

jesusvelasquez

Search history

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Search 2: TAC=(fibre and thickness and absorbent article) (Results 147)

Search 3: TAC=(fibre and thickness and absorbent article and micro) (Results 25)

Search 4: PN=(wo2013081515) (Results 1)

Search 5: [SP]: claims 1. an absorbent article, the absorbent article being a personal hygiene article, comprising a liquid permeable top sheet, a liquid impermeable back sheet, and an absorbent core enclosed between the top sheet and the back sheet, and a fluid flow control member arranged between the top sheet and the backsheet, characterised in that said fluid flow control member is of a nonwoven material comprising a three dimensional network of fibres, said fibres having a thickness of 200-700 micro ?t?, said nonwoven material having a strain of max 50 percent at 5 kpa. 2. the absorbent article of claim 1, wherein said nonwoven material having a strain of max 65 percent at 15 kpa, preferably max 45 percent at 15 kpa. 3. the absorbent article according to claim 1 or 2, wherein said nonwoven material comprises substantially continuous fibres. 4. the absorbent article of any one of claims 1 -3, wherein the fibres of said nonwoven material have a thickness of 250-650 micro ?t?, preferably 300-600 micro ?t?. 5. the absorbent article of any one of claims 1 -4, wherein the fibres of said nonwoven material are thermoplastic fibres. 6. the absorbent article of any one of claims 1 -5, wherein said nonwoven material has a porosity of at least 0.85 below 15 kpa. 7. the absorbent article of any one of claims 1 -6, wherein said nonwoven material has a basis weight of 200-900 g/m2, preferably 200-700 g/m2. 8. the absorbent article of any one of claims 1 -7, wherein said fluid flow control member has a thickness of 4-20 mm, preferably 5-10 mm at 0.2 kpa, preferably 2-7 mm at 15 kpa. 9. the absorbent article of any one of claims 1 -8, wherein said fluid flow control member has a density of 0.01 -0.10 g/cm3, preferably 0.03-0.10 g/cm3 at 0.2 kpa. 10. the absorbent article of any one of claims 1 -9, wherein the fluid flow control member is located between the topsheet and the absorbent core. 11. the absorbent article of any one of claims 1 -10, wherein the absorbent core comprises a first absorbent core layer and a second absorbent core layer, and wherein said fluid flow control member is located between said first and second absorbent core layers. 12. the absorbent article of claim 11, wherein said first absorbent core layer is arranged between the top sheet and the second absorbent core layer, said first absorbent core layer having an opening extending through the layer. 13. the absorbent article of any one of claims 1 -12, wherein said fluid flow control member consists of a single nonwoven material layer. 14. the absorbent article of any one of claims 1 -13, wherein said fluid flow control member is substantially free from absorbing fibres and superabsorbent material. 15. the absorbent article of any one of claims 1 -14, wherein said fluid flow control member includes a supporting carrier layer, preferably of a nonwoven material or a film material. 16. the absorbent article of any one of claims 1 -15, wherein said fluid flow control member is made of a nonwoven material having bonded and random broken bonding points where fibres intersect. 17. the absorbent article of claim 16, wherein the material comprises at least 1, 2, or 3 broken bonding points per 1 cm3. 18. the absorbent article of any one of claims 1 -15, wherein said fluid flow control member is made of a nonwoven material in which the fibres are bonded at points where fibres intersect. (Results 22)

Search 6: TAC=(fiber and thickness and dtex and absorbent article) and PN=(wo2013081515) (Results 0)

Search 7: TAC=(fiber and thickness and dtex) and PN=(wo2013081515) (Results 0)

Search 8: TAC=(fiber and thickness and dtex) and PN=(wo2013081515) (Results 0)

Search 9: TAC=(fiber and thickness and dtex and absorbent article) (Results 23)

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Search 11: TAC=(fiber and thickness and 200 and 300 and micro) (Results 744)

Search 12: TAC=(fiber and thickness and 200 and 300 and micro and absorbent article) (Results 14)

Search 13: TAC=(fiber and thickness and micro and absorbent article) (Results 63)

Search 14: TAC=(fiber and thickness and micrometer and absorbent article) (Results 5)

Search 15: TAC=(washer and water and heating and boiler and exhaust and fan and Ozonator) (Results 0)

Search 16: TAC=(washer and heating and boiler and fan and Ozonator) (Results 0)

Search 17: TAC=(washer and heating and fan and Ozonator) (Results 0)

Search 18: TAC=(scrubber and heating and fan and Ozonator) (Results 0)

Search 19: TAC=(heating and fan and Ozonator) (Results 14)

Search 20: TAC=(low and temperature and motor and compressor and unit and continuous and cold and combustion and constant and pressure and active and chamber) (Results 5)

Title: Thermal-engine arrangement

Abstract: Source: DE3826117A1 The invention relates to a thermal-engine arrangement, in which at least one closed process taking place respectively in a **cold** and in a hot space is provided, these two spaces being respectively connected by means of a regenerator, and each closed process (power process) which takes place in these spaces being driven respectively by an open process (**Combustion** process). In such a design of a thermal-engine arrangement, both the waste heat and the waste-gas heat of the closed and open processes can be utilized.

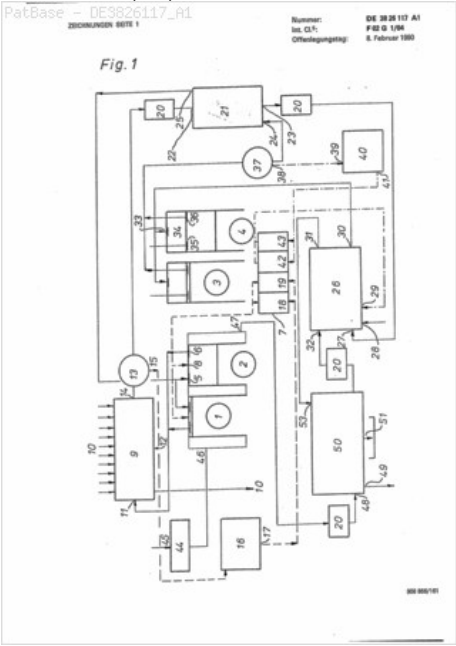
Classifications:

International (IPC 8-9): F02G1/02 F02G1/04 F02G5/00 F03G6/00 (Advanced/Invention)

International (IPC 1-7): F02G1/04 F02G5/00 F03G6/00

CPC: F02G1/04 F02G1/02 F02G5/00 F02G2254/30 F03G6/00 Y02E10/46 Y02T10/166

European: F02G1/02 F02G1/04 F02G5/00 F03G6/00 R02G254/30 Y02E10/46



Family:

Publication number	Publication date	Application number	Application date
DE3826117 A1	19900208	DE19883826117	19880801

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Probable Assignee: PELKA BERTRAM DIPL ING FH

Assignee(s): (std): PELKA BERTRAM DIPL ING FH

Assignee(s): PELKA BERTRAM DIPL ING FH 8720 SCHWEINFURT DE

Inventor(s): (std): PELKA BERTRAM DIPL ING

Inventor(s): PELKA BERTRAM DIPL ING FH 8720 SCHWEINFURT DE

Title: FORMING OPENINGS IN A HYDROCARBON CONTAINING FORMATION USING MAGNETIC TRACKING

Abstract: Source: US2003173072A A method for forming one or more openings in a hydrocarbon containing formation is described. The method may include forming or providing a first opening in the formation. A plurality of magnets may be provided into the first opening. The plurality of magnets may be positioned along a portion of the first opening. The plurality of magnets may produce a series of magnetic fields along the portion of the first opening. A second opening in the formation may be formed using magnetic tracking of the series of magnetic fields. The second opening may be spaced a desired distance from the first opening. Alternate embodiments include use of an energized conduit to create a magnetic field. Such energized conduit can be used alone or with the plurality of magnets.

Classifications:

International (IPC 8-9): B01C1/08 B09C1/02 B09C1/06 C01B3/24 C10B53/00 C10G1/00 C10G45/00 C10G47/22 C10G49/00 C10G9/24 E21B17/02 E21B19/22 E21B36/00 E21B36/02 E21B36/04 E21B41/00 E21B43/00 E21B43/02 E21B43/16 E21B43/24 E21B43/241 E21B43/243 E21B43/26 E21B43/28 E21B43/295 E21B43/30 E21B43/34 E21B43/40 E21B44/00 E21B47/00 E21B47/02 E21B47/022 E21B47/06 E21B47/09 E21B47/10 E21B7/04 G01V1/00 G01V3/26 (Advanced/Invention); E21B43/16 E21B43/34 (Core/Invention)

International (IPC 1-7): B09C1/00 C07C51/353 C07C57/12 C10B53/00 C10G1/00 C10G45/00 C11C1/08 C11C3/06 C11C3/14 E21B19/22 E21B36/00 E21B36/02 E21B36/04 E21B43/00 E21B43/16 E21B43/24 E21B43/241 E21B43/243 E21B43/28 E21B43/30 E21B43/34 E21B43/40 E21B44/00 E21B47/022 E21B47/022 E21B47/09 E21B47/09 E21B47/10 G01V1/00 G01V3/26 G01V3/26

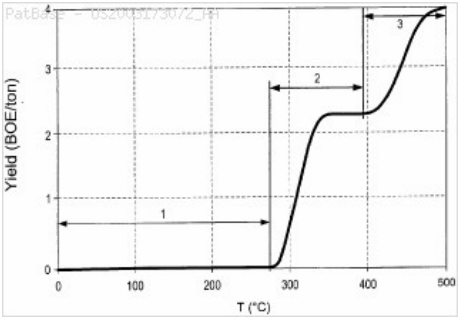
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European: B09C1/02 B09C1/06 C10G45/00 C10G9/24 E21B17/02E E21B41/00M2C E21B43/16G2 E21B43/24 E21B43/243 E21B43/24B E21B47/022C G01V3/26 L09C101/00 Y02C10/14

US: 137/13 166/245 166/250.01 166/250.1 166/250.12 166/250.120P 166/250.15 166/254.1 166/256 166/257 166/263 166/267 166/271 166/272.1 166/272.2 166/272.3 166/272.7 166/279 166/285 166/300 166/302 166/303 166/305.1 166/308 166/310 166/380 166/381 166/385 166/52 166/53 166/53P 166/57 166/57P 166/60 166/60P 166/64 166/64P 166/66 166/66.5 166/66.500P 166/75.12 175/45 175/61 175/62 208/213 208/370 210/901 299/14 299/3 299/5 299/6 299/7 324/346 392/301 405/128.48 405/128.5 405/130 405/131 405/270 405/52 423/131 423/208 423/658.5 585/648 585/652 702/12 702/125

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Probable Assignee: SHELL OIL CO

Assignee(s): (std): KARANIKAS JOHN MICHAEL ; MAHER KEVIN ALBERT ; DE ROUFFIGNAC ERIC PIERRE ; CRANE STEVEN DEXTER ; SHELL

CANADA LTD ; SHELL INT RESEARCH ; MESSIER MARGARET ANN ; ROBERTS BRUCE EDMUNDS ; SUMNU DINDORUK MELIHA DENIZ ; WELLINGTON SCOTT LEE ; VINEGAR HAROLD J ; SHELOIL COMPANY ; SHELL OIL CO SHELL CANADA LTD ; SHELL OIL CO ; SHELL INTERNAT RES CO LTD ; SHELL INT RESEARCH CO LTD ; SHELOIL CO

Assignee(s): SHELL INT RESEARCH CO ; SHELL INTERNATIONAL RESEARCH CO LTD ; SHELL OIL COMPANY gt ; VAN HARDEVELD ROBERT MARTIJN ; VEENSTRA PETER ; SHELL INT RESEARCH MIJ B ; SHELL INT RESEARCH MIJ BV ; WAGNER RANDOLPH ROGERS ; WATKINS RONNIE WADE ; SHELL INTERNATIONALE RESEARCH MAATSCHAPPIJ B ; SHELL INTERNEHSHNL RISERCH MAATSKHAPPIJ B V ; SHELL INTERNATIONAL RESEARCH CO ; WELLINGTON SCOTT L ; VAN HARDEVELD ROBERT M ; SHELL INTERNATIONALE RESEARCH MAATSCHAPPIJ B V ; WARD JOHN MICHAEL ; STEGEMEIER GEORGE LEO ; SHELL OIL COMPANY ; ROUFFIGNAC ERIC PD ; LEPPER GORDON BRUCE ; PRATT CHRISTOPHER ARNOLD ; MCKINZIE BILLY J ; SCHOELING LANNY GENE ; RYAN ROBERT CHARLES ; MCKINZIE BILLY JOHN ; ROUFFIGNAC ERIC PIERRE DE ; SHAHIN GORDON THOMAS ; PALFREYMAN BRUCE DONALD ; MADGAVKAR AJAY MADHAV ; PRATT CHRISTOPHER AMOLD ; MENOTTI JAMES LOUIS ; ROUFFIGNAC ERIC P D ; SHELL CANADA LIMITED ; HANSEN KIRK SAMUEL ; GINESTRA JEAN CHARLES ; COLES JOHN MATTHEW ; HUNSUCKER BRUCE GERARD ; DEMARTINI DAVID CHARLES ; AYMOND DANNIE ANTOINE ; BASS RONALD MARSHALL ; BERCHENKO ILYA EMIL ; CARL FREDERICK GORDON JR ; COLE ANTHONY THOMAS ; HARTMANN ROBIN ADRIANUS ; HARRIS CHRISTOPHER KELVIN

Inventor(s): (std): BERCHENKO ILIJA EHMIL ; DEMARTINA DAVID CHARL Z ; HARDEVELD ROBERT MARTIJN VAN ; ZHANG ETUAN ; WELLINGTON SCOTT LEE ; WELLINGTON SCOTT L ; WATKINS RONNIE WADE ; WARD JOHN MICHAEL ; WADE WATKINS RONNIE ; VINSTRA PITER ; PRATT CHRISTOPHER ARNOLD ; PIERREUS DE ROUFFIGNAC ERIC ; PIERRE DE ROUFFIGNAC ERIC ; PETER VEENSTRA ; PALFREYMAN BRUCE DONALD ; MICHAEL WARD JOHN ; MICHAEL KARANIKAS JOHN ; MENOTTI JAMES LOUIS ; MCKINZIE BILLY JOHN ; MATTHEW COLES JOHN ; MARTIJN HARDEVELD ROBERT VAN ; MAHER KEVIN ALBERT ; MADGAVKAR AJAY MADHAV ; MADGAFFCARL AJAY M ; LEPPER GORDON BRUCE ; LEO STEGEMEIER GEORGE ; LEE WELLINGTON SCOTT ; VAN KHARDEVEL D ROBERT MARTIJN ; VAN HARDEVELD ROBERT MARTIJN ; SUMNU DINDORUK MELIHA DENIZ ; STEGEMEIER GEORGE LEO ; SHAHIN JR GORDON THOMAS ; SCHOELING LANNY GENE ; RYAN ROBERT CHARLES ; ROUFFIGNAC ERIC PIERRE DE ; ROBERT C VAN ; KELVIN HARRIS CHRISTOPHER ; KEEDY CHARLES ROBERT ; JOHN MICHAEL KARANIKAS ; HUNSUCKER BRUCE GERARD ; HARTMANN ROBIN ADRIANUS ; HARRIS CHRISTOPHER KELVIN ; HANSEN KIRK SAMUEL ; GLANDT CARLOS ALBERTO ; GINESTRA JEAN CHARLES ; FOWLER THOMAS DAVID ; EMIL BERCHENKO ILYA ; DONALD PALFREYMAN BRUCE ; DEMARTINA DAVID CHARLES ; COLES JOHN MATTHEW ; COLE ANTHONY THOMAS ; CHARLES DEMARTINA DAVID ; CARL JR FREDERICK GORDON ; CARL FREDERICK GORDON JR ; CARL FREDERICK GORDON ; BRUCE LEPPER GORDON ; AYMOND DANNIE ANTOINE JR ; AYMOND DANNIE ANTOINE ; ARNOLD PRATT CHRISTOPHER ; ANTOINE AYMOND DANNIE ; ALBERT MAHER KEVIN ; ADRIANUS HARTMANN ROBIN ; WAGNER RANDOLPH ROGERS ; VINEGAR HAROLD J ; DEMARTINI DAVID CHARLES ; BERCHENKO ILYA EMIL ; AYMOND JR DANNIE ANTOINE ; WAGNER RANDOLPH R ; VEENSTRA PETER ; VAN HARDEVELD ROBERT M ; SUMNU DINDORUK MELIHA DENIZ ; STONE FRANCIS M JR ; SON JAIME S ; SHAHIN GORDON THOMAS ; SANDBERG CHESTER L ; ROUFFIGNAC ERIC P D ; ROBERTS BRUCE EDMUNDS ; PRATT CHRISTOPHER AMOLD ; MIKUS THOMAS ; MESSIER MARGARET ANN ; MCKINZIE BILLY JOHN II ; MCKINZIE BILLY J ; KARANIKAS JOHN MICHAEL ; DE ROUFFIGNAC ERIC PIERRE ; CRANE STEVEN DEXTER ; CARL JR FREDRICK GORDON ; BIELAMOWICZ LAWRENCE JAMES ; BAXLEY PHILLIP TEMMONS ; BASS RONALD MARSHALL ; BAI TAIXU ; VORD DZHON MAJKL ; VINIGAR KHAROLD DZH ; VELLINGTON SKOTT LI ; UOTKINS RONNI UEJD ; STEDZHEMEJER DZHORDZH LEO ; RAJAN ROBERT CHARL Z ; PALFREJMAN BRJUS DONAL D ; MICHAEL KERS JOHN ; MELODY JAMES L ; MEJER KEVIN ALBERT ; MCKINZIE II BILLY JOHN ; MAKKINZI BILLI DZHON ; MADGAVKAR ADZHAJ MADKHAV ; KARL FREDERICK J G ; KARANIKAS DZHON MAJKL ; DE RUFFIN JAK EHRIK P ER ; EHJMOND DEHNNI ANTUAN ; CRISTOPH A P ; BLUS G H ; BASS RONALD M ; ANTONY T K ; PRATT KRISTOFER ARNOL D ; LEPPER GORDON BRJUS ; KHARTMANN ROBIN ADRIANUS ; KHARRIS KRISTOFER KELVIN ; MENOTTI DZHEJMS LUIS ; KOULZ DZHON MEHT JU ; KOUL EHNTONI TOMAS ; KHANZUKER BRJUS DZHERARD ; KARL FREDERIK GORDON ML

Inventor(s): VAN KHARDEVEL'D ROBERT MARTIJN ; RAJAN ROBERT CHARL'Z ; ANTONY TK ; BILLY JOHN MCKINZIE ; BRUCE DONALD PALFREYMAN ; BLUS GH ; DE RUFFIN'JAK EHRIK P'ER ; DANNIE ANTOINE AYMOND ; CRISTOPH AP ; JOHN MICHAEL WARD ; JAMES L MELODY ; GEORGE LEO STEGEMEIER ; FREDERICK JG KARL ; FREDERICK J G KARL ; KERS JOHN MICHAEL ; RONNIE WADE WATKINS ; STONE FRANCIS M ; PALFREJMAN BRJUS DONAL'D ; BERCHENKO ILIJA EHMIL' ; BASS RONALD ; DE ROUFFIGNAC ERIC PIERREUS ; DEMARTINA DAVID CHARL'Z ; ERIC PIERRE DE ROUFFIGNAC ; HAROLD J VINEGAR ; PRATT KRISTOFER ARNOL'D ; ROUFFIGNAC ERIC PD ; SCOTT LEE WELLINGTON ; LANNY GENE SCHOELING ; KOULZ DZHON MEHT'JU ; KEVIN ALBERT MAHER ; VINEGAR HAROLD ; VAN ROBERT C ; ROBERT CHARLES RYAN ; ROBERT MARTIJN VAN HARDEVELD ; AJAY MADHAV MADGAVKAR

Agent(s): SPRUSON AND FERGUSON; SMART AND BIGGAR; REINHOLD COHN AND PARTNERS; DELCHRISTENSEN, SHELL OIL COMPANY; SHELL OIL COMPANY; SHELL OIL CO

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NE NL NO NZ OM PH PL PT RO RU SD SE SG SI SK SL SN SZ TD TG TJ TM TN TR TT TZ UA UG UZ VC VN YU ZA ZM ZW

Title: ROTARY ENGINE

Abstract: The Quasiturbine (Qurbine in short) uses a rotor arrangement peripherally supported by four rolling carriages, the carriages taking the pivoting blade **pressure**-load, of the blades forming the rotor, and transferring the load to the opposite contoured housing wall. The present invention discloses a central, annular, rotor support for the geometry defined by the pivoting blades and associated wheelbearings, while still maintaining the important center-free engine characteristic. The **pressure**-load on each pivoting blade is taken either by its own set of wheelbearings rolling on annular tracks attached to the central area of lateral side covers forming part of the casing, or is cancelled out in symmetrically pressurized fluid energy converter mode through the central holding action of annular power sleeves. This central, annular, rotor support could generally apply to all the family of Quasiturbine rotor arrangements and particularly to the limit case here considered, where the previous carriage design is replaced by a cylindrical pivoting blade joint as developed in the present patent, and for which an efficient solution of the five bodies rotary engine sealing problem is given.

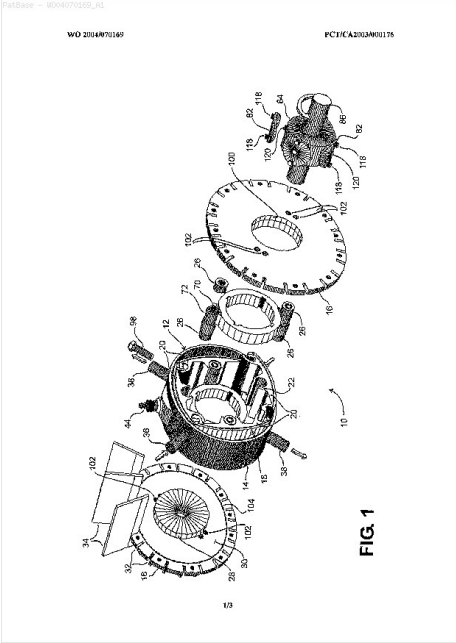
Classifications:

International (IPC 8-9): F01C1/22 F01C1/44 F02B53/00 (Advanced/Invention); F01C1/00 (Core/Invention)

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CPC: F01C1/44

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AU2003303875 AA	20040830	AU20030303875	20030210
AU2003303875 BB	20070419	AU20030303875	20030210
CA2511267 AA	20050620	CA20032511267	20030210
CA2511267 C	20080708	CA20032511267	20030210
CN100587230 C	20100203	CN20038026218	20030210
CN1759230 A	20060412	CN20038026218	20030210
EP1592866 A1	20051109	EP20030815671	20030210
IN00689MN2005 A	20090626	IN2005MN00689	20050629
JP2006517273 T2	20060720	JP20040567670T	20030210
MXPA05009639 A1	20060208	MX2005PA09639	20050909
MXPA05009639 A1	20060208	MX2005PA09639	20030210
WO04070169 A1	20040819	WO2003CA00176	20030210

Priority:

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Probable Assignee: SAINT HILAIRE GILLES

Assignee(s): (std): GILLES SAINT HILAIRE ; SAINT HILAIRE FRANCOISE ; SAINT HILAIRE GILLES ; SAINT HILAIRE ROXAN ; SAINT HILAIRE YLIAN

Inventor(s): (std): FRANCOISE SAINT HILAIRE ; FRANCOISE SAINT HILAIRE GILLES ; GILLES SAINT HILAIRE ; ROXAN SAINT HILAIRE ; SAINT HILAIRE FRANCOISE ; SAINT HILAIRE GILLES ; SAINT HILAIRE ROXAN ; SAINT HILAIRE YLIAN ; YLIAN SAINT HILAIRE

Inventor(s): SAINT HILAIRE GILLES SAINT HILAIRE ROXAN SAINT ; SAINT HILAIRE GILLES SAINT HILAIRE ROXAN SAINT HIL

Agent(s): SAINT HILAIRE GILLES; NA

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NE NL NO NZ OM PH PL PT RO RU SC SD SE SG SI SK SL SN SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

Title: **LOW-TEMPERATURE MOTOR COMPRESSOR UNIT** WITH **CONTINUOUS "COLD" COMBUSTION** AT **CONSTANT PRESSURE** AND WITH **ACTIVE CHAMBER**

Abstract: Source: US2010218750A **Low-temperature, continuous "cold" combustion, constant pressure, active chamber motor-compressor unit** operating with working compressed air and using a piston travel control device as well as an **active chamber**, with a **cold chamber** (29) able to reduce to very **low temperatures** the atmospheric air that supplies the input (28) of an air compression device (28,25,26,33), which then forces this working compressed air, still at **low temperature**, in an external **combustion chamber** (19) fitted with a heating device (19A) at **constant pressure** where it increases in volume, before its quasi-isothermal transfer in the **active chamber** (13) producing work, before being expanded in an engine cylinder (2) to produce work again.

Classifications:

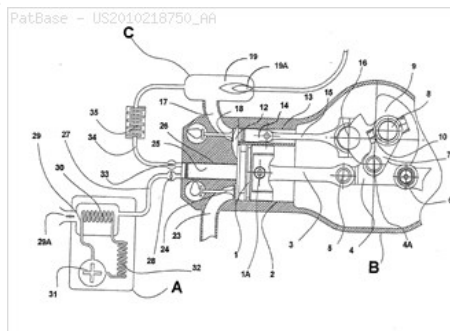
International (IPC 8-9): F01B1/12 F01B17/02 F01K25/00 F02B15/00 F02B29/04 F02B75/02 F02B75/18 F02B75/32 F02G1/00 F02G1/02 F02G1/04 F02G1/044 F02G3/00 F02G3/02 F02M15/00 F28D17/00 (Advanced/Invention); F01B17/02 F02B29/04 (Advanced/Non-invention); F01B17/00 F02B15/00 F02B29/00 F02B75/00 F02B75/02 F02B75/32 F02G1/00 F02G3/00 F02M15/00 F28D17/00 (Core/Invention)

International (IPC 1-7): F01B17/02 F02B29/04 F02G1/02

CPC: Y02T10/146 F02B29/0462 F01B17/02 F02B29/0481 F02G1/02 F02G2250/03 Y02E20/14

European: F01B17/02 F02B29/04D4 F02B29/04F F02G1/02 R02G250/03 Y02E20/14

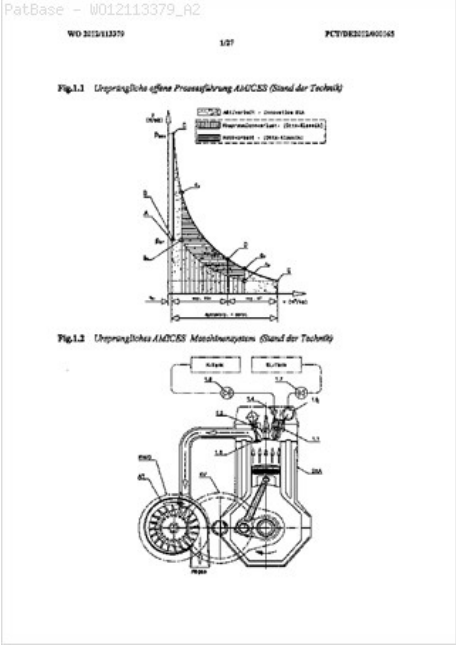
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Title: HYBRIDIZATION OF INTERNAL COMBUSTION ENGINE SYSTEMS ACCORDING TO THE ADDITION PRINCIPLE

Abstract: Without exception, all spark-ignition and diesel engines are based on the subtraction, occurring at each cycle, of the negative work of the process-integrated compression from the combustion expansion work, a working principle which we accordingly refer to as the "subtraction principle". On the basis of the implementation of the pressure storage technology of pre-compressed air, the innovative hybrid assembly AMICES II presents the, in comparison with the above, significantly more efficient "addition principle" (partial-load-stable efficiency level> 50 percent, power density>400 kW/1000ccm through downsizing). The hybrid unit is composed of the two-stroke compressionless "addition motor", the compound exhaust gas turbine, the pressure storage of the pre-compressed air and the electrified secondary assemblies. The latter ensure the continuous presence of pre-compressed air through polyvalent recuperation and optional plug-in technology. Instead of the negative intake stroke and likewise negative compression stroke of traditional internal combustion engines (loss of efficiency and power of 25 to 50 percent as a result of "subtraction") the inherent recuperative "addition process" carries out additional, positive "injection work" of its own accord by means of its innovative "bivalent injection" of the internal combustion components (pressure storage technology), which "injection work" is combined with the subsequent work of the combustion expansion (gain in efficiency and power of approximately 10 percent as a result of "addition"). The innovation also provides the option of emission-free and enclosed combustion of hydrogen and oxygen, and in combination with pressure electrolysis it can be considered a plausible alternative solution for fuel cell technology.

Classifications:
International (IPC 8-9): F02B21/00 F02B41/02 F02B43/12 (Advanced/Invention)
CPC: F02B21/00
European: F02B21/00



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DE102011012095 A1	20120823	DE201110012095	20110223
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WO12113379 A2	20120830	WO2012DE00165	20120220
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Probable Assignee: SALINOVIC HRVOJE

Assignee(s): (std): SALINOVIC HRVOJE

Assignee(s): SALINOVIC

Inventor(s): (std): SALINOVIC HRVOJE

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PE PG PH PL PT QA RO RS RU RW SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW