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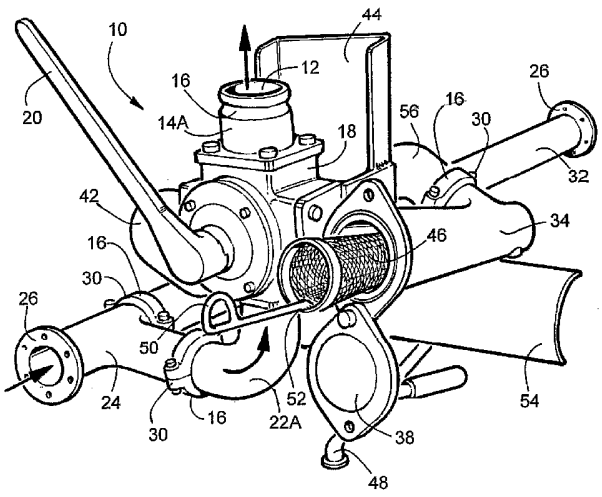
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(54) **Title:** MANUAL BULK LIQUID PUMP CONTROL AND DISTRIBUTION SYSTEM



(57) **Abstract:** The present invention is directed to a manual bulk liquid pump control and distribution system that utilizes a single-handle manual operation for direction of flow and speed, along with providing a neutral position for standby. The system can be operated at a rate of 0 to 250 gallons per minute and be reversed with a single motion of the operating handle. The pump operates in one direction at a fixed RPM, resulting in longer pump life and safer operation. For added safety, the system utilizes the pump's relief valve for both discharge and suction operation. It has the ability of sucking the liquid out of the lines and hoses after each transfer operation. This system has an aluminum flow-reversing valve or two-way valve at the center of the design. This valve allows the flow of the product tobe precisely controlled in either direction, along with the flow rate and pressure. This gives the operator the ability to control the product regardless of viscosity or volume. The system has been designed with pressure-tested manifolds and custom design brackets along with a sampling valve and an easily accessible angled strainer basket. The design allows for safe and convenient pump operation as well as for the proper handling of liquids during environmentally sensitive times.

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TITLE OF THE INVENTION

MANUAL BULK LIQUID PUMP CONTROL AND DISTRIBUTION SYSTEM

FIELD OF THE INVENTION

[0001] This invention relates to the field of controlling the directional flow of bulk liquids. Bulk liquids are generally held in large containment vessels to be stored or transported. This patent deals with the precise control and distribution of liquids from these containment vessels along with the capability of pumping liquid back into the containment vessel by the means of suction. Additionally this patent deals with a unique method of removing any excess liquid from the hoses and lines in the system to insure that no liquid is spilled on the ground or retained within the hoses.

[0002] Existing methods of pumping and siphoning bulk liquids has in the past been cumbersome where quantities of the liquid are left within the pump, hoses and distribution lines and this liquid is often spilled onto the ground. A great amount of the bulk liquid is in the form of chemicals, fuel and oil products that produce an environmental hazard when spilled. The Environmental Protection Agency (EPA) has endeavored to put strict regulations on the handling and spillage of these liquids. The petroleum tank and containment vessels are extremely regulated, but the pumping systems are not. No standard or performance windows have been made for the installation and capabilities of the pump systems presently in use.

BACKGROUND OF THE INVENTION

[0003] The new manual bulk liquid pump control and distribution system was designed primarily for the over the road petroleum transportation industry delivering to above the ground tanks, but it has been found to be useful in the handling of a wide variety of other bulk liquids. This patent is not intended be limited in its scope to the petroleum industry only, but has the capability to be effective in the handling of a variety of other bulk liquids. The new manual bulk liquid pump control and distribution system has been designed to revolutionize not only the way bulk liquids are handled by truck tankers but also the way bulk liquids are transferred between containment vessels. Bulk liquids in the petroleum industry consist of gasoline, oil, diesel, aviation-gas, and transmission fluid to anti-freeze, used oil, and more.

[0004] In environmentally sensitive areas such as coast lines, rivers, lakes, ski slopes, parks, wetlands, high water tables or any area where underground tanks cannot be used, there is zero tolerance of a contamination spill. Further, underground tanks must be specially designed, manufactured, installed and monitored to detect and prevent leaks. Accordingly, it is extremely expensive to put a tank underground. In these applications, they are filled by a gravity drop, and no pump is required to deliver fuel to these tanks.

[005] Most corporate farms, businesses, municipalities, airports, rental car yards, trucking companies, construction companies, bus companies and railroads use above ground storage tanks. This style of tank requires a pump to fill them. The application of federal law requires like vehicles to respond to their own accidents and rollovers. In the case of the petroleum industry, if a vehicle is rolled over and lying on its side, the fuel must be removed before the vehicle is up- righted. The fuel is salvageable and requires a pump to remove it. The railroad locomotives are filled, and

tank cars are loaded and unloaded with the use of pumps mounted on trucks. All package oil facilities that purchase bulk oils and package them for retail sale, use above ground tanks and require vehicles with pumps to fill them. All shipyards and container yards use above ground tanks, and they require pumps mounted on trucks to load and unload fuel on the tugs and tankers.

[0006] Presently, not all states are equal in their environmental requirements. California was the first state to have them, and consequently has the highest restrictions with respect to the handling and transportation of hazardous liquids. Many other states have followed suit with similar requirements and the EPA is now beginning to enforce these laws more diligently in all states. The possibility of a trucking company spilling fuel upon disconnecting of the hoses is being greatly scrutinized. There is no longer any tolerance for these types of frequent spills. The manual bulk liquid pump control and distribution system eliminates substantially all spillage in these zero spill environments.

[0007] As regulation of the industry continues to increase, more above ground fuel tanks will be installed to replace underground tanks, resulting in a dramatic increase in above ground pumping applications. Today in California, if you are a jobber that contracts to Chevron, you are required to have a pump installed on your truck to service their customers. That number is growing, and most all new tankers put into service in California will have pumps installed on them. As the agencies tighten the regulations and enforce the environmental laws, more pumps are required to meet the laws governing the above ground fuel storage and handling systems.

[0008] The fuel oil transportation industry and chemical transportation industry have problems that are similar to the petroleum industry. Tankers are no longer used as a single delivery of product to an underground tank and back to the

refinery for another partial load. These vehicles and operators must be able to multi-task to survive. These include multiple deliveries per load, both gravity and pump loads, numerous drivers per vehicle, variable products, multitudes of tanks and vessels to deliver to, emergency responses, station pump outs, and railroad deliveries, all of which are just some of the different daily conditions. These are all done under the ever-growing scrutiny of the Environmental Protection Agency, Department of Transportation, and insurance industry.

[0009] The same environmental laws are now being enforced in international markets as well. Islands such as the Dominican Republic are converting to all above ground tanks and are changing their entire transport fleets. They are using a variety of pumps that are put on trucks with no forethought about problems that might be caused. Every single pump is unique and operates differently. This results in daily spills on each and every delivery, which is no longer an accepted practice.

[0011] The manual bulk liquid pump control and distribution system primarily designed for the petroleum transportation industry was built by the present inventor with safety and the environment at the forefront. The single flow reversing two-way valve handle controls the flow rate and volume of product and eases the stress of operation of this type of equipment. This design makes the unloading and loading of hazardous liquids as safe and efficient as possible along with the ability of removing all the liquid from the lines and hoses. The unique design meets the demands and the stringent requirements set by the Environmental Protection Agency, Air Resources Board, Department of Transportation, A.S.M.E, and various insurance companies.

REFERENCES CITED

[0012] U.S. Patent No. 3,905,516, issuing to Jeffry A. Wisnia, describes a fuel oil truck pumping system, having control means for automatically raising and lowering the speed of the pump when the delivery hose nozzle is manually opened and closed. The truck has a large oil storage tank and a delivery hose with a nozzle. A pump is mounted on the truck to draw the fuel oil from the storage tank into the delivery hose. A spring-loaded valve is mounted in the outlet port of the pump and an actuator mechanism operates in response to valve movement to adjust the setting of the truck engine throttle, which controls the speed of the pump. Thus, when the hose nozzle is opened to initiate fuel delivery, the resulting pressure differential causes the valve to spring open and the pump to speed up. When the nozzle is closed, the resulting pressure equalization causes the valve to spring closed and the pump to then slow down.

[0013] This patent describes a fuel oil truck pumping system, having control means for automatically raising and lowering the speed of the pump. This system relies upon the speed of the pump to control the volume of the flow, and when the pump is turned off, it relies upon gravity to empty the hose. This system does not have the capability of drawing excess liquid from the hose, or drawing a liquid out of a container back into the truck container.

[0014] U.S. Patent No. 4,131,214, issuing to Joe E. Rogers, describes an apparatus for pumping a flowable material from a tank disposed on an engine-powered vehicle. The invention is particularly adapted for use with a multiple compartment tank on a petroleum delivery truck. An air pump, which may be the air pump for operating the air brakes of the vehicle, is powered by the vehicle engine and pumps air into a surge tank where the air is held under pressure. A conduit leads from

the surge tank to a manifold that is coupled with each of the compartments of the material storage tank. Each of the compartments is coupled with the common manifold through appropriate spur conduits. An appropriate pressure regulator means maintains the pressure on the surge tank and valve means that is operable to pass the air under pressure from the surge tank to one or more of the compartments thereby pumping the material from the storage tank.

[0015] This patent describes an apparatus for pumping a flowable material from a tank disposed on an engine-powered vehicle. This patent uses the air pump of the vehicle to pressurize the compartments pumping the material from the storage container. This patent describes a method of forcing a liquid out of a container but has no way of drawing a liquid back into the container from the hose or from another container.

[0016] U.S. Patent No. 4,177,017, issuing to Jeffery A. Schultz, discloses a system that is used for pumping cryogenic liquids from delivery vehicles including trucks, semi-trailers and trailers. This system uses an internal combustion engine that is mounted at the forward end of the vehicle or, in the case of a trailer truck at the forward end of the trailer, and drives a variable displacement hydrostatic transmission that comprises a hydraulic pump driven directly from the output shaft of the internal combustion engine. The transmission also comprises a high-speed hydraulic motor coupled by hydraulic lines with the hydraulic pump and arranged in a closed loop system. The hydraulic motor is disposed at a rear end of the vehicle (trailer) and has its output shaft coupled directly to the cryogenic delivery pump of the vehicle. A control panel is mounted in a rear compartment of the vehicle and allows the operator to control, inter alia, engine speed, hydrostatic drive speed and cryogenic pump output pressure.

[0017] This patent describes a system that is used for pumping cryogenic liquids from delivery vehicles. The handling of cryogenic liquid like oxygen in this patent is far different from the handling of petroleum or similar products, and must use pressure regulating and controlling devices and thus does not fall within the scope of this patent.

[0018] U.S. Patent No. 5,529,098, issuing to Sergio M. Bravo, tells of a containment box for collecting leaking gasoline from gasoline handling equipment, such as a gasoline dispenser that is disposed below the dispenser. The box receives a gasoline supply pipe passing through an aperture, and a fitting that is provided for sealing the aperture and adjustably fixing the supply pipe. The fitting includes a main body, a deformable element, and a seating piece for seating the deformable element and threaded to the main body, and a clamping piece threadable onto the seating piece to cam the deformable element radially inward to contact the supply pipe. In another embodiment, the main body and seating piece are combined unitarily. The box has another aperture through which a conduit passes, and there is a universal fitting for sealing that aperture. The universal fitting includes a main body with an external shoulder and a nut which threads onto the main body, with gaskets disposed between the shoulder and box and between the nut and box. The main body has an integrally formed internal shoulder for supporting sealing compound. The box has a further aperture for communicating with a vapor recovery pipe, and there is another universal fitting identical to the first for connecting with the pipe. There is also an underground terminator fitting for connecting two double-walled pipes to allow flow through the primary pipes, but prevent flow through the outer pipes.

[00019] This patent tells of a containment box for collecting leaking gasoline from gasoline handling equipment. This patent has nothing to do with the dispensing

or removal of liquids from containment vessels, but does illustrate the difficulty in controlling the spillage and containment of petroleum products and the extents that are required to retain inadvertent spilling of these liquids.

[0020] U.S. Patent No. 5,967,174, issuing to William David MacDonald, discloses an apparatus for removing and containing spills occurring upon filling of a delivery tank truck. The spill catching basin and more particularly the drains mounted to the tops of tanks are modified to deliver liquid spilled into the basin to a single outlet along the side of the truck. A receptacle, such as a buried tank is provided to receive the runoff from the truck. Provided for connection to the outlet is a fitting, which may be releasably clamped to the outside of the outlet. The fitting is coupled to the buried tank by a flexible hose and a slip coupling between the hose and the fitting.

[0021] This patent describes an apparatus for removing and containing spills occurring upon filling of a delivery tank truck. This patent deals more with the spillage of the liquid during the filling process rather than the dispensing process.

[0022] U.S. Patent No. 6,623,245, issuing to Humberto V. Meza et al., tells of a method and apparatus for a pump and a pump control system. The apparatus includes pistons integrally formed in a diaphragm and coupled to the diaphragm by convolutes. These convolutes have a bottom surface angled with respect to a top surface of the pistons. The apparatus also includes an outlet port positioned tangentially with respect to the perimeter of an outlet chamber. The apparatus further includes a non-mechanical pressure sensor coupled to a pump control system. For the method of the invention, the micro controller provides a pulse-width modulation control signal to an output power stage in order to selectively control the power

provided to the pump. The control signal is based on the pressure within the pump, the current being provided to the pump, and the voltage level of the battery.

[0023] This patent describes a method and apparatus for a pump and a pump control system. This is a sophisticated pump and control circuit, but does not offer the capabilities of the two-way valve system where a pump running at a constant speed can both control the volume and pump liquid in either direction from two containment vessels.

[0024] None of the foregoing prior art teaches or suggests the particular unique features of the manual bulk liquid pump control and distribution system. This clarifies the need for further improvements in the devices that can transfer bulk liquids and still meet the high standards set by the Environmental Protection Agency, Department of Transportation, the Air Resources Board and the insurance companies.

[0025] 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 arrangement 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. In addition, 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.

OBJECTS OF THE INVENTION

[0026] The principal object of the manual bulk liquid pump control and distribution system is to create a unique system that will eliminate substantially all

spillage of liquids during the transfer from one containment vessel to a second containment vessel.

[0027] Another object of the manual bulk liquid pump control and distribution system is to create a unique way to move bulk liquids in two different directions through a single flow reversing two-way valve without reversing the direction of the pump drive unit.

[0028] Another object of the manual bulk liquid pump control and distribution system is to create a unique manual system that will control the flow rate and volume of bulk liquids in either direction while the pump is operating at a constant speed with a single valve handle and no electronic control devices.

[0029] Another object of the manual bulk liquid pump control and distribution system is to create a small and compact unit which is easily accessible to an operator.

0030] Another object of the manual bulk liquid pump control and distribution system is to create a system with a crossover line that will access from both sides of a vehicle.

[0031] Yet another object is to create a manual bulk liquid pump control and distribution system that can be put in a neutral position where no liquid is pumped in either direction with the pump using it's relief valve still running at a constant speed.

[0032] And yet, another object is to create a manual bulk liquid pump control and distribution system where the liquid is always forced through the strainer basket in the same direction whether the system is in the discharge or suction mode.

[0033] And still another object is to create a manual bulk liquid pump control and distribution system where the strainer basket in the angled strainer basket housing is easily accessible and will not spill liquid when the access port is opened.

[0034] A further object of this invention is to create a unique system that is adaptable to a variety of different configurations.

[0035] A final object of this invention is to add a new and unique system to the area of transferring bulk liquids from one containment vessel to a second containment vessel while meeting all the new stringent requirements set forth by the Environmental Protection Agency, Department of Transportation, the Air Resources Board and the insurance companies.

[0036] 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 claims annexed to and forming a part of this disclosure. For a better understanding of the invention, its operating advantages and the specific objects attained by its uses, reference should be made to the accompanying drawings and descriptive matter in which there are illustrated preferred embodiments of the invention. There has thus been outlined, rather broadly, the more important features of the invention in order that the detailed description thereof that follows may be better understood, and in order that the present contribution to the art may be better appreciated. There are additional features of the invention that will be described hereinafter and which will form the subject matter of the claims appended hereto.

SUMMARY OF THE INVENTION

[0037] The unique feature of this invention is the compact features and the simplicity of how it operates along with the ability of solving many of the problems of handling bulk petroleum and other similar products where spills have become an ever-present and dangerous environmental problem.

[0038] The present invention is directed to a manual bulk liquid pump control and distribution system that utilizes a single-handle flow reversing two-way valve for the operational direction of flow and volume, while providing a neutral position for standby. The pump drive will generally be by the means of a clutch-type power takeoff (PTO) from the vehicle engine or an auxiliary engine mounted on the vehicle or on a pallet as a portable device. The system can be operated at a rate of 0 to 250 gallons per minute and be reversed and controlled with a single motion of the operating handle on the flow reversing two-way valve.

[0039] The pump operates in one direction at a fixed RPM, resulting in longer pump life and safer operation. For added safety, the system utilizes the pump's relief valve for both loading and unloading. It must be understood that a variety of different pumps made by different manufactures will perform the same function of pumping the liquid and remain within the scope of this patent. Since the system has a neutral position when the PTO is engaged, no fluid motion or pressure develops until the system gradually begins to operate after all connections are verified by the operator. When the liquid has been transferred, the residue liquid left in the lines and hoses may be removed by raising the end of the hose up trapping the liquid and manually reversing the pump to the suction position.

[0040] This system has an aluminum flow reversing two-way valve at the center of the design. The valve allows the flow of the product to be precisely controlled in either direction, along with flow rate and pressure. This gives the operator the ability to control the product regardless of viscosity or volume. The system has been designed with pressure-tested manifolds and custom design brackets along with a sampling valve. A crossover line is easily adapted to the system making easy access to both sides of a vehicle. The design allows for the

safest pump operation available for proper handling of a wide variety of products during these environmentally sensitive times.

[0041] The system incorporates an easily accessible strainer basket housed within a strainer basket housing that is inclined so that when the strainer basket cover plate is removed the liquid within does not spill out. An extended handle positions the basket within the chamber so that the flow inters the center of the basket and the cover plate is easily accessible. A unique 110-degree elbow connects the strainer basket housing to the pump positioning the flow reversing two-way valve and valve handle in a convenient and easily accessible location and keeping the system as compact as possible. The strainer basket and housing is designed independently of the particular pump being used making it universal and adaptable to a wide variety of pump configurations.

[0042] With respect to the above description then, it is to be realized that the optimum dimensional relationships for the parts of the invention will include variations in size, materials, shape, form, function and manner of operation, assembly and use, are deemed readily apparent and obvious to one skilled in the art, and all equivalent relationships to those illustrated in the drawings and described in the specification are intended to be encompassed by the present invention. Therefore, the foregoing is considered as illustrative only of the principles of the invention. Further, since numerous modifications and changes will readily occur to those skilled in the art, it is not desired to limit the invention to the exact construction and operation shown and described, and accordingly, all suitable modifications and equivalents may be resorted to, falling within the scope of the invention. In addition, 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.

BRIEF DESCRIPTION OF THE DRAWINGS

[0043] The accompanying drawings, which are incorporated in and form a part of this specification, illustrate embodiments of the invention and together with the detailed description, serve to explain the principles of this invention.

[0044] **FIG. 1** depicts a perspective view of the left side of the manual bulk liquid pump control and distribution system illustrating the directional discharge flow of the bulk liquid with the intake orifice at the top and the discharge at the bottom.

[0045] **FIG. 2** depicts a perspective view of a variety of different couplings that can be used to adapt the manual bulk liquid pump control and distribution system into different configurations.

[0046] **FIG. 3** depicts a perspective view of the right side of the manual bulk liquid pump control and distribution system illustrating the directional suction flow of the bulk liquid along with the strainer basket partly removed from the strainer housing.

[0047] **FIG. 4** depicts a perspective side view of the manual bulk liquid pump control and distribution system illustrating the inclined angle of the strainer basket housing.

[0048] **FIG. 5** depicts a perspective view of the left side of the manual bulk liquid pump control and distribution system illustrating one of the alternate configurations with the intake orifice at the bottom and the discharge at the top.

[0049] **FIG. 6** depicts a side elevation of the conventional flow reversing two-way valve with the side cut away illustrating the flow in the discharge configuration.

[0050] **FIG. 7** depicts a side elevation of the conventional flow reversing two-way valve with the side cut away illustrating the flow in the suction configuration.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

[0051] For a fuller understanding of the nature and objects of the invention, reference should be had to the following detailed description taken in conjunction with the accompanying drawings which are incorporated in and form a part of this specification, illustrating embodiments of the invention and together with the description, serve to explain the principles of this invention. There is seen in **FIG. 1** a perspective view of the left side of the manual bulk liquid pump control and distribution system **10**. This view illustrates the directional discharge flow of the bulk liquid with arrows having the intake orifice **12** in the flanged coupling **14A** with a flexible victaulic coupling means **16** at the top of the flow reversing two-way valve **18**. The flow reversing two-way valve **18** is shown with the valve handle **20** to the right in the discharge position. At the bottom of the flow reversing two-way valve **18**, the discharge is made through a 90-degree elbow **22** connected to a T-section **24** having two flexible victaulic coupling means **16**, a conventional mounting flange **26** and cover plate **28**. The flexible victaulic coupling means **16** uses an o-ring seal with a two-piece clamp ring **30** to give a sealed coupling that is similar to a ball joint type of flexible connection. One or more of these victaulic coupling means **16** or similar flexible sealed connecting means may be used on or between the lines or fittings in this system for flexibility and still remain within the scope of this patent. Coupled to the T-section **24** is a crossover line **32** having a similar conventional flange **26** and cover plate **28**. The flexible victaulic coupling means **16** between the 90-degree elbow **22** and the T-section **24** allows flexibility along the **X-axis** parallel to the frame of the vehicle. The flexible victaulic coupling means **16** between the T-section **24** and the crossover line **32** allows flexibility along the **Y-axis** perpendicular to the frame of the

vehicle. The angled strainer basket housing **34** is shown attached to the right side of the flow reversing two-way valve **18** by the means of a square-mounting flange **36.** The strainer basket housing **34** has a cover plate **38**. The conventional pump **40** is shown at the rear with an inter-connecting line **42** attached to the left side of the reversing two-way valve **18** by the means of a square-mounting flange **36.** A pump mounting bracket **44** is attached to the conventional pump **40,** the flow reversing two-way valve **18** and the frame of the vehicle supporting the assembly. A sampling and pump drain valve **46** are shown on the lower right side.

[0052] FIG. 2 depicts a perspective view of a variety of different couplings that can be used to adapt the manual bulk liquid pump control and distribution system **10** into different configurations. The first fitting on the left is the flanged coupling **14A** with the flexible victaulic coupling means **16.** The second fitting is a threaded flanged coupling **14B**. The third is a flanged elbow **22B,** to be used when the crossover line **32** is not desired.

[0053] FIG. 3 depicts a perspective view of the right side of the manual bulk liquid pump control and distribution system **10** illustrating the directional suction flow of the bulk liquid along with the strainer basket **48** partly removed from strainer basket housing **34**. The extended handle **50** mounted on the lip **52** of the strainer basket **48** extends the strainer basket housing **34** forward increasing the accessibility to the cover plate **38**. Note at this point that no matter whether the flow reversing two-way valve **18** is in the discharge or suction mode that the liquid always passes through the strainer basket **48** in the same direction. At the right is a half-round shield **54** for the drive coupling on the power take off.

[0054] FIG. 4 depicts a perspective side view of the manual bulk liquid pump control and distribution system **10** illustrating the inclined angle along the **Z-axis** of

the strainer basket housing **34** eliminating spillage when the cover plate **38** is opened for cleaning of the strainer basket **48**. A unique angled elbow **56** is used to make the connection between the strainer basket housing **34** and the conventional pump **40** positioning the flow reversing two-way valve **18** and valve handle **20** in a convenient location and keeping the system as compact as possible. The elbow **56** may be custom made with a flange and an angle to fit a variety of different brand name pump specifications. In the preferred embodiment as shown, the elbow **56** is angled at 110-degrees, however many other configurations are anticipated depending on the particular pump used. Similarly, the flange on the inter-connecting line **42** is custom designed to fit the particular pump **40** used.

[0055] FIG. 5 depicts a perspective view of the left side of the manual bulk liquid pump control and distribution system **10** illustrating one of the alternate configurations with the intake orifice **12** in the flanged coupling **14A** at the bottom of the flow reversing two way valve **18.** The discharge through the 90-degree elbow **22** is at the top with a pipeline **58** going parallel to the frame to the back of the vehicle.

[0056] FIG. 6 depicts a side elevation of the conventional flow reversing two-way valve **18** with the side cut away illustrating the flow in the discharge configuration.

[0057] FIG. 7 depicts a side elevation of the conventional flow reversing two-way valve **18** with the side cut away illustrating the flow in the suction configuration.

[0058] The manual bulk liquid pump control and distribution system **10** shown in the drawings and described in detail herein disclose arrangements of elements of particular construction and configuration for illustrating preferred embodiments of structure and method of operation of the present invention. It is to be understood, however, that elements of different construction and configuration and other

arrangements thereof other than those illustrated and described may be employed for providing a manual bulk liquid pump control and distribution system **10** in accordance with the spirit of this invention. Such changes, alternations and modifications as would occur to those skilled in the art are considered to be within the scope of this invention as are broadly defined in the appended claims.

[0059] Further, the purpose of the foregoing abstract is to enable the U.S. Patent and Trademark Office and the public generally, and especially the scientists, engineers and practitioners in the art who are not familiar with patent or legal terms or phraseology, to determine quickly from a cursory inspection the nature and essence of the technical disclosure of the application. The abstract is neither intended to define the invention of the application that is measured by the claims, nor is it intended to be limiting as to the scope of the invention in any way.

CLAIMS

I claim:

1. A manual bulk liquid pump control and distribution system, comprising:

a bracket mounted to a vehicle frame for supporting a conventional pump and a two-way valve, said valve controlling the flow rate of bulk liquid there through;

a strainer assembly for receiving the bulk liquid from a first orifice in said valve and discharging the strained bulk liquid to said pump;

a coupling assembly for receiving the bulk liquid from said pump and discharging to a second orifice in said valve; and

wherein when said valve is in first position, flow of the bulk liquid is in one direction through said valve, and when said valve is moved to a second position, flow of the bulk liquid is in an opposite direction through said valve.

2. A system as recited in claim 1, wherein said strainer assembly comprises a longitudinal strainer basket removably positioned within a housing.

3. A system as recited in claim 2, wherein said strainer housing is positioned at an inclined angle.

4. A system as recited in claim 2, wherein said strainer housing is angled along a z-axis tangential to the vehicle frame.

5. A system as recited in claim 1, further comprising a conduit mounted to the vehicle frame for allowing access to the system from each side of the vehicle.

6. A system as recited in claim 5, wherein said conduit has a first coupling means for providing flexibility along an x-axis parallel to the vehicle frame, and a second coupling means for providing flexibility along the y-axis perpendicular to the vehicle frame.

7. A system as recited in claim 1, wherein said pump operates at a constant speed.

8. A system as recited in claim 1, wherein said valve further comprises a valve handle for controlling the flow rate and volume of bulk liquid there through, and for operating the position of the valve and resulting direction of bulk liquid flow.

9. A manual bulk liquid pump control and distribution system, comprising:

a bracket mounted to a vehicle frame for supporting a pump and a two-way valve, said valve having first, second, third and forth orifices and a valve handle for directing the flow rate and direction of bulk liquid between said orifices;

a strainer assembly for receiving the bulk liquid from said second orifice in said valve and discharging the strained bulk liquid to said pump;

a coupling assembly for receiving the bulk liquid from said pump and discharging to said forth orifice in said valve; and

wherein when said valve is in a first position, flow of the bulk liquid is into said first orifice and out of said second orifice, and again into said forth orifice and out of said third orifice, and when said valve is in a second position, flow of the bulk liquid is into said third orifice and out of said second orifice, and again into said forth orifice and out of said first orifice.

10. A method of controlling and distributing bulk liquid using a conventional pump, comprising the steps of:

providing a bracket mounted to a vehicle frame for supporting a pump and a two-way valve, said valve having first, second, third and forth orifices and a valve handle for directing the flow rate and direction of bulk liquid between the orifices;

providing a strainer assembly for receiving the bulk liquid from the second orifice in the valve and discharging the strained bulk liquid to the pump;

providing a coupling assembly for receiving the bulk liquid from the pump and discharging to the forth orifice in the valve;

discharging the bulk liquid from a first containment vessel to a second containment vessel by positioning the valve in a first position for directing the flow of the bulk liquid out of the first containment vessel and into the first

orifice and out of the second orifice, and again into the forth orifice and out of the third orifice and into the second containment vessel; and

removing any excess bulk liquid by positioning the valve in a second position for directing the flow of the bulk liquid from the hoses between the system and the second containment vessel and into the third orifice, and out of the second orifice, and again into the forth orifice and out of the first orifice into the first containment vessel.

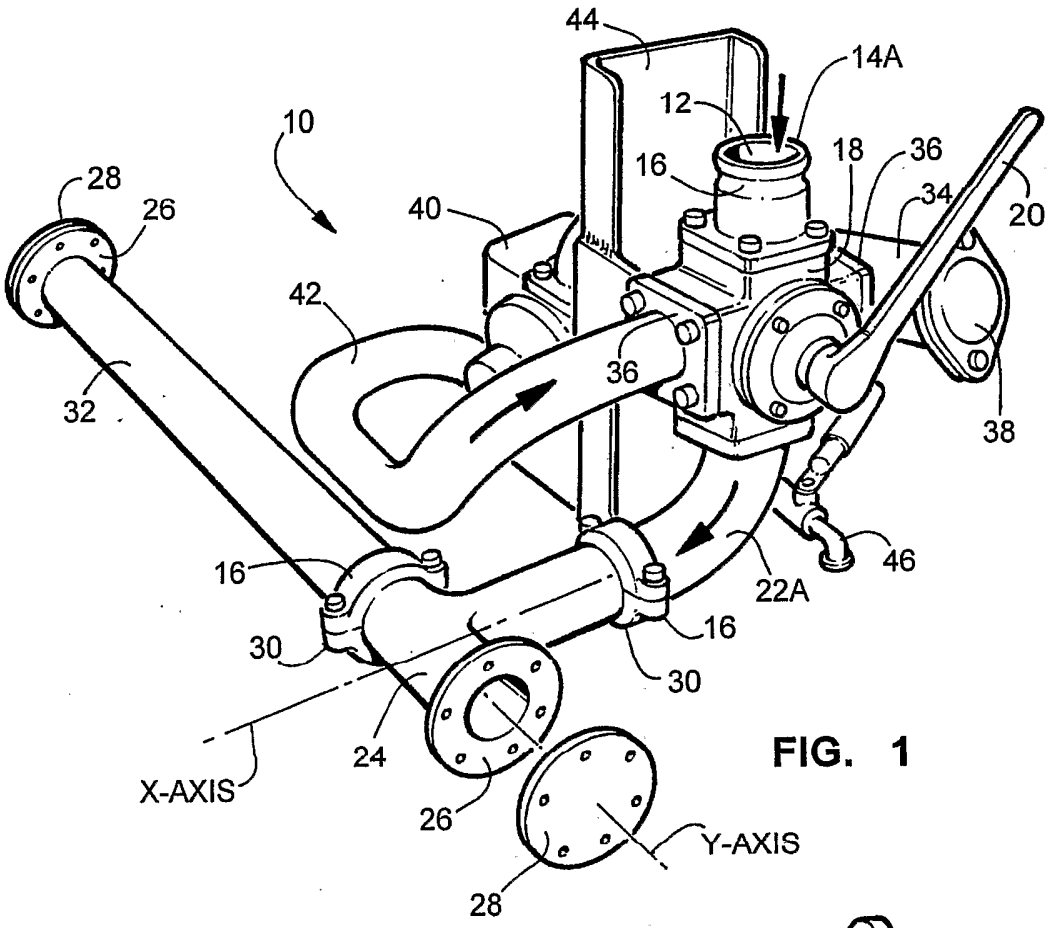

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22A
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X-AXIS
26
Y-AXIS
28

FIG. 1

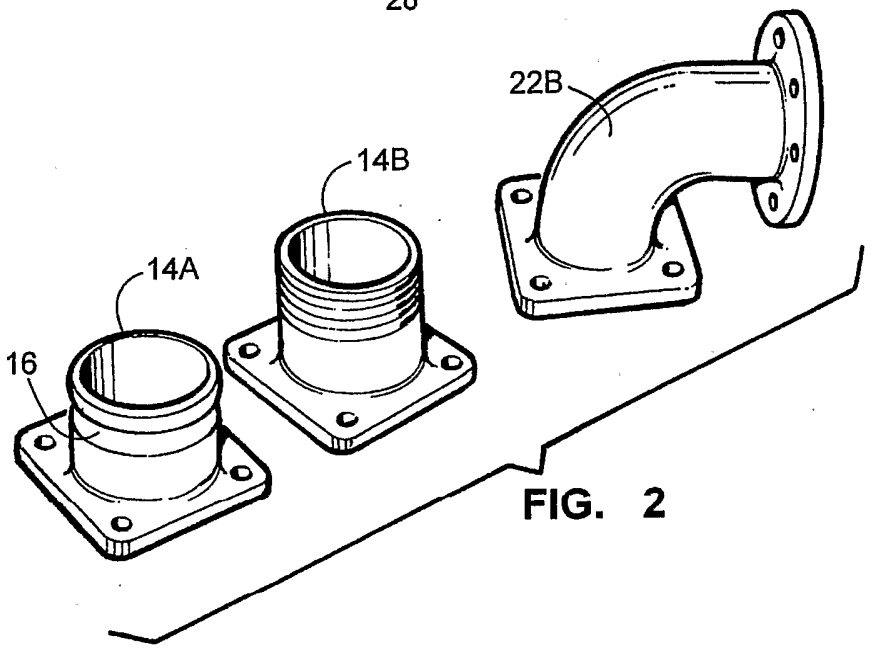

22B
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14A
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FIG. 2

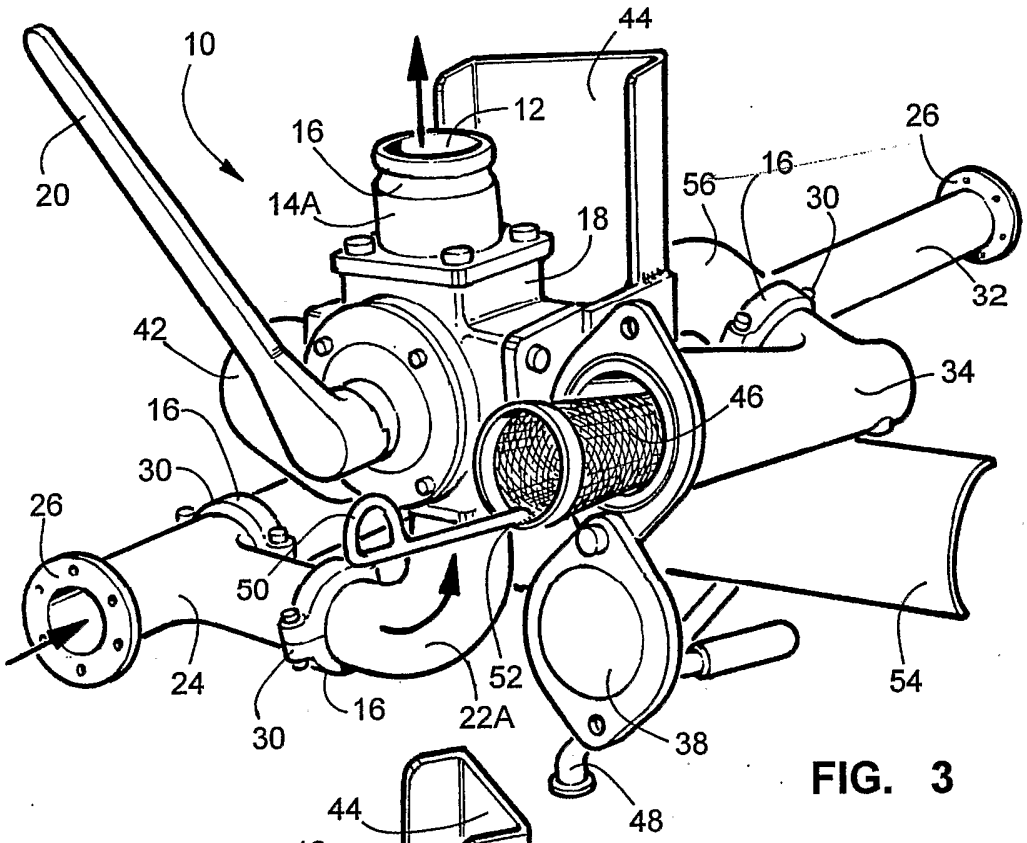

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FIG. 3

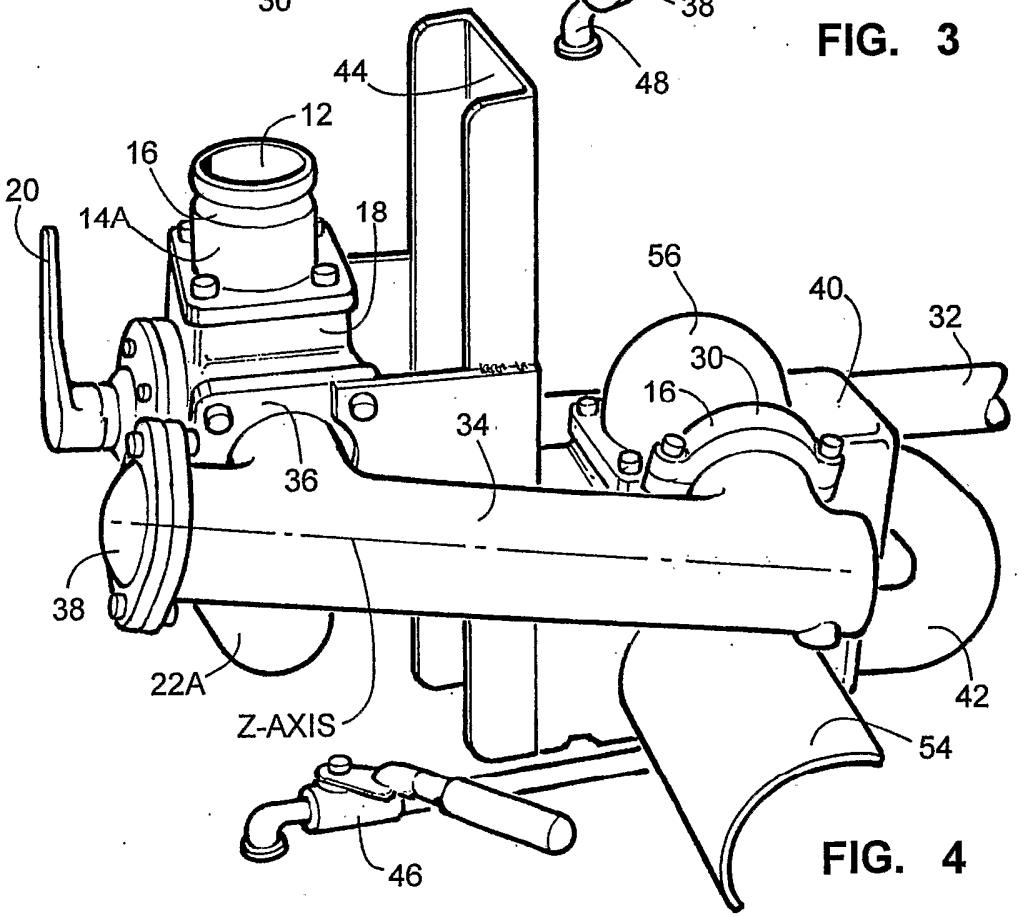

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Z-AXIS
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FIG. 4

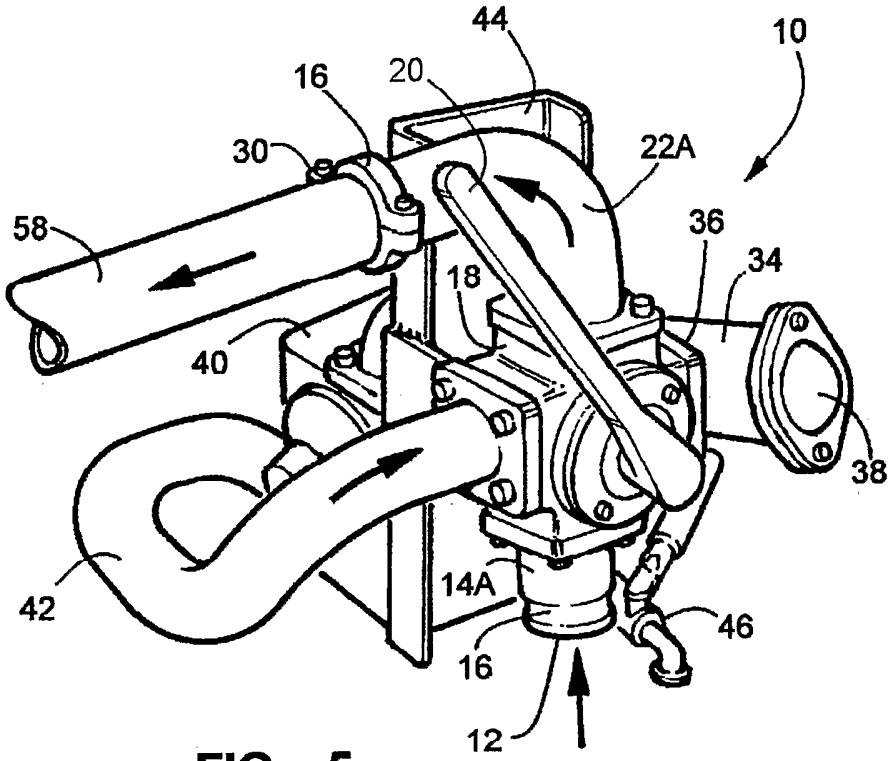


FIG. 5

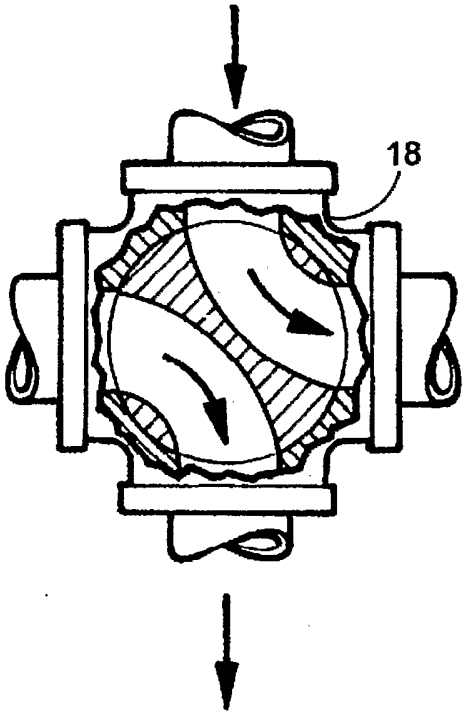


FIG. 6

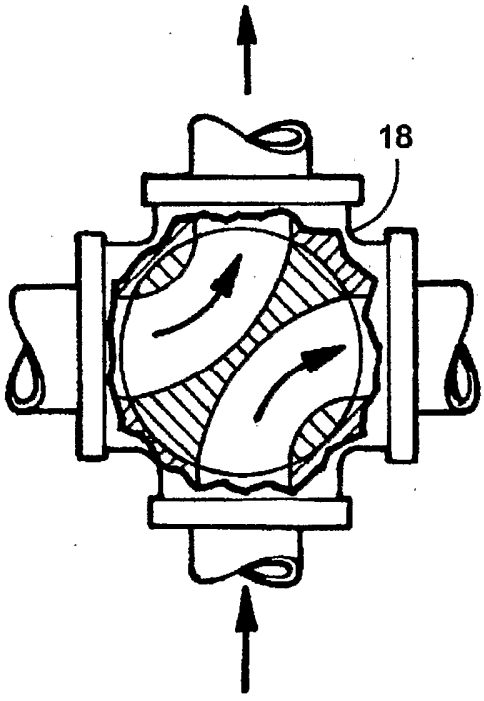


FIG. 7