))						
	☐ FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))						
						TOTAL ADD'L FEE	

* If the entry in column 1 is less than the entry in column 2, write "0" in column 3.

** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 20, enter "20".

*** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 3, enter "3".

The "Highest Number Previously Paid For" (Total or Independent) is the highest number found in the appropriate box in column 1.

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This collection of information is required by 37 CFR 1.16. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 12 minutes to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**

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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
14/738,060	06/12/2015	Mark J. Sarder	CET1090.019	9670

26629 7590 08/03/2017
ZIOLKOWSKI PATENT SOLUTIONS GROUP, SC (ZPS)
136 S WISCONSIN ST
PORT WASHINGTON, WI 53074

EXAMINER

LATHERS, KEVIN ANTHONY

ART UNIT	PAPER NUMBER
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3747

NOTIFICATION DATE	DELIVERY MODE
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08/03/2017

ELECTRONIC

Please find below and/or attached an Office communication concerning this application or proceeding.

The time period for reply, if any, is set in the attached communication.

Notice of the Office communication was sent electronically on above-indicated "Notification Date" to the following e-mail address(es):

info@zpspatents.com
sml@zpspatents.com

Office Action Summary	Application No. 14/738,060	Applicant(s) SARDER ET AL.	
	Examiner KEVIN A. LATHERS	Art Unit 3747	AIA (First Inventor to File) Status Yes

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTHS FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

- 1) ☒ Responsive to communication(s) filed on 06/12/2015.
☐ A declaration(s)/affidavit(s) under **37 CFR 1.130(b)** was/were filed on _____.
- 2a) ☐ This action is **FINAL**. 2b) ☒ This action is non-final.
- 3) ☐ An election was made by the applicant in response to a restriction requirement set forth during the interview on _____; the restriction requirement and election have been incorporated into this action.
- 4) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims*

- 5) ☒ Claim(s) 1-26 is/are pending in the application.
5a) Of the above claim(s) _____ is/are withdrawn from consideration.
- 6) ☐ Claim(s) _____ is/are allowed.
- 7) ☒ Claim(s) 1-3, 7-10 and 14-26 is/are rejected.
- 8) ☒ Claim(s) 4-6 and 11-13 is/are objected to.
- 9) ☐ Claim(s) _____ are subject to restriction and/or election requirement.

* If any claims have been determined allowable, you may be eligible to benefit from the **Patent Prosecution Highway** program at a participating intellectual property office for the corresponding application. For more information, please see http://www.uspto.gov/patents/init_events/pph/index.jsp or send an inquiry to PPHfeedback@uspto.gov.

Application Papers

- 10) ☐ The specification is objected to by the Examiner.
- 11) ☒ The drawing(s) filed on 06/12/2015 is/are: a) ☒ accepted or b) ☐ objected to by the Examiner.
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).

Priority under 35 U.S.C. § 119

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).

Certified copies:

- a) ☐ All b) ☐ Some** c) ☐ None of the:
1. ☐ Certified copies of the priority documents have been received.
 2. ☐ Certified copies of the priority documents have been received in Application No. _____.
 3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

** See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

- 1) ☒ Notice of References Cited (PTO-892)
- 2) ☒ Information Disclosure Statement(s) (PTO/SB/08a and/or PTO/SB/08b)
Paper No(s)/Mail Date _____.
- 3) ☐ Interview Summary (PTO-413)
Paper No(s)/Mail Date. _____.
- 4) ☒ Other: NPL.

DETAILED ACTION

The present application, filed on or after March 16, 2013, is being examined under the first inventor to file provisions of the AIA.

Claim Rejections - 35 USC § 112

1. The following is a quotation of 35 U.S.C. 112(b):
(b) CONCLUSION.—The specification shall conclude with one or more claims particularly pointing out and distinctly claiming the subject matter which the inventor or a joint inventor regards as the invention.

The following is a quotation of 35 U.S.C. 112 (pre-AIA), second paragraph:
The specification shall conclude with one or more claims particularly pointing out and distinctly claiming the subject matter which the applicant regards as his invention.

2. Claims 19-26 are rejected under 35 U.S.C. 112(b) or 35 U.S.C. 112 (pre-AIA), second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which the inventor or a joint inventor, or for pre-AIA the applicant regards as the invention.
3. Claims 19-26 provides for the use of a mechanical fuel switch on an internal combustion engine, but, since the claim does not set forth any steps involved in the method/process of assembling the engine as is set forth as the claim objective, it is unclear what method/process applicant is intending to encompass. This makes t

Claim Rejections - 35 USC § 102

4. In the event the determination of the status of the application as subject to AIA 35 U.S.C. 102 and 103 (or as subject to pre-AIA 35 U.S.C. 102 and 103) is incorrect, any correction of the statutory basis for the rejection will not be considered a new ground of rejection if the prior art relied upon, and the rationale supporting the rejection, would be the same under either status.

Art Unit: 3747

(a)(1) the claimed invention was patented, described in a printed publication, or in public use, on sale or otherwise available to the public before the effective filing date of the claimed invention.

5. Claim(s) 1-3, 7-10, 14-20, and 22-26 is/are rejected under 35 U.S.C. 102(a)(1) as being clearly anticipated by Champion (Champion Power (2014, Dec. & Jan.).

100153 Manual. Retrieved from

http://www.championpowerequipment.com/media/2400/100153_manual-english_12-4-14.pdf

6. Regarding claims 1-3, 7-10, 14-20, and 22-26, the manual of Champion clearly anticipates the entirety of the claim limitations. The manual discloses a dual fuel generator internal combustion engine (Title page) which makes use a fuel selector switch and valves (shown in picture on title page and elaborated upon through the text) to selectively allow gasoline or propane into the engine, the propane being using a hose couple and passing through two regulators, one on the line and one within as per part #102 and the "fuel metering system" regulator disclosed on the last page.

Double Patenting

7. The nonstatutory double patenting rejection is based on a judicially created doctrine grounded in public policy (a policy reflected in the statute) so as to prevent the unjustified or improper timewise extension of the "right to exclude" granted by a patent and to prevent possible harassment by multiple assignees. A nonstatutory double patenting rejection is appropriate where the conflicting claims are not identical, but at least one examined application claim is not patentably distinct from the reference claim(s) because the examined application claim is either anticipated by, or would have

been obvious over, the reference claim(s). See, e.g., *In re Berg*, 140 F.3d 1428, 46 USPQ2d 1226 (Fed. Cir. 1998); *In re Goodman*, 11 F.3d 1046, 29 USPQ2d 2010 (Fed. Cir. 1993); *In re Longi*, 759 F.2d 887, 225 USPQ 645 (Fed. Cir. 1985); *In re Van Ornum*, 686 F.2d 937, 214 USPQ 761 (CCPA 1982); *In re Vogel*, 422 F.2d 438, 164 USPQ 619 (CCPA 1970); *In re Thorington*, 418 F.2d 528, 163 USPQ 644 (CCPA 1969).

A timely filed terminal disclaimer in compliance with 37 CFR 1.321(c) or 1.321(d) may be used to overcome an actual or provisional rejection based on nonstatutory double patenting provided the reference application or patent either is shown to be commonly owned with the examined application, or claims an invention made as a result of activities undertaken within the scope of a joint research agreement. See MPEP § 717.02 for applications subject to examination under the first inventor to file provisions of the AIA as explained in MPEP § 2159. See MPEP §§ 706.02(l)(1) - 706.02(l)(3) for applications not subject to examination under the first inventor to file provisions of the AIA. A terminal disclaimer must be signed in compliance with 37 CFR 1.321(b).

The USPTO Internet website contains terminal disclaimer forms which may be used. Please visit www.uspto.gov/patent/patents-forms. The filing date of the application in which the form is filed determines what form (e.g., PTO/SB/25, PTO/SB/26, PTO/AIA/25, or PTO/AIA/26) should be used. A web-based eTerminal Disclaimer may be filled out completely online using web-screens. An eTerminal Disclaimer that meets all requirements is auto-processed and approved immediately upon submission. For

more information about eTerminal Disclaimers, refer to
www.uspto.gov/patents/process/file/efs/guidance/eTD-info-I.jsp.

8. Claims 1-3, 7-10, and 14-18 rejected on the ground of nonstatutory double patenting as being unpatentable over claim 1 of U.S. Patent No. 9,435,273. Although the claims at issue are not identical, they are not patentably distinct from each other because the limitations of claims 1-3, 7-10, and 14-18 are disclosed by the limitations of claim 1 except a detachable hose and two regulators for the transfer of one fuel. However, examiner takes official notice that it would have been obvious to one of ordinary skill in the art before the filing date of the invention to modify a dual fuel generator to include a fuel hose that can couple to and from the engine and two regulators to regulate the incoming pressure to the engine as these parts are not only routinely used in such a case but also are known to improve the fueling characteristics of the engine.

Allowable Subject Matter

9. Claims 4-6 and 11-13 are objected to as being dependent upon a rejected base claim, but would be allowable if rewritten in independent form including all of the limitations of the base claim and any intervening claims.

10. The following is a statement of reasons for the indication of allowable subject matter: The closest prior art fails to disclose or make obvious the use of a dual fuel lockout switch on a dual fuel internal combustion engine wherein when the lockout switch is in one position it prevents the fuel source from coupling to the fuel system *lines* of the engine.

11. Champion discloses a dual fuel system as discussed above, but its lockout switch does not prevent the hose of the propane tank from even coupling to the engine fuel system lines.

Conclusion

12. The prior art made of record and not relied upon is considered pertinent to applicant's disclosure. Monros (US 2014/0202430) discloses an engine which makes use of a gasoline supply 16 and a propane supply 18 which uses a selector switch and valve 20 to allow one or the other of the fuels to the engine (Fig. 1, shown). Stoltman (US 4,463,735) discloses an engine which makes use of a two fuels, a liquid and gaseous, which are metered by a fuel selection valve according to the pressure of the system (Fig. 1, shown).

Any inquiry concerning this communication or earlier communications from the examiner should be directed to KEVIN A. LATHERS whose telephone number is (571)272-1050. The examiner can normally be reached on 10:00 am-7:00 pm EST, Monday to Thursday.

Examiner interviews are available via telephone, in-person, and video conferencing using a USPTO supplied web-based collaboration tool. To schedule an interview, applicant is encouraged to use the USPTO Automated Interview Request (AIR) at <http://www.uspto.gov/interviewpractice>.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Lindsay Low can be reached on 571-272-1196. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Art Unit: 3747

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

/KEVIN A LATHERS/
Examiner, Art Unit 3747

Notice of References Cited	Application/Control No. 14/738,060		Applicant(s)/Patent Under Reexamination SARDER ET AL.	
	Examiner KEVIN A. LATHERS		Art Unit 3747	Page 1 of 1

U.S. PATENT DOCUMENTS

*		Document Number Country Code-Number-Kind Code	Date MM-YYYY	Name	CPC Classification	US Classification
*	A	US-2014/0202430 A1	07-2014	Monros; Serge V.	F02D19/0615	123/445
*	B	US-9,435,273 B2	09-2016	Sarder; Mark J.		1/1
*	C	US-4,463,735	08-1984	Stoltman		123/525
	D	US-				
	E	US-				
	F	US-				
	G	US-				
	H	US-				
	I	US-				
	J	US-				
	K	US-				
	L	US-				
	M	US-				

FOREIGN PATENT DOCUMENTS

*		Document Number Country Code-Number-Kind Code	Date MM-YYYY	Country	Name	CPC Classification
	N					
	O					
	P					
	Q					
	R					
	S					
	T					

NON-PATENT DOCUMENTS

*		Include as applicable: Author, Title Date, Publisher, Edition or Volume, Pertinent Pages)
	U	Champion Power (2014, Dec. & jan.). 100153 Manul. Retrieved from http://www.championpowerequipment.com/media/2400/100153_manual-english_12-4-14.pdf
	V	
	W	
	X	

*A copy of this reference is not being furnished with this Office action. (See MPEP § 707.05(a).)
Dates in MM-YYYY format are publication dates. Classifications may be US or foreign.



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BIB DATA SHEET

CONFIRMATION NO. 9670

SERIAL NUMBER	FILING or 371(c) DATE	CLASS	GROUP ART UNIT	ATTORNEY DOCKET NO.	
14/738,060	06/12/2015	123	3747	CET1090.019	
APPLICANTS Champion Engine Technology, LLC, Sussex, WI;					
INVENTORS Mark J. Sarder, Waukesha, WI; Aleko D. Sotiriades, Cedarburg, WI; James J. Dehn, Brookfield, WI; Leigh Jenison, Hartland, WI;					
** CONTINUING DATA *****					
** FOREIGN APPLICATIONS *****					
** IF REQUIRED, FOREIGN FILING LICENSE GRANTED *** SMALL ENTITY ** 06/22/2015					
Foreign Priority claimed ☐ Yes ☒ No 35 USC 119(a-d) conditions met ☐ Yes ☐ No Verified and /KEVIN ANTHONY LATHERS/ Acknowledged Examiner's Signature	☐ Met after Allowance Initials	STATE OR COUNTRY WI	SHEETS DRAWINGS 5	TOTAL CLAIMS 26	INDEPENDENT CLAIMS 3
ADDRESS ZIOLKOWSKI PATENT SOLUTIONS GROUP, SC (ZPS) 136 S WISCONSIN ST PORT WASHINGTON, WI 53074 UNITED STATES					
TITLE DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE					
FILING FEE RECEIVED 970	FEES: Authority has been given in Paper No. _____ to charge/credit DEPOSIT ACCOUNT No. _____ for following:		☐ All Fees ☐ 1.16 Fees (Filing) ☐ 1.17 Fees (Processing Ext. of time) ☐ 1.18 Fees (Issue) ☐ Other _____ ☐ Credit		

Search Notes 	Application/Control No. 14738060	Applicant(s)/Patent Under Reexamination SARDER ET AL.
	Examiner KEVIN A LATHERS	Art Unit 3747

CPC- SEARCHED		
Symbol	Date	Examiner
F02D19/0613, 16/0605, 19/0647	07/28/2017	/K.L./
Y02T10/36	07/28/2017	/K.L./

CPC COMBINATION SETS - SEARCHED		
Symbol	Date	Examiner

US CLASSIFICATION SEARCHED			
Class	Subclass	Date	Examiner

* See search history printout included with this form or the SEARCH NOTES box below to determine the scope of the search.

SEARCH NOTES		
Search Notes	Date	Examiner
EAST including inventor and assignee search.	07/28/2017	/K.L./
Google key word search (e.g. "dual fuel generator").	07/28/2017	/K.L./

INTERFERENCE SEARCH			
US Class/ CPC Symbol	US Subclass / CPC Group	Date	Examiner

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<i>Index of Claims</i> 	Application/Control No. 14738060	Applicant(s)/Patent Under Reexamination SARDER ET AL.
	Examiner KEVIN A LATHERS	Art Unit 3747

✓	Rejected	-	Cancelled	N	Non-Elected	A	Appeal
=	Allowed	÷	Restricted	I	Interference	O	Objected

☒ Claims renumbered in the same order as presented by applicant ☐ CPA ☐ T.D. ☐ R.1.47										
CLAIM		DATE								
Final	Original	07/28/2017								
	1	✓								
	2	✓								
	3	✓								
	4	O								
	5	O								
	6	O								
	7	✓								
	8	✓								
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	24	✓								
	25	✓								
	26	✓								

Doc code: IDS

PTO/SB/08a (01-10)

Doc description: Information Disclosure Statement (IDS) Filed

Approved for use through 07/31/2012. OMB 0651-0031

U.S. Patent and Trademark Office; U.S. DEPARTMENT OF COMMERCE

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INFORMATION DISCLOSURE STATEMENT BY APPLICANT (Not for submission under 37 CFR 1.99)	Application Number		
	Filing Date		
	First Named Inventor	Mark J. Sarder et al.	
	Art Unit		
	Examiner Name		
	Attorney Docket Number	CET1090.019	

U.S.PATENTS						Remove
Examiner Initial*	Cite No	Patent Number	Kind Code ¹	Issue Date	Name of Patentee or Applicant of cited Document	Pages,Columns,Lines where Relevant Passages or Relevant Figures Appear
	1	4502453		1985-03-05	Kabasin et al.	
	2	5171487		1992-12-15	Hudz	
	3	5320078		1994-06-14	Lorraine	
	4	5450832		1995-09-19	Graf	
	5	5673670		1997-10-07	Powell et al.	
	6	6223730	B1	2001-05-01	Hasegawa et al.	
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Examiner Initial*	Cite No	Publication Number	Kind Code ¹	Publication Date	Name of Patentee or Applicant of cited Document	Pages,Columns,Lines where Relevant Passages or Relevant Figures Appear

INFORMATION DISCLOSURE STATEMENT BY APPLICANT (Not for submission under 37 CFR 1.99)

Application Number		
Filing Date		
First Named Inventor	Mark J. Sarder et al.	
Art Unit		
Examiner Name		
Attorney Docket Number	CET1090.019	

	1					
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Examiner Initials*	Cite No	Include name of the author (in CAPITAL LETTERS), title of the article (when appropriate), title of the item (book, magazine, journal, serial, symposium, catalog, etc), date, pages(s), volume-issue number(s), publisher, city and/or country where published.	T ⁵
	1		☐

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EXAMINER SIGNATURE

Examiner Signature	/KEVIN A LATHERS/	Date Considered	05/03/2017
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*EXAMINER: Initial if reference considered, whether or not citation is in conformance with MPEP 609. Draw line through a citation if not in conformance and not considered. Include copy of this form with next communication to applicant.

¹ See Kind Codes of USPTO Patent Documents at www.USPTO.GOV or MPEP 901.04. ² Enter office that issued the document, by the two-letter code (WIPO Standard ST.3). ³ For Japanese patent documents, the indication of the year of the reign of the Emperor must precede the serial number of the patent document. ⁴ Kind of document by the appropriate symbols as indicated on the document under WIPO Standard ST.16 if possible. ⁵ Applicant is to place a check mark here if English language translation is attached.

INFORMATION DISCLOSURE STATEMENT BY APPLICANT (Not for submission under 37 CFR 1.99)

Application Number		
Filing Date		
First Named Inventor	Mark J. Sarder et al.	
Art Unit		
Examiner Name		
Attorney Docket Number	CET1090.019	

CERTIFICATION STATEMENT

Please see 37 CFR 1.97 and 1.98 to make the appropriate selection(s):

☐ That each item of information contained in the information disclosure statement was first cited in any communication from a foreign patent office in a counterpart foreign application not more than three months prior to the filing of the information disclosure statement. See 37 CFR 1.97(e)(1).

OR

☐ That no item of information contained in the information disclosure statement was cited in a communication from a foreign patent office in a counterpart foreign application, and, to the knowledge of the person signing the certification after making reasonable inquiry, no item of information contained in the information disclosure statement was known to any individual designated in 37 CFR 1.56(c) more than three months prior to the filing of the information disclosure statement. See 37 CFR 1.97(e)(2).

- ☐ See attached certification statement.
- ☐ The fee set forth in 37 CFR 1.17 (p) has been submitted herewith.
- ☐ A certification statement is not submitted herewith.

SIGNATURE

A signature of the applicant or representative is required in accordance with CFR 1.33, 10.18. Please see CFR 1.4(d) for the form of the signature.

Signature	/Timothy J. Ziolkowski/	Date (YYYY-MM-DD)	2015-06-12
Name/Print	Timothy J. Ziolkowski	Registration Number	38368

This collection of information is required by 37 CFR 1.97 and 1.98. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 1 hour to complete, including gathering, preparing and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. **DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**

Privacy Act Statement

The Privacy Act of 1974 (P.L. 93-579) requires that you be given certain information in connection with your submission of the attached form related to a patent application or patent. Accordingly, pursuant to the requirements of the Act, please be advised that: (1) the general authority for the collection of this information is 35 U.S.C. 2(b)(2); (2) furnishing of the information solicited is voluntary; and (3) the principal purpose for which the information is used by the U.S. Patent and Trademark Office is to process and/or examine your submission related to a patent application or patent. If you do not furnish the requested information, the U.S. Patent and Trademark Office may not be able to process and/or examine your submission, which may result in termination of proceedings or abandonment of the application or expiration of the patent.

The information provided by you in this form will be subject to the following routine uses:

1. The information on this form will be treated confidentially to the extent allowed under the Freedom of Information Act (5 U.S.C. 552) and the Privacy Act (5 U.S.C. 552a). Records from this system of records may be disclosed to the Department of Justice to determine whether the Freedom of Information Act requires disclosure of these records.
2. A record from this system of records may be disclosed, as a routine use, in the course of presenting evidence to a court, magistrate, or administrative tribunal, including disclosures to opposing counsel in the course of settlement negotiations.
3. A record in this system of records may be disclosed, as a routine use, to a Member of Congress submitting a request involving an individual, to whom the record pertains, when the individual has requested assistance from the Member with respect to the subject matter of the record.
4. A record in this system of records may be disclosed, as a routine use, to a contractor of the Agency having need for the information in order to perform a contract. Recipients of information shall be required to comply with the requirements of the Privacy Act of 1974, as amended, pursuant to 5 U.S.C. 552a(m).
5. A record related to an International Application filed under the Patent Cooperation Treaty in this system of records may be disclosed, as a routine use, to the International Bureau of the World Intellectual Property Organization, pursuant to the Patent Cooperation Treaty.
6. A record in this system of records may be disclosed, as a routine use, to another federal agency for purposes of National Security review (35 U.S.C. 181) and for review pursuant to the Atomic Energy Act (42 U.S.C. 218(c)).
7. A record from this system of records may be disclosed, as a routine use, to the Administrator, General Services, or his/her designee, during an inspection of records conducted by GSA as part of that agency's responsibility to recommend improvements in records management practices and programs, under authority of 44 U.S.C. 2904 and 2906. Such disclosure shall be made in accordance with the GSA regulations governing inspection of records for this purpose, and any other relevant (i.e., GSA or Commerce) directive. Such disclosure shall not be used to make determinations about individuals.
8. A record from this system of records may be disclosed, as a routine use, to the public after either publication of the application pursuant to 35 U.S.C. 122(b) or issuance of a patent pursuant to 35 U.S.C. 151. Further, a record may be disclosed, subject to the limitations of 37 CFR 1.14, as a routine use, to the public if the record was filed in an application which became abandoned or in which the proceedings were terminated and which application is referenced by either a published application, an application open to public inspections or an issued patent.
9. A record from this system of records may be disclosed, as a routine use, to a Federal, State, or local law enforcement agency, if the USPTO becomes aware of a violation or potential violation of law or regulation.

EAST Search History

EAST Search History (Prior Art)

Ref #	Hits	Search Query	DBs	Default Operator	Plurals	Time Stamp
L3	5	"9435273"	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	OFF	2017/07/28 14:35
S1	445	F02D19/0613.cpc.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	OFF	2017/07/27 14:25
S2	1204	F02D19/0605.cpc.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	OFF	2017/07/27 14:25
S3	3408	F02D19/0647.cpc.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	OFF	2017/07/27 14:25
S4	15258	Y02T10/36.cpc.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	OFF	2017/07/27 14:25
S5	808	(S1 S2 S3 S4) and (switch valve) near20 (propane natural adj gas gaseous lng cng) near20 (gasoline liquid diesel)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	OFF	2017/07/27 14:28
S6	79	(S1 S2 S3 S4) and (switch valve) near20 (propane natural adj gas gaseous lng cng) near20 (gasoline liquid diesel) and (second secondary auxiliary) near5 (regulat\$3)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	OFF	2017/07/27 14:29
S7	64	(S1 S2 S3 S4) and (switch valve) near20	US-PGPUB;	OR	OFF	2017/07/27

		(propane natural adj gas gaseous lng cng) near20 (gasoline liquid diesel) and (second secondary auxiliary) adj (regulat\$3 pressure)	USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB			14:44
S8	28	("5450832" "20130220274" "5325835" "5320078" "4619240" "6082323" "6453877" "5171487" "6223730" "6213083" "4489699" "5287839" "8590510" "5673670" "4450821" "5816224" "6276345" "4502453" "20130047964" "4372276" "6401685" "7905469" "2722208" "4895124" "5161496" "5379740" "5438968" "5419291" "6914342" "8342158").PN.	USPAT	OR	OFF	2017/07/27 14:45
S9	124	("5450832" "20130220274" "5325835" "5320078" "4619240" "6082323" "6453877" "5171487" "6223730" "6213083" "4489699" "5287839" "8590510" "5673670" "4450821" "5816224" "6276345" "4502453" "20130047964" "4372276" "6401685" "7905469" "2722208" "4895124" "5161496" "5379740" "5438968" "5419291" "6914342" "8342158").PN.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	OFF	2017/07/27 14:45
S10	421	(duel dual) near5 fuel near20 (engine generator) same (switch valve) near20 between	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	OFF	2017/07/27 14:46
S11	0	dual adj fuel near20 engine same "switchover valve"	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	OFF	2017/07/27 15:17
S12	44	dual adj fuel near20 engine same (switch switchover) near5 valve	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	OFF	2017/07/27 15:19
S13	49	"6591817"	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	OFF	2017/07/27 15:19
S14	63	("3799125" "4150645" "4265208" "4303049" "4305350" "4323046" "4353345" "4391251" "4398517" "4524033" "4671243" "5450832" "5524582" "5623907" "5720266" "5816224" "6035837").PN. OR ("6591817").URPN.	US-PGPUB; USPAT; USOCR	OR	OFF	2017/07/27 15:20

S15	80	dual adj fuel near20 engine same (switch switchover select\$3) near5 valve	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	OFF	2017/07/27 15:21
S16	30	((("SARDER") near3 ("Mark"))).INV.	US-PGPUB; USPAT; USOCR	OR	OFF	2017/07/27 15:25
S17	28	((("SOTIRIADES") near3 ("Aleko"))).INV.	US-PGPUB; USPAT; USOCR	OR	OFF	2017/07/27 15:25
S18	41	((("DEHN") near3 ("James"))).INV.	US-PGPUB; USPAT; USOCR	OR	OFF	2017/07/27 15:25
S19	15	((("JENISON") near3 ("Leigh"))).INV.	US-PGPUB; USPAT; USOCR	OR	OFF	2017/07/27 15:25
S20	16	((("CHAMPION") near3 ("ENGINE") near3 ("TECHNOLOGY") near3 ("LLC"))).AANM.	USPAT	OR	OFF	2017/07/27 15:25
S21	19	((("CHAMPION") near3 ("ENGINE") near3 ("TECHNOLOGY") near3 ("LLC"))).as.	US-PGPUB; USPAT; USOCR	OR	OFF	2017/07/27 15:26
S22	5	("20040240141" "20060169238" "20130098349" "20130122439" "4489699").PN. OR ("9435273").URPN.	US-PGPUB; USPAT; USOCR	OR	OFF	2017/07/27 15:42
S23	41	("1973142" "2315882" "2381304" "4068639" "4227497" "4335697").PN. OR ("4489699").URPN.	US-PGPUB; USPAT; USOCR	OR	OFF	2017/07/27 15:43
S24	97	(dual multi multiple plural plurality) adj fuel near20 engine same (switch switchover changeover change switch\$3) near5 (valve switch)	US-PGPUB; USPAT; USOCR	OR	OFF	2017/07/27 16:02
S25	1	(09/813622).APP.	USPAT; USOCR	OR	OFF	2017/07/27 16:03
S26	63	("3799125" "4150645" "4265208" "4303049" "4305350" "4323046" "4353345" "4391251" "4398517" "4524033" "4671243" "5450832" "5524582" "5623907" "5720266" "5816224" "6035837").PN. OR ("6591817").URPN.	US-PGPUB; USPAT; USOCR	OR	OFF	2017/07/27 16:03
S27	64	("4335697" "4393848" "4430978" "4606322" "4683864" "4825842" "4922862" "5379740" "5474047" "5479906" "5755211" "5775282").PN. OR ("6035837").URPN.	US-PGPUB; USPAT; USOCR	OR	OFF	2017/07/27 16:34
S28	27	("5999888" "6543395" "4619240" "20140366577" "20120168023" "20140202430" "4463735" "5668310" "5224457").PN.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	OFF	2017/07/28 10:32
S29	0	(14/156204).APP.	USPAT; USOCR	OR	OFF	2017/07/28 11:33
S30	5	(gas gasoline liquid near5 fuel) near20	USPAT;	OR	OFF	2017/07/28

		(propane natural adj gas) near20 (fill\$3 fueling) same (quick-connect connect\$3) near20 (cover flange)	USOCR			11:47
S31	109	(gas gasoline liquid near5 fuel) near20 (propane natural adj gas) near20 (fill\$3 fueling) same (quick-connect connect\$3) near20 (cover flange)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	OFF	2017/07/28 11:47
S32	280	(gas gasoline liquid near5 fuel) near20 (propane natural adj gas) near20 (fill\$3 fueling) same (cover flange)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	OFF	2017/07/28 11:48
S33	171	(gas gasoline liquid near5 fuel) near20 (propane natural adj gas) near20 (fill\$3 fueling) same (cover flange) not S31	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	OFF	2017/07/28 11:48

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Doc code: IDS

PTO/SB/08a (01-10)

Doc description: Information Disclosure Statement (IDS) Filed

Approved for use through 07/31/2012. OMB 0651-0031

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INFORMATION DISCLOSURE STATEMENT BY APPLICANT (Not for submission under 37 CFR 1.99)	Application Number		14738060
	Filing Date		2015-06-12
	First Named Inventor	Mark J. Sarder et al.	
	Art Unit	3747	
	Examiner Name		
	Attorney Docket Number	CET1090.019	

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Examiner Initial*	Cite No	Patent Number	Kind Code ¹	Issue Date	Name of Patentee or Applicant of cited Document	Pages,Columns,Lines where Relevant Passages or Relevant Figures Appear
	1	2722208		1955-11-01	Conroy, Jr. et al.	
	2	4372276		1983-02-08	Bernhardsson et al.	
	3	4450821		1984-05-29	Venning et al.	
	4	4489699		1984-12-25	Poehlman	
	5	4619240		1986-10-28	Bedford et al.	
	6	4895124		1990-01-23	Bartholomew	
	7	5287839		1994-02-22	Kondou et al.	
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Art Unit	3747
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Attorney Docket Number	CET1090.019

9	5419291		1995-05-30	Kimata et al.	
10	5438968		1995-08-08	Johnson et al.	
11	5816224		1998-10-06	Welsh et al.	
12	6082323		2000-07-04	Winberg	
13	6213083	B1	2001-04-10	Winberg	
14	6276345	B1	2001-08-21	Nelson et al.	
15	6401685	B1	2002-06-11	Warner	
16	6453877	B1	2002-09-24	Lucier et al.	
17	6914342	B1	2005-07-05	French	
18	7905469	B2	2011-03-15	Nickels et al.	
19	8342158	B2	2013-01-01	Ulrey et al.	

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20	8590510	B2	2013-11-26	Surnilla et al.	
21	5161496		1992-11-10	Matsushima et al.	
22	5325835		1994-07-05	Kimata et al.	

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	2	20130220274	A1	2013-08-29	Deshpande et al.	

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Attorney Docket Number	CET1090.019

1	Honda EU20i LPG, March 20, 2012, https://www.youtube.com/watch?v=yBpq33aJmR0	☐
2	JOHNSON et al., "Electronic Direct Fuel Injection (EDFI) for Small Two-Stroke Engines," SAE Technical Paper 1999-01-3312, Proceedings of the 1999 SAE Small Engine Technology Conference, Madison, WI, September 28-30, 1999, pp. 1-15	☐

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Art Unit	3747
Examiner Name	
Attorney Docket Number	CET1090.019

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Please see 37 CFR 1.97 and 1.98 to make the appropriate selection(s):

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- ☐ See attached certification statement.
- ☐ The fee set forth in 37 CFR 1.17 (p) has been submitted herewith.
- ☐ A certification statement is not submitted herewith.

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Signature	/Timothy J. Ziolkowski/	Date (YYYY-MM-DD)	2015-10-28
Name/Print	Timothy J. Ziolkowski	Registration Number	38368

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APPLICATION NUMBER	FILING OR 371(C) DATE	FIRST NAMED APPLICANT	ATTY. DOCKET NO./TITLE
14/738,060	06/12/2015	Mark J. Sarder	CET1090.019

CONFIRMATION NO. 9670

PUBLICATION NOTICE



OC000000087914249

26629
ZIOLKOWSKI PATENT SOLUTIONS GROUP, SC (ZPS)
136 S WISCONSIN ST
PORT WASHINGTON, WI 53074

Title:DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE

Publication No.US-2016-0363058-A1

Publication Date:12/15/2016

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The above-identified application will be electronically published as a patent application publication pursuant to 37 CFR 1.211, et seq. The patent application publication number and publication date are set forth above.

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	Filing Date		2015-06-12
	First Named Inventor	Mark J. Sarder et al.	
	Art Unit	3747	
	Examiner Name		
	Attorney Docket Number	CET1090.019	

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Examiner Initial*	Cite No	Patent Number	Kind Code ¹	Issue Date	Name of Patentee or Applicant of cited Document	Pages,Columns,Lines where Relevant Passages or Relevant Figures Appear
	1	2722208		1955-11-01	Conroy, Jr. et al.	
	2	4372276		1983-02-08	Bernhardsson et al.	
	3	4450821		1984-05-29	Venning et al.	
	4	4489699		1984-12-25	Poehlman	
	5	4619240		1986-10-28	Bedford et al.	
	6	4895124		1990-01-23	Bartholomew	
	7	5287839		1994-02-22	Kondou et al.	
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9	5419291		1995-05-30	Kimata et al.	
10	5438968		1995-08-08	Johnson et al.	
11	5816224		1998-10-06	Welsh et al.	
12	6082323		2000-07-04	Winberg	
13	6213083	B1	2001-04-10	Winberg	
14	6276345	B1	2001-08-21	Nelson et al.	
15	6401685	B1	2002-06-11	Warner	
16	6453877	B1	2002-09-24	Lucier et al.	
17	6914342	B1	2005-07-05	French	
18	7905469	B2	2011-03-15	Nickels et al.	
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	20	8590510	B2	2013-11-26	Surnilla et al.	
	21	5161496		1992-11-10	Matsushima et al.	
	22	5325835		1994-07-05	Kimata et al.	

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	2	20130220274	A1	2013-08-29	Deshpande et al.	

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	Art Unit	3747	
	Examiner Name		
	Attorney Docket Number	CET1090.019	

1	Honda EU20i LPG, March 20, 2012, https://www.youtube.com/watch?v=yBpq33aJmR0	☐
2	JOHNSON et al., "Electronic Direct Fuel Injection (EDFI) for Small Two-Stroke Engines," SAE Technical Paper 1999-01-3312, Proceedings of the 1999 SAE Small Engine Technology Conference, Madison, WI, September 28-30, 1999, pp. 1-15	☐

If you wish to add additional non-patent literature document citation information please click the Add button **Add**

EXAMINER SIGNATURE

Examiner Signature		Date Considered	
--------------------	--	-----------------	--

***EXAMINER:** Initial if reference considered, whether or not citation is in conformance with MPEP 609. Draw line through a citation if not in conformance and not considered. Include copy of this form with next communication to applicant.

¹ See Kind Codes of USPTO Patent Documents at www.USPTO.GOV or MPEP 901.04. ² Enter office that issued the document, by the two-letter code (WIPO Standard ST.3). ³ For Japanese patent documents, the indication of the year of the reign of the Emperor must precede the serial number of the patent document. ⁴ Kind of document by the appropriate symbols as indicated on the document under WIPO Standard ST.16 if possible. ⁵ Applicant is to place a check mark here if English language translation is attached.

**INFORMATION DISCLOSURE
STATEMENT BY APPLICANT**
(Not for submission under 37 CFR 1.99)

Application Number	14738060
Filing Date	2015-06-12
First Named Inventor	Mark J. Sarder et al.
Art Unit	3747
Examiner Name	
Attorney Docket Number	CET1090.019

CERTIFICATION STATEMENT

Please see 37 CFR 1.97 and 1.98 to make the appropriate selection(s):

☐ That each item of information contained in the information disclosure statement was first cited in any communication from a foreign patent office in a counterpart foreign application not more than three months prior to the filing of the information disclosure statement. See 37 CFR 1.97(e)(1).

OR

☐ That no item of information contained in the information disclosure statement was cited in a communication from a foreign patent office in a counterpart foreign application, and, to the knowledge of the person signing the certification after making reasonable inquiry, no item of information contained in the information disclosure statement was known to any individual designated in 37 CFR 1.56(c) more than three months prior to the filing of the information disclosure statement. See 37 CFR 1.97(e)(2).

- ☐ See attached certification statement.
- ☐ The fee set forth in 37 CFR 1.17 (p) has been submitted herewith.
- ☐ A certification statement is not submitted herewith.

SIGNATURE

A signature of the applicant or representative is required in accordance with CFR 1.33, 10.18. Please see CFR 1.4(d) for the form of the signature.

Signature	/Timothy J. Ziolkowski/	Date (YYYY-MM-DD)	2015-10-28
Name/Print	Timothy J. Ziolkowski	Registration Number	38368

This collection of information is required by 37 CFR 1.97 and 1.98. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 1 hour to complete, including gathering, preparing and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**

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The Privacy Act of 1974 (P.L. 93-579) requires that you be given certain information in connection with your submission of the attached form related to a patent application or patent. Accordingly, pursuant to the requirements of the Act, please be advised that: (1) the general authority for the collection of this information is 35 U.S.C. 2(b)(2); (2) furnishing of the information solicited is voluntary; and (3) the principal purpose for which the information is used by the U.S. Patent and Trademark Office is to process and/or examine your submission related to a patent application or patent. If you do not furnish the requested information, the U.S. Patent and Trademark Office may not be able to process and/or examine your submission, which may result in termination of proceedings or abandonment of the application or expiration of the patent.

The information provided by you in this form will be subject to the following routine uses:

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2. A record from this system of records may be disclosed, as a routine use, in the course of presenting evidence to a court, magistrate, or administrative tribunal, including disclosures to opposing counsel in the course of settlement negotiations.
3. A record in this system of records may be disclosed, as a routine use, to a Member of Congress submitting a request involving an individual, to whom the record pertains, when the individual has requested assistance from the Member with respect to the subject matter of the record.
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5. A record related to an International Application filed under the Patent Cooperation Treaty in this system of records may be disclosed, as a routine use, to the International Bureau of the World Intellectual Property Organization, pursuant to the Patent Cooperation Treaty.
6. A record in this system of records may be disclosed, as a routine use, to another federal agency for purposes of National Security review (35 U.S.C. 181) and for review pursuant to the Atomic Energy Act (42 U.S.C. 218(c)).
7. A record from this system of records may be disclosed, as a routine use, to the Administrator, General Services, or his/her designee, during an inspection of records conducted by GSA as part of that agency's responsibility to recommend improvements in records management practices and programs, under authority of 44 U.S.C. 2904 and 2906. Such disclosure shall be made in accordance with the GSA regulations governing inspection of records for this purpose, and any other relevant (i.e., GSA or Commerce) directive. Such disclosure shall not be used to make determinations about individuals.
8. A record from this system of records may be disclosed, as a routine use, to the public after either publication of the application pursuant to 35 U.S.C. 122(b) or issuance of a patent pursuant to 35 U.S.C. 151. Further, a record may be disclosed, subject to the limitations of 37 CFR 1.14, as a routine use, to the public if the record was filed in an application which became abandoned or in which the proceedings were terminated and which application is referenced by either a published application, an application open to public inspections or an issued patent.
9. A record from this system of records may be disclosed, as a routine use, to a Federal, State, or local law enforcement agency, if the USPTO becomes aware of a violation or potential violation of law or regulation.

Electronic Acknowledgement Receipt

EFS ID:	23918070
Application Number:	14738060
International Application Number:	
Confirmation Number:	9670
Title of Invention:	DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE
First Named Inventor/Applicant Name:	Mark J. Sarder
Customer Number:	26629
Filer:	Timothy J. Ziolkowski/Robyn Templin
Filer Authorized By:	Timothy J. Ziolkowski
Attorney Docket Number:	CET1090.019
Receipt Date:	28-OCT-2015
Filing Date:	12-JUN-2015
Time Stamp:	15:18:21
Application Type:	Utility under 35 USC 111(a)

Payment information:

Submitted with Payment	no
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File Listing:

Document Number	Document Description	File Name	File Size(Bytes)/ Message Digest	Multi Part /.zip	Pages (if appl.)
1	Information Disclosure Statement (IDS) Form (SB08)	SupplDS.pdf	613139 57b2d0870564b237f705b1eca1adeb24f7a bc744	no	6

Warnings:

Information:

2	Non Patent Literature	NPL1-HONDA_EU20i_LPG.pdf	15304933 ab3bddf9b920528fa110a17a5b7c5436961daabe	no	3
Warnings:					
Information:					
3	Non Patent Literature	NPL2-Johnson-Electronic_Direct_Fuel_Injection.pdf	414792 fb1a5b3aa5b1053ee0c5f24678e329b555464f3b	no	17
Warnings:					
Information:					
Total Files Size (in bytes):			16332864		
<p>This Acknowledgement Receipt evidences receipt on the noted date by the USPTO of the indicated documents, characterized by the applicant, and including page counts, where applicable. It serves as evidence of receipt similar to a Post Card, as described in MPEP 503.</p> <p><u>New Applications Under 35 U.S.C. 111</u> If a new application is being filed and the application includes the necessary components for a filing date (see 37 CFR 1.53(b)-(d) and MPEP 506), a Filing Receipt (37 CFR 1.54) will be issued in due course and the date shown on this Acknowledgement Receipt will establish the filing date of the application.</p> <p><u>National Stage of an International Application under 35 U.S.C. 371</u> If a timely submission to enter the national stage of an international application is compliant with the conditions of 35 U.S.C. 371 and other applicable requirements a Form PCT/DO/EO/903 indicating acceptance of the application as a national stage submission under 35 U.S.C. 371 will be issued in addition to the Filing Receipt, in due course.</p> <p><u>New International Application Filed with the USPTO as a Receiving Office</u> If a new international application is being filed and the international application includes the necessary components for an international filing date (see PCT Article 11 and MPEP 1810), a Notification of the International Application Number and of the International Filing Date (Form PCT/RO/105) will be issued in due course, subject to prescriptions concerning national security, and the date shown on this Acknowledgement Receipt will establish the international filing date of the application.</p>					

PATENT APPLICATION FEE DETERMINATION RECORD Substitute for Form PTO-875						Application or Docket Number 14/738,060				
APPLICATION AS FILED - PART I										
(Column 1)		(Column 2)		SMALL ENTITY		OTHER THAN SMALL ENTITY				
FOR	NUMBER FILED	NUMBER EXTRA	RATE(\$)	FEE(\$)		RATE(\$)	FEE(\$)			
BASIC FEE (37 CFR 1.16(a), (b), or (c))	N/A	N/A	N/A	70		N/A				
SEARCH FEE (37 CFR 1.16(k), (i), or (m))	N/A	N/A	N/A	300		N/A				
EXAMINATION FEE (37 CFR 1.16(o), (p), or (q))	N/A	N/A	N/A	360		N/A				
TOTAL CLAIMS (37 CFR 1.16(i))	26	minus 20 = *	40	240						
INDEPENDENT CLAIMS (37 CFR 1.16(h))	3	minus 3 = *	210	0.00						
APPLICATION SIZE FEE (37 CFR 1.16(s))	If the specification and drawings exceed 100 sheets of paper, the application size fee due is \$310 (\$155 for small entity) for each additional 50 sheets or fraction thereof. See 35 U.S.C. 41(a)(1)(G) and 37 CFR 1.16(s).			0.00						
MULTIPLE DEPENDENT CLAIM PRESENT (37 CFR 1.16(j))				0.00						
			TOTAL	970		TOTAL				
* If the difference in column 1 is less than zero, enter "0" in column 2.										
APPLICATION AS AMENDED - PART II										
(Column 1)		(Column 2)		(Column 3)		SMALL ENTITY		OTHER THAN SMALL ENTITY		
AMENDMENT A		CLAIMS REMAINING AFTER AMENDMENT		HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA	RATE(\$)	ADDITIONAL FEE(\$)		RATE(\$)	ADDITIONAL FEE(\$)
	Total (37 CFR 1.16(i))	*	Minus	**	=	x	=		x	=
	Independent (37 CFR 1.16(h))	*	Minus	***	=	x	=		x	=
	Application Size Fee (37 CFR 1.16(s))									
	FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))									
						TOTAL ADD'L FEE			TOTAL ADD'L FEE	
AMENDMENT B		CLAIMS REMAINING AFTER AMENDMENT		HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA	RATE(\$)	ADDITIONAL FEE(\$)		RATE(\$)	ADDITIONAL FEE(\$)
	Total (37 CFR 1.16(i))	*	Minus	**	=	x	=		x	=
	Independent (37 CFR 1.16(h))	*	Minus	***	=	x	=		x	=
	Application Size Fee (37 CFR 1.16(s))									
	FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))									
						TOTAL ADD'L FEE			TOTAL ADD'L FEE	
* If the entry in column 1 is less than the entry in column 2, write "0" in column 3. ** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 20, enter "20". *** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 3, enter "3". The "Highest Number Previously Paid For" (Total or Independent) is the highest found in the appropriate box in column 1.										



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APPLICATION NUMBER	FILING or 371(c) DATE	GRP ART UNIT	FIL FEE REC'D	ATTY. DOCKET NO	TOT CLAIMS	IND CLAIMS
14/738,060	06/12/2015	3747	970	CET1090.019	26	3

CONFIRMATION NO. 9670

FILING RECEIPT

26629
ZIOLKOWSKI PATENT SOLUTIONS GROUP, SC (ZPS)
136 S WISCONSIN ST
PORT WASHINGTON, WI 53074



Date Mailed: 06/24/2015

Receipt is acknowledged of this non-provisional patent application. The application will be taken up for examination in due course. Applicant will be notified as to the results of the examination. Any correspondence concerning the application must include the following identification information: the U.S. APPLICATION NUMBER, FILING DATE, NAME OF APPLICANT, and TITLE OF INVENTION. Fees transmitted by check or draft are subject to collection. Please verify the accuracy of the data presented on this receipt. **If an error is noted on this Filing Receipt, please submit a written request for a Filing Receipt Correction. Please provide a copy of this Filing Receipt with the changes noted thereon. If you received a "Notice to File Missing Parts" for this application, please submit any corrections to this Filing Receipt with your reply to the Notice. When the USPTO processes the reply to the Notice, the USPTO will generate another Filing Receipt incorporating the requested corrections**

Inventor(s)

Mark J. Sarder, Waukesha, WI;
Aleko D. Sotiriades, Cedarburg, WI;
James J. Dehn, Brookfield, WI;
Leigh Jenison, Hartland, WI;

Applicant(s)

Champion Engine Technology, LLC, Sussex, WI;

Power of Attorney: The patent practitioners associated with Customer Number 26629

Domestic Applications for which benefit is claimed - None.

A proper domestic benefit claim must be provided in an Application Data Sheet in order to constitute a claim for domestic benefit. See 37 CFR 1.76 and 1.78.

Foreign Applications for which priority is claimed (You may be eligible to benefit from the **Patent Prosecution Highway** program at the USPTO. Please see <http://www.uspto.gov> for more information.) - None.

Foreign application information must be provided in an Application Data Sheet in order to constitute a claim to foreign priority. See 37 CFR 1.55 and 1.76.

Permission to Access - A proper **Authorization to Permit Access to Application by Participating Offices** (PTO/SB/39 or its equivalent) has been received by the USPTO.

If Required, Foreign Filing License Granted: 06/22/2015

The country code and number of your priority application, to be used for filing abroad under the Paris Convention, is **US 14/738,060**

Projected Publication Date: 12/15/2016

Non-Publication Request: No

Early Publication Request: No

**** SMALL ENTITY ****

Title

DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE

Preliminary Class

123

Statement under 37 CFR 1.55 or 1.78 for AIA (First Inventor to File) Transition Applications: No

PROTECTING YOUR INVENTION OUTSIDE THE UNITED STATES

Since the rights granted by a U.S. patent extend only throughout the territory of the United States and have no effect in a foreign country, an inventor who wishes patent protection in another country must apply for a patent in a specific country or in regional patent offices. Applicants may wish to consider the filing of an international application under the Patent Cooperation Treaty (PCT). An international (PCT) application generally has the same effect as a regular national patent application in each PCT-member country. The PCT process **simplifies** the filing of patent applications on the same invention in member countries, but **does not result** in a grant of "an international patent" and does not eliminate the need of applicants to file additional documents and fees in countries where patent protection is desired.

Almost every country has its own patent law, and a person desiring a patent in a particular country must make an application for patent in that country in accordance with its particular laws. Since the laws of many countries differ in various respects from the patent law of the United States, applicants are advised to seek guidance from specific foreign countries to ensure that patent rights are not lost prematurely.

Applicants also are advised that in the case of inventions made in the United States, the Director of the USPTO must issue a license before applicants can apply for a patent in a foreign country. The filing of a U.S. patent application serves as a request for a foreign filing license. The application's filing receipt contains further information and guidance as to the status of applicant's license for foreign filing.

Applicants may wish to consult the USPTO booklet, "General Information Concerning Patents" (specifically, the section entitled "Treaties and Foreign Patents") for more information on timeframes and deadlines for filing foreign patent applications. The guide is available either by contacting the USPTO Contact Center at 800-786-9199, or it can be viewed on the USPTO website at <http://www.uspto.gov/web/offices/pac/doc/general/index.html>.

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TRANSMITTAL FOR POWER OF ATTORNEY TO ONE OR MORE REGISTERED PRACTITIONERS

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Application Number	
Filing Date	
First Named Inventor	Mark J. Sarder
Title	DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE
Art Unit	
Examiner Name	
Attorney Docket Number	CET1090.019

SIGNATURE of Applicant or Patent Practitioner

Signature	/Timothy J. Ziolkowski/	Date (Optional)	
Name	Timothy J. Ziolkowski	Registration Number	38368
Title (if Applicant is a juristic entity)	Patent Practitioner		
Applicant Name (if Applicant is a juristic entity)	Champion Engine Technology, LLC		

NOTE: This form must be signed in accordance with 37 CFR 1.33. See 37 CFR 1.4(d) for signature requirements and certifications. If more than one applicant, use multiple forms.



*Total of 1 forms are submitted.

This collection of information is required by 37 CFR 1.131, 1.32, and 1.33. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.11 and 1.14. This collection is estimated to take 3 minutes to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**

POWER OF ATTORNEY BY APPLICANT

I hereby revoke all previous powers of attorney given in the application identified in either the attached transmittal letter or the boxes below.

Application Number	Filing Date

(Note: The boxes above may be left blank if information is provided on form PTO/AIA/82A.)

- ☒ I hereby appoint the Patent Practitioner(s) associated with the following Customer Number as my/our attorney(s) or agent(s), and to transact all business in the United States Patent and Trademark Office connected therewith for the application referenced in the attached transmittal letter (form PTO/AIA/82A) or identified above:
- OR
- ☐ I hereby appoint Practitioner(s) named in the attached list (form PTO/AIA/82C) as my/our attorney(s) or agent(s), and to transact all business in the United States Patent and Trademark Office connected therewith for the patent application referenced in the attached transmittal letter (form PTO/AIA/82A) or identified above. (Note: Complete form PTO/AIA/82C.)

Please recognize or change the correspondence address for the application identified in the attached transmittal letter or the boxes above to:

- ☒ The address associated with the above-mentioned Customer Number
- OR
- ☐ The address associated with Customer Number:
- OR

Firm or Individual Name				
Address				
City	State	Zip		
Country				
Telephone	Email			

I am the Applicant (if the Applicant is a juristic entity, list the Applicant name in the box):

--

- ☐ Inventor or Joint Inventor (title not required below)
- ☐ Legal Representative of a Deceased or Legally Incapacitated Inventor (title not required below)
- ☒ Assignee or Person to Whom the Inventor is Under an Obligation to Assign (provide signer's title if applicant is a juristic entity)
- ☐ Person Who Otherwise Shows Sufficient Proprietary Interest (e.g., a petition under 37 CFR 1.46(b)(2) was granted in the application or is concurrently being filed with this document) (provide signer's title if applicant is a juristic entity)

SIGNATURE of Applicant for Patent

The undersigned (whose title is supplied below) is authorized to act on behalf of the applicant (e.g., where the applicant is a juristic entity).

Signature	Date (Optional)
Name	Dorance J. Noonan
Title	CEO, Champion Engine Technology, LLC

NOTE: Signature - This form must be signed by the applicant in accordance with 37 CFR 1.33. See 37 CFR 1.4 for signature requirements and certifications. If more than one applicant, use multiple forms.

☒ Total of 1 forms are submitted.

This collection of information is required by 37 CFR 1.131, 1.32, and 1.33. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.11 and 1.14. This collection is estimated to take 3 minutes to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.

If you need assistance in completing the form, call 1-800-PTO-9199 and select option 2.

INFORMATION DISCLOSURE STATEMENT BY APPLICANT (Not for submission under 37 CFR 1.99)	Application Number		
	Filing Date		
	First Named Inventor	Mark J. Sarder et al.	
	Art Unit		
	Examiner Name		
	Attorney Docket Number	CET1090.019	

U.S.PATENTS						Remove
Examiner Initial*	Cite No	Patent Number	Kind Code ¹	Issue Date	Name of Patentee or Applicant of cited Document	Pages,Columns,Lines where Relevant Passages or Relevant Figures Appear
	1	4502453		1985-03-05	Kabasin et al.	
	2	5171487		1992-12-15	Hudz	
	3	5320078		1994-06-14	Lorraine	
	4	5450832		1995-09-19	Graf	
	5	5673670		1997-10-07	Powell et al.	
	6	6223730	B1	2001-05-01	Hasegawa et al.	
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INFORMATION DISCLOSURE STATEMENT BY APPLICANT (Not for submission under 37 CFR 1.99)	Application Number		
	Filing Date		
	First Named Inventor	Mark J. Sarder et al.	
	Art Unit		
	Examiner Name		
	Attorney Docket Number	CET1090.019	

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EXAMINER SIGNATURE	
Examiner Signature	Date Considered

*EXAMINER: Initial if reference considered, whether or not citation is in conformance with MPEP 609. Draw line through a citation if not in conformance and not considered. Include copy of this form with next communication to applicant.

¹ See Kind Codes of USPTO Patent Documents at www.USPTO.GOV or MPEP 901.04. ² Enter office that issued the document, by the two-letter code (WIPO Standard ST.3). ³ For Japanese patent documents, the indication of the year of the reign of the Emperor must precede the serial number of the patent document. ⁴ Kind of document by the appropriate symbols as indicated on the document under WIPO Standard ST.16 if possible. ⁵ Applicant is to place a check mark here if English language translation is attached.

**INFORMATION DISCLOSURE
STATEMENT BY APPLICANT**
(Not for submission under 37 CFR 1.99)

Application Number	
Filing Date	
First Named Inventor	Mark J. Sarder et al.
Art Unit	
Examiner Name	
Attorney Docket Number	CET1090.019

CERTIFICATION STATEMENT

Please see 37 CFR 1.97 and 1.98 to make the appropriate selection(s):

☐ That each item of information contained in the information disclosure statement was first cited in any communication from a foreign patent office in a counterpart foreign application not more than three months prior to the filing of the information disclosure statement. See 37 CFR 1.97(e)(1).

OR

☐ That no item of information contained in the information disclosure statement was cited in a communication from a foreign patent office in a counterpart foreign application, and, to the knowledge of the person signing the certification after making reasonable inquiry, no item of information contained in the information disclosure statement was known to any individual designated in 37 CFR 1.56(c) more than three months prior to the filing of the information disclosure statement. See 37 CFR 1.97(e)(2).

☐ See attached certification statement.

☐ The fee set forth in 37 CFR 1.17 (p) has been submitted herewith.

☐ A certification statement is not submitted herewith.

SIGNATURE

A signature of the applicant or representative is required in accordance with CFR 1.33, 10.18. Please see CFR 1.4(d) for the form of the signature.

Signature	/Timothy J. Ziolkowski/	Date (YYYY-MM-DD)	2015-06-12
Name/Print	Timothy J. Ziolkowski	Registration Number	38368

This collection of information is required by 37 CFR 1.97 and 1.98. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 1 hour to complete, including gathering, preparing and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**

Privacy Act Statement

The Privacy Act of 1974 (P.L. 93-579) requires that you be given certain information in connection with your submission of the attached form related to a patent application or patent. Accordingly, pursuant to the requirements of the Act, please be advised that: (1) the general authority for the collection of this information is 35 U.S.C. 2(b)(2); (2) furnishing of the information solicited is voluntary; and (3) the principal purpose for which the information is used by the U.S. Patent and Trademark Office is to process and/or examine your submission related to a patent application or patent. If you do not furnish the requested information, the U.S. Patent and Trademark Office may not be able to process and/or examine your submission, which may result in termination of proceedings or abandonment of the application or expiration of the patent.

The information provided by you in this form will be subject to the following routine uses:

1. The information on this form will be treated confidentially to the extent allowed under the Freedom of Information Act (5 U.S.C. 552) and the Privacy Act (5 U.S.C. 552a). Records from this system of records may be disclosed to the Department of Justice to determine whether the Freedom of Information Act requires disclosure of these records.
2. A record from this system of records may be disclosed, as a routine use, in the course of presenting evidence to a court, magistrate, or administrative tribunal, including disclosures to opposing counsel in the course of settlement negotiations.
3. A record in this system of records may be disclosed, as a routine use, to a Member of Congress submitting a request involving an individual, to whom the record pertains, when the individual has requested assistance from the Member with respect to the subject matter of the record.
4. A record in this system of records may be disclosed, as a routine use, to a contractor of the Agency having need for the information in order to perform a contract. Recipients of information shall be required to comply with the requirements of the Privacy Act of 1974, as amended, pursuant to 5 U.S.C. 552a(m).
5. A record related to an International Application filed under the Patent Cooperation Treaty in this system of records may be disclosed, as a routine use, to the International Bureau of the World Intellectual Property Organization, pursuant to the Patent Cooperation Treaty.
6. A record in this system of records may be disclosed, as a routine use, to another federal agency for purposes of National Security review (35 U.S.C. 181) and for review pursuant to the Atomic Energy Act (42 U.S.C. 218(c)).
7. A record from this system of records may be disclosed, as a routine use, to the Administrator, General Services, or his/her designee, during an inspection of records conducted by GSA as part of that agency's responsibility to recommend improvements in records management practices and programs, under authority of 44 U.S.C. 2904 and 2906. Such disclosure shall be made in accordance with the GSA regulations governing inspection of records for this purpose, and any other relevant (i.e., GSA or Commerce) directive. Such disclosure shall not be used to make determinations about individuals.
8. A record from this system of records may be disclosed, as a routine use, to the public after either publication of the application pursuant to 35 U.S.C. 122(b) or issuance of a patent pursuant to 35 U.S.C. 151. Further, a record may be disclosed, subject to the limitations of 37 CFR 1.14, as a routine use, to the public if the record was filed in an application which became abandoned or in which the proceedings were terminated and which application is referenced by either a published application, an application open to public inspections or an issued patent.
9. A record from this system of records may be disclosed, as a routine use, to a Federal, State, or local law enforcement agency, if the USPTO becomes aware of a violation or potential violation of law or regulation.

Electronic Patent Application Fee Transmittal				
Application Number:				
Filing Date:				
Title of Invention:		DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE		
First Named Inventor/Applicant Name:		Mark J. Sarder		
Filer:		Timothy J. Ziolkowski/Robyn Templin		
Attorney Docket Number:		CET1090.019		
Filed as Small Entity				
Filing Fees for Utility under 35 USC 111(a)				
Description	Fee Code	Quantity	Amount	Sub-Total in USD(\$)
Basic Filing:				
Utility filing Fee (Electronic filing)	4011	1	70	70
Utility Search Fee	2111	1	300	300
Utility Examination Fee	2311	1	360	360
Pages:				
Claims:				
Claims in excess of 20	2202	6	40	240
Miscellaneous-Filing:				
Petition:				

Description	Fee Code	Quantity	Amount	Sub-Total in USD(\$)
Patent-Appeals-and-Interference:				
Post-Allowance-and-Post-Issuance:				
Extension-of-Time:				
Miscellaneous:				
Total in USD (\$)				970

Electronic Acknowledgement Receipt

EFS ID:	22617957
Application Number:	14738060
International Application Number:	
Confirmation Number:	9670
Title of Invention:	DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE
First Named Inventor/Applicant Name:	Mark J. Sarder
Customer Number:	26629
Filer:	Timothy J. Ziolkowski/Robyn Templin
Filer Authorized By:	Timothy J. Ziolkowski
Attorney Docket Number:	CET1090.019
Receipt Date:	12-JUN-2015
Filing Date:	
Time Stamp:	15:03:53
Application Type:	Utility under 35 USC 111(a)

Payment information:

Submitted with Payment	yes
Payment Type	Credit Card
Payment was successfully received in RAM	\$ 970
RAM confirmation Number	1521
Deposit Account	
Authorized User	

The Director of the USPTO is hereby authorized to charge indicated fees and credit any overpayment as follows:

File Listing:					
Document Number	Document Description	File Name	File Size(Bytes)/ Message Digest	Multi Part /.zip	Pages (if appl.)
1	Application Data Sheet	App-ADS.pdf	1565471	no	8
			23b835fe233595320e4a002a35008ceb2ed8e0e6		
Warnings:					
Information:					
2		App-Body.pdf	132226	yes	26
			28cab543a489fbaeaba1dbc4594b61147d99626		
	Multipart Description/PDF files in .zip description				
	Document Description	Start	End		
	Specification	1	19		
	Claims	20	25		
	Abstract	26	26		
Warnings:					
Information:					
3	Oath or Declaration filed	App-Dec.pdf	1265909	no	4
			c028f3708d260161b95499f20cdf03143206a865		
Warnings:					
Information:					
4	Drawings-only black and white line drawings	App-Drawings.pdf	721565	no	5
			c1688fd6452dbd91e547b710acc9fb08ebd49c2		
Warnings:					
Information:					
5	Power of Attorney	POATransmittal.pdf	417641	no	1
			5b0bc0964738bfd58604427dd494eddcb54180c		
Warnings:					
Information:					
6	Power of Attorney	GeneralPOA.pdf	295414	no	1
			97387954aa8358e4735c6b1132224409b5cd16e56		

Champion - EX2093, Page 253

Warnings:					
Information:					
7	Information Disclosure Statement (IDS) Form (SB08)	IDS.pdf	612308 <small>dd5cf004515180ed090256aec04b29c88bfd 3f32</small>	no	4
Warnings:					
Information:					
8	Fee Worksheet (SB06)	fee-info.pdf	37064 <small>ed03182852278e57cdf93544c3d66274ef4 437ac</small>	no	2
Warnings:					
Information:					
Total Files Size (in bytes):			5047598		
<p>This Acknowledgement Receipt evidences receipt on the noted date by the USPTO of the indicated documents, characterized by the applicant, and including page counts, where applicable. It serves as evidence of receipt similar to a Post Card, as described in MPEP 503.</p> <p><u>New Applications Under 35 U.S.C. 111</u> If a new application is being filed and the application includes the necessary components for a filing date (see 37 CFR 1.53(b)-(d) and MPEP 506), a Filing Receipt (37 CFR 1.54) will be issued in due course and the date shown on this Acknowledgement Receipt will establish the filing date of the application.</p> <p><u>National Stage of an International Application under 35 U.S.C. 371</u> If a timely submission to enter the national stage of an international application is compliant with the conditions of 35 U.S.C. 371 and other applicable requirements a Form PCT/DO/EO/903 indicating acceptance of the application as a national stage submission under 35 U.S.C. 371 will be issued in addition to the Filing Receipt, in due course.</p> <p><u>New International Application Filed with the USPTO as a Receiving Office</u> If a new international application is being filed and the international application includes the necessary components for an international filing date (see PCT Article 11 and MPEP 1810), a Notification of the International Application Number and of the International Filing Date (Form PCT/RO/105) will be issued in due course, subject to prescriptions concerning national security, and the date shown on this Acknowledgement Receipt will establish the international filing date of the application.</p>					

Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it contains a valid OMB control number.

Application Data Sheet 37 CFR 1.76		Attorney Docket Number	CET1090.019
		Application Number	
Title of Invention	DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE		
<p>The application data sheet is part of the provisional or nonprovisional application for which it is being submitted. The following form contains the bibliographic data arranged in a format specified by the United States Patent and Trademark Office as outlined in 37 CFR 1.76.</p> <p>This document may be completed electronically and submitted to the Office in electronic format using the Electronic Filing System (EFS) or the document may be printed and included in a paper filed application.</p>			

Secrecy Order 37 CFR 5.2

☐	Portions or all of the application associated with this Application Data Sheet may fall under a Secrecy Order pursuant to 37 CFR 5.2 (Paper filers only. Applications that fall under Secrecy Order may not be filed electronically.)
--------------------------	---

Inventor Information:

Inventor 1					Remove	
Legal Name						
Prefix	Given Name	Middle Name	Family Name	Suffix		
	Mark	J.	Sarder			
Residence Information (Select One) ☒ US Residency ☐ Non US Residency ☐ Active US Military Service						
City	Waukesha	State/Province	WI	Country of Residence i	US	

Mailing Address of Inventor:

Address 1	W245 N5551 Corporate Circle					
Address 2						
City	Sussex	State/Province	WI			
Postal Code	53089	Country i	US			

Inventor 2					Remove	
Legal Name						
Prefix	Given Name	Middle Name	Family Name	Suffix		
	Aleko	D.	Sotiriades			
Residence Information (Select One) ☒ US Residency ☐ Non US Residency ☐ Active US Military Service						
City	Cedarburg	State/Province	WI	Country of Residence i	US	

Mailing Address of Inventor:

Address 1	W245 N5551 Corporate Circle					
Address 2						
City	Sussex	State/Province	WI			
Postal Code	53089	Country i	US			

Inventor 3					Remove	
Legal Name						
Prefix	Given Name	Middle Name	Family Name	Suffix		
	James	J.	Dehn			
Residence Information (Select One) ☒ US Residency ☐ Non US Residency ☐ Active US Military Service						

Application Data Sheet 37 CFR 1.76		Attorney Docket Number	CET1090.019
		Application Number	
Title of Invention	DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE		

City	Brookfield	State/Province	WI	Country of Residence i	US
------	------------	----------------	----	------------------------	----

Mailing Address of Inventor:

Address 1	W245 N5551 Corporate Circle				
Address 2					
City	Sussex	State/Province	WI		
Postal Code	53089	Country i	US		

Inventor 4

Remove

Legal Name

Prefix	Given Name	Middle Name	Family Name	Suffix
	Leigh		Jenison	

Residence Information (Select One) ☒ US Residency ☐ Non US Residency ☐ Active US Military Service

City	Hartland	State/Province	WI	Country of Residence i	US
------	----------	----------------	----	------------------------	----

Mailing Address of Inventor:

Address 1	W245 N5551 Corporate Circle				
Address 2					
City	Sussex	State/Province	WI		
Postal Code	53089	Country i	US		

All Inventors Must Be Listed - Additional Inventor Information blocks may be generated within this form by selecting the **Add** button.

Add

Correspondence Information:Enter either Customer Number or complete the Correspondence Information section below.
For further information see 37 CFR 1.33(a).☐ An Address is being provided for the correspondence Information of this application.

Customer Number	26629		
Email Address		Add Email	Remove Email

Application Information:

Title of the Invention	DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE		
Attorney Docket Number	CET1090.019	Small Entity Status Claimed	☒
Application Type	Nonprovisional		
Subject Matter	Utility		
Total Number of Drawing Sheets (if any)		Suggested Figure for Publication (if any)	

Filing By Reference :

Application Data Sheet 37 CFR 1.76		Attorney Docket Number	CET1090.019
		Application Number	
Title of Invention	DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE		

Only complete this section when filing an application by reference under 35 U.S.C. 111(c) and 37 CFR 1.57(a). Do not complete this section if application papers including a specification and any drawings are being filed. Any domestic benefit or foreign priority information must be provided in the appropriate section(s) below (i.e., "Domestic Benefit/National Stage Information" and "Foreign Priority Information").

For the purposes of a filing date under 37 CFR 1.53(b), the description and any drawings of the present application are replaced by this reference to the previously filed application, subject to conditions and requirements of 37 CFR 1.57(a).

Application number of the previously filed application	Filing date (YYYY-MM-DD)	Intellectual Property Authority or Country

Publication Information:

☐ Request Early Publication (Fee required at time of Request 37 CFR 1.219)

☐ **Request Not to Publish.** I hereby request that the attached application not be published under 35 U.S.C. 122(b) and certify that the invention disclosed in the attached application **has not and will not be** the subject of an application filed in another country, or under a multilateral international agreement, that requires publication at eighteen months after filing.

Representative Information:

Representative information should be provided for all practitioners having a power of attorney in the application. Providing this information in the Application Data Sheet does not constitute a power of attorney in the application (see 37 CFR 1.32). Either enter Customer Number or complete the Representative Name section below. If both sections are completed the customer Number will be used for the Representative Information during processing.

Please Select One:	☒ Customer Number	☐ US Patent Practitioner	☐ Limited Recognition (37 CFR 11.9)
Customer Number	26629		

Domestic Benefit/National Stage Information:

This section allows for the applicant to either claim benefit under 35 U.S.C. 119(e), 120, 121, or 365(c) or indicate National Stage entry from a PCT application. Providing this information in the application data sheet constitutes the specific reference required by 35 U.S.C. 119(e) or 120, and 37 CFR 1.78.

When referring to the current application, please leave the application number blank.

Prior Application Status		Remove	
Application Number	Continuity Type	Prior Application Number	Filing Date (YYYY-MM-DD)
Prior Application Status		Remove	
Application Number	Continuity Type	Prior Application Number	Filing Date (YYYY-MM-DD)

Additional Domestic Benefit/National Stage Data may be generated within this form by selecting the **Add** button.

Application Data Sheet 37 CFR 1.76		Attorney Docket Number	CET1090.019
		Application Number	
Title of Invention	DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE		

Foreign Priority Information:

This section allows for the applicant to claim priority to a foreign application. Providing this information in the application data sheet constitutes the claim for priority as required by 35 U.S.C. 119(b) and 37 CFR 1.55(d). When priority is claimed to a foreign application that is eligible for retrieval under the priority document exchange program (PDX) the information will be used by the Office to automatically attempt retrieval pursuant to 37 CFR 1.55(h)(1) and (2). Under the PDX program, applicant bears the ultimate responsibility for ensuring that a copy of the foreign application is received by the Office from the participating foreign intellectual property office, or a certified copy of the foreign priority application is filed, within the time period specified in 37 CFR 1.55(g)(1).

Remove			
Application Number	Country ⁱ	Filing Date (YYYY-MM-DD)	Access Code ^j (if applicable)
Additional Foreign Priority Data may be generated within this form by selecting the Add button.			Add

Statement under 37 CFR 1.55 or 1.78 for AIA (First Inventor to File) Transition Applications

<p>This application (1) claims priority to or the benefit of an application filed before March 16, 2013 and (2) also contains, or contained at any time, a claim to a claimed invention that has an effective filing date on or after March 16, 2013.</p> <p>☐ NOTE: By providing this statement under 37 CFR 1.55 or 1.78, this application, with a filing date on or after March 16, 2013, will be examined under the first inventor to file provisions of the AIA.</p>
--

Authorization to Permit Access:

☒ Authorization to Permit Access to the Instant Application by the Participating Offices
--

Application Data Sheet 37 CFR 1.76		Attorney Docket Number	CET1090.019
		Application Number	
Title of Invention	DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE		

If checked, the undersigned hereby grants the USPTO authority to provide the European Patent Office (EPO), the Japan Patent Office (JPO), the Korean Intellectual Property Office (KIPO), the World Intellectual Property Office (WIPO), and any other intellectual property offices in which a foreign application claiming priority to the instant patent application is filed access to the instant patent application. See 37 CFR 1.14(c) and (h). This box should not be checked if the applicant does not wish the EPO, JPO, KIPO, WIPO, or other intellectual property office in which a foreign application claiming priority to the instant patent application is filed to have access to the instant patent application.

In accordance with 37 CFR 1.14(h)(3), access will be provided to a copy of the instant patent application with respect to: 1) the instant patent application-as-filed; 2) any foreign application to which the instant patent application claims priority under 35 U.S.C. 119(a)-(d) if a copy of the foreign application that satisfies the certified copy requirement of 37 CFR 1.55 has been filed in the instant patent application; and 3) any U.S. application-as-filed from which benefit is sought in the instant patent application.

In accordance with 37 CFR 1.14(c), access may be provided to information concerning the date of filing this Authorization.

Applicant Information:

Providing assignment information in this section does not substitute for compliance with any requirement of part 3 of Title 37 of CFR to have an assignment recorded by the Office.			
Applicant 1			Remove
If the applicant is the inventor (or the remaining joint inventor or inventors under 37 CFR 1.45), this section should not be completed. The information to be provided in this section is the name and address of the legal representative who is the applicant under 37 CFR 1.43; or the name and address of the assignee, person to whom the inventor is under an obligation to assign the invention, or person who otherwise shows sufficient proprietary interest in the matter who is the applicant under 37 CFR 1.46. If the applicant is an applicant under 37 CFR 1.46 (assignee, person to whom the inventor is obligated to assign, or person who otherwise shows sufficient proprietary interest) together with one or more joint inventors, then the joint inventor or inventors who are also the applicant should be identified in this section.			
Clear			
☒ Assignee	☐ Legal Representative under 35 U.S.C. 117	☐ Joint Inventor	
☐ Person to whom the inventor is obligated to assign.		☐ Person who shows sufficient proprietary interest	
If applicant is the legal representative, indicate the authority to file the patent application, the inventor is:			
Name of the Deceased or Legally Incapacitated Inventor :			
If the Applicant is an Organization check here. ☒			
Organization Name	Champion Engine Technology, LLC		
Mailing Address Information:			
Address 1	W245 N5551 Corporate Circle		
Address 2			
City	Sussex	State/Province	WI
Country ⁱ	US	Postal Code	53089
Phone Number		Fax Number	

Application Data Sheet 37 CFR 1.76		Attorney Docket Number	CET1090.019
		Application Number	
Title of Invention	DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE		
Email Address			
Additional Applicant Data may be generated within this form by selecting the Add button.			<input type="button" value="Add"/>

Assignee Information including Non-Applicant Assignee Information:

Providing assignment information in this section does not substitute for compliance with any requirement of part 3 of Title 37 of CFR to have an assignment recorded by the Office.				
Assignee 1				
Complete this section if assignee information, including non-applicant assignee information, is desired to be included on the patent application publication. An assignee-applicant identified in the "Applicant Information" section will appear on the patent application publication as an applicant. For an assignee-applicant, complete this section only if identification as an assignee is also desired on the patent application publication.				
				<input type="button" value="Remove"/>
If the Assignee or Non-Applicant Assignee is an Organization check here.				☐
Prefix	Given Name	Middle Name	Family Name	Suffix
Mailing Address Information For Assignee including Non-Applicant Assignee:				
Address 1				
Address 2				
City		State/Province		
Country i		Postal Code		
Phone Number		Fax Number		
Email Address				
Additional Assignee or Non-Applicant Assignee Data may be generated within this form by selecting the Add button.				<input type="button" value="Add"/>

Signature:

NOTE: This form must be signed in accordance with 37 CFR 1.33. See 37 CFR 1.4 for signature requirements and certifications					
Signature	/Timothy J. Ziolkowski/			Date (YYYY-MM-DD)	2015-06-12
First Name	Timothy J.	Last Name	Ziolkowski	Registration Number	38368
Additional Signature may be generated within this form by selecting the Add button.					<input type="button" value="Add"/>

Application Data Sheet 37 CFR 1.76		Attorney Docket Number	CET1090.019
		Application Number	
Title of Invention	DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE		

This collection of information is required by 37 CFR 1.76. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 23 minutes to complete, including gathering, preparing, and submitting the completed application data sheet form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**

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The information provided by you in this form will be subject to the following routine uses:

1. The information on this form will be treated confidentially to the extent allowed under the Freedom of Information Act (5 U.S.C. 552) and the Privacy Act (5 U.S.C. 552a). Records from this system of records may be disclosed to the Department of Justice to determine whether the Freedom of Information Act requires disclosure of these records.
2. A record from this system of records may be disclosed, as a routine use, in the course of presenting evidence to a court, magistrate, or administrative tribunal, including disclosures to opposing counsel in the course of settlement negotiations.
3. A record in this system of records may be disclosed, as a routine use, to a Member of Congress submitting a request involving an individual, to whom the record pertains, when the individual has requested assistance from the Member with respect to the subject matter of the record.
4. A record in this system of records may be disclosed, as a routine use, to a contractor of the Agency having need for the information in order to perform a contract. Recipients of information shall be required to comply with the requirements of the Privacy Act of 1974, as amended, pursuant to 5 U.S.C. 552a(m).
5. A record related to an International Application filed under the Patent Cooperation Treaty in this system of records may be disclosed, as a routine use, to the International Bureau of the World Intellectual Property Organization, pursuant to the Patent Cooperation Treaty.
6. A record in this system of records may be disclosed, as a routine use, to another federal agency for purposes of National Security review (35 U.S.C. 181) and for review pursuant to the Atomic Energy Act (42 U.S.C. 218(c)).
7. A record from this system of records may be disclosed, as a routine use, to the Administrator, General Services, or his/her designee, during an inspection of records conducted by GSA as part of that agency's responsibility to recommend improvements in records management practices and programs, under authority of 44 U.S.C. 2904 and 2906. Such disclosure shall be made in accordance with the GSA regulations governing inspection of records for this purpose, and any other relevant (i.e., GSA or Commerce) directive. Such disclosure shall not be used to make determinations about individuals.
8. A record from this system of records may be disclosed, as a routine use, to the public after either publication of the application pursuant to 35 U.S.C. 122(b) or issuance of a patent pursuant to 35 U.S.C. 151. Further, a record may be disclosed, subject to the limitations of 37 CFR 1.14, as a routine use, to the public if the record was filed in an application which became abandoned or in which the proceedings were terminated and which application is referenced by either a published application, an application open to public inspections or an issued patent.
9. A record from this system of records may be disclosed, as a routine use, to a Federal, State, or local law enforcement agency, if the USPTO becomes aware of a violation or potential violation of law or regulation.

DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE

BACKGROUND OF THE INVENTION

[0001] Embodiments of the invention relate generally to dual fuel generators, and more particularly, to an apparatus and method for delivering liquid fuel and gaseous fuel to a dual fuel generator.

[0002] Electric generators are frequently driven by internal combustion engines that use gasoline as a fuel source. Gasoline is a common fuel source for generators in a variety of applications. However, alternative fuel sources also provide a desirable fuel source. For instance, alternative fuels may provide a clean burning fuel that limits hazardous emissions. Alternative fuels may also be stored for long periods of time without degradation, whereas gasoline can degrade over a period of months leading to hard starting, rough running, and also lead to gum and varnish deposit left in the fuel system. In addition, generators that operate on alternative fuels may generate electricity when gasoline is not readily available. For instance, generators are frequently used when power outages in the utility grid result from severe weather. Unfortunately, gas stations may also be closed as a result of the power outage. Such a circumstance presents just one example where it would be advantageous to operate electrical generators on alternative fuels.

[0003] Certain generators are configured to operate as “dual fuel” generators, otherwise known as bi-fuel generators. These generators are driven by an internal combustion engine that is configured to operate on a liquid fuel for a period of operation and an alternative fuel for another period of operation. The alternative fuel source may exist in a gaseous state at normal temperature and pressure and can be any one of liquefied petroleum gas, compressed natural gas, hydrogen, or the like. Liquefied petroleum gas (LPG), often referred to as propane, exists in a gaseous state at normal temperature and pressure but can be conveniently stored under pressure in a liquid state. LPG may be a desirable fuel source for internal combustion engines because it can be stored for longer periods of time and contains fewer impurities than gasoline, resulting in smoother and cleaner operation, and often resulting in a longer lasting engine.

[0004] In order to provide the liquid and gaseous fuel to the engine, the dual fuel engine may have a first fuel line for liquid fuel and a second fuel line for gaseous fuel. A liquid fuel source and a gaseous fuel source may be coupled to the respective lines to provide fuel to the engine. However, a common problem with such configurations that couple two fuel sources to a single engine is the engine can experience overly rich air-fuel ratio when both fuels are simultaneously engaged during cross-over switching between the fuel sources. Further, such simultaneous delivery of fuel from the first fuel line and the second fuel line may make the engine hard to start or lead to unstable operating conditions.

[0005] Therefore, it would be desirable to design a dual fuel generator having a liquid fuel and gaseous fuel delivery system that overcomes the aforementioned detriments without substantially increasing the overall cost of the system.

BRIEF DESCRIPTION OF THE INVENTION

[0006] In accordance with one aspect of the invention, a mechanical fuel lockout switch for a dual fuel engine provides for the selection of a desired fuel to operate the engine. The mechanical fuel lockout switch includes a mechanical fuel valve and a fuel lockout apparatus. The mechanical fuel valve actuates 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 fuel lockout apparatus couples to the mechanical fuel valve ensuring individual communication of the fuel sources to the engine. 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.

[0007] In accordance with another aspect of the invention, a dual fuel generator and fuel delivery system includes 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 and fuel delivery system also includes a fuel regulator system located off board the dual fuel generator to control the pressure of fuel from the pressurized fuel source and deliver the fuel at a desired pressure for operation of the generator. The fuel regulator system includes 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. The fuel regulator system also includes 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. The dual fuel generator and fuel delivery system further includes a mechanical fuel valve actuateable 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.

[0008] In accordance with yet another aspect of the invention, a method of assembling a mechanical fuel lockout switch for an internal combustion engine includes 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. The method also includes coupling a mechanical fuel valve to the internal combustion engine actuatable 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. The method further includes coupling a fuel lockout apparatus to the mechanical fuel valve. When the mechanical fuel valve is in the first position, the fuel lockout apparatus communicates the first fuel source to the internal combustion engine and prevents the second fuel source from coupling to the internal combustion engine, and actuation of the mechanical fuel valve to the second position causes the fuel lockout apparatus to permit the second fuel source to couple to the internal combustion engine, and interrupts the first fuel source communication with the internal combustion engine.

[0009] Various other features and advantages will be made apparent from the following detailed description and the drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

[0010] The drawings illustrate preferred embodiments presently contemplated for carrying out the invention.

[0011] In the drawings:

[0012] FIG. 1 is a perspective view of a dual fuel generator coupled to a fuel delivery system, according to an embodiment of the invention.

[0013] FIG. 2 is a detail view of a portion of the generator of FIG. 1 about a mechanical fuel lockout switch with the switch in a first position, according to an embodiment of the invention.

[0014] FIG. 3 is a detail view similar to FIG. 2 and showing the mechanical fuel lockout switch in a second position, with an LPG supply line connected thereto, according to an embodiment of the invention.

[0015] FIG. 4A is a schematic diagram of a fuel system for the dual fuel generator of FIG. 1 showing a liquid fuel source in communication with a carburetor of the generator consistent with the first position of the switch as shown in FIG. 2, according to an embodiment of the invention.

[0016] FIG. 4B is a schematic diagram of the fuel system of FIG. 4A showing a gaseous fuel source in communication with a carburetor of the generator of FIG. 1 consistent with the second position of the switch as shown in FIG. 3, according to an embodiment of the invention.

[0017] FIG. 5 is a perspective view of a fuel delivery system for the dual fuel generator of FIG. 1, according to an embodiment of the invention.

[0018] FIG. 6 is a side view of a fuel delivery system for the dual fuel generator of FIG. 1, according to an embodiment of the invention.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

[0019] The operating environment of the invention is described with respect to a dual fuel generator. However, it will be appreciated by those skilled in the art that the invention is equally applicable for use with any dual fuel internal combustion engine. Moreover, the invention will be described with respect to a dual fuel generator configured to operate on a liquid fuel and a gaseous fuel. However, one skilled in the art will further appreciate that the invention is equally applicable for use with other fuel combinations for dual fuel generators and internal combustion engines.

[0020] Referring to FIG. 1, a dual fuel generator 20 is coupled to a fuel delivery system 22, in accordance with an embodiment of the invention. Dual fuel generator 20 includes an internal combustion engine (not shown) within housing 21 at one end 24, operatively connected to an alternator also enclosed in housing 21 at another end 26, by conventional means. Dual fuel generator 20 is configured to operate on different fuels via either a first fuel source 28 or a second fuel source 30. In an exemplary embodiment of the invention, first fuel source 28 is a liquid fuel and second fuel source 30 is a gaseous fuel. The liquid fuel may be gasoline and the gaseous fuel may be liquid petroleum gas (LPG). Each can selectively operate the generator as desired and controlled by an operator. For instance, generator 20 may operate on gasoline for a first period of operation and then switch to LPG for a second period of operation. However, it is contemplated that dual fuel generator 20 is configured to operate on fuels other than gasoline and LPG (e.g., natural gas, biodiesel, etc.), and thus the scope of the invention is not meant to be limited strictly to a dual fuel arrangement where first fuel source 28 provides gasoline and second fuel source 30 provides LPG.

[0021] In one embodiment of the invention, dual fuel generator 20 includes a gasoline tank 32 or, generally, a liquid fuel tank, located inside cover 21 onboard generator 20 to provide gasoline to the engine as first fuel source 28. Gasoline tank 32 connects to a first fuel line to provide gasoline to the carburetor to run the engine, as will later be described with reference to FIG. 4A and 4B. Generator 20 is also coupled to a pressurized fuel container 34, or a pressurized fuel source, located off board

generator 20 to provide LPG to the engine as second fuel source 30. Pressurized fuel container 34 is coupled to generator 20 with an LPG supply hose 36. LPG supply hose 36 is coupled to a second fuel line within generator 20 to provide LPG to the carburetor to run the engine. Dual fuel generator 20 includes a mechanical fuel lockout switch 38 for selecting a desired fuel to be provided to the engine. The mechanical fuel lockout switch 38 is actuated to select first fuel source 28 when in a first position, as shown in FIG. 2, and alternately to select second fuel source 30 when in a second position, as shown in FIG. 3.

[0022] Referring back to FIG. 1, in an exemplary embodiment, fuel 30 from pressurized fuel container 34 is regulated using a fuel regulator system 39 for delivery to the engine. Fuel regulator system 39 includes one or more pressure regulators that reduce and control the pressure of the fuel from pressurized fuel container 34 and delivers fuel at a desired pressure for operation of the engine. Fuel regulator system 39 has an inlet 41 operatively coupled to a service valve 40 of pressurized fuel container 34 and an outlet 43 coupled to LPG supply hose 36. Fuel regulator system 39 includes a primary pressure regulator 42 coupled to pressurized fuel container 34 and a secondary pressure regulator 44. Primary pressure regulator 42 protects downstream components from high pressure of pressurized fuel container 34. Primary pressure regulator 42 receives LPG through service valve 40 of pressurized fuel container 34 and reduces the pressure of the LPG to a first stage. In one embodiment of the invention, the first stage may be delivered directly to generator 20 at a pressure required for operation of the engine.

[0023] In an exemplary embodiment of the invention, fuel regulator system 39 includes secondary pressure regulator 44 coupled to the outlet of primary pressure regulator 42 in order to use standard “off-the-shelf” components. Typically, the primary pressure regulator is mounted on the LPG tank, while the secondary pressure regulator is mounted on the component using the fuel, such as an engine or grill. Here, since generator 20 can be used as a gasoline only generator, secondary pressure regulator 44 is mounted off-board the generator to reduce size and cost of the generator. Secondary pressure regulator 44 receives LPG from primary pressure regulator 42 and further

reduces the pressure of LPG to a second stage to be delivered to generator 20. In a system with two regulators, primary pressure regulator 42 regulates fuel received from pressurized fuel container 34 and reduces the pressure of the fuel to a level required for operation of secondary pressure regulator 44. Secondary pressure regulator 44 regulates fuel received from primary pressure regulator 42 and further reduces the pressure of the fuel to a level required for operation of generator 20. In addition, primary pressure regulator 42 may compensate for varying tank pressure as fuel is depleted while secondary pressure regulator 44 may compensate for varying demand from generator 20.

[0024] In accordance with an exemplary embodiment of the invention, fuel regulator system 39 includes both the primary and secondary regulators, or a custom single regulator, but in any case is located remotely, or off-board, from dual fuel generator 20. Fuel regulator system 39 may be directly mounted to pressurized fuel container 34 using a regulator mounting bracket 46. Regulator mounting bracket 46 has mounting locations for primary pressure regulator 42 and secondary pressure regulator 44. Regulator mounting bracket 46 also has a securing mechanism 48 to secure regulator mounting bracket 46 to pressurized fuel container 34.

[0025] In another embodiment of the invention, primary pressure regulator 42 is mounted on regulator mounting bracket 46 while secondary pressure regulator 44 could be mounted on or near generator 20. In yet another embodiment of the invention, a dual stage regulator may regulate the fuel received from pressurized fuel container 34 and deliver fuel at a pressure required for operation of generator 20. Such a dual stage regulator may regulate the fuel to the second stage within a single structure. The dual stage regulator may be mounted directly on fuel container 34.

[0026] Referring to FIG. 2, a detail view of a portion of generator 20 of FIG. 1 depicts mechanical fuel lockout switch 38 in a first position 38(a), in accordance with an embodiment of the invention. In this position, mechanical fuel lockout switch 38 provides gasoline flow from gasoline tank 32 to the engine while preventing connection of an LPG supply line to fuel inlet 59 of the second fuel line, as will later be discussed

in detail with reference to FIGS. 4A and 4B. Still referring to FIG. 2, mechanical fuel lockout switch 38 provides a combination liquid fuel shutoff valve and a gaseous fuel supply lockout that prevents simultaneous delivery of fuel to the engine from gasoline tank 32 and pressurized fuel container 34, FIG. 1. As such, mechanical fuel lockout switch 38 provides a fuel selector to ensure only the selected fuel is provided to dual fuel generator 20.

[0027] Mechanical fuel lockout switch 38, FIG. 2, includes mechanical fuel valve 54 actuatable between first position 38(a) as shown in FIG. 2 and second position 38(b) as shown in FIG. 3 to selectively control fuel flow to the dual fuel engine from first fuel source 28 through a first fuel line and second fuel source 30 through a second fuel line 36. Mechanical fuel lockout switch 38 may also include fuel lockout apparatus 58 coupled to mechanical fuel valve 54 to communicate fuel sources individually to generator 20. In one embodiment of the invention, fuel lockout apparatus 58 communicates first fuel source 28 to the engine by actuating mechanical fuel valve 54 to first position 38(a) to open the first fuel line as shown in FIG. 2, and communicates second fuel source 30 to the engine by actuating mechanical fuel valve 54 to second position 38(b) to open communication of the second fuel source 30 to the engine as shown in FIG. 3. Referring back to FIG. 2, when mechanical fuel valve 54 is in first position 38(a), fuel lockout apparatus 58 communicates first fuel source 28 to the dual fuel engine and prevents communication between the second fuel source and the dual fuel engine.

[0028] In an exemplary embodiment of the invention, mechanical fuel valve 54 controls the flow of LPG to the engine by actuating fuel lockout apparatus 58 to block or unblock fuel inlet 59 for the second fuel source. Mechanical fuel valve 54 is coupled to the first fuel line, as shown in FIGS. 4A and 4B, and therefore can control the flow of gasoline to the engine by opening and closing the first fuel line. When the mechanical fuel valve 54, FIG. 2, is in the first position 38(a), gasoline flows from the gasoline tank to the engine and the fuel lockout apparatus 58 blocks the fuel inlet 59. Accordingly, fuel lockout apparatus 58 prevents LPG flow to generator 20 when the mechanical fuel valve 54 is in first position 38(a) wherein the engine is operated on gasoline.

[0029] Mechanical fuel valve 54 includes a fuel valve handle 56 to control the opening and closing of the valve. Fuel valve handle 56 is movable between first position 38(a) as shown in FIG. 2 and second position 38(b) as shown in FIG. 3. Mechanical fuel valve 54 opens the first fuel line (to enable liquid fuel flow to the engine) when fuel valve handle 56 is in the first position, and mechanical fuel valve 54 closes the first fuel line (to prevent liquid fuel flow to the engine) when fuel valve handle 56 is in the second position. Thus, when fuel valve handle 56 is in first position 38(a) as shown in FIG. 2, mechanical fuel valve 54 opens the first fuel line and allows gasoline from gasoline tank 32 to flow to the engine.

[0030] Fuel valve handle 56 is coupled to fuel lockout apparatus 58. Fuel valve handle 56 actuates with fuel lockout apparatus 58 to prevent LPG flow to generator 20 when gasoline flow to the generator is enabled. Fuel lockout apparatus 58 is controlled by fuel valve handle 56 so that moving fuel valve handle 56 to the first position causes fuel lockout apparatus 58 to block fuel inlet 59 for LPG, and moving fuel valve handle 56 to the second position causes fuel lockout apparatus 58 to unblock fuel inlet 59 for LPG.

[0031] In an exemplary embodiment of the invention, fuel valve handle 56 rotates between the first position and the second position and fuel lockout apparatus 58 is rigidly coupled to the rotating handle. Fuel lockout apparatus 58 may include a fuel inlet cover 61, which may be a flange, coupled to fuel valve handle 56 so that fuel inlet cover 61 rotates with the handle. Fuel inlet cover 61 extends radially outward from fuel valve handle 56 and sweeps over fuel inlet 59 for LPG as fuel valve handle 56 rotates. That is, fuel inlet cover 61 rotates transversely across fuel inlet 59 and blocks access thereto. Accordingly, fuel inlet cover 61 prevents LPG flow to generator 20 when fuel valve handle 56 is in first position 38(a) to allow gasoline to run the engine.

[0032] Referring to FIG. 3, a detail view of a portion of generator 20 of FIG. 1 depicts mechanical fuel lockout switch 38 in a second position 38(b), in accordance with an embodiment of the invention. In this position, the mechanical fuel lockout switch 38 provides a disconnect to stop gasoline flow from gasoline tank 32 to the

engine while allowing connection of LPG supply hose 36 to fuel inlet 59 of the second fuel line. FIG. 3 further shows LPG supply hose 36 coupling second fuel source 30 to generator 20 to deliver LPG to run the generator.

[0033] Mechanical fuel lockout switch 38 includes mechanical fuel valve 54 coupled to fuel lockout apparatus 58 to prevent gasoline flow to generator 20 when LPG from the LPG service hose 36 is supplied to the engine. In one embodiment of the invention, actuation of mechanical fuel valve 54 to second position 38(b) causes fuel lockout apparatus 58 to allow communication of second fuel source 30 to the dual fuel engine, and interrupts the first fuel source 28 communication with the dual fuel engine. The position of fuel lockout apparatus 58 prevents the fuel valve handle 56 from moving to first position 38(a) (FIG. 2) while LPG supply hose 36 is connected to generator 20.

[0034] A quick-disconnect hose coupling 50, also referred to as a quick-connect hose coupling, connects LPG supply hose 36 to generator 20 so that LPG supply hose 36 may be quickly attached and detached from generator 20. Hose coupling 50 has a first end 50a mounted on the external surface of generator 20 and coupled to supply the second fuel to the engine. Hose coupling 50 has a second end 50b coupled to the outlet of LPG supply hose 36. Hose coupling 50 has a valve that opens when the couplings are engaged and closes when the couplings are disengaged. As such, quick-disconnect hose coupling 50 automatically opens when connected to enable fuel flow from LPG supply hose 36 to the engine. Hose coupling 50 automatically disconnects fluid communication when disconnected. Accordingly, when the supply hose is detached from generator 20, the coupling 50 is automatically closed so that fuel does not escape and unwanted air does not enter the fuel system.

[0035] In one embodiment, fuel inlet cover 61 is coupled to fuel valve handle 56 so that it is spaced apart from the surface of generator 20 to provide clearance for first end 50a of the quick-disconnect hose coupling 50 that protrudes from the surface of generator 20. As shown in FIG. 2, fuel inlet cover 61 blocks off first end 50a of the quick-disconnect hose coupling when fuel valve handle 56 is rotated to first position 38(a) to enable gasoline flow so that fuel inlet cover 61 prevents connection of LPG

supply hose 36 (FIG. 3) to generator 20. As shown in FIG. 3, fuel inlet cover 61 uncovers first end 50a of the quick-disconnect hose coupling 50 when fuel valve handle 56 is rotated to second position 38(b) to disable gasoline flow so that fuel inlet cover 61 permits connection of LPG supply hose 36 to generator 20.

[0036] To operate generator 20 on LPG, fuel valve handle 56 is turned to second position 38(b) to disable the flow of gasoline to the engine and to expose first end 50a of hose coupling 50 on generator 20. LPG supply hose 36 is then connected to generator 20 via hose coupling 50 to enable the flow of LPG to the engine. To operate generator 20 on gasoline, LPG supply hose 36 is disconnected from generator 20 via hose coupling 50 to disable the flow of LPG to the engine and to unblock fuel valve handle 56 from rotating to the first position. As shown in FIG. 2, fuel valve handle 56 is then turned to first position 38(a) to enable the flow of gasoline to generator 20.

[0037] Referring to FIG. 4A, a schematic diagram of a fuel system for a dual fuel engine shows mechanical fuel lockout switch 38 in first position 38(a) to provide communication between the first fuel source 28 and dual fuel carburetor 62, according to an embodiment of the invention. Mechanical fuel lockout switch 38 prevents communication between second fuel source 30 and dual fuel carburetor 62 when the switch is in first position 38(a). In one embodiment of the invention, first fuel source 28 includes a gasoline tank 32 to provide gasoline to carburetor 62 through a first fuel line 66, and second fuel source 30 includes a propane or LPG tank 68 to provide propane or LPG to carburetor 62 through a second fuel line 70. Accordingly, first fuel line 66 may be a liquid fuel line and second fuel line 70 may be a gaseous fuel line.

[0038] Mechanical fuel lockout switch 38 includes a mechanical fuel valve 54 actuatable between first position 38(a) as shown in FIG. 4A and second position 38(b) as shown in FIG. 4B to selectively control fuel flow to the dual fuel engine from first fuel source 28 through first fuel line 66 and second fuel source 30 through second fuel line 70. Referring back to FIG. 4A, mechanical fuel valve 54 selectively controls fuel flow through first fuel line 66 by opening the line when the mechanical fuel lockout switch 38 actuates to first position 38(a). Mechanical fuel valve 54 may be coupled to

fuel lockout apparatus 58 that actuates with mechanical fuel valve 54 to block and unblock fuel inlet 59 of second fuel line 70. First end 50a of the quick-disconnect hose coupling is located at fuel inlet 59 and a mating end 50b of the quick-disconnect hose coupling is coupled to the propane or LPG tank 68. Actuation of mechanical fuel valve 54 to first position 38(a) causes fuel lockout apparatus 58 to block fuel inlet 59 to prevent coupling the first end 50a and second end 50b of the quick-disconnect hose coupling together, and actuation of mechanical fuel valve 54 to another position causes fuel lockout apparatus 58 to unblock fuel inlet 59 to permit attaching first end 50a and second end 50b together.

[0039] In one embodiment of the invention, a fuel cut solenoid 63 couples to carburetor 62 to regulate liquid fuel flow into a main nozzle within the carburetor. Fuel cut solenoid 63 is advantageous to control liquid fuel flow downstream of a float bowl in the carburetor and can stop fuel flow to the engine immediately after ignition shutdown. As such, fuel cut solenoid 63 prevents the engine from drawing in fuel from the float bowl while the engine shuts off. Fuel cut solenoid 63 also traps fuel in the float bowl to eliminate delay in filling the bowl when starting the engine on liquid fuel, and prevents liquid fuel flow from the float bowl to the engine when starting on gaseous fuel.

[0040] Fuel cut solenoid 63 may regulate fuel flow through multiple fuel lines in carburetor 62 that provide fuel from the float bowl to the engine. For instance, carburetor 62 may have a main fuel line and an idle fuel line that receive fuel from the float bowl. Fuel cut solenoid 63 may control fuel flow through all of the fuel lines that receive fuel from the float bowl or may regulate only some of the fuel lines. As such, fuel cut solenoid 63 may block fuel flow through the main fuel line while small amounts of fuel can flow through the idle fuel line.

[0041] Fuel cut solenoid 63 preferably operates as a normally closed valve that opens when powered by a 12 volt battery 65, although fuel cut solenoid 63 may also be operated as a normally open valve. The normally closed valve is opened for gasoline mode to allow gasoline flow to the engine and closed for LPG mode to prevent gasoline

flow to the engine. Fuel cut solenoid 63 is operated by an electrical switch 67 which may be mechanically actuated and controlled by mechanical fuel lockout switch 38. As such, actuation of mechanical fuel lockout switch 38 to first position 38(a) closes electrical switch 67 to power and open fuel cut solenoid 63 as represented in FIG. 4A, and actuation of mechanical fuel lockout switch 38 to second position 38(b) opens electrical switch 67 to interrupt power and close fuel cut solenoid 63 as represented in FIG. 4B.

[0042] Referring to FIG. 4B, a schematic diagram of a fuel system for a dual fuel engine shows mechanical fuel lockout switch 38 in second position 38(b) to provide communication between second fuel source 30 and dual fuel carburetor 62, according to an embodiment of the invention. Mechanical fuel lockout switch 38 prevents communication between first fuel source 28 and dual fuel carburetor 62 when the switch is in second position 38(b). The dual fuel engine has a first fuel line 66 to provide fuel from first fuel source 28 to carburetor 62 and a second fuel line 70 to provide fuel from second fuel source 30 to carburetor 62.

[0043] Mechanical fuel lockout switch 38 includes mechanical fuel valve 54 that selectively controls fuel flow through first fuel line 66 by closing the line when mechanical fuel lockout switch 38 actuates to second position 38(b). Mechanical fuel lockout switch 38 may also include a mechanical lockout apparatus 58 to block and unblock fuel inlet 59 of the second fuel line 70. Fuel inlet 59 may include first end 50a of the quick-connect hose coupling mounted on the generator and coupled to second fuel line 70. Second end 50b of the quick-connect hose coupling is coupled to the outlet of second fuel source 30, and the first end 50a mates with second end 50b to quickly attach propane or LPG tank 68 to second fuel line 70. Fuel lockout apparatus 58 may also hold mechanical fuel lockout switch 38 in second position 38(b) when the propane or LPG tank 68 is coupled to the engine via the ends 50a, 50b of the quick-connect hose coupling.

[0044] Fuel cut solenoid 63 couples to carburetor 62 to regulate liquid fuel flow through the carburetor as described with respect to FIG. 4A. FIG. 4B shows electrical

switch 67 opened to interrupt power and close fuel cut solenoid 63 for LPG mode when mechanical fuel lockout switch 38 is in second position 38(b).

[0045] FIG. 4A and 4B depict an embodiment where mechanical fuel valve 54 operates along first fuel line 66 to provide a flow path for first fuel source 28 to carburetor 62 when the valve is in first position 38(a). That is, mechanical fuel valve 54 may control a single fuel line that runs through the valve while operating fuel lockout apparatus 58 to control fuel flow through second fuel line 70. Embodiments of the invention also contemplate mechanical fuel valve 54 configured to operate along second fuel line 70 to provide a flow path for second fuel source 30 to carburetor 62 when the valve is in second position 38(b). Mechanical fuel valve 54 may be configured to control multiple fuel lines that run through the valve according to embodiments of the invention.

[0046] Referring now to FIG. 5, a perspective view of fuel delivery system 22 for dual fuel generator 20 of FIG. 1 is shown, in accordance with an embodiment of the invention. Fuel delivery system 22 includes a mounting arrangement for fuel regulator system 39. The mounting arrangement includes regulator mounting bracket 46 for mounting fuel regulator system 39. Regulator mounting bracket 46 extends around the outer periphery of collar 136 on pressurized fuel container 34. Regulator mounting bracket 46 has securing mechanism 48 to secure to collar 136. In one embodiment, securing mechanism 48 is a rigid component that extends inward from regulator mounting bracket 46 with a slot for receiving collar 136 to hold regulator mounting bracket 46 to collar 136.

[0047] Regulator mounting bracket 46 provides mounting locations for pressure regulators. In one embodiment, regulator mounting bracket 46 is made of sheet metal bent in two locations to provide a central panel 138, a first outer panel 140, and a second outer panel 142 for mounting the regulators. The panels may be angled from each other such that regulator mounting bracket 46 fits around collar 136. Primary pressure regulator 42 mounts on first outer panel 140 and secondary pressure regulator 44 mounts on second outer panel 142. The panels are sized according to their respective

regulators. Accordingly, second outer panel 142 is larger than first outer panel 140 if secondary pressure regulator 44 is larger than primary pressure regulator 42. Panels 140, 142 have fasteners or openings to receive fasteners to couple respective regulators 42, 44 to the panels. Regulator mounting bracket 46 rests on top of pressurized fuel container 34 and engages the periphery of collar 136 to support fuel regulator system 39 on the container.

[0048] In one embodiment of the invention, primary pressure regulator 42 couples to two ninety degree elbows 144, 145 to reach around collar 136 in order to couple to service valve 40. The two elbows 144, 145 are joined by a hose or pipe 146 that leads from elbow 144 at service valve 40 to elbow 145 at the outer periphery of collar 136. The outlet of primary pressure regulator 42 couples to a hose 148 that extends to another ninety degree elbow 150 coupled to the inlet of secondary pressure regulator 44. Secondary pressure regulator 44 couples to LPG supply hose 36. Pressurized fuel container 34 may be strapped to a dolly 152.

[0049] Referring now to FIG. 6, a side view of another fuel delivery system 22 for dual fuel generator 20 of FIG. 1 is shown, in accordance with an embodiment of the invention. Fuel delivery system 22 includes a mounting arrangement for fuel regulator system 39. The mounting arrangement includes a regulator mounting structure 154 for mounting fuel regulator system 39 to pressurized fuel container 34. Regulator mounting structure 154 includes a cylinder 156 that surrounds the circumference of pressurized fuel container 34 to secure regulator mounting structure 154 radially along the circumference of pressurized fuel container 34. Cylinder 156 couples to a dome 158 to support cylinder 156 relative to the top of pressurized fuel container 34. Dome 158 has a central opening 160 through which collar 136 of pressurized fuel container 34 extends. Collar 136 of pressurized fuel container 34 extends through dome 158 so that service valve 40 is easily accessible from above regulator mounting structure 154 and so that dome 158 sits on pressurized fuel container 34 around collar 136.

[0050] Regulator mounting structure 154 supports pressure regulators around the outer circumference of cylinder 156. In some embodiments of the invention, a dual

stage pressure regulator 162 functions as both a primary pressure regulator and a secondary pressure regulator in a single integral component, and dual stage pressure regulator 162 may be mounted on regulator mounting structure 154. In other embodiments in of the invention, primary pressure regulator 42 (FIG. 5) is mounted to service valve 40 while secondary pressure regulator 44 (FIG. 5) is mounted on regulator mounting structure 154. Alternatively, both primary pressure regulator 42 (FIG. 5) and secondary pressure regulator 44 (FIG. 5) may be mounted on regulator mounting structure 154.

[0051] Fuel regulator system 39 may be coupled to service valve 40 by a flexible connector called a pigtail 164. Pigtail 164 absorbs shock in the system from pressure surges and from movement of downstream components. Pigtail 164 can be looped to conserve space and therefore pressurized fuel container 34 is referred to as an LPG pig. Accordingly, regulator mounting structure 154 is referred to as a pig hat because it fits on the LPG pig. Pressurized fuel container 34 may be secured to a platform or mobile cart 64 for stability or transportation. In another embodiment, a regulator mounting device, including regulator mounting structure 154 or regulator mounting bracket 46 (FIG. 5), is secured directly to a platform or a mobile cart.

[0052] Beneficially, embodiments of the invention provide for a mechanical fuel lockout switch to ensure that two fuels are not simultaneously delivered to a dual fuel internal combustion engine. Embodiments of the invention also provide for a dual fuel generator with a remotely mounted gaseous fuel regulator system.

[0053] Therefore, according to one embodiment of the invention, a mechanical fuel lockout switch for a dual fuel engine includes 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. The mechanical fuel lockout switch also includes a fuel lockout apparatus coupled to the mechanical fuel valve. 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.

[0054] According to another embodiment of the invention, a dual fuel generator and fuel delivery system includes 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 and fuel delivery system also includes a fuel regulator system located off board the dual fuel generator. The fuel regulator system includes 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. The fuel regulator system also includes 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. The dual fuel generator and fuel delivery system further includes a mechanical fuel valve actuateable 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.

[0055] According to yet another embodiment of the invention, a method of assembling a mechanical fuel lockout switch for an internal combustion engine includes 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. The method also includes 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. The method further includes coupling a fuel lockout apparatus to the mechanical fuel valve. When the mechanical fuel valve is in the first position, the fuel lockout apparatus communicates the first fuel source to the internal combustion engine and prevents the second fuel source from coupling to the internal combustion engine, and actuation of the mechanical fuel valve to the second position

causes the fuel lockout apparatus to permit the second fuel source to couple to the internal combustion engine, and interrupts the first fuel source communication with the internal combustion engine.

[0056] This written description uses examples to disclose the invention, including the best mode, and also to enable any person skilled in the art to practice the invention, including making and using any devices or systems and performing any incorporated methods. The patentable scope of the invention is defined by the claims, and may include other examples that occur to those skilled in the art. Such other examples are intended to be within the scope of the claims if they have structural elements that do not differ from the literal language of the claims, or if they include equivalent structural elements with insubstantial differences from the literal languages of the claims.

CLAIMS

What is claimed is:

1. A mechanical fuel lockout switch for a dual fuel engine comprising:
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; 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.
2. The mechanical fuel lockout switch for a dual fuel engine of claim 1, 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.
3. The mechanical fuel lockout switch for a dual fuel engine of claim 1, 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.
4. The mechanical fuel lockout switch for a dual fuel engine of claim 3, wherein the fuel lockout apparatus comprises a flange rigidly coupled to the mechanical fuel valve that covers an inlet of the second fuel line while the mechanical fuel valve is

in the first position and uncovers the inlet of the second fuel line while the mechanical fuel valve is in the second position.

5. The mechanical fuel lockout switch for a dual fuel engine of claim 4, wherein the mechanical fuel valve rotates between the first position and the second position and the flange rotates transversely across the inlet of the second fuel line.

6. The mechanical fuel lockout switch for a dual fuel engine of claim 4, further comprising;

a first end of a quick-disconnect hose coupling attached to the inlet of the second fuel line; and

a second end of the quick-disconnect hose coupling attached to the second fuel source to mate with the first end of the quick-disconnect hose coupling to couple the second fuel source to the second fuel line.

7. The mechanical fuel lockout switch for a dual fuel engine of claim 1, wherein 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.

8. The mechanical fuel lockout switch for a dual fuel engine of claim 7, wherein 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.

9. 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;

a fuel regulator system located off board the dual fuel generator, the fuel regulator system comprising:

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 dual fuel generator from the liquid fuel source through the liquid fuel line and the pressurized fuel source through the gaseous fuel line.

10. The dual fuel generator and fuel delivery system of claim 9 further comprising 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.

11. The dual fuel generator and fuel delivery system of claim 9, wherein 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.

12. The dual fuel generator and fuel delivery system of claim 11, 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.

13. The dual fuel generator and fuel delivery system of claim 11, wherein the fuel lockout apparatus further comprises a fuel inlet cover that actuates with the mechanical fuel valve to cover an inlet of the gaseous fuel line while the mechanical fuel valve opens the liquid fuel line and to uncover mechanical fuel lockout switch the inlet of the gaseous fuel line when the mechanical fuel valve closes the liquid fuel line.

14. The dual fuel generator and fuel delivery system of claim 9, further comprising:

a first end of a quick-connect hose coupling coupled to an outlet of the secondary pressure regulator; and

a second end of the quick-connect hose coupling coupled to an inlet of the gaseous fuel line to mate with the first end of the quick-connect hose coupling to couple the secondary pressure regulator to the gaseous fuel line.

15. The dual fuel generator and fuel delivery system of claim 9, further comprising a regulator mounting device secured to the pressurized fuel source with at least the secondary pressure regulator mounted on the regulator mounting device.

16. The dual fuel generator and fuel delivery system of claim 15, wherein the primary pressure regulator is mounted on the regulator mounting device.

17. The dual fuel generator and fuel delivery system of claim 16, wherein the pressurized fuel source comprises a pressurized fuel container having a collar; and

wherein the regulator mounting device secures to the collar so that the primary and secondary pressure regulators are positioned adjacent each other along an outer periphery of the collar.

18. The dual fuel generator and fuel delivery system of claim 9, wherein the primary and secondary pressure regulators are integral components of a dual stage pressure regulator.

19. A method of assembling a mechanical fuel lockout switch for an internal combustion engine comprising:

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 when the mechanical fuel valve is in the first position, the fuel lockout apparatus communicates the first fuel source to the internal combustion engine and prevents the second fuel source from coupling to the internal combustion engine, and actuation of the mechanical fuel valve to the second position causes the fuel lockout apparatus to permit the second fuel source to couple to the internal combustion engine, and interrupts the first fuel source communication with the internal combustion engine.

20. The method of claim 19, 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.

21. The method of claim 20, wherein 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

permit coupling of the second fuel source to the second fuel line while the mechanical fuel valve is in the second position.

22. The method of claim 19, wherein the fuel lockout apparatus comprises a fuel inlet cover configured to actuate in unison with the mechanical fuel valve to cover a fuel inlet on the internal combustion engine for the second fuel source when the mechanical fuel valve is in the first position and uncover the fuel inlet when the mechanical fuel valve is in the second position.

23. The method of claim 19, further comprising 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.

24. The method of claim 23, further comprising mounting the fuel regulator system to the second fuel source located off-board the internal combustion engine.

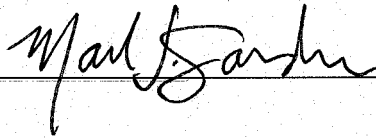
25. The method of claim 23, further comprising:
coupling one end of a quick-disconnect hose coupling to an inlet on the internal combustion engine for the second fuel source; and
coupling a mating end of the quick-disconnect hose coupling to an outlet of the fuel regulator system.

26. The method of claim 19, further comprising providing gasoline in a liquid fuel tank as the first fuel source and LPG in a pressurized fuel container as the second fuel source.

ABSTRACT

A mechanical fuel lockout switch for a dual fuel engine includes 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. The mechanical fuel lockout switch also includes a fuel lockout apparatus coupled to the mechanical fuel valve. 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.

DECLARATION (37 CFR 1.63) FOR UTILITY OR DESIGN APPLICATION USING AN APPLICATION DATA SHEET (37 CFR 1.76)

Title of Invention	DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE
<p>As the below named inventor, I hereby declare that:</p> <p>This declaration ☒ The attached application, or is directed to: ☐ United States application or PCT international application number _____ filed on _____</p> <p>The above-identified application was made or authorized to be made by me.</p> <p>I believe that I am the original inventor or an original joint inventor of a claimed invention in the application.</p> <p>I hereby acknowledge that any willful false statement made in this declaration is punishable under 18 U.S.C. 1001 by fine or imprisonment of not more than five (5) years, or both.</p> <p>WARNING: Petitioner/applicant is cautioned to avoid submitting personal information in documents filed in a patent application that may contribute to identity theft. Personal information such as social security numbers, bank account numbers, or credit card numbers (other than a check or credit card authorization form PTO-2038 submitted for payment purposes) is never required by the USPTO to support a petition or an application. If this type of personal information is included in documents submitted to the USPTO, petitioners/applicants should consider redacting such personal information from the documents before submitting them to the USPTO. Petitioner/applicant is advised that the record of a patent application is available to the public after publication of the application (unless a non-publication request in compliance with 37 CFR 1.213(a) is made in the application) or issuance of a patent. Furthermore, the record from an abandoned application may also be available to the public if the application is referenced in a published application or an issued patent (see 37 CFR 1.14). Checks and credit card authorization forms PTO-2038 submitted for payment purposes are not retained in the application file and therefore are not publicly available.</p>	
<p>LEGAL NAME OF INVENTOR</p> <p>Inventor: <u>Mark J. Sarder</u> Date (Optional): _____</p> <p>Signature: <u></u></p>	
<p>Note: An application data sheet (PTO/SB/14 or equivalent), including naming the entire inventive entity, must accompany this form. Use an additional PTO/AIA/01 form for each additional inventor.</p>	

DECLARATION (37 CFR 1.63) FOR UTILITY OR DESIGN APPLICATION USING AN
APPLICATION DATA SHEET (37 CFR 1.76)

Title of Invention	DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE
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As the below named inventor, I hereby declare that:

This declaration ☒ The attached application, or
is directed to: ☐ United States application or PCT international application number _____
filed on _____

The above-identified application was made or authorized to be made by me.

I believe that I am the original inventor or an original joint inventor of a claimed invention in the application.

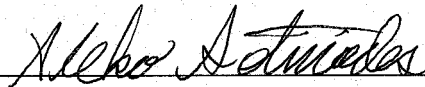
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WARNING:

Petitioner/applicant is cautioned to avoid submitting personal information in documents filed in a patent application that may contribute to identity theft. Personal information such as social security numbers, bank account numbers, or credit card numbers (other than a check or credit card authorization form PTO-2038 submitted for payment purposes) is never required by the USPTO to support a petition or an application. If this type of personal information is included in documents submitted to the USPTO, petitioners/applicants should consider redacting such personal information from the documents before submitting them to the USPTO. Petitioner/applicant is advised that the record of a patent application is available to the public after publication of the application (unless a non-publication request in compliance with 37 CFR 1.213(a) is made in the application) or issuance of a patent. Furthermore, the record from an abandoned application may also be available to the public if the application is referenced in a published application or an issued patent (see 37 CFR 1.14). Checks and credit card authorization forms PTO-2038 submitted for payment purposes are not retained in the application file and therefore are not publicly available.

LEGAL NAME OF INVENTOR

Inventor: Aleko D. Sotiriades Date (Optional): _____

Signature: 

Note: An application data sheet (PTO/SB/14 or equivalent), including naming the entire inventive entity, must accompany this form. Use an additional PTO/AIA/01 form for each additional inventor.

DECLARATION (37 CFR 1.63) FOR UTILITY OR DESIGN APPLICATION USING AN
APPLICATION DATA SHEET (37 CFR 1.76)

Title of
Invention

DUAL FUEL LOCKOUT SWITCH FOR GENERATOR ENGINE

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This declaration
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The attached application, or



United States application or PCT international application number _____
filed on _____

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LEGAL NAME OF INVENTOR

Inventor: James J. Dehn

Date (Optional):

6/12/2015

Signature:

James J. Dehn

Note: An application data sheet (PTO/SB/14 or equivalent), including naming the entire inventive entity, must accompany this form. Use an additional PTO/AIA/01 form for each additional inventor.

DECLARATION (37 CFR 1.63) FOR UTILITY OR DESIGN APPLICATION USING AN
APPLICATION DATA SHEET (37 CFR 1.76)

Title of
Invention

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This declaration
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The attached application, or



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WARNING:

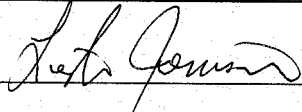
Petitioner/applicant is cautioned to avoid submitting personal information in documents filed in a patent application that may contribute to identity theft. Personal information such as social security numbers, bank account numbers, or credit card numbers (other than a check or credit card authorization form PTO-2038 submitted for payment purposes) is never required by the USPTO to support a petition or an application. If this type of personal information is included in documents submitted to the USPTO, petitioners/applicants should consider redacting such personal information from the documents before submitting them to the USPTO. Petitioner/applicant is advised that the record of a patent application is available to the public after publication of the application (unless a non-publication request in compliance with 37 CFR 1.213(a) is made in the application) or issuance of a patent. Furthermore, the record from an abandoned application may also be available to the public if the application is referenced in a published application or an issued patent (see 37 CFR 1.14). Checks and credit card authorization forms PTO-2038 submitted for payment purposes are not retained in the application file and therefore are not publicly available.

LEGAL NAME OF INVENTOR

Inventor: Leigh Jenison

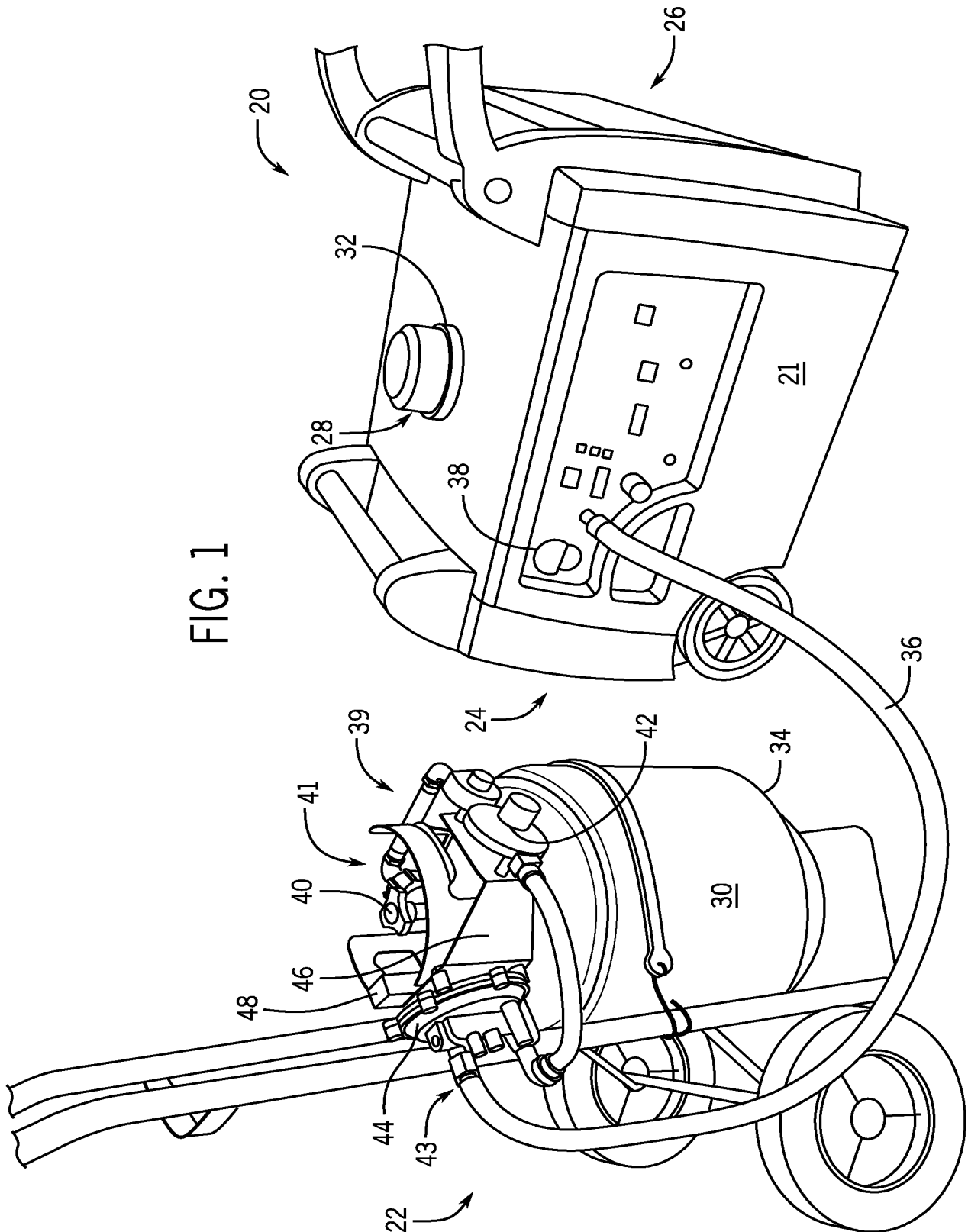
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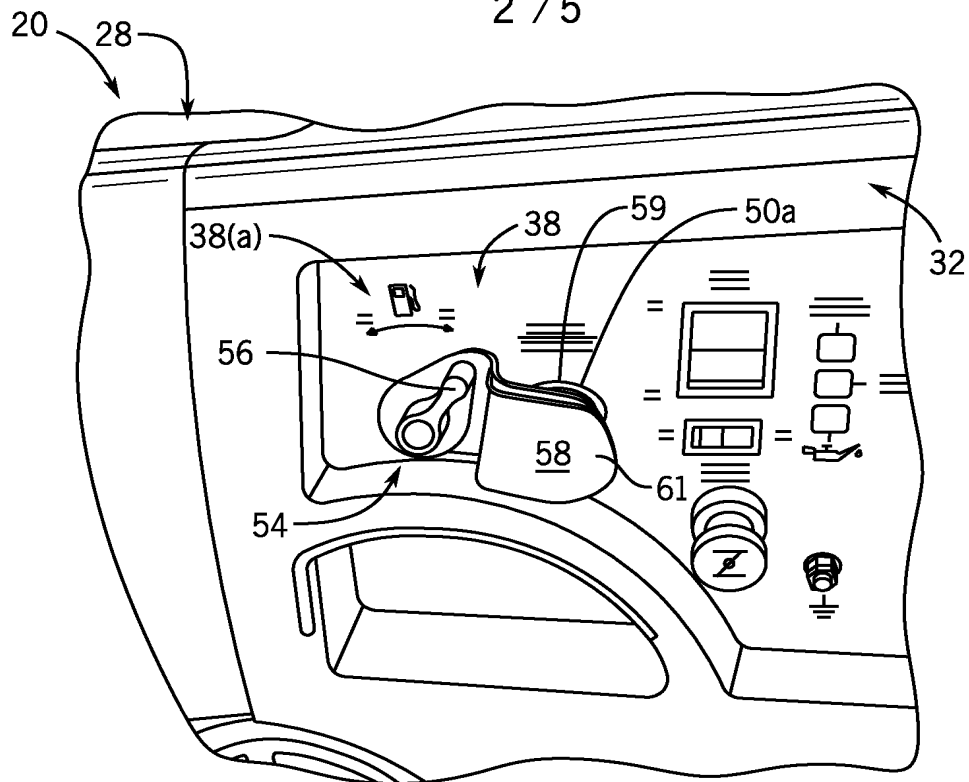


FIG. 2

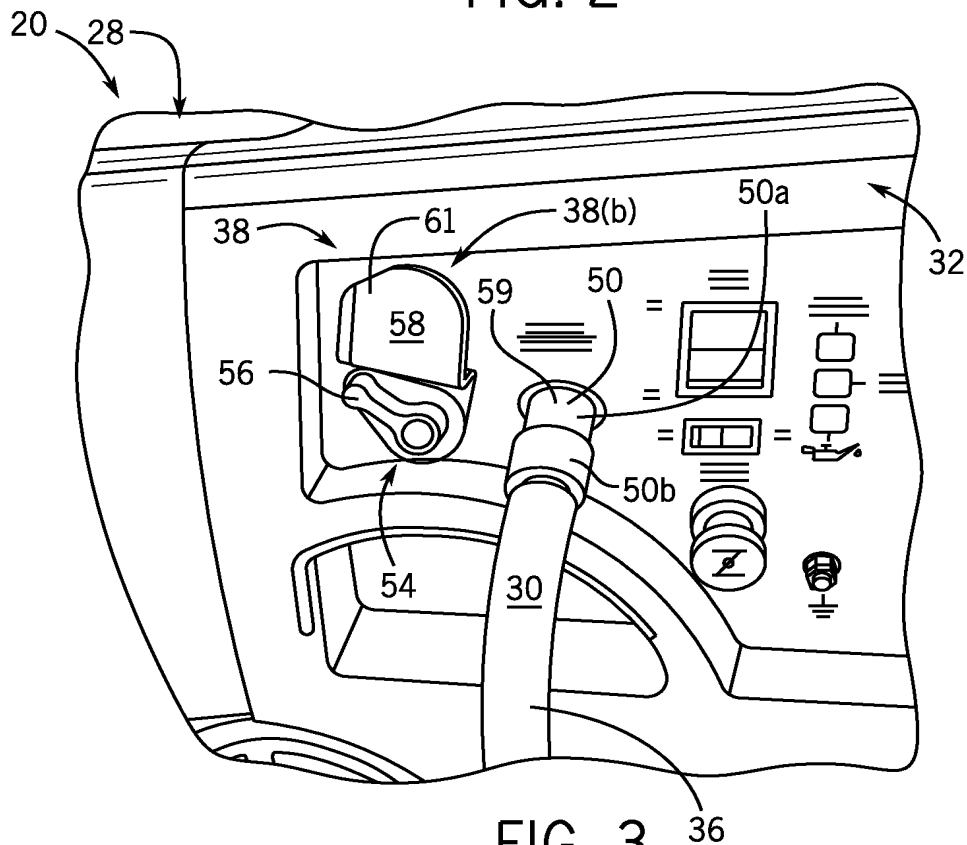


FIG. 3

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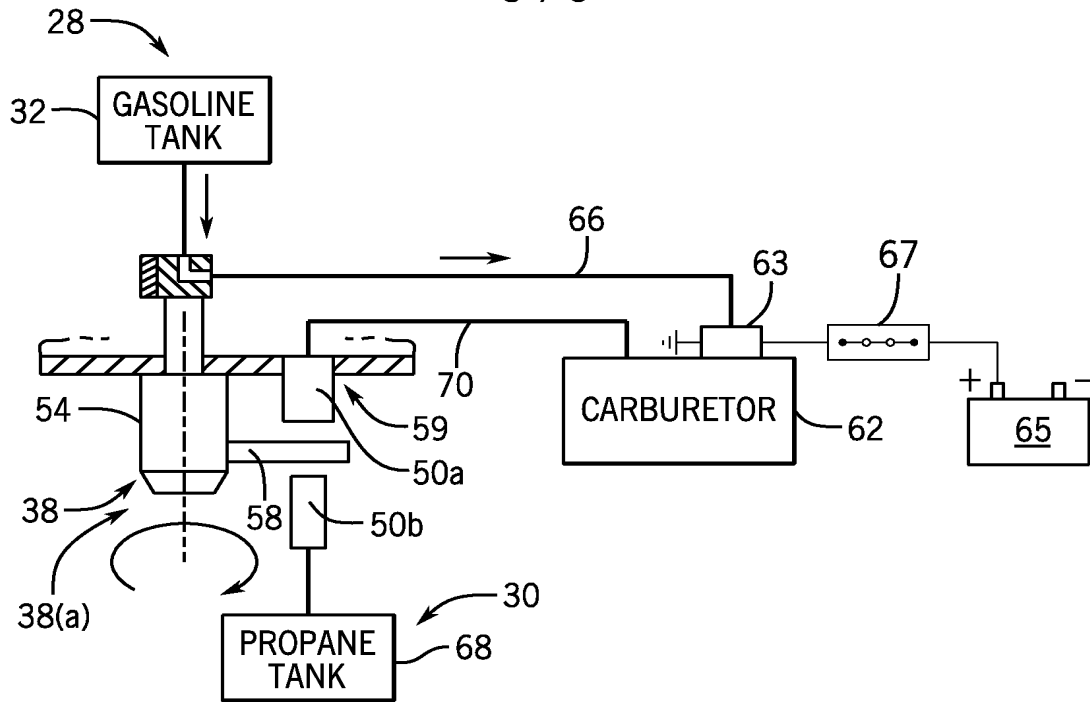


FIG. 4A

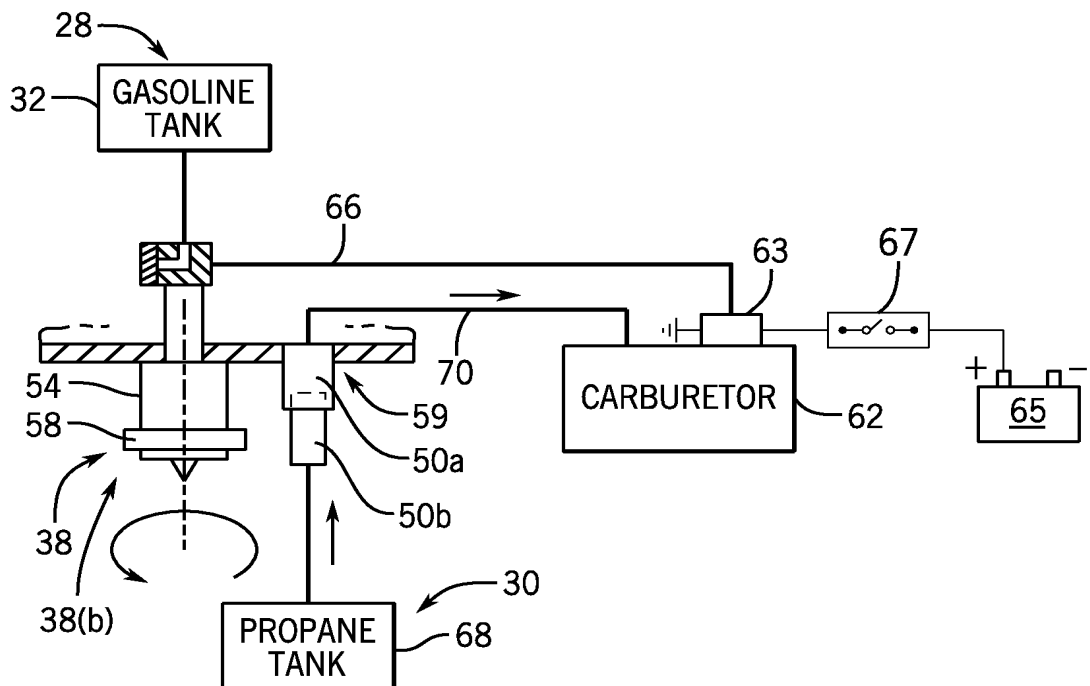


FIG. 4B

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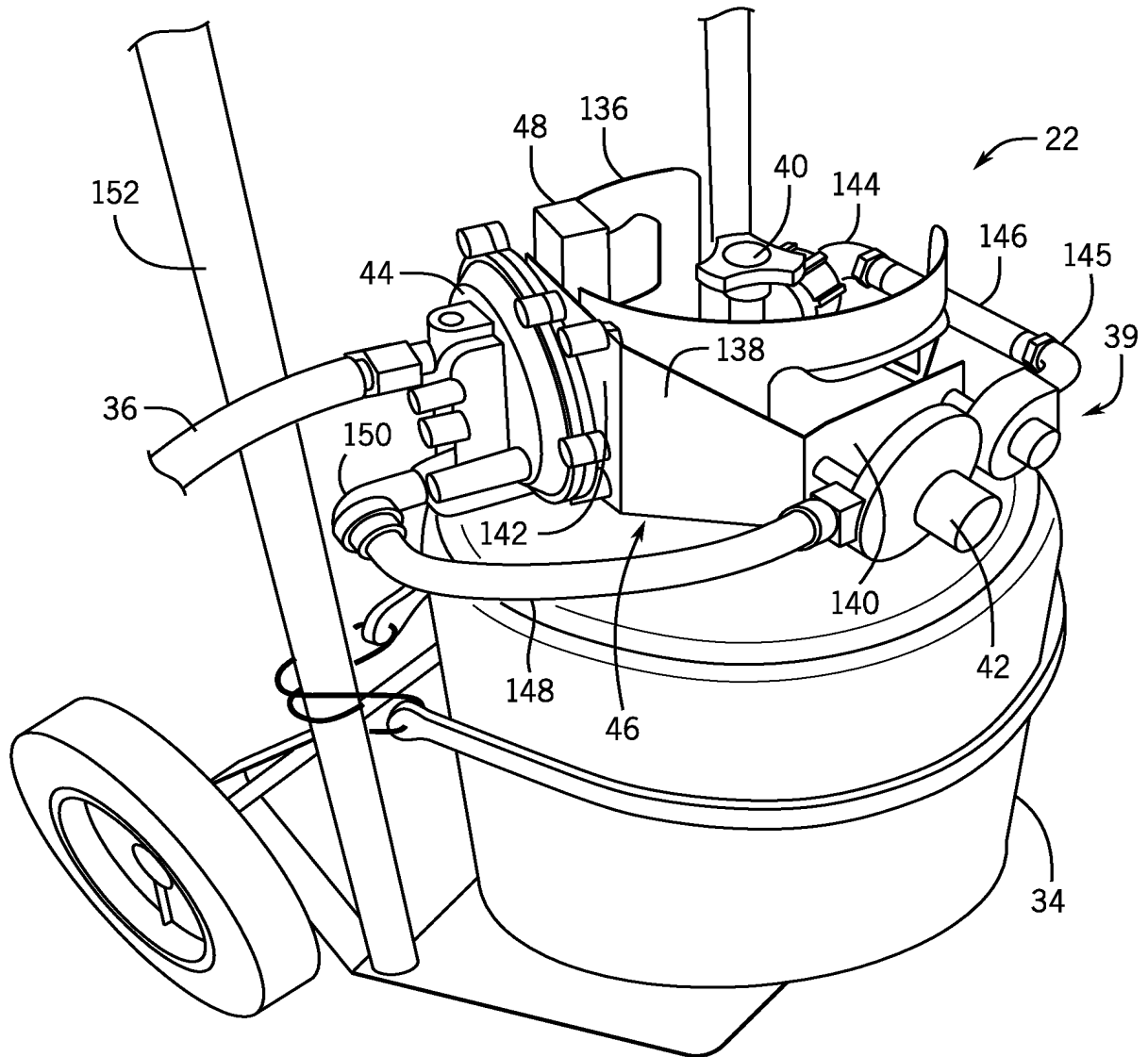


FIG. 5

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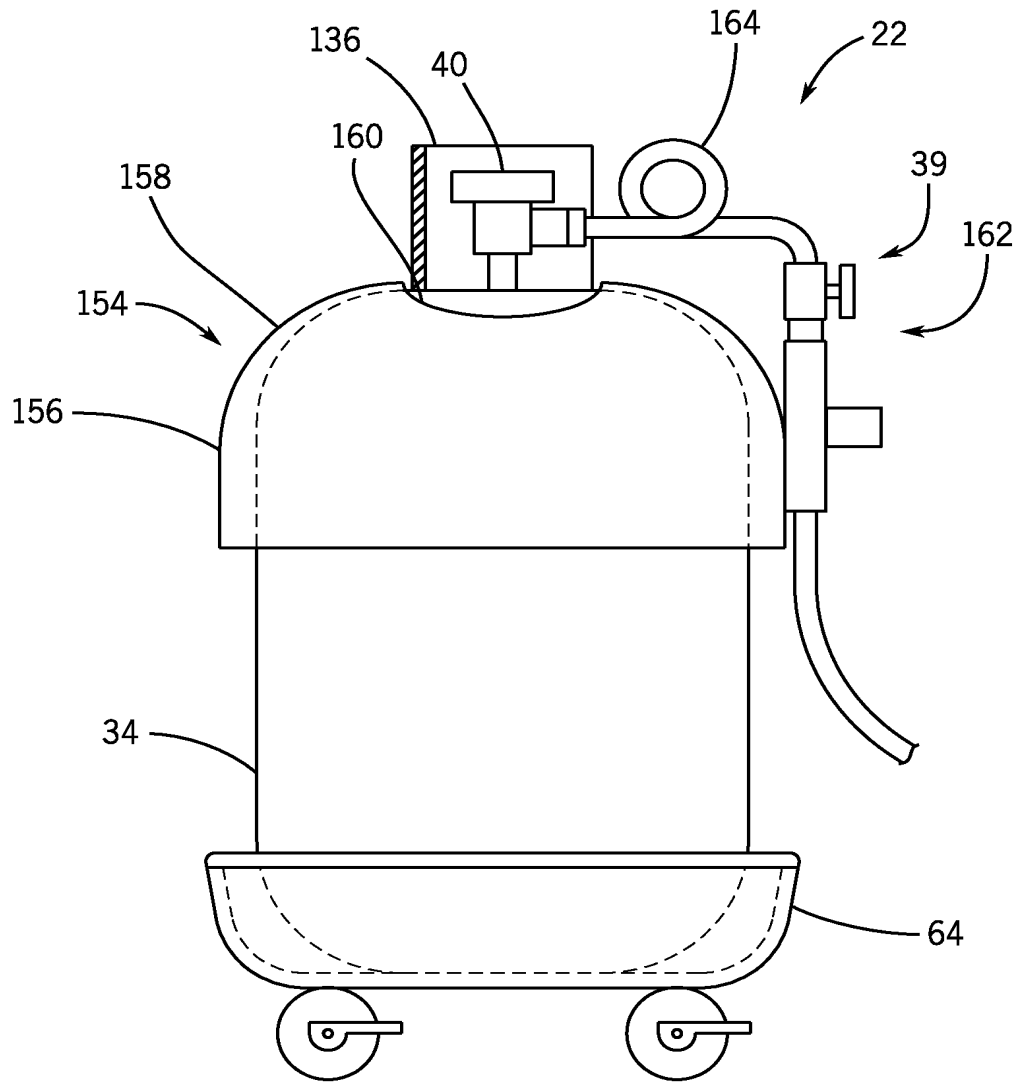


FIG. 6