



CITY COUNCIL REGULAR MEETING

Tuesday, September 05, 2023 at 5:00 PM

94 N. Washington Street, Sonora, CA 95370

(209) 532-4541

AGENDA

NOTICE IS HEREBY GIVEN that the Sonora City Council will have their regular meeting on Tuesday, September 5, 2023, at 5:00 PM in the City of Sonora Council Chambers located at 94 N. Washington Street Sonora, CA 95370.

THIS MEETING IS PHYSICALLY OPEN TO THE PUBLIC AND MEMBERS OF THE PUBLIC MAY PARTICIPATE IN THE MEETING VIA VIDEO CONFERENCING AT:

Zoom Meeting Link:

<https://us06web.zoom.us/j/81193397821?pwd=UGdrRTcyaFFac3o0b2JQK2FmMTRyUT09>

Dial: (669) 444-9171

Meeting ID: 811 9339 7821

Passcode: 906625

MEMBERS OF THE PUBLIC WILL BE GIVEN THE OPPORTUNITY TO PROVIDE COMMENTS.

THIS MEETING WILL BE LIVE STREAMED ON THE CITY'S WEBSITE AT www.sonoraca.com.

Written comments can be submitted to be included as part of the administrative record; they will not be read during the meeting. All comments must be received by 3:00 pm on the day of the noticed meeting and can be submitted to the City Clerk at 94 N. Washington Street Sonora, CA 95370, or via email to tskelly@sonoraca.com.

CLOSED SESSION - 4:00 PM

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS

ADJOURN INTO CLOSED SESSION

1. Conference with Real Property Negotiations, Government Code Section § 54956.8
Property: 326 N. Washington Street, Sonora, CA, Tuolumne County 95370 Agency Negotiators:
Doug White, City Attorney, Melissa Eads, City Administrator.

2. Conference with Legal Counsel – Anticipated Litigation - Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section § 54956.9: One (1) Potential Case; Doug White, City Attorney, Melissa Eads, City Administrator.

RECONVENE INTO OPEN SESSION

OPEN SESSION - 5:00 PM

REPORT OUT OF CLOSED SESSION

PLEDGE OF ALLEGIANCE

ROLL CALL

CITY CLERK'S REPORT ON AGENDA POSTING

APPROVAL OF THE AGENDA

PUBLIC COMMENT (NON-AGENDA ITEMS)

*The public may address the Council on any item of public interest not otherwise on the agenda that is within the jurisdiction of the City. No action may be taken. Matters to be addressed may be referred to City Staff or placed on a subsequent meeting Agenda. Speakers are limited to a three (3) minute presentation. If participating via Zoom, please raise your hand using the Raise Your Hand feature or dial *9 (*6 to unmute).*

CONSENT CALENDAR

Items on the Consent Calendar are considered routine and will be voted on in one motion unless a Council member or member of the public has a question or wishes to discuss an item. In that case, the item will be removed from the Consent Calendar and considered separately.

3. Consider approval of disbursements in the amount of \$174,751.75 for payroll, including employee salaries, employer and employee taxes, retirement contributions, miscellaneous voluntary employee deductions, holiday pay, and other adjustments, including retro-pay; Tracy Skelly, Administrative Services Officer.
4. Consider adoption of Resolution #09-05-2023-A for the 2023 Volunteer Fire Capacity Grant in the amount of \$37,188.00 and that the City Council designate the Fire as the City's representative to sign the agreements on behalf of the City of Sonora Fire Department; Aimee New, Fire Chief.
5. Consider approval of a contract with All-star Fire Equipment Inc., in the amount of \$32,000.00 for Self-Contained Breathing Apparatus (SCBA) for Type 3 & Type 6 Fire Engines.

Consider approval of a contract with Ward Filter Systems in the amount of \$35,000.00 to install NO SMOKE direct source diesel exhaust filtration systems for Activity #4; Aimee New, Fire Chief.

COUNCIL MEMBER REPORTS

ADJOURNMENT

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Administrator at City Hall (209) 532-4541, meads@sonoraca.com. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting (28 CFR 35.102-35.104 ADA Title II).

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available for public inspection in the City Administrator's Office at 94 N. Washington Street, Sonora, CA 95370 during normal business hours (8:00 am - 4:00 pm, Monday through Friday, excluding holidays). The agenda and supporting public documents are also available on our City website www.sonoraca.com listed under the agenda/minutes link on the Government page.



CITY COUNCIL AGENDA REPORT

MEETING DATE: September 5, 2023
TO: City Council Members
FROM: Tracy Skelly, Administrative Services Officer
SUBJECT: Disbursements in the amount of \$174,751.75 for payroll

RECOMMENDATION

Consider approval of disbursements in the amount of \$174,751.75 for payroll, including employee salaries, employer and employee taxes, retirement contributions, miscellaneous voluntary employee deductions, holiday pay, and other adjustments, including retro-pay.

DISCUSSION

This payroll was the second (2nd) payroll of the month, which was an expected amount.

This payroll is the 4th payroll of 26 for FY23-24, we would have expected to expend 15.38% of the budgeted amount. In total, we have expended 12.00% of the Salaries and Wages for the FY 23-24 budget.

FISCAL IMPACT

Disbursements are part of the approved FY23-24 Budget.



CITY COUNCIL AGENDA REPORT

MEETING DATE: September 5, 2023
TO: City Council Members
FROM: Aimee New, Fire Chief
SUBJECT: 2023 Volunteer Fire Capacity Grant

RECOMMENDATION

Consider adoption of Resolution #09-05-2023-A for the 2023 Volunteer Fire Capacity Grant in the amount of \$37,188.00 and that the City Council designate the Fire Chief as the City's representative to sign the agreements on behalf of the City of Sonora Fire Department. Funding will be from the fund 710-6000-51140 for the City's' matching funds of \$18,594.00.

DISCUSSION

Accepting the Volunteer Fire Capacity grant will allow the Fire Department to purchase Wildland Safety Equipment, and Structural personal safety equipment at a 50/50 match with the Department of Forestry and Fire Protection.

FISCAL IMPACT

The grant provides \$18,594.00 in unanticipated Revenues with a matching amount coming from the existing fund balance in Fund 710, see attached budget transfer. No impact on the General Fund.

RESOLUTION NO. 9-05-2023-A

A RESOLUTION OF THE CITY OF SONORA APPROVING THE DEPARTMENT OF FORESTRY AND FIRE PROTECTION AGREEMENT #7GF23018 FOR SERVICES FROM THE DATE OF LAST SIGNATORY ON PAGE 1 OF THE AGREEMENT TO JUNE 30, 2024, UNDER THE VOLUNTEER FIRE CAPACITY GRANT PROGRAM OF THE COOPERATIVE FORESTRY ASSISTANCE ACT OF 1978.

BE IT RESOLVED by the City Council of the City of Sonora that said Council does hereby approve the Agreement with the California Department of Forestry and Fire Protection dated as of the last signatory date on page 1 of the Agreement, and any amendments thereto. This Agreement provides for an award, during the term of this Agreement, under the Volunteer Fire Capacity Grant Program of the Cooperative Fire Assistance Act of 1978 during the State Fiscal Year 2023-24 up to and no more than the amount of \$18,594.00.

BE IT FURTHER RESOLVED that the Fire Chief, Aimee New, of the City of Sonora Fire Department be and hereby is authorized to sign and execute said Agreement and any amendments on behalf of the City of Sonora.

The foregoing resolution was duly passed and adopted by the City Council of the City of Sonora, at a regular meeting thereof, held on the 5th day of September 2023 by the following vote:

Ayes:

Mark Plummer, Sonora City Mayor

Nays:

Absent:

CERTIFICATION OF RESOLUTION

Attest:

I, Tracy Skelly, City Clerk of the City of Sonora, County of Tuolumne California do hereby certify that this is a true and correct copy of the original Resolution Number 9-05-2023-A.

Witness my hand and the seal of the City of Sonora on this 5th day of September 2023.

Tracy Skelly, City Clerk
City of Sonora

OFFICIAL SEAL



CITY COUNCIL AGENDA REPORT

MEETING DATE: September 05, 2023

TO: City Council Members

FROM: Aimee New, Fire Chief

SUBJECT: Consider approval of Community Development Block Grant (CDBG) Funding Contracts for Activities #3 and #4

RECOMMENDATION

Consider approval of a contract with All-Star Fire Equipment Inc., in the amount of \$32,000.00 for Self-Contained Breathing Apparatus (SCBA) for Type 3 & and Type 6 Fire Engines to complete Activity #3.

Consider approval of a contract with Ward Filter Systems in the amount of \$35,000.00 to install NO SMOKE direct source diesel exhaust filtration systems for Activity #4.

DISCUSSION

The City Council approved Resolution No 08-21-2023-B on August 21, 2023, to reallocate funding within the Community Development Block Grant (CDBG) for the above contracts for grant activities #3 and #4. The purchases for both activities are within the approved funding amounts. Both All-Star Fire Equipment Inc. and Ward Filter Systems are sole source vendors. The sole source letter from Ward Filter Systems is attached and the sole source letter from All-Star Fire Equipment Inc. is to be provided to the Council and the public at the Council meeting.

FISCAL IMPACT

The purchase of the above fire equipment complies with the City of Sonora's purchasing policy as a sole source. No impact on the general fund.

WARD DIESEL FILTER SYSTEMS

8/30/23

Sonora Fire Department
201 S. Shepherd Street
Sonora, CA 95370

Ward Diesel Filter is the “sole manufacturer” and “sole distributor” of the “PATENTED” “NO SMOKE” diesel filtration system granted by the United States Government pursuant to Patent Number 4,803,838. No other company or individual has been licensed to manufacture or market an identical or similar system. Installation of the system(s) is completed by Ward Diesel service technician(s) on all new installations at the manufacturer facilities. As a retrofit assembly, the installation is completed at the fire department.

If you have any additional questions, do not hesitate to contact me.

Very truly yours,

WARD DIESEL FILTER SYSTEMS



Scott H. Beecher
President

NOTICE



NO SMOKE

WARD DIESEL FILTER SYSTEMS

**WARD DIESEL FILTER SYSTEMS MARKETS THE "NO SMOKE"
DIESEL EXHAUST FILTRATION SYSTEM. THIS SYSTEM IS
COVERED BY U.S. PATENT NUMBER #4,803,838. NO OTHER
COMPANY OR INDIVIDUAL HAS BEEN LICENSED TO
MANUFACTURE OR MARKET THIS PROPRIETARY SYSTEM.**

WARD DIESEL FILTER SYSTEMS

United States Patent [19]
Kaeser

[11] **Patent Number:** 4,803,838
[45] **Date of Patent:** Feb. 14, 1989

- [54] **DIESEL PARTICULATE INFUSION
CONTROLLER**
[76] **Inventor:** Henry E. Kaeser, Hillcrest Rd.,
Elmira, N.Y. 14903
[21] **Appl. No.:** 137,589
[22] **Filed:** Dec. 24, 1987
[51] **Int. Cl.:** F01N 3/02
[52] **U.S. Cl.:** 60/288
[58] **Field of Search:** 60/288, 286, 274
[56] **References Cited**

U.S. PATENT DOCUMENTS

- 2,488,563 11/1949 Silis .
3,938,409 2/1976 Vozumi 74/856
3,961,478 6/1976 Lange .
3,972,184 8/1976 Warren .
4,450,681 5/1984 Sato et al. .
4,485,621 12/1984 Wong et al. .
4,509,327 4/1985 Enga 60/311
4,538,412 9/1985 Oishi et al. .

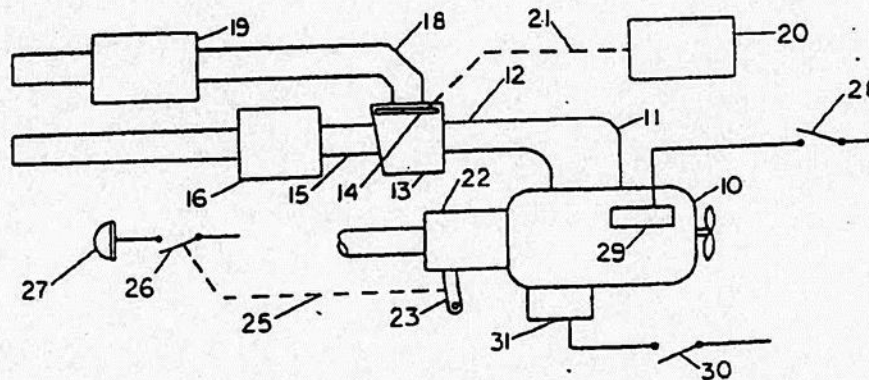
- 4,581,891 4/1986 Usui 60/303
4,677,823 7/1987 Hardy 60/286

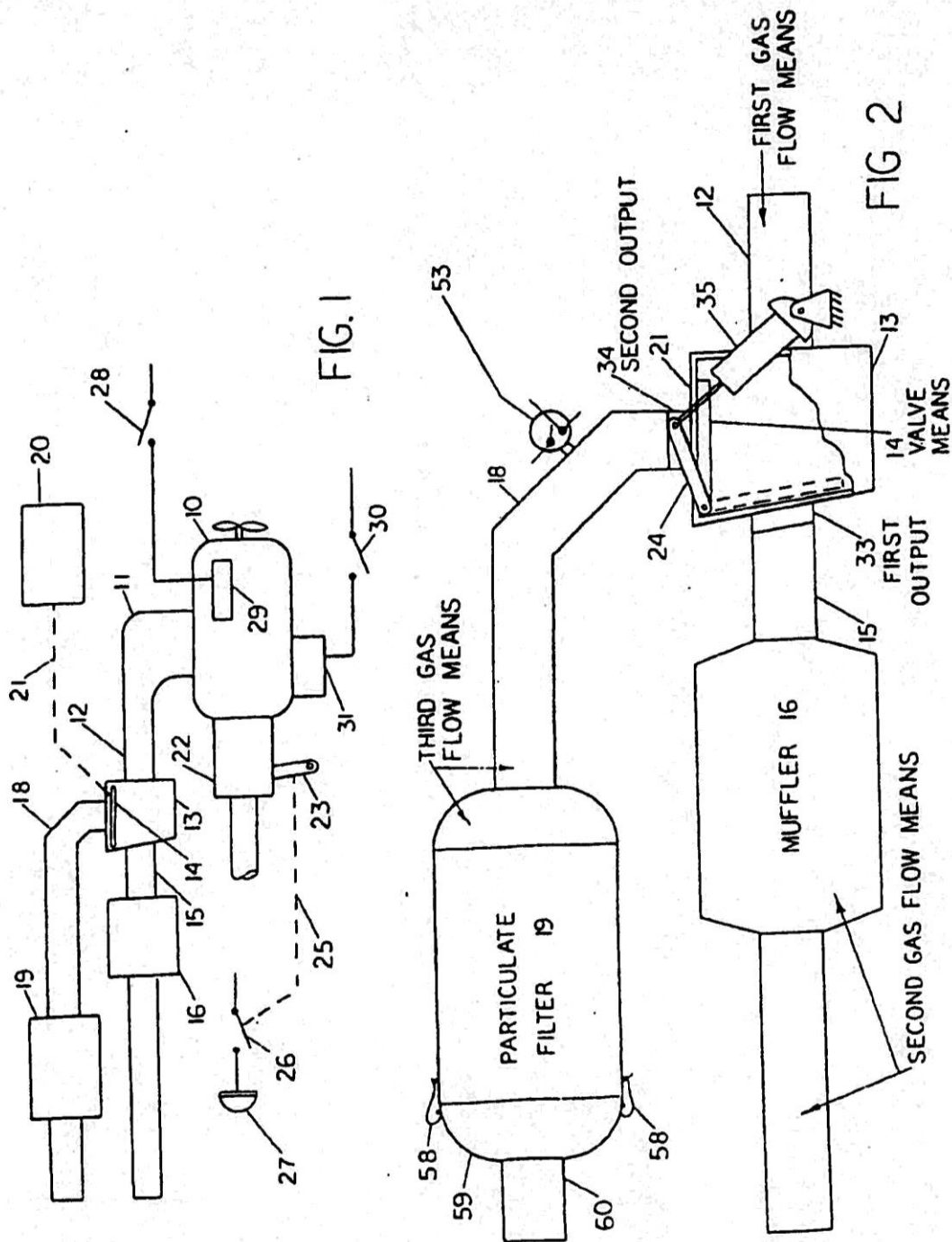
Primary Examiner—Douglas Hart

[57] ABSTRACT

Disclosed is a system for removing particulates from the exhaust gas of a vehicle internal combustion engine during those times that the emission of such particulates into the atmosphere would be of greatest danger to persons in the vicinity of the vehicle. The system comprises valve means connected to the vehicle exhaust manifold for normally directing exhaust to the atmosphere when in the nonactivated condition. The valve means directs exhaust to a particulate filter when in the activated condition. Means responsive to the starting of the engine activates the valve means for a predetermined period of time. The valve means can also be activated by shifting into reverse gear.

10 Claims, 2 Drawing Sheets





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U.S. Patent

Feb. 14, 1989

Sheet 2 of 2

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WARD DIESEL FILTER SYSTEMS

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DIESEL PARTICULATE INFUSION CONTROLLER

BACKGROUND OF THE INVENTION

1. Field of the Invention

This invention relates to a system for removing particulates from the exhaust gas of internal combustion engines in motor vehicles. More particularly, this invention relates to a system for removing solid, predominately carbonaceous particulates contained in the exhaust gas of diesel engines only during those times that the emission of such particulates into the atmosphere would be of greatest danger to persons in the vicinity of such vehicles.

Diesel engine exhaust gas contains considerable amounts of exhaust particulates. Various kinds of filters or trapping devices have been employed for removing such particulates. However, a typical diesel engine may emit on the order of a gallon of particulate in 1,000 miles of continuous operation. After a sufficient amount of particulate has been trapped, the resultant backpressure adversely affects the operation of the engine. Vehicles which utilize filter elements for trapping exhaust particulates must therefore employ means for dealing with this problem.

2. The Prior Art

There have been proposed a number of diesel exhaust gas cleaning devices which include filter regeneration means. Disclosed in U.S. Pat. Nos. 4,450,681, 4,485,621 and 4,538,412 are filter regeneration systems comprising various means for igniting and burning the trapped exhaust particulates. Such regeneration systems conventionally include valve means for by-passing at least a portion of the exhaust gas during at least a portion of the regeneration cycle. In general, regeneration techniques have been subject to one or more of the following disadvantages which have precluded the commercial acceptance thereof: (1) there may be an inability of the filter element to undergo regeneration so as to maintain effectiveness over long periods, (2) regeneration may reduce the efficiency of the filter element, (3) regeneration may damage the filter element such as by the generation of corrosive gases, and (4) regeneration may produce excessive amounts of harmful by-products such as sulfates.

SUMMARY OF THE INVENTION

It is therefore an object of this invention to provide an exhaust particulate removal system which overcomes the disadvantages of the prior art.

Briefly, the present invention relates to a system for removing particulates from exhaust gas of a vehicle internal combustion engine. The system comprises first gas flow means connected to the exhaust of the engine, and valve means connected to the first gas flow means for normally directing exhaust to a first output when in the nonactivated condition and for directing exhaust to a second output when in the activated condition. Second gas flow means is connected to the valve means first output for exhausting particulate-containing exhaust to the atmosphere. Third gas flow means is connected to the valve means second output for removing exhaust gas particulates before delivering the exhaust gas to the atmosphere. Means responsive to the starting of the engine activates the valve means for a predetermined period of time after the engine has been started.

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Means responsive to a second condition within the vehicle also activates the valve means.

The means responsive to a second condition may comprise means activated by shifting the vehicle gear means into reverse gear for activating the valve means while the vehicle is in reverse gear, the valve means remaining activated for the predetermined period of time after the gear means has been shifted out of reverse gear. The vehicle operator can also operate the valve means by closing a switch. The means for activating the valve means can be disabled by switch means which detect the backpressure in the exhaust system.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a schematic view of an engine provided with a system for removing exhaust gas particulates in accordance with the present invention.

FIG. 2 is a schematic view showing a preferred system for purifying exhaust gases.

FIG. 3 is a schematic diagram of a control circuit for activating the exhaust diverter valve of FIG. 1.

DESCRIPTION OF THE PREFERRED EMBODIMENT

In FIG. 1 exhaust manifold 11 of diesel engine 10 is connected to a first gas flow conduit 12. Whereas a diesel engine is specifically described herein, the present invention is also useful in connection with other engines. For example, a gasoline engine having worn rings may exhaust a sufficient amount of particulate matter to warrant use of this system. Changeover valve 14 is located in housing 13 which is connected to conduit 12. The valve normally connects exhaust gas to second exhaust gas conduit 15 in which muffler 16 is located. When in the activated condition, valve 14 switches the exhaust gas flow to third gas flow conduit 18 in which filter or particulate catching means 19 is located. Dashed line 21 indicates the mechanical connection between valve 14 and valve actuating means 20.

Attached to engine 10 is transmission 22 from which control lever 23 extends. Dashed line 25 represents a mechanical connection between lever 23 and backup switch 26 which activates backup light 27 when transmission 22 is shifted into reverse. Switch 28 connects battery voltage to engine ignition system 29, and starter switch 30 connects battery voltage to starter 31.

Referring to FIG. 2, gas conduit 12 is connected to changeover valve housing 13 having a first outlet passage 33 and a second outlet passage 34. Outlet passage 33 is connected to muffler 16 by conduit 15, and outlet passage 34 is connected to particulate filter 19 by gas conduit 18. Disposed within housing 13 is a valve 14 which is shown in its normal position, whereby gas from conduit 12 exits from outlet passage 33. Activation of air cylinder 35 pulls lever 24, thus causing valve 14 to move to its activated position shown by dashed lines, whereby gas from conduit 12 exits from outlet passage 34. It is noted that air cylinder plunger rod 21 is represented by the dashed line mechanical connection in FIG. 1.

Referring to FIG. 3, air tank 40 supplies air to solenoid valves 41 and 42 which control the flow of air to opposite ends of air cylinder 35. Valve 41 is a three way normally closed valve, and valve 42 is a three way normally open valve. Thus, air cylinder plunger rod 21 is normally extended. This places valve 14 in its normal position shown in FIG. 2. The combination of tank 40 valves 41 and 42 and cylinder 35 constitutes valve acti-

WARD DIESEL FILTER SYSTEMS

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uating means 20 of FIG. 1. Although an air cylinder-operated changeover valve may be advantageous on those trucks which already contain compressed air tanks, other suitable activating means such as an electrically powered system may be employed.

Also shown in FIG. 3 is the electrical control system, the output of which controls valve activating means 20. This system comprises relays 47, 48 and 49 and a timer relay 50. The following commercially available parts may be employed for the aforementioned relays: Part No. 700-HB-33Z12 for relays 47, 48 and 49 and Part No. 700-HT-22BZ12 for timing relay 50, all of which are manufactured by Allen-Bradley Company. Ignition master switch 28 connects the battery voltage to terminal 7 of relay 47 and to terminals 1 and 2 of timer relay 50. Switch 28 also connects battery voltage to override switch 52, which may be located on the dashboard, and to a backpressure switch 53, which is located in conduit 18. A dash-mounted warning light 54, which is connected to switch 53, signals the activation of that switch. When closed, switch 53 connects battery voltage to terminals A and 4 of relay 47. In its closed condition, switch 52 connects battery voltage to terminal 9 of relay 47.

In order to describe the operation of the aforementioned system, it will be assumed that the system is installed on a fire truck. As soon as an alarm is sounded, the engine is started. Some minimum amount of time is required for the firemen to get ready and get on the truck. Thus, there is a minimum predetermined time period between the starting of the truck and the time that the truck leaves the fire station. If a conventional muffler exhaust system were employed on the truck, carbon particulates and the like would exhaust into the station, thus presenting a danger to those working therein. If particulate catching means were permanently installed on the truck, it would become saturated after an average of twenty hours of operation. It is impracticable to replace the particulate trap every twenty hours of operation. Particulate traps having regeneration means suffer a number of disadvantages as discussed above. The system of FIGS. 2 and 3, as operated in the following manner, solves the aforementioned dilemma.

Timer relay 50 is programmed such that, after it is activated by either relay 48 or 49, it remains closed for the predetermined time period. When starter switch 30 is closed, current supplied to normally open relay 48 closes that relay. Terminals 4 and 7 of relay 48 close, thereby interconnecting terminals 5 and 6 of timer relay 50. Also, the normally open timer relay 50 closes, thereby connecting terminals 1 and 3. Current will now pass through the timer relay and through the normally closed relay section of relay 47 (through terminals 3 and 9 thereof) to solenoid valves 41 and 42. The solenoid valves being thus activated, air cylinder plunger rod 21 retracts, placing exhaust changeover valve 14 in its activated condition. The exhaust system is placed in the filter mode whereby exhaust gas is diverted through particulate filter 19. When starter switch 30 opens, terminals 4 and 7 of relay 48 are disconnected, thus starting the predetermined period of time during which timer relay terminals 1 and 3 are connected. At the end of said predetermined time period, timer relay 50 opens, thereby deactivating solenoid valves 41 and 42. The plunger of air cylinder 35 returns to its normal position, and valve 14 returns to the position shown in FIG. 2. The particulate-containing exhaust gas again passes

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through muffler 16 to the atmosphere. By this time, however, the truck has left the station.

When the fire truck backs into the fire station, it could again subject personnel working therein to particulate-containing exhaust gases. However, when the vehicle is placed in reverse, backup light switch 26 closes and activates relay 49. This normally open relay closes, thereby interconnecting terminals 5 and 6 of the timer relay. This closes the timer relay, connecting terminals 1 and 3 thereof, and causes current to pass through relay 47, as described above, to activate solenoid valves 41 and 42 and place the exhaust system in the filter mode. When the transmission is shifted out of reverse, switch 26 opens and the timer clock in relay 50 begins to run. The exhaust system then remains in the filtered position for the predetermined period of time. This gives some time during which the transmission may be placed in neutral or park position in case the engine is not immediately turned off.

Override switch 52 places the exhaust system in the filter mode at any time by overriding the timer relay. When closed, it connects the battery voltage directly to terminal 9 of relay 47. Switch 52 may be located on the dashboard, the control box housing the relays or in any other remote location. Switch 52 may be employed, for example, if the truck drives up to the garage and pulls in forward. As soon as the driver begins to pull into the garage, he closes switch 52.

It can be seen that particulate filter 19 accumulates relatively little particulate material per hour of total operating time. However, the filter eventually accumulates enough particulate to create a sufficient backpressure in the vehicle exhaust system to close switch 53. The resultant flow of current to terminal A causes the normally open section of relay 47 to close. This allows current to flow to terminal 7 of relay 47, through terminal 4, and back to terminal A, to apply a hold current to relay 47 after the backpressure switch opens due to a reduction in back pressure. Also, the normally closed section of relay 47 opens, thereby placing the exhaust system in muffler mode, regardless of the condition of relays 48 and 49. Since it is only infrequently that filter 19 accumulates sufficient particulate to actuate backpressure switch 53, the replacement of full traps is no longer impracticable. After the actuated warning light 54 is observed, arrangements are made to have the particulate filter replaced. In the embodiment shown in FIG. 2, this is accomplished by opening clamps 58 which are located at the outlet end of the casing of filter 19. After end portion 59 and tailpipe 60 are removed, the filter means is removed from the casing. A new or cleaned filter means is inserted, and elements 59 and 60 are reattached.

Various modifications can be made to the described embodiment without departing from the scope of the invention. For example, the override switch may be a pushbutton switch that momentarily closes and then opens when released. Such an override switch could be employed to activate the timer relay so that the valve means is activated for the predetermined time after the switch is operated. The vehicle operator would merely touch the pushbutton switch as the vehicle begins to pull into a garage. The exhaust system would be in the filter mode for the predetermined time which would be of sufficient length to permit the vehicle to be parked and the engine turned off.

I claim:

WARD DIESEL FILTER SYSTEMS

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1. A system for removing particulates from exhaust gas of a vehicle internal combustion engine comprising first gas flow means connected to the exhaust of said engine, valve means connected to said first gas flow means for normally directing exhaust to a first output when in the nonactivated condition and for directing exhaust to a second output when in the activated condition, second gas flow means connected to said valve means first output for exhausting particulate-containing exhaust to the atmosphere, third gas flow means connected to said valve means second output for removing exhaust gas particulates before delivering said exhaust gas to the atmosphere, means responsive to the starting of said engine for activating said valve means for a predetermined period of time, and means responsive to a second condition within said vehicle for activating said valve means.

2. A system in accordance with claim 1 further comprising gear means including a reverse gear connected to said engine, said means responsive to a second condition comprising means activated by shifting said gear means into reverse gear for activating said valve means, said valve means remaining activated for said predetermined period of time after said gear means has been shifted out of reverse gear.

3. A system in accordance with claim 1 wherein said means responsive to a second condition comprises an override switch and means responsive to the closing of said override switch for activating said valve means.

4. A system in accordance with claim 3 wherein said override switch comprises a switch that closes when touched and opens when released, and said means responsive to the closing of said override switch activates said valve means for said predetermined period of time after said override switch has been released.

5. A system for removing particulates from exhaust gas of a vehicle internal combustion engine comprising first gas flow means connected to the exhaust of said engine, valve means connected to said first gas flow means for normally directing exhaust to a first output when in the nonactivated condition and for directing exhaust to a second output when in the activated condition, second gas flow means connected to said valve means first output for exhausting particulate-containing exhaust to the atmosphere, third gas flow means connected to said valve means second output for removing exhaust gas particulates before delivering said exhaust gas to the atmosphere, valve activating means for changing the condition of said valve means from said nonactivated to said activated condition upon receipt of a control signal, means responsive to the starting of said engine for supplying to said valve activating means a control signal for a predetermined period of time, gear means including a reverse gear connected to said engine, means activated by shifting said gear means into reverse gear for supplying a control signal to said valve activating means, said control signal continuing for said predetermined period of time after said gear means has been shifted out of reverse gear.

6. A system for removing particulates from exhaust gas of a vehicle internal combustion engine comprising first gas flow means connected to the exhaust of said engine, valve means connected to said first gas flow means for normally directing exhaust to a first output when in the nonactivated condition and for directing exhaust to a second output when in the activated condition, second gas flow means connected to said valve means first output for exhausting particulate-containing exhaust to the atmosphere, third gas flow means connected to said valve means second output for removing exhaust gas particulates before delivering said exhaust gas to the atmosphere, valve activating means for changing the condition of said valve means from said nonactivated to said activated condition upon receipt of a control signal, gate means having an output terminal connected to said valve activating means, an input terminal and an inhibiting signal terminal, said gate means connecting a control signal from said input terminal thereof to said valve activating means except when a signal is applied to said inhibiting terminal, means responsive to the starting of said engine for supplying to said gate means input a control signal for a predetermined period of time, and means responsive to the sensing of an excessive back-pressure in said engine exhaust for applying a signal to said gate means inhibiting terminal.

7. A system in accordance with claim 6 wherein said means responsive to the starting of said engine comprises timer relay means having a first pair of terminals, said timer relay means connecting a voltage to said gate means input terminal during the time that said first pair of terminals is interconnected and for said predetermined period of time after said first pair of terminals has been disconnected, and first relay means for interconnecting said first pair of terminals in response to the starting of said engine.

8. A system in accordance with claim 7 further comprising gear means including a reverse gear connected to said engine, and means for supplying a control signal to said gate means during the time that said gear means is in reverse gear and for said predetermined period of time after said gear means has been shifted out of reverse gear.

9. A system in accordance with claim 8 wherein said means activated by shifting said gear means comprises second relay means for interconnecting said first pair of terminals during the time that said gear means is in reverse gear and for said predetermined period of time after said gear means has been shifted out of reverse gear.

10. A system in accordance with claim 6 further comprising gear means including a reverse gear connected to said engine, and means for supplying a control signal to said gate means during the time that said gear means is in reverse gear and for said predetermined period of time after said gear means has been shifted out of reverse gear.

WARD DIESEL FILTER SYSTEMS

Notice of Patent Expiration:

U.S. PATENT NUMBER #4,803,838 for the Ward Diesel NO SMOKE Filter System has expired.

Ward Diesel has stopped identifying or marking manufactured parts and components with this patent information.