

	Application	Date mailed	Date mailed
1.	_____ papers.	_____	_____
2.	LRRE Dec miss	04-24-02	_____
3.	Dec Fee	05/02/02	_____
4.	Pre Amendment A	05/09/02	_____
5.	Petition	05/09/02	_____
6.	Pet. Granted	9-20-02	_____
7.	Notice of Allowance	10/8/02	_____
8.	ADS	12-10-02	_____
9.	RCE	12-11-02	_____
10.	Pet WD Issue	12-11-02	_____
11.	Pet Granted	12-11-02	_____
12.	Notice of Allowance	1/27/03	_____
13.	Req Conf	5/1/03	_____
14.	Directors Report	7/16/03	_____
15.	Approval Report	7/31/03	_____
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Class	Sub.	Date	Exmr.
95	90 146 148 900-903	9-23-02 	
96	132 133 134 147		
123	518 519		
502	416		FL
search	updated	1-14-03	FL

	Date	Exmr.
Inventor search BRS, PG P.d.s	9-23-02 1	FL

INTERFERENCE SEARCHED			
Class	Sub.	Date	Exmr.
95	146 900	9-24-02 	
123	519		FL

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INDEX OF CLAIMS

✓ Rejected - (Through numeral) ... Canceled N Non-elected A Appeal
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* MAY BE USED FOR ADDITIONAL CLAIMS OR ADMENDMENTS



US006540815B1

(12) **United States Patent**
Hiltzik et al.

(10) **Patent No.:** **US 6,540,815 B1**
(45) **Date of Patent:** **Apr. 1, 2003**

(54) **METHOD FOR REDUCING EMISSIONS FROM EVAPORATIVE EMISSIONS CONTROL SYSTEMS**

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(List continued on next page.)

(75) Inventors: **Laurence H. Hiltzik**, Charleston, SC (US); **Jacek Z. Jagiello**, Charleston, SC (US); **Edward D. Tolles**, Charleston, SC (US); **Roger S. Williams**, Lexington, VA (US)

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(73) Assignee: **MeadWestvaco Corporation**, Stamford, CT (US)

Primary Examiner—David A. Simmons
Assistant Examiner—Frank M. Lawrence

(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 0 days.

(74) *Attorney, Agent, or Firm*—Terry B. McDaniel; Daniel B. Reece, IV; Thomas A. Boshinski

(57) **ABSTRACT**

(21) Appl. No.: **10/100,362**

Disclosed is a method for sharply reducing diurnal breathing loss emissions from automotive evaporative emissions control systems by providing multiple layers, or stages, of adsorbents. On the fuel source-side of an emissions control system canister, high working capacity carbons are preferred in a first canister (adsorb) region. In subsequent canister region(s) on the vent-side, the preferred adsorbent should exhibit a flat or flattened adsorption isotherm on a volumetric basis and relatively lower capacity for high concentration vapors as compared with the fuel source-side adsorbent. Multiple approaches are described for attaining the preferred properties for the vent-side canister region. One approach is to use a filler and/or voidages as a volumetric diluent for flattening an adsorption isotherm. Another approach is to employ an adsorbent with the desired adsorption isotherm properties and to process it into an appropriate shape or form without necessarily requiring any special provision for dilution. The improved combination of high working capacity carbons on the fuel source-side and preferred lower working capacity adsorbent on the vent-side provides substantially lower diurnal breathing emissions without a significant loss in working capacity or increase in flow restriction compared with known adsorbents used in canister configurations for automotive emissions control systems.

(22) Filed: **Mar. 18, 2002**

Related U.S. Application Data

(60) Provisional application No. 60/335,897, filed on Nov. 21, 2001.

(51) **Int. Cl.** **F02M 33/02**; B01D 53/04

(52) **U.S. Cl.** **95/146**; 95/900; 123/519

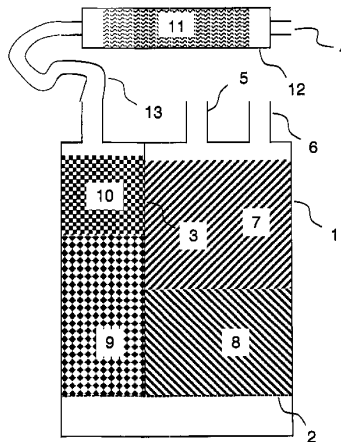
(58) **Field of Search** 95/90, 146, 148, 95/900–903; 96/132, 133, 147; 123/518, 519; 502/416

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30 Claims, 3 Drawing Sheets



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