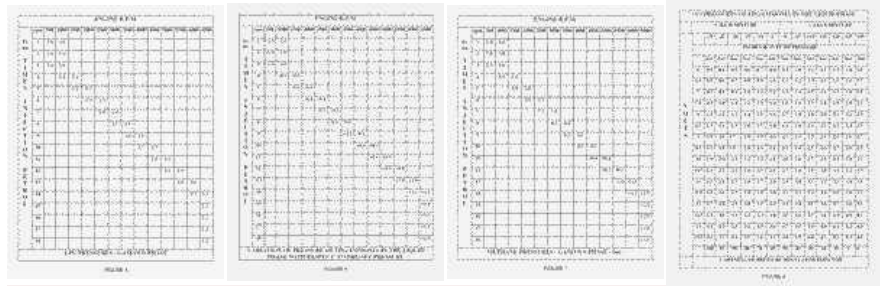
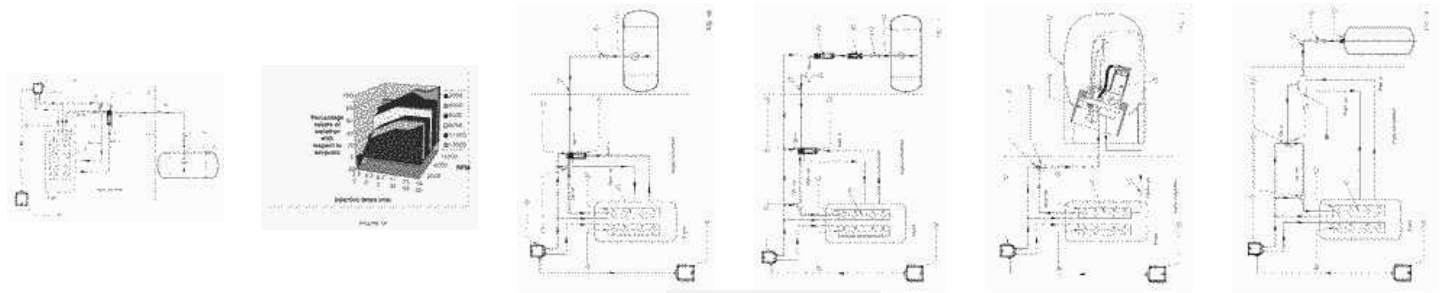
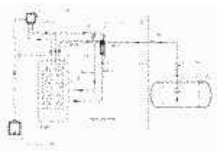


1045 results for ((well OR downhole)/TI/AB/IW/CLMS/DESC/ODES/OBJ/TX AND (Oil OR gas)/TI/AB/IW/CLMS/DESC/ODES/OBJ/ADB/ICLM/KEYW/TX AND (method OR system)/TI/AB/IW/CLMS/DESC/ODES/OBJ/ADB/ICLM/KEYW/TX AND (inject+)/TI/AB/IW/CLMS/DESC/ODES/OBJ/ADB/ICLM/KEYW/TX AND (reducer)/TI/AB/IW/OBJ/ADB/ICLM AND (flow OR pressure)/TI/AB/IW/OBJ/ADB/ICLM) AND ("mechanical elements" or "control" or "engines, pumps, turbines")/TEC - Collection: FAMPAT

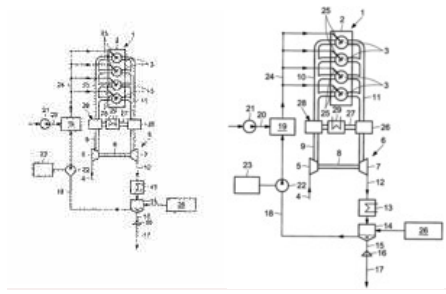
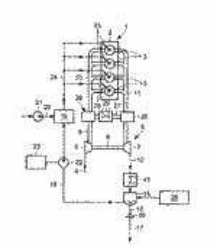
#	Title	Publication number	1st App. date	Applicant/Assignee	1st Publ. date	Publ. date
1.	System for supply of lpg, methane, ammonia, and gas in general for petrol or diesel engines with electronic pressure regulator for continuous variation of the pressure of the fuel supplied to the injectors	ITRM20070664	2007-12-20	ICOMET*	2009-06-21	2009-06-21

A **system** for supply of LPG/methane, ammonia, or **gas** for supply of petrol or diesel engines, which can be connectable to the electronic control unit (8) provided on board the vehicle, the **system** being equipped with a **gas** tank (1); a valve (2), a line (3) for delivery of the **gas**, a rail (6) for supply of the **gas** to the engine, a **pressure** and temperature sensor (7); **injectors** for the petrol (10), and **injectors** for the **gas** (11), is characterized in that, to carry out a continuous variation of the **pressure** of the **gas** supplied to the **injectors** (11), it further comprises an electronic **pressure** regulator and heat exchanger (5) with **injector** (4), as **well** as a control unit for deviation and regulation of the **pressure** (9), which, during operation of the engine with LPG/methane or ammonia or **gas**, is designed to receive from the electronic control unit of the engine (8) electrical signals as a function of the **injection** times, the engine r.p.m., and the signal sent by the lambda probe and/or by the rheostat of the accelerator/ said electronic control unit for control and regulation of the **pressure** (9) being further designed to process said signals and send them, at a variable frequency, to the **injector** (4) of the **pressure** regulator and heat exchanger (5), which, in this way, is designed to vary continuously and with a constant progression regulation of the **pressure** of the fuel with which said **gas injectors** (11) are supplied.



2.	Water injecting device for e.g. spark ignition engine, has reservoir to collect water contained in exhaust gas for injection , and unique injecting device to inject mixture of water and fuel in combustion chamber of engine	FR2872550	2004-07-05	RENAULT*	2006-01-06	2006-01-06
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The device has a condenser (13) placed on an exhaust duct (12) of an engine and a reservoir (14) for collecting water contained in exhaust **gas** for **injection**. An emulsifier device (19) receives fuel and water from the reservoir, and forms a mixture of water and fuel. A unique **injecting** device (25) **injects** the mixture in a combustion chamber (3) of the engine. An independent claim is also included for a **method** of **injecting** water in a combustion chamber of an internal combustion engine of a motor vehicle.



3.	Proceeded of thermohydraulic electrical production has cogeneration and installation for its implementation	FR3005700	2013-05-15	DJENANI ABDERREZAK	2014-11-21 2014-11-21
The present invention relates to a process and a thermohydraulic installation of electrical production to cogeneration characterized in that the kinetic energy of the water (1) which actuates a mobile wheel of a turbine (7) of Pelton type, connected to a producing alternator of electricity, is generated by pulsated detonation waves, and in what the energy conversion of overpressure produced by the detonation wave into kinetic energy is alternatively carried out in each of the two rooms of water admission of a fixed injector (3) or fixed injectors (3) provided (S) with tubes with detonation (4et4') which have as an aim of alternatively to produce cogenerer and pulsated, and simultaneously cogenerer detonation waves of the thermal energy which is transformed into mechanical energy, also hydrogen (29 ') and oxygen (28) by electrolysis of the steam at high temperature (EVHT), component, partly the energy source of the process of electrical production according to the invention.					

5.

Indirect fuel injection with pressure regulation for ic engines

FR2768463

1997-09-12

BLANDIN MICHEL

1999-03-19 1999-03-19

The **system** has separate dosage metering for each cylinder integrated into the **injector**, using variable **pressure** set by an electronic or a mixed electronic/pneumatic controller. The dosage metering unit is formed by superposition of two plates with a mask and slide (5) with a calibrated hole to provide a variable opening. A solenoid (8) acts against a spring to set the opening. The **system** is controlled by a microprocessor in response to engine operating variables.

6.

System for assisting regeneration of a storage/releasing nox trap for vehicle diesel engine

FR2846371

2002-10-23

PEUGEOT CITROEN AUTOMOBILES*
PEUGEOT CITROËN OTOMOBIR
SOCIETE ANONYM FRANCE 7 8 1 4 0
VERIZZI VILLAQUABLE LUT DE JISHI

2004-04-30 2004-04-30

The invention concerns a **system** for assisting regeneration of a storage/releasing NOx trap integrated in an exhaust line (5) of a motor vehicle diesel engine (4). The invention is characterized in that it comprises means for **injecting** fuel (11) into the cylinders of the engine (4) in the form of at least pilot and main **injections** and means for controlling (12) said **injection** means (11) for periodically switching the engine (4) from a standard lean-mixture operating mode with one pilot **injection** and one main **injection**, for storing NOx in the trap (6), to a rich-mixture regenerating operating mode, with at least two pilot or main **injections** depending on the engine load, for releasing NOx from the trap (6) and regenerating the latter.

7.

Gas injection system for internal combustion spark ignition engines

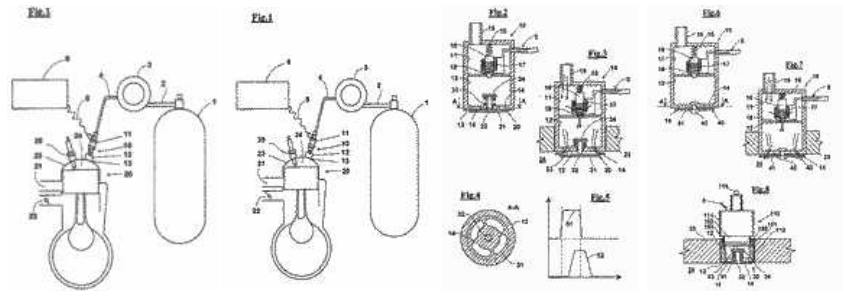
ITP120050119

2005-10-28

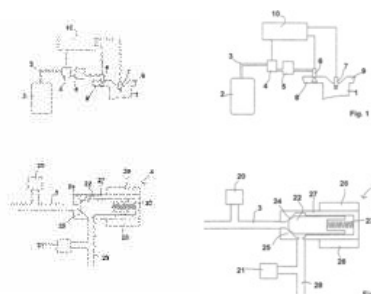
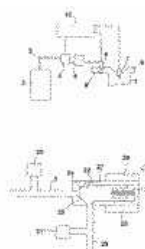
DELLORTO*

2007-04-29 2007-04-29

A **gas injection system** provides an **injecting** device (10) mounted in a two stroke engine (20) and facing a combustion chamber (23) in a engine head (24). The **injection system**, which comprises a reservoir (1) for storing the **gas**, feeds (2,3,4) the **injecting** device (10) and is connected (5) to an electronic control unit (6). The **injecting** device has an electrovalve (11) for distributing the **gas** and a wall (13) that faces the combustion chamber (24). A chamber (12) is provided that is arranged between the electrovalve (11) and the wall (13). The wall (13) can be opened automatically for causing the **gas** to enter the combustion chamber (24). In particular, at the wall (13) an automatic valve of passive type, for example a lamina, a plate, a mushroom is provided biased by a spring and that remains pressed against apertures made on the wall (13). The electrovalve (11) is supplied by pressurized **gas** and can be opened by the electric control means (5, 6). At opening the electrovalve (11) the pressurized **gas** enters the chamber and causes instantly the automatic opening of wall (13) and the subsequent inlet of the **gas** in the combustion chamber. In the **system** according to the invention, in other words, the high specific volume and the **pressure** is exploited of the fuel **injected** in the chamber (12) as motive force for entering the combustion chamber (23), allowing the **gas** to cross the wall (13). The **system** uses an **injecting** device that is extremely easy, not expensive and that does not require other auxiliary devices. Furthermore, it can be installed both on new engines and as retrofit on existing engines.

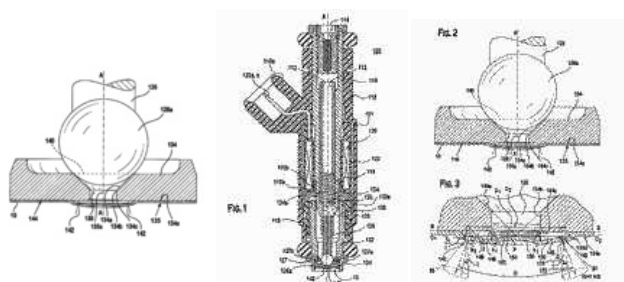
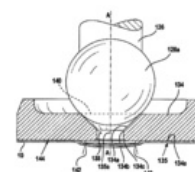


The **method** involves reducing high **pressure** of a fuel at a gaseous state up to a lowest **pressure**, by a **pressure reducer** (4). The lowest **pressure** is controlled by an electrical signal provided by an **electronic control device** (10) of an internal combustion engine (1). The fuel is fed to the engine by **injectors** (6), and an opening period of the **injectors** is chosen according to fuel consumption and the lowest **pressure**. An independent claim is also included for a device to reduce **pressure** of a **gas** supplied to an internal combustion engine.



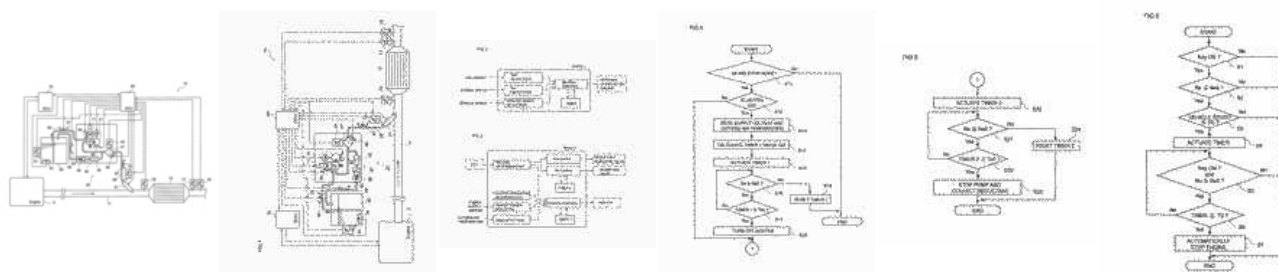
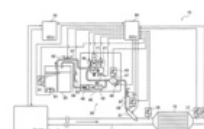
9.	Spray pattern control with non-angled orifices formed on dimpled fuel injection metering disc having a sac volume reducer	WO2004063556	2004-01-09	CONTINENTAL AUTOMOTIVE SYSTEMS* SIEMENS VDO AUTOMOTIVE	2004-07-29	2004-07-29
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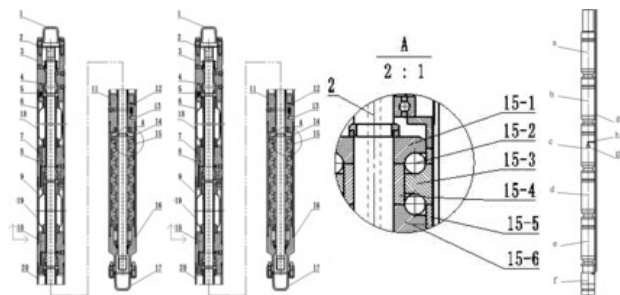
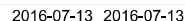
A fuel **injector** that includes a housing, a seat, a metering disc and a closure member. The metering orifices can be located on a first virtual circle greater than a second virtual circle as defined by a projection of a sealing surface converging at a virtual apex projected on the metering disc. The metering disc can be dimpled to increase the spray angle. Various parameters can be utilized to achieve a desired cone size and spray angle. A **method** of controlling spray targeting of a fuel **injector** is also described.



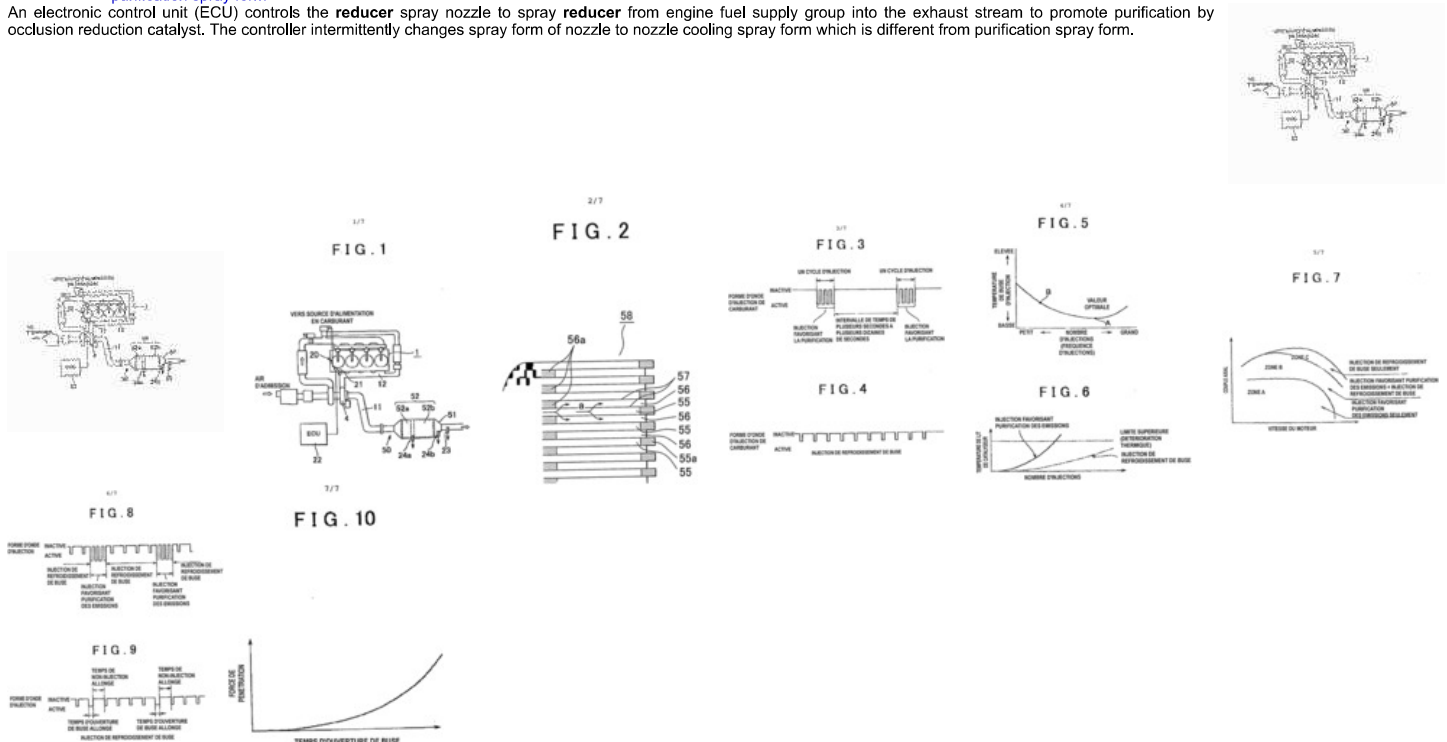
10.	Device and method for controlling reducing agent supply system	WO2009047954	2007-10-12	BOSCH*	2009-04-16	2009-04-16
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A device and a **method** for controlling a reducing agent supply **system** capable of reducing energy consumption by rapidly stopping a heating means when a shift to an idling stop mode is performed. The control device for controlling the reducing agent supply **system** comprises an idling stop judging unit for judging whether or not an internal combustion engine is in a stopped state by idling stop control for automatically stopping the internal combustion engine, a heating means operation judging unit for judging whether or not the heating means included in a reducing agent supply **system** for supplying a liquid reducing agent to a reducing agent **injection** valve is in operation, and a heating means controlling unit for stopping the operation of the heating means when the internal combustion engine is in the automatically stopped state and the heating means is in operation.

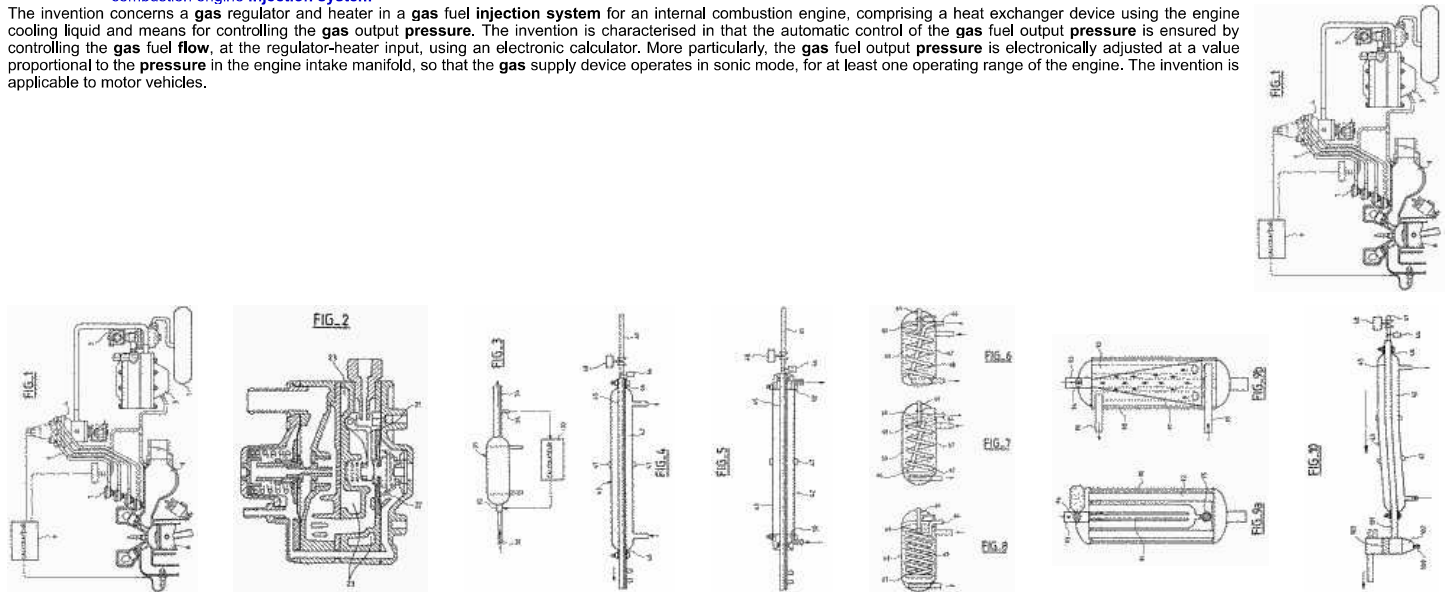




An electronic control unit (ECU) controls the **reducer** spray nozzle to spray **reducer** from engine fuel supply group into the exhaust stream to promote purification by occlusion reduction catalyst. The controller intermittently changes spray form of nozzle to nozzle cooling spray form which is different from purification spray form.



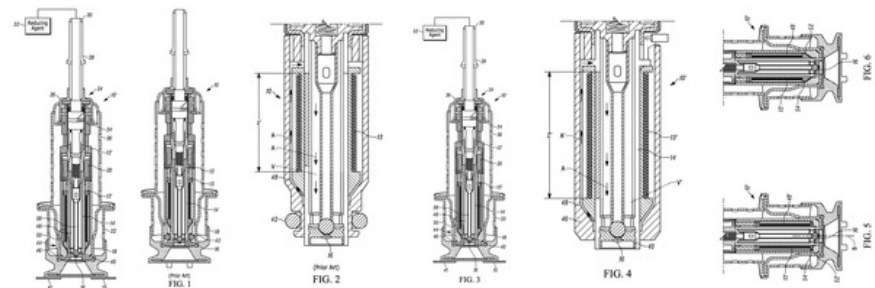
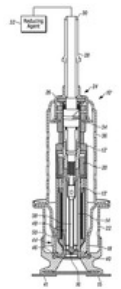
The invention concerns a **gas** regulator and heater in a **gas** fuel injection system for an internal combustion engine, comprising a heat exchanger device using the engine cooling liquid and means for controlling the **gas** output **pressure**. The invention is characterised in that the automatic control of the **gas** fuel output **pressure** is ensured by controlling the **gas** fuel **flow**, at the regulator-heater input, using an electronic calculator. More particularly, the **gas** fuel output **pressure** is electronically adjusted at a value proportional to the **pressure** in the engine intake manifold, so that the **gas** supply device operates in sonic mode, for at least one operating range of the engine. The invention is applicable to motor vehicles.



$$\lambda \geq \left(\frac{\gamma+1}{2}\right)^{\frac{\gamma}{\gamma-1}} (E_1)_{Quir} = k \times P_{coll} \times N (E_2)_{QGPI} = k' \times P_{coll} \times N$$

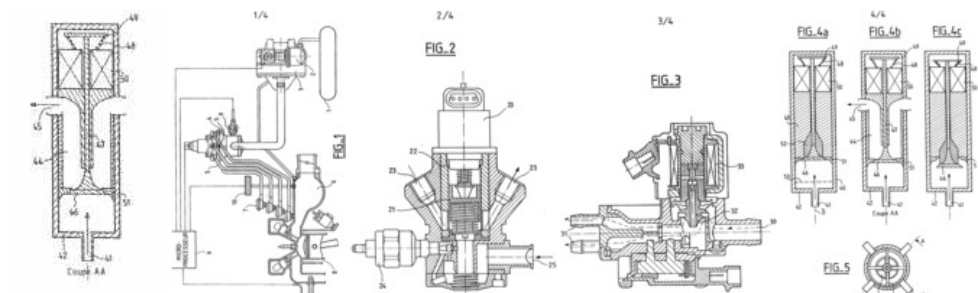
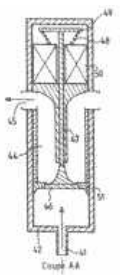
15.	Reductant delivery unit for automotive selective catalytic reduction with optimized fluid heating	US2016053652	2015-08-04	CONTINENTAL AUTOMOTIVE SYSTEMS*	2016-02-25 2016-02-25
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A reductant delivery unit reduces nitrogen oxide (NOx) emissions from a vehicle. The delivery unit includes a solenoid operated fluid **injector** having a fluid inlet and a fluid outlet. The inlet receives a source of reducing agent and the outlet communicates with an exhaust **gas flow** path of the vehicle so that the fluid **injector** controls **injection** of the reducing agent into the exhaust **gas flow** path. The fluid **injector** has an inlet tube for directing the reducing agent between the inlet and the outlet. A coil heater is integral with the fluid **injector** and is constructed and arranged, when energized, to inductively heat the inlet tube and thus at least a portion of the reducing agent so that an unheated volume, of the reducing agent in the inlet tube, which is adjacent to the fluid outlet, is less than about 100 mm³.



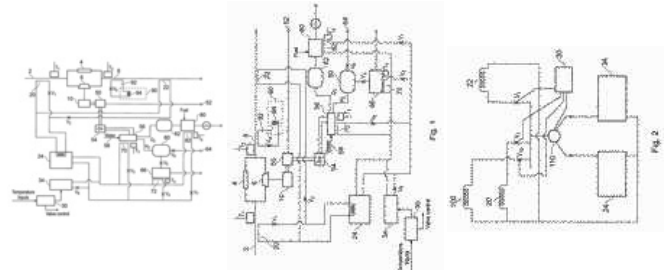
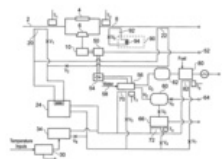
16.	Dosing fuel injector , for internal combustion engines, has fuel inlet upstream of measuring chambers, such that fuel is distributed evenly and homogeneously into each chamber	FR2785950	1998-11-17	RENAULT*	2000-05-19 2000-05-19
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The fuel **injector** is constructed within a cylindrical body, which has a fuel inlet (41), connected to a fuel supply, and a number of fuel outlets (45), equal to the number of cylinders in the engine. The fuel inlet is situated close to the center of the primary extremity (42) of the body. The **flow** regulator element (46) is controlled by a spring (48) and a solenoid (50).



17.	A gas pressure reducer , and an energy generation and management system including a gas pressure reducer	NO20072881	2007-05-14	2 OS 20C*	2007-12-10 2007-12-10
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A **gas pressure reducer** comprising at least one **gas** expansion device (4,1) for allowing the **gas** to expand and thereby reduce in **pressure**, and at least one means (20,22,24,34) for raising the temperature of the **gas** in the vicinity of the **gas** expansion device and wherein the means for raising the temperature of the **gas** comprises a liquid or solid fuel heater or a liquid fuelled engine (34).



18.

Gear reducer for slow rotating downhole tool

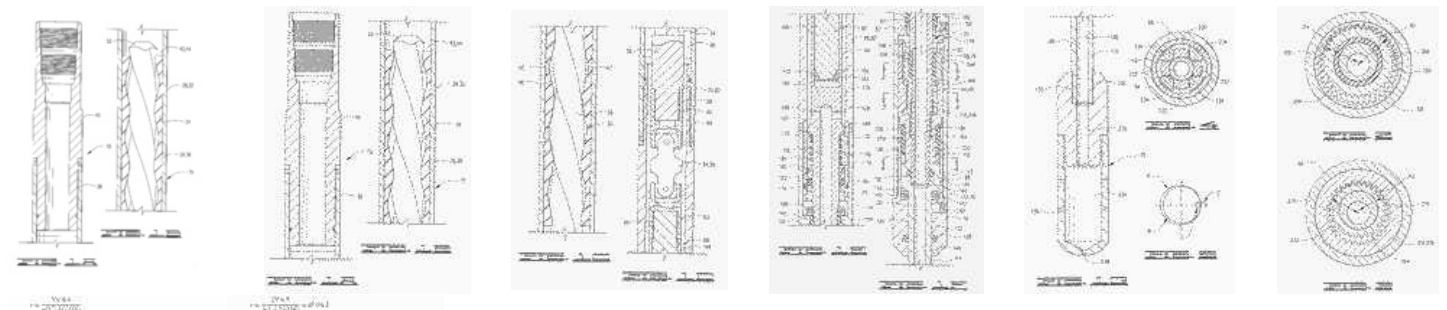
NO20003992

1999-08-09

HALLIBURTON ENERGY SERVICES*

2000-08-08 2000-08-08

A speed **reducer** for use in a slow rotating **downhole** tool, has an input shaft (94) attached to a rotor. The input shaft has an eccentric portion (161) and has an input gear (204) disposed about the eccentric portion. The input gear is a solid gear having a first outer geared surface (208) and a second outer geared surface (210). The pitch diameter of the first outer geared surface is less than the pitch diameter of the second outer geared surface. A speed **reducer** body (68) has a geared inner surface (200) defined thereon in geared engagement with the first outer geared surface. A follower gear (216) is disposed in the body and is in geared engagement with the second outer geared surface. Rotation of the input shaft (94) causes the eccentric portion thereof to rotate in the input gear (204) causing eccentric rotation of the input gear. Eccentric rotation of the input gear is translated into pure rotation by the follower gear (216) which rotates the output shaft (116). <IMAGE> <IMAGE> <IMAGE>



19.

Pistonless rotary internal combustion engine

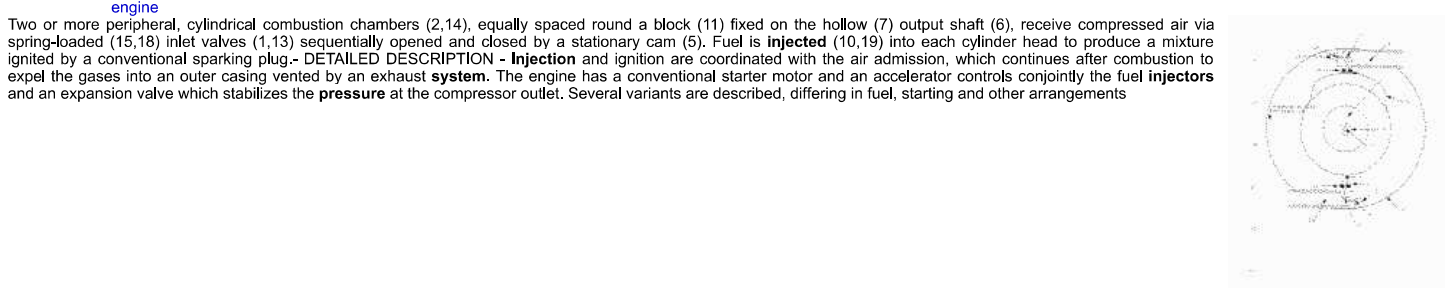
FR2778430

1998-05-11

CHAUVIN RENAUD MARC BRUNO

1999-11-12 1999-11-12

Two or more peripheral, cylindrical combustion chambers (2,14), equally spaced round a block (11) fixed on the hollow (7) output shaft (6), receive compressed air via spring-loaded (15,18) inlet valves (1,13) sequentially opened and closed by a stationary cam (5). Fuel is **injected** (10,19) into each cylinder head to produce a mixture ignited by a conventional sparking plug.- DETAILED DESCRIPTION - **Injection** and ignition are coordinated with the air admission, which continues after combustion to expel the gases into an outer casing vented by an exhaust **system**. The engine has a conventional starter motor and an accelerator controls conjointly the fuel **injectors** and an expansion valve which stabilizes the **pressure** at the compressor outlet. Several variants are described, differing in fuel, starting and other arrangements



20.

Multiphase flow drag reducer assembling apparatus and assembling method

CN101922612

2010-08-02

XI'AN JIAOTONG UNIVERSITY*

2010-12-22 2010-12-22

The invention discloses a multiphase **flow** drag **reducer** assembling apparatus and an assembling **method** for online assembly of a multiphase **flow** compound drag **reducer**. The assembling apparatus is formed by connecting a drag **reducer** absorber, an assembling mixer, an assembling pipe and multiphase **flow** different **flow** type drag **reducer** **injection** nozzles and drag **reducer** **injection** valves, a drag reducer storage device and a joining pipe. The drag **reducer** absorber has a polymer drag **reducer** storage chamber and a surfactant storage chamber. The polymer drag **reducer** storage chamber and the surfactant storage chamber are connected with the different **flow** type drag **reducer** **injection** valve and the drag **reducer** **injection** nozzles. The drag **reducer** **injection** nozzles, the assembling mixer and the joining pipe and the like are communicated with the drag **reducer** absorber. The drag **reducer** absorber is connected with the multiphase **flow** pipeline and absorbs the drag **reducer** to the multiphase **flow** by means of the differential **pressure** generated by the multiphase fluid flowing through the zoom sprayer nozzle to **inject** the compound drag **reducer**. The invention makes a breakthrough on the traditional **method** of adopting the polymer drag **reducer** or the surfactant drag **reducer** individually and can reduce the power consumption for various multiphase flows under same fluid **flow** transmitted so as to obtain the optimal anti-drag effect.



20.

Multiphase flow drag reducer assembling apparatus and assembling method

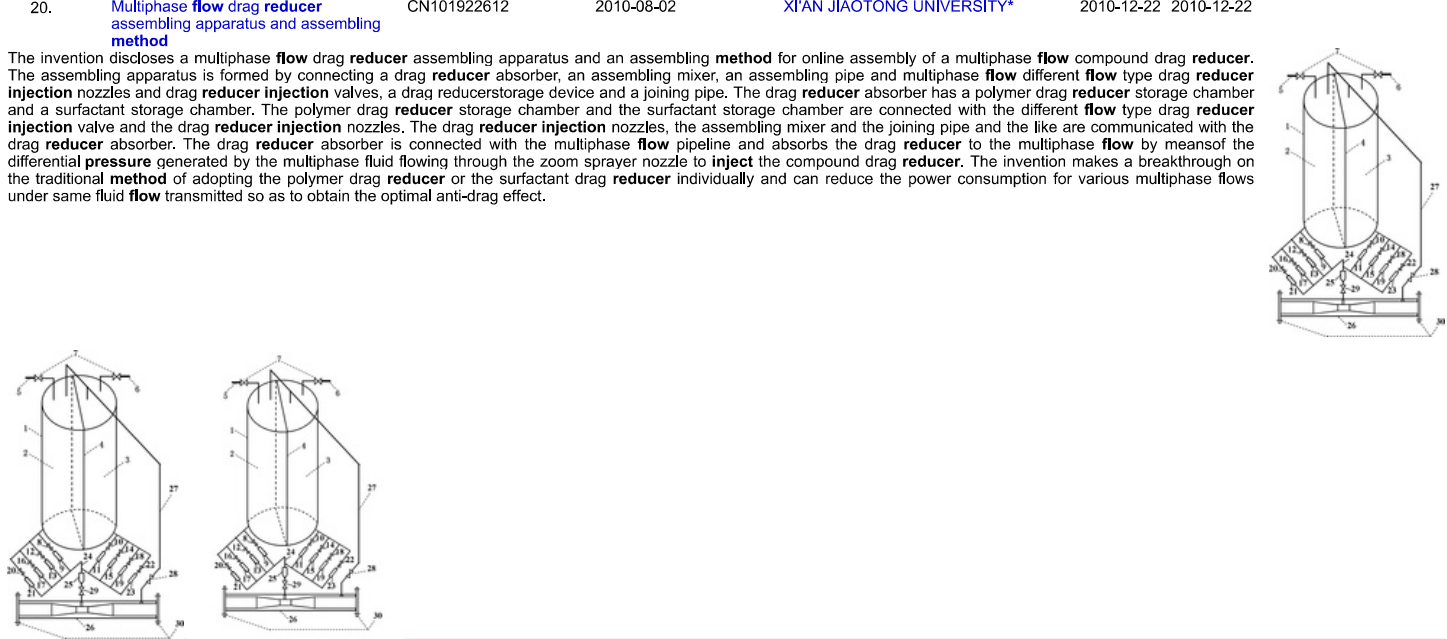
CN101922612

2010-08-02

XI'AN JIAOTONG UNIVERSITY*

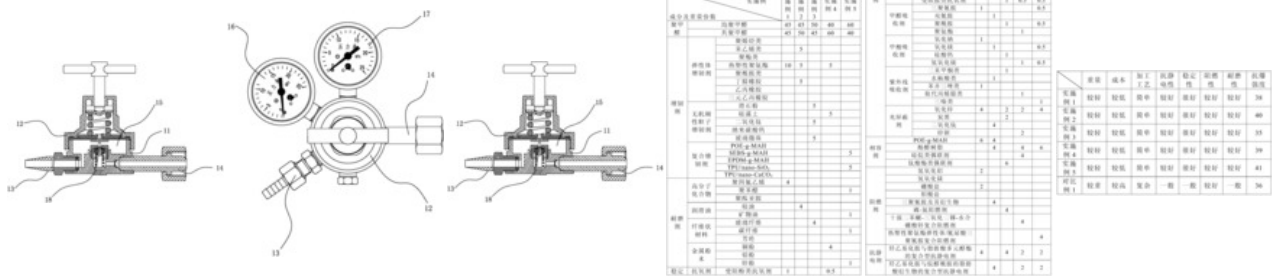
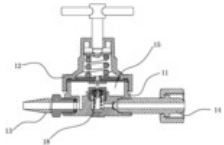
2010-12-22 2010-12-22

The invention discloses a multiphase **flow** drag **reducer** assembling apparatus and an assembling **method** for online assembly of a multiphase **flow** compound drag **reducer**. The assembling apparatus is formed by connecting a drag **reducer** absorber, an assembling mixer, an assembling pipe and multiphase **flow** different **flow** type drag **reducer** **injection** nozzles and drag **reducer** **injection** valves, a drag reducer storage device and a joining pipe. The drag **reducer** absorber has a polymer drag **reducer** storage chamber and a surfactant storage chamber. The polymer drag **reducer** storage chamber and the surfactant storage chamber are connected with the different **flow** type drag **reducer** **injection** valve and the drag **reducer** **injection** nozzles. The drag **reducer** **injection** nozzles, the assembling mixer and the joining pipe and the like are communicated with the drag **reducer** absorber. The drag **reducer** absorber is connected with the multiphase **flow** pipeline and absorbs the drag **reducer** to the multiphase **flow** by means of the differential **pressure** generated by the multiphase fluid flowing through the zoom sprayer nozzle to **inject** the compound drag **reducer**. The invention makes a breakthrough on the traditional **method** of adopting the polymer drag **reducer** or the surfactant drag **reducer** individually and can reduce the power consumption for various multiphase flows under same fluid **flow** transmitted so as to obtain the optimal anti-drag effect.



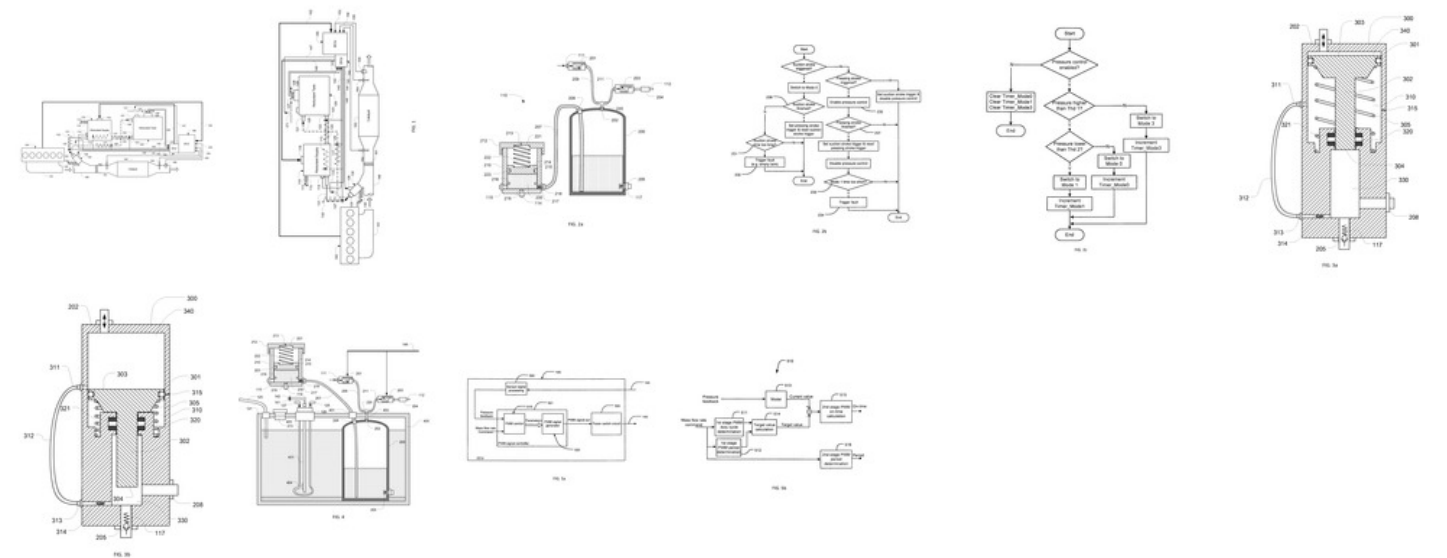
21.	Plastic pressure reducer and manufacturing method of plastic pressure reducer	CN103672095	2013-11-18	NINGBO LONGXING WELDING CUTTING TECHNOLOGY STOCK*	2014-03-26 2014-03-26
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The invention relates to a plastic **pressure reducer** which comprises a shell, a cover, an air inlet pipe, an air outlet pipe and a throttling valve. The shell and the cover are made of modified polyformaldehyde engineering plastic which comprises, by weight, 80-100 parts of polyformaldehyde, 5-15 parts of flexibilizers, 3-5 parts of wear-resisting agents, 5-8 parts of compatilizers, 3-5 parts of fire retardants, 3-5 parts of antistatic agents and 5-10 parts of stabilizing modifying agents. The manufacturing **method** includes the steps of firstly weighing the raw materials, drying the polyformaldehyde, evenly mixing the raw materials, adding the raw materials into a pre-heated charging barrel of a high-speed **injection** molding machine, heating the raw materials to be in the fusing state, **injecting** the fused raw materials into hot moulds of the shell and the cover in two times through nozzles of hot runners, manufacturing the shell and the cover after **pressure** maintaining, cooling molding and mould opening are carried out, and finally conducting assembling to form the plastic **pressure reducer**. The shell and the cover of the manufactured plastic **pressure reducer** are made of the modified polyformaldehyde engineering plastic, the modified polyformaldehyde engineering plastic is low in cost and easy to obtain, and the plastic **pressure reducer** is easy to machine, light in weight, low in cost, good in performance and long in service life.



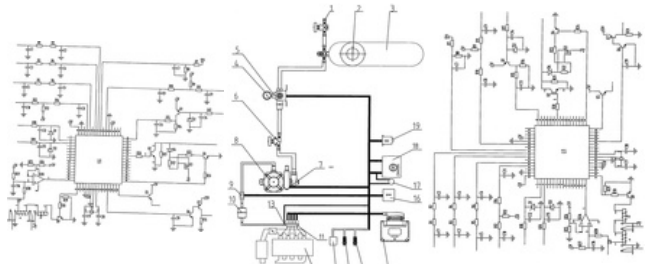
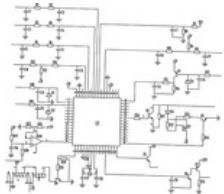
22.	Air driven reductant delivery system	CN103216299	2012-08-22	NANDZHIN KKHEI INVAJROMENTAL PROTEKSHN SAENS END TEKNOLODZHI KO NANJIN KEI ENVIRONMENTAL PROTECTION SCIENCE & TECHNOLOGY NANJING KEYI ENV PROT SCIENCE & TECHNOLOGY* NANJING KEYI ENVIRONMENTAL PROT & TECHNOLOGY NANJING KEYI ENVIRONMENTAL PROT SCIENCE & TECHNOLOGY NANJING KEYI ENVIRONMENTAL PROT TECHNOLOGY NANJING KEYI ENVIRONMENTAL PROTECTION SCIENCE & TECHNOLOGY NANJING SCIENCE & GAIN ENVIRONMENT PROT SCIENCE & TECHNOLOGY SILICONIX VISHAY DALE ELECTRONICS VISHAY INTERTECHNOLOGY	2013-07-24 2013-07-24
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A dosing **system** for delivering reductant to an exhaust **gas** treatment **system** of an internal combustion engine using air driven hydraulic pumps for closed-loop controlling reductant **pressure** and a two-stage PWM control **method** for controlling dosing rate. Reductant residue in the dosing systems is purged by using compressed air after a dosing process completes, and when the air driven hydraulic pumps are positioned inside a reductant tank, dedicated heating means for the pumps is not necessary. The air driven hydraulic pumps can also use low **pressure** compressed air, and the closed-loop **pressure** control together with the two-stage PWM control allow dosing accuracy insensitive to **pressure** variations in compressed air. These features enable the dosing **system** use a variety of compressed air sources, including an engine turbo.



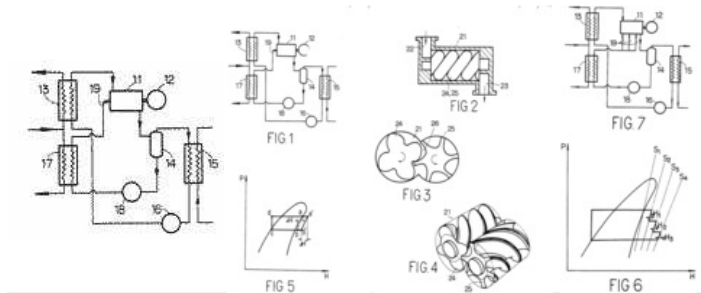
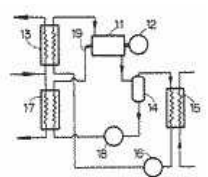
23.	Sequential fuel gas injection system with on-board diagnostics (obd) system for automobile	CN102072033	2010-12-17	HENAN OUYI ENVIRONMENTAL PROT TECHNOLOGY*	2011-05-25	2011-05-25
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The invention relates to a sequential fuel gas injection system with an on-board diagnostics (OBD) system for an automobile. The sequential fuel gas injection system comprises a fuel gas supply system, wherein in the fuel gas supply system, a gas storage steel cylinder is connected with a high-pressure electromagnetic valve; a pressure sensor is arranged on the high-pressure electromagnetic valve; the high-pressure electromagnetic valve is connected to a manual cutoff valve through a steel pipe, and is connected to a pressure reducer through a steel pipe; the pressure reducer is connected with one end of a gas filter through a rubber hose; the other end of the gas filter is connected with a gas injection valve through a rubber hose; a nozzle of the gas injection valve is connected with a corresponding engine cylinder through a rubber hose; the gas storage steel cylinder is provided with a steel bottle angle valve; a gas outlet pipe of the gas storage steel cylinder is provided with a gas charging valve; and an electric control system consists of a water temperature sensor which is arranged on the pressure reducer, a gas temperature sensor which is arranged on the gas injection valve, a change-over switch, a buzzer, a manifold pressure sensor, a fuel gas pressure sensor, an oxygen sensor, an engine rotating speed sensor, an OBD adapter and a fuel gas electronic control unit (ECU). In the fuel gas multi-point sequential injection control system with OBD function, optimal air-fuel ratio of the engine and optimal traveling performance of the automobile are ensured under various working conditions, and economical efficiency is improved by over 10 percent compared with the conventional fuel gas system for the automobile.



24.	Waste heat recovering device	SE8500022	1984-01-05	HISAKA WORKS*	1985-01-03	1985-01-03
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A heat recovering device comprising an oil injection type screw expander having its output shaft connected to a load, such as a generator, an evaporator using waste heat as a heat source to evaporate a working medium so as to produce working medium vapor to be fed to the expander, a condenser for condensing the working medium vapor discharged from the expander, a working medium circulating pump for circulating the working medium within a system comprised of the condenser, evaporator and expander, an oil circulating pump for feeding oil to the expander, and a heater for heating oil to be fed to the expander to a higher temperature than the working medium vapor temperature. The device is characterized in that the heated oil is injected into the expander in such a manner that the working medium vapor and the heated oil come in direct contact with each other in the expander, thereby superheating the working medium vapor.



25.	Compact injection device	WO2009053201	2007-10-23	ROBERT BOSCH*	2009-04-30	2009-04-30
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The present invention relates to an injection device, comprising a fuel pump (20a), a pressure regulator (20b), an injector (20c), and an air actuator (20d), characterized in that the fuel pump (20a), the pressure reducer (20b), the injector (20c), and the air actuator (20d) are integral parts of an injection module (2) and the injection device further comprises a suction jet pump (40), via which fuel is fed, wherein the suction jet pump (40) is connected to a tank (6) and the fuel pump (20a).

