

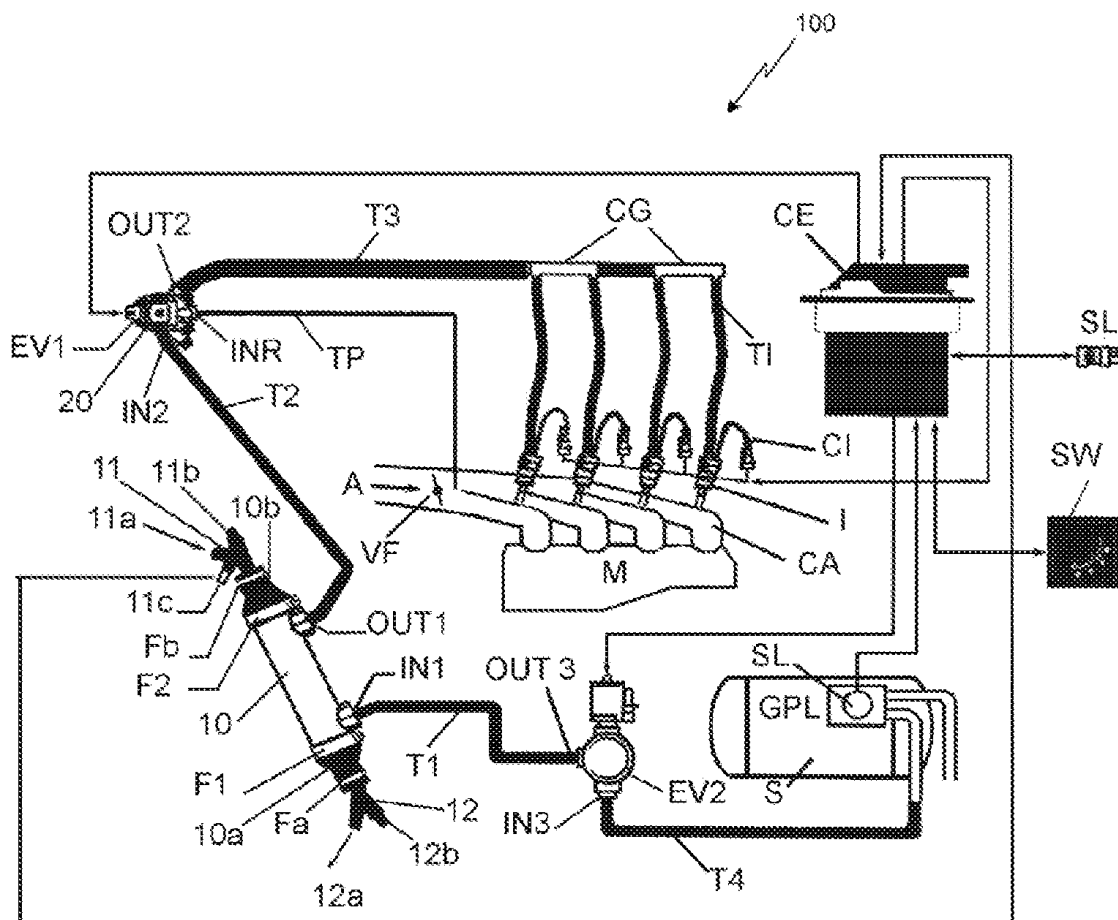
10 Documents

Publication numbers	Title	Current assignees
EP3011158 A1	Kit for the realization of a dual lpg /petrol fuel system for outboard engines for motorboats	MARCO CASAMASSIMA
CN101435385 A	External pipeline LPG fuel pump	KOREA INSTITUTE OF MACHINERY & MATERIALS
KR20150052729 A	Power generation method using semi-submersible rig	DAEWOO SHIPBUILDING & MARINE ENGINEERING
EP-922157 A1	Liquid gas engine	FICHT, ...
EP1451463 A1	Regulator thermostat support of heat engine with external hot water circuit	DI GENNARO ANTOINE, ...
JP2010144563 A	Exhaust emission purifying apparatus for internal combustion engine	HONDA MOTOR
EP3021031 A1	Dip tube arrangement within a gas tank for liquefied or high pressure gases	TOYOTA MOTOR
JP2010265819 A	Control device for internal combustion engine	HONDA MOTOR
JP2010265820 A	Control device for internal combustion engine	HONDA MOTOR
EP1968812 A1	Hybrid driving apparatus, and control method thereof	TOYOTA MOTOR

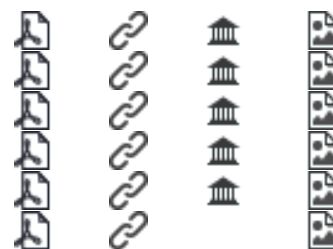
Family 1/10 - FAMPAT - ©Questel

Title

(EP3011158)

Kit for the realization of a dual **lpg**/petrol fuel system for **outboard** engines for motorboats**Images****Publication numbers with kind code & date**

US10066554	B2	2018-09-04	US10066554
EP3011158	B1	2017-03-15	EP3011158
US20160160766	A1	2016-06-09	US20160160766
EP3011158	A1	2016-04-27	EP3011158
WO2014/203145	A1	2014-12-24	WO2014203145
ITL20130009	A1	2014-12-20	IT2013LE0009

**Abstract**

(EP3011158)

The present invention relates to a kit for an **LPG** fuel for petrol run engines and in particular, a kit of electronic and hydraulic components for the realization of a dual fuelling **LPG**/petrol system (100) particularly suitable for **outboard** engines of boats navigating in waters with high salt content. Said kit includes a tube-bundle **heat** exchanger (10) and a pressure regulator (20) separated one from the other and made of antioxidant materials and devices. The **heat** exchanger (10) is provided at its end with two respective sacrificial anodes (12b, 11b) for the protection from corrosive galvanic currents and with one temperature sensor (11c) placed at one of said ends. The kit also includes a plurality of electrohydraulic **LPG** injectors (I) and an electronic control unit (CE) set to manage and adjust the operation of such injectors (I), of the pressure regulator (20) and of a plurality of other devices. Said kit also includes an electronic commutator (SW) set for a bilateral electrical connection with the electronic control unit (CE) and includes a switch for the commutation from one feeding mode (**LPG**) to another feeding mode (petrol) and vice versa.

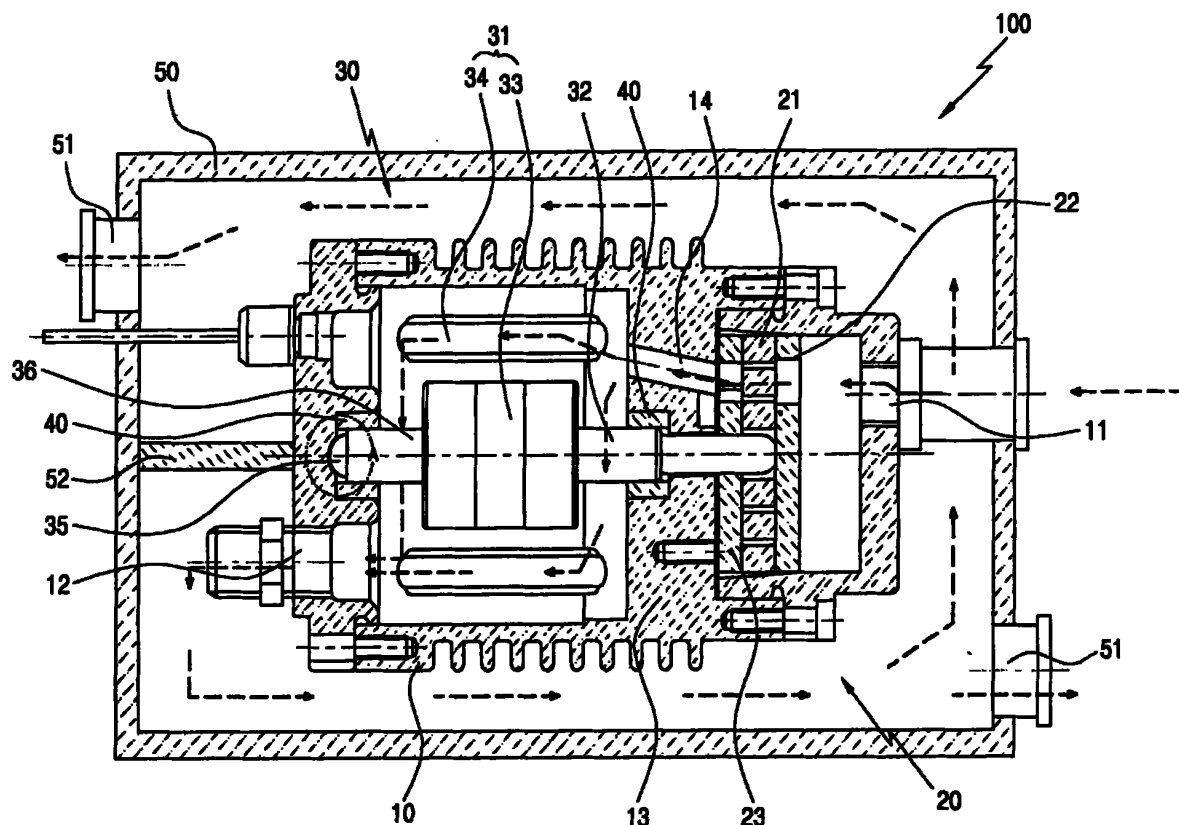
Inventors

CASAMASSIMA MARCO

Family 2/10 - FAMPAT - ©Questel

Title

(CN101435385)

External pipeline **LPG** fuel pump**Images****Publication numbers with kind code & date**

CN101435385	A	2009-05-20	CN101435385
KR100880949	B1	2009-02-09	KR100880949

**Abstract**

(CN101435385)

The invention provides an external inline **LPG** fuel pump, and more particularly, an external inline **LPG** fuel pump; in which bushings are installed at first and second shafts of a **motor** to be fixed inside a housing, a ball is completely coupled to an end of the first shaft to prevent the **motor** from being shaken due to the bushings, and another ball is inserted into an end of the second shaft to fix the **motor**, thereby preventing the durability of the fuel pump from deteriorating by wear of a bushing part, a pumping part and an inside of the housing even though an **LPG** fuel is introduced when the **motor** is driven, prolonging the life of the fuel pump and reducing the repair and exchange costs involved with the fuel pump.

Inventors

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Pu Tixiong

CUI JIAONAN

JIANG JIANYONG

WU CHENGMO

LI ANCHENG

Latest standardized assignees - inventors removed

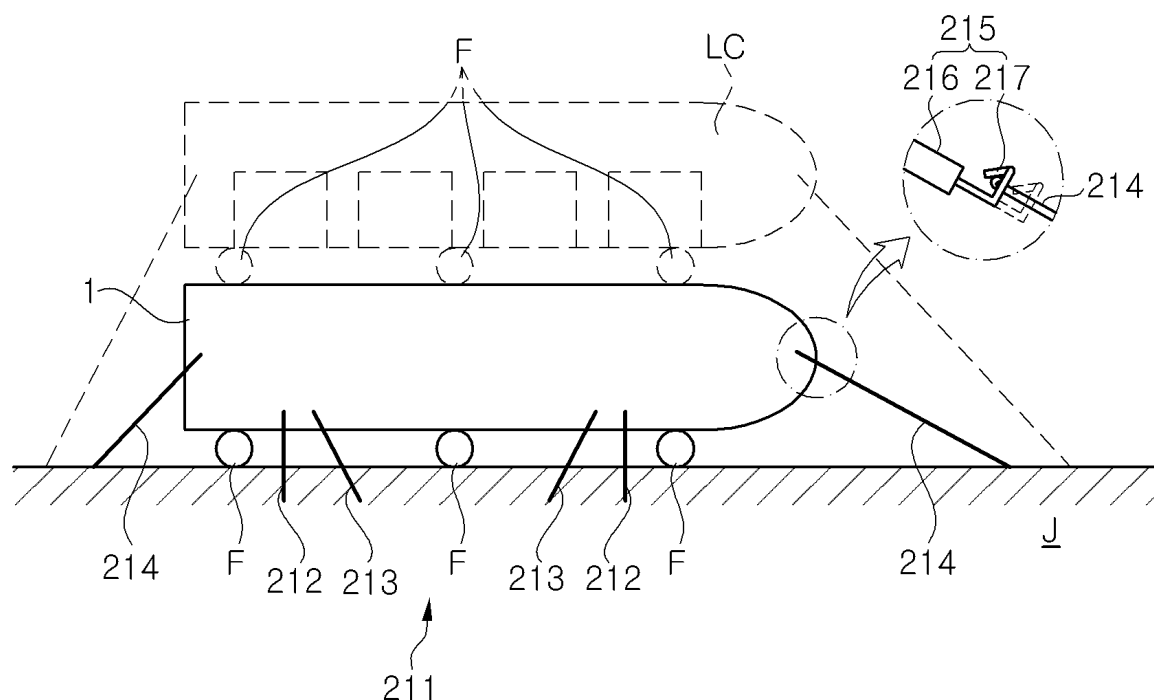
KOREA INSTITUTE OF MACHINERY & MATERIALS

Family 3/10 - FAMPAT - ©Questel

Title

(KR20150052729)

Power generation method using semi-submersible rig

Images**Publication numbers with kind code & date**

KR101739459	B1	2017-05-25	KR101739459
KR101739460	B1	2017-05-25	KR101739460
KR101739461	B1	2017-05-24	KR101739461
KR101739462	B1	2017-05-24	KR101739462
KR101707505	B1	2017-03-08	KR101707505
KR101707504	B1	2017-02-16	KR101707504
KR101665360	B1	2016-10-13	KR101665360
KR101613208	B1	2016-04-19	KR101613208
KR20150053207	A	2015-05-15	KR20150053207
KR20150053208	A	2015-05-15	KR20150053208
KR20150053209	A	2015-05-15	KR20150053209
KR20150053210	A	2015-05-15	KR20150053210
KR20150053211	A	2015-05-15	KR20150053211
KR20150052726	A	2015-05-14	KR20150052726
KR20150052727	A	2015-05-14	KR20150052727
KR20150052728	A	2015-05-14	KR20150052728
KR20150052729	A	2015-05-14	KR20150052729
KR20150052730	A	2015-05-14	KR20150052730
KR20150052731	A	2015-05-14	KR20150052731
KR20150052732	A	2015-05-14	KR20150052732
KR20150052733	A	2015-05-14	KR20150052733
KR20150052734	A	2015-05-14	KR20150052734
KR20150052735	A	2015-05-14	KR20150052735
KR20150052736	A	2015-05-14	KR20150052736
KR20150052737	A	2015-05-14	KR20150052737
KR20150052738	A	2015-05-14	KR20150052738



KR20150052739	A	2015-05-14	KR20150052739			
KR20150052740	A	2015-05-14	KR20150052740			
KR20150052741	A	2015-05-14	KR20150052741			
KR20150052742	A	2015-05-14	KR20150052742			
KR20150052743	A	2015-05-14	KR20150052743			
KR20150052744	A	2015-05-14	KR20150052744			
KR20150052745	A	2015-05-14	KR20150052745			
KR20150052746	A	2015-05-14	KR20150052746			
KR20150052747	A	2015-05-14	KR20150052747			
KR20150052748	A	2015-05-14	KR20150052748			
KR20150052749	A	2015-05-14	KR20150052749			
KR20150052750	A	2015-05-14	KR20150052750			
KR20150052751	A	2015-05-14	KR20150052751			
KR20150052752	A	2015-05-14	KR20150052752			

Abstract

(KR20150052729)

A power generation method using a semi-submersible rig is disclosed. The power generation method using a semi-submersible rig is the power generation method using a used semi-submersible rig or the wasted semi-submersible rig. A power transmission facility is provided in the used semi-submersible rig or the wasted semi-submersible rig, and the power generation method transmitting power generated by a power generation engine and a power generator installed in the used semi-submersible rig or the wasted semi-submersible rig through the power transmission facility.

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Inventors

KIM, SUNG SOO

BAE,JAERYU

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KIM, INN-SOO

CHOO GYO SIG

KIM, JIN GANG

PARK, Junoh

HEO, JI EUN

Latest standardized assignees - inventors removed

DAEWOO SHIPBUILDING & MARINE ENGINEERING

Family 4/10 - FAMPAT - ©Questel

Title

(EP-922157)

Liquid gas engine

Images

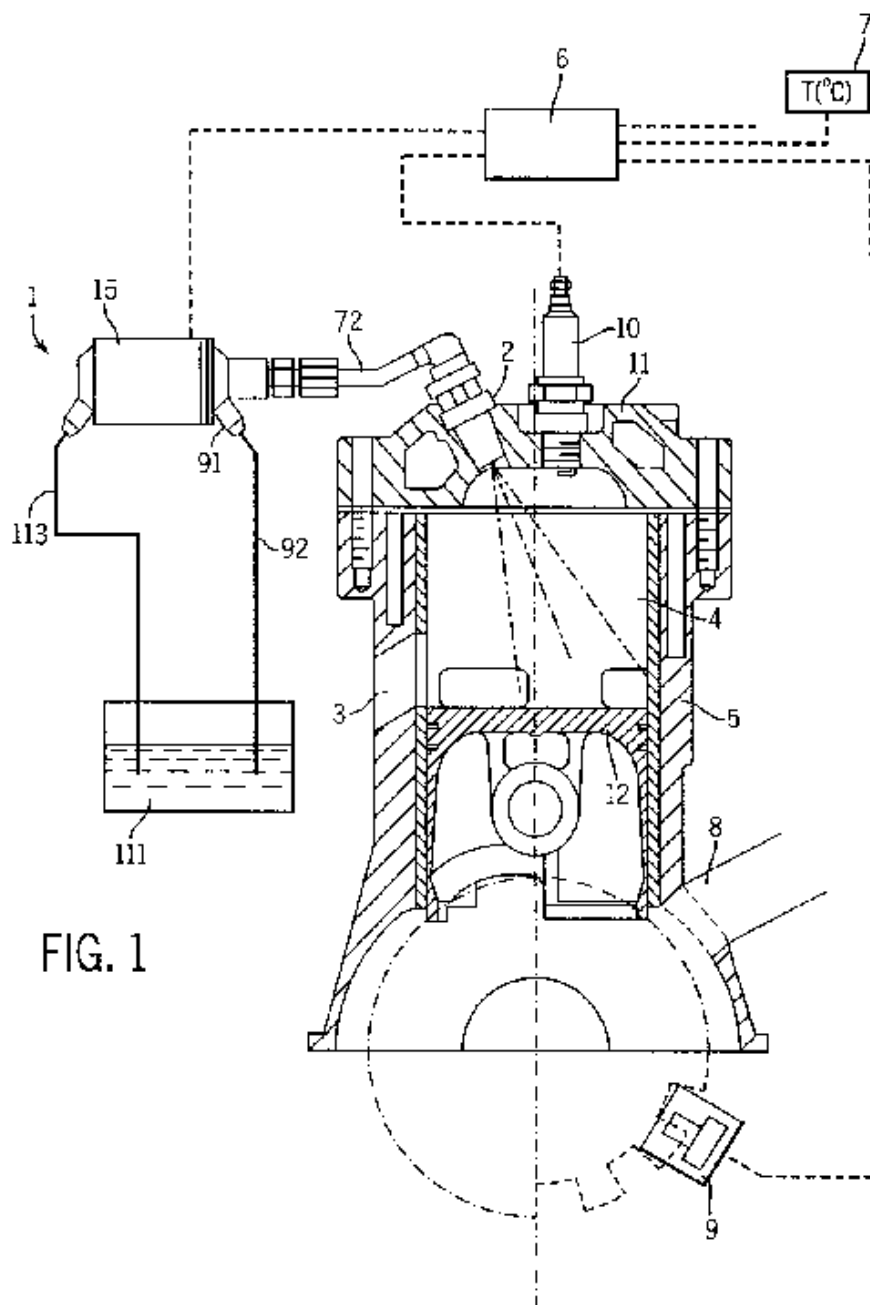


FIG. 1

Publication numbers with kind code & date

DE19635248	C2	2001-05-23	DE19635248
US6161525	A	2000-12-19	US6161525
AU720373	B2	2000-06-01	AU-720373
JP2000503745	A	2000-03-28	JP2000503745
CN1228827	A	1999-09-15	CN1228827
EP0922157	A1	1999-06-16	EP-922157
AU4700397	A	1998-03-19	AU9747003
CA2262555	A1	1998-03-05	CA2262555
DE19635248	A1	1998-03-05	DE19635248
WO98/09060	A1	1998-03-05	WO9809060



Abstract

(EP0922157)

A liquid gas engine has at least one combustion chamber (4) into which a liquid gas/air mixture is introduced and ignited. The liquid gas **motor** has an **injection** device (1) which injects liquid gas through an **injection** nozzle (2). According to the invention, the **injection** nozzle (2) opens into the combustion chamber (4), and so the liquid gas is directly injected into the combustion chamber. The direct **injection** of the liquid gas creates ideal combustion conditions, in particular since the liquid gas which evaporates in the combustion chamber (4) has a cooling effect which is particularly advantageous under a high load. The disclosed liquid gas engine is preferably provided with an **injection** device (1) designed as an alternating piston pump which works based on the principle of accumulation of energy.

Inventors

FICHT REINHOLD

Latest standardized assignees - inventors removed

FICHT

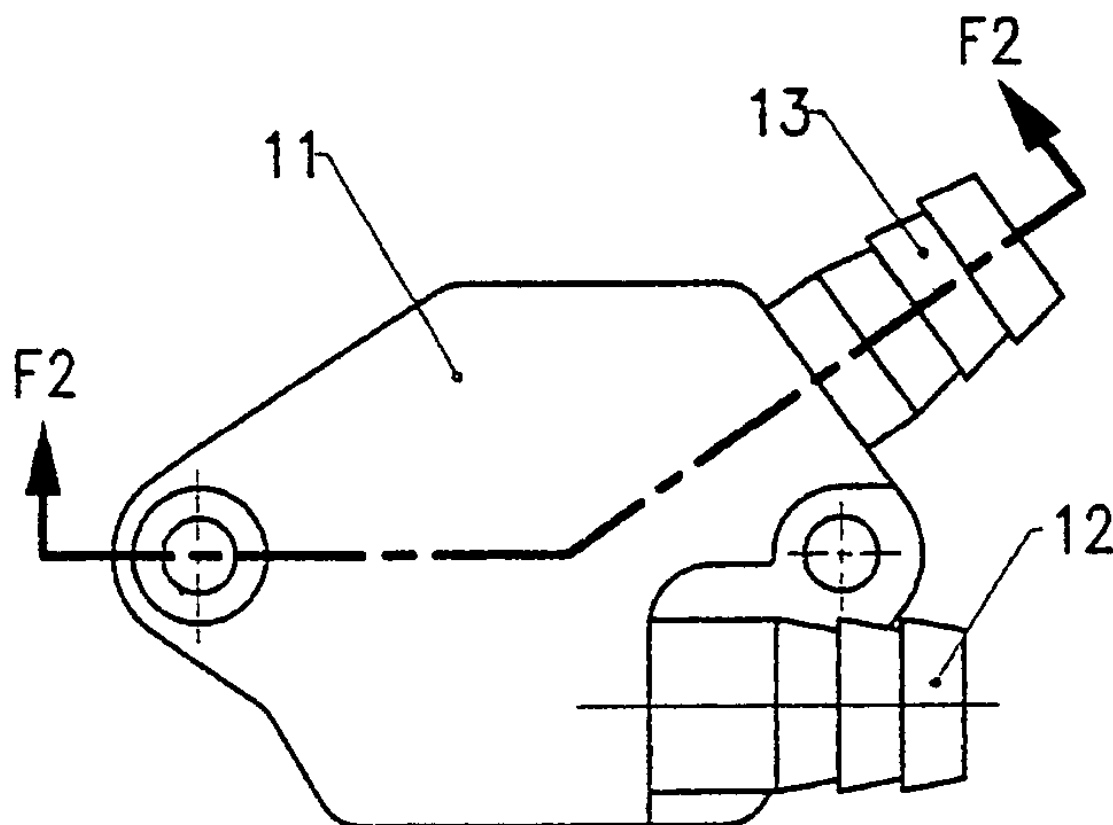
OUTBOARD MARINE

BRP

Family 5/10 - FAMPAT - ©Questel

Title

(EP1451463)

Regulator thermostat support of **heat** engine with external hot water circuit**Images****Publication numbers with kind code & date**

US7527047	B2	2009-05-05	US7527047
DE60221562	T2	2008-03-06	DE60221562
DE60221562	D1	2007-09-13	DE60221562
AT368801	T	2007-08-15	ATE368801
EP1451463	B1	2007-08-01	EP1451463
US20060150957	A1	2006-07-13	US20060150957
EP1451463	A1	2004-09-01	EP1451463



FR2833311	B1	2004-06-25	FR2833311				
AU2002365695	A1	2003-06-17	AU2002365695				
FR2833311	A1	2003-06-13	FR2833311				
WO03/048556	A1	2003-06-12	WO200348556				

Abstract

(EP1451463)

The invention concerns a regulator thermostat support of **heat** engine with external hot water circuit, consisting of a specific regulator thermostat housing support (11) replacing the existing support and comprising means (12, 13) for mounting a double branch pipe connecting said support to a liquefied gas vaporization system or to another calorie consuming equipment. Said branch pipe constitutes a bypass for the engine coolant and the regulator thermostat support being designed so that the flow rate in said branch tube is controlled by the regulator thermostat. It serves to ensure preheating of liquefied gas (**LPG**), or other fuel, used in particular for marine engines of all types, two- or four-stroke, carburetor or **injection**, **outboard** or inboard, but which can also be used for land engines or for other applications.

Inventors

DI GENNARO ANTOINE

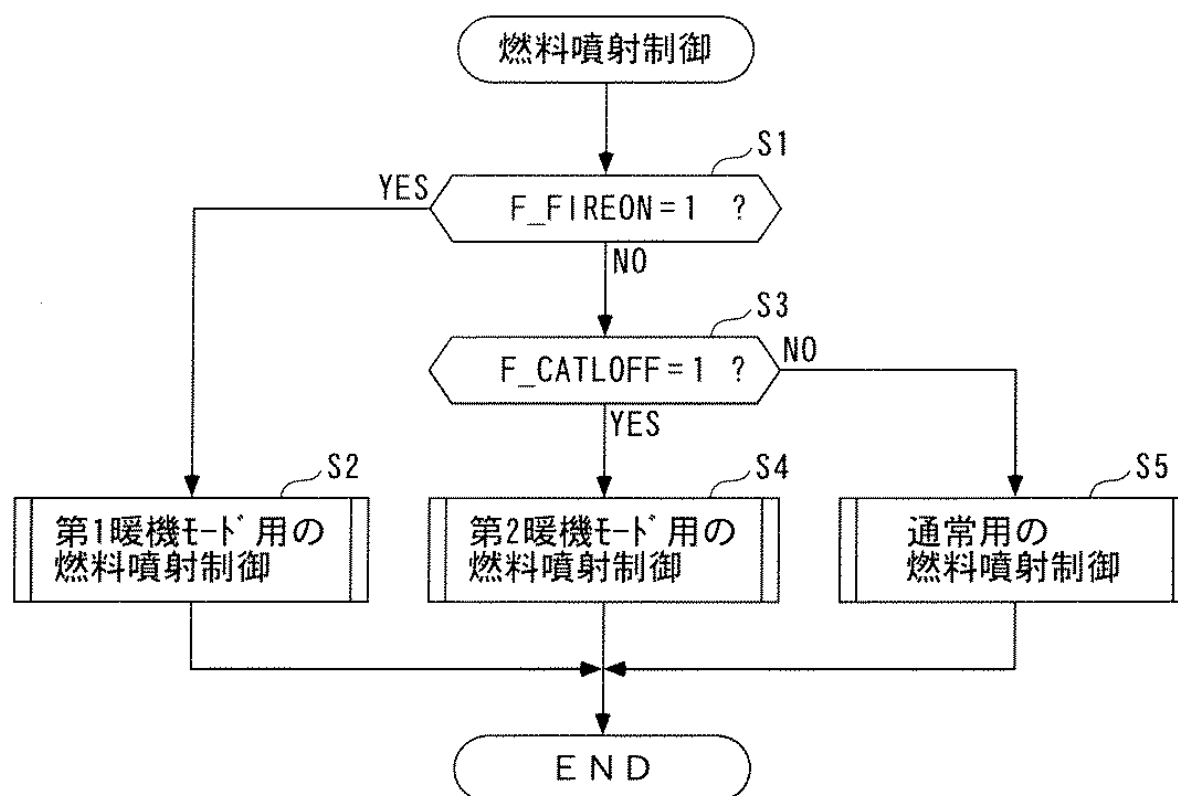
Family 6/10 - FAMPAT - ©Questel

Title

(JP2010144563)

Exhaust emission purifying apparatus for internal combustion engine

Images



Publication numbers with kind code & date

JP4902632	B2	2012-01-13	JP4902632
JP2010144563	A	2010-07-01	JP2010144563



Abstract

(JP2010144563)

PROBLEM TO BE SOLVED: To provide an exhaust emission purifying apparatus for an internal combustion engine capable of enhancing exhaust gas characteristics and fuel consumption of the internal combustion engine by quickly activating a catalyst.

SOLUTION: An exhaust emission purifying apparatus 1 for an internal combustion engine 3 comprises a catalyst 11 for purifying the exhaust gas, having a cerium-containing oxide as a main component, containing palladium and zinc carried by the cerium-containing oxide, provided in an exhaust system 5. When it is determined that the catalyst 11 is not in active state (step 38: YES), and detected temperatures of the catalyst 11 represented by catalyst temperature parameter QGAIR

are equal to or greater than a predetermined temperature QGCAT_L (step 39:YES), the exhaust emission purifying apparatus 1 executes both of a compression stroke **injection** to inject fuel into a cylinder 3a during a compression stroke, and an air intake stroke **injection** to inject fuel into one of the cylinder 3a and an air intake system 4 during air intake stroke (step 4).

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Inventors

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Latest standardized assignees - inventors removed

HONDA **MOTOR**

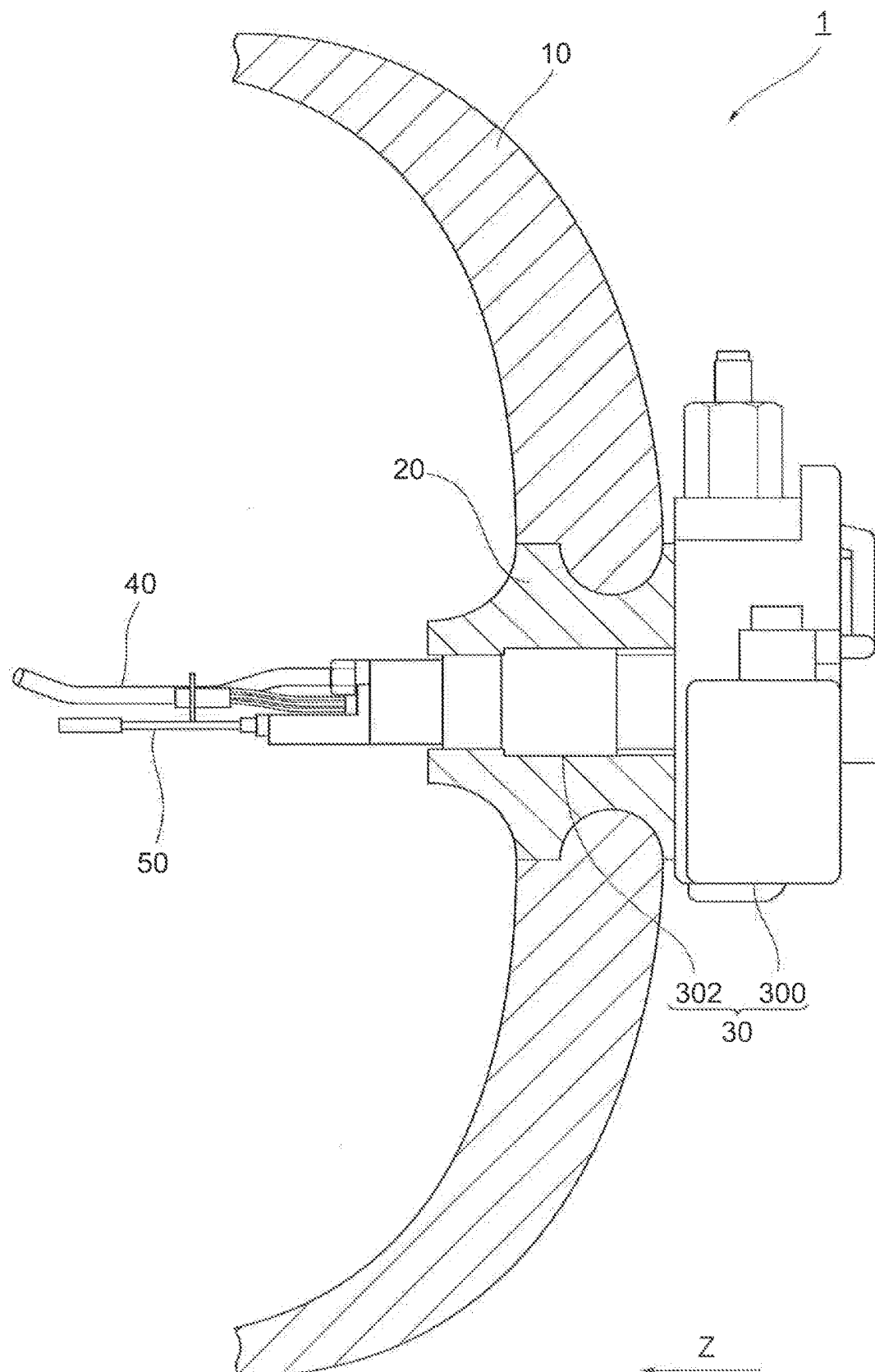
Family 7/10 - FAMPAT - ©Questel

Title

(EP3021031)

Dip tube arrangement within a gas tank for liquefied or high pressure gases

Images


Publication numbers with kind code & date

EP3021031	B1	2019-05-29	EP3021031
CN105605412	B	2018-04-20	CN105605412B
KR101810744	B1	2017-12-19	KR101810744
US9802480	B2	2017-10-31	US9802480
CA2911572	C	2017-07-25	CA2911572
JP6136076	B2	2017-05-31	JP6136076



JP6136076	B2	2017-05-31	JP6136076				
JP2016095001	A	2016-05-26	JP2016095001				
CN105605412	A	2016-05-25	CN105605412				
KR20160058037	A	2016-05-24	KR20160058037				
US20160137056	A1	2016-05-19	US20160137056				
EP3021031	A1	2016-05-18	EP3021031				
CA2911572	A1	2016-05-14	CA2911572				

Abstract

(EP3021031)

Provided is a high-pressure tank that includes a tank main body including a mouthpiece, a valve fitted to the mouthpiece, and a pipe extending from the valve in an axially inward direction of the tank main body and for ejecting a gas into the tank main body. The pipe includes an ejection nozzle provided at an end of the pipe and for ejecting the gas, a first bent portion located between the ejection nozzle and the valve and extending in a direction inclined relative to an axial direction of the tank main body, and a second bent portion having the ejection nozzle and extending in a direction inclined relative to the axial direction. One of an inclination angle of the first bent portion relative to the axial direction and an inclination angle of the second bent portion relative to the axial direction is larger than 0° and not larger than 90°, and the other is not smaller than -90° and smaller than 0°, when the pipe is viewed in a direction perpendicular to the axial direction.

Inventors

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Latest standardized assignees - inventors removedTOYOTA **MOTOR**

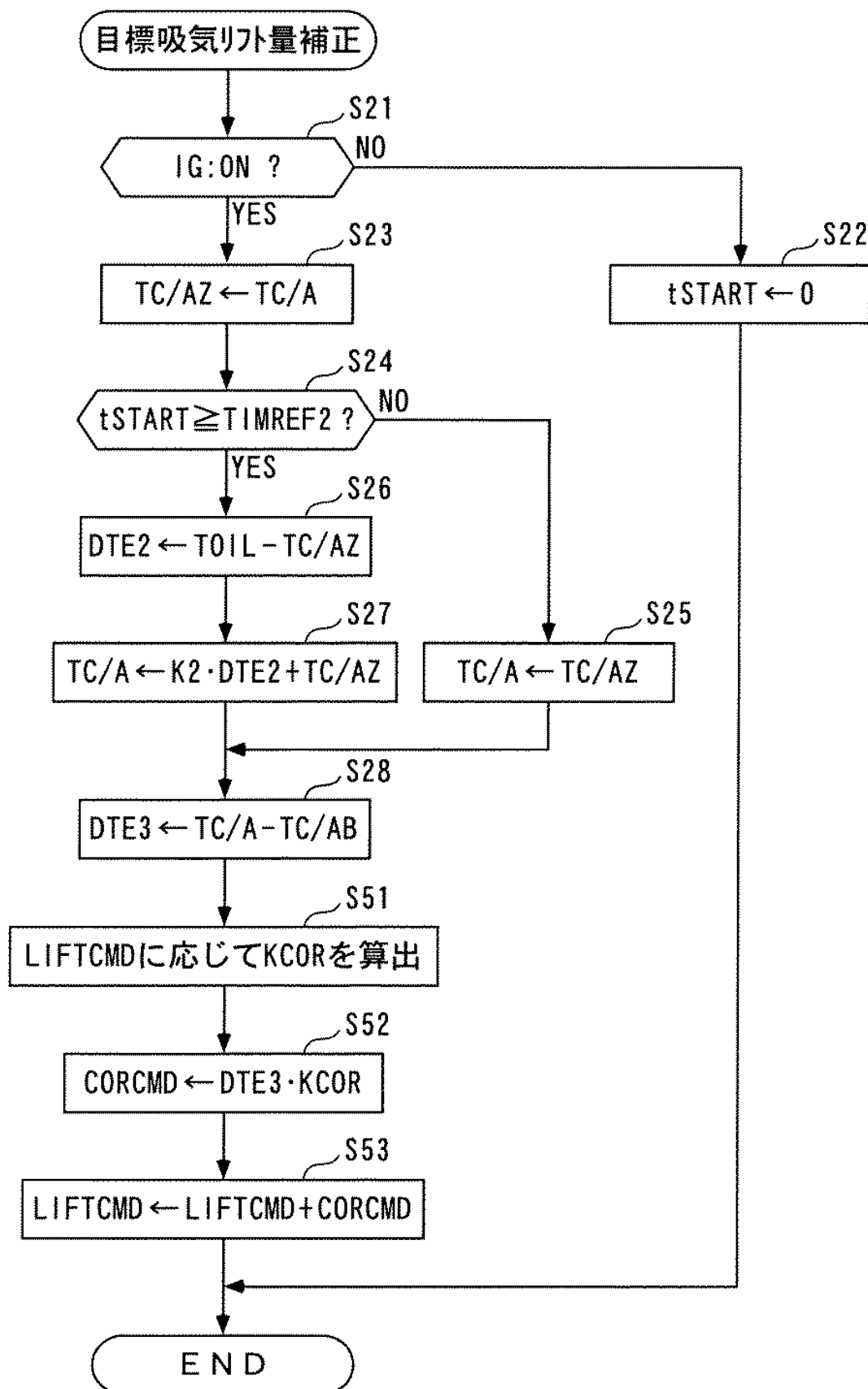
Family 8/10 - FAMPAT - ©Questel

Title

(JP2010265819)

Control device for internal combustion engine

Images



Publication numbers with kind code & date

JP5271799

B2 2013-05-17

JP5271799

JP2010265819

A 2010-11-25

JP2010265819



Abstract

(JP2010265819)

PROBLEM TO BE SOLVED: To provide a control device for an internal combustion engine, appropriately calculating a

degree of change in engine valve lift due to the thermal expansion of at least one of a variable valve train and a support member, and appropriately controlling the internal combustion engine according to the degree of change in the lift thereby.

SOLUTION: The control device 1 estimates the temperature of at least one of the variable valve train 11 and the support member 41 as mechanism temperature TC/A according to oil temperature TOIL detected as a temperature of oil supplied to at least one of the variable valve train 11 and the support member 41 (step 26, 27). The control device 1 also calculates parameters of degree of change CORCMD indicating the degree of change in lift of the engine valve 4 changing according to the temperature of at least one of the variable valve train 11 and the support member 41, according to the estimated mechanism temperature TC/A (step 28, 52), and corrects a target lift amount LIFTCMD based on the parameters of degree of change CORCMD (step 53).

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Inventors

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Rokumaki Japanese

TAKAMIYA HIDEJI

Latest standardized assignees - inventors removed

HONDA **MOTOR**

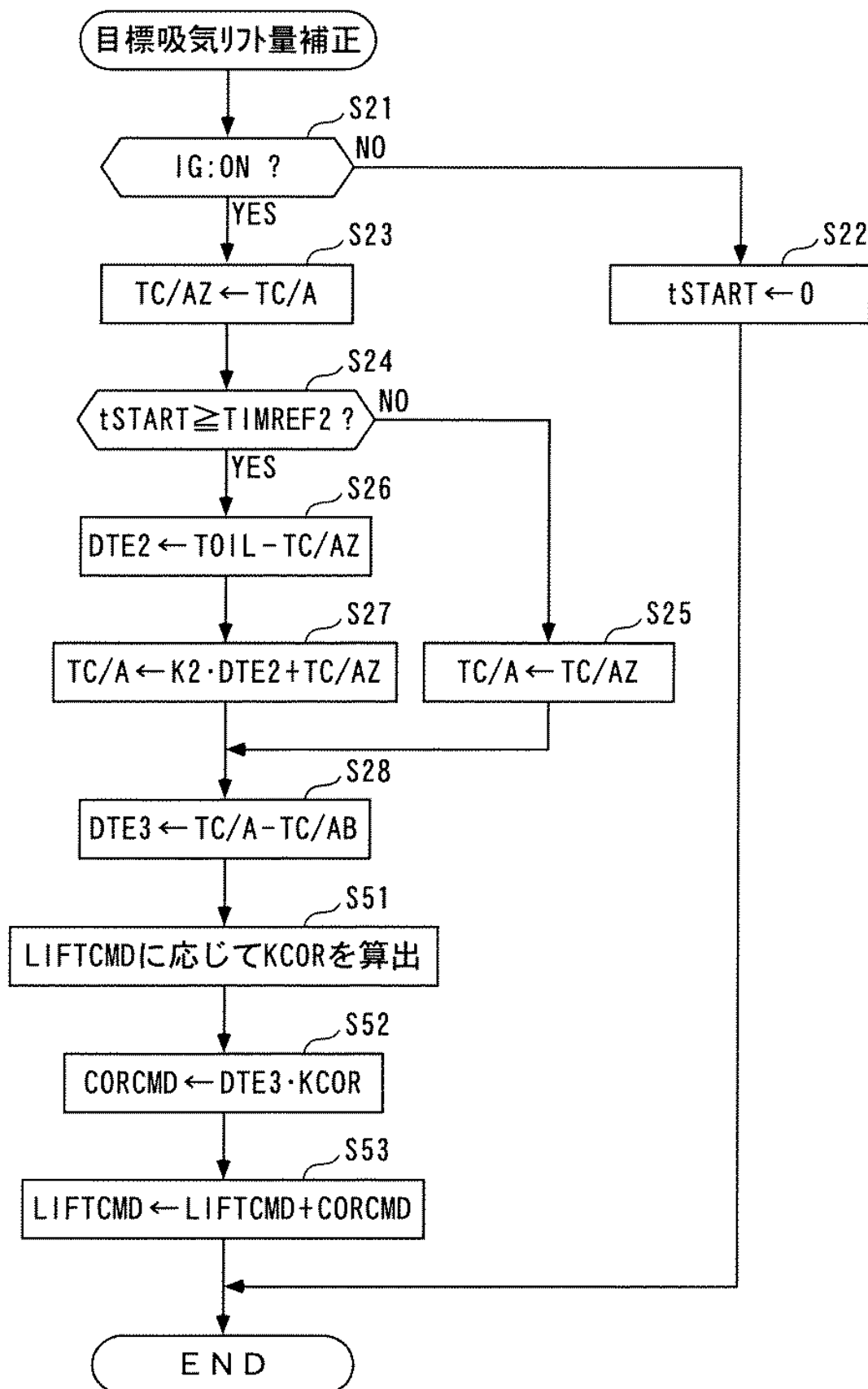
Family 9/10 - FAMPAT - ©Questel

Title

(JP2010265820)

Control device for internal combustion engine

Images



Publication numbers with kind code & date

JP2010265820

A 2010-11-25

JP2010265820



Abstract

(JP2010265820)

PROBLEM TO BE SOLVED: To provide a control device for an internal combustion engine, appropriately calculating a degree of change in engine valve lift due to the thermal expansion of at least one of a variable valve train and a support

member, and appropriately controlling the internal combustion engine according to the degree of change in the lift thereby.

SOLUTION: The control device 1 estimates the temperature of at least one of the variable valve train 11 and the support member 41 as a mechanism temperature TC/A according to oil temperature TOIL during the operation of the internal combustion engine 3 and cooling water temperature TW during stop of the internal combustion engine 3 (step 16, 17, 26, 27, 70-72, 76, 79, 81, 89). The control device 1 also calculates parameters of degree of change CORCMD indicating the degree of change in lift of the engine valve 4 changing according to the temperature of at least one of the variable valve train 11 and the support member 41, according to the estimated mechanism temperature TC/A (step 28, 52), and corrects target lift LIFTCMD based on the parameters of degree of change CORCMD (step 53).

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Inventors

NISHINO MASAYOSHI

Latest standardized assignees - inventors removed

HONDA MOTOR

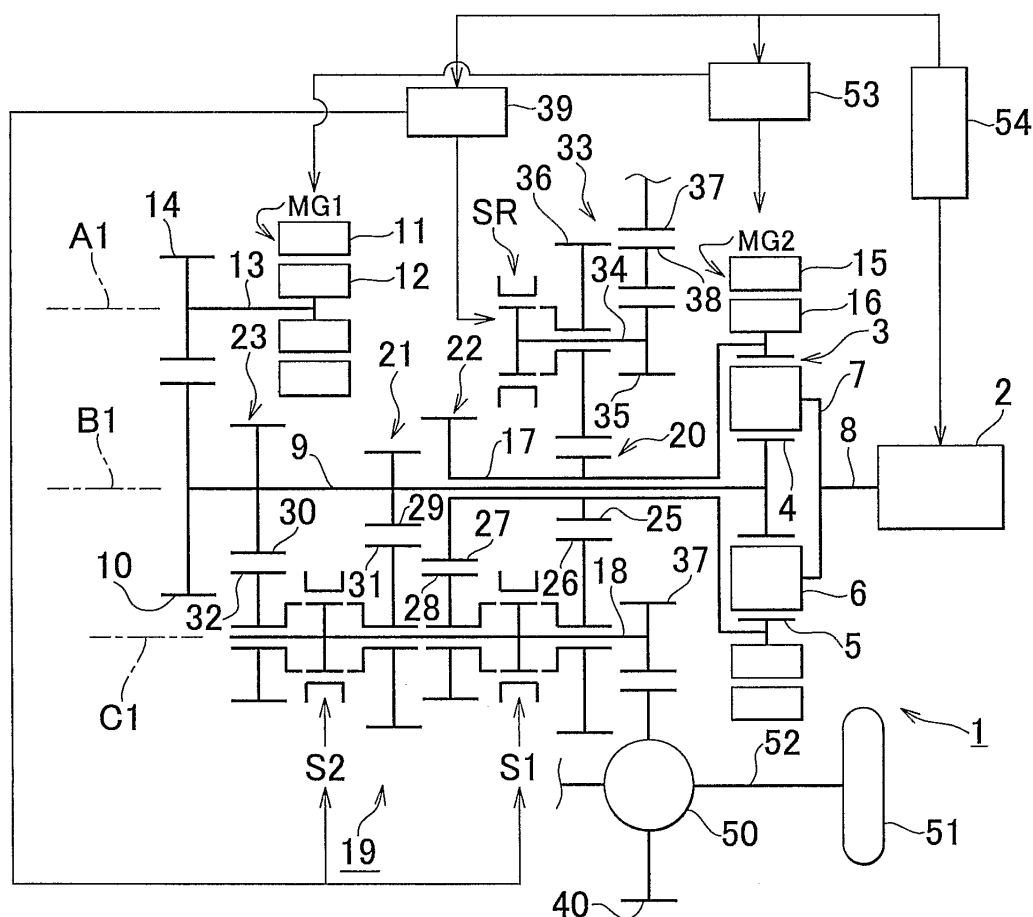
Family 10/10 - FAMPAT - ©Questel

Title

(EP1968812)

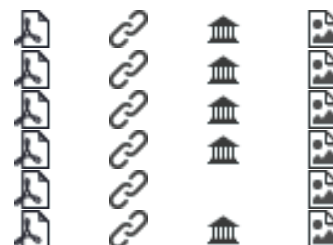
Hybrid driving apparatus, and control method thereof

Images



Publication numbers with kind code & date

IN291059	B	2017-12-29	IN-291059
CN101395024	B	2012-11-07	CN101395024B
US8257213	B2	2012-09-04	US8257213
DE602007011197	D1	2011-01-27	DE602007011197
RU2410250	C2	2011-01-27	RU2410250
EP1968812	B1	2010-12-15	EP1968812



KR100969983	B1	2010-07-15	KR100969983				
RU2008135471	A	2010-03-10	RU2008135471				
CN101395024	A	2009-03-25	CN101395024				
US20090011887	A1	2009-01-08	US20090011887				
JP4222387	B2	2008-11-28	JP4222387				
KR20080087907	A	2008-10-01	KR20080087907				
IN7462/DELNP/2008	A	2008-09-26	IN2008DN07462				
EP1968812	A1	2008-09-17	EP1968812				
JP2007290677	A	2007-11-08	JP2007290677				
WO2007/110721	A1	2007-10-04	WO2007110721				

Abstract

(EP1968812)

In a hybrid driving apparatus, a planetary gear mechanism (3) having a first rotating element (7), a second rotating element (4) and a third rotating element (5) is provided, and a first driving power source (ICE) (2), a second driving power source MGI and a third driving power source MG2 are linked to the elements of the planetary gear mechanism (3). The speed change ratio of the gear mechanism (3) can be altered. A driven member (18) to which the power output from an output element of the gear mechanism (3) is transmitted is provided. A first power transmission path (9) that connects the second driving power source MGI to the driven member (18) is provided. A second power transmission path (17) that connects the third driving power source MG2 to the driven member (18) is provided. In this hybrid driving apparatus, at least one of the first power transmission path (9) and the second power transmission path (17) is provided with a transmission (19).

Inventors

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MATSUBARA TOORU

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Latest standardized assignees - inventors removedTOYOTA **MOTOR**