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CBR Detail:

Sr. No.	Ref. No./Application No.	App. Number	Amount Paid	C.B.R. No.	Form Name	Remarks
1	202211064189	TEMP/E-1/74071/2022-DEL	1600	43508	FORM 1	AN ENGINE AIR STIMULATOR
2	E-106/7028/2022/DEL	202211064189	0	-----	FORM28	----
3	E-12/5819/2022/DEL	202211064189	2500	43508	FORM 9	----

TransactionID	Payment Mode	Challan Identification Number	Amount Paid	Head of A/C No
N-0001050198	Online Bank Transfer	1011220007985	4100.00	1475001020000001

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(12) PATENT APPLICATION PUBLICATION
(19) INDIA
(22) Date of filing of Application :10/11/2022

(21) Application No.202211064189 A
(43) Publication Date : 25/11/2022

(54) Title of the invention : AN ENGINE AIR STIMULATOR

(51) International classification	:B60H0001000000, F02M0035024000, F02M0035020000, B01D0046000000, F02M0035100000
(86) International Application No Filing Date	:NA :NA
(87) International Publication No	: NA
(61) Patent of Addition to Application Number Filing Date	:NA :NA
(62) Divisional to Application Number Filing Date	:NA :NA

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(57) Abstract :
The present invention relates to an air stimulator (100) for a single cylinder engine comprising an inner air stimulator (1), an air bypass hose (2), a connection duct (3), an air filter box (6), said inner air stimulator (1) is positioned inside the air bypass hose (2) for creating increased high air pressure inside the air filter box at high vehicle speed to facilitate engine a high induction pressure.

No. of Pages : 20 No. of Claims : 6

FORM 1 THE PATENTS ACT 1970 (39 of 1970) and THE PATENTS RULES, 2003 **APPLICATION FOR GRANT OF PATENT** (See section 7, 54 and 135 and sub-rule (1) of rule 20)	(FOR OFFICE USE ONLY)

	Application No.	
	Filing date:	
	Amount of Fee paid:	
	CBR No:	
	Signature:	

1. APPLICANT'S REFERENCE / IDENTIFICATION NO. (AS ALLOTTED BY OFFICE)	

2. TYPE OF APPLICATION [Please tick (✓) at the appropriate category]

Ordinary (✓)		Convention ( )		PCT-NP ( )	
Divisional ( )	Patent of Addition ( )	Divisional ( )	Patent of Addition ( )	Divisional ( )	Patent of Addition ( )

3A. APPLICANT(S)

Name in Full	**Nationality**	**Country of Residence**	**Address of the Applicant**
J B INSTITUTE OF TECHNOLOGY	**Indian**	**India**	NH-72, VILLAGE SHANKARPUR, CHAKRATA ROAD, DEHRADUN, Uttarakhand, 248197, India.

3B. CATEGORY OF APPLICANT [Please tick (✓) at the appropriate category]

Natural Person ()	Other than Natural Person			
	Small Entity ()	Startup ()	Educational Institution (✓)	Others ()

4. INVENTOR(S) [Please tick (✓) at the appropriate category]

Are all the inventor(s) same as the applicant(s) named above?	Yes ()	No (✓)

If "No", furnish the details of the inventor(s)

Name in Full	**Nationality**	**Country of Residence**	**Address of the Inventor**
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Ravi Shankar	Indian	India	Department of Mechanical Engineering, J B Institute of Technology, Dehradun.

5. TITLE OF THE INVENTION

"AN ENGINE AIR STIMULATOR"

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8. IN CASE OF APPLICATION CLAIMING PRIORITY OF APPLICATION FILED IN CONVENTION COUNTRY, PARTICULARS OF CONVENTION APPLICATION

Country	Application Number	Filing date	Name of the applicant	Title of the	IPC (as classified in the convention country)
Nil	Nil	Nil	Nil	Nil	Nil

9. IN CASE OF PCT NATIONAL PHASE APPLICATION, PARTICULARS OF INTERNATIONAL APPLICATION FILED UNDER PATENT CO-OPERATION TREATY (PCT)

International application number	International filing date
Nil	Nil

10. IN CASE OF DIVISIONAL APPLICATION FILED UNDER SECTION 16, PARTICULARS OF ORIGINAL (FIRST) APPLICATION

Original (first) application No.	Date of filing of original (first) application
Nil	Nil

11. IN CASE OF PATENT OF ADDITION FILED UNDER SECTION 54, PARTICULARS OF MAIN APPLICATION OR PATENT

Main application/patent No.	Date of filing of main application

12. DECLARATIONS

(i) Declaration by the inventor(s)

(**In case the applicant is an assignee**: the inventor(s) may sign herein below or the applicant may upload the assignment or enclose the assignment with this application for patent or send the assignment by post/electronic transmission duly authenticated within the prescribed period).

I/We, the above named inventor(s) is/are the true & first inventor(s) for this Invention and declare that the applicant(s) herein is/are my/our assignee or legal representative.

Dated this: 09th Day of November 2022.

Signature(s) Name(s) of the signatory		
		
	Punit Kumar	Ravi Shankar

(ii) Declaration by the applicant(s) in the convention country

(In case the applicant in India is different than the applicant in the convention country: the applicant in the convention country may sign herein below or applicant in India may upload the assignment from the applicant in the convention country or enclose the said assignment with this application for patent or send the assignment by post/electronic transmission duly authenticated within the prescribed period)

I/We, the applicant(s) in the convention country declare that the applicant(s) herein is/are my/our assignee or legal representative.

Dated this

a) Signature(s) Not applicable.
b) Name(s) of the signatory

(iii) Declaration by the applicant(s)

I/We the applicant(s) hereby declare(s) that: -

- ☑ I am/ We are in possession of the above-mentioned invention.
- ☑ The complete specification relating to the invention is filed with this application.
- ☑ ~~The invention as disclosed in the specification uses the biological material from India and the necessary permission from the competent authority shall be submitted by me/us before the grant of patent to me/us.~~
- ☑ There is no lawful ground of objection(s) to the grant of the Patent to me/us.
- ☑ ~~I am/we are the true & first inventor(s).~~
- ☑ ~~I am~~/we are the assignee or legal representative of true & first inventor(s).
- ☒ ~~The application or each of the applications, particulars of which are given in Paragraph 8, was the first application in convention country/countries in respect of my/our invention(s).~~
- ☒ ~~I/We claim the priority from the above mentioned application(s) filed in convention country/countries and state that no application for protection in respect of the invention had been made in a convention country before that date by me/us or by any person from which I/We derive the title.~~
- ☒ ~~My/our application in India is based on international application under Patent Cooperation Treaty (PCT) as mentioned in Paragraph 9.~~
- ☒ ~~The application is divided out of my /our applications particulars of which is given in Paragraph 10 and pray that this application may be treated as deemed to have been filed on DD/MM/YYYY under section 16 of the Act.~~
- ☒ ~~The said invention is an improvement in or modification of the invention particulars of which are given in Paragraph 11.~~

13. FOLLOWING ARE THE ATTACHMENTS WITH THE APPLICATION

(a) Form 2

Item	Details	Fee	Remarks
Complete #	No. of pages: **14**		(Total **20** pages)
No. of Claim(s)	No. of claims **06** and No. of pages **02**		
Abstract	No. of pages **1**		
No. of Drawing(s)	No. of drawings No. **03** of pages **03**		

In case of a complete specification, if the applicant desires to adopt the drawings filed with his provisional specification as the drawings or part of the drawings for the complete specification under rule 13(4), the number of such pages filed with the provisional specification are required to be mentioned here.

(b) Complete specification (in conformation with the international application)/as amended before the International Preliminary Examination Authority (IPEA), as applicable.

(c) Drawings (in conformation with the international application)/as amended before the International Preliminary Examination Authority (IPEA), as applicable (2 copies).
(d) Statement and Undertaking on Form 3
(e) Declaration of Inventorship on Form 5
(f) Power of Authority Form 26
(g) Request for Early Publication on Form 9
(h) Request for Examination on Form 18

Total fee - in cash/Banker's Cheque/Bank Draft Bearing NO..... Date.....on ..... Bank

Dated this: 09th Day of November 2022.

ON BEHALF OF APPLICANT

a) Signature(s)
b) Name(s) of the signatory

Signature:

Name: Anuj Raturi [IN/PA: 4266]

(AGENT FOR THE APPLICANT)

To,
The Controller of Patents
The Patent Office, at New Delhi.

Note: -
* Repeat boxes in case of more than one entry.
* To be signed by the applicant(s) or by authorized registered patent agent otherwise where mentioned.
* Tick (✓)/cross (x) whichever is applicable/not applicable in declaration in paragraph-12.
* Name of the inventor and applicant should be given in full, family name in the beginning.
* Strike out the portion which is/are not applicable.
* For fee: See First Schedulel;

FORM 2

THE PATENTS ACT, 1970
(39 of 1970)
&
The Patents Rules, 2003

COMPLETE SPECIFICATION
(See section 10 and rule 13)

Title: AN ENGINE AIR STIMULATOR

Applicant(s):

Name: JB Institute of Technology

Nationality: Indian

Address: 23 Milestone, NH-07, Chakrata Road, Shankarpur, Dehradun, Uttarakhand, India.

PREAMBLE TO THE DESCRIPTION:

The following specification particularly describes the invention and the manner in which it is to be performed.

FIELD OF THE INVENTION

The present invention generally relates to the field of an engine air stimulator. The invention in particularly relates to an air stimulator (100) for a single cylinder engine comprising an inner air stimulator (1), an air bypass hose (2), a connection duct (3), an air filter box (6), said inner air stimulator (1) is positioned inside the air bypass hose (2) using a plurality of ribs (9) forming a hollow space.

BACKGROUND OF THE INVENTION

Single cylinder engines are simple and compact, and will often deliver the maximum power possible within a given envelope, though they are less suitable for the biggest and most powerful engines. They require more flywheel effect than multi-cylinder engines and the rotating mass is relatively large, restricting acceleration and sharp changes of speed. They are prone to vibration though this can be controlled with balance shafts. Cooling is simpler than with multiple cylinders, potentially saving further weight.

The air filter's job is to filter out dirt and other foreign particles in the air, preventing them from entering the system and possibly damaging the engine. The air filter is usually located in the air stream to your throttle valve assembly and intake manifold. All motorcycles have some sort of air box or air filter that came on the bike when it was new. A lot of people over the years ditched the big black air boxes for smaller and better looking individual pod filters.

There is a common problem associated with internal combustion engines- that; with increase in engine speed volumetric efficiency decreases drastically after a certain engine speed. Up to a certain engine speed engine has sufficient time to intake but after this certain range the time for intake decreases drastically. The reduced intake time at higher engine speed further reduces the volumetric efficiency of engine as less mass of air results inside the engine cylinder. The reduction in volumetric efficiency basically caused by the fast opening and closing speed of intake valve(s), because with increase in engine speed, valve speed also increases. As soon as the valve speed increases engine has less time to intake,

which results less mass of air inside the cylinder.

A number of different types of system and arrangements of air filter boxes for two-wheeler internal combustion engines are available in the prior art. For example, the following patents are provided for their supportive teachings and are all incorporated by reference: Prior art document, EP1515037 discloses air intake structure for motorcycle. The present invention relates to an air intake structure of a motorcycle, more particularly to the air intake structure for carrying air from an air intake member to an air cleaner of an engine in a motorcycle.

Another prior art document, US9574488 discloses an intake system for engine. The present invention relates to an intake system for an engine, and more particularly, to a structure of an intake system capable of supplying air to each of a plurality of cylinders included in an engine. Output performance of the engine may be maximized by a configuration in which air is supplied so as to maximize volumetric efficiency of the respective cylinders in a multi cylinder engine including a plurality of cylinders.

Yet another prior art document, US10096847 discloses an air intake structure for a fuel cell vehicle includes an air inlet port, an air passage, and a water separation passage. The air inlet port is provided in a front space of the fuel cell vehicle in which a fuel cell is accommodated. The air passage is connected to the air inlet port such that air flows from the air inlet port to the fuel cell through the air passage. The air passage has a branch point and a first minimum passage sectional area located downstream with respect to the branch point. The water separation passage has a downstream opening in the front space and extending from the branch point to the downstream opening below the air passage to separate water from the air. The water separation passage has a second minimum passage sectional area which is smaller than the first minimum passage sectional area.

Yet another prior art document, EP1479603 discloses air intake structure of an engine of a motorcycle and to a motorcycle to which such an air intake structure is mounted. The invention aims to improve the construction of the air intake structure and of the motorcycle. The invention proposes an air intake structure for an engine of a motorcycle, comprising an intake chamber, an outlet chamber, a

connecting pipe, one end thereof being connected to the outlet chamber, the other end thereof being connectable to the engine, and an intake pipe, wherein the intake pipe is tilted towards the connecting pipe and a motorcycle comprising a seat, an engine, a body frame which extends longitudinally along the body of the motorcycle, and an air intake structure for the engine, preferably an air intake structure, wherein the motorcycle further comprises a shield member forming a half-enclosed space which opens in a substantially downward direction of the motorcycle, wherein an inlet opening of an upwardly extending intake pipe of the intake structure is positioned substantially inside the half-enclosed space.

However, above mentioned references and many other similar references has one or more of the following shortcomings: (a) complex design; (b) limited application; (c) expensive design; (d) difficult to retrofit; (e) difficult to maintain.

Therefore, for the above reasons there is need of a vent air induction system having capability to increase air pressure with the increase in two-wheeler speed with a retrofit low cost arrangement. The present application addresses the above-mentioned concerns and shortcomings with regard to providing a vent air induction system to improve engine volumetric efficiency at high vehicle and corresponding engine speed.

SUMMARY OF THE INVENTION

In the view of the foregoing disadvantages inherent in the known types of system and arrangements of air filter boxes for two-wheeler internal combustion engines present in the prior art, the present invention provides an air stimulator (100) for a single cylinder engine, such as motorbike internal combustion. As such, the general purpose of the present invention, which will be described subsequently in greater detail, is to provide an air stimulator (100) for a single cylinder engine which has all the advantages of the prior art and none of the disadvantages.

The main aspect of the present invention is to provide an air stimulator (100) for a single cylinder engine comprising: an inner air stimulator (1), a air bypass hose

(2), a connection duct (3), an air filter box (6), and a plurality circular tie(s) (4); wherein said inner air stimulator (1) is positioned inside the air bypass hose (2) using a plurality of ribs (9) forming a hollow space between said air bypass hose (2) and said inner air stimulator (1) to pass the bleed of air; First and second ends (3A and 3B) of the said connection duct (3) are connected with said inner air stimulator (1) and said air-filter box (6), respectively; a modified air filter box (6) comprises an air filter (8) and wherein said air filter (8) has an exit (10), which is connected to the engine; and said hollow space is narrow at the intake end and bigger at the exit end for creating high air pressure inside said air-filter box (6).

Another aspect of the present invention is to provide the air stimulator (100), wherein said inner air stimulator (1) made of conducting material to transfer heat of air to conducting material.

Still another aspect of the present invention is to provide the air stimulator (100), wherein said air bypass hose made (2) of insulating material to prevent atmospheric as well as engine heat to conduct through the air bypass hose material.

Still another aspect of the present invention is to provide the air stimulator (100), wherein said inner air stimulator (1) compresses intake air towards the narrow area of said inner air stimulator (1).

Still another aspect of the present invention is to provide the air stimulator (100), wherein bleed of air expands from inlet to exit in between said air bypass hose & said inner air stimulator resulting low air pressure at the exit side.

Still another aspect of the present invention is to provide the air stimulator (100), wherein said single cylinder engine is an internal combustion motorcycle engine.

In this respect, before explaining at least one embodiment of the invention in detail, it is to be understood that the invention is not limited in its application to the details of construction and to the arrangements of the components set forth in the following description or illustrated in the drawings. The invention is capable of other embodiments and of being practiced and carried out in various ways. Also, it is to be understood that the phraseology and terminology employed herein are for the purpose of description and should not be regarded as limiting.

These together with other objects of the invention, along with the various features of novelty which characterize the invention, are pointed out with particularity in the disclosure. For a better understanding of the invention, its operating advantages and the specific objects attained by its uses, reference should be had to the accompanying drawings and descriptive matter in which there are illustrated preferred embodiments of the invention.

BRIEF DESCRIPTION OF THE DRAWINGS:

The invention will be better understood and objects other than those set forth above will become apparent when consideration is given to the following detailed description thereof. Such description makes reference to the annexed drawings wherein:

Fig. 1 depicts an air stimulator according to one of embodiment of the present invention.

Fig. 2 depicts zoomed view of the one end of air stimulator according to one of embodiment of the present invention.

Fig. 3 depicts a schematic representation of the air stimulator when placed inside a motorbike according to one of embodiment of the present invention.

DETAILED DESCRIPTION OF THE INVENTION

In the following detailed description, reference is made to the accompanying drawings which form a part hereof, and in which is shown by way of illustration specific embodiments in which the invention may be practiced. These embodiments are described in sufficient detail to enable those skilled in the art to practice the invention, and it is to be understood that the embodiments may be combined, or that other embodiments may be utilized and that structural and logical changes may be made without departing from the spirit and scope of the present invention. The following detailed description is, therefore, not to be taken

in a limiting sense, and the scope of the present invention is defined by the appended claims and their equivalents.

The present invention is described in brief with reference to the accompanying drawings. Now, refer in more detail to the exemplary drawings for the purposes of illustrating non-limiting embodiments of the present invention.

As used herein, the term "comprising" and its derivatives including "comprises" and "comprise" include each of the stated integers or elements but does not exclude the inclusion of one or more further integers or elements.

As used herein, the singular forms "a", "an", and "the" include plural referents unless the context clearly dictates otherwise. For example, reference to "a device" encompasses a single device as well as two or more devices, and the like.

As used herein, the terms "for example", "like", "such as", or "including" are meant to introduce examples that further clarify more general subject matter. Unless otherwise specified, these examples are provided only as an aid for understanding the applications illustrated in the present disclosure, and are not meant to be limiting in any fashion.

As used herein, the terms ""may", "can", "could", or "might" be included or have a characteristic, that particular component or feature is not required to be included or have the characteristic.

Exemplary embodiments will now be described more fully hereinafter with reference to the accompanying drawings, in which exemplary embodiments are shown. These exemplary embodiments are provided only for illustrative purposes and so that this disclosure will be thorough and complete and will fully convey the scope of the invention to those of ordinary skill in the art. The invention disclosed may, however, be embodied in many different forms and should not be construed as limited to the embodiments set forth herein.

Various modifications will be readily apparent to persons skilled in the art. The general principles defined herein may be applied to other embodiments and applications without departing from the spirit and scope of the invention. Moreover, all statements herein reciting embodiments of the invention, as well as specific examples thereof, are intended to encompass both structural and functional equivalents thereof. Additionally, it is intended that such equivalents include both currently known equivalents as well as equivalents developed in the future (i.e., any elements developed that perform the same function, regardless of structure). Also, the terminology and phraseology used is for the purpose of describing exemplary embodiments and should not be considered limiting. Thus, the present invention is to be accorded the widest scope encompassing numerous alternatives, modifications and equivalents consistent with the principles and features disclosed. For purpose of clarity, details relating to technical material that is known in the technical fields related to the invention have not been described in detail so as not to unnecessarily obscure the present invention.

Thus, for example, it will be appreciated by those of ordinary skill in the art that the diagrams, schematics, illustrations, and the like represent conceptual views or processes illustrating systems and methods embodying this invention. The functions of the various elements shown in the figures may be provided through the use of dedicated hardware as well as hardware capable of executing associated software. Similarly, any switches shown in the figures are conceptual only. Their function may be carried out through the operation of program logic, through dedicated logic, through the interaction of program control and dedicated logic, or even manually, the particular technique being selectable by the entity implementing this invention. Those of ordinary skill in the art further understand that the exemplary hardware, software, processes, methods, and/or operating systems described herein are for illustrative purposes and, thus, are not intended to be limited to any particular named element.

Each of the appended claims defines a separate invention, which for infringement purposes is recognized as including equivalents to the various elements or

limitations specified in the claims. Depending on the context, all references below to the "invention" may in some cases refer to certain specific embodiments only. In other cases, it will be recognized that references to the "invention" will refer to subject matter recited in one or more, but not necessarily all, of the claims.

The engine of a motorcycle is called the heart of the cycle as it provides power. The engine of a motorcycle requires air for combustion. However, there are impurities such as steams and dusts in the air that may affect the combustion efficiency of the engine, or even cause damages to it. Therefore, an air cleaner is always provided in the air intake structure of the engine of a motorcycle to clean out the impurities in the air before the cleaned air is guided into the engine of the motorcycle for combustion.

A generally known air intake structure of the engine for a motorcycle has an air intake member disposed at the front end of a body of a motorcycle with its intake opening forward to take in incoming air efficiently and an intake duct for carrying air taken in through the air intake member to an air cleaner. A part of the body frame is used as an intake air passage to reduce the necessary length of the intake duct and space for containing the intake duct.

The main embodiment of the present invention is to provide an air stimulator for an internal combustion engine to provide the high pressure air exit from the air filter box. **Fig. 1** depicts an air stimulator according to one of embodiment of the present invention. An air stimulator (100) for a single cylinder engine comprises: an inner air stimulator (1), a air bypass hose (2), a connection duct (3), an air filter box (6), and a plurality circular tie(s) (4); wherein said inner air stimulator (1) is positioned inside the air bypass hose (2) using a plurality of ribs (9) forming a hollow space between said air bypass hose (2) and said inner air stimulator (1) to pass the bleed of air; First and second ends (3A and 3B) of the said connection duct (3) are connected with said inner air stimulator (1) and said air-filter box (6), respectively; a modified air filter box (6) comprises an air filter (8) and wherein said air filter (8) has an exit (10), which is connected to the engine; and said hollow space is narrow at the intake end and bigger at the exit end for creating high air

pressure inside said air-filter box (6).The air stimulator comprised of an inner conical duct (1) to take atmospheric air in and converge air volume through its shape; a air bypass hose (2) to provide a bleed of air over the said inner conical duct; a connection duct (3) to connect inner conical duct with the modified air-filter box; plurality circular ties (4) and a modified air-filter box (6).

The air stimulator comprised of an inner conical duct (1) to take atmospheric air in and converge air volume through its shape; an air bypass hose (2) to provide a bleed of air over the said inner conical duct; a connection duct (3) to connect inner conical duct with the modified air-filter box; plurality circular ties (4) and a modified air-filter box (6). The air stimulator is used for single cylinder engine, wherein said single cylinder engine is an internal combustion motorcycle engine.

The inner conical duct positioned inside the air bypass hose in a way that the air bypass hose directs a bleed of air over the outer surface of inner conical duct to provide cooling. A connection duct (3) having its left and right ends coupled with the inner conical duct (1) and air-filter box (6) respectively (as shown in the figure 1); also at least two circular ties (4) have been used to tighten the connection duct (3) with inner conical duct and modified air-filter box to provide a leak-proof connection. The modified air-filter box (6) modified in a way that atmospheric air only enters from the provided inlet pipe (7) which is perfectly welded/casted/molded on its casing in a leak proof way.

The air stimulator can be attached with any two-wheeler engine by doing minor changes. The main change or modification that has to be done is with the air filter box. The air-filter box has to be modified in a manner that air filter box receive air only from the connection duct, wherein said connection duct is connected with the inner conical duct. So, after the attachment of said air stimulator with the two-wheeler, only said duct will provide the fresh atmospheric air to the modified air filter box, from where engine will receive the fresh air supply.

The air stimulator can be positioned at any favorable location on the two-wheeler preferably in the front. It has to be positioned in a way that the inner conical duct

and air bypass hose arrangement remains in line with the movement of two-wheeler so that air can be induced easily. With increase in vehicle speed the flow of air will increases inside the inner conical duct which will further supply this air to modified air-filter box. Higher the vehicle speed more the flow of air inside modified air filter box. As the inner conical duct has a bigger entrance and narrow exit, it will form a conical converging area from its entrance to exit, which will reduce the velocity of air from entrance to exit and increases the air pressure at the exit. This high pressure air will further supply to the modified air filter box wherein fresh air will collect at high pressure. Further, the one end of the air stimulator (100) is also zoomed in and shown in the Fig. 2 as view 200.

Fig. 2 depicts zoomed view of the one end (200) of air stimulator according to one of embodiment of the present invention. The conical duct (1) positioned inside the air bypass hose (2) as illustrated in the said figure. A plurality rib(s) (9) provided in between air bypass hose and inner conical duct to provide a desired spacing and a firm structure between these two. At the inlet side, the gap between air bypass hose and inner conical duct is less as compare to exit, such design is provided to expand the bleed air at exit so that air pressure can be reduced in between air bypass hose and inner conical duct. Low pressure further results the low boiling point of the available moisture in the air, which will further help to extract the heat from the outer surface of inner conical duct. There is an explicit arrangement of inner conical duct and air bypass hose positioning. The inner conical duct positioned inside the said air bypass hose by means of some ribs which provides a specific spacing at entrance as well as on exit. The spacing between said air bypass hose and inner conical duct at entrance is represented by the dimensions X1 and X2 wherein X1 = X2, while at the exit Y1 < Y2. Whereas X1 < Y1 and X2 < Y2. As per the dimensional description the entrance area between the said air bypass hose and inner conical duct is less than the area at exit. So, when the bleed of air enters in between said air bypass hose and inner conical duct, the bleed of air expands at the exit point. This expansion at the exit results drop in pressure which will further reduce the boiling point of moisture available in the air. When boiling point of

available moisture in the air gets down it will be sensitive for the surface heat of said inner conical duct. In this way the available moisture in the air absorbs the heat of inner conical duct and will keep the duct cool.

Fig. 3 showing an exemplary attachment of said air stimulator (100). Said air stimulator can be attached with any two-wheeler by doing minor changes. The location of inner conical duct and air bypass hose arrangement should be positioned at a location where it is exposed to atmospheric air and inline in the movement of vehicle. Such arrangement will advantageously help to supply the atmospheric air into the said inner conical duct. The novel and innovative arrangement of inner conical duct and air bypass hose should be so distanced from the engine, so that; the said arrangement can be prevented from the engine heat and the hot air produced by the air cooling of engine. The connection duct which is providing the high pressure compressed air to the modified air-filter box should also be so insulated that heat cannot be conducted through the connection duct material. Such precautionary measures will help to prevent the heating of said air stimulator air and such a way the reduction in the density of air can be prevented. The air stimulator having many advantages over the existing system which are being used to improve the volumetric efficiency of engine at high engine RPM.

Example:

The air stimulator (100) is attached or fixed to the single cylinder internal combustion engine of the motorbike and the experiments were carried out. During experimentation a range of 7 to 10 centimeter diameter entrance and 2 to 4 centimeter diameter exit have been used for the inner conical duct. Vehicle speed varied from zero kilometer per hour to 70 kilometers per hour, while engine revolutions were in the range of 1050 to 5000 RPM (Round Per Minutes). A connection duct can be of varied size, such as 35 to 40 centimeter length connecting the inner conical duct with the modified air filter box. At a constant speed 40 km/h the pressure inside the air filter box was around 0.78 to 0.81 bar without the integration of said air stimulator. Employing the said air stimulator

with the same vehicle, the average pressure inside the modified air filter box was in the range of 0.88 to 0.96 bar. Although during the running of engine, pressure varies inside the air filter box during a single power cycle. For the period of engine suction, pressure inside the air filter box remain quite low due to the vacuum produce by the engine. While it remains at atmospheric pressure when the suction or intake valve rests closed in case of non-fitting of said air stimulator. While during the fitting of said air stimulator, the pressure inside modified air filter box remains comparatively high during the closed position of intake valve. It is because of air stimulator, which is helping to increasing in the air filter box pressure. This increased pressure further helps to improve the volumetric efficiency at high engine speed, because usually at high engine speed volumetric efficiency decreases drastically due to high valve speed which results less air inside the engine cylinder and by using said air stimulator we are improving the density of air. So, by using the said air stimulator we can provide a denser air to engine at high vehicle as well as engine speed. The regress experimentation shows that an increase in 2 to 3 % of torque can be achieved at a speed range of 70 to 80 km/h (at 4000 to 5000 crank rpm) by integrating the said dimensions' air stimulator with a 125 cc single cylinder vehicle in comparison to non-fitting of said vent.

The main advantage associated with the said air stimulator is its non-complexity. It is simple in design and having no complex moving mechanisms. While many of existing systems that are being used to improve the volumetric efficiency of engine are very complex and costly.

Another advantage of said air stimulator is its ease to retrofitting. It can be installed with any two-wheeler easily with few modifications.

Yet another advantage of said air stimulator is its compatibility with the modern direct fuel injection system along with the conventional carbureted systems.

Yet another advantage of said air induct vent is a simple conversion of high velocity air into the high pressure and density air by increasing a least amount of

air temperature. While the most of existing systems which are being used to compress the air for high pressure also heat up the air undesirably and also reduces the air density. Easy installation and removal is possible with the said air stimulator.

Most of technologies for improving volumetrjc efficiency are being developed for the multi cylinder engine there are few technologies whoever developed for single cylinder engine. Considering this, said air stimulator could be a low cost solution to improve volumetric efficiency of engine at high engine RPM.

It is to be understood that the above description is intended to be illustrative, and not restrictive. For example, the above-discussed embodiments may be used in combination with each other. Many other embodiments will be apparent to those of skill in the art upon reviewing the above description.

The benefits and advantages which may be provided by the present invention have been described above with regard to specific embodiments. These benefits and advantages, and any elements or limitations that may cause them to occur or to become more pronounced are not to be construed as critical, required, or essential features of any or all of the embodiments.

While the present invention has been described with reference to particular embodiments, it should be understood that the embodiments are illustrative and that the scope of the invention is not limited to these embodiments. Many variations, modifications, additions and improvements to the embodiments described above are possible. It is contemplated that these variations, modifications, additions and improvements fall within the scope of the invention.

Dated: 09th Day of November, 2022.

ON BEHALF OF APPLICANT

Signature:

Name: Anuj Raturi [IN/PA: 4266]

(AGENT FOR THE APPLICANT)

CLAIM(s)

We/I claim

1. An air stimulator (100) for a single cylinder engine comprising:

an inner air stimulator (1),

an air bypass hose (2),

a connection duct (3),

an air filter box (6), and a plurality circular tie(s) (4);

Wherein said inner air stimulator (1) is positioned inside the air bypass hose (2) using a plurality of ribs (9) forming a hollow space between said air bypass hose (2) and said inner air stimulator (1) to pass the bleed of air;

First and second ends (3A and 3B) of the said connection duct (3) are connected with said inner air stimulator (1) and said air-filter box (6), respectively;

A modified air filter box (6) comprises an air filter (8) and wherein said air filter (8) has an exit (10), which is connected to the engine; and

Said hollow space is narrow at the intake end and bigger at the exit end for creating high air pressure inside said air-filter box (6).

2. The air stimulator (100) as claimed in claim 1, wherein said inner air stimulator (1) made of conducting material to transfer heat of air to conducting material.

3. The air stimulator (100) as claimed in claim 1, wherein said air bypass hose made (2) of insulating material to prevent atmospheric as well as engine heat to conduct through the air bypass hose material.

4. The air stimulator (100) as claimed in claim 1, wherein said inner air

stimulator (1) compresses intake aif towards the narrow area of said inner air stimulator (1).

5. The air stimulator (100) as claimed in claim 1, wherein bleed of air expands from inlet to exit in between said air bypass hose & said inner air stimulator resulting low air pressure at the exit side.

6. The air stimulator (100) as claimed in claim 1, wherein said single cylinder engine is an internal combustion motorcycle engine.

Dated: 09th Day of November, 2022.

ON BEHALF OF APPLICANT

Signature:

Name: Anuj Raturi [IN/PA: 4266]

(AGENT FOR THE APPLICANT)

ABSTRACT

Title: AN ENGINE AIR STIMULATOR

The present invention relates to an air stimulator (100) for a single cylinder engine comprising an inner air stimulator (1), an air bypass hose (2), a connection duct (3), an air filter box (6), said inner air stimulator (1) is positioned inside the air bypass hose (2) for creating increased high air pressure inside the air filter box at high vehicle speed to facilitate engine a high induction pressure.

Dated: 09th Day of November, 2022

ON BEHALF OF APPLICANT

Signature:

Name: Anuj Raturi [IN/PA: 4266]

(AGENT FOR THE APPLICANT)

FORM 3

THE PATENTS ACT,
1970 (39 of 1970)
and
THE PATENTS RULES, 2003

STATEMENT AND UNDERTAKING UNDER SECTION 8

(See section 8; Rule 12)

1. Name & address of the applicant(s).	We, **J B INSTITUTE OF TECHNOLOGY** of the address **NH-72, VILLAGE SHANKARPUR, CHAKRATA ROAD, DEHRADUN, Uttarakhand, 248197, India** hereby declare: **(i)** that we who have made this Application No. **202211**_____dated **09/11/2022** alone, made for the same/ substantially same invention, application(s) for patent in the other countries, the particulars of which are given below:

Name of the Country	Date of Application	Application No.	Status of Application	Date of publication	Date of Grant
Details attached as ANNEXURE					

2. Name of the assignee	**(ii)** that the rights in the application(s) has/have been assigned to **J B INSTITUTE OF TECHNOLOGY** that we undertake that up to the date of grant of the patent by the Controller, we would keep him informed in writing the details regarding corresponding applications for patents filed outside India within six months from the date of filing of such application. **Dated this 09th day of November, 2022**
3. To be signed by the applicant or his authorized registered patent agent.	**Signature:** **Name:** Anuj Raturi [IN/PA: 4266] **(AGENT FOR THE APPLICANT)**
4. Name of the natural person who has signed.	**Anuj Raturi**
	To, The Controller of Patents, The Patent Office, **Delhi**

Note.- Strike out whichever is not applicable;

ANNEXURE TO FORM-3

Title of Invention: "AN ENGINE AIR STIMULATOR"

Application No. 202211_____Filed on: 09/11/2022

Applicant(s): J B INSTITUTE OF TECHNOLOGY

Country	Application date	Application No.	Status of the Application	Date of Pub. / Pub. Number	Date of grant / Grant Number
N/A	N/A	N/A	N/A	N/A	N/A

*N/A (Not applicable)

Signature:

Name: Anuj Raturi [IN/PA: 4266]

(AGENT FOR THE APPLICANT)

FORM 5

THE PATENTS ACT, 1970
(39 of 1970)
&
THE PATENT RULES, 2003
DECLARATION AS TO INVENTORSHIP

[See Section 10(6) and Rule 13(6)]

We, **J B INSTITUTE OF TECHNOLOGY** having institution address at **NH-72, VILLAGE SHANKARPUR, CHAKRATA ROAD, DEHRADUN, UTTARAKHAND, 248197, INDIA**, hereby declare that the true and first inventors of the invention disclosed in the complete specification filed in pursuance of our Application Titled "AN ENGINE AIR STIMULATOR" are:

Name: Punit Kumar

Nationality: Indian

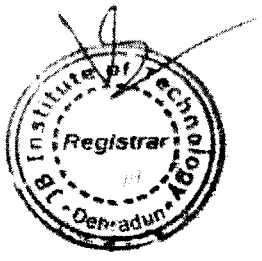
Address: Department of Mechanical Engineering, J B Institute of Technology, Dehradun.

Name: Ravi Shankar

Nationality: Indian

Address: Department of Mechanical Engineering, J B Institute of Technology, Dehradun.

Dated this: 09th day of November, 2022.



Signature & Name:

Registrar

J B Institute of Technology

To,
The Controller of Patents
The Patent Office, at Delhi.

FORM 9

The Patent ACT, 1970 (39 of 1970)
&
The Patents Rule, 2003

Request for Publication

[See section 11A (2), Rule 24A]

1. Name, address and nationality of the applicants:	**We,** **J B INSTITUTE OF TECHNOLOGY** **Address:** NH-72, VILLAGE SHANKARPUR, CHAKRATA ROAD, DEHRADUN, Uttarakhand, 248197 India. **Nationality:** Indian
2. To be signed by the applicant or his authorized registered patent agent	Hereby request for early publication of our application Titled: **"AN ENGINE AIR STIMULATOR"** filed herewith under section 11A(2) of the Act.
3. Name of the natural person who signed. **Dated:** November 09, 2022.	**Signature:** **Name:** Anuj Raturi [IN/PA: 4266] **(AGENT FOR THE APPLICANT)**

To,
The Controller of Patents
The Patent Office at New Delhi.

FORM 28

THE PATENT ACT, 1970 (39 OF 1970)

&

THE PATENTS RULES, 2003

TO BE SUBMITTED BY AN EDUCATIONAL INSTITUTION

[See rules 2 (ca) and 7]

We, **J B INSTITUTE OF TECHNOLOGY** having Nationality of India of the address- **NH-72, VILLAGE SHANKARPUR, CHAKRATA ROAD, DEHRADUN, Uttarakhand, 248197, India**. Applicant in respect of the patent application titled **"AN ENGINE AIR STIMULATOR"** & application no.202211_____,

hereby declare that we are an educational institution in accordance with rule 2(ca) and submit the following document(s) as proof:

i) Certificate/proof of university recognized under/Central/State government.

The information provided herein is correct to the best of our knowledge and belief.

Dated this: 09th day of November, 2022.

Signature:

Name: Anuj Raturi [IN/PA: 4266]

(AGENT FOR THE APPLICANT)

To,

The Controller of Patents,

The Patent Office, at Delhi.

FORM 28

THE PATENT ACT, 1970 (39 OF 1970)

&

THE PATENTS RULES, 2003

TO BE SUBMITTED BY AN EDUCATIONAL INSTITUTION

[See rules 2 (ca) and 7]

We, **J B INSTITUTE OF TECHNOLOGY** having Nationality of India of the address- **NH-72, VILLAGE SHANKARPUR, CHAKRATA ROAD, DEHRADUN, Uttarakhand, 248197, India**. Applicant in respect of the patent application titled **"AN ENGINE AIR STIMULATOR"** & application no.202211_____,

hereby declare that we are an educational institution in accordance with rule 2(ca) and submit the following document(s) as proof:

i) Certificate/proof of university recognized under/Central/State government.

The information provided herein is correct to the best of our knowledge and belief.

Dated this: 09th day of November, 2022.

Signature:

Name: Anuj Raturi [IN/PA: 4266]

(AGENT FOR THE APPLICANT)

To,

The Controller of Patents,

The Patent Office, at Delhi.

All India Council for Technical Education

(A Statutory body under Ministry of Education, Govt. of India)

Nelson Mandela Marg,Vasant Kunj, New Delhi-110070 Website: www.aicte-india.org

APPROVAL PROCESS 2022-23

Extension of Approval (EoA)

F.No. Northern/1-10968838042/2022/EOA Date: 29-Jul-2022

To,

The Secretary(Technical Education)
Govt. of Uttarakhand,Dehradun Sectt.,
4 Subhash Road, Dehradun-248001

Sub: Extension of Approval for the Academic Year 2022-23

Ref: Application of the Institution for Extension of Approval for the Academic Year 2022-23

Sir/Madam,

In terms of the provisions under the All India Council for Technical Education (Grant of Approvals for Technical Institutions) Regulations, 2022 Notified on 4th February, 2022 and amended on 24th February 2022 and norms standards, procedures and conditions prescribed by the Council from time to time, I am directed to convey the approval to

Permanent Id	1-8461364	**Application Id**	1-10968838042
Name of the Institution	J B INSTITUTE OF TECHNOLOGY	**Name of the Society/Trust**	JAI BHAGWAN EDUCATIONAL SOCIETY
Institution Address	NH-72, VILLAGE SHANKARPUR, CHAKRATA ROAD, DEHRADUN, DEHRADUN, DEHRADUN, Uttarakhand, 248197	**Society/Trust Address**	17 MANDIR MARG, VASANT VIHAR ENCLAVE DEHARDUN,DEHRADUN,DEHRA DUN,Uttarakhand,248001
Institution Type	Private-Self Financing	**Region**	Northern
Year of Establishment	2009		

Opted for Introduction of New Program/Level	Yes	**Introduction of Program/Level Approved or Not**	Approved

To conduct following Courses with the Intake indicated below for the Academic Year 2022-23

Level	Program	Course	Affiliating Body (University /Body)	Intake Approved for 2021-22	Intake Approved for 2022-23	NRI Approval Status	FN / Gulf quota/ OCI/ Approval Status
DIPLOMA	ENGINEERING AND TECHNOLOGY	CIVIL ENGINEERING	Directorate Of Technical Education, Srinagar(Garhwal)	60	60	No	No
DIPLOMA	ENGINEERING AND TECHNOLOGY	ELECTRICAL ENGINEERING	Directorate Of Technical Education, Srinagar(Garhwal)	60	60	No	No

Level	Program	Course	Affiliating Body (University /Body)	Intake Approved for 2021-22	Intake Approved for 2022-23	NRI Approval Status	FN / Gulf quota/ OCI/ Approval Status
DIPLOMA	ENGINEERING AND TECHNOLOGY	MECHANICAL ENGINEERING	Directorate Of Technical Education, Srinagar(Garhwal)	60	60	No	No
UNDER GRADUATE	ENGINEERING AND TECHNOLOGY	ARTIFICIAL INTELLIGENCE AND MACHINE LEARNING	Uttarakhand Technical University, Dehradun	60	30	NA	NA
UNDER GRADUATE	ENGINEERING AND TECHNOLOGY	CIVIL ENGINEERING	Uttarakhand Technical University, Dehradun	60	60	No	No
UNDER GRADUATE	ENGINEERING AND TECHNOLOGY	COMPUTER SCIENCE & ENGINEERING	Uttarakhand Technical University, Dehradun	60	90	NA	NA
UNDER GRADUATE	ENGINEERING AND TECHNOLOGY	ELECTRICAL ENGINEERING	Uttarakhand Technical University, Dehradun	30	30	No	No
UNDER GRADUATE	ENGINEERING AND TECHNOLOGY	ELECTRONICS & COMMUNICATION ENGG	Uttarakhand Technical University, Dehradun	30	30	No	No
UNDER GRADUATE	ENGINEERING AND TECHNOLOGY	MECHANICAL ENGINEERING	Uttarakhand Technical University, Dehradun	60	60	No	No
POST GRADUATE	ENGINEERING AND TECHNOLOGY	COMPUTER SCIENCE & ENGINEERING	Uttarakhand Technical University, Dehradun	24	24	No	No
POST GRADUATE	MANAGEMENT	MBA	Uttarakhand Technical University, Dehradun	0	60##	No	No

Approved New Course(s)

It is mandatory to comply with all the essential requirements as given in APH 2022-23 (Appendix 6)

Important Instructions

1. The State Government/ UT/ Directorate of Technical Education/ Directorate of Medical Education shall ensure that 10% of reservation for Economically Weaker Section (EWS) as per the reservation policy for admission, operational from the Academic year 2019-20 is implemented without affecting the reservation percentages of SC/ ST/ OBC (NCL)/ General. However, this would not be applicable in the case of Minority Institutions referred to the Clause (1) of Article 30 of Constitution of India. Such Institution shall be permitted to increase in annual permitted strength over a maximum period of two years.

2. The Institution offering courses earlier in the Regular Shift, First Shift, Second Shift/Part Time are now amalgamated as total intake and shall have to fulfil all facilities such as Infrastructure, Faculty and other requirements as per the norms specified in the Approval Process Handbook 2022-23 for the Total Approved Intake. Further, the Institutions Deemed to be Universities/ Institutions having Accreditation/ Autonomy status shall have to maintain the Faculty: Student ratio as specified in the Approval Process Handbook. All such Institutions/ Universities shall have to create the necessary Faculty, Infrastructure and other facilities WITHIN 2 YEARS to fulfil the norms based on the Affidavit submitted to AICTE beginning with the Academic Year 2022-23

3. Strict compliance of Anti-Ragging Regulation, Establishment of Committee for SC/ ST, Establishment of Internal Complaint Committee (ICC), Establishment of Online Grievance Redressal Mechanism, Barrier Free Built Environment for disabled and elderly persons, Fire and Safety Certificate should be maintained as Approval Process Handbook and provisions made in AICTE Regulation notified from time to time.

4. In case of any differences in content in this Computer generated Extension of Approval Letter, the content/information as approved by the Executive Council / General Council as available on the record of AICTE shall be final and binding.

Pharmacy Institute: In compliance with the order dated 05.03.2020 passed by the Hon'ble Supreme Court of India in Transferred Petitions (CIVIL) No 87-101 of 2014, for the existing institutions offering courses in Pharmacy Programme, approval of Pharmacy Council of India (PCI) is mandatory and AICTE approval is NOT required. The requirements for running the Programme (Diploma / UG / PG) such as Land & Build-up Area, Student-faculty ratio, Intake etc. will be as per the respective regulatory body (PCI).
In case of any inconsistency in the course name and intake for EoA issued by AICTE and the approval by PCI, the approval of PCI shall prevail.

Architecture Institute: In compliance with the order dated 08.11.2019 passed by the Hon'ble Supreme Court of Indian CA No.364/ 2005, for the existing Institutions offering Courses in Architecture Programme, approval by the Council of Architecture (CoA) is mandatory and AICTE approval is NOT required. The requirements for running the Programme (Diploma / UG / PG) such as Land & Build-up Area, Student-faculty ratio, Intake etc. will be as per respective regulatory body (CoA). In case of any inconsistency in the course name and intake for EoA issued by AICTE and the approval by CoA, the approval of CoA shall prevail.

Deemed to be University: Institutions Deemed to be Universities (Running Technical Education Programmes), it is mandatory to have AICTE approval from the Academic Year 2018-19 in compliance of the Hon'ble Supreme Court Order dated 03-11-2017 passed in CA No.17869- 17870 /2017.

Prof.Rajive Kumar
Member Secretary, AICTE

Copy to:

1. **The Director Of Technical Education**, Uttarakhand**

2. **The Registrar**,**
   Directorate Of Technical Education, Srinagar(Garhwal)

3. **The Principal / Director,**
   J B INSTITUTE OF TECHNOLOGY
   Nh-72, Village Shankarpur, Chakrata Road, Dehradun,
   Dehradun,Dehradun,
   Uttarakhand,248197

4. **The Secretary / Chairman,**
   17 MANDIR MARG, VASANT VIHAR ENCLAVE
   DEHARDUN
   DEHRADUN,DEHRADUN

Uttarakhand,248001

5. **The Regional Officer,**
All India Council for Technical Education
Govt. Polytechnic Campus
Adjoining Directorate of Technical Education
Vikas Nagar, Kanpur-208 002, Uttar Pradesh

6. **Guard File(AICTE)**

Note: Validity of the Course details may be verified at http://www.aicte-india.org/

** Individual Approval letter copy will not be communicated through Post/Email. However, consolidated list of Approved Institutions(bulk) will be shared through official Email Address to the concerned Authorities mentioned above.

This is a computer generated Statement. No signature Required

संख्या– /जी0एस0(शिक्षा)/A4-48(P-II)/2019

प्रेषक,

डा० संजीत कुमार सिन्हा
सचिव श्री राज्यपाल/कुलाधिपति।

सेवा में,

कुलपति,
वीर माधो सिंह भण्डारी उत्तराखण्ड प्रौद्योगिकी विश्वविद्यालय,
सुद्धोवाला, देहरादून।

राज्यपाल/कुलाधिपति सचिवालय उत्तराखण्ड : देहरादून : दिनांक : 3 अक्टूबर, 2022

महोदय,

कृपया विश्वविद्यालय के पत्र सं०–2052 व 2055, दिनांक 07–01–2022 का सन्दर्भ ग्रहण करने का कष्ट करें।

2. उपरोक्त सन्दर्भ के सम्बन्ध में मुझे यह कहने का निदेश हुआ है कि नियामक संस्था, निरीक्षण मण्डल, कुलपति व कुलसचिव, वी०मा०सिं०भ० उत्तराखण्ड प्रौद्योगिकी विश्वविद्यालय द्वारा प्रदत्त संस्तुति के दृष्टिगत विश्वविद्यालय अधिनियम, 2005 (यथा अद्यतन संशोधित) की धारा–24(2) के अधीन निम्नवत् संस्थान को उसके सम्मुख वर्णित पाठ्यक्रम, सीटों एवं अवधि की अस्थाई सम्बद्धता विस्तारण हेतु छात्रहित में मा० कुलाधिपति द्वारा पूर्वानुमोदन निम्नवत् उपबन्धों के साथ प्रदान किया गया है :–

संस्थान का नाम	पाठ्यक्रम	सीट संख्या प्रति सत्र	शैक्षिक सत्र
1	2	3	4
जे0बी0 इस्टीट्यूट ऑफ टैक्नोलॉजी, ग्राम–शंकरपुर, चकराता रोड, देहरादून	**बी0टैक0 :–**		2021–22
	1. Civil Engg.	60	
	2. Computer Science & Engg.	60	
	3. Electrical Engg.	30	
	4. Electronics & Communication Engg.	30	
	5. Mechanical Engg.	60	
	6. Artificial Intellegence and Machine Learning (New Course-Ist Affiliation)	60	
	एम0टैक0 :–		
	1. Computer Science & Engg.	24	

(1) विश्वविद्यालय द्वारा संस्थान की Annual Balance Sheet सम्बन्धी साक्ष्य की सत्यापित प्रति प्राप्त कर इस सचिवालय को उपलब्ध कराई जायेगी।

(2) प्राभूति राशि अपूर्ण है। अतः उत्तराखण्ड शासन द्वारा शासनादेश दिनांक 14 दिसम्बर, 2016 द्वारा तथा व्यवसायिक पाठ्यक्रमों हेतु प्राभूति राशि के सम्बन्ध में शासन स्तर पर लिये गये निर्णय का पूर्ण रूप से अनुपालन विश्वविद्यालय व संस्थान द्वारा किया जायेगा, उसके अनुपालन की सूचना से इस सचिवालय को भी अवगत कराया जायेगा।

(3) विश्वविद्यालय द्वारा छात्र/छात्राओं की गुणवत्ता और व्यवहारिक शिक्षा में सुधार के लिए क्या कदम उठाए गये हैं, इसकी सूचना व संस्थानों द्वारा छात्रों की प्रायोगिक शिक्षा और इंटर्नशिप/विजिट के लिए किन समूहों, विभागों एवं कपनियों के साथ समझौता (Tie-up or MoU) किया गया है, तत्सम्बन्धी अभिलेख एक माह के भीतर अनिवार्य रूप से इस सचिवालय को प्रेषित करना सुनिश्चित करें। अन्यथा की स्थिति में संस्थान की सम्बद्धता निरस्त कर दी जाएगी साथ ही अग्रेत्तर सत्रों की सम्बद्धता के सम्बन्ध में कोई विचार नहीं किया जायेगा।

कृपया 2/

(4) विश्वविद्यालय संस्थान द्वारा सोसाइटी / ट्रस्ट पंजीकरण अधिनियम के अन्तर्गत निर्धारित Legal Obligation पूर्ण किये जाने के सम्बन्ध में साक्ष्य सहित आख्या एक माह के भीतर राज्यपाल सचिवालय को उपलब्ध कराया जाना सुनिश्चित किया जायेगा।

(5) यदि संस्थान द्वारा एक या एक से अधिक विश्वविद्यालय से पाठ्यक्रम की सम्बद्धता प्राप्त की गई हो तो संस्थान समस्त पाठ्यक्रमों की सम्बद्धता को एक साथ रखकर पाठ्यक्रमवार मानक पूर्ण किये जाने के सम्बन्ध में आख्या संस्थान द्वारा विश्वविद्यालय को उपलब्ध कराई जायेगी तथा संस्थान से प्राप्त आख्या का परीक्षण करते हुए विश्वविद्यालय द्वारा राज्यपाल सचिवालय को उपलब्ध कराई जायेगी।

(6) अग्रेत्तर सत्रों के सम्बद्धता प्रस्ताव नियामक संस्था, विश्वविद्यालय एवं शासन द्वारा निर्धारित मानकों के अनुरूप पूर्ण होने की दशा में ही स्वीकार किये जायेंगे अन्यथा की स्थिति में अपूर्ण प्रस्तावों पर विचार नहीं किया जायेगा, जिसका पूर्ण उत्तरदायित्व विश्वविद्यालय का होगा।

(7) विश्वविद्यालय, नियामक संस्था, विश्वविद्यालय व राज्य सरकार द्वारा निर्धारित सभी मानकों के पूर्ण होने की दशा में ही कार्यपरिषद के अनुमोदन से निहित शर्तों / उपबन्धों के अधीन अस्थाई सम्बद्धता विस्तारण के आदेश निर्गत करें व तत्सम्बन्धी कार्यवाही की सूचना मा० कुलाधिपति महोदय के अवगतार्थ उपलब्ध कराये।

तदनुसार अग्रेत्तर कार्यवाही सुनिश्चित करें।

भवदीय,

(डा० रंजीत कुमार सिन्हा)
सचिव श्री राज्यपाल / कुलाधिपति।

संख्या-2852(1) / जी0एस0(शिक्षा) / A4-48(P-II) /2019 तद्दिनांकित।

प्रतिलिपि निम्नलिखित को सूचनार्थ एवं आवश्यक कार्यवाई हेतु प्रेषित –

1. सचिव, तकनीकी शिक्षा विभाग, उत्तराखण्ड शासन।
2. प्राचार्य / निदेशक, संबंधित संस्थान।
3. कम्प्यूटर प्रकोष्ठ / गार्ड फाईल हेतु।

आज्ञा से,

(स्वाति एस0 भदौरिया)
अपर सचिव श्री राज्यपाल / कुलाधिपति।

सत्यमेव जयते

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THE PATENTS ACT, 1970
(39 OF 1970)
&
The Patent Rules, 2003

FORM FOR AUTHORIZATION OF A PATENT AGENT/ OR ANY PERSON IN A MATTER OR PROCEEDING UNDER THE ACT
[See Section 127 and 132; Rule 135]

Power of Attorney by **J B INSTITUTE OF TECHNOLOGY** having address at **NH-72, VILLAGE SHANKARPUR, CHAKRATA ROAD, DEHRADUN, Uttarakhand, 248197, India**; do hereby authorize **Mr. Anuj Raturi [Registered Indian Patent Agent, (IN/PA:4266)] & Adv. Ram Chandra Joshi [Reg. No.: U.A. 2638/04, U.P. 2763/94 (Advocate & Notary)]** having office address, as Gyananand Bhawan, Kalinka Vihar, Majrimafi, Lane No.3, IIP Mohkampur Kala-248005, Dehradun, Uttarakhand, India.

FORM 26
THE PATENTS ACT 1970
(39 OF 1970)
&
The Patent Rules, 2003

FORM FOR AUTHORIZATION OF PATENT AGENT/ OR ANY PERSON IN A MATTER OR PROCEEDING UNDER THE ACT

[See Section 127 and 132; Rule 135]

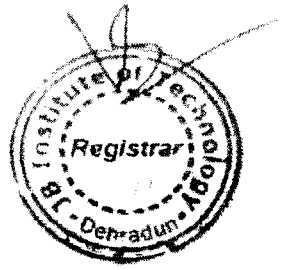
We, J B INSTITUTE OF TECHNOLOGY having address at NH-72, VILLAGE SHANKARPUR, CHAKRATA ROAD, DEHRADUN, Uttarakhand, 248197, India, do hereby authorize **Mr. Anuj Raturi [Registered Indian Patent Agent, (IN/PA:4266)] & Adv. Ram Chandra Joshi [Reg. No.: U.A. 2638/04, U.P. 2763/94 (Advocate & Notary)]** having office address, as Gyananand Bhawan, Kalinka Vihar, Majrimafi, Lane No.3, IIP Mohkampur Kala-248005, Dehradun, Uttarakhand, India, to act on our behalf in connection with the filing and pre & post grant prosecution for the invention titled **"AN ENGINE AIR STIMULATOR"** filed in our name and request that all notices, requisitions and communication relating thereto may be sent to such person(s) at the above address unless otherwise specified.

This authorization includes the right to appoint substitutes.

We hereby revoke all previous authorizations, if any made, in respect of the same matter or proceeding.

We hereby assent to the action already taken by the said person in the above matter.

Dated this November 09, 2022.



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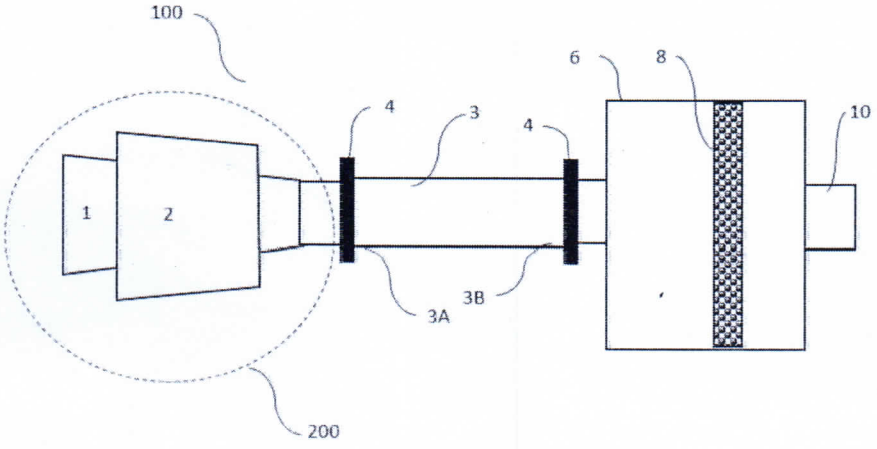

FIG. 1

ON BEHALF OF APPLICANT

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Dated: 00th Day of November, 2022

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(AGENT FOR THE APPLICANT)

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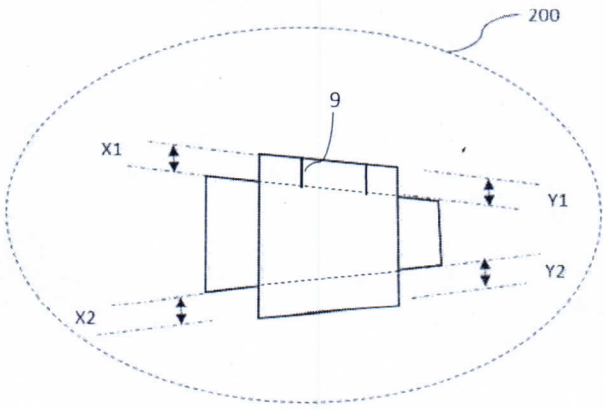

FIG. 2

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Signature:

Name: Anuj Raturi [IN/PA: 4266]

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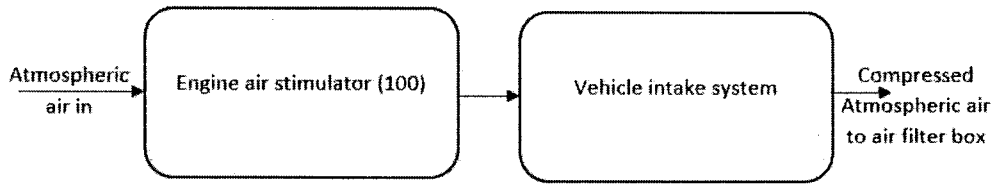

FIG. 3

ON BEHALF OF APPLICANT

Signature:

Name: Anuj Raturi [IN/PA: 4266]

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