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SUPERINTENDENCIA DE INDUSTRIA Y COMERCIO



No. 05-074789- -00004-0000

Fecha: 2007-10-17 15:51:55 Dep 2020 NUECREACION
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Señor

**SUPERINTENDENTE DE INDUSTRIA Y COMERCIO
DIVISIÓN DE NUEVAS CREACIONES**

E. S. D.

REF: Expediente No.:
Patente de Invención:

05-074.789

**"MOTOR DE COMBUSTION
INTERNA DE INYECCION DIRECTA
DE COMBUSTIBLE"**

Titular:

HONDA MOTOR CO., LTD.

**Publicada en la Gaceta de la Propiedad Industrial No. 576 de
31 de Mayo de 2007**

SOLICITUD DE EXAMEN DE PATENTABILIDAD

HUMBERTO RUBIO CAMACHO, mayor de edad, domiciliado en Bogotá, D.C., identificado con la cédula de ciudadanía número 17.192.062 de Bogotá, abogado en ejercicio, portador de la Tarjeta Profesional No. 50.007, expedida por el Consejo Superior de la Judicatura, actuando en carácter de **APODERADO** de la sociedad **HONDA MOTOR CO., LTD.**, respetuosamente solicito a esa Dependencia:

- 1.- De conformidad con lo establecido en el Artículo 44 de la Decisión 486 de la Comisión de la Comunidad Andina y estando dentro del término legal de seis (6) meses contados desde la fecha de publicación en la Gaceta No. 576 de 31 de Mayo de 2007, de la solicitud de la patente de la referencia, solicito se sirvan proceder a efectuar el examen de patentabilidad de la Invención.
- 2.- Para que la presente petición sea viable, estoy anexando el siguiente documento:
 - 2.1. Recibo de pago No. 07-68,417 de 24 de Agosto de 2007; de acuerdo con la Resolución No. 36155 de 28 de diciembre de 2.006.
- 3.- Por lo anterior solicito se continúe con el trámite correspondiente.

Atentamente,

HUMBERTO RUBIO CAMACHO
C.C. 17.192.062 de Bogotá
T.P. 50.007 Consejo Superior
de la Judicatura.
COD. 4134

05/1689/ P000413
Bap-

RECIBO DE CAJA APLICADO AL EXPEDIENTE No. _____

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DIVISIÓN DE NUEVAS CREACIONES

RADICACIÓN EXPEDIENTE No. 05-74789

EL EXTRACTO DE LA PRESENTE SOLICITUD DE **PATENTE DE INVENCION**

FUE PUBLICADO EN LA GACETA DE PROPIEDAD INDUSTRIAL No **576** DE

FECHA **31 DE MAYO DE 2007** EL TÉRMINO HÁBIL SEÑALADO POR LA LEY

EXPIRA EL **31 DE AGOSTO DE 2007**

NOTA: Dentro del plazo de los seis (6) meses siguientes a partir de la fecha de publicación en la gaceta de Propiedad Industrial, deberá solicitar y cancelar el examen de patentabilidad so pena de que la solicitud caiga en abandono, de acuerdo con lo establecido en el Artículo 44 de la Decisión 486/2000.

SE PRESENTARON OPOSICIONES POR PARTE DE TERCEROS.

SI _____

NO X



US006035824A

United States Patent [19]
Lee

[11] Patent Number: 6,035,824
[45] Date of Patent: Mar. 14, 2000

[54] INTERNAL COMBUSTION ENGINE HAVING
A DIRECT INJECTION COMBUSTION
CHAMBER

525067 8/1940 United Kingdom 123/305

Primary Examiner—Erick R. Solis

[57] ABSTRACT

[75] Inventor: Weon-hyung Lee, Kyungki-do, Rep. of
Korea
[73] Assignee: Hyundai Motor Company, Seoul, Rep.
of Korea

Disclosed is an internal combustion engine having a direct injection combustion chamber. The internal combustion engine includes a fuel injector mounted in a cylinder head at substantially a center of the combustion chamber; an intake port and an exhaust port formed in the cylinder head and which exit into the combustion chamber on opposite sides of the fuel injector; a first spark plug mounted in the cylinder head such that a firing tip thereof is positioned under where the intake port exits into the combustion chamber, the first spark plug operating to ignite a lean mixture of fuel and air supplied to the combustion chamber by the intake port and the fuel injector; a second spark plug mounted in the cylinder head on one side of the fuel injector, and which ignites a fuel-air mixture of a stoichiometric ratio fed into the combustion chamber by the injector and the intake port; and a piston head provided on a upper face of a piston. A cavity is formed in the piston head of the piston and encompassing an area on the piston head corresponding to a where the fuel injector is positioned. The cavity is formed to a predetermined depth and a predetermined size, to both sides of an imaginary line formed by connecting points on the piston head corresponding to where the second spark plug and the fuel injector are positioned, such that a swirl effect of the fuel-air mixture in the combustion chamber is better generated.

[21] Appl. No.: 09/199,436
[22] Filed: Nov. 25, 1998
[30] Foreign Application Priority Data
Nov. 28, 1997 [KR] Rep. of Korea 97-63752

[51] Int. Cl.⁷ F02B 17/00
[52] U.S. Cl. 123/295; 123/636; 123/305
[58] Field of Search 123/295, 298,
123/301, 302, 305, 636, 638

[56] References Cited
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12 Claims, 8 Drawing Sheets

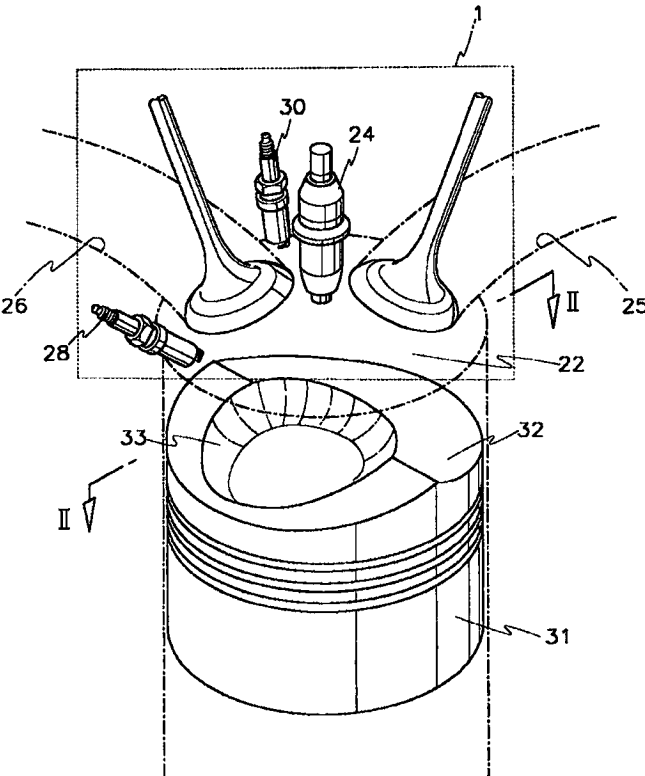


FIG. 1

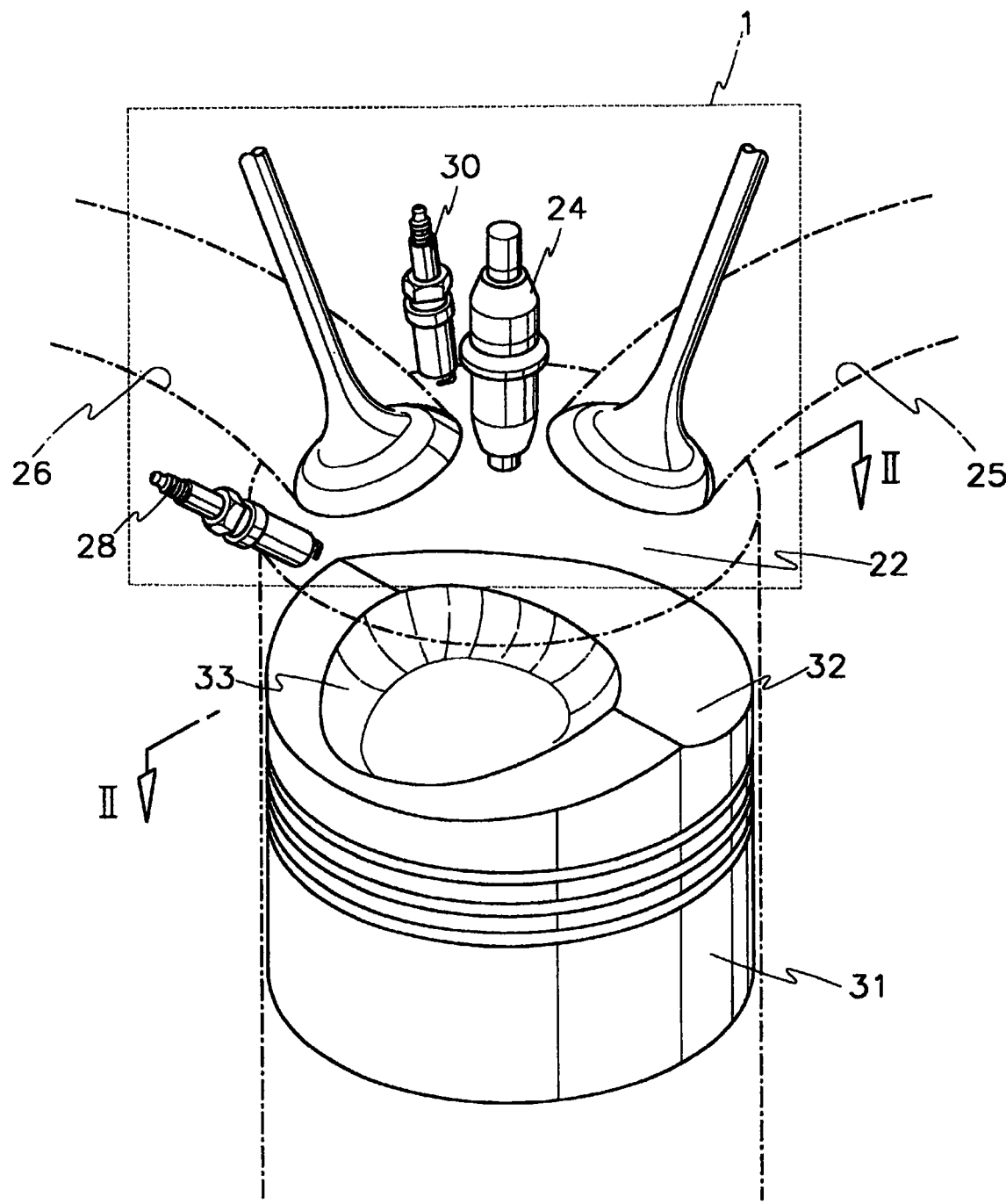


FIG. 2

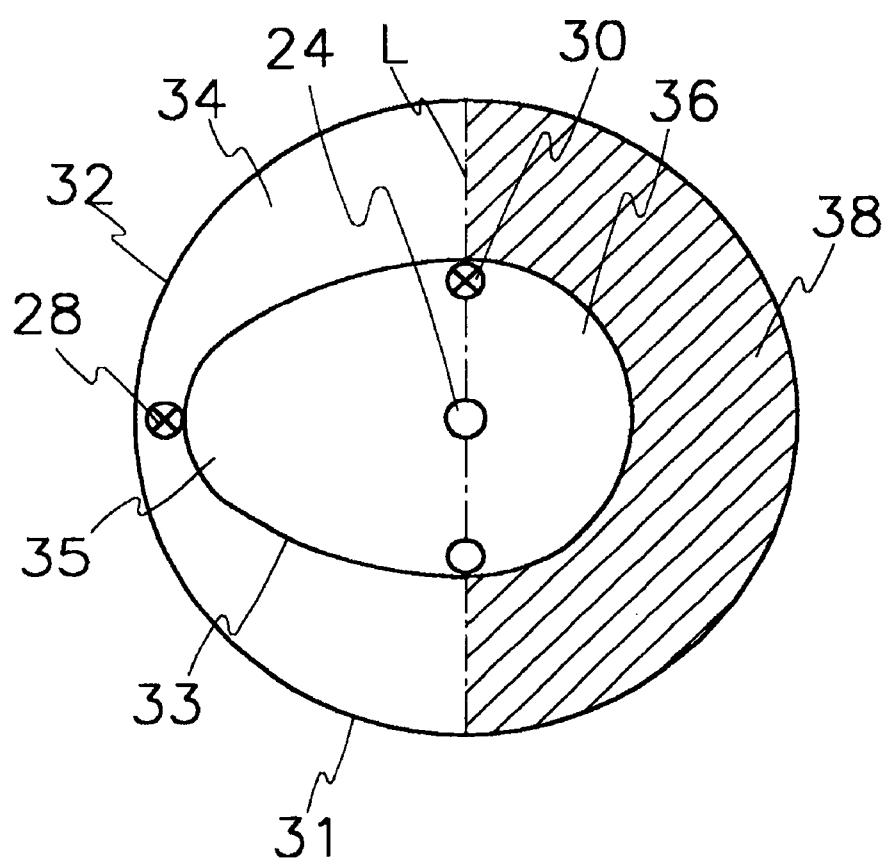


FIG.3

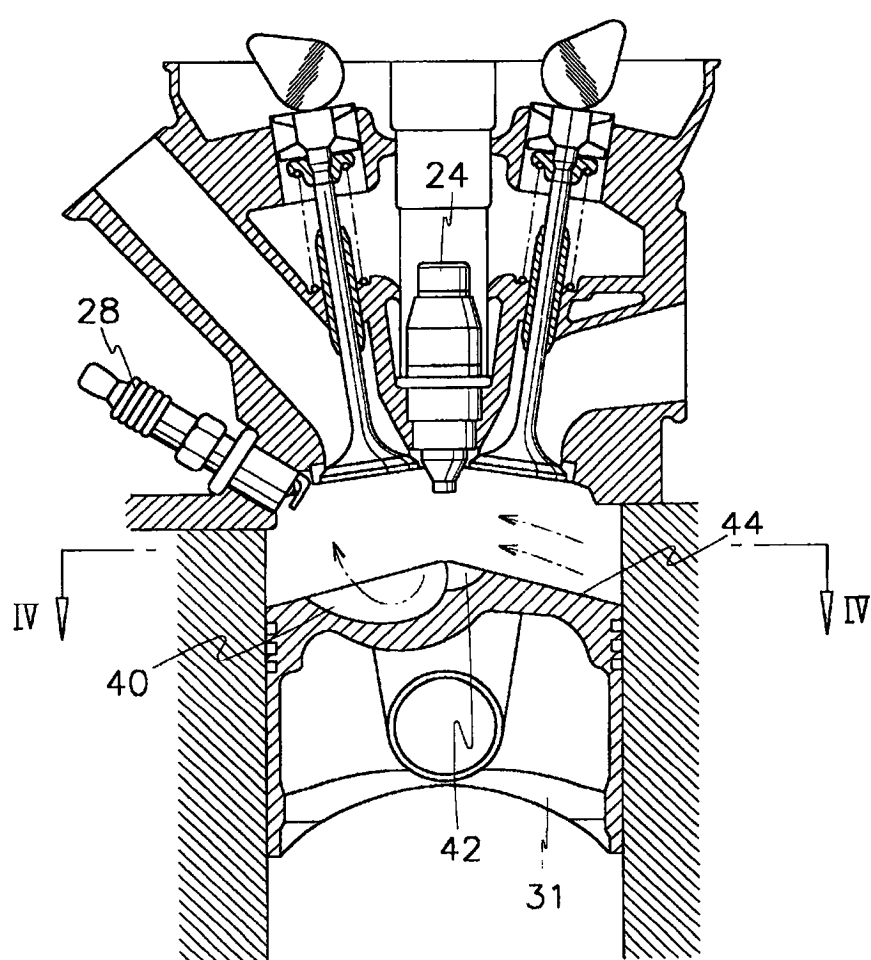


FIG.4

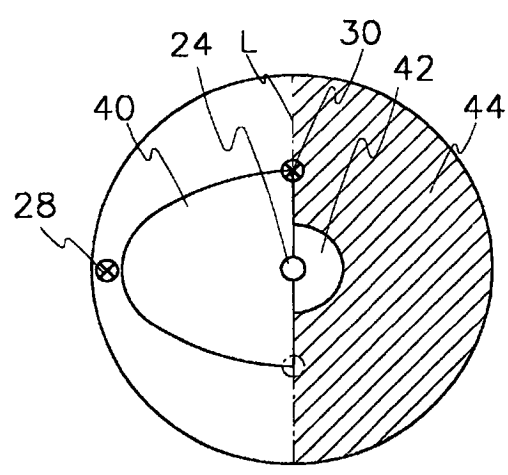


FIG. 5

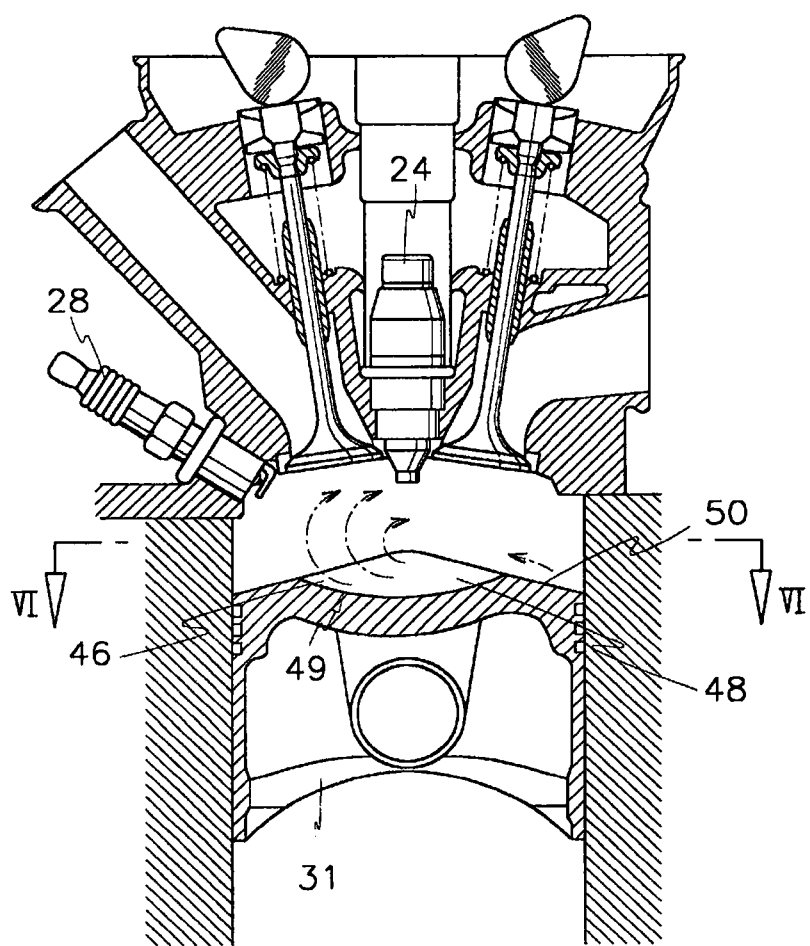


FIG. 6

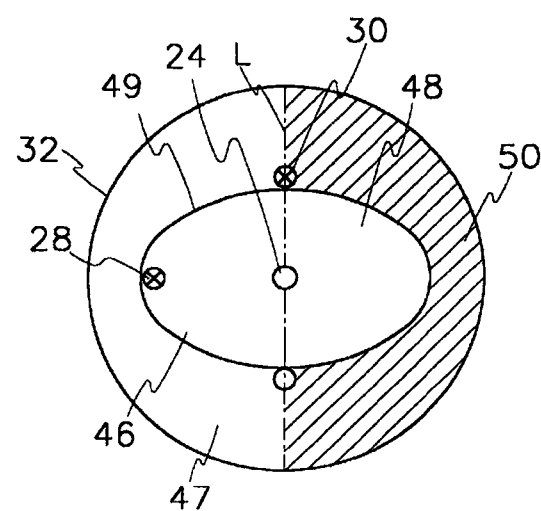


FIG. 7

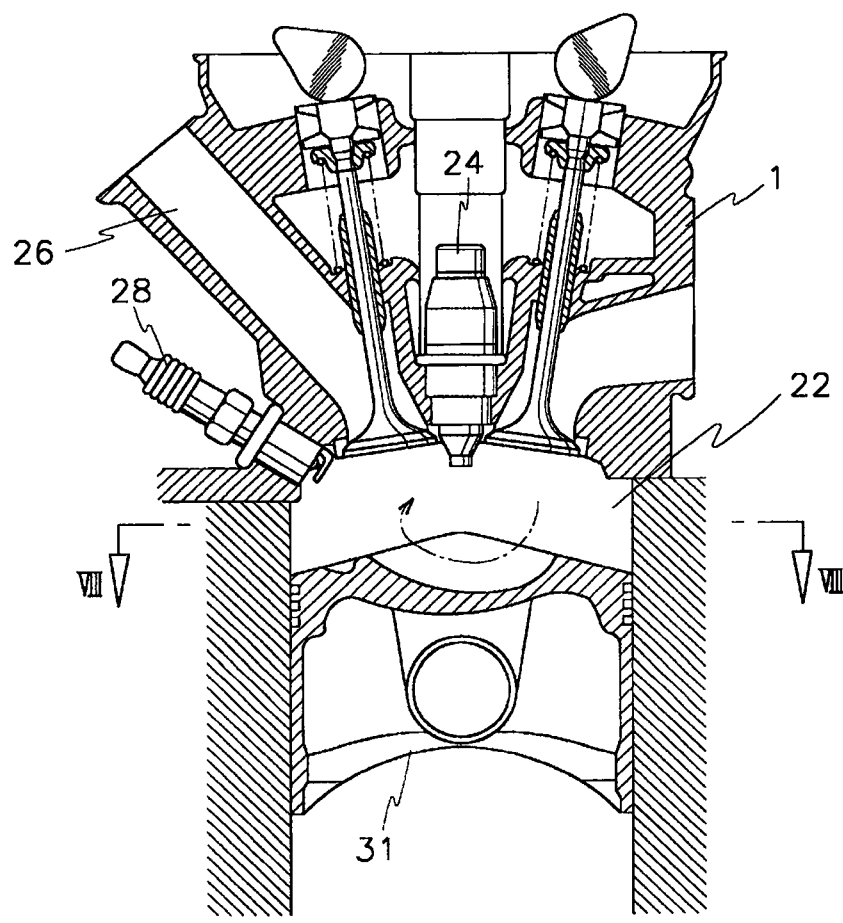


FIG. 8

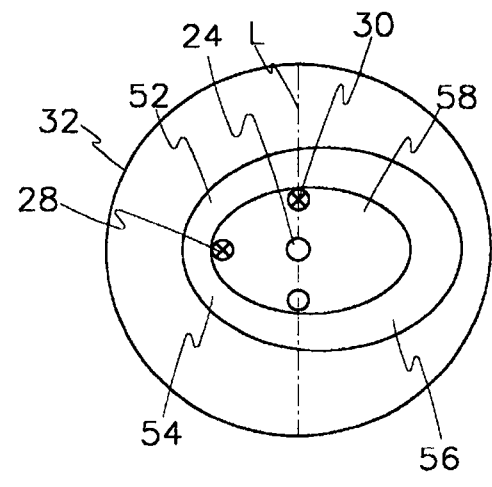


FIG. 9

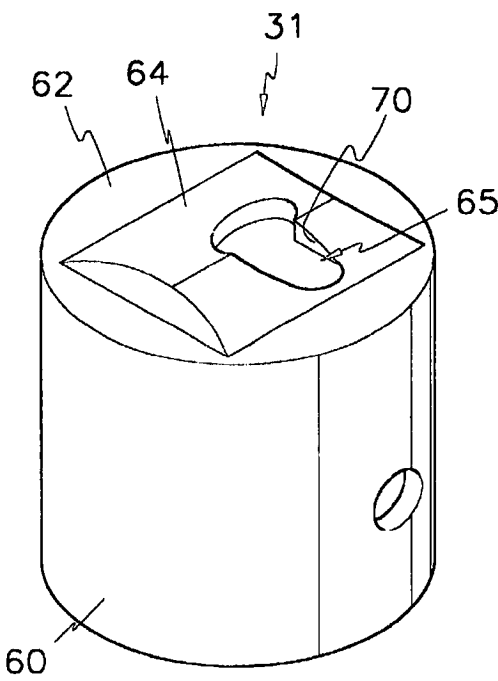


FIG. 10

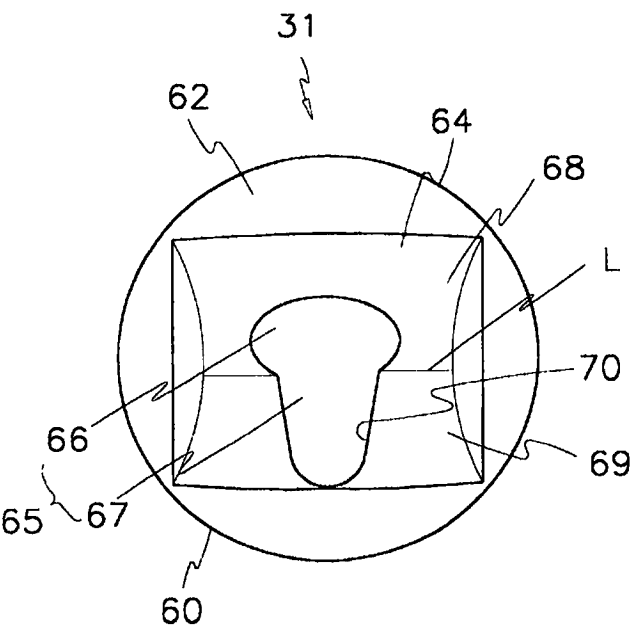


FIG.11

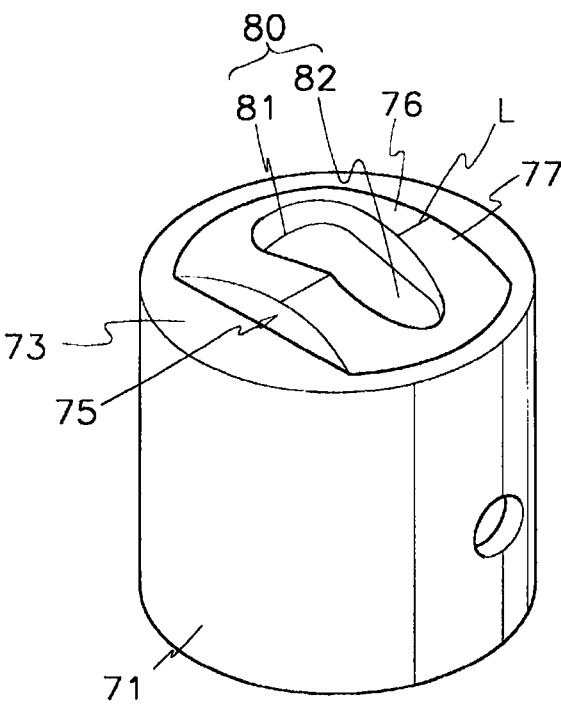


FIG.12

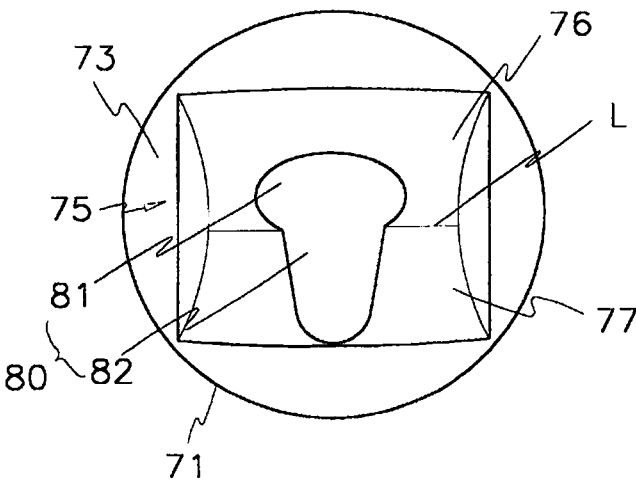


FIG.13(Prior Art)

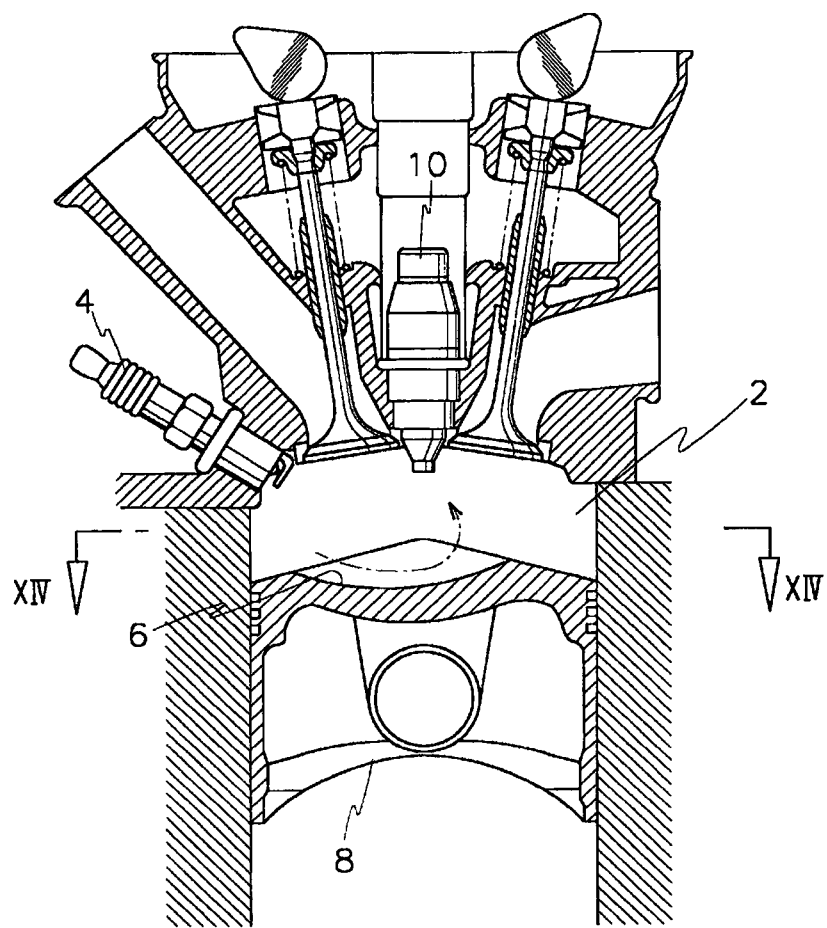
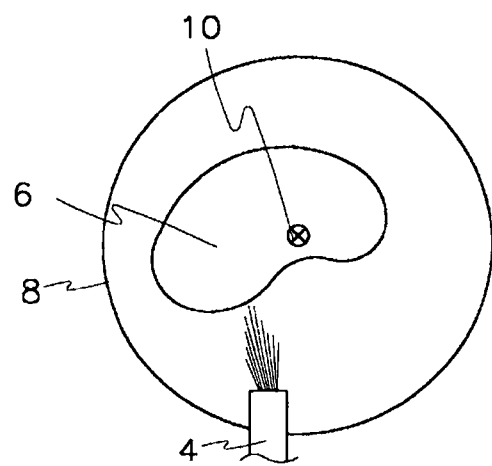


FIG.14(Prior Art)



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**INTERNAL COMBUSTION ENGINE HAVING
A DIRECT INJECTION COMBUSTION
CHAMBER**

BACKGROUND OF THE INVENTION

(a) Field of the Invention

The present invention relates to an internal combustion engine having a direct injection combustion chamber, and more particularly, to an internal combustion engine in which fuel is directly injected in a center of a combustion chamber and two spark plugs perform ignition, one under an intake port and the other at a periphery of an injector, such that stable combustion of ultra-lean fuel is realized.

(b) Description of the Related Art

The shape of a combustion chamber depends on the shape of the depression in the cylinder head and the shape of the piston head. Combustion is affected to a large extent by the shape of the combustion chamber.

One type of prior combustion chamber design is the open, or direct injection, combustion chamber in which fuel is injected directly into the combustion chamber. In the direct injection combustion chamber, the piston head is designed in various ways to cause turbulence of the air in the cylinder. Different piston head designs used for the open combustion chamber include a flanged-domed design, a dished design with a raised center area, and other irregularly shaped designs. Advantages for the open combustion direct injection design include good fuel economy and simplicity of design.

FIG. 13 shows a sectional view of a conventional direct injection combustion chamber and all related elements, and FIG. 14 shows a sectional view taken along line XIV—XIV of FIG. 13. An injector 4 directly injects fuel in a combustion chamber 2, and a swirl effect of the fuel is achieved as the fuel undergoes compression by a dished portion 6 formed on a head of a piston 8. Further, a spark plug 10 is provided in a center of the combustion chamber 2, the spark plug 10 acting to ignite the fuel fed into the combustion chamber 2 through the fuel injector 4.

In the conventional direct injection combustion chamber structured as in the above, the direction and manner in which the fuel undergoes the swirl effect is dependent upon the shape of the dished portion 6 of the piston 8. However, the swirl effect of the fuel is also affected by the rectilinear motion of the piston 8, and the speed at which the piston 8 undergoes the same (i.e., engine rpm). Accordingly, design of a piston head that minimizes this change in the swirl effect is difficult.

SUMMARY OF THE INVENTION

The present invention has been made in an effort to solve the above problems.

It is an object of the present invention to provide an internal combustion engine having a direct injection combustion chamber in which fuel is directly injected in a center of the combustion chamber and two spark plugs perform ignition, one under an intake port and the other at a periphery of an injector, such that stable combustion of ultra-lean fuel is realized.

To achieve the above object, the present invention provides an internal combustion engine having a direct injection combustion chamber. The internal combustion engine includes a fuel injector mounted in a cylinder head at substantially a center of the combustion chamber; an intake port and an exhaust port formed in the cylinder head and

which exit into the combustion chamber on opposite sides of the fuel injector; a first spark plug mounted in the cylinder head such that a firing tip thereof is positioned under where the intake port exits into the combustion chamber, the first spark plug operating to ignite a lean mixture of fuel and air supplied to the combustion chamber by the intake port and the fuel injector; a second spark plug mounted in the cylinder head on one side of the fuel injector, and which ignites a fuel-air mixture of a stoichiometric ratio fed into the combustion chamber by the injector and the intake port; and a piston head provided on a upper face of a piston.

According to a feature of the present invention, a cavity is formed in the piston head of the piston encompassing an area on the piston head corresponding to a where the fuel injector is positioned. The cavity is formed to a predetermined depth and a predetermined size, to both sides of an imaginary line formed by connecting points on the piston head corresponding to where the second spark plug and the fuel injector are positioned such that a swirl effect of the fuel-air mixture in the combustion chamber is better generated.

According to another feature of the present invention, the cavity comprises a first section to one side of the imaginary line and a second section to the other side of the imaginary line, the first section forming a half oval and the second section forming a half circle, and the first section extending up to, but not encompassing, a point on the piston head corresponding to the position of the first spark plug.

According to yet another feature of the present invention, the cavity is formed in the piston head to one side of the line where the position corresponding to the first spark plug is located, the cavity being parabolic when viewed from above with a vertex of the cavity extending toward but not reaching the point on the piston head corresponding to the location of the first spark plug. Further, a depression is formed in the piston head to the other side of the line, the depression being in communication with the cavity and being significantly smaller than the same.

According to still yet another feature of the present invention, the cavity is elliptical and divided in two symmetrical halves along the line to form a first section and a second section, a point on the piston head corresponding to a position of the first spark plug being provided within the first section of the cavity, and a point on the piston head corresponding to a position of the second spark plug being provided outside the first and second sections.

According to still yet another feature of the present invention, the first spark plug is mounted in the cylinder head such that the firing tip of the same exits into the combustion chamber closer to a tip of the fuel injector. In addition, a raised platform in which the cavity is formed is provided on the piston head, the platform being oval-shaped with a majority of the same being positioned to a side of the line opposite to a position on the piston head corresponding to the first spark plug and the platform slanting downward toward the piston head on both sides of the line. Here, positions corresponding to the first and second spark plugs lie inside the cavity.

According to still yet another feature of the present invention, a raised platform in which the cavity is formed is provided on the piston head, the platform being substantially rectangular when viewed from above and dome-shaped in relation to a surface of the piston head, the cavity including a wide portion formed in a middle of the platform and a narrow portion extending to an end of the second section of the platform to a surface of the piston head.

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According to still yet another feature of the present invention, a raised, dome-shaped platform in which the cavity is formed is provided on the piston head, edges of the platform at opposite ends of lengths of the same extending to almost a circumference of the piston head and following an arcuate shape of the same, while edges along a width of the platform being substantially straight and ending at a predetermined distance from the circumference of the piston head. Further, a line formed along a width of the platform divides the same in half to form a first section and a second section, the first and second sections slanting downward from the line toward the surface of the piston head, and the cavity extending into both the first and second sections and including a first portion and a second portion divided along the line.

BRIEF DESCRIPTION OF THE DRAWINGS

The accompanying drawings, which are incorporated in and constitute a part of the specification, illustrate an embodiment of the invention, and, together with the description, serve to explain the principles of the invention:

FIG. 1 is a sectional view of a direct injection combustion chamber, and all related elements, of an internal combustion engine according to a first preferred embodiment of the present invention;

FIG. 2 is a sectional view taken along line II—II of FIG. 1;

FIG. 3 is a sectional view of a direct injection combustion chamber, and all related elements, of an internal combustion engine according to a second preferred embodiment of the present invention;

FIG. 4 is a sectional view taken along line IV—IV of FIG. 3;

FIG. 5 is a sectional view of a direct injection combustion chamber, and all related elements, for an internal combustion engine according to a third preferred embodiment of the present invention;

FIG. 6 is a sectional view taken along line VI—VI of FIG. 5;

FIG. 7 is a sectional view of a direct injection combustion chamber, and all related elements, for an internal combustion engine according to a fourth preferred embodiment of the present invention;

FIG. 8 is a sectional view taken along line VIII—VIII of FIG. 7;

FIG. 9 is a perspective view of a piston for an internal combustion engine according to a fifth preferred embodiment of the present invention;

FIG. 10 is a top view of the piston shown in FIG. 9;

FIG. 11 is a perspective view of a piston for an internal combustion engine according to a sixth preferred embodiment of the present invention;

FIG. 12 is a top view of the piston shown in FIG. 11;

FIG. 13 is a sectional view of a direct injection combustion chamber, and all related elements, for a conventional internal combustion engine, and

FIG. 14 is a sectional view taken along line XIV—XIV of FIG. 13.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

Preferred embodiments of the present invention will now be described in detail with reference to the accompanying drawings. Certain terminology will be used in the following

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description for convenience and reference only and will not be limiting. The words "right" and "left" will designate directions in the drawings to which reference is made.

FIG. 1 shows a sectional view of a direct injection combustion chamber, and all related elements, for an internal combustion engine according to a first preferred embodiment of the present invention; and FIG. 2 shows a sectional view taken along line II—II of FIG. 1.

A fuel injector 24 is mounted in a cylinder head 1 at substantially a center of a combustion chamber 22 and also at a slight slant such that the direction of fuel emitted from the fuel injector 24 slightly deviates from a longitudinal center axis of the combustion chamber 22. An intake port 26 and an exhaust port 25 are formed in the cylinder head 1 and exit into the combustion chamber 22 on opposite sides of the fuel injector 24.

A first spark plug 28 is mounted in the cylinder head 1 such that a firing tip of the same is positioned under where the intake port 26 exits into the combustion chamber 22. The first spark plug 28 is controlled by electric signals transmitted from an electronic control system (ECS), and operates to ignite a lean mixture of fuel and air. A second spark plug 30 is mounted in the cylinder head 1 on one side of the fuel injector 24, and ignites a fuel-air mixture of a stoichiometric ratio fed into the combustion chamber 22 by the fuel injector 24 and the intake port 26, the fuel injector 24 and the intake port 26 being controlled by electric signals transmitted from the ECS.

A piston 31 is provided in a cylinder of an engine block. The piston 31 undergoes rectilinear movement in the cylinder to form a movable bottom of the combustion chamber 22. Further, a cavity 33 is formed on a piston head 32 of the piston 31. Based on an imaginary line L formed by connecting points on the piston head 32 corresponding to where the second spark plug 30 and the fuel injector 24 are positioned, the cavity 33 has a first section 35 to the left of the line L and a second section 36 to the right of the line L. The first section 35 forms a half oval and the second section 36 forms a half circle. The first section of the cavity 33 extends to a point on the piston head 32 corresponding to the position of the first spark plug 28.

The piston head 32 is slanted to the left of the line L to form a slope 34 around a periphery of the first section 35 of the cavity 33, and to the right of the line L to form a squish area 38 around a periphery of the second section 36 of the cavity 33, the squish area 38 being indicated by the shaded area in FIG. 2. The squish area 38 acts to push air in the combustion chamber 22 toward the fuel injector 24 upward when the piston 31 ascends during its compression stroke. The point on the piston head 32 corresponding to where the first spark plug 28 is positioned lies in the slope 34, outside the first section 35 of the cavity 33.

In the combustion chamber 22 and related elements of the first preferred embodiment of the present invention structured as in the above, the ECS determines that the vehicle is driving at a low or medium speed, and performs control such that the fuel injector 24 and the intake port 26 admit a lean air-fuel mixture into the combustion chamber 22. The fuel is then ignited by the first spark plug 28.

In the above, the fuel is discharged by the fuel injector 24 on the second section 36 of the cavity 33 during the compression stroke of the piston 32, and is then directed toward the first section 35 of the cavity 33 by air forced upward and toward the fuel injector 24 by the squish area 38 of the piston head 32. Accordingly, a swirl effect of the lean air-fuel mixture in the combustion chamber 22 is realized

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and the first spark plug 28 ignites the mixture. The swirl effect enables an ultra-lean mixture of air and fuel to be ignited by the first spark plug 28.

On the other hand, if it is determined by the ECS that the vehicle is being driven under conditions requiring a stoichiometric air-fuel ratio, control is performed by the ECS such that the fuel injector 24 and the intake valve 26 admit a fuel-air mixture in the combustion chamber 22 to attain the stoichiometric ratio. At this time, fuel is injected on second section 36 of the cavity 33 during the compression stroke of the piston 32, and is then directed toward the first section 35 of the cavity 33 by air which is forced upward and toward the fuel injector 24 by the squish area 38 of the piston head 32. Accordingly, a swirl effect of the air-fuel mixture in the combustion chamber 22 and the second spark plug 30 ignites the mixture by signals from the ECS.

FIG. 3 shows a sectional view of a direct injection combustion chamber, and all related elements, for an internal combustion engine according to a second preferred embodiment of the present invention; and FIG. 4 shows a sectional view taken along line IV—IV of FIG. 3. In the second embodiment, like reference numerals will be used for elements identical to those in the first embodiment.

A cavity 40 is formed in the piston head 32 to the left of the line L. The cavity 40 is parabolic when viewed from above as shown in FIG. 4 with a vertex of the cavity 40 extending toward but not reaching the point on the piston head 32 corresponding to the location of the first spark plug 28. Formed to the right of the line L in the piston head 32 is a depression 42. The depression 42 is in communication with the cavity 40 and is significantly smaller than the same.

A squish area 44 is formed to the right of the line L around a periphery of the depression 42 indicated by the shaded area of FIG. 4. The squish area 44 of the second embodiment is much larger than that of the first embodiment such that the point on the piston head 32 corresponding to the position of the second spark plug 30 lies within the squish area 44. With this increase in the size of the squish area 44, extending to nearly the point on the piston head 32 corresponding to the fuel injector 24, a powerful swish effect is realized.

FIG. 5 shows a sectional view of a direct injection combustion chamber, and all related elements, for an internal combustion engine according to a third preferred embodiment of the present invention; and FIG. 6 is a sectional view taken along line VI—VI of FIG. 5. In the third embodiment, like reference numerals will be used for elements identical to those in the first embodiment.

As shown in the drawings, a cavity 49 formed in the piston head 32 is elliptical and divided in two symmetrical halves along the line L to form a first section 46 and a second section 48. Further, the point on the piston head 32 corresponding to the first spark plug 28 lies within the first section 46 of the cavity 33, whereas the point on the piston head 32 corresponding to the second spark plug 30 lies outside the first and second sections 46 and 48 of the cavity 33.

A slope 47 is formed to the left of the line L around a periphery of the first section 46 of the cavity 33, and a squish area 50 is formed to the right of the line L around a periphery of the second section 48 of the cavity 33. The slope 47 and the squish area 50 are formed at slants of a predetermined angle with respect to a center of the piston head 32 along which the line L is formed. With the piston head 32 formed in this manner, a swirl of fuel and air formed under the fuel injector 24 is recirculated.

FIG. 7 a sectional view of a direct injection combustion chamber, and all related elements, for an internal combustion engine according to a fourth preferred embodiment of the present invention; and FIG. 8 is a sectional view taken along line VII—VIII of FIG. 7. Like reference numerals will be used in the fourth embodiment for elements identical to those in the first embodiment.

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tion engine according to a fourth preferred embodiment of the present invention; and FIG. 8 is a sectional view taken along line VII—VIII of FIG. 7. Like reference numerals will be used in the fourth embodiment for elements identical to those in the first embodiment.

In the fourth embodiment, the fuel injector 24 is mounted in the cylinder head 1 at substantially the center of the combustion chamber 22 as in the first embodiment. However, the first spark plug 28 is mounted in the cylinder head 1 such that the firing tip of the same exits into the combustion chamber 22 closer to the tip of the fuel injector 24 than in the first embodiment.

Integrally formed on the piston head 32 is a raised platform 52. The platform 52 is oval-shaped with a majority of the same being positioned to the right of the line L. The platform 52 includes a first section 54 slanting downward to the left of the line L and a second section 56 slanting downward to the right of the line L. Provided within the platform 52 is a cavity 58. The cavity 58 is formed at a predetermined depth and is sized such that points on the platform 52 corresponding to positions of the first and second spark plugs 28 and 30 lie inside the cavity 58.

With the above configuration, fuel sprayed into the combustion chamber 22 by the fuel injector 24 tumbles after contact with the cavity 58 in a direction toward the first spark plug 28 to be ignited by the same.

FIG. 9 is a perspective view of a piston for an internal combustion engine according to a fifth preferred embodiment of the present invention; and FIG. 10 is a top view of the piston shown in FIG. 9. In the drawings, reference numeral 60 is used to designate a piston of the fifth embodiment.

A piston head 62 of the piston 60 is formed having a raised platform 64 provided thereon. The piston head 62 is substantially rectangular when viewed from above and is dome-shaped in relation to a surface of the piston head 62. That is, a line L formed along a length of the platform 64 at a center of a width of the same divides the platform 64 into a first section 68 and a second section 69 which are sloped downward toward the surface of the piston head 62.

As shown in the drawings, a cavity 65 is formed in the platform 64. The majority of the cavity 65 is formed in the second section 69 of the platform 64 and the cavity 65 includes a wide portion 66 formed in a middle of the platform 64 and a narrow portion 67 extending to an end of the second section 69 of the platform 64 to the surface of the piston head 62. Formed between the wide portion 66 and the narrow portion 67 of the cavity 65 is a corner 70 which pointedly protrudes into the cavity 65.

FIG. 11 shows a perspective view of a piston of an internal combustion engine according to a sixth preferred embodiment of the present invention; and FIG. 12 is top view of the piston shown in FIG. 11. In the drawings, reference numeral 71 refers to a piston.

A piston head 73 of the piston 71 is formed having a raised, dome-shaped platform 75 provided thereon. Edges of the platform 75 at opposite ends of lengths of the same extend to almost a circumference the piston head 73 and follow the arcuate shape of the same, while edges along a width of the platform 75 are substantially straight and end at a predetermined distance from the circumference of the piston head 73. A line L formed along a width of the platform 75 divides the same in half to form a first section 76 and a second section 77. The first and second sections 76 and 77 slant downward from the line L toward the surface of the piston head 73.

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As shown in the drawings, a cavity 80 is formed in the platform 64, the cavity 80 extending into both the first and second sections 76 and 77 of the platform 64.

In the combustion chamber of the present invention structured and operating as in the above, since the first and second spark plugs are selectively operated to respectively ignite a lean mixture of air and fuel and a mixture of a stoichiometric ratio, smooth driving can be achieved. Further, the different formations of the piston head in the present invention enable the effective combustion of fuel-air mixtures, both lean mixture or that of a stoichiometric ratio.

Other embodiments of the invention will be apparent to the skilled in the art from consideration of the specification and practice of the invention disclosed herein. It is intended that the specification and examples be considered as exemplary only, with the true scope and spirit of the invention being indicated by the following claims.

What is claimed is:

1. An internal combustion engine having a direct injection combustion chamber comprising:

- a fuel injector mounted in a cylinder head at substantially a center of the combustion chamber;
- an intake port and an exhaust port formed in the cylinder head and which exit into the combustion chamber on opposite sides of the fuel injector;
- a first spark plug mounted in the cylinder head such that a firing tip thereof is positioned under where the intake port exits into the combustion chamber, the first spark plug operating to ignite a lean mixture of fuel and air supplied to the combustion chamber by the intake port and the fuel injector;
- a second spark plug mounted in the cylinder head on one side of the fuel injector, and which ignites a fuel-air mixture of a stoichiometric ratio fed into the combustion chamber by the injector and the intake port; and
- a piston head provided on a upper face of a piston.

2. The internal combustion engine of claim 1 further comprising a cavity formed in the piston head of the piston and encompassing an area on the piston head corresponding to a where the fuel injector is positioned, the cavity being formed to a predetermined depth and a predetermined size, to both sides of an imaginary line formed by connecting points on the piston head corresponding to where the second spark plug and the fuel injector are positioned, thereby helping to generate a swirl effect of the fuel-air mixture in the combustion chamber.

3. The combustion chamber of claim 2 wherein the cavity comprises a first section to one side of the imaginary line and a second section to the other side of the imaginary line, the first section forming a half oval and the second section forming a half circle, and the first section extending up to, but not encompassing, a point on the piston head corresponding to the position of the first spark plug.

4. The combustion chamber of claim 2 wherein the cavity is formed in the piston head to one side of the line where a

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position corresponding to the first spark plug is located, the cavity being parabolic when viewed from above with a vertex of the cavity extending toward but not reaching the point on the piston head corresponding to the location of the first spark plug.

5. The combustion chamber of claim 4 further comprising a depression formed in the piston head to the other side of the line, the depression being in communication with the cavity and being significantly smaller than the same.

6. The combustion chamber of claim 2 wherein the cavity is elliptical and divided in two symmetrical halves along the line to form a first section and a second section, a point on the piston head corresponding to a position of the first spark plug being provided within the first section of the cavity, and a point on the piston head corresponding to a position of the second spark plug being provided outside the first and second sections.

7. The combustion chamber of claim 2 wherein the first spark plug is mounted in the cylinder head such that the firing tip of the same exits into the combustion chamber closer to a tip of the fuel injector.

8. The combustion chamber of claim 7 further comprising a raised platform in which the cavity is formed provided on the piston head, the platform being oval-shaped with a majority of the same being positioned to a side of the line opposite to a position on the piston head corresponding to the first spark plug and the platform slanting downward toward the piston head on both sides of the line.

9. The combustion chamber of claim 8 wherein positions corresponding to the first and second spark plugs lie inside the cavity.

10. The combustion chamber of claim 2 further comprising a raised platform in which the cavity is formed provided on the piston head, the platform being substantially rectangular when viewed from above and dome-shaped in relation to a surface of the piston head, the cavity including a wide portion formed in a middle of the platform and a narrow portion extending to an end of the second section of the platform to a surface of the piston head.

11. The combustion chamber of claim 2 further comprising a raised, dome-shaped platform in which the cavity is formed provided on the piston head, edges of the platform at opposite ends of lengths of the same extending to almost a circumference of the piston head and following an arcuate shape of the same, while edges along a width of the platform being substantially straight and ending at a predetermined distance from the circumference of the piston head.

12. The combustion chamber of claim 11 wherein a line formed along a width of the platform divides the same in half to form a first section and a second section, the first and second sections slanting downward from the line toward the surface of the piston head, and the cavity extending into both the first and second sections and including a first portion and a second portion divided along the line.

* * * * *

SUPERINTENDENCIA DE INDUSTRIA Y COMERCIO
DIVISION DE NUEVAS CREACIONES

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2020
Bogotá, D.C.,

Abogado
Dr. HUMBERTO RUBIO CAMACHO.

ASUNTO Radicación 05 - 74789
 Trámite 011
 Evento 379
 Actuación 430
 Oficio
 Folios 18'-- 8735

Patente de Invención ☒ Patente de Modelo de Utilidad ☐
Vía Nacional ☐
Vía PCT (fase nacional) ☒ Cap. I ☐ Cap. II ☒

No. Sol. Internacional PCT/JP2004/000445
Fecha de Presentación Internal. 2004/01/21

Como resultado del examen de fondo, realizado con fundamento en el artículo 45 de la Decisión 486 de la Comisión de la Comunidad Andina, se comunica:

1. Documentos estudiados

Descripción: Folios: 46 a 70 Como se radico inicialmente.
Reivindicaciones: Folios: 71 a 73 Como se radico inicialmente.
Dibujos: Folios: 34 a 40 Como se radico inicialmente.
Prioridad: Folios: 1 (JP) 2003-024446 (2003/01/31).

2. Objeto de la invención

Título de la invención: "MOTOR DE COMBUSTION INTERNA DE INYECCION DIRECTA DE COMBUSTIBLE". (Folio 1).

Problema Técnico Planteado:

- Eliminar la expansión y separación de la mezcla de aire-combustible debido al efecto de estrangulamiento generado por la inercia del combustible inyectado y el aire entrante, que se produce en un motor de combustión interna.
- Optimizar el consumo específico de combustible y la emisión de gases de escape en un motor de combustión interna.
- Garantizar una excelente ignición en la mezcla de aire-combustible cuando se inyecta el combustible, desde la válvula de inyección de combustible junto con la bujía en la cámara de combustión.

Solución:

- La solución a los problemas técnicos planteados es proporcionar un motor de combustión interna de inyección directa de combustible, donde el motor consta de una válvula de inyección de combustible (60), la cual inyecta una mezcla de aire-combustible a una cavidad (51) de un pistón (5), de manera que una periferia externa (63a) de un flujo de inyección (63) este en la cavidad (51) durante la carrera de compresión. Mediante la cooperación de una zona de estrangulamiento (54) formada en una zona periférica (53) del pistón (5) y una zona de estrangulamiento (34) formada en una superficie de techo (30) de una culata de cilindro (3) para definir una cámara de combustión (8), se genera un estrangulamiento oblicuo (20) que se dirige oblicuamente hacia arriba encima de la zona periférica (53) hacia un eje central de inyección L4 y que fluye a lo largo de una parte de opuesta arriba y enfrente del agujero de la cavidad (51). Debido a la característica estructural anterior, se logra una mejora en el consumo específico de combustible y en la emisión de gases de escape impidiendo o suprimiendo la expansión y separación de la mezcla aire-combustible debido a un efecto de estrangulamiento.

IPC: F02B17/00, F02M67/02, F02M61/14, F02B23/10, F02F1/24, F02F3/28.

3. Análisis de la solicitud de Patente

Reivindicaciones (artículo 30 D 486, Art 22 PCT).

Claridad:

- Se le sugiere al solicitante presentar una reivindicación independiente, que contenga en el preámbulo los elementos conocidos en el estado de la técnica y en la parte caracterizadora presentar los elementos y/o características novedosas que lo hacen diferente del estado de la técnica.

4. Determinación del Estado de la Técnica

Teniendo en cuenta la fecha de presentación nacional, con fecha del 29 de Julio del 2005, se encontraron los siguientes documentos relevantes:

Nº	Documento	Título	Fecha de Publicación
D1	US6035824	INTERNAL COMBUSTION ENGINE HAVING A DIRECT INJECTION COMBUSTION CHAMBER	14/02/2000

5. Análisis de Patentabilidad (Art 14 D486):

Novedad (Art 16 D486)

1. Respecto a la solicitud en estudio:

La reivindicación No.6 dice: “Un motor de combustión interna de inyección directa de combustible que comprende:.....caracterizado

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porque: dicha válvula de inyección de combustible (60) esta configurada para inyectar el combustible de tal manera que una periferia exterior (63a) del flujo de inyección (63) este dentro de dicha cavidad (51) durante una carrera de compresión; una zona de estrangulamiento de lado de pistón (54) se forma sobre una zona periférica anular (53) de dicha superficie superior del pistón, hacia afuera de un agujero (51a) de dicha cavidad (51), comprendiendo dicha zona de estrangulamiento de lado de pistón (54) una parte que se inclina oblicuamente hacia arriba desde su periferia exterior (53b) en una dirección hacia dicho eje central de inyección (L4); dicha superficie de techo (30) tiene una zona de estrangulamiento de lado de culata (34) formada en ella y comprendiendo una parte que se inclina oblicuamente hacia arriba desde una periferia exterior (30b) de la superficie de techo en una dirección hacia dicho eje central de inyección (L4); dicha zona de estrangulamiento de lado pistón (54) y dicha zona de estrangulamiento de lado de culata (34) están dispuestas de manera que cooperen entre si generar un estrangulamiento oblicuo (20) que se dirige oblicuamente hacia arriba hacia dicho eje central de inyección (L4) encima de dicha zona periférica anular (53) y que se dirige a lo largo de una parte opuesta (30a) de dicha superficie de techo (30), que esta situada enfrente de dicho agujero (51a); y dicha válvula de inyección de combustible (60) tiene en su parte de guía (62a1) de una boquilla que se dispone de manera que se coloque en dicha cavidad (51) cuando el pistón (5) este en su posición de punto muerto superior". (Ver folios 71 y 72).

Para efectos del examen, se toma en cuenta como características técnicas esenciales las que se encuentran subrayadas por el examinador.

2. Respecto al estado de la técnica:

El documento **D1 US6035824** ilustra un motor de combustión interna que contiene una cámara de combustión por inyección directa, donde el inyector de combustible se encuentra montando en la cabeza del cilindro y ubicado en todo el centro de la cámara de combustión, que junto con un pistón que tiene una cavidad y su forma convexa en su cabeza, al hacer la alimentación de la mezcla aire-combustible y de realizar su recorrido en etapa de compresión, origina un efecto en forma de remolino de la mezcla dentro de la cámara de combustión, produciendo una optima combustión en la mezcla obteniendo un buen rendimiento en el motor. (Ver "Abstract, Hojas 1 a 8" y la "figuras No.1 a 14").

3. Análisis de las diferencias con respecto al estado de la técnica:

En la tabla No.1, se ilustran en las casillas de comparación, la explicación de Afirmativa si las reivindicaciones están comprendidas dentro del estado de la técnica (documento D1), en caso contrario se enunciara como No es Afirmativa.

Tabla No.1.

112 112

ESTUDIO DE NOVEDAD	
Características esenciales de la Solicitud en estudio	Estado de la Técnica
	Documento D1
<u>válvula de inyección de combustible (60) esta configurada para inyectar el combustible de tal manera que una periferia exterior (63a) del flujo de inyección (63) este dentro de dicha cavidad (51) durante una carrera de compresión;</u>	Afirmativa (Ver "Abstract" Columna 1 a 8 (lin 1 a lin 67), figuras 1 a 14).
<u>una zona de estrangulamiento de lado de pistón (54) se forma sobre una zona periférica anular (53) de dicha superficie superior del pistón, hacia afuera de un agujero (51a) de dicha cavidad (51), comprendiendo dicha zona de estrangulamiento de lado de pistón (54) una parte que se inclina oblicuamente hacia arriba desde su periferia exterior (53b) en una dirección hacia dicho eje central de inyección (L4);</u>	Afirmativa (Ver "Abstract" Columna 1 a 8 (lin 1 a lin 67), figuras 1 a 14).
<u>dicha superficie de techo (30) tiene una zona de estrangulamiento de lado de culata (34) formada en ella y comprendiendo una parte que se inclina oblicuamente hacia arriba desde una periferia exterior (30b) de la superficie de techo en una dirección hacia dicho eje central de inyección (L4);</u>	Afirmativa (Ver "Abstract" Columna 1 a 8 (lin 1 a lin 67), figuras 1 a 14).
<u>dicha zona de estrangulamiento de lado pistón (54) y dicha zona de estrangulamiento de lado de culata (34) están dispuestas de manera que cooperen entre si generar un estrangulamiento oblicuo (20) que se dirige oblicuamente hacia arriba hacia dicho eje central de inyección (L4) encima de dicha zona periférica anular (53) y que se dirige a lo largo de una parte opuesta (30a) de dicha superficie de techo (30), que esta situada enfrente de dicho agujero (51a);</u>	Afirmativa (Ver "Abstract" Columna 1 a 8 (lin 1 a lin 67), figuras 1 a 14).
<u>y dicha válvula de inyección de combustible (60) tiene en su parte de guía (62a1) de una boquilla que se dispone de manera que se coloque en dicha cavidad (51) cuando el pistón (5) este en su posición de punto muerto superior".</u>	Afirmativa (Ver "Abstract" Columna 1 a 8 (lin 1 a lin 67), figuras 1 a 14).

4. Realizada la comparación y el análisis del documento D1, mediante la tabla No.1 con respecto a la solicitud en estudio donde se presenta la reivindicación No.1, se evidencia que D1 contiene todas las características esenciales de la reivindicación No.1. Por lo que se concluiría que la reivindicación No.1 de la solicitud en estudio no es nueva y no cumpliría con lo estipulado en el artículo 16 de la decisión 486.

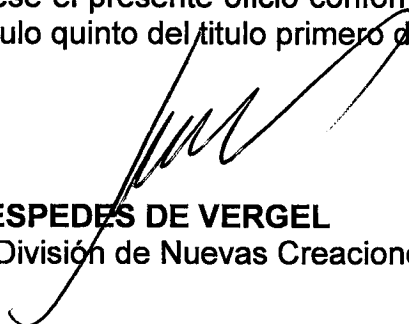
Conclusión:

Los requisitos de patentabilidad de la presente solicitud se encuentran afectados así:

N°	Documento N°	Reivindicaciones Afectadas	Requisito que Afecta
D1	US6035824	1 a 5	Novedad

En cumplimiento del artículo 45 de la Decisión 486 de la Comisión de la Comunidad Andina, se le indica que debe dar respuesta dentro del término de sesenta días contados a partir de la fecha de notificación de la presente comunicación. En caso de no dar respuesta al presente requerimiento, o si a pesar de la respuesta subsistieran los impedimentos para la concesión, se denegará la patente.

Notifíquese el presente oficio conforme a lo dispuesto en el numeral 5.2 literal e), del capítulo quinto del título primero de la circular única, No. 10 del 2001.


ALIX CESPEDES DE VERGEL
Jefe de División de Nuevas Creaciones

31 JUL 2009

El anterior requerimiento fue notificado por fijación en lista, de fecha

CONCEPTO TECNICO Numero: 2341	EXAMINADOR TECNICO Código No. 202072
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