

(12) PATENT APPLICATION PUBLICATION

(21) Application No.202111058218 A

(19) INDIA

(22) Date of filing of Application :14/12/2021

(43) Publication Date : 16/06/2023

(54) Title of the invention : FEEDING CLEAN FUEL TO VEHICLE ENGINES

(51) International classification :E03D0001240000,  
F02D0041200000,  
F02B0075020000,  
G01S0019170000,  
D06P0001673000

(31) Priority Document No :NA  
(32) Priority Date :NA  
(33) Name of priority country :NA  
(86) International Application No :NA  
Filing Date :NA  
(87) International Publication No : NA  
(61) Patent of Addition to Application Number :NA  
Filing Date :NA  
(62) Divisional to Application Number :NA  
Filing Date :NA

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(57) Abstract :

In 2 wheelers/3-wheelers, when the tank just runs out of 'open' fuel, 'reserve' fuel 5 is switched on. As per traditional design, the reserve fuel is taken out through a pipe connected to the bottommost point of the tank, which takes settled solid particles along with it. In 4-wheelers the fuel take-out pipe is dipping too low in the tank near the particles and so is likely to lift particles. That makes it quite likely to block passages of carburetor/injector. This is the usual design of the 10 'Reserve System' in prior art. When such reserve fuel is used, there is frequent necessity of cleaning/servicing of carburetor or injector. Hence a foolproof method has been invented in the present art so that fine particles cannot go with the fuel.

No. of Pages : 12 No. of Claims : 6