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Introduction

Note- **This guide is certainly not for the beginner or first time RV enthusiast!** If you have not learned the basics of the RV’s operation in the RE-OU PDF or RV energy savings and laymen’s documents you will find this guide overwhelming. Turn back now and start from the laymen docs. See you when you get back :).

Extracting resonance (OU) from the RV is brand new R and D, in a way you’re experiencing a new birth of consciousness from thinking and applying your self into this field. You’re sharing in a unique vision (OU) of insight and benefiting from the intelligence of dedicated **open sourced disclosure**. Don’t be discouraged by any failure, **it should encourage you more to succeed where others have failed!**

Hector has so far being able to apply himself towards the RV’s R and D because to the best of my knowledge he has had extensive lab experience in observing the RV’s behavior and experimented with tuning parameters for higher efficient power management.

This is the thinking behind the concept of the RV, which is tuning, power management and **experimentation**. With this in mind, as agreed by hector; **there is no way some can simply loop the RV straight away with out a hands on account of tuning the RV first and understanding the power management involved. This will require a will to contribute observational hours in the lab and to learn by Empirical results not from RV theory.**

Your own ideas and reports are crucial and critical to help advance this knowledge. he information in this compilation comes courtesy of my dear friends ED, Gene, rain, Ronald!, fury [Raivo], Phil, David Kou, kumaran and Dan, all whom have been being trying to find the sweet spots in tuning and accomplish advanced lab education along the way. This has only been possible through troubleshooting and experimenting with the replication of the RV looped schematic. **Its not an easy road, but is worth the**

effort. What you will find in this guide is no where near complete or guaranteed to replicate Hector's looping schematic. What you will find is mostly ideas and experimental results from empirical accounts of others' attempts to replicate the RV looped schematic.

This will be accompanied with comprehensive advice (well as good as it gets: D) from Hector regarding these configurations. Plus **thanks to DAVID, PHIL, RAIVO and KONE** for further Concepts and FET/switching circuits (which are working and already tested), low Lenz generator ideas, and other RV R and D.

For Looping Note: this guide assumes you are sticking to and using the ARK recommended Baldors RV motors as presented in the schematic.

Looping the RV by Hector

If you look at the picture below, you can calculate the input power (96W at PF=1) and the virtual circulating power.

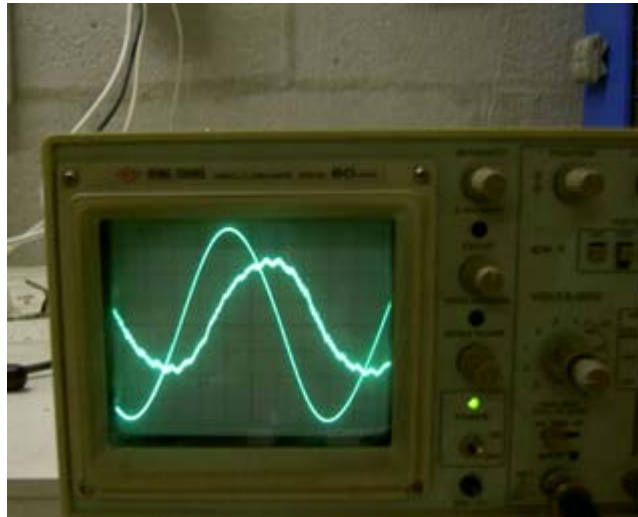


The generator current is 5.1A. As the load is connected in delta, the VIRTUAL power (PF=0) circulating in the circuit is $203 * 5.1 * 1.732 = 1793W$. The 'trick' is now to transfer the potential (at the voltage node) to a capacitor that is discharged to transfer its POWER to a PF=1 energy mode. As such you 'plug' more power out than in.

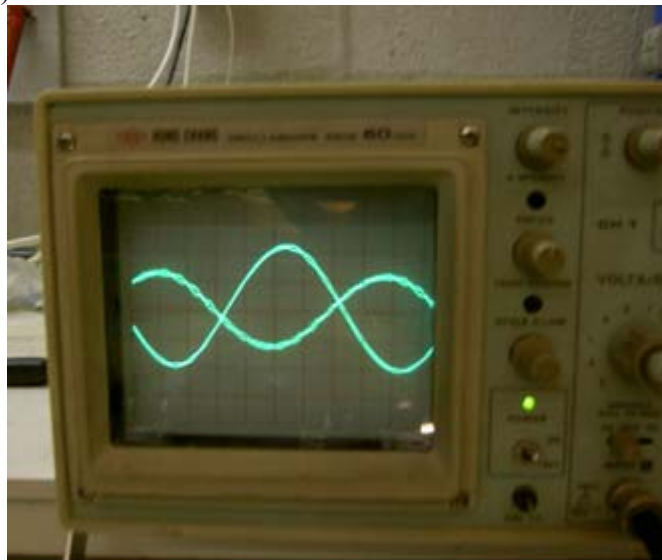
A recent replication showed:

Here (below) are now the scoped voltages and currents. In this picture, the generator is connected in a slightly different way. One of the coils is being fed, via a resistor, roughly 115V magnetizing-voltage. The current is roughly 1.2A. The secondary coil has been connected, with the capacitor in parallel. The third coil has been connected to the load. In this case also, the cap-coil circuit (LC) current is larger than the taking-in-power from the electricity-socket on the wall, or any other current in the device. The interesting thing is, that the phase-transfer between voltage, and current, is roughly 90degrees (picture). The clearer/nicer looking wave is voltage, roughly 160 volts, and the second wave is the current.

The voltage of the current has been measured out of the poles of the ampere-meter. This power is already more easier to use.



Below) is the original roto verter-circuit. the current and voltage relationship is 180 degrees. This explains the extremely large power demonstrated by the meters. Out of that when one gets to move either of them, 180 degrees, without interrupting the device running, then one could definitely convince one that one is getting free energy ;)



Hectors comments

IF the relation is compared to an RF radio antenna the extra power responds to what RF is called antenna multiplication factor. This is an ANTENNA POWER GAIN! Where the RV windings are a 3 element circular array or AMPLITRON (in case of prime mover) and a MAGNETRON in case of ALTERNATOR ... (simile) as in case of Antenna each element gains are 1.618 over isotropic (This means over dipole used as reference) x Phi 3.141592742 for the 3Phase factor spatial transform field.

Debunkers may state yes but antennas concentrate power in one direction and that is the reason for the gain .That statement is cut of by omni directional antennas that radiate 360deg and still show gain using RESONATORS in series. It is already proven that such gains are real as in the example where radio receivers read the signal intensity far away from the source and a Radio signal of 1 WATT is being transmitted by an antenna having 8.5 DB gain.

This case example puts an equivalent of 85Watts of RF energy as being the relative multiplication factor of the antenna. (This is Teslas amplification transmitter secret)

IF the signal is extracted non reflective to source and to such percent it exceeds the amount used to set in motion the aether stochastic resonance gain from the standing wave of space time hyper signal the transformation supplies all the free energy needed for self sustaining autonomous operation with energy to spare for other uses.

Of test done this condition was verified using BAZUCA antenna resonators years ago KP4QC was one of the first persons to test my theory building cuadrapolar antenna resonator.

The resulting final power exceeded the input by 12 magnitude (antenna multiplication Factor)
The radiant wave of such magnitude is trapped in its NODAL forms. That is 0 point Current value into a capacitor Voltage-charge transformation.

With a JOULE potential we have 2X vectors from a single signal half sine waves + - HERE we separate split the absolute current NODES from 0 Voltage maximal current to a 0 current JOULE potential charge in a condenser (max voltage). No power factor can make this signal imaginary as its a REAL VOLTAGE value at an N farad (electron density accumulation. This POWER becomes REAL defined by Volt Farad Second JOULE power.

SO the scope picture justification cannot end there, the example of the transformation needs to be Justified by seike's aether density formulations in order to understand the mechanics involved which are particular to the electro-thermal transform (on 3rd dimensional and 4th dimension projection from standard electron spin) to its gravity time space transform engine within the particle itself.

REMEMBER SOFT ELECTRONS I have already disclosed much about it, if the RV is FORCED to draw energy from time space itself.

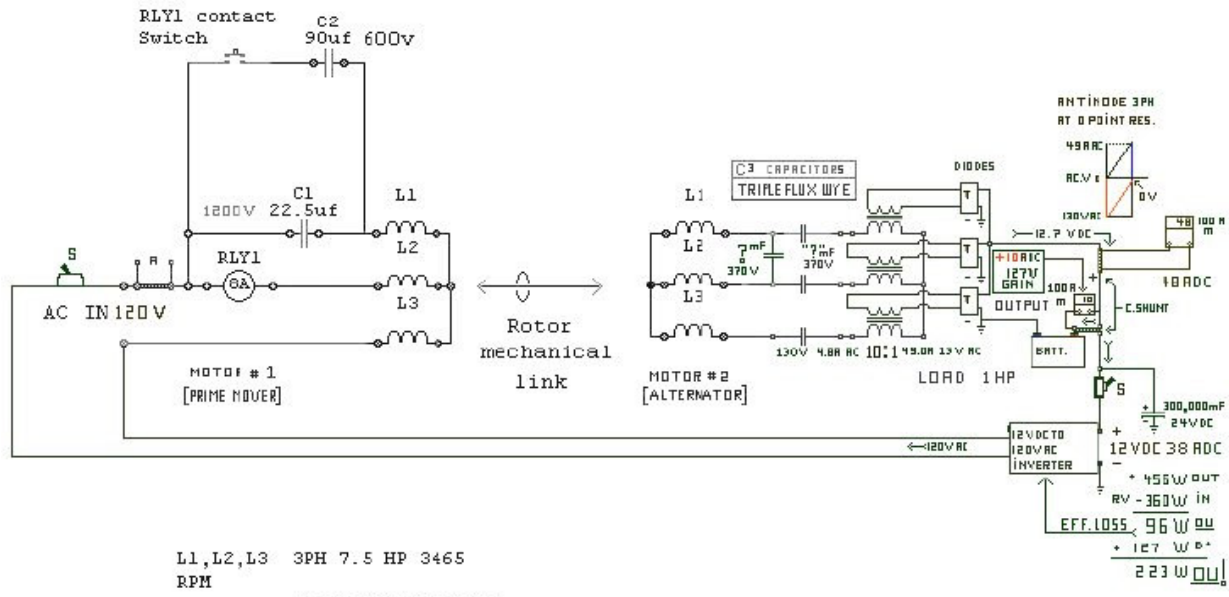
I recommend a 4 channel scope to read the 3 prime mover phases and 3 current phase relations. The True phase relation is 120Degrees As the ABC phases look from line it reflects as virtual 60 (120/2), further more is using a half a sine wave it will reflect also as 60< . From a leading factor to equal = 30 and will reflect 150DEG to 180. But it all depends from the measured REFERENCE point .or the reading taken, plus the TUNING parameter status. The measurement issue must be referenced via the total power versus circulating power and final VECTORED power to LOAD X.

The impedance relations and how system negotiates equilibrium and transformation with the ambient energy. The importance is the power saving applications RV have, OU & free energy will come as a byproduct of power savings technology. -End

Hector is the first person to report to be able to utilize the RV's resonance into a usable extracted form. This was in the case of looping the resonance via RF engineering protocol back to charge the battery shown in the schematic below.

Starting current > 9.0A
 running voltage 120.0 V
 running current 3.00A
 PT 360.0 W

EXPERIMENT ON MAGNETIC ROTO AMPLIFICATION



THERMAL & MECHANICAL LOSS WAS NOT CALCULATED

RV looped schematic

A 12V car battery initiates the system, it provides power to a 12VDC - 120VAC 1200W AC modified sine-wave inverter (EFF % 94%). This powers the ROTOVERTER (rotary-converter) main prime mover motor a 7.5 HP 3PH 230/460VAC 3465 rpm US motor windings in WYE wired at 460VAC shown as L1,L2,L3.

Roto verter Alternator is an identical motor but wired for 230VAC, linked face to face with a motor shaft coupling to prime mover . In alternator L1,L2,L3 are connected to 3 capacitors coupled to 3 transformers, an extra capacitor is placed in any A,B,C phase as to provide rotor squirrel cage with inductive rotating field .

A rotating magnetic field is created loaded by the battery resistance and the Inverter load, the system is tuned to resonance providing a standing wave where the current node input to the battery exceeds the LOAD demand of the inverter recharging the system. The System's Energy is maintained by the energy of the rotating squirrel cage in regressive reverse induction, requiring energy only to regain a percentage of the energy loss component from the resonant system acting as negative resistor.

In testing, battery changes resistance as recharging occurs this provokes system to detune from resonant to non-resonant modes drifting from OU to non-OU transform modes tendency is to dry out battery as this are not designed to work in cross current vectors variations.

Solutions: **Use separated alternating battery banks** (more info on this is described later on in this guide) and increase inverter input operation voltage (design it for 120VDC input) eliminating the transformers. System gain comes from stochastic resonance and ZPE as the magnetic latching occurs within the core-wire LCR components of the motor and its capacitor driven rotary 3PH fields, in resonance, the time-energy decay is the only energy you require to replenish at to maintain it. A resonant high Q circuit tends to have a fixed decay, this being as rule of thumb .372 (37.2 %) per full wave oscillation. A spiral is manifested as logarithmic gain of 1.618 within sine-wave gain curve occurs were

voltage “Electrons” are accelerated within virtual oscillatory wall (stochastic resonance).

Condensed original comments:

Battery provides primary power for 12VDC to 120VAC as to un prime mover (rotary-converter), second motor acts as an squirrel cage self-excited generator, a triple flux-capacitor LC tank tuned to best standing wave condition as to create standing wave current node internally in battery at 0 voltage to battery "negative resistor" At 0 volts "voltage" a negative current is created as to maintain a reverse flow (charge) to battery exceeding the forward drain of the inverter demand, detuning system with a forward charge at 10 amperes with a voltage rise of approximately .83333 V over the battery voltage charge produces OU transform from the 0 point standing wave component. System gains energy from stochastic resonance within the LC tank components draining energy from "thermal" signature of the ZPE and K thermodynamic-thermoelectric ambient heat (electron spin). This is a full disclosure of an operational and tested device, system is made of standard off shelf items, tuning is made by changing capacitor values and the proper selection of standard items for its construction, 3PH motors, 10:1 12V or 5:1 24V transformers with the proper core and winding values (standard) off shelf, diode bridges capacitor (all standard). It requires extreme knowledge in RF systems and electromagnetic resonance engineering.

Warning!: Do not operate above 10KW, or over extended time periods. Hector D Perez Torres-(Designer of the "RV" Roto verter and "TV" Trans-verter OU "transformation" devices)-END.

Updated comments

Paralleled & series resonance is the KEY, if you get say 246VAC at 10 amperes, have it ballun impedance matched to 24.6VAC and at 100 amperes for rectifying as a DC vector for looping back into the Inverter Input battery with minimal loss.

Laymen’s looping analogy

This looped sequence involves transformers (unseen in picture) which represent the down grading of voltage from the generators resonating circulating output current. The transformer primary , secondary , plus battery with one transistor and a few extra parts of Capacitors, Diode ridge ,resistors , mica caps , & more diodes (blocking) where all it took hector to close the loop on the battery.

The closed loop is described by Hector as being achieved from the Impedance matching (Amplitude) of the resonant generators output elements relative to the batteries input amperage. This can also be further understood by RF (radio frequency) engineering practice. Hector parallels this to RF practice where he is creating (current) nodes from standing waves present in the resonant media which involve interface behavior of stochastic resonance from the thermal ambient back round noise (ZPE).

This is the circuit for the fully looped Roto-verter. There is only one battery and it is shown as being both charged and discharged simultaneously. Recently it has been postulated that improvement would be to use two batteries in an alternating battery bank.

You must have a voltage drop on one battery and then a voltage rise on the other battery because you can't take energy out of one source and put it back in at the same time, This is Phil’s awareness and is based on his workable systems which operate with a dual battery setup or a battery and capacitor storage device, which alternate at a predetermined frequency.

To give you a quick example of the concept, if you have a battery that’s 12.8volts and your load is drawing 1 AMP, that is fine. But if you want too charge this battery it will require up to 14.9 volts meaning that your load will now consume more.

Hectors interpretation is that a battery is nothing more than a BIG farad lytic capacitor with limited discharge capacity. But it does not mean it can not be charged like one with a DC tensor or vector from

the RV alternator. The RV alternator is a Hi Q low impedance Hi current resonant LC circuit.

The issue is Impedance matching (Amplitude) and the most significant critical factor of Over Unity management of resonant elements relative to battery amperage under OU states. Tuning is the way of the RV. Another previously disclosed but yet unexplored concept is to Use big farad capacitors and mega capacitors as battery substitute.

The PM (prime mover) is tuned to parallel semi resonance with the Cap box, a parallel resonance will appear as higher impedance to an external signal (mains in this case) as the semi resonance is tuned. The Power factor will go towards 1 and the current will be minimized. The second motor (M2) is run as an induction generator if you put a capacitance across a pair of leads it can be tuned to series semi resonate (at 60hz) by varying the capacitance.

The impedance will decrease as the pair's reactance is tuned to cancel each other. At the same time the current in the series loop will increase. The increased current in Motor 2 (RV alternator) will reflect as a load to the PM and its current will rise with the M2 load.

Now you can measure a large virtual current flowing in the M2&cap loop. If everything is set up correctly one can see in excess of 14:1 virtual current to PM real current. One of the basic theories is that one can extract a percentage of the resonance energy without killing the resonance by using a diode plug and a synchronous extraction circuit.

The trick being you extract the energy from the plug cap that is static as the other cap is being charged. Form the looped schematic one can see that there are three coupled caps that connect to three coupled 10:1 trifos (transformers) that are connected in Y. note these are 120vac to 12vac trifos M2 will be set to resonate at 220vac 60hz the secondary of the trifos (transformers) feed a small block labeled diodes.

The trifos (transformers) are part of the resonant loop with M2. **The size of the extraction plug is IMPORTANT!**

With no load it does nothing. It takes some cycles to become fully charged. This goes unnoticed at RV with "normal" cap values after then it just keeps the charges and does nothing. But if you pulse-discharge the cap after every cycle, you will see the effect. The bigger the extraction cap, the more the system detunes, as you have in principle 2 resonance frequencies, or in other words, charging the cap takes a bit longer than discharging, as you have to charge 2 caps (higher capacitance->lower frequency) and discharge just 1 cap (lower capacitance->higher frequency).

But the smaller the X-cap, the fewer energy you can extract per cycle, and the more ohmic losses you will over the time, as you have to pump the current more often through the wires. The trick is to find the "middle course". **Tuning.** If you want to discharge your X-cap fully after every cycle, you should try normal cap to X-cap -> 4 to 1 or 5 to 1 capacitance ratio as recommended by hector the inventor.

The task is to loop with the trifos (transformers) as part of the resonance and include the battery in part of the resonance as well. If one just wanted to resonate the trifos one could put a cap(of the right value) on the second Aries. But the resonance capacitance is supposed to come from the battery. Further suggestions have considered that a component network needs to be in place with the battery that will allow it to respond as capacitor would in the resonant circuit. Note **the plug circuit is not that network.**

Thinking ahead - It has since been advised that you should run a circuit that can switch the battery in and out for charging. AS Any attempt to charge a battery and deliver power at the same time does not work. The battery must be switched away from the inverter, and another battery switched in, to continue the running of the inverter. This sequence can be done with a timer or by monitoring the battery voltages. Another technique is to run a large value capacitor as the secondary source and oscillate the charging mode and delivery mode between the battery and the capacitor. Resonating the Transformer at any frequency will not make any difference to whether the battery will charge or not, while the circuit is closed looped.

The battery requires to be charged at least 2 or 3 volts higher than its rating to ever be charge. If you do this it means the Inverter is now drawing more current because of the higher voltage. As the inverter uses more current it pulls the charging voltage back down, so it is a no win situation. The key is to use the above combinations or use a voltage regulator between the battery and the inverter where the inverter is kept at the original battery voltage and the battery can charge at a higher voltage level.

Impedance matching on the transformers

Quote - the output impedance of our motors was on the order of 25ohms

If you do the load to half voltage test we should come up with it now following that train of thought.. one might conclude that the trifos should be reflecting 25 ohms to the motors to have an impedance match— max power x ferr (i assume while being resonated from the secondary)... the main reason i haven't worked on it for a while is i don't have enough non polarized capacitors lying around here to get the trifos to resonate from their secondary side.... rough figure is 1000uf x 3... now lets say that one got the 10:1 trifos to resonate.... if you put that resonance in context with the diode plug & alt situation... and reason that the battery is now the element that can extract the resonance without destroying it....then perhaps that is the mechanism that H speaks of in obtaining the OU in the system.

Q and A From hector and ED:

Q: Could it be that the trifos in hectors schematic are really homo-polar types for RE conversion????? The magic gain in the system is in fact there??? IF so we need to get busy cutting and tuning pipes of differing diameter and equal mass?

A-TIP RF rules apply.

RF and POWER transformer rules apply. I tested all of them; you got Alternator VOLTAGE relative to the IMPEDANCE and capacity Hi voltage lower capacitance LOW VOLTAGE HI CAPACITANCE.

Sample 200v 100mF , 20V 1000mf , 10v 2000mf. Interesting to note than CORE density is relative to L1 HV to L2 LV were CORE defines L1,L2 Q relation were null zone is within CORE itself (reread postings relative to ferro-resonance RECORDING commentary)

Being alternator PM then C can be in a value to acquire charge in the logarithmic resonant half waves (DIODE PLUG) wherever on reverse induction we need to maintain a pressure wall reflective to the source to maintain core self excitation. Values need to be rotary standing wave within a given voltage value determining the broad banding of signal (in this case Hyper signal)

The swing of particles within mater from + electron Values to Negative POSITRON ones in hyper dimensional fabric Were electron becomes elektron With K charging energy from time reversal hyper signal is what makes looping self sustaining but at same time DEGAUSES and transforms LOCAL time-space into a singularity.

Q- Maybe the impedance match trick is to take the homo-polar second Aries and drive the power trafo primaries with it.

A- On RF the trick is FEEDING a HI Q 60CPS LC with the battery being a plug capacitor load on it Compensate For VARACTOR detuning effect Its no Mystery but a matching and in vitro application Issue.

The need to keep to the BASIC essential were the OU transform Manifest is the key In reality there is no secret ... just a need to "FOCUS" On what is already done. Remember R represents a series L to L and series C to C and reflects as such a purely resistive load were RA and RV are theoretically in phase at a 0

angle or POINT in SPACE, like the center of a valance in equilibrium.

So the REAL value is a virtual Ampere load as seen by the pure LC were Voltage is not reflecting the reality of that point but shifted to other point within the circuit ... Node , Anti-node. In ZPE and magnetic amplification this is the difficulty the experts stumble and fall face into the reality every part parameter reflects in the other.

A battery by sample , its L its R and its C ,It has an Intrinsic resonant value as an unit or its parts , its a self tuning on state device with those R,C,L values being VARIABLES within a working unit.

This is the Reason the Kone motor was working in OU - non OU cycles and reason Engineers failed to analyze properly, ED also met the wave within the Wave oscillations in a partial loop. Idea is to optimize energy use then to be able to use OU transform one. Battery as seen by L from a rising AC half sine-wave is C "capacitance" when CL frequency Equals THE WAVE FREQUENCY POWER MULTIPLIES BY 1.618 IN LOGARITMIC EMA , this multiplied also by Q EMA factor and gives OU gain over Isotropic virtual dipole.

Knowledge if Bedini and KONEs design are needed here and can be understood how the term I use that BEDINI just POWER FACTOR corrected his battery. Increase C in LRC to compensate R broad banding loss. Step By step the knowledge is acquired and is the reason for the RV tool in first place , learn to produce radiant energy and how it manifest in the rotor conversion effect, impedance match in power engineering applications using 3rd generation technology .. (Energy saving) and EMA R&D.

The reverse of apparent loss is GAIN. If mathematically we have Sine & cosine is obvious in energy we got same manifest that represent energy transform The famous Negative entropy Bearden mentioned so much but failed to demonstrate others.

A-From ED -If the diode plug recovery circuit/impedance match test with the 10:1 trifos is successful then ill sit down and try to figure out how one can connect three trifos & plugs to a single battery.

A from rain- Yes the system needs to be in resonance to get any gain out of it. As I understand, the one vectoring cap gets the alternator to generate but the three other caps in series with their respective transformers and motor windings should form the resonant LC tank circuit while the whole system is connected in loop mode.

I guess it is really bitchy to tune Good finely tunable cap banks are needed for that.. H has mentioned, that **the three caps were about 100uF each**. It's simple - the small rectangular boxes beneath the word diodes are the diode bridge rectifiers.

Q- So the operative phrase being "tuned transformer" I have set all the elements up and connected everything according to Hs original looped RV diagram and used bridge rectifiers in the block called diodes I haven't yet been able to match the same results but interesting just the same.

A from Rain-The H's looped system works so, that the output of the each tuned transformer is separately rectified using the diode bridge rectifier and then the + outputs of all rectifiers are tied together and go to battery and inverter via the measurement shunts. This system with 3 separately rectified trafos gives minimal pulsation and smoothest DC current at the tied rectifier outputs (further smoothed out by the battery itself).

A-The three transformers Ed has are 10:1 120vac to 12vac @25aac power transformers. These are the ones used when Ed set up his RV for the loop. (model MD725).[Link](#)

When I (ED) tried to loop **they were not in resonance from the secondary side (which It later came to the understanding was necessary)** so the attempt was way UU (under unity) as I understand it we are basically trying to set up a standing node in the battery its like the RLC light bulb standing node

experiment that neither of us have yet to perfect. The XL is supposed to cancel out the XC and the resistive element is supposed to be on the node with lots of current and little voltage (series resonant circuit) the looped RV is supposed to generate the same result only in this case we have the trifos secondary induced resonance, impedance matching, RF rules, diodes, a battery, etc to complicate issues. The light bulb experiment is from Dans compilation and show in the radiant energy light bulb section in the comp

A from Ravio- About resonating the 120:12V 25AAC transformer.

Perhaps you did this way - you inputted 120V and tried to see the voltage resonance by adding capacitors to the 12V side. Amps went higher and higher and no sign of voltage rise ?

If you did so you attempted to do the resonance already near the transformer saturation and adding capacitors to the 12V side that has low inductance requires really a lot of them.

Here are important tips for resonance! I assume you have 60hz 120VAC grid.

* input $120/4 = 30V$ to the 120V side and add a lot of capacitors (over 200uF) to see the voltage resonance from 3V to 12V or more. (not very good idea as 12V side is low inductance)

* increase the input freq to $4 \times 60 = 240\text{hz}$. Now you can use up to 120V input and use a $4^2 = 16x$ smaller resonance capacitor in the output!!! If you increase the freq 4x your resonance capacitor required will be 16x less.

* take (4x120VAC) 480VAC : 120VAC transformer. Use normal grid 120VAC into 480VAC, just like running a RV - now you have room for the resonance. Output 120VAC winding has higher voltage/impedance so you will require optimal amount of capacitance (perhaps 50-200uF) to resonate it.

* optimal ratio 5:1, (also don't resonate over the current rating in the secondary or that transformer will get hot and saturate, amperage turn determines the magnetic field and saturation parameters that must not be exceeded)

A from- Phil

Resonating transformers is something I have done a lot of in the past. The idea of using a computer and sending tones is the trick. What I use too do was put in a music CD and drive the output combining the stereo signals together with resistors into an electronic circuit used for saving the wear on mechanical ignition points. These circuits use a very low current signal that drives a FET too then pulse your ignition coil in your older vehicles.

Now if you do drive an ignition coil with a spark gap you will hear the music through the spark, (weird) but as you continue too watch, there are particular mixed tones that produce unusual plasma and the current drops right off. Personally I like these coils which are really transformers because they are designed for high frequency operation.

The problem with mains type transformers is that there is much inductance that robs a lot of the action. But it can still be done if you have the right load on the transformer as this changes its operating frequency too a higher level, and with 2 mixed tones it will hit resonance. When you run 2 harmonics together a new tone develops and I have found this is the key for the transformer operation.

I guess too some degree this is like having a carrier wave that allows the energy too ride on the higher frequency. Now also you can do it differently and I think it is actually better. What you do is pulse in one short pulse then another one a few milliseconds latter being shorter again then a few milliseconds latter

the slightly longer one again and so on. You will hear the transformer undergoing a strange tone where it develops a new resonating frequency of a lower value.

A from Hector- In Pure "L"

The Idea is to charge coil and "core" (If any) to saturation being the collapse discharge the OU producing element.

IN Pure "LC"

Idea is to charge a capacitor to max potential within a resonant circuit with the lowest power usage to prime mover, RV alternator does that already... OU using reverse resonant induction Lab Tested & OU L being impedance matched to C as to attain EMA gain from M field.

PM induction RV & Muller RV

Here POWER factor & resonance intermix were PM " M field " saturates a COIL & core as to cause a charge resulting in OU potential as it gains power from M field "EMA " and ZPE "C" components. JM charger , RV & trans-verter play big issue here (LC). Current problem is attaining the PM induced OU states and understanding how to transfer this power as a vector to a battery.

Check looped RV schematic

If by sample I got 200V at 10 Amps we have to figure that is the same as 20v at 100A at alternators end, in that the capacitance and impedance is responding to the same proportion but increasing its Q to the hilt $\times 10$ Q into extreme "OU" states. **Then the battery and its charge becomes a VARACTOR diode in a series with this LC, the battery power is determined by the amperes in and by amperes out within a virtual load.** The inverter then becomes R in parallel with the source which then becomes added to the series LC vector source and then the RV output becomes a current vector within the R component. This is where the battery becomes a varactor in a negative resistor state where as such becomes C and L as the reverse induction is attained.

RV output becomes the virtual higher VOLTAGE battery to the LOAD where the current transfers from lower state in a current reversal to higher state one. The voltage differential causes reversed voltage to reverse current to the lower power region into the battery R and becomes a virtual shunt regulator, in this case inverter. **In RV schematic the symbol of transformers and diodes from the RV alternator represent the down conversion of voltage and increase of current and this is done using RF engineering rules.**

Those rules are simpler if using a Muller generator but issues are the same. Being the sum of the vectored DC must relate to battery parameter and your inverter specifics and within a range of 10 to 15 volts DC as to play safe, current & Volt ampere is where the magic is, the battery as i have mentioned a million times is a VARACTOR LOAD relative to the SOURCE impedance, to maintain OU transform from a ZERO point **THE RESONANCE TENSOR MUST BE MAINTAINED WITH IN ALL CIRCUIT ELEMENTS** , so its time to get an inverter, power up the RV from a DC battery and start vectoring your generator output into the battery and load stream.

As a simple shunt is all that is needed to demonstrate OU (Current charging battery) and a voltmeter to monitor voltage 12.7 optimal. A series of loads must be provided to prevent overcharge and create the hyper wave OU- non-OU HI-LOW wave cycles normal to a well tuned system. Regulating load can be at any stage. ED was working on this preliminary and got wave effect as described the principle is quite well demonstrated and the issue is to transfer it to a working physical model within closed loop and mitigate the impedance mismatch problems (Main problem for many).

Tips: Coil voltage as DC must be greater than battery real load must be battery not a resistor. The real

POWER then becomes voltage differential of source relative to battery multiplied by the amperage (Charge) "OU" he recirculation power is imaginary "virtual" power within a local singularity created by the device as a whole.

Comments related to Ed's current configuration

Goal is to down step and match the impedance of the transformers to the battery stage (impedance and phase angle mismatches). The Idea is to transform the RF power to lower voltage and HI current as to vector it to battery compensating for VARACTOR diode effect. This statement relates to the interpretation that a battery acts as varactor diode changing the LC resonant value.

The LOADING strategy can be valance in the theoretical solution. Theory understanding is that R becoming integral to LC within scalar Hyper- wave tensor and can be defined as a phase angle within the component as a whole. The battery is a very large capacitor were we switch to a resistance or inductance creating an LCR were it half cycles in a very long wave until it depletes in a given timeframe.

Comparable to Bedini where by interpretation he power factor corrected part of his half cycle " "Battery power factor correction ..." were C also becomes virtual L (check RF theory) C can become a solid conductor and L as super hi Q state.

In closing from H

Note on transformers the quality of that resonance is directly related to laminate quality and construction. As specified an already ferro-resonant transformer can be used to experiment as resonance is "shunted" from power line , H experimented using hi impedance input and low impedance secondary resonance (unit acts as power factor correction capacitor big C to line at LOW Q).

Recent From H and ED

Hector- Remember in step down from hi voltage say 236 VAC in a RV alternator, say 8 amps circulation $236/10 = (23.6 \text{ VAC at } 80\text{Amps } !)$, wire mass must be identical in primary and secondary impedance matching ballun transformer or FR trafo 10 to one ratio must be a turn to circular mill ratio 10:1 within same weight ratio 1:1 "

ED - thought id search around for some information..

Balun basics "A balun is a device that converts a balanced signal to an UN balanced signal, or vice versa. Baluns can be constructed using a variety of techniques, including magnetic flux coupling or quarter wavelength coupled transmission lines. Such designs are capable of offering broadband performance with very little insertion loss. Transformers are close cousins to wire-wound baluns; both are capable of converting balanced signals to unbalanced signals and transforming impedances to match differing sources and loads. The fundamental difference between wire-wound baluns and transformers is the manufacturing technique."

If anyone's interested here's a link to some basic information -[Link](#)

From H

Q- has anyone tried to get power out of the generator's cap-circuit by adding into it a transformer, and then adding also the same amount of cap as the transformer, so that the needed resonation can be kept going on?

A- from H

Paralleled & series resonance , yes that is the KEY to get the 246VAC say at 10 amperes and have it Ballun impedance matched to 24.6VAC at 100 amperes for rectifying and DC vector looping into Inverter Input battery .with minimal loss .

Q-If in the thermo test (insulated RV closed into a box) doesn't come free-energy, in the generator running large current must be something else. Either the meters are lying, or then it is somewhat strange electricity.

A-Its radiant ENERGY , ZPE and the meter POWER reading is relative to meter sensing if that is so meter responds to a given power then we must built power devices to respond as meter does. EV gray called this electricity cold electricity I explained and demonstrated he dealt with RF , RADIO frequency energy at ultra low frequency , (demonstrated in RV alternator)

The IMPORTANCE in disclosure of the BOOK equation.

$$\text{INPUT } V \times I \times \text{PF} = \text{WATTS IN CIRCULATING POWER}$$
$$\left(\left(\left(\left(V_1 + V_2 + V_3 \right) / 3 \right) \times \left(\left(I_1 + I_2 + I_3 \right) / 3 \right) \right) \times 1.732 \right) \times \text{PF} = \text{WATTS 3PH}$$

A,B,C total LC power in R ampere load (light bulbs) (exudes input)

This is proportional to its magnetic "antenna" "Dipole" over the isotropic gain Power multiplication factor , this is explaining in resonating amplitrans cavity design & stochastic resonance antenna design (multiple element resonance) .

RV's theory has stated since the first publication that RADIANT energy WAS RF energy (now undeniable LAB proven to be truth) the RV alternator MRA , MEG, VTA all devices are based in same basic concept.

RF, RESONANCE, POWER GAIN by TRANSFORMATION = OU

Heat energy can be transferred to electrical domain within a circuit resulting in over unity performance , magnetism is a flux as in any flux it can be tapped to extract energy from HEAT , electron spin, time & space down to quantum level. ALL explained by existing theoretic and mathematical formulas. IN RF modes power can be used single wire (And no wires at all)!

Where does the excess come from? Amplitron theory , antenna multiplication factor , RF transformation theoretic (Magneto Electrical Rotary Amplification) MERA to name a few BOOK justifications. Read about stochastic resonance to understand OU already is book proven as transformation phenomena.

Energy is gained from other source than the power source and added combined excess product is obtained... (Over unity) Power in + (power added) = power > than input divided by input= OU. This is Simple, in application then OU is effective as POWER USED versus minus power input or .382 of 1.618 gain over isotropic resonant

magneto electric transform element in OU machine, Requirement to loop a basic stable OU machine Just remember this is not theoretic bullshit but a simple key

on true lab tested machines ,like a primary rule of thumb to follow in basic "art" class.

Some facts about ZPE & OU

OU is in resonance, Norms MRA (magnetic resonance amplifier) and other serious theoretical backed work proves that (Including RV theory) & other work done here. LOADING affects RESONANCE as IT changes the TUNING parameters of the whole. Solution is the split capacitors diode resonant systems (plug)and split power dividers to EXTRACT non reflective power as capacitor charge IN quantifiable JOULE second, (millisecond) or whatever energy. Looped systems are real using non reflective fractional resonant power Extraction or ballun compensated direct tensor loading. What matters is that it exists and can't be denied for long as people

keeps doing the stuff all over the place.

Diode plug arrangement

With the basic RV PM and ALT What's going on here (based on numbers)is the virtual circulating current in the alt is more 17 times greater than the real 96w power(pf=1) being input to the PM. To get some real energy (PF=1) out of the virtual circulating (V&C 90deg out)(pf=0) you can use:

1) The diode plug arrangement, you have to either use a synchronous pulse extractor circuit (see dans RE-OU PDF) or a split cap diode plug configuration.

Look at the diode and cap pulse recovery schematic, the circuits near the trifos are switching the 12vdc up to high volts. The volts on an inductor $V=L*di/dt$. If you leave the volts on after the transition (pulse mode) you start dissipating power (losing energy). So the right timing is important when trying to maximize energy recovered.

The diode plug - it cannot be simply used to connect it to load and see if it gives more out or not. It wont work that simply .Diode plug is a power extractor from the resonance and requires a switching circuit to discharge the capacitors in the right moment.

There are mainly 2 methods to extract power - H's and P's. (see Phils below)

For the first - I recommend P's version and using his resonance extractor Black box with running leds.You can use it for the 3PH resonance as well when using 3PH diode bridge (consists simply 6 diodes).

Lets say you have 230VAC in 3PH resonance on capacitors, it makes $230VAC \times 1.41 = 324VDC$ peak on diode bridge and lowest peak = $.707 \times 324 = 230VDC$. So you should adjust the P's resonance clipping circuit between 230..324VDC and collect it to the load.

In short: Battery -> inverter -> RV PM -> RV ALT -> 1 phasing cap, 3 resonance caps -> 3PH diode bridge -> P's black box -> load (light bulbs) This can be the way to realistically extract the power and compare to the input.

Another hint: when you have real trouble to make 3PH resonating and the prime mover dies, just plug the prime mover to the 3PH wall, so it has more power at first, so you can learn the alternator side tenement. Automatic 16A (C cat) 3PH switch/contacter can be used as a very convenient tool.

Trans-verter Diode plug

IN diode plug Trans-verter system the opposed maximal Voltage sine wave in ONE capacitor triggers the discharge of the other one, as in basic multi-vibrator circuit design. The discharge WILL NOT reflect into the LC tank as is DECOUPLED from it Reactance looks at capacitor always at near 0 potential , where in a resonant non-Transverting LC capacitance lags in time in relation to Reactive component Always > above "0" C lagging."

From Ronald

RPM RATIO from prime mover to alternator is important. Standard RV RPM ratio is 1:1. Rated RPMs betrays Nr of motor Poles. 3000 RPM (if for 50 Hz) is 2 Pol Motor(at 60 Hz it would be 3600 RPM). 1500 RPM is 4 Pol Motor (at 60 Hz it would be 1600 RPM) and so on.

If you use 2 pole motor (3000 rpm) to drive 4 pol alternator (1500 RPM rated) directly with 3000 rpm, you overspeed alternator. You will get double output frequency (100 Hz instead of 50 Hz) and higher voltages. At higher frequencies tuning becomes easier, but beware of the

high voltages.

Rewire alternator to fewest voltage possible. This results in higher Q and later in higher gains, but needs more capacitance. I used 3000 rpm prime mover and 750 RPM rated alternator, wired for 220 Volt (4 times overspeeded). In full resonance I got output readings of up to 780 Volt AC...this means more than 1100 Volt peak, so play safe and be sure to have your alternator caps rated high enough.

There is a small window for resonance.

Example: My 3000 rpm 5.5 kW RV alternator needs 80 uF to be full in resonance. So let's say you are at 60 uF and you add 5 uF in 4 steps:

At 60 uF:	4 V output
At 65 uF:	13 V output
At 70 uF:	45 V output
At 75 uF:	210 V output
At 80 uF:	415 V output

Voltage raises exponential if you tune towards resonance point. You have to tune into resonance. 3.6V is still nothing, so you are still far away from resonance.

RV works in such motors as well, but best performance you will get from 3.5 to 7.5 hp motors (60 Hz) and from 5 to 10 hp at 50 Hz. Windings of small motors are thin, having comparatively high ohmic losses. This is bad for alternator, as it lowers Q as it creates losses, and bad for prime mover to, as RV inner current, which is part of the high impedance mode of the RV PM, becomes diminished by the thin wires too, creating losses as well.

Recommended is to use frequency inverter to over speed prime mover to get higher HP rating and step down RPMs towards alternator by belt or gearing or something else.

The higher the input frequency and the higher the RPMs, the higher the HPs of the same motor. With good bearings and valance rotor you can have 20 hp without problems from a over speeded 4 hp motor...and much more is possible.

Keep in mind that RV PM has a given range of mechanical output power, where it works in high eff. high impedance mode .If you leave that range, for example if alternator is too heavy for prime mover, you will loose the efficiency advantages of the RV PM.

Hectors example with 2 identically motors is simply the easiest way to replicate it even without having the knowledge that is needed to understand everything what is going on there. Most important thing is common sense. A lot of combinations are possible. Its not necessary to use identical motors, but it is the easiest example.

Even the 15 HP ones will run in RV mode. We built a motor-alternator-system with 2 x 30 KW 1500 rpm EM generators (yes...both 40 hp!).

[Link](#)

I decoupled the intern DC excitation wires from the 3 phase coils. We used a smaller 3 ph motor in standard configuration to push the unit towards synchronous speed relative to grid. One EM unit was wired like standard RV prime mover. When synchrony speed was attained, we powered this RV unit from grid, and it runs in RV mode even without excitation EM field.

And RV EM alternator works without excitation current in resonant modes too, but don't forget to buy a lot of caps and THICK wires! We got more than 40 kW circulating power in alternator at full resonance in that monsters. You should not power something directly from the resonant alternator LC tank AC.

If you put a load parallel to the resonant LC, you have to retune the capacitance from alternator again, as load detunes the resonant LC. And you have to choose a proper load.

To big, and resonance dies. To low, and your system eff. is shit. Better use diode plug if single phase to get the power out. Or use 3 phase resonant LC and FWBR it into a big capacitance and power something from this capacitance.

It can be used in many ways. Best thing is to pulse it out by diode plug or to use 3 phase resonance and FWBR it to DC. You need a high Q in your alternator, and this 1/3 hp motor will not go into high Q resonance due to high ohmic losses as described already.

You can easily determine losses by measuring the wire resistance and the current that goes through the wires in resonance. And if you take out 100 watt while having 50 watt losses due wire resistance, your system efficiency will be poor. You can raise Q by using higher RPMs and higher frequencies in alternator, but beware of the physical limits.

Answers from H

ZPE system seen as a whole must provide power to a reserve as a battery being regulated to keep such charged and be a booster to drive home inverter or whatever load used. So its looped power 1.618 OU of witch 1.3 is looped and .318 is usable power to be dumped in battery or as system boosted power. Of 10KW (resonant) looped some 1900W can be totally used (that may require some \$25,000 to \$30,000 in solar power to equal 8 HR output some \$100,000 for 24HR supply. Wind power can supply same under \$10,000 worth (with wind). Magnetic looping has its problems, thermodynamic does not.

CAP IDEA is good if you use PLUG non reflective discharge to battery. Cap tends to cause unwanted harmonics so they have to be LINE reference switched. Using a 12 line motor in WYE the CENTER can be wired to 3 PH Bridge and the DC + - lines go to the battery. In the input a SERIES trafo to RV 120VAC primary 24V secondary (isolated from primary also independently diode bridged can be connected to COMMON DC BUSS to battery. 3 trafos also on EACH phase as original disclosure..

Another ONE as MAGNETIC amplifier tube regulator in the VECTORING capacitor..(Series) with OUTPUT also to battery Amperage load regulates Vectoring (broad banded) it uses a bit more power but becomes vector LOAD regulated (self adjusting) with primitive 1940 solid state technology.

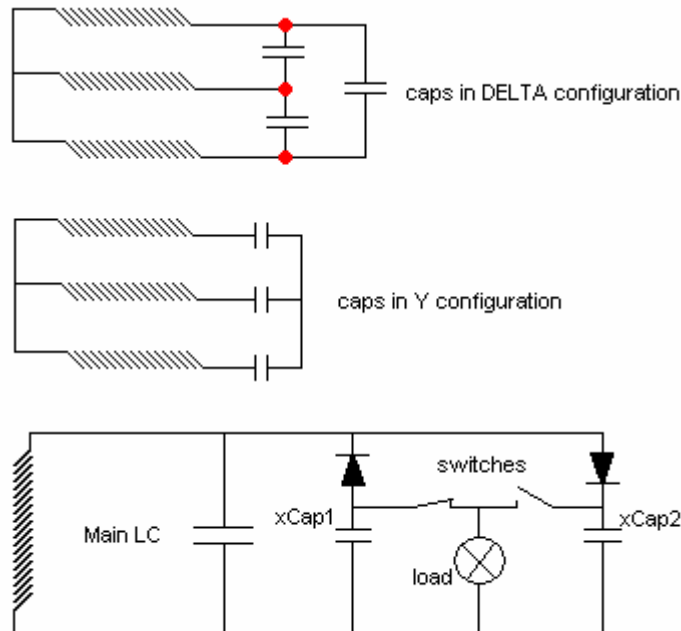
I tell you.... LOOPING is dam easy ... easier than you think. JUST match the impedances... convert those VOLTAGE & Amperage Ratios properly, and take care not to overcharge & burn the battery. Also DC motors that have LOW resistance can be put across RV or trans verter PLUG device to use directly the COLD radiant energy from the RV alternator, they can be operated o 100% duty being LOCKED at 0 speed... in fact power goes to 0 as speed is attained... Infinite speed if DC motor is rewired as NOT self shunting WYE phases RV can be run with DC and in fact is being RUN from DC as INVERTER second HI voltage stage is dc...develop PM Permanent magnet Rotors.

Ronald's laymen schematic

In the following drawing the 3 caps are equal and are forming a triangle! This is 3 phase Delta configuration. Second picture shows 3 equal caps in Y configuration. Both should work.

The red dots are the positions where you have to put 2 diodes to each. Then simply put all 3 minus outputs and all 3 plus outputs together and feed it into a big cap or drive a DC load directly.

You have to control the output current. Too few output, and alternator losses will become too high compared with the output current. To much, and resonant field will die



In Hectors example every of the 3 caps is part of one of 3 MAIN LCs. You think you have to resonate with 1 excitation cap, but that's NOT the idea behind 3 phase rotation.

To get a rotary resonant field you have to put 3 equal (excepted fine tuning) caps in star or delta to your motor coils. And for tuning best thing will be to have 3 cap banks to tune each cap.

What you're doing is to resonate a SINGLE phase, not 3!, and you extract some power due voltage differences between the phases and you limit the power output by your small caps. This is possible but is not what 3 phase excitation is all about.

There are no serial caps in diode plug. You have 1 coil and 1 main cap being in combination the mail LC. Next is to choose extraction cap, and they become parallel to your main cap, but behind diodes, so that 1 xCap charges up in one half wave, and the other one during the other half wave. Like in antenna theory, the energy of capacitance (= cap) in a resonant high Q condition becomes 1.618 times OVER isotropic dipole.

Q: By using excitation current to tune the alternator to OU. How this energy amplification takes place in the alternator?

A: LC components create the energy amplification if parameters match somehow. In this case: L (gen) -> FWBR -> C creates the same impact where L discharge curve charges C. (more: read about 40ph or 111ph or multiphase alternators/generator in EVGRRAY by master) Now - when you have L->FWBR->C->LOAD - the load and excitation are parameters to play with.

Another useful hint: do not use load any stronger that loses your generator voltage drop more than 10%, since this is exactly the same as losing 10% efficiency. This applies to many generators +load things, people do not understand the proper matching and get lousy efficiencies.

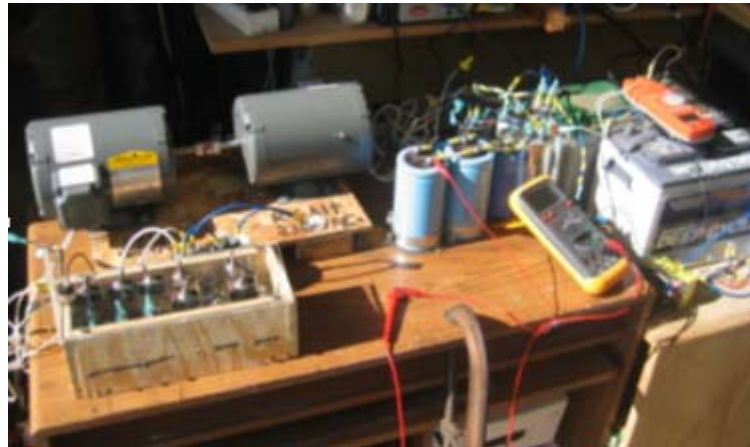
Hector has many times recommended designing 40 or more phase generators with exactly the same concept, adding that every phase creates amplification and maybe 10x total or so! This project may require variable inverter or freq drive to tune the RV freq OR RPM to beat the alternator outside bounds.

Answers from H

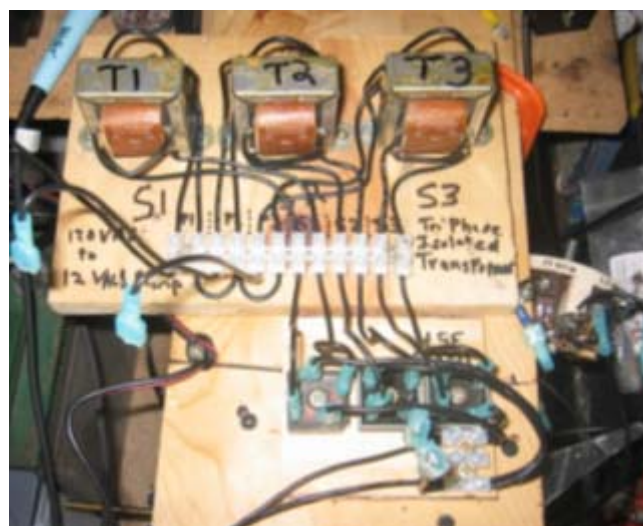
Fact:3PH is 3PH wherever 3 lines are 120 degrees off phase Correct it. Reverse induction was used to demonstrate ZPE radiant energy. The plug is the mean to adjust a PM generator to work in OU

parameters using dual half wave radiant mode charging and non reflective discharge (also demonstrated in reverse induction AC to differentiate the art of RC pulsing DISINFORMATION relative to AC motors usage and STANDARD generator USAGE in ZPE HI impedance RF OU modes.

Fact:I stated RV prime mover was OU. Kone found the sweet spot tapped the energy without killing the effect if he GOES RV PM he can try using EM standard power generator and use it as EMA 4 motor but with more MODERN AC RV concept. RV is a NORMAL motor run in HI impedance with VECTORED virtual phases! Kone can RECYCLE the energy using the non reflective ZPE energy extractor plugs & LOOP the BEAST Using standard off the shelf stuff...(POWER Factor correcting his batteries).



Photos courtesy of Gene (thanks man)



Photos courtesy of Gene

Update Questions and answers from Gene H and Rain

Gene-I've done pretty much what you outlined... I have the three trafo's setup with the primary on the opposite side of 3 x 10uF caps that are serially connected to the three phases of the RV Alt. On the secondary of the trafo I have the outputs coming out and going directly to 3 seperate FWBR's that are 35amp 1000volt jobs. Those have their DC points all are common onto a single DC bus and that is feed to the batteries and to the inverter. Is there any need to put tuning caps on the secondary side to push it into resonance with the primary of the trafo's?

Hector- YOUR litics must be tuned to LOGARITMICALLY charge in semi resonant states. Yes it needs certain TUNING.

Gene -I'm not sure what you meant by:

“Another ONE as MAGNETIC amplifier tube regulator in the VECTORING capacitor..(series) with OUTPUT also to battery Amperage load regulates vectoring (broad banded) it uses a bit more power but becomes vector LOAD regulated(self adjusting) with primitive 1940 solid state technology.”

Hector-OK the PRIMEMOVER VECTORING capacitor.... a 120V transformer in series with it regulates capacitance by means of impedance increase or decrease...Capacitor + primary in series in RUN capacitor circuit..The LOAD being current regulating to it (secondary) can be used to supply amperage to battery Principles (read):

[Link](#)

[Link](#)

See this schematic at bottom of this URL

[Link](#)

A shunt meter in battery must REVERSE flow as OU is attained. Charge must be kept at optimal ripple voltage limit. TRUE charge is determined by hydrometer ... not voltage. That is why i recommend open cap cells batteries as you can measure each cell hydrometer charge... there are batteries used in emergency lamps that have an hydrometer built in and are 12.7V DC or 13.8VDC those are perfect as you can see if you have attained over unity or not quite easy. IF hydrometer goes green you got OU goes red then black (use battery as boat anchor) not OU :(you may have killed it).

Gene-Was again reading the "theverylastsiteoftheinternet" page and noted you listed:

"In testing, battery changes resistance as recharging occurs this provokes system to detune from resonant to non-resonant modes drifting from OU to non-OU transform modes tendency is to dry out battery as this are not designed to work in cross current vectors variations. Solutions: Use separated alternating battery banks and increase inverter input operation voltage (design it for 120VDC input) eliminating the transformers."

Does that mean we could create it looped without the battery in there? Just take the 3phase outputs thru the serial caps to FWBR's into a HV DC cap bypassing the 12V input of an Inverter? Is there any reason to use trafo's at that point?

I've been tweaking the 1/3hp setup using a delta cap layout of 3 x 3uF delta caps along with 20uF exciter cap between two of the three phases on the RV Alt. I use Diodes out from each place where the three phases hit the caps into a DC cap of roughly 670uF at 450VDC. The RV PM spins up then bogs down as the RV alt start putting out juice into the DC cap and with no output from the DC cap the volts goes up to about 148volts DC.

I use just a 100watt 120V bulb to short the charge in there and it drops to say 80vdc and climbs back up... each shorting allows the RV PM to audibly speed up, but the input with it rigged this way is .5amps at 120V. Adding uF to the DC cap just makes the charging take longer as well as the charge being discharged take longer to dissipate. I've tried it with as little as 100uF as the DC cap and its pretty much the same in terms of usage.

I need to revert to the delta config I had originally tweaked with Ronald's help till I get the trafos and that was using 2uF delta caps with exciter cap of 17.5-19.5uF (down to 14uF) to get the input amp draw down to .2-.3amps at 120V. I'll re rig for this over the weekend for the interim till those 800VA trafos show up.

Also have some big SCR's 70amp jobs coming... so I can get those rigged up... tho for some reason my little SCR pulsar circuit seems to be acting up... its not firing using a smaller 4.7amp SCR that I had on hand... though the original one was a 25amp SCR that I blew. Hopefully these new ones will work out well... I likely am pushing to much gate current and should use a smaller 1n4007 or something instead of the 3amp 1n5408 diode. Worst case I can use a neon ne2 bulb at some rated voltage to short the gate

connection.

Hector- The secondary in a 3 phased WYE at 12VAC that sum up 24VOLTS 3ph an can be rectified using 3PH bridge setup (6 diodes) the other out of phase trafos 24VAC then be rectified & added to the DC buss .. one can be used as magnetic amp to regulate the run capacitor other in ac input in series to prime mover to regulate current feedback & do partial recovery. You got flexibility in the array and 16 basic modes on doing it ...using 3PH. What remains is tuning (The bitchy part) but the most important in the self learning curve.

Remember I always talk about impedance matching ...conserving the alternator effect & transferring the energy tensor of that energy into the battery exceeding the drain , once done the question remains , what I am going to do with it now ?

(Applications) & alternatives, PM RVs PM generators, motor generators solid state applications and so forth . (Free energy) hidden in energy savings. Remember, treat the whole thing as an interacting LC RF network you need to fine-tune.

3 phases 3 trafos you can choose WYE or delta input 120 or 240 You can choose 24 volts delta or 12 volts WYE in secondary by using the caps in series or parallel to combine your trafos. The 2 other trafos for the magnetic amp cap tuning and series recovery limiter series input (hi current) secondary to battery & loop back loading.

From Rain -Don't put second Aries into WYE, but if you have too low voltage out, just put 2 second Aries in parallel and other two second Aries also in parallel and then these two sets in series (or the other way - put 2 second Aries in series, second 2 second Aries also in series and then these two series-sets in parallel). Do the same to other 2 trafos also and then connect all now ca 24VAC outputs to their rectifiers (a la my drawing) and all FWBR outputs in parallel.

You should get 20V out if you previously got only 10. It's good that your trafos have 4 sets of output windings. Or try the previously suggested delta connection approach with trafo primaries.

Do not forget, that when you rectify the sine wave, the rectified DC voltage on the cap will be 1.414 times higher than the initial measured AC sine voltage (the cap stores the voltage up to peak value – some diode voltage drop losses).

In normal 1-phase system when such cap is loaded, the voltage can drop quite much, almost back to the 10V DC value for example if previously also the AC meter did show 10V at output winding non loaded.

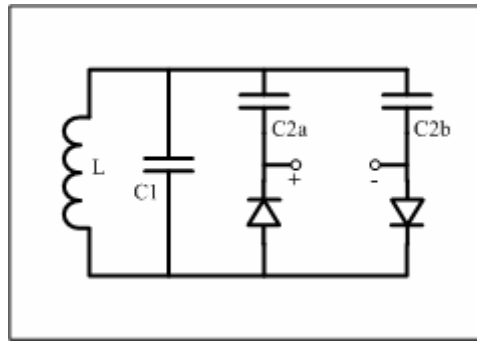
But as you are using 3-phase system and all 3 trafos outputs in parallel and each trafo has essentially a 120-degree phase shift to other trafos, then the rectified peak voltage on the cap will stay very close to this peak value even in loaded state (because when one trafo's output has the near zero voltage part of the signal, other trafos at the same time have near maximum voltages at their output - so they kind of fill up the blanks - this is a big advantage of 3-phase rectification).

So basically, when you have 10VAC unloaded out from your single trafo's secondary windings, then you can get ca 12V on the storage cap after rectification ($10 \times 1.414 - 2 \times 1V$ diode drop), and that even when loaded. That should be quite sufficient to drive your inverter.

You also have good powerful trafos, their output voltage should not drop much when loaded, especially when all trafo second Aries are connected in parallel. Some info about rectification: [Link](#)

Dans collector plug circuit

Some consideration for simplicity



Think about the diode plug. See above.

H said there is a 1.618 gain (multiplied by the Q factor), just extract the .618 and leave the 1.0. So adjust your cap values, so that $C1 = 1.618 \times (C2a + C2b)$. C1 maintains the resonance, and you extract from C2a/b. You cannot over extract then. so then there is no impact on resonance and power input.

Also an opinion on this is that we need this single FET power collection circuit as well that has both resonance clipping and blank side discharging logic. Two of those can be applied for diode plug symmetrically. The positive side of this single FET power collector is that it should be made to cope with HV-end

My version of the diode plug circuit which cannot be 'over-extracted', including the formula $C1 = 1.618 \times (C2a + C2b)$ This is a good circuit and description (at last) of hectors diode plug. It actually makes sense and there is a simple way to test a diode plug without a motor. Just connect the LC circuit as the tank of a simple oscillator circuit. No need for high power. The LC will then oscillate at its resonant frequency - whatever that is - and you can try tapping DC power from the diode plug diodes, while measuring the oscillator DC input power. Very simple.

Discussion of Extraction theories and principles from recent tests

Extraction principles theories from recent tests- Resonance collection results

- H used blank state cap discharging
- Phil's amplification comes from capacitor voltage rating

After fine tuning and understanding the behavior from the circuits, the refining direction that is aimed if at all possible is to make it more robust and more simple being EMP proof.

Phils circuits strengths tested so far have given the best relation to have all the resonator, timing and collection all in one. This is in comparison with our understanding from empirical results so far, Which because of being limited, has led to the direction taken of building an inverter + LC resonance + power collection and to use a manual tuning to learn it from piece by piece.

The following is interpretation of the principles and behavior involved which the experimentation is being modeled from.

A perspective of 3 different Power amplification methods being:

- 1) 'Single dimensional amp'. (Phil) above capacitor nominal $V/2$ BEMF collection in double rail switching tech - this strange combination balances positive and negative 'nodes?'. That is why P has stated - there is nothing to do with resonance.

-Hectors opinion, It does, and his circuit does not include a time corrected variable needed to quantify properly the overall final JOULE potential.... (Quite complex as is)-end

He is right about it in his point of view as in some of his circuits there are no resonated components at all. Capacitor must be charged above half of its nominal rating and never discharged below it - in this range we should have big energy amplification (applies to the battery too).

Hectors opinion- You can find 4 points of vectors that demonstrate semi resonance STATES. THEN his circuit is purely resistive, if is so he has to explain how he corrects its power factor and in doing so he demonstrates a transfer of resonance to purely resistive state? Again you fall to resonant one again. On the effect of the capacitor must be charged above half of its normal rating and never discharged below it, in this range we should have big energy amplification (applies to the battery too), is a diode plug effect ... (I also explained that occurs within a logarithmic gain in half tank circuits and was the reason for SCR cascading (secondary firing ..) -end

Contemplation is that from playing with the nodes (seeing +12V circuit as +6 and -6) and different type of switching (two rail) is for bringing out Radiant Energy RE, that is the magic/missing component to do the successful (gain) charging job in a capacitor. Also this is something that Bedini does also in charging his secondary batteries.

Hectors opinion- YES he is correcting his battery POWER FACTOR.

Those must be roughly in the same voltage level as the input battery and creating this RE condition with pulsing the coil (in his older circuit he used two rail switching too). In normal theory we need amps to charge the capacitor, but in RE theory they will charge independently (OU).

There are big gains and as Phil says the capacitor accepts charge more easily above V/2 level. It requires BEMF component so it requires coil as a tandem. Otherwise you can do it with capacitors only. There seems to be gain during BEMF collection instead of powering the load.

Those amplifications are in a range of 200 which some may consider is not worth attention. Retaining the charge cannot fully explain it (minor gain?), as in this case every electronics trade person may have stumbled on this.

Phil uses double-rail switching in many pulsing systems or H-bridge with NPN FETs - double rail switching should give 3x more power according to his words. He hates the centre tap too as it is inefficient. The Positive biasing or switching method is another important component.

2) LC resonance - where near saturation and pure resonance there should be some anomalous gain collected into the capacitor. But as the input and output amps are connected (ideal world), we can see the input amps to increase, however we can extract some power from the capacitor before it starts to be seen from the input amps (maybe speculation).

Hectors opinion-That is the 2x2 configuration for in isolating TRAFO in valanced IMPEDANCE you don't need it just vector LCDB that is series tank were L impedance C capacitance D diode bridge B battery form main reactor core as in Jinis transformer (see trans-verter in Dans RE-OU [compilation from here](#)) the input is low but the diode VECTORED potential in amps to battery exceeds the input. This powers factor corrects battery and demonstrates fact power factor is REVERSE OU-end

options: Using Diode plug to extract it. RLC tuned load is something also in this category but none after H has replicated it as it requires to be a God to tune the power nodes (maybe I'm wrong). LC 'amplification' is usually COP = 6x at 60cps. (I hope a PWM (pulse width modulation) inverter can be used.

Hectors opinion- Jinis WORK is also the ANSWER as with RV you cant pony brake it to death READ

MRA on its loading issues , the thing is the LIGHTBULB confuses your minds were the thing to look is the Ampere load relation , not its use as a filament light bulb energy saver device. Re read MRA and Jinis stuff again (The answers are there) as plain as Suck-a-matron ones just add the strings If I say you can do a looped system with a trafo primary , secondary , a battery ONE transistor and a few extra parts Capacitors Diode bridge ,resistors , mica caps , & more diodes (blocking) I am not lying. -end.

E.A.S.E.R. amplification is under this category too (because in this H has not defined the collecting capacitor voltage level, only importance is PW and Voltage - the same is spark-gap devices). Single PH LC resonance should bring out EASER effect.

3) 3PH resonance - its benefit is that when we put the magnetic field to rotate (VTA, MEMA, RV), there should be some intrinsic amplification, which requires much less power to sustain. RV coupled picture by H - COP =11x at 60cps. I cannot say if it is bigger due to 1.732 constant or real magnetic field rotations (that's why I put it under the point 3), at least I know that in RV 3PH resonance test it did not drag the prime mover that heavily as single phase resonance test.

Tapping the 3PH resonance energy can be done (theoretically) with 3x diode plugs or a single 3PH FWBR or 3x FWBR power extraction (res-clipping) circuits. In a looped design H used to impedance match it to the battery (which should act as capacitor, see point 1 amplification).

All of H's RF=RE=stochastic/magnetic resonance disclosures cover all those points, more thinking is needed in case that isn't all there is about resonance and by thinking further we all may miss some thing.

Hectors opinion- on tapping 3ph resonance, That is in vitro as SOLID state transformer the missing factor you miss to grasp is the impedance valance (I looped the mother years ago) and know in vitro what you are theoretically grasping now , (but there is no other way of giving it) , resonate a transformer tap it resonate another ,tap it resonate another tap it series parallel the last ones will circulate megawatts of power , tap as not to exceed critical angle of rotation and that energy is free. The trinity is impedance matching jinis transformer cannot sustain an start in low power resonance must be started first then the lower sustain power must be found. in an impedance match things to look are impedance match were battery is a capacitor and a solid conductor & a resistor at the same time where a varactor compensated LC must be design as to complete a looped non entropic resonance level , Self sustaining looping. a battery is a big farad capacitor discharging across an impedance mismatch in a long decay half sine wave curve.

If you see jinis Scope charts you can see what time variable does to a signal , the Amplitude reduces length even were is gain , the time VARIABLES must be compensated in order to valance and quantify usable gain from this circuit.(the LOSS is due to TIME factor variable) and impedance MISMATCH is the factor creating it . Loading compresses time so the energy joule component from the virtual 4d tensor is trashed as is transferred to real 3 d work.

The book of prof. S, Seike, Principles of Ultra Relativity, 5th ed. 1978, Put some insight into these concepts upon examination. The .RV's ability to save power comes in fact from a receding time variable, from the STATOR rotating field view the rotor is a receding resistive force were the power used is measured in pressure and as angle of rotation variable in field (inductance reluctance).

Like is physics initial acceleration from a mass at rest until it equals the force moving it, once is equal the only energy used is the one raised by entropy losses. Extracting OU requires all this basics to be digested in models, else theory standard deviates mind toward entropy again. Its the Method what matters –end

It is of one opinion that the above context was in power extraction. he was meant to resonate the Muller output and then apply plug extraction. The same applies to MEG, TV, etc.

Current test results from the ASRC circuit (resonance collector/detector)

-Got it working stable in all modes (removed the recent Phil fix and rechecked all board connections, also put a 120K resistor instead this originally 20K hysteresis feedback resistor at CMOS gates).

The principle of tuning this res-detect is, that the first detection zener voltage + logic level threshold voltage determines the voltage level at which the coil is pulsed. So for example if the CMOS chip supply voltage is 18V then the threshold is ca 9V. When 12V zener is used, then the system will pulse the coil as soon as its voltage climbs to ca 21V (some resistors that are in series with this zener also influence a bit).

This circuit behaves very much like a voltage detector. Yesterday I did run it also totally without CAPs. I had the load connected (2x21W 12V in parallel and two of these sets in series, so basically a 84W 24V lamp). I had my trafo 13V secondary connected in series and this was used as "resonance"-coil.

So without any caps the system also worked fine (in this case also both the drive pulse and BEMF pulse go through the load, so there is no danger to board other components). Current consumption from batteries was ca 2A, load voltage ca 12V. With C1 connected (the cap in series with the coil) the battery consumption current diminished to 1.4V but the load voltage also diminished about 25% to ca 9V.

With C2 also connected the frequency dropped still and now there are sharp spikes consumed from batteries at the start of the drive pulse. When I connected all lamps in parallel (12V), then they burn in full brightness. So basically this converter is behaving in a voltage down-converter.

My tests showed It is better to be run without the cap in parallel with the load (load should be quite low-ohm though). When checking the battery currents and load currents and voltages I did not see any gains at all.

The best would be to connect such lamp-kind of loads directly to the battery.

My evaluation based on my lab behavior is (Raivo might have a bit other idealistic views until proven right or wrong) that it is IMPOSSIBLE or very hard to get any OU from purely electrical systems.

All OU systems MUST use the electrical resonance AND IN ADDITION some mechanical or chemical etc features by which the actual electrical resonance effects are turned into usable and extractable power.

Bedini/Adams system uses mechanical rotor with magnets. Gain comes from this, that the output caps are charged both by the initial induction voltage that is created by approaching magnets and later by the BEMF pulse that is collected after the drive pulse (so the system total energy =induction - drive + BEMF).

So we waste only the drive pulse but collect both the BEMF and also initial induction voltage caused when the rotor magnets approach the coil. It is basically a electromechanical resonance system also.

The Roto verter uses prime mover in resonant drive mode (= torque amplification) which drives some other generator. Probably Phil's res-detect etc circuits exhibit OU modes also only when used in conjunction with different permanent magnet motors as in this case also the induction voltages are first collected into cap, then comes the drive pulse and later also the BEMF is recollected.

There is no point using these electrical "resonance" systems to just light some lamps, they are probably much better for electrolysis or for motor driving.

Comments on these results agree from Q and A

Comment -That res-detect has behaved as a voltage detector. You have modified this circuit by removing a capacitor on load. This is one of the key elements - read my point/category one amplification (Phil has invested all his life into that principle). One issue here probably is that the real voltage on capacitor was

14V but the rating was 35V or more, so no amplification!

Response- There will be NO magic amplification in caps (except collected radiant energy perhaps - that still needs to be seen)... Only lower voltage caps can have lower ESR rating, meaning that their internal resistance is smaller because they are designed to operate with higher currents (for example 200V caps can have normal working currents at normal power ratings ca 2-5A for 400-1000W handled power, lower voltage caps need to handle much higher currents - 20-50A for similar power levels, thus their internal resistance has to be smaller to avoid losses.-end

Hectors opinion- as described before the thing to look for is charge resonance CR in capacitor as testatica the ability to retain and recover a charge by electron tunneling.

A Capacitor does not amplify but retains a charge , the capacity of electrets dielectric or electrolytic used to RETAIN a charge after discharge is what Phils acquires like a solid state testatica operation. No matter what capacity the POWER is measured in Joules 1 volt 1 ampere 1 second.

the OU in a capacitor comes from the tendency to remain charged , the tunneling effect at quantal level that in time extends joule potential (it may be called amplification) but requires better theoretical description is more quantal rectification of free electron energy than amplification ,amplification here is the final product but not the source. say I charge a capacitor to 1 volt in 1 second at one ampere.

Say I discharge same capacitor at 1 ohm load and then it gives me 1 ampere at 1 volt but 1.050 seconds , that is OU due to tunneling of electron charges , and pulsed electret capacitors show this tendency to do this , but it takes a lot of math to do the averaging and computerized data recording scopes. Charging and discharging is not digital nor linear, but is defined as analogue path description of a curve relative to parameters creating it.-end

Comment-Also did you remember that this circuit runs BEMF not only through the load but pushes back to the battery (the same amount or more by scope by Phil), this part is tricky to see, as there is one diode not seen that makes this back pulsing possible when the voltage drop over the load allows it. And normally this res-detect circuit I would say is 100-200% eff, it is a principle to 'resonate' and you can use there a load or using a transformer concept + FWRB + CAP that enables the amplification go much more higher on external load

Response- The coil circuit in the res-detect is closed internally through the load, so the current will take the shortest possible way and will not go through extra diodes and battery unless the voltage drop on load that is in parallel with coil and cap in series gets bigger than the external supply voltage. We need substantial resonant amplification in order to achieve that.-end

Hectors comment- Solution is scope the coil to address the parameters of its charge discharge cycle. The only problem I see is the Time - joule potential parameters (time is a variable that cant be ignored in trans-verter systems , in fact it cant be ignored in any OU system -end

One principle was to drive the gain far away from the source (critical).

- Contemplation also is that it is unknown or IMPOSSIBLE or very hard to get any OU from purely electrical systems.

Comment- This statement could be considering the angle of that the capacitor gains energy from the current (yes then there is no OU), but all those system are current less energy gaining systems. Capacitor gets its charge from some magic RE, RE is created by some trick (either proper pulsing or resonance) - applies to Bedini, and Phil circuits.

Response- These systems are not current less, as there are circulating quite substantial normal currents in addition to the mysterious RE. In the old days the radiant energy killed high voltage line operators when

they turned on the HV breakers trying to energize the transmission lines. So we should meditate on this effect in order to discover it's secret.-end

In conclusion - Phil's resonance detects idea is to create proper pulsing for the coil at the right moment, then collect the BEMF and the amplification occurs on the correct rated capacitors. This system can be cascaded when you use the transformer instead of coil; there is further amplification due to capacitor quantum tunneling effect.

Hectors opinion- Electron tunneling RECTIFICATION at the quantum level. Tesla the load and the source must be MATCHED Tuned valances -end

Comment-Hector & Phil are on some strange additional effect - Phil on quantum capacitor whatever, Hector on (stochastic) resonance.

Response- In my opinion we should use the resonance force amplification first instead of other hypothetical approaches. In this sense RV rules.-end

Hectors opinion

The Capacitor Effects I well explained in the Testatika electrets disclosure as (Quantal Diodes) Electron tunneling effect due to FORCED atomic alignment that is useful in NON reversible half loading ! Hutchinson Battery is same principle , I well explained how this is done years ago in the disclosure of TV diode plugs and later on Testatika disclosures

Update- on Frequency adjusting the RV

Most frequency drives have already internal recovery diodes, if the CEMFP falls within a BLANK segment it returns to the POWER capacitor. Dealing with PULSES It is just an "answer awaiting rediscovery, Raivo remember how many times I mentioned the harmonics, redirected non reflective to a load they become pure OU power on Phil reflected power, What does those harmonics will do reflected back into a pure resonant LC .????? LC in series initiated by RV alternator to Circuit.

Dans 3PH frequency adjust tests

I made a test with the RV, 3-phase driven (not the usual single phase) with amplitude, freq & PWM control.



RV-setup.jpg: picture of the overall setup



RV-electronics: closer view of the electronics involved:

- at the right is a 24VDC-110VAC-60Hz inverter, which I modified. I removed the secondary AC portion, hacked the electronics for the HVDC (see the small PCB in the inverter lying on a piece of white paper). So I get 140-180 VDC out.

- at the bottom left is a 3PH fet board. It accepts VDC from 0-500VDC, and drives 3PH from 3 to 512Hz with full 3PH Pulse-width control. The multi meters at the top: left for HVDC, middle for battery input amps (measured on 1mOhm shunt), right is V-battery. On the scope I measure the 3PH pulses to the FET, and 2 phases of the motor itself.

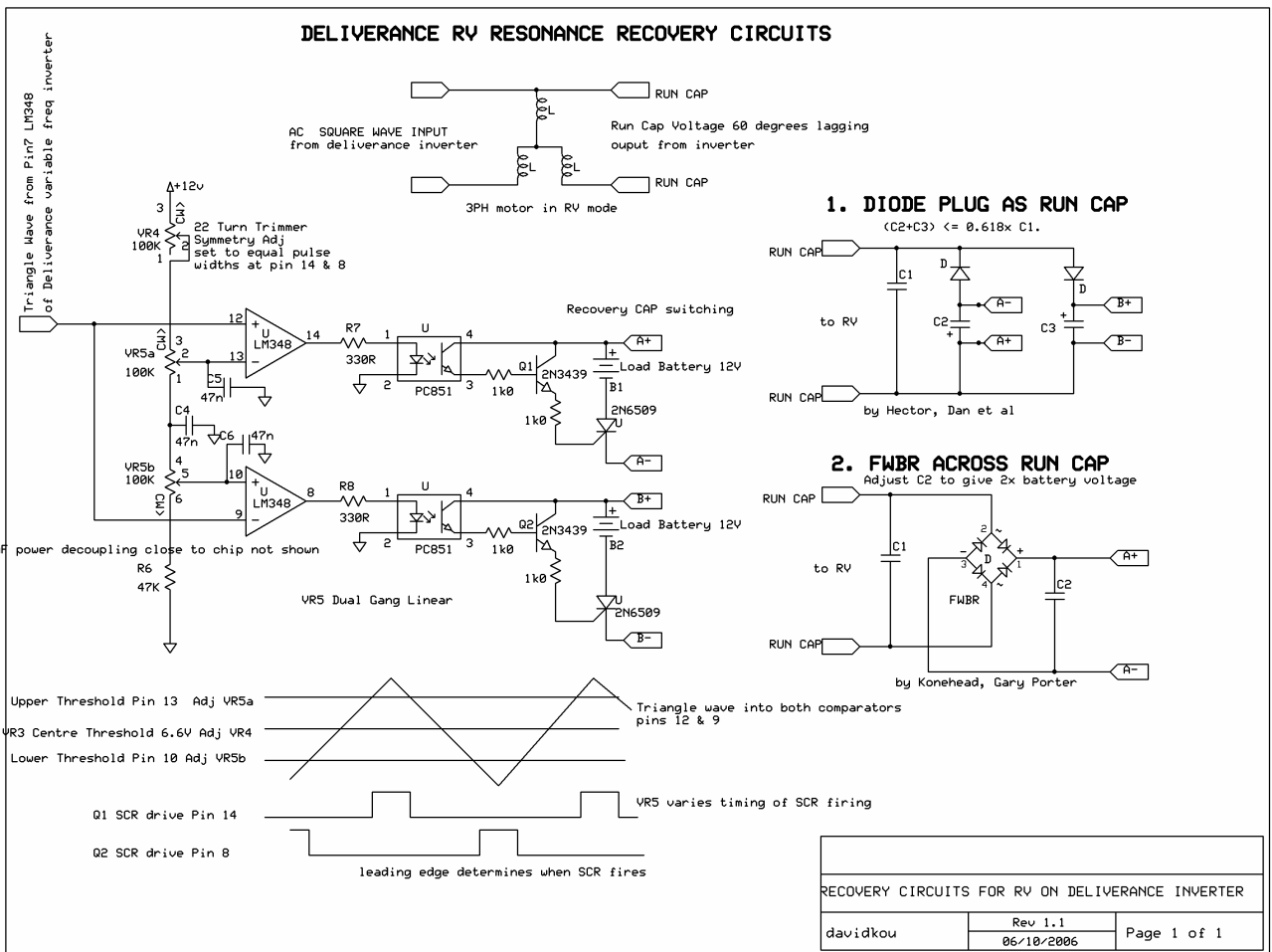
Findings:

- Without motor connected, the electronics consume 29.6W (1.1A x 26.9VDC)
- motor connected and driving at 50Hz = 3000 rpm (with 160VDC on 3PH FET to drive): total consumption: 51.3W (1.9A x 27VDC) - 29.6W (electronics) ==> RV runs at 21.71W in 3PH !!
- motor running at 100Hz = 6000 rpm ! (147.3VDC for FET drive) total consumption: 163.48W (6.1A x 26.8V) - 39.6W = 133.9W net you hear the motor happily spinning at 6000rpm. When playing the file you would think that the noise was terrible, but no the noise was fairly low (you could easily speak to each other at very low volume). In fact the motor was running with less noise than connected to the 3PH standard 230VAC grid.

Conclusions: this proves what H says that 3PH motors can be run 3PH with V, f & PW control at low power need.

Deliverance V1.1 by David Kou

The deliverance circuit was done on the PM only. The diode plug was used in the run caps position. With the plug on the PM the inverter ramp wave from could be used to synchronize the plug extraction. With the plug circuit on the alt motor the synchronization of cap loading will need to be done using the alt output waveform. I know others were working on that type of circuit. Phils (see further below) circuit works by sensing the resonant waveform.



Original post with comment by Hector.

Deliverance RV resonance v1.1 uploaded

David- The charge battery gets charged very quickly, around 0.1V/minute or more. NO INCREASED LOAD at all visible on the inverter, seems to be charging for free.

Hector -That is the ZERO point capture and the non reflective extraction circuit (were energy at 2x2 stages and is defined as joules second.

David- Some points and observations;

1. The TIC126D Thyristors I had were all bad. I changed to 2N6509 and bingo.

Hector- Part selection sometimes is critical (internal resistance and switching time being main issues) along with amplification gain.

David- 2. I put in some current limiting resistors in the Darlington drive to the thyristors. (Dampers)

3. I noticed that the voltage waveform across the Run Cap is 60 degree lagging the input waveform to the RV (not 90 degrees as I thought).

Hector- $120/2 = 60 < 3$ phases are 120 degrees one from the other relative to line in a phase converter is $120/2$. Relative to prime mover alternator lags 30deg max. (Critical)

David- 4. Battery carries on charging on its own for a while afterwards. Radiant energy charging like the

Bedini motor.

Hector- Radiant energy = RESONANCE = RF (radio frequency ...)

David- 5. My previous test of Kone's FWBR across Run Cap was probably crap because of the dodgy TIC126D thyristors. I will re do this experiment soon.

6. A thyristor tester is useful bit of gear.

Hector- A solid state device analyzer is also useful, Congratulations. Remember in step down from HI voltage say 236 VAC in a RV alternator say 8 amps circulation.. $236/10 = (23.6 \text{ VAC at } 80\text{Amps !})$ The wire mass must be identical in primary and secondary impedance matching ballun transformer or FR trafo (transformer) 10 to one ratio must be a turn to circular mill ratio 10:1 within same weight ratio 1:1.

OU is OU ZPE is ZPE and denial is no longer possible with the predicted eventual looping of these systems. The schematic at dons page ([Link](#)) being "understood" within standard technology being RV as sample 20 amps max at inverter input 200Vac 5 amps at alternator and split into a pulsed diode 3x3 plug and 3 dual split 2x2 extracting capacitors were joule time energy $J/2$ may equal 20VDC at 25 amp potential versus the 20 amp 12.7 max input expenditure fed back is a predictable 1.618 over unity as predicted in theory or 1.33 as tested in VTA in real lab testing (real world in vitro test)as is same universal principle.

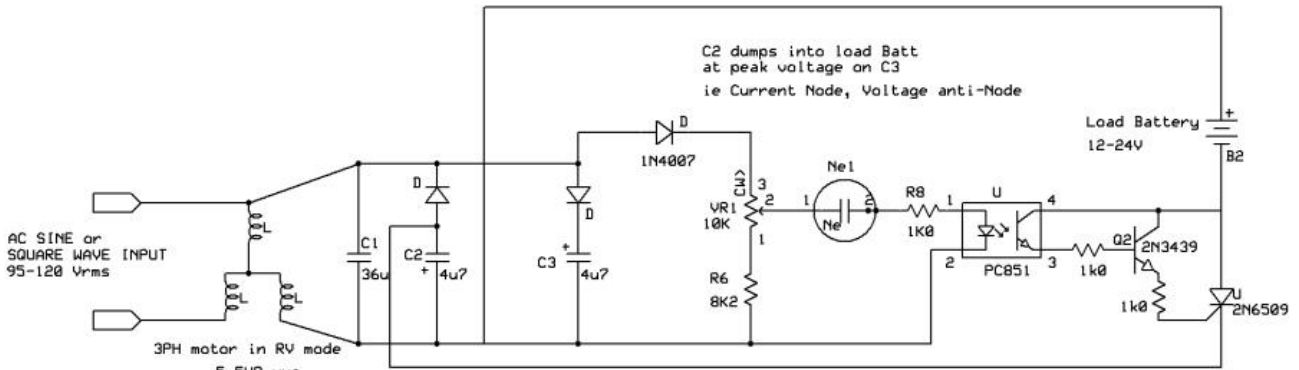
Remember RV was first to show ratios of 1 to 12 (Cop 12) in virtual energy (radiant energy) over 1KW potential with off the shelve stuff. Can easy go 10 to 30KW increasing frequency (with care not to Over destroying it) the way the information was put out was to force people to learn each step of the experiments as to make possible to open eyes to the KNOWLEDGE the whole represents. RV belongs to all of you... Looping it is almost there. And I can't be happier about it! :)

RV Resonance Recovery Circuit 1.2

Neon Peak Detection (copy and enlarge for better view)

RV RESONANCE RECOVERY TEST CIRCUIT 1. HALF DIODE PLUG ACROSS RUN CAP NEON PEAK DETECTION

This supercedes DeliveranceRVresonanceRecovery1.1.rar
 as the switching self synchronizes to the peak voltage across run cap
 Built and Tested to reliably extract resonance WITHOUT ANY INCREASED LOAD on RV
 Can be used with mains AC or variable freq drive inverters +
 Other side diode plug should dump C3 into
 a second load battery at the peak V on C2 (not shown)



C1 Run Cap in RV mode
 C2+C3 Diode Plug Recovery Caps
 $(C2+C3) \leq 0.618 \times C1$
 C1 Run Cap Voltage 60 degrees lagging
 RV voltage input
 Bleed resistors (1M) across C2 and C3 not shown
 WARNING: CIRCUIT NOT ISOLATED
 NO GROUND REFERENCE

Neon Strike voltage 70V
 extinction potential 60V
 forward current 0.5mA

Adjust VR1 to get 70V strike voltage across
 Neon at Voltage peak on C3

HALF DIODE PLUG ACROSS RUN CAP		
RV RESONANCE RECOVERY TEST CIRCUIT		
davidkou	Rev 1.2 23/04/2007	Page 1 of 1

[14718 davidkou new schematic \(http://groups.yahoo.com/groups/EVGray/message/14718\)](http://groups.yahoo.com/groups/EVGray/message/14718)

Hi All, I've uploaded a schematic for a simple resonance collection circuit using a neon tube to detect peak voltage across a diode plug cap and then to switch the other diode plug cap into a load. I built and tested this circuit to work reliably, without any false triggers, to charge a separate load battery with no increased load on the RV motor whatsoever. This supercedes the deliverance resonance recovery because it doesn't need to be synchronized to the inverter. It detects the peak voltage across the RUN CAP, so can be used with any variable freq inverter or just general 50/60 Hz AC mains. Measurements and scope shots to follow in due course. -davidkou

RV RESONANCE RECOVERY TEST CIRCUIT 1. HALF DIODE PLUG ACROSS RUN CAP

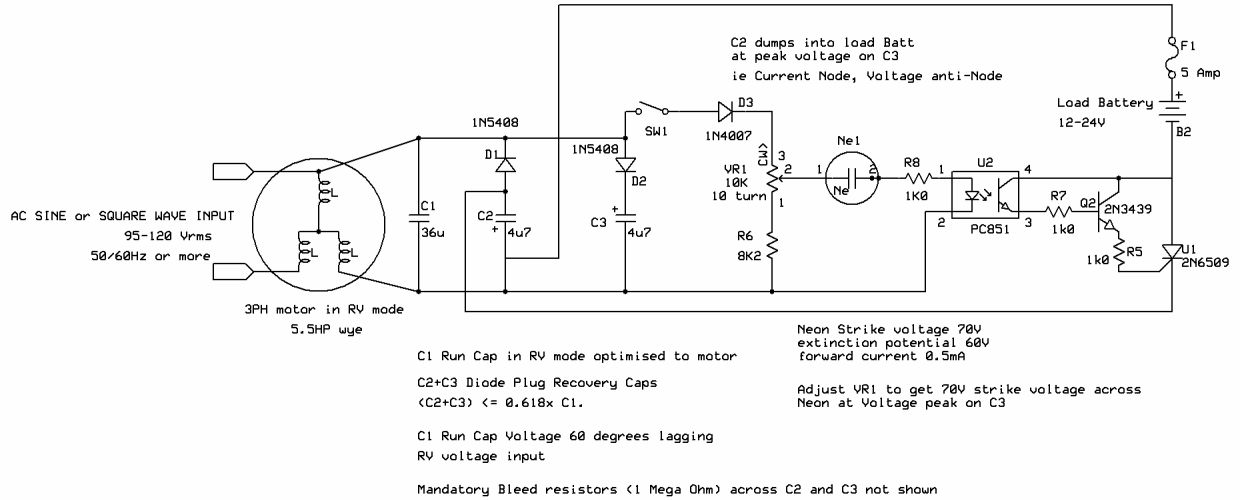
NEON PEAK DETECTION

PUBLIC DOMAIN, OPEN SOURCE
<http://groups.yahoo.com/group/EVGRAY/>

This supercedes DeliveranceRVresonanceRecovery1.1.rar
 as the switching self synchronizes to the peak voltage across run cap

Built and Tested to reliably extract resonance WITHOUT ANY INCREASED LOAD on RV
 Can be used with mains AC or variable freq drive inverters +

Other side diode plug should dump C3 into
 a second load battery at the peak V on C2 (not shown)



SAFETY FIRST
 WARNING: CIRCUIT NOT ISOLATED
 NO GROUND REFERENCE
 SEE TEST PROCEDURE TEXT
 NeonPeakDetectionSwitching.txt

HALF DIODE PLUG ACROSS RUN CAP		
RV RESONANCE RECOVERY TEST CIRCUIT		
davidkou	Rev 1.3 28/04/2007	Page 1 of 1

THIS REFERS TO NeonPeakDetectorSwitchingV1.3.bmp/sch

RV RESONANCE RECOVERY TEST CIRCUIT. HALF DIODE PLUG ACROSS RUN CAP.

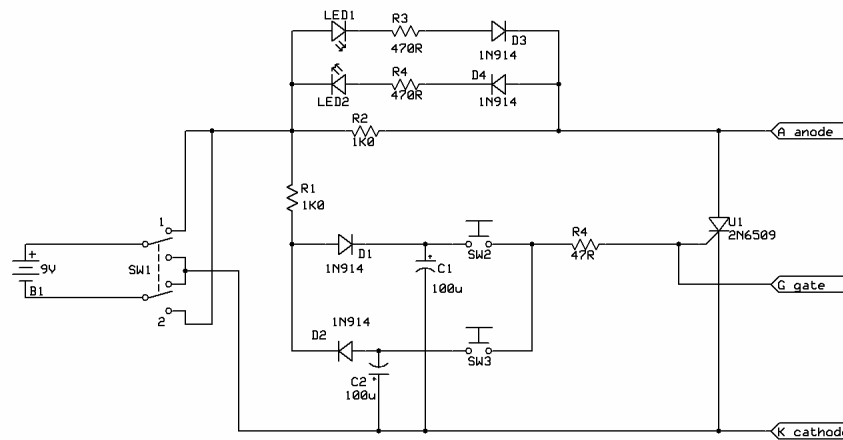
C1 is shown as 36uF as optimized to my particular motor. The normal range is around 17-24uF for normal RV operation.

The values C2 and C3 can be increased with experiment to see when the resonance is killed and the diode plug begins to draw increased load from the RV.

SOME GENERAL POINTS:

1. I have found that many new thyristors are FAULTY (around 50% in my experience so far!). They can be short circuit across A and K, or they can fail to avalanche properly when turned on, or just turn on by themselves. A working thyristor should remain on until either a negative pulse at the gate, or no more voltage across A-K. Because the function and timing of the thyristor in this circuit is critical, I recommend testing each thyristor. Here is a Thyristor/Triac test circuit;

THIS SIMPLE TESTER CAN AVOID THE THYRISTOR LOTTERY AND SAVE A LOT OF TIME AND HEADACHE WHEN SELECTING THYRISTORS BEFORE USING IN CRITICAL CIRCUITS
 EVEN SO, THIS IS NOT A DYNAMIC TEST, SO A DEVICE CAN STILL PASS THIS TESTER AND GIVE UNPREDICTABLE PERFORMANCE IN CIRCUIT (eg dv/dt and di/dt false triggers)
 So far, I have found 2N6509 to work reliably, while C126D does not.



THYRISTOR TESTING: Connect thyristor and toggle SW1 a few times to charge up C1 and C2 respectively. C1 will be used to apply a +ve voltage wrt cathode, and C2 will be used to apply a -ve voltage wrt to cathode.
 LED1 and 2 should remain off. If either one or both light up the device is faulty.
 With SW1 at position 1, pressing switch SW2 should illuminate LED1, and should stay on after SW2 is released.
 If now SW3 is pressed, LED1 should go off. If the device doesn't perform as described then it is NFG.

Published circuit of Kit No.1087 by www.QuasarElectronics.com

Thyristor/Triac Tester

Rev 1.0
 28/04/2007

Page 1 of 1

I have found that part selection of the thyristor is important, because some seem to turn on by themselves. Also, an inline 5 amp fuse on the +ve terminal of the charge battery is a good idea for safety and peace of mind.

2. Powering-up the circuit. I prefer to have all the wire connections to the battery and thyristor in place before power up because there are violent sparks when connecting/disconnecting these while the RV is running (even if thyristor is turned off). If you want to turn on off the circuit in operation, use toggle switch SW1.

3. Start with VR1 (10 turn pot) in the fully CCW position, so that the Neon doesn't light at all. Then gradually turn VR1 CW until the Neon begins to flash occasionally. There should be no increased load on the RV, and no increased power consumption. You can tell by the speed/sound. If there is, then back off VR1 and re-check. If you successfully notice no increased load, then continue turning VR1 CW so that the Neon remains lit all the time. You should see the voltage across the charge battery increase without any loading effects on the RV. The behavior of the charge battery depends on it's initial charge condition. This is like a Bedini charger on steroids.

4. If using scope probes on this circuit, remember that there is no ground reference and it is not isolated.

C1 is 36uF, as the optimum RUN CAP for my motor. I think that 17-24uF is the normal range, but I haven't regressed my bearings properly yet.

C2 and C3 are 4.7uF, and values can be increased in experimenting to see when the diode plug starts to kill the resonance and draw power from the RV.

There are two missing connection "dots" in the circuit. Otherwise, no dot means no connection. You are right, the +ve of the charge battery (B2) goes directly to +ve of C2 and not to diodes D of the diode plug.

The -ve of the charge battery goes to collectors of Q2 and PC851 and anode of 2N6509 Thyristor. The cathode of the Thyristor goes directly to the -ve of C2 (but not to C1).

As Ed pointed out, not shown are mandatory 1Mega Ohm bleed resistors each across C2 and C3, otherwise they can remain charged when circuit is powered down. C1 is OK because it will discharge through the motor windings.

I will clarify these points on the next rev. Some general notes for this circuit and test.

1. I have found that many new thyristors are FAULTY (around 50% in my experience so far!). They can be short circuit across A and K, or they can fail to avalanche properly when turned on, or just turn on by themselves. A working thyristor should remain on until either a negative pulse at the gate, or no more voltage across A-K. Because the function and timing of the thyristor in this circuit is critical, I recommend testing each thyristor. Here is a Thyristor/Triac test circuit which can be simplified for just thyristors;

[Link](#)

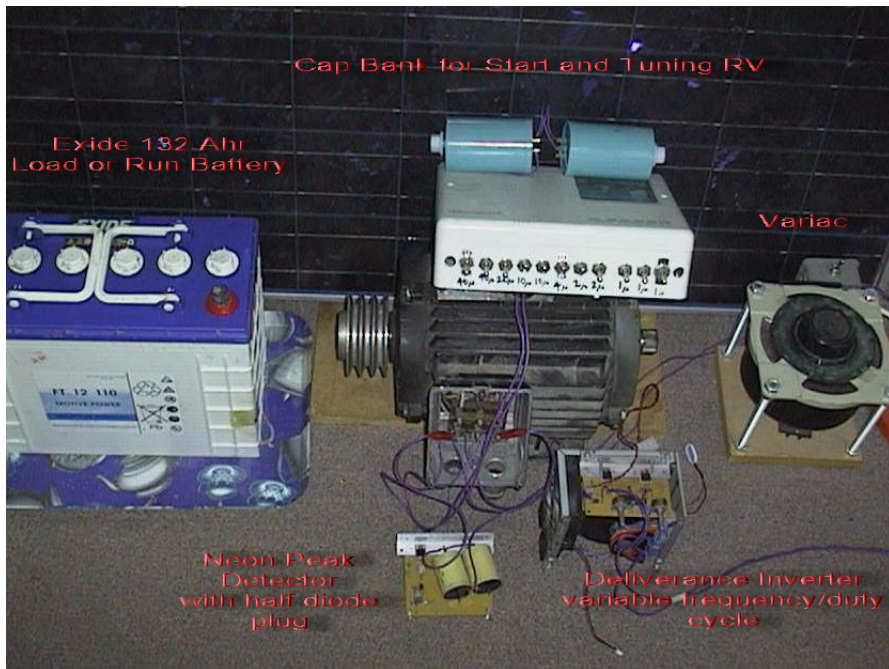
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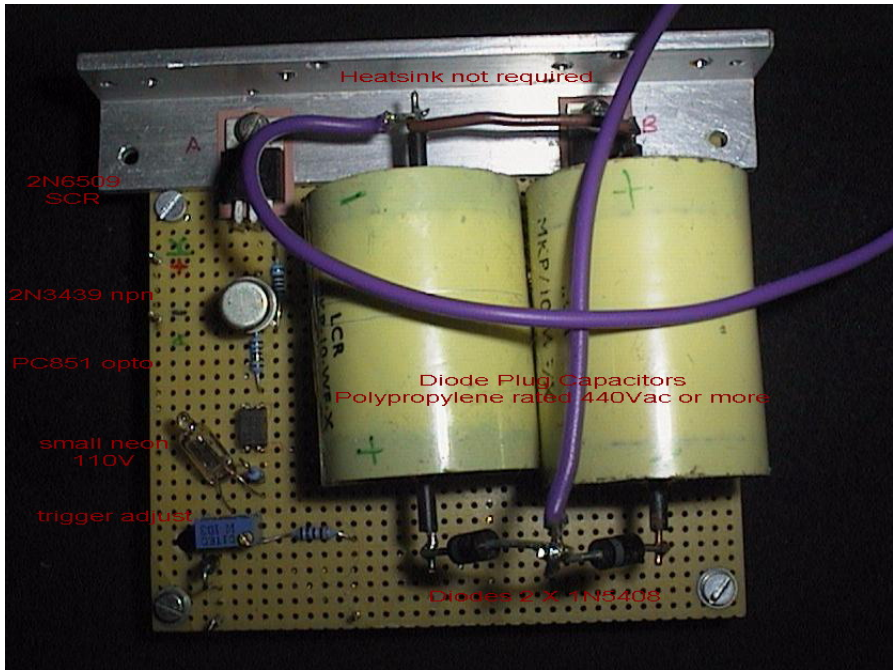
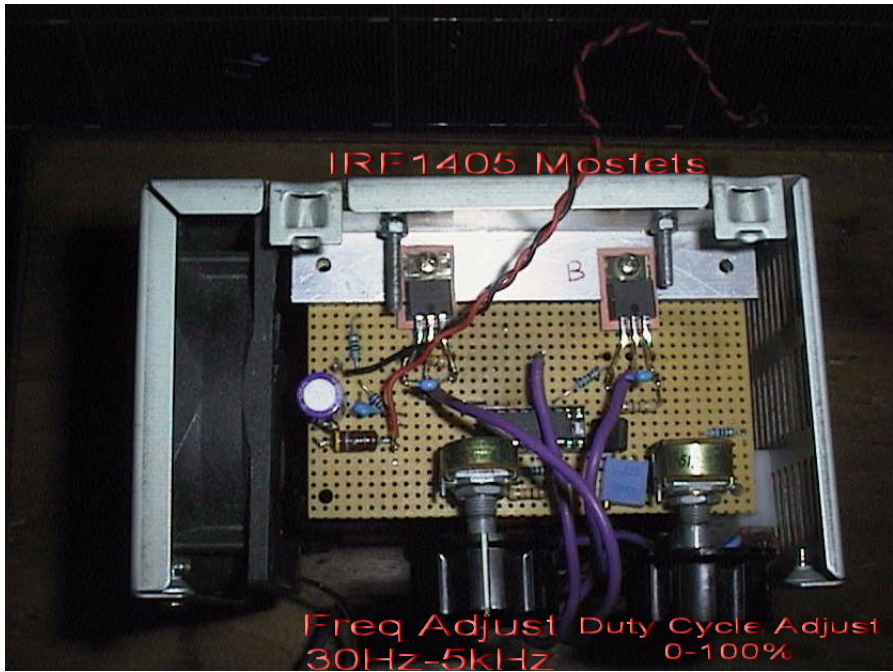
2. Powering-up the circuit. I prefer to have all the wire connections to the battery and thyristor in place before power up because there are violent sparks when connecting/disconnecting these while the RV is running (even if thyristor is turned off). If you want to turn on/off the circuit in operation, the anode of the 1N4007 diode can be carefully clipped/unclipped to the two diode plug diodes with an insulated clip/glove.

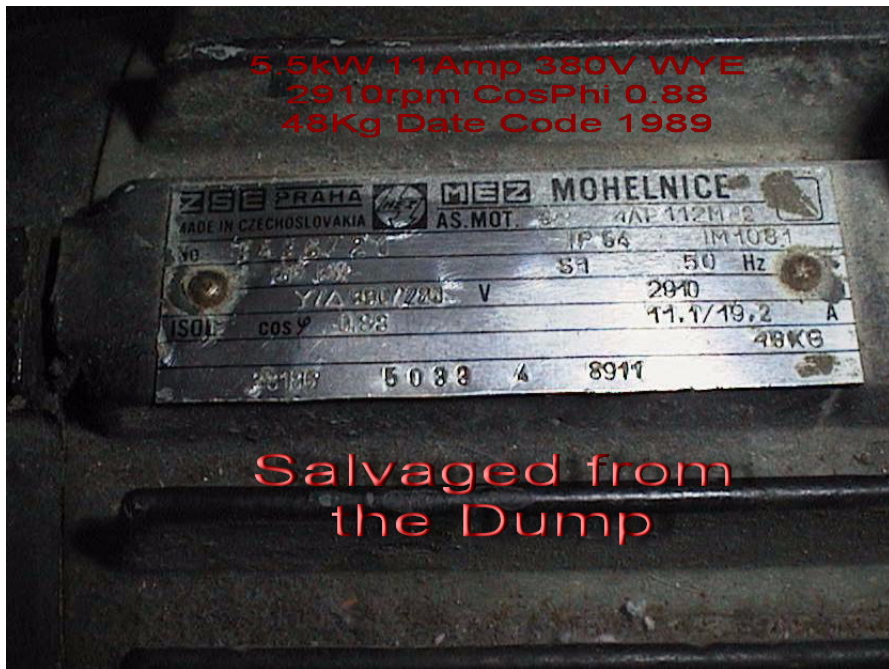
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4. If using scope probes on this circuit, remember that there is no ground reference and it is not isolated.

For complete detail visit [Link](#)







Photos courtesy of David kou

David Kous and Patrick Kelly's' comments on the back round of both circuits

Patrick - 1. What is a "Deliverance" circuit?

David- Around 2005 Jinis had published some interesting results with the Trans verter (ferroresonant transformer) at 50Hz mains frequency, and Hector had advised to continue measurements but with different frequencies and duty cycles. Around May 2006, I uploaded to the EVGRAY group my "squealing pig inverter" circuit to generate 120/240V ac square wave, variable frequency and duty-cycle from 12V DC battery, for use in Trans-verter experiments.

Then, coincidentally, I got a 7.5 HP 3phase motor from the dump and started running that with the mains in RV mode, via a variac to get it to run off around 100V ac. Then, I was able to switch from the mains over to the inverter power, and then to increase the frequency, speed and reduce the duty cycle. I posted this info at the EVGRAY group, and the name changed from "squealing pig" to "Deliverance Inverter", as Hectors joking reference about the movie Deliverance.

So at this stage, the "Deliverance Inverter" is just a simple variable frequency/duty cycle inverter, able to efficiently run a 3phase motor at different speeds .Then in summer 2006, many in the EVGRAY group were discussing different methods resonant collection, in particular the "Diode Plug" method, given by Hector. So I uploaded another add on circuit to the inverter which synchronized the switching of the Diode Plug with the Deliverance Inverter, and I called this add on circuit "Deliverance RV resonance Recovery 1.1". I kept the name Deliverance in the title, because the resonance recovery circuit used the triangular wave in the original Deliverance Inverter.

In April 2007, after Hector suggested the idea of using a Neon to detect the peak voltages in the Diode Plug, I uploaded a revised resonance recovery circuit, which doesn't need to be synchronized to the Deliverance Inverter because it detects and synchronizes to the actual voltage waveform across the resonant capacitor in circuit. I dropped the "Deliverance" and called this circuit "Neon Peak Detector and Switching V1.3", because it can operate with mains or any inverter. It is quite a bit simpler than the previous version (Deliverance RV resonance Recovery 1.1) which it supersedes, and yet is more universal.

I think it is this "Neon Peak Detector and Switching V1.3" that guys in the group now refer to as the "Deliverance Circuit", which is not really a good name for it, because it is now separate and independent of the original Deliverance Inverter. Probably the name Deliverance has been associated with me, which is no problem, but I wouldn't want to confuse someone new to the group into thinking that the Neon Peak Detector and Switching V1.3 needs the Deliverance Inverter in any way. You can decide what to call it for the write up.

Patrick - Is the objective of the circuit to locate and lock-on to the resonant point of the Prime Mover and so pull out excess energy or just pull available energy at any point of operation?

Now that we know we're talking about "Neon Peak Detector and SwitchingV1.3" I would describe the objective to be as follows;

To extract energy from the Diode Plug capacitors, without a corresponding increase in energy taken from the resonant source.

So, to answer your question; "Is the objective of the circuit to locate and lock-on to the resonant point of the Prime Mover and so pull out excess energy" the answer is really "No" because the Prime Mover is already in resonance by previously using the optimum Run Capacitor for the motor and load (if any). The optimum Run Capacitor in this situation on the Prime Mover is by definition, the value which achieves resonance i.e. Minimum current draw with power factor of 1(voltage and current in phase).

Patrick- Is the objective to extract "cold" electricity from the Prime Mover to charge a battery bank in a similar way to John Bedini's various circuits or is the objective standard "hot" electricity?

David- There are some similarities in John Bedini's methods as he has published on the various groups and sites that I am familiar with, but there are also some big differences .But again the answer to that question is No, and I'll stick with my objective as stated in 1. I think Hector has a point when avoiding the term "cold" electricity of Vassilatos, Lindemann et al. I tend to look at this as a type of RF merging somehow with power rectification.

Patrick - What is special about the Deliverance circuit - in what way is it superior to the many alternative circuits?

David -The Neon Peak Detector and Switching V1.3 circuit, is a super simple proof of principle circuit for a Diode Plug test, with minimal components. I wouldn't claim it to be superior because I don't know, and haven't compared it to other circuits. As far as I understand, the Diode Plug is normally used on the Alternator side of a RV Prime Mover and Alternator mechanically linked system. I'm not doing that because I haven't got that far yet. I'm just taking the Prime Mover with no load, putting a Diode Plug

across the Run Cap, and extracting from that. No Alternator involved at all. That's why I say it's a good introduction to the RV subject, and hopefully a stepping stone to the proper RV-Alternator mechanically linked system.

Patrick- Why would your average individual want to build and use this circuit? Looking at the circuit from a beginner's point of view, it appears to be a variation of John Bedini's solid-state circuit where one capacitor is charged (from back EMF?) for dumping into the battery and the second capacitor is charged up until the neon fires and operates the opto-isolator to trigger the SCR to feed the capacitor energy into the battery.

David- Yes, that's it in a nutshell. The crucial part is the timing of the dumping into the battery in relation to the voltage waveform across the Run Cap (and Diode Plug Caps). At the peak voltage on one diode plug cap, is the moment when the alternate diode plug cap (previously charged up) is dumped into the battery. The Bedini circuit you describe sounds similar, but I'd like to see it before comparing. Do you have an image?

Patrick - Why waste the power in the second capacitor just to operate the opto-isolator - why not use it also to charge the battery and trigger the opto-isolator from a 555 timer or similar low-power circuit?

David - The Neon triggers the opto-isolator with a tiny current spike of a fraction of a milliamp. It's important to draw as little as possible here so as not to upset the resonance of the Run Cap, or create a false trigger. However, the other diode plug cap dumps a 30 Amp or sharper spike into the load battery without any effect on the prime mover. I don't see how a 555 timer will help here. While I remember, I would recommend using a Thyristor Tester to check them before use. I have uploaded a simple tester in the EVGRAY files section called "Thyristor-TriacTesterV1.0.rar".

Patrick- Why is the Deliverance circuit important - how much more does it charge the battery than applying the circuit input power straight to the battery - is it to get mechanical drive from the motor while charging the battery at the same time?

David- I have yet to do the measurements to see how fast the load batteries are charged in relation to say an identical Run Battery on an inverter used to power the Prime Mover. I'm not making any claims of OU or looping. The important point is that whatever rate the load batteries are charged, it is not loading the prime mover any extra whatsoever. If not from the prime mover, Where is that extra charging power coming from? That's the main question. This is a proof of principle that the Diode Plug extracts power without increasing load to the Prime Mover. My motor is old and from the dump without much attention to the bearings, yet it runs on about 70 Watts in RV-mode under no load. Others on the group are running big RV motors at 40 Watts or less with no load. With Diode Plug extraction, they will still be drawing 40 Watts, but also charging another load battery (or two) for free. I would like to know what rates of charge people can attain with experiment.

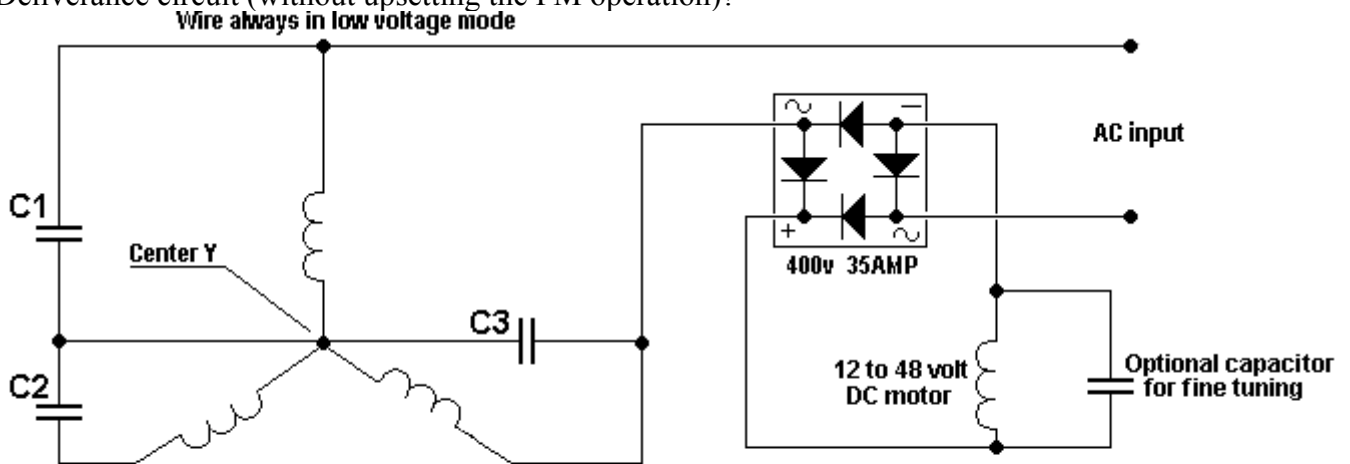
Patrick- If the answer to the last question is "yes", then can the inverter being used to power the RVPM be driven directly off the battery under charge?

David- You are asking for the Holy Grail, which I haven't yet tried, but I'm sure going to try when I've experimented a bit more. Before that though, I would like to look at optimizing charging rates with separate load batteries.

Patrick - . Can you quote some representative figures for Input Power, Shaft power and charging rate in any convenient replication of this?

David- Input Power is around 70 Watts on my old motor with bad bearings and no load. When I charge another Load Battery by extracting from the Diode Plug cap, the Input Power doesn't change at all. Shaft Power is zero, other than friction, noise and a bit of heat etc charging Rate is the variable That needs to be investigated.

Patrick- If you were using the attached circuit with the extra DC motor, where would you connect the Deliverance circuit (without upsetting the PM operation)?



C1, C2 and C3 are all the same value between 10 μ F and 47 μ F 400 V

By Phil Wood

David -That is Phil's circuit with 3 Run Caps in WYE wiring. The evil genius has used a FWBR to use a smaller DC motor to help the big 3 phase motor to start up without taking too many amps. Maybe he also has a way to take power from the DC motor after the whole shebang is up and running. I would connect three individual diode plugs across C1, C2 and C3, then I would extract from their six diode plug caps into three different load batteries without drawing any extra from the AC input. There is a limit on how big the Diode Plug capacitors can be, relative to the Run Caps. Hector has given the limiting relation $(Cd1 + Cd2) \leq 0.618 Crun$, where $Cd1 = Cd2 =$ Diode Plug cap value, $Crun =$ Run Cap value.

Updated Explanations

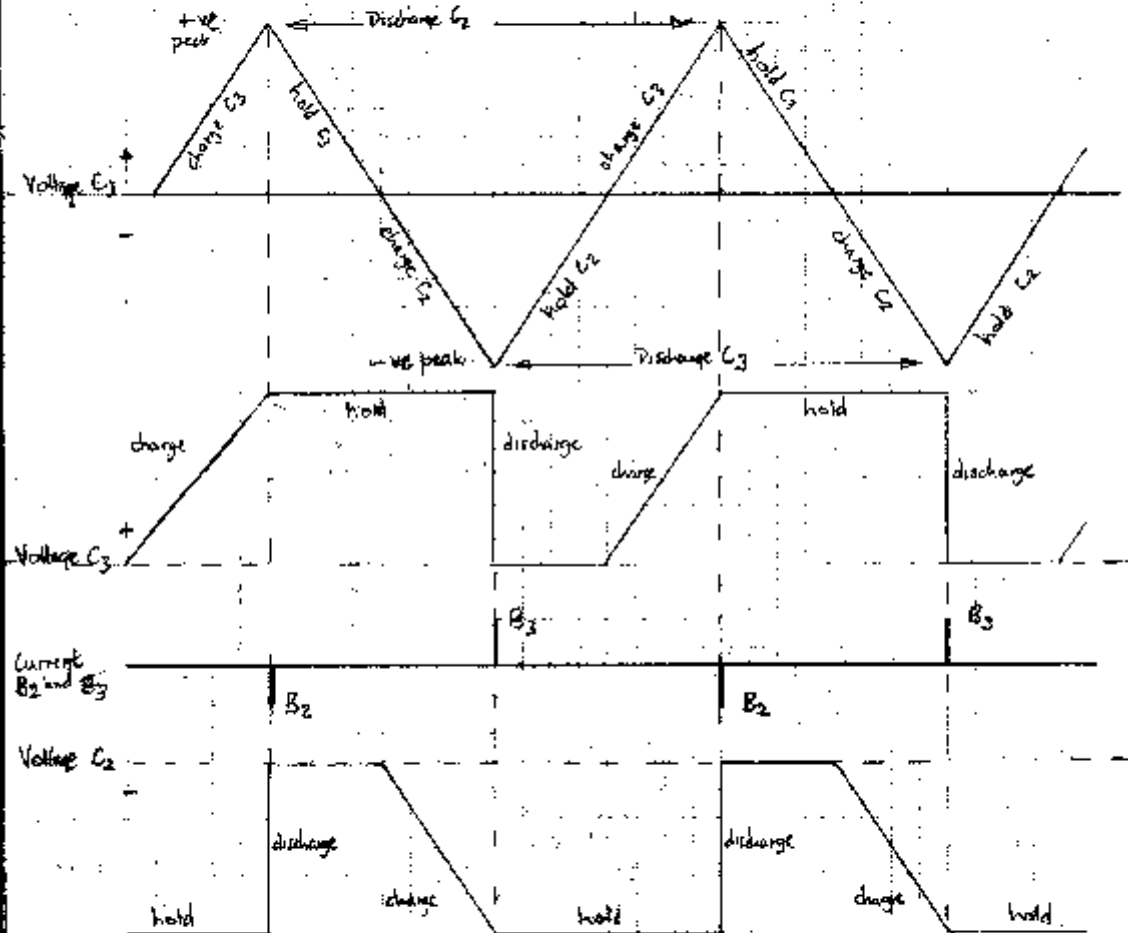
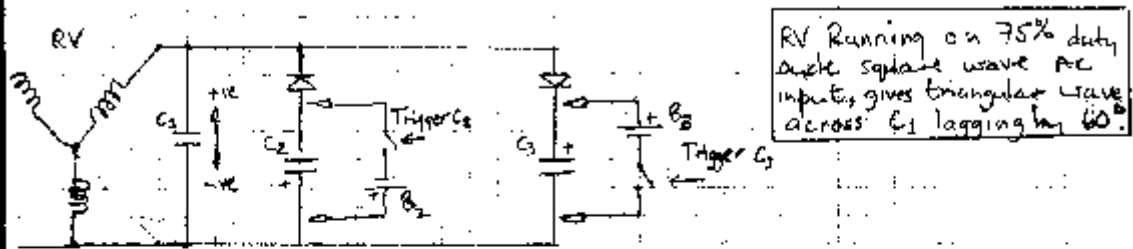
The following is a timing diagram for the full Diode Plug arrangement in order to show the alternate and symmetrical (push pull) operation. The NeonPeakTrigger.pdf omits one half (C3) in order to focus on the operation of the remaining half,

and NeonPeakDetectorSwitchingV1.3.rar in the files section does show the full three capacitors (C1, C2 and C3), but only describes the half of the discharge of C3 and the detection of the (negative) peak of the voltage across C2, and is not shown in the schematic.

The capacitors C2 (and C3) charge to the peaks of the voltage waveform across C1, so if there is 120Vac rms sine wave across C1, then C2 would charge to $120 \times 1.41 = 169V$ peak nominally. In fact, if you are running the RV from 120Vac mains or sine-wave inverter, there is actually a bit more voltage and reactive power circulating around the run cap C1, due to the low-Q resonance.

There is much more reactive power to be had on the ALT side which is a high-Q resonance (more VAR's), and so I think that more could be extracted from there without killing the resonance. Also, I think that the Diode Plug arrangement should also work well with Transverter applications; where there are also more VAR's to be had under high-Q resonance.

An interesting thing I have found is that I seem to get better results with 75% (approx) duty cycle square wave ac input to the RV than with regular mains sine wave input. In this case, the waveform across C1 is triangular as shown in the timing diagram. This is something I need to look into more. David K.



- Half Diode Plug as shown in NeonPeakDetectorSwitching V1.3_rar only shows C2 being discharged: at the +ve peak of voltage across C1 (and C3).
- Half Diode Plug in: NeonPeakTrigger.pdf does not show the alternate and symmetric operation of discharging C3 at the negative peak either.

Thyristor Testing

Thyristor test results from a batch of 7 brand new 2N6509, tested with Thyristor Tester shown in NeonPeakTrigger.pdf and Thyristor-Triac Tester V1.0.rar in the files section and also available as kit 1087 from www.QuasarElectronics.com.

A batch of 7 were tested at 9V (as shown in the original documentation), and also at 12V and 18V. After

toggling SW1 a few times to charge C1 and C2, place SW1 in the "up" position "1", and ensure that neither LED1 or LED2 are lit. If any are lit, then there is a short between A and K.

Then a "holding current" test is done by momentarily pressing SW2, to trigger the thyristor by injecting current into the gate, and LED1 should light up and remain on, even when momentary switch SW2 is released. The holding current should keep the thyristor conducting (LED1 lit) until either SW3 is pressed, or if the holding current is interrupted by toggling SW1.

The datasheet for 2N6509 gives a holding current of 18mA typical, and 40mA Max at 25degrees C, but is also slightly temperature dependant.

The results from my batch of 7 are as follows;

One Thyristor faulty, with short between A and K.

At 9V, all remaining 6 fail the holding current test.

At 12V, three of the remaining 6 pass the holding current test, while the other three fail.

At 18V, the remaining 6 pass the holding current test.

My conclusion is that the holding current test should be done at 18V (two PP3 batteries) with this circuit when testing 2N6509 or similar. I would say that for the circuit to work with a a 9V PP3 battery, R3 and R4 should be reduced from 470R to 180R (or 220R for a 12V source). If using 18V, ensure C1 and C2 are rated for 25V rather than 15V as shown in Neon Peak Trigger.pdf. The short circuit test should not be affected by the source battery voltage, but if you have had thyristors "failing" the holding current test at 9V or 12V, retest them with these higher holding current mods.

From Phil

From my [Phils] perspective with this circuit the thyristor will be in high oscillation burning its self out, due to the fact that the cathode is charge pumped bellow the anode which will automatically cause the gate to be of a higher potential and then it will automatically switch on.

This then causes the gate to be equal to the cathode switching it off, then immediately the cathode is ramped too a lower potential again switching the gate back on. I can not see this circuit working at all, but the thyristor burning out due to these oscillations, unless there were some modifications done to the gate control. David may be able to provide some insight here of something I may be not understanding with this circuit, but attached is how I would be controlling this.

First, there must be a protection zener diode on the Opto coupler. Second, the thyristor gate must have a reference with the cathode to fully switch off. Thirdly, to turn the gate on, there must be a higher voltage potential to provide a stable current flow to the gate.

The Following will solve any thyristor switching problems. I managed to sort out a very simple diode plug using the MJL21194 and I have run this in simulation to test.

This circuit may need updating with the neon for triggering but the principle of this circuit is to play a new game with the RV circulating current. I am a bit busy to explain the workings at the moment but if you run this by Ed or Dan, they should be able either improve it or at least give a detailed explanation of what happens as this cycles the current.

Personally I believe this circuit's capacitor and diode net work is the beginning of a new era in tapping into circulating current. Anyway as I said, better switching can be developed and I would rather use

different settings on the variac, to give between 120V and 160V triangular peak voltages across the run cap. Most of the time I settled on 145V peak voltage (about 100Vrms) across run cap (and diode plug caps). This 145V peak voltage across diode plug cap, was then dumped in a very short time (say less than 100 micro seconds) into the 12V 132Ahr charging battery. I also tried a 12V 20W dichroic lamp as load instead of charging a battery. In both cases, these are very low impedance loads which ensure that the thyristor has quickly turned itself off by fully discharging the diode plug cap. If the thyristor has not fully turned off, then it would conduct current through the load during the next charging cycle of the run cap, and this would definitely put a heavy load on the RV or ALT, and kill the resonance.

Dans perspective

Oscillations could occur in some cases. A minor modification to prevent some of this is to move the 1K resistor to the collector side of the opto transistor. Also split the 1K resistor in half (approx, and from the midpoint connect a small cap (100nF) to the cathode of the SCR. This is the way I use the SCR triggering and works fine in all conditions.

Hectors comments

Make dual plug stand alone 2 trigger, the optos can then be zener regulated to switch off if battery overcharges in a looped system. Instead of triac or thyristor use scr stand alone in dual plug configuration alike one male - one female + FULL potential AC needs to be used (not half). regulating circuit can be single with dual opto driver as zener DC level voltage regulated to trigger transistor or logic on or off regulating the opto on off states .

sample as battery reaches 12.7 VDC zener triggers opto to shunt trigger off (a NC opto is needed for that) or inverting normally on logic circuit .(in hi out low) opto switched off (in low out hi) opto switched on.

If I am asked I go for the least power using design regulator option .NC opto with simple zener driven regulation to turn off (.003Watts) Can be in main C or split tank dual c2 + c3 extra capacitors for full ac plug ... Your circuit application can be made redundant stand alone one definitely improving the redundancy & efficiency of a future looped system .

Very nice application, can be made self regulating (redundant) easy, using a few add on's. Transformers can be added to match impedance to battery one also providing HV isolation from the RV hot HV side to the battery cold LV one, step down voltage is step up in battery charging current. Ampere turn ration must be well calculated as not to have discharge cycle longer than the blank interval time needed to transfer the potential to battery across a rectifier bridge or diode ,Transformer can be diode forward fed in HI V primary winding and reverse core collapse used as forward charging EMF in LV secondary (diode forward rectified within the 1/120 second interval specified for 60CPS input LC) (blank) (iron core pump) Seems variable resistor is multi-turn adjusted (wire wound spiral ones) some may get confused with the ten turn comment but I assume it is an instrument type multi-turn variable precise resistor, being adjusted for top peak discharge the rest is easy.

The transformer matching is a bit bitchy but scope readings can help get it right once the proper ratio is fixed its apple pie & roses! This system is applicable to extract power from any type of ac generator or alternator (non reflective to source) as original plug but regulated as user wants or decides it to be, Remember party strobe lights circuits can also be used off shelf to attain this circuit application.. 2 required per ac 2 diode plug, a big SCR can be used directly substituting the zenon part of the circuit or the zenon used as a thyratron tube alike .itself. some alterations in resistors may be required for best SCR gate performance and some SCR gates require small capacitor to prevent secondary self firing as when using transformers circuits, (snnubbers).

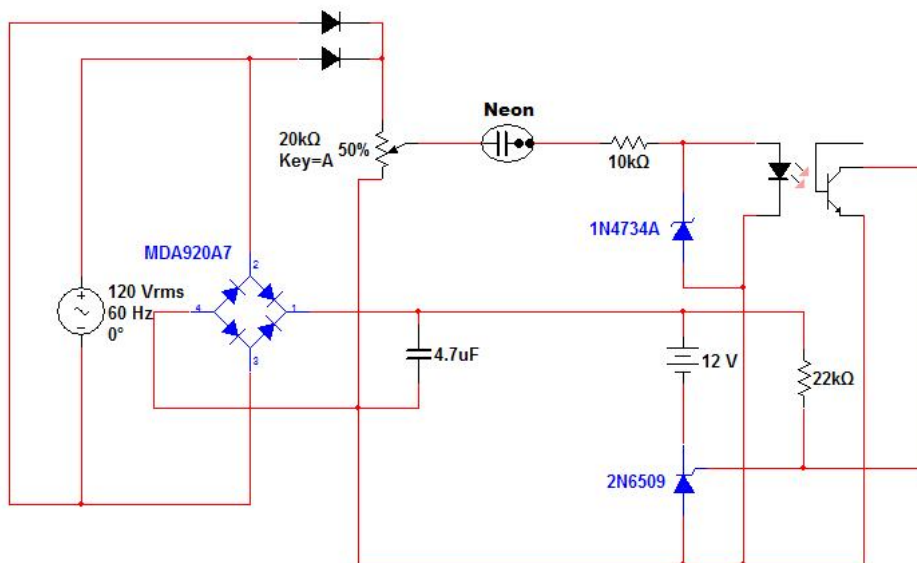
That is why i made reference to study varactor tuning. LC tanks variables are not only in frequency but in "banding" also that is broadband Low Q and narrowband Hi Q as part of AC cycle .the values Q

shifts also , compensating these goes in with compensation tuning parameters in predetermined extraction methods. (frequency tuning) .(reread postings in tuning) Power extraction is without reflection to source (transverter diode plug) Neon trigger is method to self fire the transverter as multi vibrator device alike and full wave circuit must be shown so it can be understood fully ..

Full wave plug , SCR pair and the cross fired neon circuit (stolen from party flashers and modified to fire big puck SCRs) OR split X 2 SCRs modified light dimmer circuit The neon will only will clip one polarity as you need 2 neon circuits to do both polarities.

Double polarity circuit By Phil

The following is meant to clip both polarities but also make it perform right.



From Raivo:

- * SCR wrong polarity for some reason
- * zener in parallel to opto is 5.6V, but its usual V-drop is 1V, so we need to have say 1k resistor in series to opto to protect its current to 4.6mA max.
- * David's original circuit as I remember used blank side switching and used double neon's or am I wrong? This Phil's circuit uses resonance clipping.

Question- I have a bunch of high power SCRs that I haven't been able to use because can't TURN them OFF.

Answer from H.

parallel a second capacitor to scr circuit that discharges parallel to scr path as internal current goes to 0 SCR switches off .trigristors are the gate turn on + gate turn off negative – SCR equivalent .. (quite tricky to deal with those circuits and valancing them in AC states.. (ON OFF) .

POOR MANS Thyatron solution

The Neon Circuit can be obtained off shelf using the POOR MAN Thyatron solution In gave long ago in old postings. The USE of a xenon party light strobe (Radio Shack) as self trigger.(120VAC utility fed ones)As is with strobe triggering xenon as thyatron with output series to battery or triggering a big SCR puck to dump capacitor charge directly into a load .. at 1/120 second intervals..60CPS half-wave pulse timing.

Party strobe uses 120VAC can very well use half wave loaded capacitor to trigger itself at top voltage point Since this party lights have NEON light as trigger and a variable reostat to adjust trigger point they are stand alone self triggered and simple. Party strobes go from \$16.99 to \$79.95 USD and can be used as trigger as is or with addition of big puck SCR That Puts the term Poor mans thyatron on use again.

2 units are needed for one plug Basically the units are a diode (ac) Litic Capacitor Resistor , variable resistor Neon light ,SCR, diode ,Mica capacitor ,Xenon ,igniter trafo and xenon light (poor man thyatron). as plug capacitor charges (in place of strobe litic) it reaches a peak voltage were it triggers the neon the neon triggers the SCR gate the scr triggers the trafo igniter pulse that triggers the Xenon to flash the puck scr can replace the xenon original one and the trafo pulsar & xenon eliminated scr will discharge cap into a given load.

Care has to be taken as to such discharge being done in 1/120of a second to avoid conflict with the charging cycle cap reloading in LC (to keep it non reflective to source) applicable to meg it solves the under OU states on loading ..(if meg is tailored to reload cap in logarithmic magnetic gain states (retuned & redesigned for plug operation)will operate OU ...) Keep this public as is improvement over the failed MEG patent where unit goes under OU if loaded.

The neon - trigger timing delay can be compensated by adjusting the circuit to fire just a bit before the sine peak so the scr conducts exactly at top peak of the sine ,on square wave a little mica cap & resistor will be needed to delay trigger a bit as we have an instant peak we may not be able to prevent early trigger of signal .That is if anyone wants to use square wave pulses from a modified sine wave inverter as trigger reference or direct self switched pulsing Hope this clears a few issues and provides use full information. Values are determined by frequency and power level wanted so has to be user wise selected .keep this notes .

As a mindbender think 6 flashers being fed from resonant solid state 3 PH transformer with each phase TV plugged on OU states hyper Q iron thunder volt mode.

PS:I still insist that cold electricity is within normal RF engineering practice as resonant states indeed are were the energy can be maintained in the highest potential with lower energy loss, being in fact (COLD) energy and in some applications can in fact create superconductivity at room temperature within RF cooled down circuits search RF , laser cooling , stochastic resonance thermal transformations , thermodynamic transformation. KEEP this notes.

Here is an example of Neon triggered strobe kit to hack.

[Link](#)

Documentation- [Link](#)

It's a quasar electronics are a UK based company, but may have equivalent in other countries. The kits are often branded "smart kit electronics".

OK when I first disclosed the poor mans thyatron it was was intended for diode plug operation , was

intended as dual polarity AC extraction circuit complete or partial power extraction non reflective to source , was intended to use self triggering of party strobe light 2 of them "as is" with direct capacitor source using strobe as thyratron tube or eliminating that section and using the SCR neon switch as driver .

True there is no reflected power as the TIMING discharges power in dead time cycle (read early plug disclosures) MEG comments non reflecting power extraction. There is no CEMFP as in resonance it becomes linear forwarded vector (logarithmic power amplification into capacitor as JOULE potential ..x 1.61803398) Is not divisible by 2 because it is ac - + diode plugged LC so 2 systems potential sum up x2 as Coil dumps full potential to cap. in a hyper Q mode a non reflective driver can resonate a coil to cop 24 of the input power easy ,(non reflective and properly synchronized. in MEMA mode a 75KW transformer was driven with 3 watts from a D 1.5 DCV battery boosted to 380VDC using flash camera circuit and 2 radio shack party strobes ...! to a total of no load hyper Q resonant Iron thunder volt mode to 150KW (cold) in 3 Phases .

The strobe pulses fed the energy to self sustain the reaction being the iron electron spin temperature the energy source , the last hi voltage adjust tap was wye reversed to use as power feedback loop. 3PH ...(not first time I post this) or things similar...(many).its ok to make improvements or accelerate technical points ,but its essential it is done in application as FULL dual plug once its understand within HALF of its true dimension.

This is key to the reactor core fundamentals I disclosed earlier .Solid state ZPE "ZEUS" reactors like the ones lighting the Zeus 3PH lamps with 1.5VDC triple AAA battery. plugs & pulse circuits can be tailored to fire gigawatt pulses that bring out the stochastic transform mechanics within iron core laminates . "Iron Thunder volt technology

Resonance collection

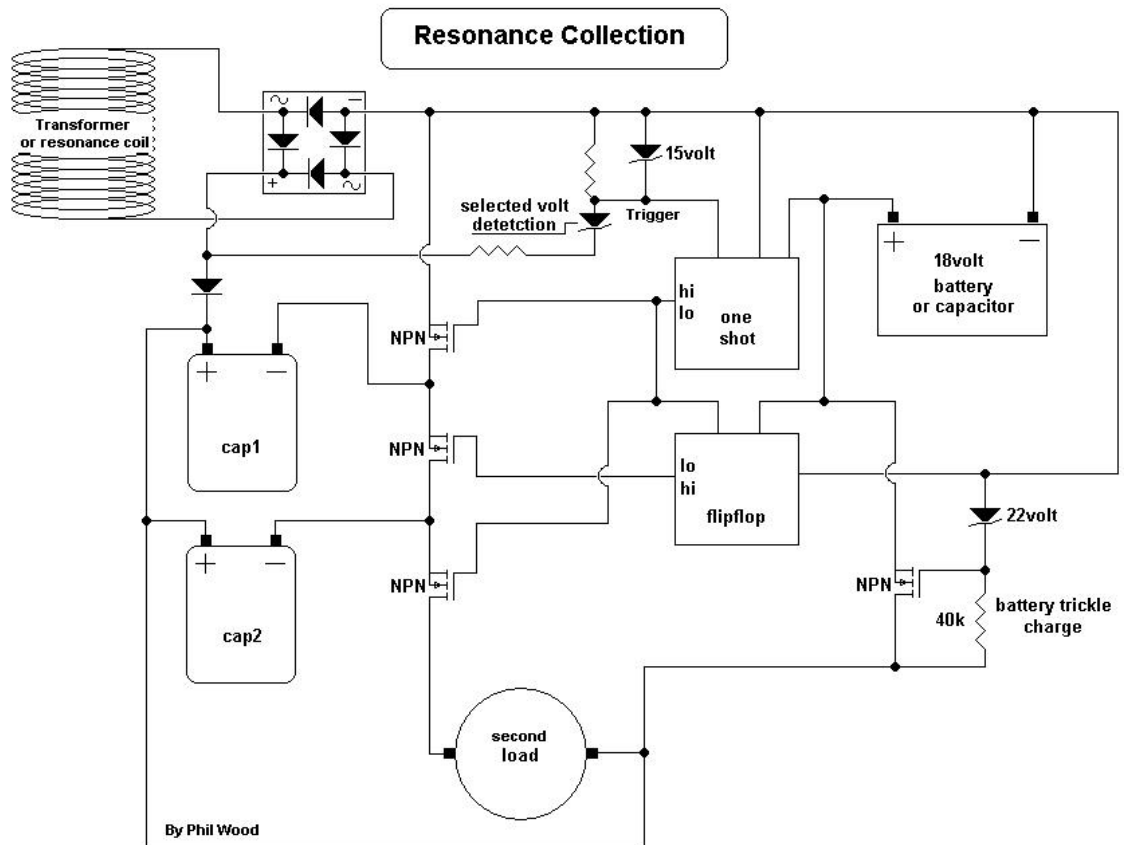
The following is a Systematic investigation into circuit ideas to establish resonance collection from the RV's one phase power for OU. To date nearly all circuits from PHIL and RAIVO have been tested and work. A select group experienced in testing resonance extraction lay emphasis on the concept that over unity can result from the voltage node or 'peaks' from a resonance source. Certainly by an understanding and use of magnetism and capacitors one can contemplate the many ways in which an over unity result is possible. Currently to conserve the resonance processes and enable proper amplification and tame the phenomena for extraction a research community of non corporate vision have been researching and developing Hectors RV or rotor-conversion effect. Apart from the original looping approach the extraction methods of the resonant RV alternator R and D started with the addition of diodes driven by opto SCR or FET circuit switching.

The following Resonance collection circuits from Phil and Ravio will be presented in chronological order. Much has evolved and been perfected since the first disclosures. The circuits will be presented from start to current to bring the reader up to 'scratch' from the beginning and enable him/her to follow the thinking behind the concepts. There have also been many improvements in inverters for use in these configurations. Currently recommended is Dans and Raivos SG inverter.

1st resonance collection Circuit

The circuit works by cascading the energy away from the resonance side but keeping cap1 always in a half charged state to minimize a current draw from the resonance. After the first one or two hits from the resonance side cap1 is passed the basic 90deg phase shift and the continuing collections are more voltage potential without any damage to the resonance.

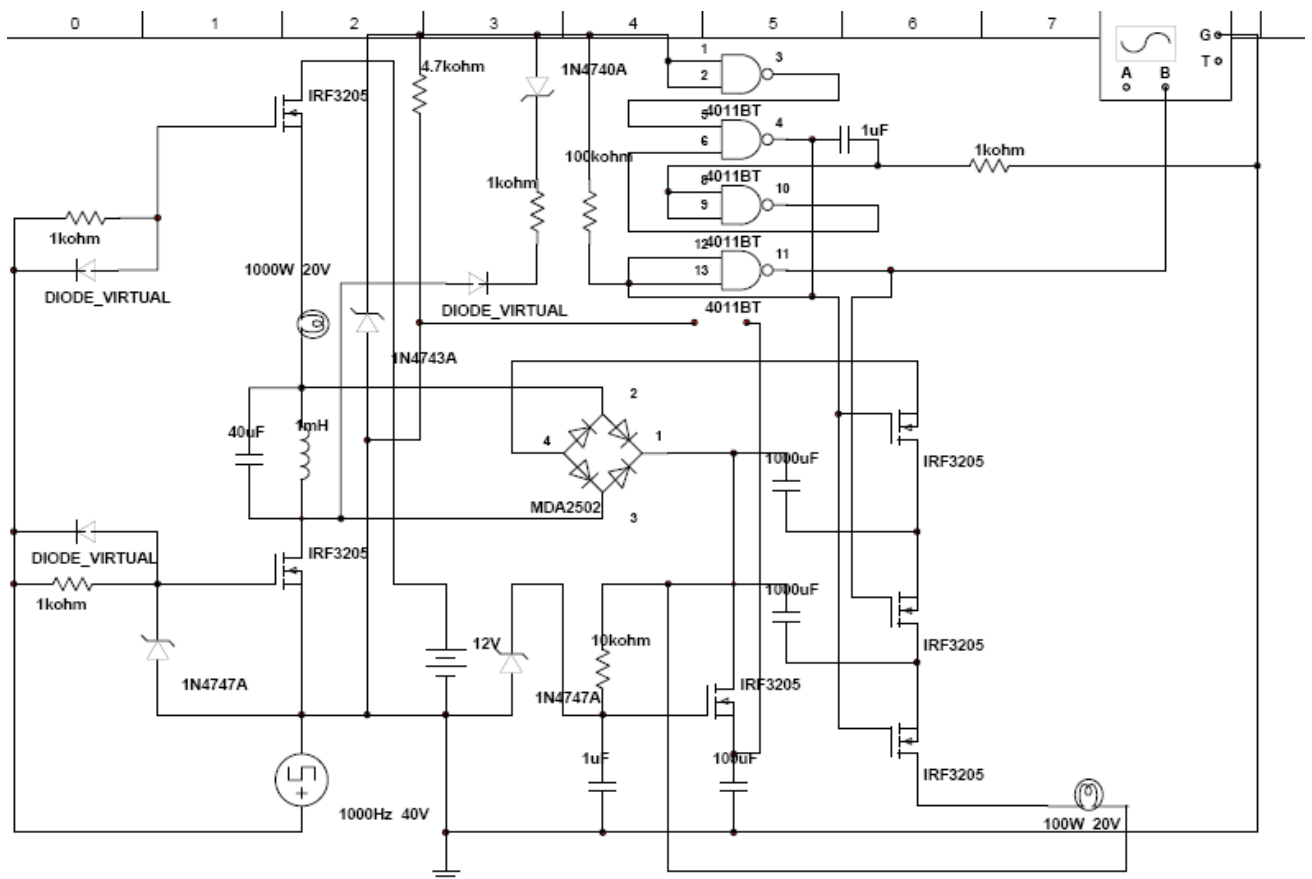
While cap1 is being charged cap2 is being discharged. When cap1 is fully charged it dumps into cap2. Because the voltage is balanced and halved when cap1 does the dump, cap1 is ready to take voltage potential where the current phase shifts is much less.



Laymen's by peter

The diode bridge at the input is to turn the AC into pulsating DC. On the RH side - battery, 22v zener and NPN FET are to provide power to run the one shot and flip flop circuits, and so can be disregarded as far as operation. The 15 volt zener and other close by one are to set the trigger point when the one shot fires. It will produce a fixed width pulse to drive the top and bottom FET as the input voltage rises past the set point. The middle FET is turned on when the other two are off by the flip flop circuit. The idea is to change the caps (1 and 2) separately, via the FET switches, then feed the power to the load in pulses.

Circuit parameters and values



On the Mosfet with the 22 volt Zener diode. The mosfet gates require a 20 volt charge to fully switch on. If the circuit is running off a 12volt battery the mosfets will over heat, unless a pump charge circuit is used to lift the main rail up. So the intention is to tap into some of the resonance side for the voltage lift so all will work as it should and reduce the smoke.

The two caps in parallel that will half the cap volts, and the cap energy goes as the square of the voltage. 2 Batteries is really the only way it will ever happen, and the trick is to keep the batteries at a particular voltage level where there resistance is fairly close to a constant. Also just by oscillating between both batteries like 500 times a second or faster so they are being charged and discharged within a flash, works very well.

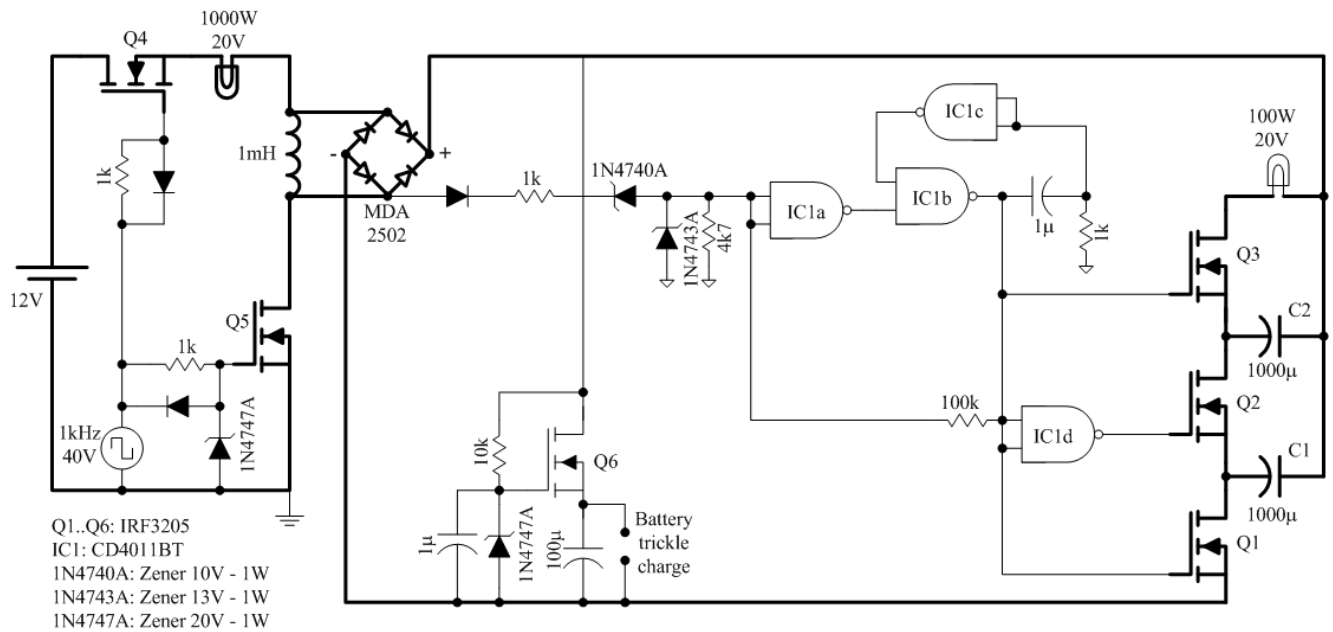
You will need the 2 battery banks for its operation to partly loop the sequence. The added gains will be coming from the original motor and you can do what you like with the generator side. I decided to design the circuit as a system where you can drive any type of load and you can select any frequency for the Transformer.

Dans perspective

This circuit can be seen as a variant of hectors diode plug. I redrew the circuit for my clarity reasons (as I used to draw according to a certain standards), but not changed the circuit itself (I hope).See below

I think the square wave of 1kHz as it mentions, is arbitrarily, as the best resonance of the coil should be sort after. The good thing about this circuit, is that the pulses on Q1..3 are in sync with the coil resonance.C1 & C2 is only discharged to 50%. One thing though, **I believe for tuning purposes, that the pulse width should be made adjustable**

Resonance collector



A further note from Phil

There is something that some may not understand when using Mosfets specifications. If a Mosfet has specifications stating that it is 200volt and 100AMP, the 100AMP rating is only when operating at 10volts. This also is when it is operating in a continuous ON state.

If it is being used in a pulsing situation there is another specification that states what current it can handle. This other rating is normally 2 or 3 times the continuous current rating but still only at 10volts. So in the real world our 200volt mosfet if it was driving near this high voltage, can only handle about 2.5AMPS and this is pushing it very hard. In just about all FET models, the body diode has the same voltage and current rating as when in the on state, and no other diodes are normally necessary for added protection. Also it is normally a cheaper and better solution too use FET's where a diode is required. Phil has since perfected this concept.

Auto phase start resonance collector circuit

The cap ratings and motor shown are not exactly as the recommended RV concept. Note: that you will need too run different capacitor values too have your motors operating correctly, and I suggest running the cap "S" at a lower value too operates at the 120volt range than what I suggested.

Once you find the correct capacitor values for this operation it is all automatic and you will have free power too work with. Not too mention you have not wasted any energy starting the motor. Do not take any of the capacitor values as absolute as I could only run this under 240volts 50HTZ and had too estimate what it would be under 120volts 60HTZ.

we need is for all to post in the capacitance values they have once they have got the system operating under with your frequency and voltage, so we can get this documented and recorded. Phil has another circuit being tested that will charge the main battery whilst driving the RV.

Notes from phil

This was modeled of a Baldors 5HP motor that when wired for high voltage it is for 415volts. This motor

doesn't have the extra coil windings but it doesn't matter. Just continue too leave the 4+7, 5+8 9+6 connected. So now continue too drive 1 and 2 with the AC and the others just run as per the diagram.

My input voltage is 240volts as I don't have my own inverter made yet for myself "typical", but the actual current consumption is 116watts. At 120volts this will be exactly 58watts. Note: This is a new motor with the fan still attached and the bearings are original grease.

The FWB's are just off the shelf 400volt 35AMP ones. The Caps have been an issue as they are 220volt rated and I am on 240volts and even though I got the system working three times from stand still, I have coated the workshop in curry. But I have managed too get a good half hour of running before my last firecracker went off.

The cap needed for the auto phase adjustment I found was perfect at 8000UF, but after this one got pumped over its 220volt rating and the firecracker went off. Now I have only one 2000UF cap left, and needed too decrease the second load resistance too allow the system too auto spool up. I may have screwed up, because the 8000UK cap may be too big when on 110volts. If running on 120volts I could safely say 4000UF might just cut it.

Basically it is this simple where cap A just allows cap S too auto change its capacitance effect on the resonance side and all the energy is stored and not gone down the drain. Applying a load on the secondary just bleeds from cap A but keeps a little pressure on cap S so the load is wonderfully in series with the resonance and just part of the circuit.

The cap values are not exactly right as this is because I have limited values and "SHIT" none left. Also my voltage is wrong we know, but this was all I needed at this stage from my run tests too realize something is working out. I promise the principle works but some values may need too change with different motors. The circuit is designed to save all the energy that you normally wasted in start up but also allow you too keep the resonance in tune by running an extra DC load for free.

The benefit of having a potential automatic variable capacitor that follows the RPM of the motor causes a smooth start up operation. The DC load now will also aid in the power factor correction as it runs for free.

1. What HP motors you used?

5HP 3phase 50HTZ, but with only 3 windings.

2. What is the input VAR during run?

It is 240volts, and the motor consumed a maximum of 117watts whilst running with the fan attached.

3. What load did you use for DC?

I used a variable speed 600watt drill that is brushed with a commutator.

4. How much DC amps & voltage under load?

This is the exciting part you will find. Have a taste of O-U.

5. When closing the DC switch during motor max rpm, how much amps goes up for AC input (house power line)?

Nothing. Because the DC load keeps the resonance capacitors in tune. This however requires the correct load resistance too keep the capacitors operating at a lower potential. Also you can start the motor with the DC load connected once you find the correct resistance required. Something I did forget too mention is that the charge capacitor must be fully discharged before the motor is started too allow phase shift too

operate correctly, by leaving the DC load connected on shut down.

on start with the caps become suddenly full. This only began happening too me yesterday also, but the strange thing is sometimes it is perfect. Is it something too does with a build up magnetism in the cores? So I have found it necessary now too keep the load always connected, but something else of great importance. When I connect a 15uf cap from the centre Y across the coil too pin 3 it starts better. This will be those with 60hrzt double coil motors 10,11,12 with a cap across too pin 3. Then I realized something when looking at the current meter that the actual input current was now 45.6 watts. For some weird reason when I disconnect this capacitor the current shoots right up, then connect and it collapses down. Remember I am on 240volts 50HTZ so heaven knows what it will be like on 120volts 60HTZ. Am guessing you will be at 23watts or a lot better.

The only thing I can put this down too at the moment is the resonance coil winding needs too be also tuned in a parallel manor. It gets a little more interesting. I decided too run a 100watt light bulb across this coil as well. Now the current went up on the input so I increased this capacitance too 20uf and the bulb went very bright but the current dropped again on the input.

Now I couldn't tune the input current down too 45.6 watts but got it down too 62watts with this bulb connected as I have run out of capacitors. Also note that I have the fan connected and the original new grease.

Something else I noted. If I put a 47uf cap across this coil (no bulb connected) the motor makes a very strange hum near 25HTZ and the current read 2.2AMPS, 528watts. But when I increased the DC load on the FWB and storage capacitor side, the current dropped right down too 110watts. But I am holding this electric drill that has and RPM you could not imagine like a Turbine and I tried too stall this but had no hope.

Now when I switch the drill on and off very fast the AC AMP meter shows a negative surge of minus 3.5AMP's every time I let go of the button. But this is AC so what the hell is going on there?

So there is defiantly a very important relationship with this resonance coil winding that needs some more work, and possibly an extra switching sequence too resonate the DC load. I am wondering about this drill thing, and I think there is a massive BEMF surge that is pumping back into the motor and its feeding back into the mains. It's not using 600watts but that's the fully loaded rating of these tools.

I have been running some other tests and something is showing up that these motors are not properly tuned on each of the actual drive coils. So I have just setup a cap across each drive coil and the current dropped again. Then one of the caps fell off the bench and took all the wires and capacitors with it too the floor. So I have got too set this up again in a minute and re-tune. By the way 240volts kicks hard when it hits you.

Have setup again, and just only running the motor drive coils and it now consuming 33.6 watts on 240volts. No circuit attached. This is with 10uf caps across each drive coil. On 120volts she has too be running on the smell of an oily rag. This is with no other tuning. I knew the main drive system needed

Cap "R" = 100uf 370volt bipolar.
Cap "S" = 100uf 370volt bipolar.
Cap "C" = 4000 – 8000uf 370volt electrolytic
FWBS = 20AMP 400volt.
SWT = high voltage 10AMP switch.
DC load = variable.

The circuit operation consists with the above mentioned components, where Cap "S" being the starting capacitor operates at full potential until Cap "C" begins too charge. Too also start the motor Cap "R" is working at full potential while Cap "C" begins too charge.

As Cap "C" goes through it charging phase the resistance on both capacitors R & S is increased where there potential capacitance becomes less, automatically following the capacitance curve required for proper AC motor operation when starting. After a few seconds of run time the switch is engaged where a DC load is now operating. By varying the DC load resistance until tuned correctly the resistance keeps both capacitors R & S operating at a potentially low capacitance value.

The circuit operation is unique where all the energy normally wasted in AC motor starting is now all collected in Cap "C".

The other bonus is where a DC load will operate for free whilst keeping Caps R & S in a potentially lower capacitance state.

If the switch is left on through the starting phase, Cap "C" can be of a lower capacitance value and where the DC load must be tuned with the correct resistance, too allow the capacitor too go through its phase shift.

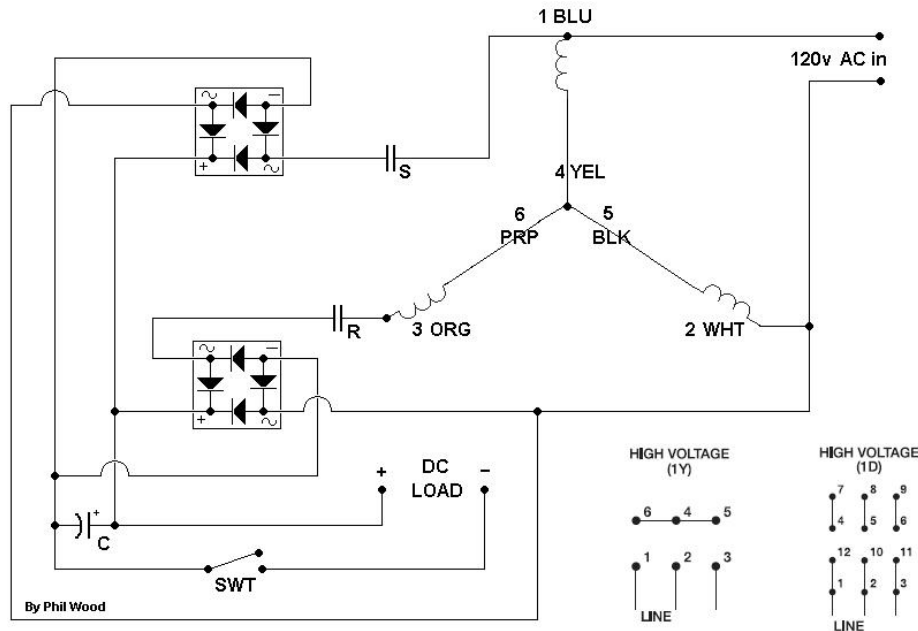
The capacitor values stated will not be accurate with some AC motors as my run tests have been performed with a 50HTZ 240volt power supply.

But this circuit has been tried under these conditions and has been operating at full potential.

No doubt there will be much excitement and improvements on the circuit operation over a short time.

some work.

Auto Phase start and resonance collector



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Pure over-unity extraction circuit

Back round.

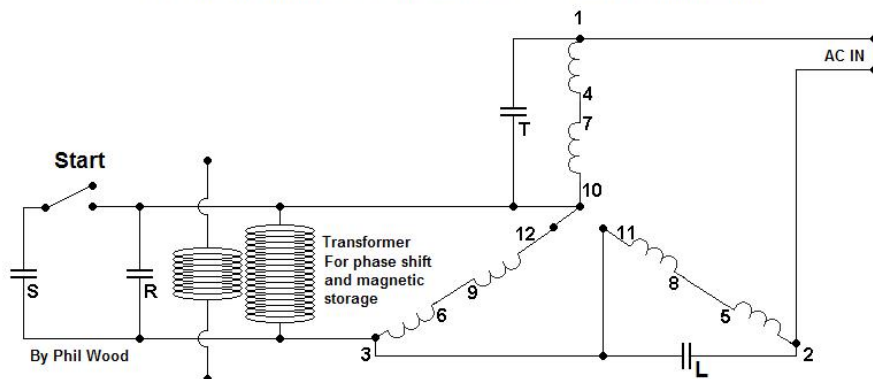
About the RV rotor being pushed by the magnetic fields on the Aluminum cage in the rotor. There isn't just a push but also there is a pull. This is because of the steel laminates that are impregnated also. So then I [Phil] realized where this mass of energy that builds up in the motor comes from. It is our classic Seebeck and Peltier effect happening inside the rotor. At the junctions of each different metal there is high currents generated which intern form a powerful magnetic field in the rotor that acts in the opposite polarity too also act on the field windings. It is so obvious now what is going on and how it will be so simple too collapse the wattage input down too nothing. This is related about the Aluminum in a generator rotor and where shown is what the 2 metals will do in a magnetic field, with the push and pull. It's already being done in the 3phase motor.

The Seebeck and Peltier effect are the wonderful things that happen in the squirrel cage. They run steel and Aluminum together too generate the currents from the magnetic fields and temperature differentials. It's a work of art you get a push and pull effect from these metals from the coils too give greater torque.

What we do with this extraction circuit is generate a new harmonic in the windings that charge pump too a higher level and then we just load the shaft. I realized this when I [Phil] loaded the shaft a few weeks back and the wattage input dropped. Just by generating a new frequency riding on the mains frequency a new value comes in where the internal pumped around energy multiplies, and then you can do real work with no added wattage input.

Pure Overunity Excitation.

A load placed on the output shaft will decrease the current input.



The circuit operates by phase shifting one coil phase with the use of a transformer and capacitor.

This coil winding is placed in-between and in series with the 2 other phase windings to act as a charge pump resonating between these phases, as too increase the energy by an added inductance and capacitance.

The input wattage will decrease too a very value as a load is applied too the actual rotor shaft.

With the output of the transformer tests have not been performed, as too any variables that may exist as yet.

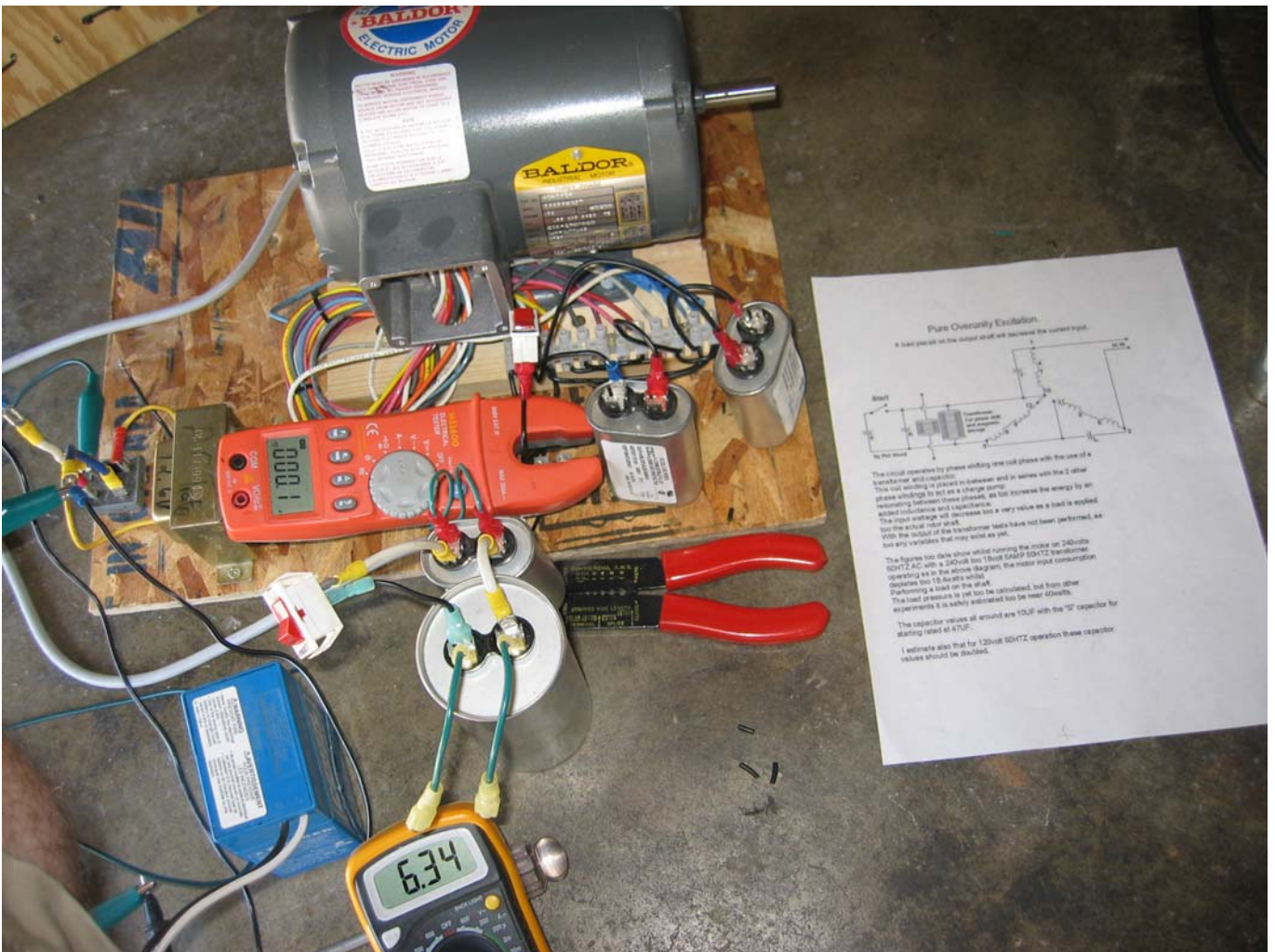
The figures too date show whilst running the motor on 240volts 50HTZ AC with a 240volt too 18volt 6AMP 50HTZ transformer operating as in the above diagram, the motor input consumption depletes too 18.4watts whilst Performing a load on the shaft.

The load pressure is yet too be calculated, but from other experiments it is safely estimated too be near 40watts.

The capacitor values all around are 10UF with the "S" capacitor for starting rated at 47UF.

I estimate also that for 120volt 60HTZ operation these capacitor values should be doubled.

Genes replication



I [Gene] decided to create a replica of Phils Pure OU excitation circuit using a 1/3hp baldor 3 phase motor as the guinea pig. It is wired as the attached schematic shows. The only addition is an FWBR and a 1uF 370VAC AC cap to hold the 130VDC (which I managed to "tweak/tune" to now 170VDC output as of last night.)

The motor caps are setup with T and L using 2uF AC caps. R is 40uF AC cap, S is 100uF AC run cap (start cap). With the caps setup for asymmetric charge allocation, I was able to get 170VDC output into a 1uF cap easy... I use the secondary of a 12:120V trafo (the 12V side) in parallel with the 3rd leg of the WYE as wired in Phils schematic. The 120V side of that trafo is then wired to a FWBR and out into the 1uF cap. I'm working on an extraction method that will hopefully be easier to implement than the neon with all the semiconductors it uses.

The analog Ammeter is a 0-5amp scale and isn't fine enough to show power used, thus I note in the attached Vid that its negligible on the meter, tho I suspect its around 100mA at 120VAC... so about 12watts input. I need to get a 0-1amp analog ammeter to quantify this value.

That said, Phils circuit has as much torque as the basic HV RV rig that Hector gave, but in addition it puts out this voltage that can be used on the side. If I constantly load the DC output side the input sees this and the amp draw goes up to 200mA on the input side at 120VAC. The same thing happens if I load the axle of the 1/3hp motor with a load that induces drag. This may be the "correct" way to rig an RV and get usable power conversion from it. An All -in-wonder if you will...

Its pretty cool watching it climb then settle back to ~0 when its up to resonant speed, Now the fun really begins... :P

It was cake... :) Took me only two hours (not including the time originally spent fishing out the central

WYE And making that available outside the motor casing) on Saturday and it was off cooking.

The tuning I did was to leverage the DC output into that cap. Using all the same values (10uF all around) in the three legs got me 130VDC output... Tweaking them as I noted got me 170VDC output. If I load the axle... or connect a constant load to the DC cap, the motor sees it as a load and the draw increases to a readable 200mA at 120V (~24watts)... I have to rig a passive extraction circuit to draw the energy out in chunks... :) It doesn't go negative like what Phil noted... but this is likely due to it being tiny... 1/3hp versus Phil's maybe 5HP motor. I'll likely merge this into the merged setup as it seems to outperform the basic RV in this regards. Then I can see if the 5hp registers any weird anomalies like what you noted from Phil.

I'm working out an extraction method to pull the 170VDC that it puts into a cap to a load.

Values I used:

T= 2uF

L=2uF

R=40uF

S=100uF

(all are AC run caps)

D= 1uF-570uF AC or DC caps... (D is the cap I put behind the FWBR off the secondary of the transformer from Phil's attached schematic.) Same voltage always realized... uF only changes time to realize the voltage.... In my case 170VDC at whatever cap size... 1-20uF seems to fill near instantaneously... the 570uF cap took a couple seconds to charge... and longer to discharge as well due to the size.

A.R.S.C (auto resonance switching circuit).

The Auto Resonance Switching Circuit (ARSC) operates by tapping into any resonance coil or motor winding where a load is connected in series with a capacitor. Once the capacitor is at a fully charged state the Mosfet auto triggers and dumps some of the charge back across the load. The monitoring circuit reads the voltage of the capacitor and will not allow the capacitor too fully discharge, thus keeping the voltage where it is past the main current phase shift. Another function of the monitoring circuit, is too not allow the capacitor too partly discharge while there is a potential charge taking place from the resonance side.

A more detailed description is understood where, as a positive voltage is shunted through diode A and pushes against the load resistance thus charging capacitor B. If the voltage in capacitor B has not reached its fully charged state the switching circuit remains idle until the voltage threshold of the capacitor is reached. This is detected by the voltage monitoring circuit C. With each continuing voltage shunt through diode A, the load is powered with respect too the capacitor B being charged.

When the voltage detection circuit C triggers the CMOS input pins it is known that capacitor B is fully charged. The secondary voltage monitoring circuit E activates the CMOS input pins only when there is no positive potential at diode A. By using NAND and NOR gate functions with the CMOS chip and the 2 voltage detection circuits, the CMOS chip activates the Mosfet driver too a high state when capacitor B is fully charged and the diode A is at a low state thus turning on the mosfet.

As the mosfet D is activated capacitor B is partly discharged across the load thus powering the load once again. If either voltage monitoring circuits change there state the mosfet is instantly switched off by the combination of the CMOS configuration.

With the said circuit operation, very little load is applied too the resonance coil as the capacitor is kept past its initial current phase shift, but there is a current discharge across the load at the correct voltage and time intervals.

For driving a DC load, a bridge rectifier is placed where the load is shown connected, and then the DC load is connected to the other rectifier terminals. For optimizing the circuit operation, it is beneficial to know the expected voltage that will be operating on the resonance coil and use the appropriate components.

As an example: if the voltage expected is 100volts across the resonance coil the capacitor B voltage rating should be close to 120volts. The Zener diode used for detecting the capacitor voltage should be rated at 80volts thus the circuit will keep the capacitor above a 2/3 charged state being past its current phase shift resistance.

By Phillip Wood.

Laymen's by PHIL

With the circuit, you are taking off voltage potential from the resonance side and not current. So the 4AMP power diode is actually not handling much current at all, but it's the mosfet that belts the voltage build up from the cap into the load. So it is actually the mosfet that has to handle the current more than anything.

When a capacitor is being charged the first time it takes current to get things going. But once it gets like past half way it fills up with little current but basically just voltage. It is all linear, but this explanation is breaking it down for you the reader.

Now when we discharge the cap its pure current that is hit across our load, but we make sure we don't discharge the cap much at all so it fills back up with just voltage for the next hit.

There are issues when going into high voltage high current mosfets. What happens is the gate voltage to activate them is 30 volts and this means you have to add a pump charge circuit on the board to drive them. Not a real issue one can be drawn and made workable into the circuit.

Now the next problem is that these types of mosfets have a slow turn on time and dead time delays. When we are working with these high frequency resonant situations we need a real fast switching mosfet that will work when we tell it to. So in this actual circuit you will need to look for the right type for the requirements as stated in the explanation.

We are aiming not to take much current off the resonance side but only voltage and then convert this to current pulses. This is as far as we can push the mosfets of this voltage and current but have enough switching time. 134ns turn on time is about as slow as we could go with high frequency resonance.

Also the current in which any high voltage mosfet can handle is very low and it isn't what they say on the data sheet. Well it sort of is, but they rate the current at a 10volt load and not at their voltage rating. So we should be able to switch around 400watts with the one mentioned below.

SMPS MOSFET IRFPS29N60L

HEXFET® Power MOSFET

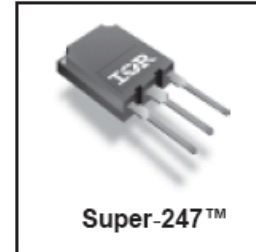
Applications

- Zero Voltage Switching SMPS
- Telecom and Server Power Supplies
- Uninterruptible Power Supplies
- Motor Control applications

Features and Benefits

- SuperFast body diode eliminates the need for external diodes in ZVS applications.
- Lower Gate charge results in simpler drive requirements.
- Enhanced dv/dt capabilities offer improved ruggedness.
- Higher Gate voltage threshold offers improved noise immunity.

V _{DSS}	R _{DS(on) typ.}	T _{rr typ.}	I _D
600V	175mΩ	130ns	29A



For those looking to push higher threshold voltages and or make the circuit more ‘bullet proof’. Phil has just found an IGBT FET that will do the trick (mentioned below). It's got all the right numbers. It also saves mucking around with a pump charge driver circuit as this one for some strange reason has a nice low 20v gate voltage. With the circuit I think it is best you run a switch bank of different Zener values so you can select the voltage trigger levels for when the PM (RV prime mover) is running right. It won't surge and ounce with this circuit, but it is just having a rough idea of the operating voltage on the resonance side. I would have say 200volt then 250volt then 300volt selections and then just let the circuit do the rest.

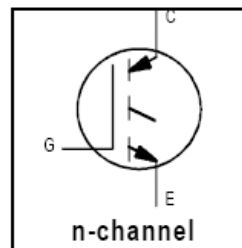
IRG4PC40K

INSULATED GATE BIPOLAR TRANSISTOR

Short Circuit Rated
UltraFast IGBT

Features

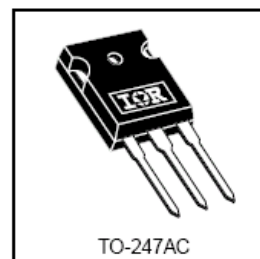
- Short Circuit Rated UltraFast: Optimized for high operating frequencies >5.0 kHz , and Short Circuit Rated to 10μs @ 125°C, V_{GE} = 15V
- Generation 4 IGBT design provides higher efficiency than Generation 3
- Industry standard TO-247AC package



V _{CES} = 600V
V _{CE(on) typ.} = 2.1V
@V _{GE} = 15V, I _C = 25A

Benefits

- Generation 4 IGBTs offer highest efficiency available
- IGBTs optimized for specified application conditions



Absolute Maximum Ratings

In conclusion, I perform all tests on my circuits through the full range of a charged battery until considered flat. It will be seen as with the ASRC that during the battery cycle there will be a long time period of extra load performance and much higher energy gains once the battery is at its lowest resistance. As with my tests running the 3phase motor in RV mode and using the ACR inverter circuit, being powered by 2 X 4 AMPH batteries there was a run time of 2.2 hours on these small capacity batteries.

Quote: For every action there is an equal and opposite reaction.

Everyone will have their own points of view but mostly their own focus on how the energy gains should be achieved. Hectors resonance concepts are important and is a must for power savings. My focus has been by using auto resonance tuning and known scientific capacitor behaviors.

The ultimate system is the RV controlled by an auto resonance tuning AC inverter with a battery parallel and series charge circuitry. This way any subjected loads too the RV will be auto adjusted for the ultimate performance and all energy returned too the original sources. Using step up transformers this is easily monitored on the low voltage primary side and will auto tune out any variables

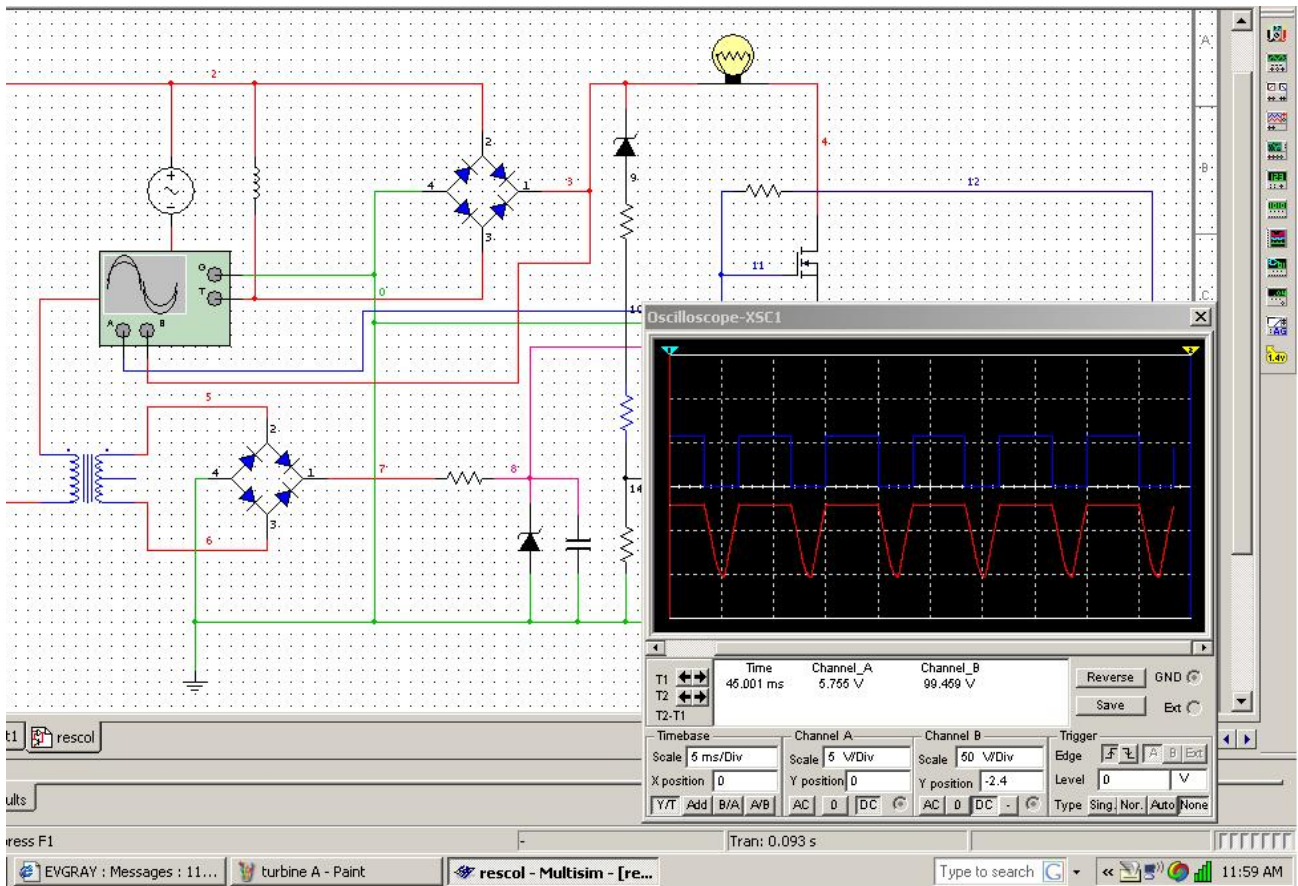
Simple Resonance collection circuit

The simple resonance collector circuit will keep the caps at a good charged state high in their phase shift, and the circuit will auto dump peak current/voltage back too your original source. You will notice the capacitor voltage rise is slow at the beginning from the BEMF and then in a linier state it accelerates too a higher voltage very fast. This is where I normally bleed off a little over 2/3 of the capacitor voltage rating for added gains. A crude way but it works, is too run a resistor from the capacitor back too the battery too maintain a high cap voltage level and trickle charge the battery.

Here we don't completely want a diode plug extraction. It is when the voltage accelerates too its peak is where the free gains come in. If you interfere with resonance on its rise or fall you have just whacked a shock absorber on the spring. The resonance voltage must be allowed to spring up nice and high, then you hit the top as this doesn't kill the action. Look at it like a ball, where you bounce it by tapping it near its highest height and it keeps bouncing higher. Now see the resonance peak clipping circuit being the same, where the secondary load causes a shock resistance that bounces the wave back down harder.

Do you like my scientific approach there? LOL –Phil.

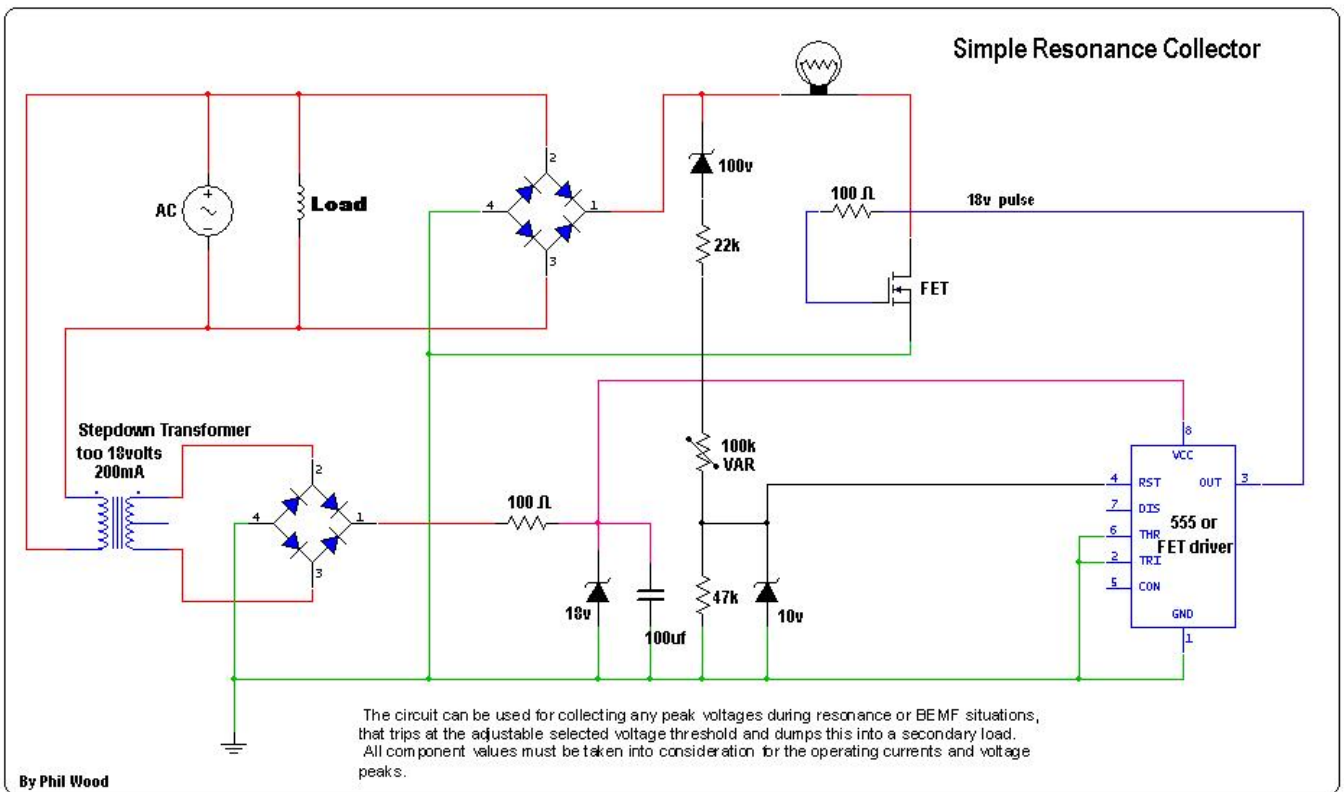
Here is a quick shot off a simulation so you will see as the voltage hits a level from resonance or anything, the FET auto switches on and goes thank you I will take that.



I [Phil] use this circuit concept all the time in my other circuit designs, now I have thought to draw it out as a simple extraction Circuit on its own. The component values will allow you too adjust clipping off the resonant peaks from 80volts up to 300volts no problem with the adjustable resistor on the circuit.

If you want higher voltage collection you only need too change the Zener diode value too a high voltage rating or just whack another Zener in series with it. The only thing I didn't mark on the diagram was the FET model because it all depends what voltage they want too play with, but the IGBT part number listed previously in this guide will be perfect. That's the 1200volt one listed above.

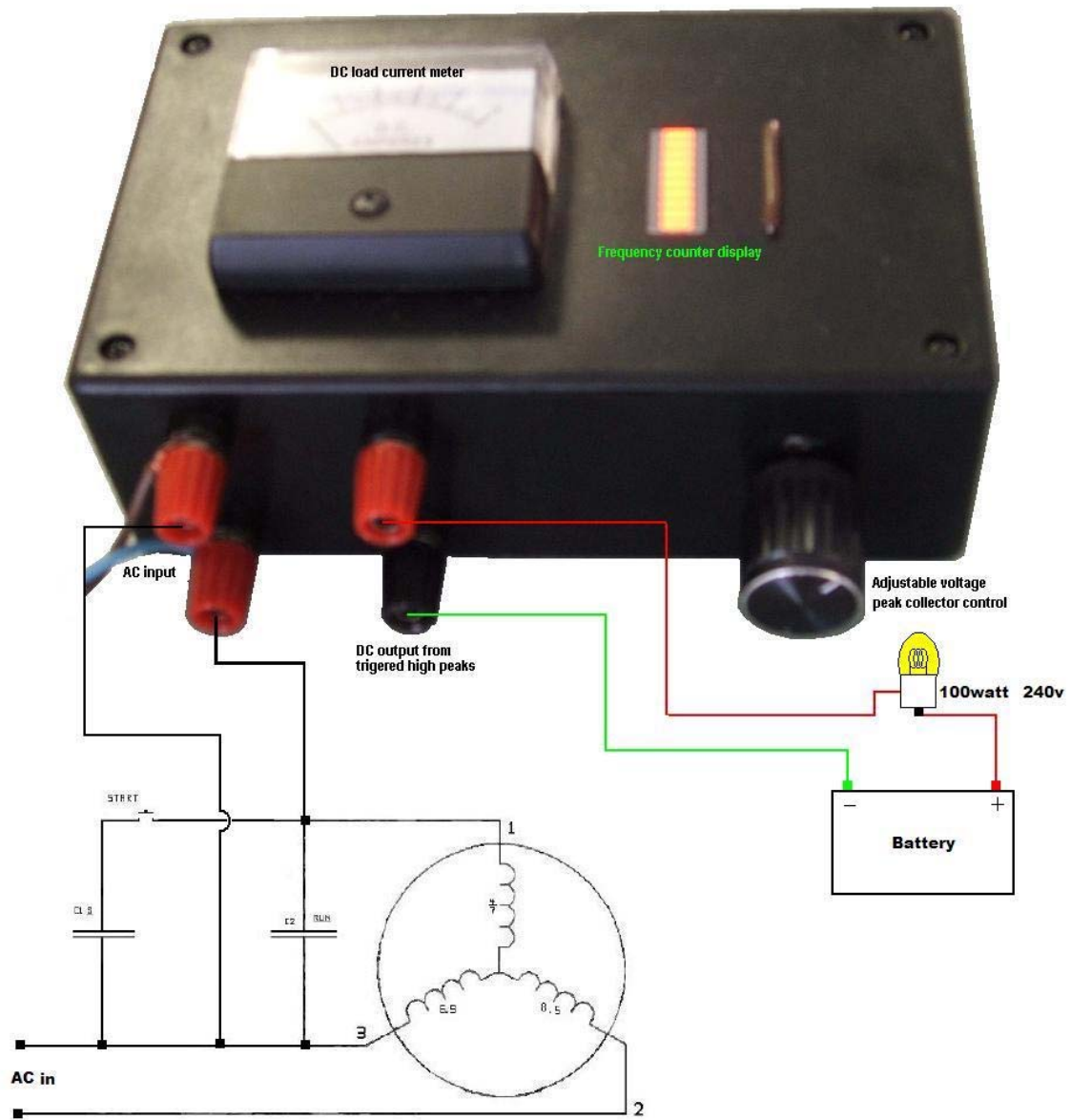
It's a perfect little circuit for tapping into the RV if you want too, or on any DC motor collecting BEMF or whatever, and you can adjust by turning the potentiometer how high or low of the peak voltages you want. With the RV I have found you want the energy circulating in the motor and left alone, but that's my belief so far and needs confirming.



Above is a picture of the resonance collector built for me by PHIL that has an adjustable voltage potentiometer allowing you too collect the peak signals of any resonance signal from 40volts too 400volts. This circuit has a 10 bar graph LED display that counts from one too ten each time the IGBT is activated, so a visual pattern is observed of resonance situations. A current meter is also used so a reading can be seen of what is being consumed on the DC collected output. The circuit has been tested under different conditions and has operated too perfection with no faults.

The circuit I developed (BCSRC) where each winding has its own capacitor, tunes each winding into an LC tank circuit whereby the use of this concept in conjunction with an inverter provides a cleaner and perfect resonance formation too lift the overall efficiency.

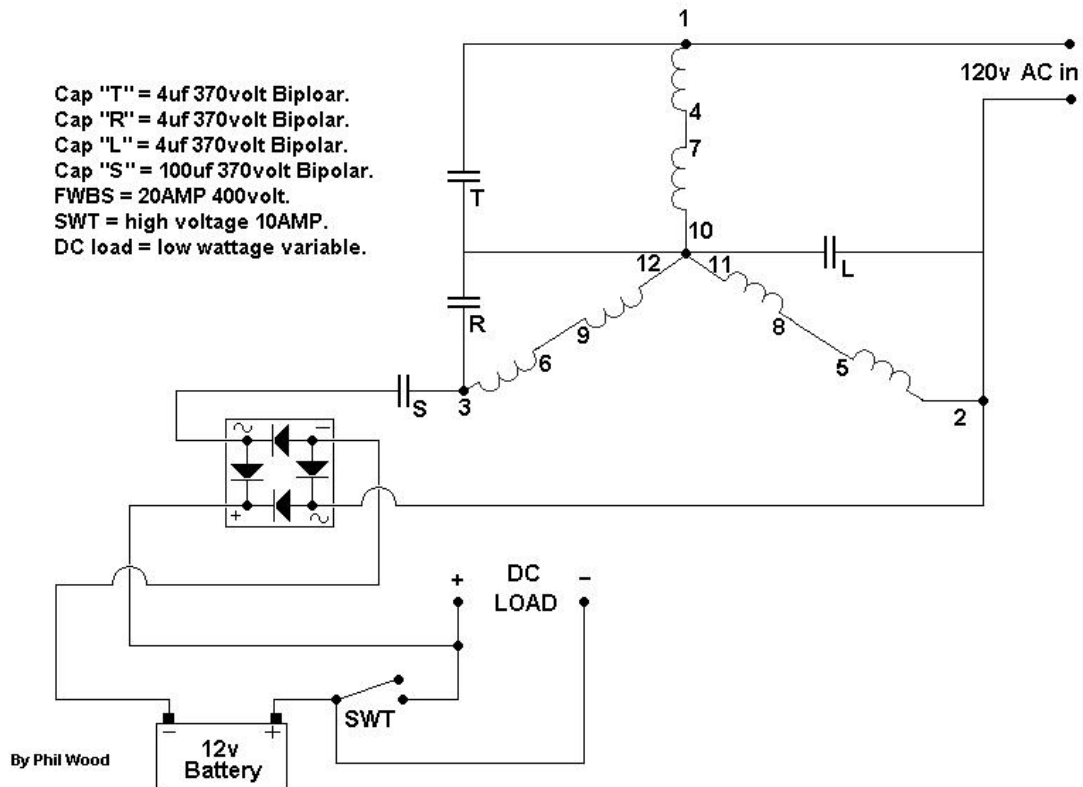
Update- battery charging concept



Drawn with a light bulb in series to the battery for charging, which the circuit will do. Light I placed in the circuit to allow no energy wastage.

(BCSRC) battery charge start resonance collector circuit

Battery Charge Start Resonance Collector



The circuit operation consists of the above mentioned components where the main driving coils in a 3phase motor are also tuned into a resonance condition.

This is achieved by connecting between 2uf and 4uf capacitors across each coil winding. The Starting capacitor "S" is engaged by closing the switch thus placing the battery in the circuit as too receive a fast charge from the starting current, but provide the necessary resistance too allow cap "S" too operate correctly.

Once the motor starts the switch must be immediately opened where a high resistive load is now operating in the loop.

With the battery also staying in the loop the resistive load is now in control of adjusting the phase angle of the resonance windings in the motor.

Any resistive load places a gentle charge on the battery at all times

The battery MUST NOT be running an inverter that is also connected to the motor unless it utilizes a step up transformer too provide an isolation from its main source.

This circuit has been operated on a 5Hsp 3phase Baldors motor where the energy input is 26.4 watts whilst running on 240volts 50HTZ.

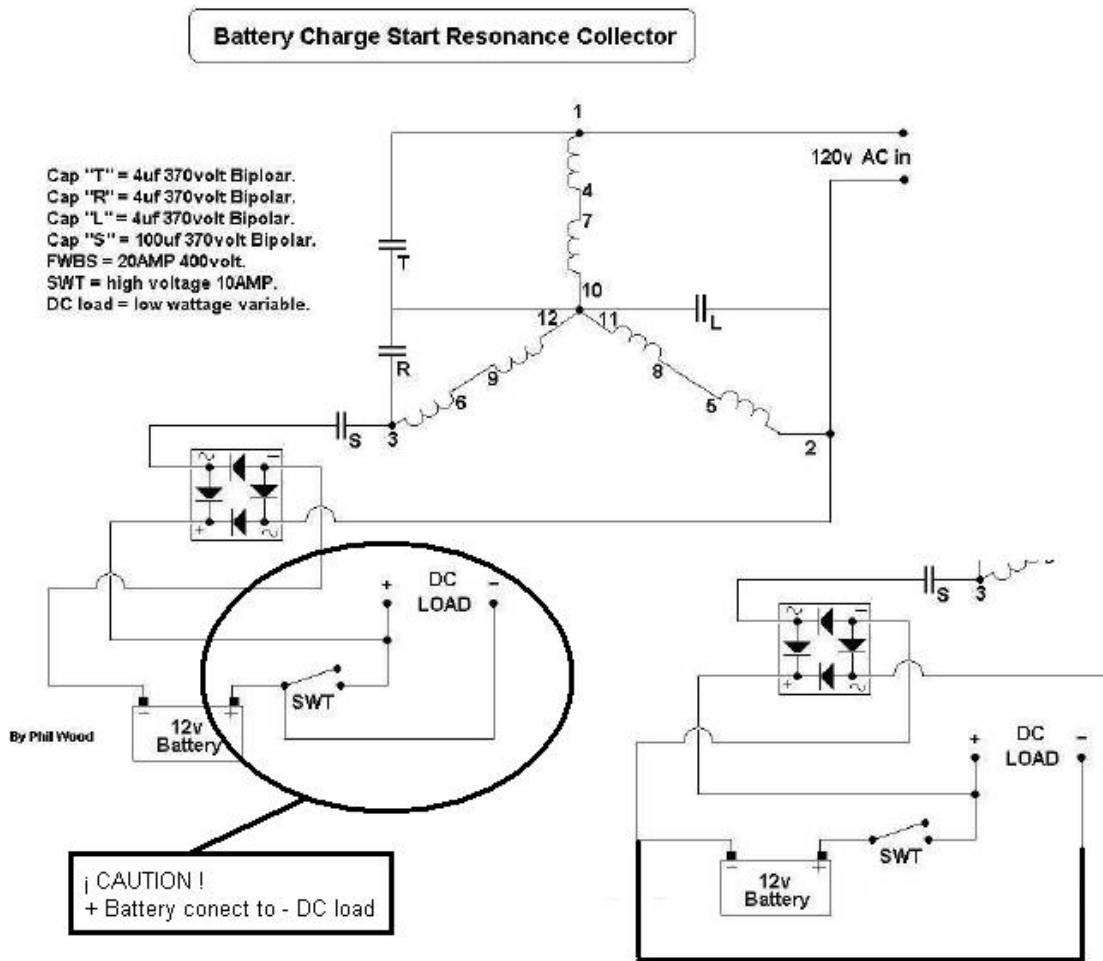
Further improvements are now expected with changes in capacitance values and by resistive load adjustments on the output.

Many were having start up issues and a rise in current consumption on the 60HTZ with this circuit. So I [Phil] since made some improvements and tests which pulled the input down too 26.4watts whilst bleeding off the resonance side. We expect too have the PM down near 10watts consumption when our new capacitor arrive running on 240volts. After this we will update what values are perfect for 120volts 60HTZ.

It is well known through RV theory that Direct Bridging to battery will damage it. Resonance must be impedance matched as per looped RV schematic were bridges (3) are specified in triple flux mode. That is using BALLUNS or TRANSFORMERS tuned to 60 CPS wave specifics in RF mode as to vector V/10

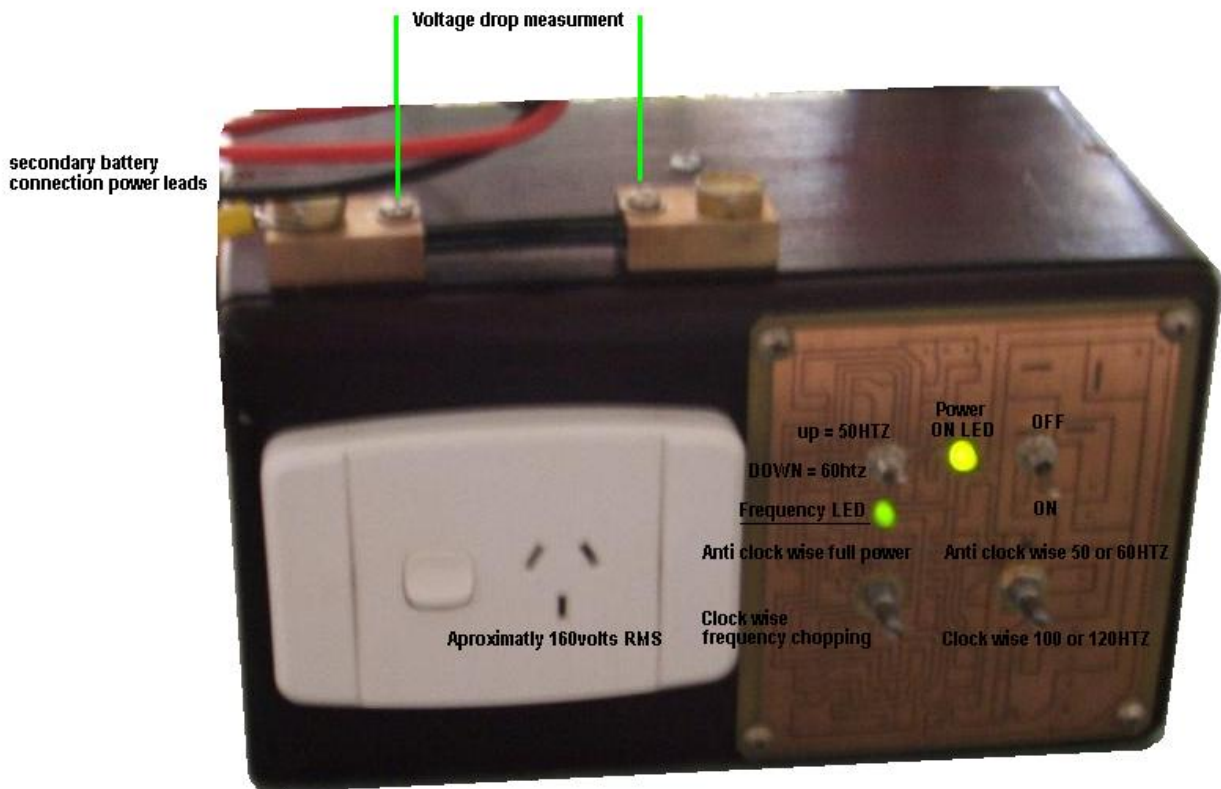
= Ix10 and can be verified by re reading the LOOPED RV schematic.

This is why the battery is not directly coupled across the bridge rectifier where all impact is dampened by the capacitor. The normally wasted start up energy is mostly pre-stored during the few seconds of start up, and an adjusted resistance on the DC collector provides the ability too easily alter the impedance values. The circuit is more efficient when used with an inverter, as reflected power often damages these devices. This provides quiet smooth and very low wattage consumption, where all 3 phases are wired as independent LC tank circuits, and where the motor now has more torque. My 4KW motor has operated under 10watts at full speed utilizing this basic circuitry with no battery issues, and if concerns are there, a safety fuse in series with the battery being rated for its maximum charging current capability should be used.



Here (above) someone has made a point to make sure the positive of the battery connects to the negative of your DC load. But if you connect lights it doesn't matter Anyways.

Phil's inverter



The inventor Phillip wood has based the design of the inverter based on his past invented circuits, where the principle is to use 2 batteries to allow one to get charged whilst the other is discharging.

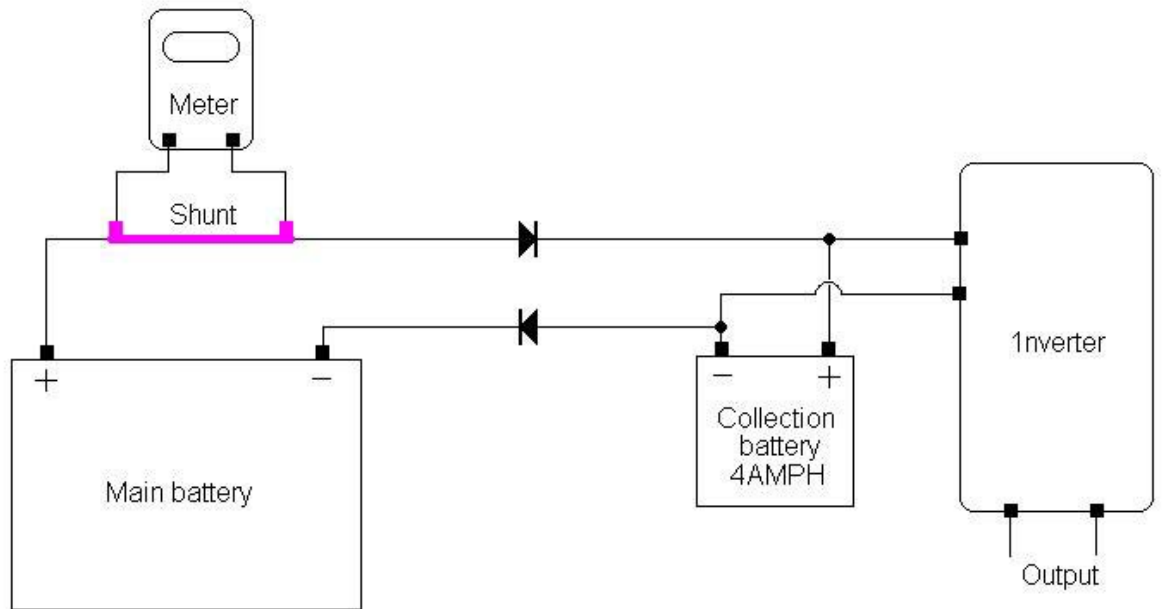
Inside the inverter is a little 12volt 4AMPH battery that charges by BEMF collection. This design will allow the invertors true consumption to be read form the shunt, based on Phil's experience with his 3rd party testing of his patented wheel technology.

The BEMF recharging the main battery gives you AC current in and out of the battery, how ever a one way current will flow and is totally isolated from the BEMF collection as heavy diodes are both on the "negative and positive" feeding the inverter.

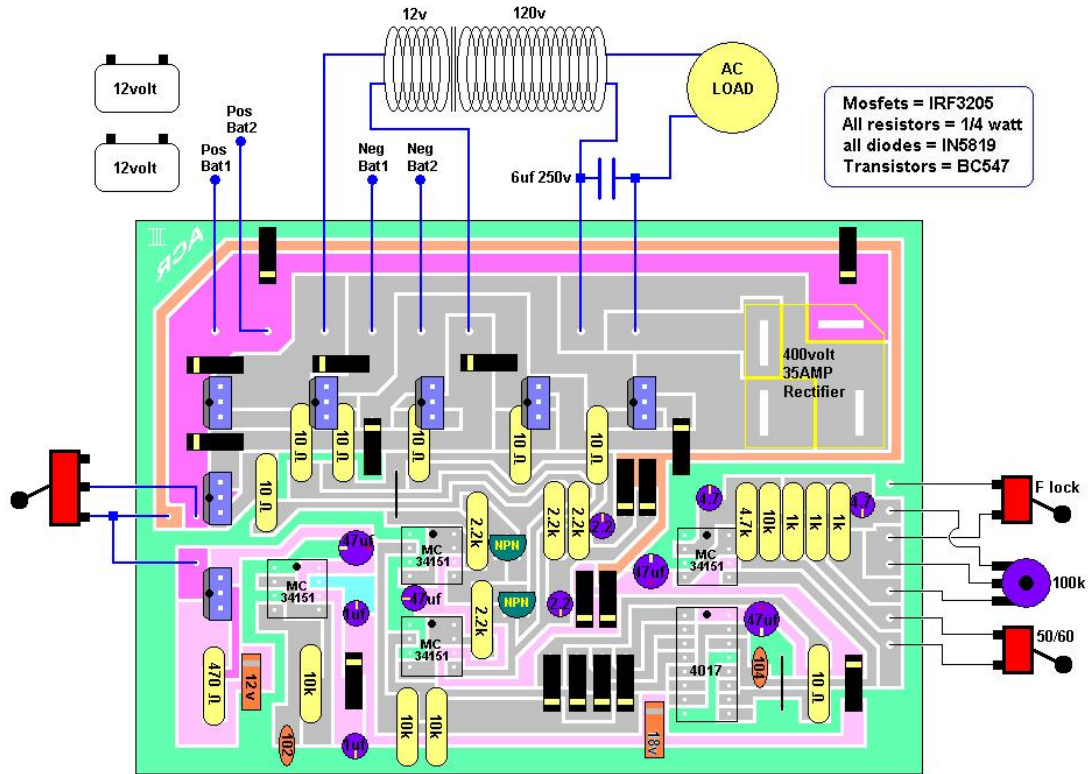
The shunt is wired before these diodes and is connected directly at the main battery, so will also give you a one way true current reading. The small 4AMPH battery is wired directly too the circuit with the main battery diode fed too this.

The small battery has been "discharged", and when the main battery is connected the circuit will operate. All BEMF is fed only too the small battery, and as it charges very fast from the BEMF it now takes over and powers the inverter. The main battery only feeds the inverter at peak current demands as the small battery has little capacity.

Below is a schematic of the two battery system where the shunt is isolated from the action so any return energy flow does not upset the readings.



At times the Motors draw will look like it is running on zero amps but this is not the case, it is running on the small in board battery. When you pull the small battery down, then the big battery will provide the "make up" current and indicate the actual running current.



The circuit operates by generating an alternating pulsed DC voltage into the secondary side of a transformer, where this voltage is stepped up to power any AC load.

The output voltage of the transformer is then shared with the load but also across one of the batteries connected. This operates where the 2 batteries connected are also alternating where EG: battery 1 delivers one polarity and where battery 2 is receiving a part charge from the load resistance. This then swaps over on the next pulsed polarity where battery 1 is receiving a part charge from the load resistance and battery 2 is delivering the opposite pulsed polarity.

The reason for this function is to have the batteries in a pre-charge state where the ions have been pushed back in the charge direction as to receive the BEMF from the transformer.

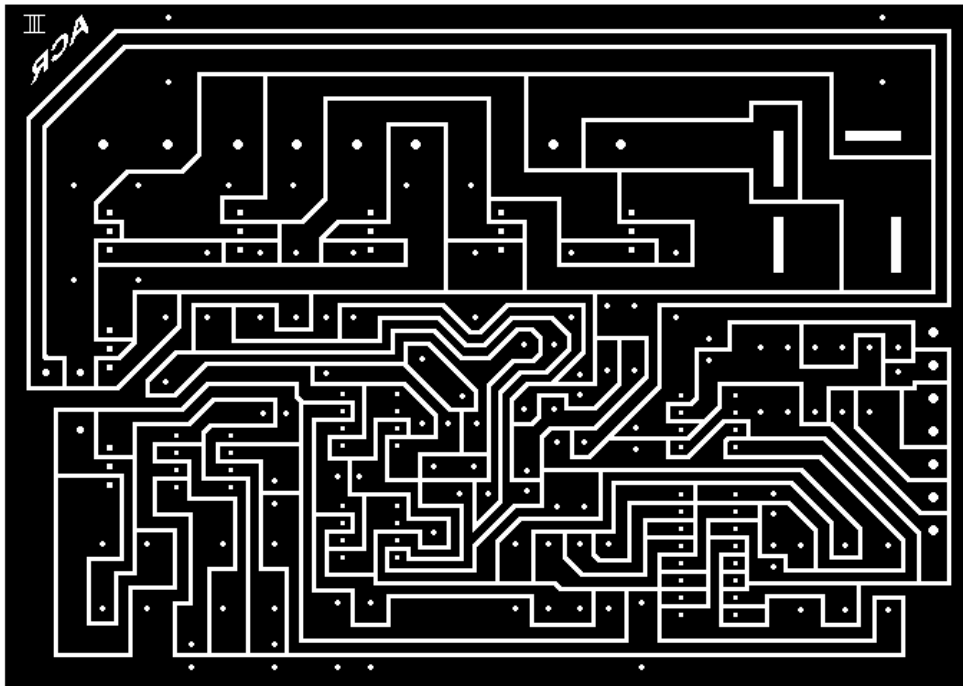
The switch lock, will lock in the frequency EG: 50HTZ or 60HTZ as the main frequency, or unlocking this allows the potentiometer too be used where the frequency can be adjusted too 400HTZ.

The 2 x BC547 transistors are used too charge pump the voltage too the high side FETS gates 20volts higher than the emitter.

Both batteries MUST be connected at all times if the circuit is too be switched on. Failure too do this will result in all FETS destroyed from the BEMF.

By Phil Wood

The colored layout shows every component and exactly where it goes, and both of these layouts are a top view as if you can see the copper through the top of the board



The black track layout is for a single sided board that you print off and then etch.

The shunt is in between the two batteries, so you have to let the batteries stabilize before you write down the reading. So over a period of time you would adjust the various settings and record the performance.

With the generated current from the RV prime mover and the BEMF from the step up transformer in the inverter you would normally get an AC reading at the battery. So by using a low capacity battery too receive the returning energy, the main battery “as it is wired”, will only show what it actually has too deliver which will Show the TRUE current consumption over a given period of time.

The small battery can not be charged from the main battery as it has 2 diodes giving a 1.2volt voltage drop, and starting originally with 12.6volts minus 1.2volts where the small battery requires 13.8volts for a charge, giving us a 2.4 volt under the required charge the small battery requires.

The inverter also has frequency adjustable dial and a secondary adjustable frequency carrier wave dial. What this does is uses you're dialed frequency, for example: if the motor is operating on 60HTZ, a turn of the secondary carrier wave dial can be adjusted to 270HTZ riding inside the 60HTZ cycle. This enables one to dial in what ever frequency to find sweet spots.

Instructions for running this system on the RV are:

To start both dials must be anti click wise, choose what ever frequency you are using IE 50/60 hertz. Then you have 2 options, either turn the bottom right hand dial and raise the frequency a little, and or turn the overriding frequency (chopper) so the 50HTZ is used as a carrier wave. If your raising the frequency do this slowly as I have found it takes time for the motor too accept this, and this can take 2 minuets or more I have found. If you take it around too 100HTZ you will have twice the RPM so be careful.

All so do not re adjust the frequency DOWN after it is raised, and do not raise the frequency up too quickly as both moves will make the RV generate BEMF back into the inverter and blow the FETS.

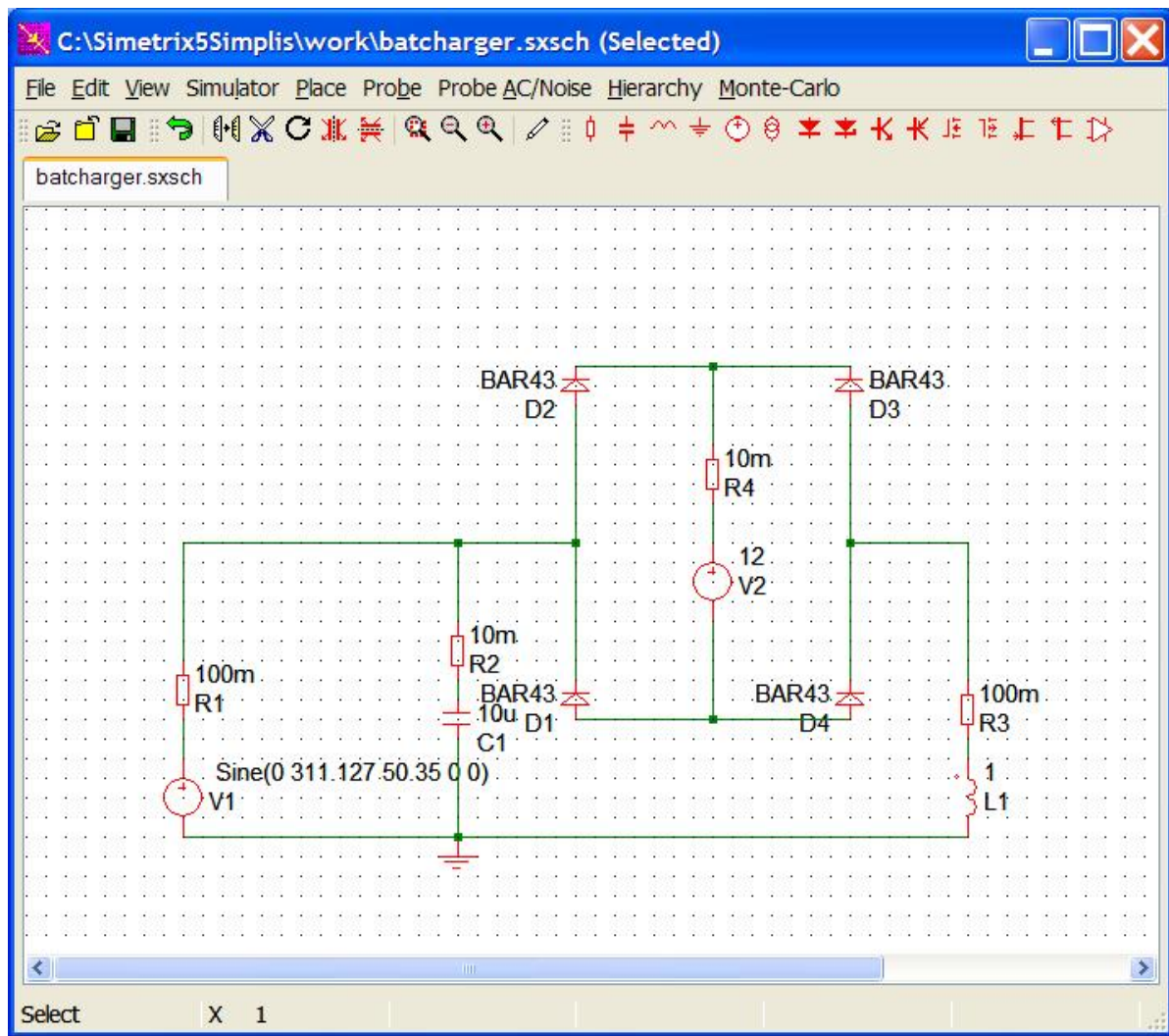
Rains Resonant tank

The following is a resonant tank circuit which has much bigger circulating current than that which is consumed from source. This big resonant current charges the battery. This principle can be used also with resonant bedini-motors etc.

Also nice would be a looped RV system where this series diode-plug (and two switch able batteries - one for charging from the plug, one driving the inverter) is connected in series with RV alternator C. So one battery charges from the resonant alternator current and second drives the inverter, which drives the RV prime mover. When the driving battery is discharged, it is replaced with the other battery which previously charged and discharged battery will be connected with the plug for charging.

this is not a fully looped mode and should not generate subspace noise as different batteries are used for charging and driving. But it should behave almost as looped system with similar power amplifying properties

the resistors are put there in the schematic to simulate the more real-life parameters of the capacitor, coil and batteries. the schematic simulation software used was (Simetrix: <http://www.catena.uk.com/>) which otherwise might not work properly if only ideal parts are used. Every cap and coil and battery anyway has some internal resistances so why not to put them into the schematics in simulation software to actually see what kind of real-life results to expect if you really build the contraption.

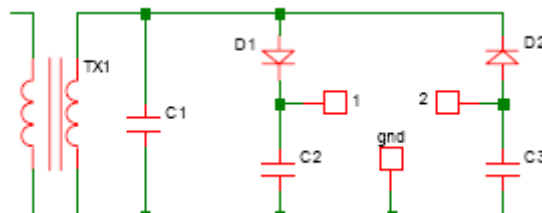


Neon switching by Raivo

HV Resonance Collection (neon triggered) – HV-RC

These are **ideas** how to collect the resonance power from high voltage resonance (range above 60 to 400V) using simple circuits and SCRs (thyristors).

A classical diode-plug circuit

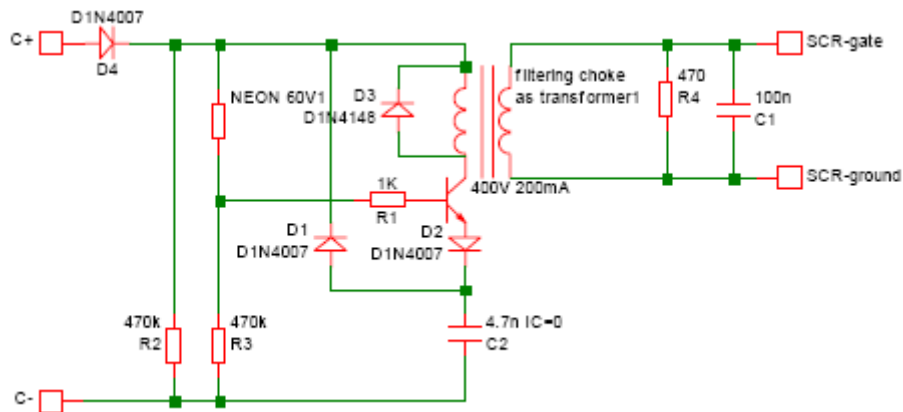


This is the circuit used to extract the power from the resonance. C1 in this circuit is optional. If C1 is used then $C2 = C3$, $C1 > C2$, then we extract only a portion of the power. When C2 is charging a load is put between 2 and gnd to discharge C3. When C3 is charging a load is put between 1 and gnd. This is done with a SCR (thyristor) and it requires a sensory circuit to be triggered at the right moment. It is advised to use the sensory circuit on AC side, however, you can use it on a capacitor directly as well.



The sensory circuit

This is a neon trigger circuit. It senses the voltage level from the input (capacitor) and triggers the SCR over the inductive coupling in an output. When input (capacitor) is lets say over 65V,neon conducts, 4.7n capacitor gets filled and the trigger signal is generated to SCR. Neon will remain on until the voltage has dropped below 60V, so there will be no repeating false signals. The discharge cycle where the 4.7n capacitor discharges into R2 is chosen where RC time T (halftime) is quite short. A high voltage transistor is required and the capacitor 4n7 must be 500V rated or higher. 10n may used as well instead of 4.7n. A small transformer was used that is used in most power supplies as an input filter. Circuit is designed for 50-100hz The real values and parameters must be worked out in a ,lab'.2



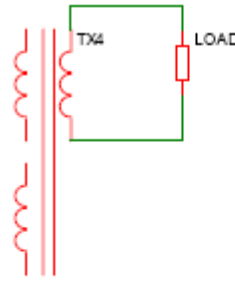
Note! This design is tested and works!

Inductive trigger's advantages over the opto-trigger are: no false triggers due to lower sensitivity, lower power consumption and simplicity.

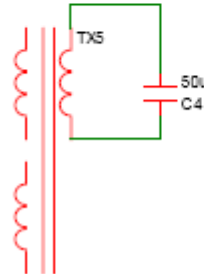
Collecting/extracting the power from the resonance

While one capacitor is sensed and triggered the other is discharged. Normal LC resonance is preserved and other capacitor behind diodes are smaller that the main capacitor, this way we will tap only certain proportion of the resonance. A partial power extraction is required where we need some charge to be left in a main capacitor that will preserve the magnetization of the alternator (RV alternator)..

The output has many options. You can use directly the load behind the tapped resonant power.

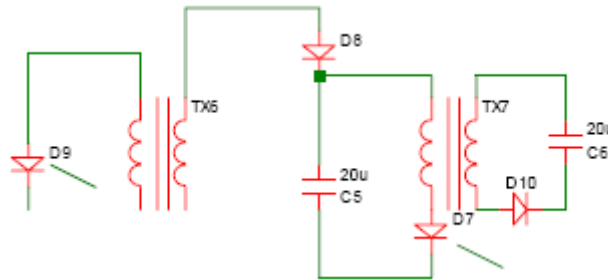


Or you can continue resonating another LC. This may continue to the next stage of an array.



EASER array

Or you can create an impulse where the collapsing EMF or CEMF or BEMF is caught into the capacitor (and then switched to load).



The circuit ends with the capacitor. It can have the next stage in the array where similar SCR trigger mechanism is used to discharge other polarity capacitor to the next stage and so on until the load stage. You may call it a Resonance Collection Array using Diode Plug (RCA Plug).

Notes

As per 'book' we know the array uses EASER principle for power amplification where each stage has its own required parameters. To create the required condition, Hector has recommended the optimum transformer ratio to be 1:5 and the capacitor ratio 2:1. Another note is that the voltage must be quite high to have better efficiency and the primary to have minimum number of turns and big wire that creates shorter impulse. A simple SCR diode plug extractor implementing HV-RC to test the SCR switching efficiency from the normal grid should be implemented first! The next step is to use this circuit to tap the resonant power of the ferro resonant transformer. Alternatively, when switching power through out the transformer, the Xenon trigger can be used for R&D purposes instead of SCR's to create very sharp discharging that cause many interesting effects.

The advantages of this array are:

- it will amplify AC and output AC
- simplicity, 'a spartan' design
- it keeps the freq in sync to the output

- array as the name tells – it is cascadable
- high voltage design and practical use for Roto Verter alternator or trans verter resonant power extraction • you can run a RV prime mover with those impulses or resonate a 3PH transformer (ideas for the future)

Resonance collection ideas by Raivo

Resonance collection ideas
2006-10-22

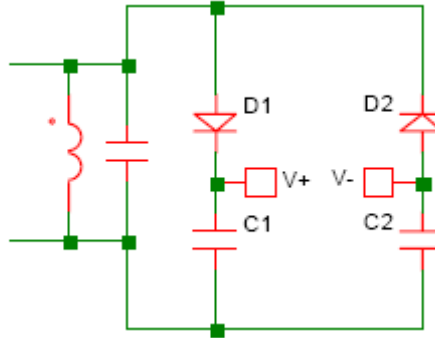


Figure 1. Original Diode Plug, resonance collection, switching capacitors to load at blank intervalls

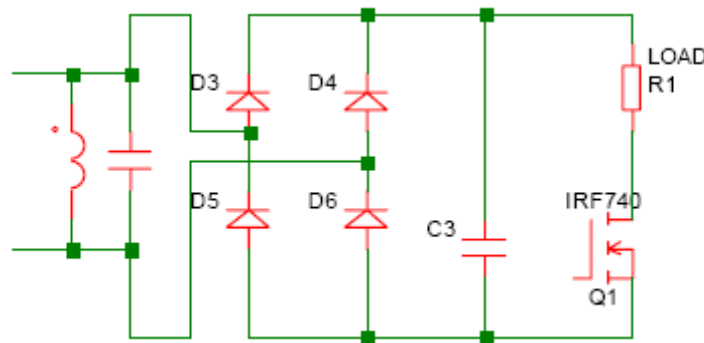


Figure 2. Resonance collection with FWBR (sinewave clipping)

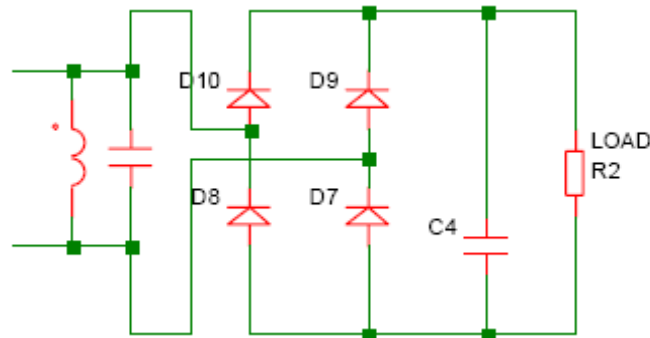


Figure 3. Simplified resonance collection

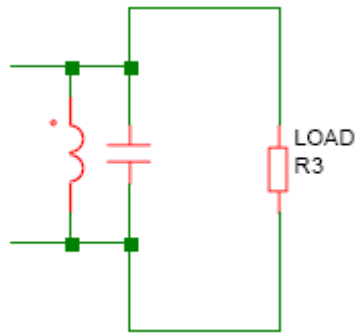


Figure 4. Extra simplified resonance collection

My idea: diode plug can be simplified to FWBR resonance collection, the difference is that new circuit uses sinewave clipping, but preserves the resonance (fig. 2) where IRF740 switches in the load during sinewave peaks. Going further with this idea – we take off the switching when we use a proper load to preserve the resonance (fig. 3)? What we can see now is we can remove the diodes and simplify it even further (fig. 4)? The question is – will the load kill the resonance or should we go back to switching? The resonance will not usually start with load on it, but the load can be applied carefully later.

Latest circuit from Raivo

I 'invented' how to do the diode plug res-collection WITHOUT any opto or inductive coupling! Should be fast! (Not tested yet, but I give you the idea. Hopefully no stupid bugs, since I did it quickly from my mind) See attached circuit. The diode plug is arranged a little bit different, where I switch the places of diode + cap, to make it symmetric. The circuit senses the polarity of the AC and discharges only the other side of the capacitor. My idea was to extract the power through the transformer with AC pulses. You can use 2x loads instead of transformer as well.

On board - you can have 4.5VA 230:15VAC (2 outputs) transformer for the chip supply (not shown).

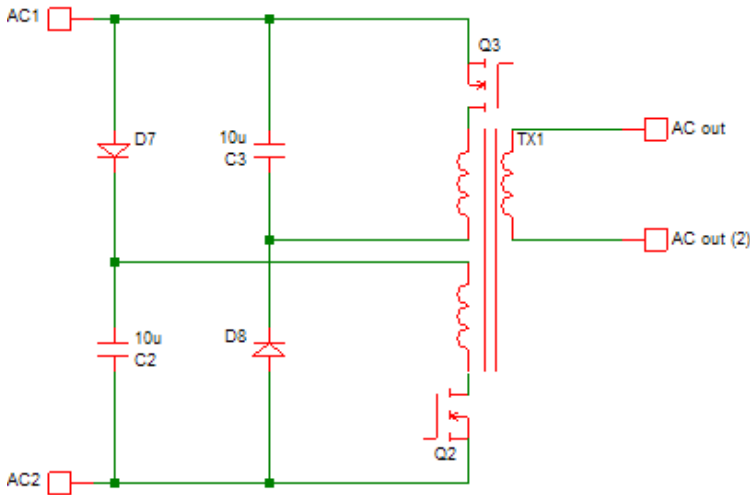
Ideas:

- * the voltage level can be further controlled with double potentiometer in addition to zener (I think it is lossy due to impedance mismatch to discharge the cap to zero, so it is good to have the cap voltage detection)
- * resistor optimization
- * mosfet protection? - further - double rail mosfet switching can be used where potential BEMF is collected back to CAP.

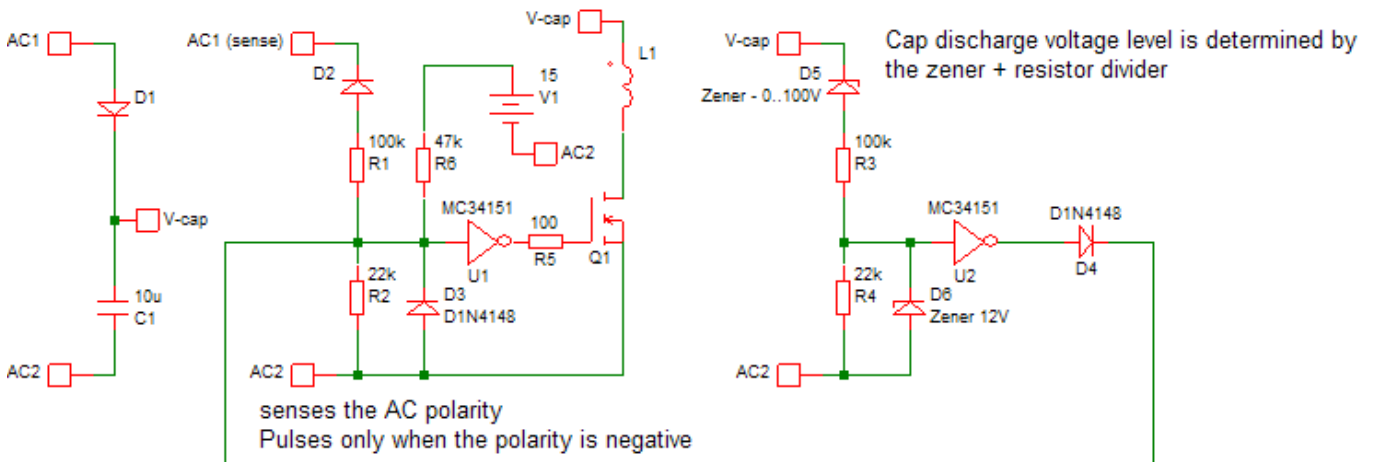
Go on, make PCBs, tests... :)

--Raivo
2007-04-19

Full diode plug with extraction transformer. Output is AC and can be 'calculated'.



One half - each half has its own +15V power supply



Further OU (higher efficiency) research and development potential

Quote: The RV having quite a lot of public and private replications with average 98% success looping will become also a normal event when certain ALREADY PUBLIC and well disclosed parameters are met as units are MODIFIED to work as described and the DESIGN OPTIMIZED.

The revelations on how to mitigate loss, conserve energy lead to ENERGY transform and teach expertise required to create OU conditions and the method to manage the power needed to sustain such transformations and divert the excess to whatever intended use.

IN RV generator side the VAR energy generated can indeed be rectified using bridge or plug vectoring, AC vector can be integrated across capacitor to be leading within the input of system correcting power factor to a Over Unity level as a DC vector can charge or contribute to lower the battery amperage in an inverter powered system.

All is needed is an LC & some diodes (Nothing more) in whatever mode put in whatever complex combination computer driven electronics, parallel series Inductive capacitive networks, the fact is that it becomes OU by a logarithmic gain encountered as a magnetic energy component and is converted to a charge in a capacitor under a resonance state.

The RV's ability to save power in the prime mover case comes in fact from a receding time variable, from the STATOR rotating field. View the rotor is a receding resistive force were the power used is measured in pressure and as an angle of rotation variable in this field (inductance reluctance). Like is physics initial

acceleration from a mass at rest until it equals the force moving it. Once is equal the only energy used is the one raised by entropy losses. Extracting OU requires all this basics to be digested in models, else theory standard deviates mind toward entropy again. It's the Method what matters.

The RV second motor (generator) can be set to semi-resonate at a reasonably HI virtual power. In contrast to the PM (prime mover) which is an example of a parallel resonance tuned to a PF=1 under load, the generator exemplifies a series resonance and will have max current & minimal impedance when a cross phase cap is adjusted towards resonance.

Special switching circuits can be designed to collect the resonance effectively. The fallacy such REACTIVE power is useless falls off as this power is vectored to a CAPACITOR as a PURE DC potential. There if anyone can read power factor is non existent and the potential is in volts farads (mF) charge and can be measured discharged into a load as JOULES. All this is under the same understanding as per BOOK written electrical laws.

Resonance is understood by the inventor to be radiant energy flow behaving like RF (radio frequency). The principle understanding is that **when the circuit is in resonance and is tuned to the right impedance in an RLC circuit a standing wave is created (reflected third wave) and can be of higher or lower frequency which traps and transforms other type of energy by stochastic resonance from the thermal back round ambient noise (ZPE).**

The invertors also parallels the rotary equations principles mentioned by prof. S, Seike, in his book Principles of Ultra Relativity, 5th ed. 1978, G. Research Lab. Uwajimah, Hagelberg, P. Physics. Where Seike's Rotary formula Transformation is disclosed and considers that the RV is seike's in Vitro (lab tested justification) rotary formula is confirmation.

Hector questions why nobody applied it to motors if it was so dammed easy.

$$\cos 0 = I/V = P \quad P = VI \cos 0 \quad \cos 0 = P \quad (\text{Compare RV readings to his})$$

RV is well justified in SEIKE rotary formulations , and is the theoretical complement to RV , Even that Seike failed to apply such formulas to rotary machines RV well demonstrates his Formulations are a physical reality. Theoretically quoted by the inventor-Formula is measured by Power in + AF (amplification Factor) - Time entropic system decay -loop power requirement = OU.

The first true explanatory Laboratory corroboration of OU referred too was stochastic resonance were such FORMULATION (basic) applies. My Justifications from electron spin gain to magnetic latching under resonant and semi resonant states are a true OU Scientific Justification and takes OVERUNITY from pseudoscience to TRUE science lab tested truth.

In pure RF as per my OLD formulations Virtual Power Equals true power if multiplied by .8. A TRUE figure is (.618 x VP) wherever RF power is Transferred properly to a co phased VA. Only a few can do it. The problem is RADIANT ENERGY differs a LOT from STANDARD POWER as Most experimenters have found a SHORTED circuit uses less energy than OPENING it to a resistive load (in standard power that is a mayor contradiction) but in RF practice that is a normal artifact in Q tuning and LC characteristics of operation. A higher resistance can increase power requirement in a circuit and a lower resistance can reduce power requirement.

On the Tech issues Time, Length, magnitude of a pulse determines many things, The lab and Imaginative aspect are essential (Specially Things on HOW a shorted Wire can be An Infinite farad Capacitor) (becomes solid conductor) as a Coil is Exited under 0 volts to Maximal Current, coil Charges (electron Saturates) in the current node of a virtual standing wave (theoretically infinite).

Further hector states ANY AC generator can be taken to RADIANT energy states this is a reverse induction alternator the readings of such unit were 12 to 1 radiant energy output versus input. In PM (permanent magnet rotor) configuration this VAR power is transferred to a capacitor

as a joule potential 2 times in a cycle using a diode plug. Doug Konzen confirmed this principle in his recovery diode experiments and it is applicable to any PM rotor generator.

Hectors understanding from lab tests is that ANY PM rotor generator tuned to a resonant condition GENERATES radiant energy. These come from various references and the MRA experiments (can be researched in EDGRAY yahoo energy group). This concludes that a generator run in this way is mechanically feed the energy it needs to self sustain a hyper Q resonant OU condition, and is the FIRST steps to dominate this Technology.

Once is understood this is RADIANT energy - OU - ZPE principle then we may get prepared to enter another phase in the learning steps. That is taping and using this radiant energy, (and you can't do that with a poor power management design) loss engineered into entropic systems designed to waste energy.

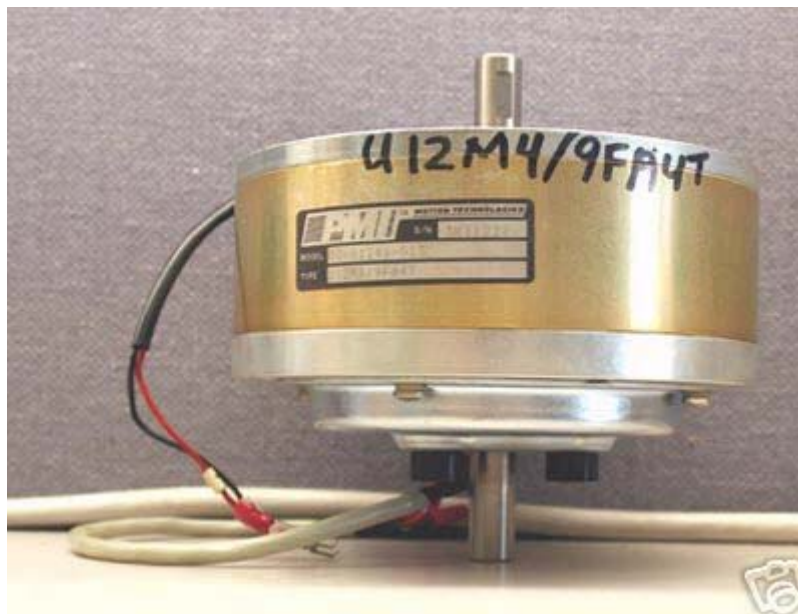
The RV goes into power management issues relative to conserving energy and optimizes the creation of radiant energy states. OU and ZPE are in resonance And simple energy transformation laws from thermodynamic to RF and electrical power engineering. Over unity relays by power transformation into a system (gain) With Stochastic resonance, being the first solid proof of such a postulate.

Currently the aim is to raise funds for research and development to perfect such advancement and potential the RV has, including hectors already replication of the RV self running (looped).The RV prime mover is a practical way to test and research a high eff or over unity result from any low Lenz generator. Already Norman wootan has perfected achieved this Using a properly matched and Lenz loss corrected (DC PMI disk motor,) STANDARD generator. His results are posted below. This concept of testing low lenz generators has been put towards the ecklin brown magnetic interrupt design and Muller generator.

OU -RV coupled to a PMI disk PM, DC motor

From Norman Wotan (Mon, 25 Feb 2002 – on Keelynet-rotoverter)

Quote:I built Hectors phase rotoverter with the following results: Motor is 3HP, 3 Phase, 60HZ, 1725 RPM, wired for operation on 480V. Motor free running, tuned to minimum current draw from 120V line input required 20mfd 370V oil filled cap resulting with a current draw of .66 amps @ 120VAC input. Motor loaded with belt drive step-up 6:1 ratio to drive a PMI disk PM, DC motor acting as a generator.



PMI Kollmorgen U12M4/9AF4T ServoDisc DC Motor

- Part Number: 00-01246-013
- Serial Number: 3K11227 or 3K11228

- Manufacturers Lead Time: 10 to 12 weeks
 - Retail Price: \$1,708.00

Features:

- 38.3 to 402.5 oz-in. continuous torque
 - Motor lengths less than 2"
 - 4.37" to 7.37" OD Round Frame

U-Series ServoDisc™ DC motors employ the unique Kollmorgen/PMI flat disc armature. The ironless, low inertia armature delivers high acceleration and zero cogging in an exceptionally compact package.

- Extremely good speed control with zero cogging and low RFI
 - Long Brush Life
- Flat ServoDisc™ motors are ideal for many applications:
 - Save space and weight in applications requiring a low profile motor
 - Large torsional stiffness for precision control of speed and acceleration

Specifications:

- Peak Torque: 1316 oz-in, 929 N-cm
 - Rated Speed: 3000
 - Rated Continuous Torque @ 25° Celsius: 128 oz-in, 91 N-cm
 - Rated Continuous Torque @ 40° Celsius: 114 oz-in, 81 N-cm
 - Rated Power Output: 284
 - Maximum Recommended Speed: 6000
 - Continuous Stall Torque: 122 oz-in, 86 N-cm
 - Cogging Torque: 0 oz-in
 - Rated Terminal Voltage: 43.4 Volts
 - Rated Continuous Current: 8.8 Amps
 - Peak Current: 85 Amps
 - Continuous Stall Current: 8.1 Amps
 - Terminal Resistance ±10%: 0.750 Ohms
 - Armature Resistance ±10%: 0.610 Ohms
 - Back EMF Constant ±10%: 11.55 V/KRPM
 - Torque Constant ±10%: 15.63 oz-in Amp, 11.04 N-cm Amp
 - Viscous Damping Constant: 1.8 oz-in/KRPM, 1.3 N-cm/KRPM
 - Armature Inductance: <100
 - Temperature Coefficient of KE: -0.02%/° Celsius Rise
 - Number of Commutator Bars: 141
 - Moment of Inertia: 0.0190 oz-in-sec², 1.34 kg-m²
 - Static Friction Torque: 5.5 oz-in, 3.9 N-cm
 - Weight: 10 lbs.
 - Diameter: 5.50" in, 139.7 mm
 - Length: 2.10" in, 53.3 mm
 - Peak Acceleration: 69.2 kRad/s²
 - Mechanical Time Constant: 6.68 ms
 - Electrical Time Constant: <0.16 ms
 - Continuous Power Rate: 6.1 kW/sec
 - Thermal Resistance at Rated Speed: 1.27° Celsius/Watt
 - Thermal Resistance at Stall: 1.90° Celsius/Watt
 - Forced Air Thermal Resistance – with 2.0 lbs/min Forced Air: 0.23° Celsius/Watt
- Type 9FA4T Low Cost Analog Tachometer Characteristics:
- Output Voltage: 2.50 V/KRPM
 - Ripple Voltage Max (P-P) (1): 5.0% @ 1000 RPM, 5.0% @ 500 RPM, 5.0% @ 100 RPM
 - Linearity of Output Voltage (Rated at 3600 RPM): .06%
 - Bi-directional Tol (diff. in output V/KRPM): 3.0%
 - Output Impedance (Resistive): 1.18 Ohms
 - Temperature Coefficient Output Voltage: -.19%/° Celsius Rise
 - Load Resistance (Recommended Min.): 1180 Ohms
 - Tachometer Inertia: .0024

(generator unloaded) required 30 mfd, 370V oil filled cap with a resulting current draw of .50 amps @ 120VAC input. Now I loaded the DC generator with 160-watt incandescent lamp load. Since I have two independent systems here, one being driven with 120VAC line input and the other system a belt driven DC generator being loaded with pure resistive load. Here are the numbers: Motor was retuned for minimum current draw which required 45 mfd, 370V oil filled cap with a resulting current draw of .15 amps @ 120VAC input. The independent generator put out .75 amps @ 74 VDC into a resistive load. The only thing that needs to be looked at on the input side of the equation is the power factor of the AC input.

I need to look at the current/ voltage phase relationship. I'm satisfied with the figures that I calculate which shows roughly 18 watts AC input with a DC output of 55.5 watts. What I find most interesting is the fact that the more load you put on the 3-phase motor the lower the input current draw and the motor gets colder.

The belt driven DC generator gets quite hot after about 30 minutes of running time. Go figure it out. I believe there is a lot to be learned about revolving magnetic fields in 3 phase motors and tuning the output via capacitors. This experiment is so easy to do everyone should seriously look at this phenomenon. My next step is to document PF on input and improve the DC side of the circuit to provide more loading . – end quote

Norman describes PMI Kollmorgen U12M4/9AF4T Servo Disc DC Motor used as "low lenz" motors. Kone states There is a unique rotating thin mycarta disc inside of it working as a coils and rotor and commutator all at once - there are four carbon brushes too. It would be interesting to adjust the timing of these somehow as it is being spun since the optimum motor-coil "power" point in rotation (looking at shaft power)it is already set up for will not be the same as the optimum "induced power" point in rotation, as it works as generator instead of motor...(these will spit out "pulsing DC" as output).

A laymen's interpretation of the RV prime mover behavior from above by kumeran

The Prime mover in layman's term. First there is Initial energy to energize rotor. Then Subsequent energy to rotate rotor which is the basic push pull method based on magnetic polarity. When the motor is in action, the capacitor then acts as storage of charge and captures energy from the power supply and motor. The Energy comes from the power supply and rotating magnetic fields Motor/generator effect. Why the input power reduces? Because it uses storage power from capacitor and ads with power supply energy to maintain rotation.

In a generator as in the RV, the excitation is Voltage and amperage plus load WATTS (light bulb) In a PM Generator Its Watts $V \times A$ on load As Norman above did & involves tuning the prime over as to best phase power input power output relation. Then it becomes OU by default.

Using squirrel cage motors as RV prime movers and looping an AC belt driven generator with it, the slip factor must be taken into design, the generator speed must be higher velocity as to compensate motor slip to overcome entropy and LC must be tuned to become entropic as system over-speeds & detunes to avoid over-acceleration and damage to unit. The best GENERATOR speed power relation must be calculated. Future of this lies in the R and D, hector has testing ideas ready for a workable configuration involving multiphase PM generators (40 phases) delta Wye ones & others.

If the filament light bulbs are used you can measure the calorimetric output of such in a DARK mass calorimeter (No bullshit measure) to see if you are hitting the predicted 1.618 161.8% gain figure compared to input.

Is said the energy output of a heat element is the same regards the frequency or amplitude & resistance of it , a heat constant can be figured out in BTU output equal to WATT hour input going to it ,then becomes

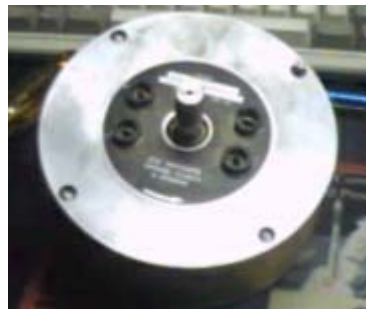
evident like in DONS page <http://www.theverylastpageoftheinternet.com> (search for RV)

The ,Mathematics done becomes evident that you got certified OU (Energy savings) $PO/PI = \text{Eff}$

To avoid false readings because the alt is outputting 120HZ Measure luminal output compared to line connected bulb, use calorimeter.

Modifying the PMI for RV usage by Ed

Quote -I picked up that U12M4 It looks like an older unit but it ran fine on 24vdc. I couldn't find a service manual on the Internet so I went after taking it apart on my own. Started by taking out the four screws that hold the two end plates together.. I then tried prying it apart but no luck... then tried twisting the end plates and Walla. They rotated with sort of a periodic lump... that was the clue... the ends were drawn/held together by the field magnets. So I rotated the end plates to where they were repulsing each other and then was able to separate the end plates and the motor came apart.



You can see from the end plates that there are 8 magnets NSNS etc. Also the end plates are ferrous so the magnets (likely samarium cobalt) are placed and glued to the plates. You can also see the woven lashing, i figure it is there to help hold them in place. The rotor is most interesting in that it is only two layers of wire. it has four different directional segments from center to outer edge the most radial of which is the second one from the center. The back side of the rotor is the same only reverse to the top side. So when one of the wires comes out from the center it gets to the outer edge then makes a tight fold-over and goes back on the other side with total reverse in direction from the front..

The rotor is perfectly flat no wobble that I can see when its assembled I would estimate the gap to be around 1mm each side i believe its claimed to be low inertia and low lantz design. There are 4 brushes(2 pair) all making contact with one side of the rotor. (2 on each side) the power is connected on two of the brushes and the other two brushes are sealed, the brushes are rectangular and each has a different angle but likely contact the rotor in the same directional pattern. Ill have to think on it a bit more and then perhaps I can see the mechanics of how it works also the bearings were sealed and had a lot of drag so some improvement could be made there, not sure how much more drag the brushes made.

If you take the one you have apart watch out when you put it back together... it will pinch your fingers good if your not careful. Also on the rotor the center hub on the axle that holds the rotor

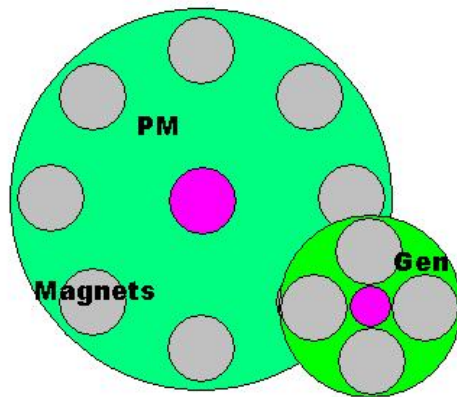
windings looks molded, it has a grayish sheen ...I was wondering what that material was... I did a search on mycarta and came up with this line of products that sounded close.

[Link](#)

Looks like ill have to find some pulleys to ratio up the rotation, but first the bearings will need some Work

Magnetic coupling By Phil

I have made my own magnetic couplings before and all you need is two small disks with 4 magnets being N,S,N,S on each one. So one disk on the PM and one on the Gen and align the faces about 2mm apart from each other. Actually it wouldn't be that hard too bolt on some magnets on the face of the PM pulley and do the same on the Gen. Think about it off set the little pulley on the Gen too one side of the PM pulley and you will have automatic gear up in RPM.!!! Damm I am good. LOL.



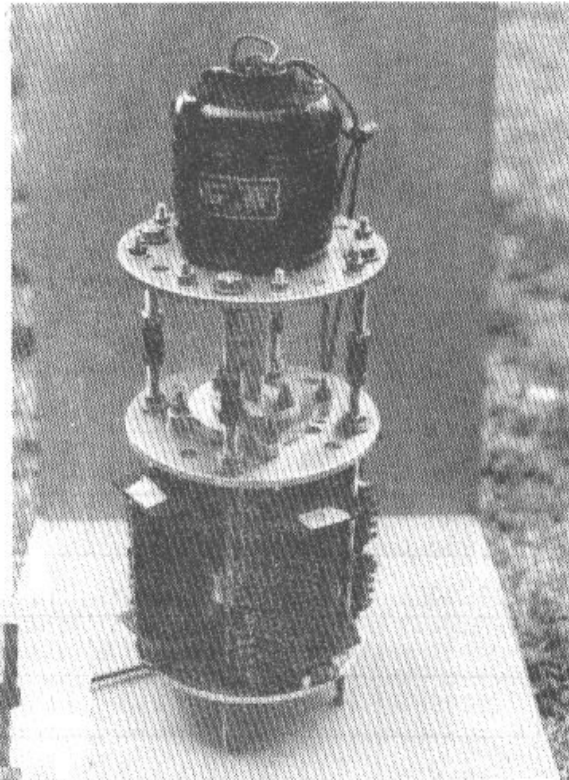
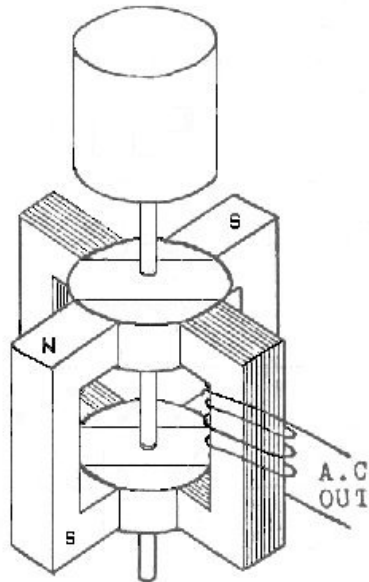
The ultimate, is magnetic coupling I have wanted too use this concept in so many applications because you can be slightly off set and they still operate They also have a set torque value so if you overload they begin too slip a little. [Link](#)

Ecklin Brown design

Solution as for Ecklin brown and other full open gates is partial Shunting, this restricts the impedance broad banding of going from Total closed path to total open one.

How its done, is by a simple gap is partially bridged with some laminate as the bridging used in Ferro resonant transformers dividing the input -output windings (laminated shunt) this does the effect of presenting a Virtual partial Short path increasing the impedance core coil turn relation, similar to reluctance generator principle but I propose as tuneable by making shunt adjustable at will. -End

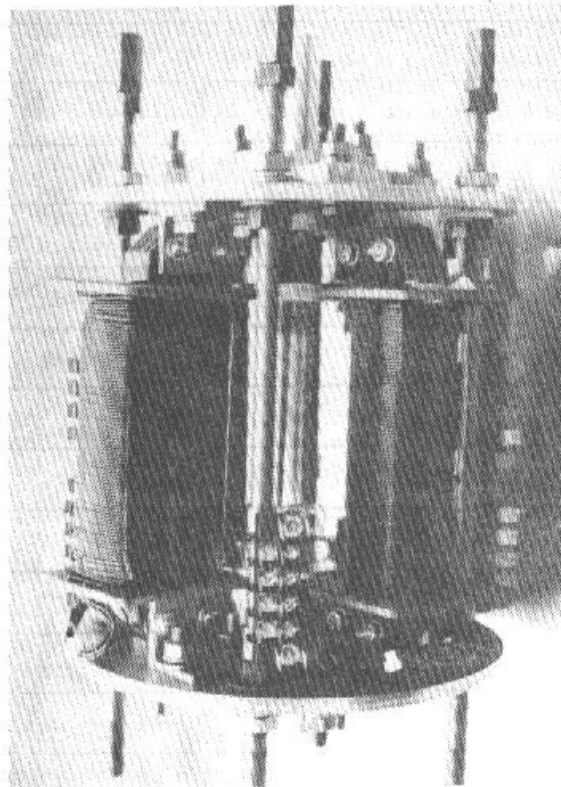
Quote-The real issue is going to magnetic interrupt with the proper Core design the Ecklin brown data is the right path, MAGNETIC interrupt, the idea is to saturate a core at collapse were there in no lenz component and Extract it in OU level .-hector –end quote.



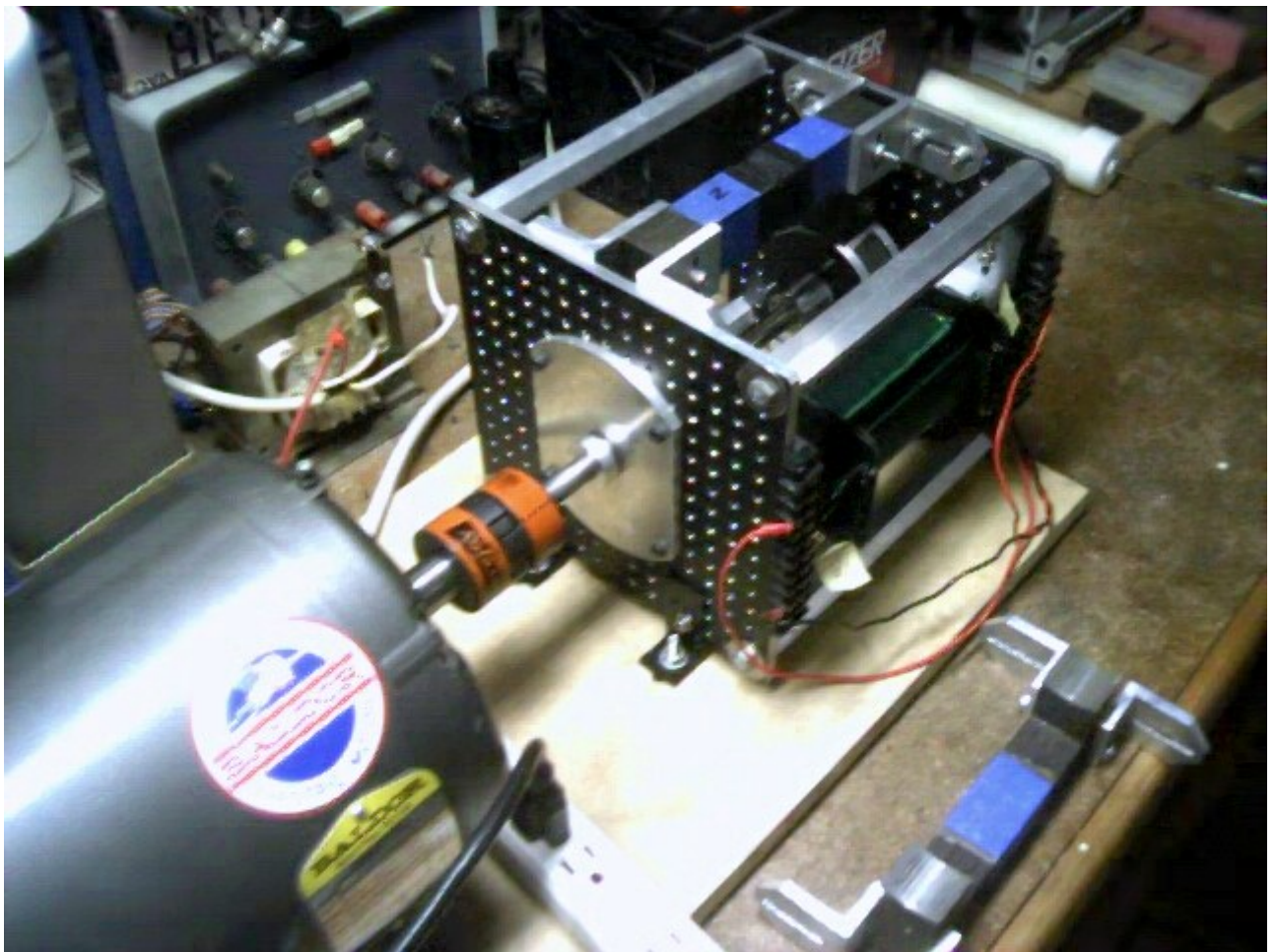
DIMENSIONS AS ASSEMBLED

In the test--unit -- utilize transformer laminations as the coil cores.

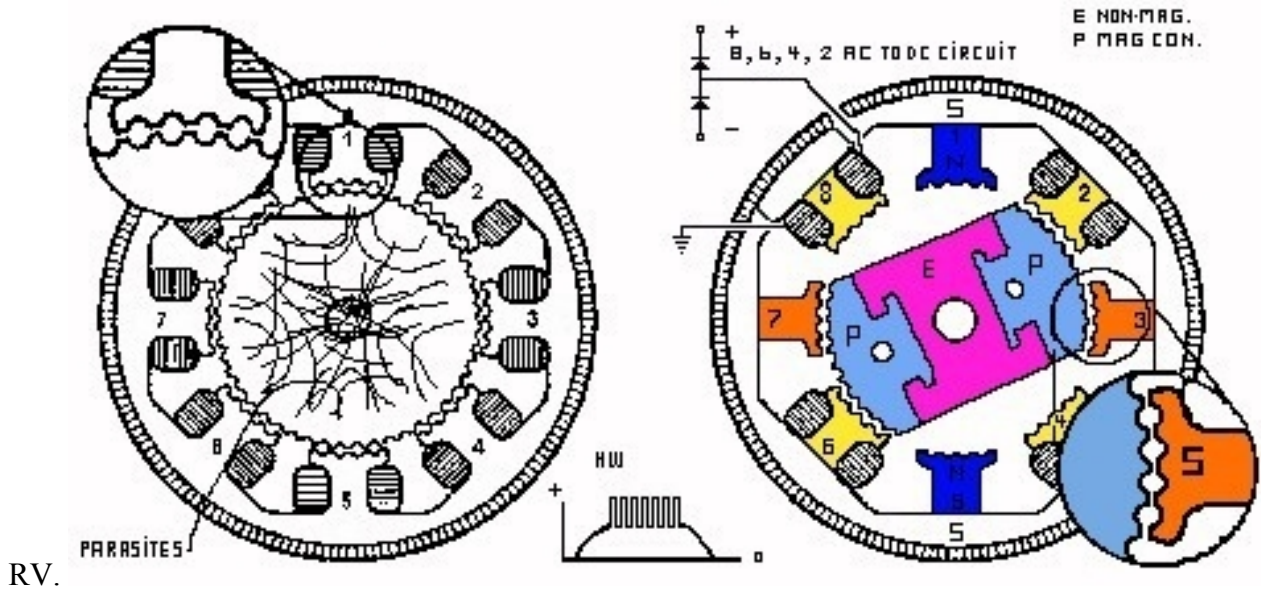
The D.C. cores are 6½" in overall length with ¾" by ¾" cross section. The coil was wrapped with 100 turns per layer and six layers for 600 turns of 18 gauge enameled copper wire. The coil length was 4½" overall. The A.C. cores were identical to the D.C. cores with 1200 turns of 18 gauge enameled copper wire 100 turns per layer, with taps at 400 and 800 turns. The rotor was 3" in diameter by 6½" long, with a 5/8" by 12" brass shaft.



The test motor was a Bodine Electric 1/10 h.p., 5,000 rpm rated at 115V @ 1.6A. The measured current was actually 1.9 amps.



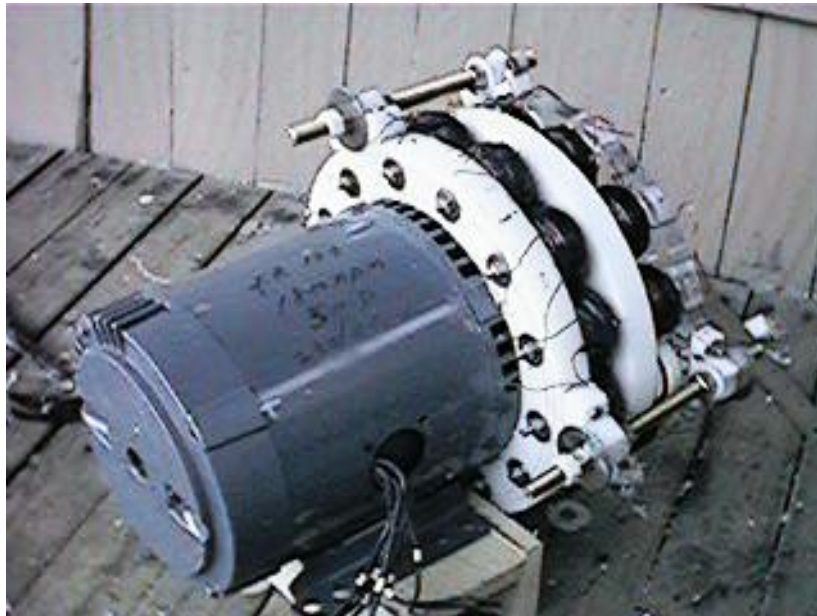
Above is a prime mover wired for RV (courtesy of ED) mode coupled to an ecklin generator under construction. Hector has his own design of an enhanced version of the ecklin generator tailored for the



Statutory Public copyright (Other Rights Apply) local and international. (Publication) Scientific discovery, Roto conversion Effect and ARK ecklin design covered by the publication statutory copyrights for 75 years. This is hector personal design.

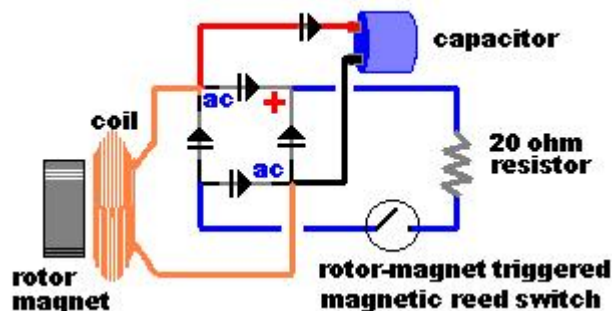
Muller design

Doug konzen has been the first to apply the RV Prime mover to a Muller generator for over unity (higher efficiency) design.



Doug (recovery master) has since perfected a shorting of coils recovery concept.

Muller generator coil switched - output circuit



Quote:

SHORTING coils out with switching too.

MY power-testing of coil circuit now is simple FWBR across coil, DC out into cap, resistance always across cap, (not switched resistance) the trick is to SHORT the coil with the reed switch controlled by rotor magnets and adjust timing until volts goes up in cap to maximum (and with resistance always across cap too)

just added all-N 16 small timing magnets to trip the reed switch in the rotor now, so the timing of reed switch closing and opening will be in "same polarity" since rotor is N-S magnets and this keeps motor from going up in draw except minimal)

It is obvious big boost in power output of generator coil when you add the reed switch shorting-coil circuit, as example, from normally 18VDC without switching (and no resistance), now you see 150V in a second or two in the cap if you have no resistance, and 280V if you let it climb for awhile.

The motor doesn't go up in draw except for around 1.2 watts during this test - that's equivalent to .01 amps extra draw (X 120Vac) Using ohms law to find current, (calculated while knowing voltage and resistance while in DC) that's this:
with reed switch shorting coil:

$$12.4\text{VDC} / 30\text{ohms} = .413\text{amps} \times 12.4\text{VDC} = 5.12\text{watts}$$

Compared to without switching:

$$8.2\text{VDC} / 30\text{ohms} \cdot 273\text{amps} \times 8.2\text{VDC} = 2.23\text{watts}$$

Standard brush generator design

For R&D purposes you can use off-the-shelf gas/bensin generator attached to a RV prime mover - just remove the engine and leave the generator. Add RV prime mover and adjust to 3000RPM or experiment.

This generator is wise, it regulates 400VAC automatically by DC excitement. The generator is good as it is off-the-shelf, it is standard, it can stand high RPM (hopefully low eddy current losses) - all should be tested with RV.

R and D goals

* first, testing running without load (to determine friction, bearings)

* comparing the AC input from RV and output 3PH rectified to DC, loaded, we get more ideas. DC output is good as there is no switching; the output is pure sine wave from standard generator and will eliminate measurement errors.

* altering the exciting DC (there is usually 12V battery on board to automatically provide excite current, do it manually) and testing output on various DC loads - standard generators should enter into OU range (as well shown on WWW and documented)

* and advanced test - power factor correction using RV style exciting – (advanced, but very cool,)

Conclusion: it is a relatively low budget thing, buy a cheap generator 2-5HP, remove the gas motor and attach to RV prime mover. The generator would be good to have 1 and 3 phase outputs, some generators have also 12V outputs for battery charging.

Generator modification for OU efficiency.

Taken from [-Link](#)

10,000 WATTS PEAK/7200 WATTS RATED BELT-DRIVEN GENERATOR HEAD



Build your own belt driven brushless generator 3600 RPM Uses a 20 HP gas or diesel engine for maximum performance Comes with two 20 amp 120 volt receptacles and one 30 amp 120/240 volt twist lock receptacle Circuit breaker protected 92 lb. shipping weight Keyway: 1/4"; Shaft: 1" diameter x 2-1/4" long; Belt driven

This GENERATOR uses REVERSE induction winding as stated in posting dating since the disclosure of the Bingo motor ((brown gas project in JLN yahoo groups)

Instructions- obtain this designed generator and modify

- 1)remove fans and all drag making junk
 - 2)remove capacitor from exiting coil
 - 3)excite main 220 coil using oil capacitors
 - 4)measure power in against power in LC
- there is your OU to work with.

5)Use A PM (permanent magnet) rotor with no over saturation of metal cores as in ANY existent HI eff motor, logarithmically load power to C you and have extracted the OU efficiency. Eliminating the Exiting capacitor from exciter winding and Using a CAPACITOR on its BASIC OUTPUT WINDING to achieve RESONANCE state produces RADIANT ENERGY in well beyond an OU region.

Applicable to SERIES tuned LCR electrolytic chamber , in CAR alternator using 23K to 24.5KCPS sono- fusion (see RE-OU-5.1 e-book) can be attained in electrolytic chambers by using the same LCR RV and trans-verter RESONANCE principle.

In this cheap harbor freight ALTERNATOR using the main winding as an LC oscillation with oil AC capacitors suffices to create the radiant AC power at a 0 power factor. Further then it is required to take amperes to match a filament light bulb where by the voltage drop becomes minimal and can be lit under water exactly as seen in EV Gray demo. The RV principles are to Learn to transform adapt and use this energy , to learn to optimize power management .and definitively looping will come by default.

Its to wire 100mF cap to main winding 220VAC and remove exciter winding cap (leaving it unused..) as motor, exciter winding can be used as Starting one using 370VAC caps from 40MF to 180MF ...(tune to best load voltage option...)use 48VAC with 220 winding and if half 120VAC is use 24-28VAC . usually this generators use 120VAC - 120VAC center taped so half has to be used or center tap rewired to separate series or parallel 120VAC taps (independent)..OLD 10KW genets are EM (brushed this permits pure PF correction EMA 4 RV modes to be used in a SAFER but EV gray motor equal , or I may say superior energy configuration... synchronous RV motor generator ... (EM) electromagnetically exited rotor .That sum all from OLD postings ... in one post (basic) .

Low voltage to HI voltage the LAW specific to RF remains same the capacitance and impedance and Q modes are the thing that needs to be addressed (variables within the parameters needed to run in RV OU modes or EMA 4 simplified modes. A cap across 220VAC winding and exciter winding capacitor removed depending on head & speed 370VAC oil caps decade from 40 t0 200mF to best OU region . Iif 10KW brush unit is used like stated before , you got EMA4 engine can be KONEHEAD style reed pulsed or PHiL mode IGTBs driven , it will be OU it will be LOOP Able WITH PROPER (RV MODE APPLICATION). Voltage ,amplitude, frequency and pulse length = OU energy transform modes.

From Konehead

I think that what you want to do with one of those horbor freight permanent-magnet home generators is to bolt onto the shaft somehow a commutator built of either hall effects and magnet triggers (might need to be some distance from motor coils) or light-activated commutator, or even simpler, a regular spring loaded carbon brush/copper segmented commutator like you would see in any small dc motor...The number of commutator segments you would use would be the same number as the poles of that particular harbor freight generator.

Make the pulse width adjustable, as well as the timing...(triangle- shaped copper commutator segments

would do it, or triangle shaped light-shielding discs, or in hall-effect/magnet commutator, it would the distance of the hall effect from the magnet trigger where you could control pulse-width. (or switch with two switches simultaneous at hi an lo of coil and shift timing of one of switches to get small pulse width) Look at some of my "roller-commutator" setups - made of brush contacting skateboard bearings mounted on disc on shaft - these are really simple too.

Anyways whatever you do for the commutator, have them trigger SCRs or whatever you want for switching near the peak of sine wave (before or after whether to push or pull or both) Then mount diode plug recovery circuit onto switching, to recover back emf and recoil into caps, then pulse these recovery caps into a load (like batteries) to control the caps from going into super high voltages from the recoil spikes and there you have EVGRAY motor for cheap using off shelf harbor freight home generators. You will have "got it" in my book, when the motor increases in speed and power whenever the recovery circuit is hooked up. They did make big generators with brushes in old days, I bet they will be hard to find....that would be simplest of all - to convert one of those to VGRAY...but still those brushes designed for generator-use might burn out too easily, so I bet you will end up using SCRs or mosfets regardless.

Hectors non profit agenda is to start in power savings, teach power management as with the existing waste engineered into the existing hardware no OU can survive at the user end. For that the R&D tools and items must be made available. This is where grants are essential as there is much more to be improved on and R&D.

DC Permanent magnet RV rotor.

Quote: The answer is simple, in a PM generator Logarithmically charge a CAPACITOR to joule potential under half resonant diode rectified state (as trans-verter plug does).
-end quote

The DCPMRV rotor –DC permanent magnet rotor run in RV mode is superior efficient running motor design. The PM RV rotor eliminates the motors slip loss in the RV generator side therefore increases the efficiency to 100% . A slip is a poor design that squirrel cage motors (currently used as RV ‘hosts’) are designed with. Doug konzan has already modified a 5hp 3PH motor and eliminated the loss of the slip via this modification. Important core drag issues are still on the R and D table with this method, but it is workable. What is needed is a PM rotor designed as to be magnetized to near saturation point but not exceeding the CORE saturation as to have minimal on NO saturation drag effect.

Kone has since stated -the 5hp I converted you mention with ugly stainless steel fishing line and JB weld holding in big neos strapped to old 5hp rotor is actually running on DC and is too heavy and ugly and I plan I taking it apart for parts soon. so anyways I wouldn't mention that I did the PMRV thing to a 5hp AC motor since I did, but not worth mentioning! There is a 1/3hp AC motor I convert to a PM rotor, its more better PMRV construction seen on site: [Link](#)

However "AXIAL" AC-run PM-RVs are easy to make (such as 2pole n-s rotor with 3 120degree spaced stator coils) OR: did you know even basic ADAMS All-N rotor magnet PM design will work in AC (!!)
(such as Bedini schoolgirl monopole motor as simple example)

Just space evenly the magnets in the rotor,(pre-plan it) so that the pull-push of the AC frequency you are dealing with pumped into its motor coil will synch-up at that certain RPM(to attain) – this synchomesh AC event will coincide with the pull-and-pull rotor power-"points" in rotation of the magnets you are using in rotor...(coil to pull before coil lines up "straight" to rotor-magnet, then coil to push after it lines up straight)

I found that almost always, you want that magnet to be halfway across the coil to push, (or pull it too) the rotor around with strongest power "point" in any PM rotor.... AC is just alternating DC "pulses" so whatever can be done with small classroom-size motors like the Bedini monopole chassis, can be done in AC too...(motor coils align to pull before magnet, push after magnet...line up so magnet will be half way

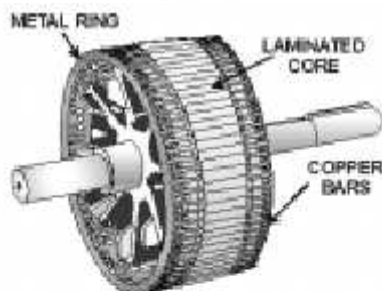
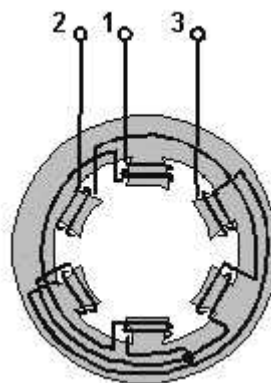
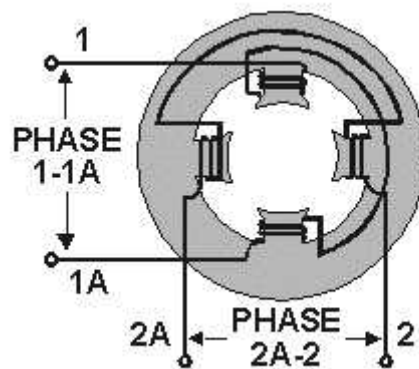
across either pull or push

- Nutshell description summary

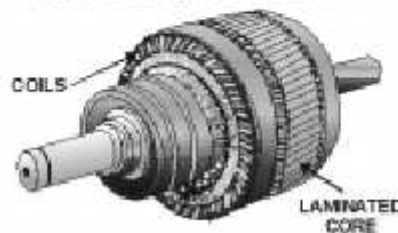
There...its always good to space magnets in a rotor the same distance apart (edge to edge) as the magnet overall width...(AC will work as well then).

In PM design Raivo has added the basic rotor design CAD to Dans RE-OU 5.1 compilation. 3600RPM =2 rotor poles N,S 1800 =4 poles

The RV driven PM generator is also a research and development method to quantify the issues in the reverse dynamometer capability of RV.Using a PM RV and 3PH pulsing & recovery is the way to go and it seems the reason to ELIMINATE synchronous motors was to get rid of OU manufacturing Devices.



SQUIRREL-CAGE ROTOR



WOUND ROTOR

4-17 THREE-PHASE ROTATING FIELDS require three pairs of windings 120° apart, energized by voltages that also have a 120-degree phase displacement. SYNCHRONOUS MOTORS are specifically designed to maintain constant speed, with the rotor synchronous to the rotating field. Synchronous motors require modification (such as squirrel-cage windings) to be self-starting.

Since Synchronous PM motors are hard to get my choice might be a 120/230/460 20KW generator Brush - Basler excited type.

Eliminate the exciter unit and Use a DC variable power supply as to control rotor Magnetics. 120AC to 0-120VDC Generator Wired to 460VAC Use standard RV to rotate to speed then switch to power line As rotor is magnetized Unit will generate KVARs into System

A Current regulated exciter might be used to control KVAR production. As POWER FACTOR is corrected your power bill will be reduced 40% or more.

Why pulse it ? with DC.. Power factor correcting the battery ? (I read that some were) if Battery is taken as a capacitor and load as L (n) given impedance then we can assume an standing wave is developed in Voltage Amperage relation where a delta T transform will occur where a battery pole will cool down and the other will heat up

Being the Discharge 1 half cycle, only theory explaining why splitting the positive works, but in reality is RF power factor PF correction, half sine of it.

If such standing wave is REVERSED as in NEWMAN motor the Stepped switching on and off of linear DC will pull THERMAL power from COIL ATOMS transforming heat to electric power by stochastic resonance amplification. The Magnetic Field contributing to the equation as a linear amplifier system.

So Doug Konzens HV DC PM Pulse RV indicates a path to go into universal motor development ,TRUE energy transforming Devices.

DC/AC Rotor conversion can be request to specific details from [Link](#)

TECO-Westinghouse Motor Company -
Custom Engineered Synchronous Motors & Generators

Full Speed Ahead

TECO-Westinghouse Motor Company synchronous motors and generators provide superior value in terms of proven reliability, low maintenance performance and long life in any application. Our synchronous machines offer numerous benefits including:

- Constant-speed operation
- High efficiency ratings
- Low inrush currents
- Leading power factor (for corrective KVA capability)

These features make them the optimal choice for many industrial drive applications.

Power factor improvement is one of the most attractive considerations in selecting a synchronous machine. Synchronous motors operate at leading power factors and are available with rated power factors ranging from unity to leading. Thus they can produce substantial savings by supplying kvar's to counteract lagging power caused by other inductive loads.

» [Request a Quote](#) for a custom engineered product.

Read and WAKE up as a great Truth is being POSTED here that If you Attract a GREATER force with SMALLER ONE the Greater will amplify the smaller one The WORD LEADING implies POWER

PRODUCTION, OU due to magnetic amplification the so called POWER factor Correction is the answer to OU transform "KVARs".

You Supply a greater magnetic Field to a Synchronous motor rotor it will produce more power than it consumes LEADING POWER FACTOR..... (Secret OU terminology)

Thoughts by Raivo

PM RV is very interesting, especially when you couple it with some efficient DC generator as Kone did. The small problem that Kone has is that he can create much better results when the impedances are matched. I mean - DC alternator speed/output/VA must be matched to the right capacitor. Or the input RV must be run at higher frequency to increase eff%. I think there are plenty of room to make it more efficient

PM RV must be wired to 460VAC, the grid must be lower ca 120VAC, but it can be 230VAC 3PH. Motor must develop the resonance, its voltage is bigger and the current flows back to the grid. (as Hector said - oops, it starts to power factor correct the grid as PM RV is naturally OU)

I have deciphered those rotating magnetic amplification stuff (almost) and try to explain you in step by step:

* as H postulates: resonance has (always) the RE component (was it theoretical 0.382 or .618 depending on situation, Q and parameters) * the second postulate is that in normal resonance the energy reflects back to the grid so it is wrongly understood as some PF correction phenomenon

* in a LC resonance using FR transformer this magnetic shunt and resonance recovery will allow the power not to reflect back, so the current in primary will not rise and you tap the excess energy from the secondary keeping the resonance going. Resonance requires only part of energy to sustain. This is the first trick.

* in RV (with a single capacitor) - this back-reflection is avoided by 120 deg shift and it is OU. In a sense, it sends some excess power to do mechanical work.

* in RV (with many capacitor versions I know, squirrel cage) – this multiplication is allowed to happen many times as well as when tuned to higher harmonics, causing the power meter to go wrong way! (requires tuning with load) * in PM RV multiphase resonance (a la PF corrector synchronous motor) - you have the device that is in high impedance mode. Line must be lower than motor wiring. 3PH configuration in caps allows it to roll the VxA many times in amplified mode until it rotates the phase that feeds the grid back. Yes, its strange, you'll have the negative average energy balance. (you may tune it with the load as well). When you run it from the inverter the system should "PF correct the battery". * this way to the next levels to the hyper efficiencies and high power.

H would say in other words. I may have expressed some parts not well (or my memory may fail in details), but the all the practical key points are said here.

The main idea is to keep the rotational energy in the circulation to put it to make work in a squirrel cage (or PM RV). Higher harmonics allow 2 things as I understand: higher freq - better amplification and also pushing up speed. It is not clearly understood what takes place.

Again I repeat that the motor must be tuned with the load as the effect will be created at the certain impedance unless you're lucky to match the right caps at once. Prony break or better - a coupled generator becomes handy. (what I tell ya is not what I did, but I know from some sources what is possible). Kone (in Finnish Kone means motor!) may test as well many capacitor connections on phases, changing phase polarities, it will not like to start in many cases so you need to get it up to speed with

some tricks. There is the holy grail hidden in there.

The best setup to try this project is: 3-5HP RV coupled to the alternator and also belt coupled to some starter motor .-end

The PMRV is related to the concepts of RESONANCE hyper Q states , logarithmic and the magnetic amplification factor in LCs. Easy transferable to RV in a low voltage hi impedance rotary pulsed machine. With a PM RV design pulse driven with logarithmic power and CEMF recovery in a full phases diode bridge. 3x3 configured or (n X n). n being number of phases used as in a multiphase PM genemotor concept.

All that is required an standard 230/460 3 phase motor with a PM rotor designed as to be magnetized to near saturation point but not exceeding the core saturation as to have minimal on a NO saturation drag effect. Secret is tuning into the resonant states and optimizing use of the power attained without killing the OU LC effect.

As In a Stator the PM rotor within a given impedance makes this resistor negative as the VOLTAGE drop in the line is minor than the voltage drop in virtual LC resistor, as the generator works in Synchronous HI impedance Rotary condenser mode.

This Results In Electro Magnetic Amplification were $H=(IXI)R_t$ EMA. Were APARENT power Contributes to SOURCE POWER on OTHER mode of RESONANCE taken to a POWER factor corrected NUL , ZERO POINT energy state VAR production in HI virtual OU impedance Value.

Reference formulas. [Link](#)

THE M field is your POWER SOURCE when you create a SELF amplifying amplitron RV PM Alternator. FACT is ANY HI eff GENERATOR wired to 460VAC and run synchronous in 120VAC can be used to make and demonstrate this principle.

Once understood a PM generator is WIRED as to create these effects .This is Instant Applications in Energy savings now possible From SOLAR cogeneration to motive power as the formulas and explained BASIC theory justifies. The logical next step with the R and D from the RV is to apply it to the PM driven Coils.

In this configuration the LC is seen as a RESISTOR and as Such you READ AMPERAGE and Multiply by the VOLTAGE SOURCE and GET ITS VOLTAGE drop VALUE (Basic Ohms law) named AKA - Voltage drop. As the VOLTAGE drop in the line is more minor than voltage drop in virtual LC resistor that means the virtual RESISTOR possesses ENERGY transferred from attracted M field to attracting M field.

IN IMPEDANCE MATCHING ITS CURRENT MUST BE EQUAL. Even if RESISTANCE is unequal Voltage and Resistance are the determining variables to MATCH virtual resistors and reverse energy to source were then Current REVERSES being of a lager magnitude than the source.

As the LC voltage is INDUCED it attracts the ROTOR magnet so M1 attracting magnetic field attracts M2 summing and exceeding M1 turning the VIRTUAL Unity resistor to a NEGATIVE over unity resistor as its ENERGY LEVEL is more than the one supplying it (Source). That means Current at a given POINT reverses to SOURCE supporting ENERGY to it usually in VARS as Power factor and cogeneration Laws apply.

Q- from Raivo

About converting RV to PM RV. I think it is easy, thanks to the super glue. Take O rotor and mill it near rectangular (4 poles).Glue NSNS magnets (lets say 1" dia and 1/4" thickness) - 3..4 to each pole.

It is now possible to order magnets 2-3x cheaper from China and they make a design you want, so it is possible to order full HALFMOON types of magnets to reduce the gap to minimum to have real power.

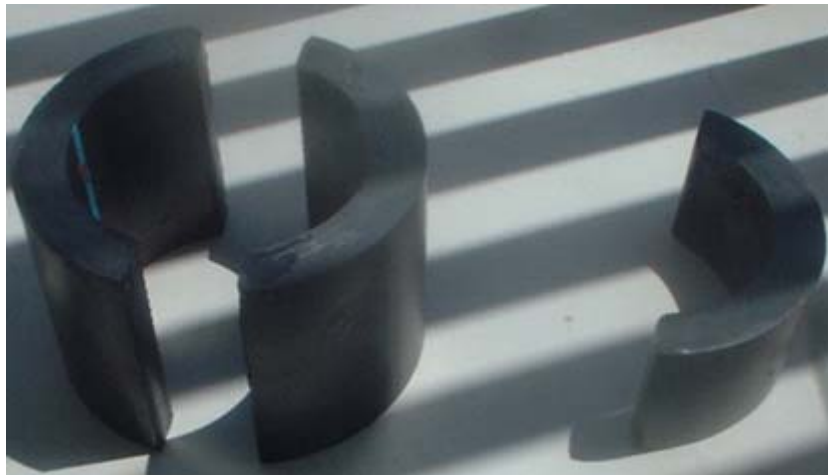
Question 1 - is this OK?

Question 2 - first we must somehow calculate the number of magnets needed in order not to over saturate the core.

Is my logic here OK, if I use gauss meter to determine the magnetic strength at its pole and then power the motor with 10 DC amps and measure its magnetic field at pole, so to compare it that magnets do not exceed this (per area)?

I think, this is stupid simple way without the flux math.

Hector- OK here are pole pictures (BIG ones)...



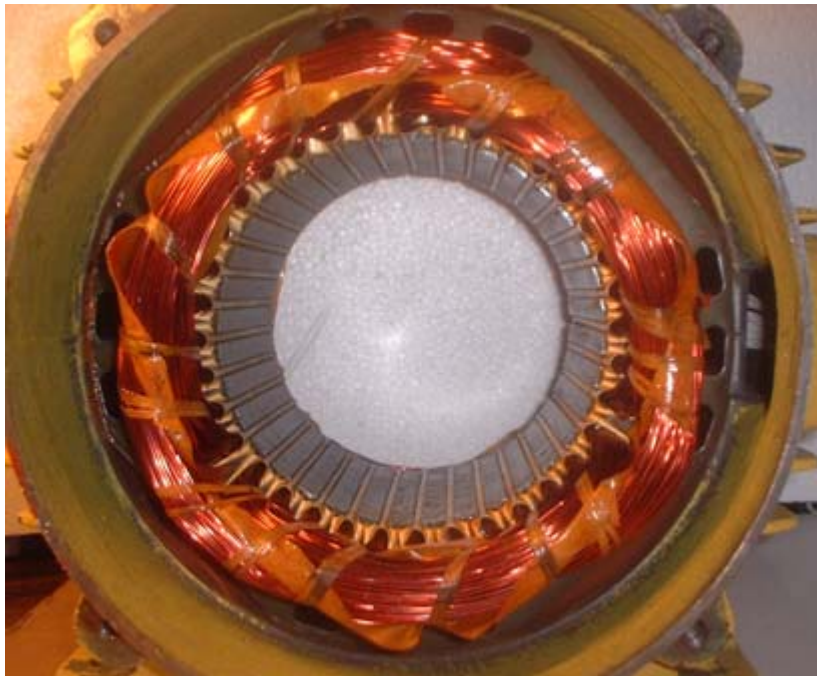
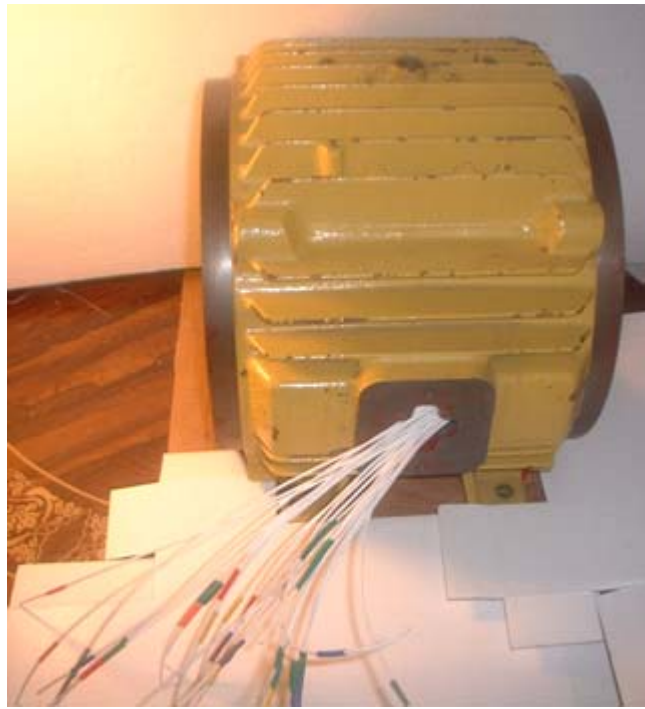
ceramic 8 non-core saturating PMs half moons I got for FUTURE lab work they go into machined pipe mounted on aluminum rotor insert were shaft passes thru....(motor shop shut down so I am screwed !) my future design is rhomboid half moon to eliminate the gap harmonics. How i hold it in place ? simple a fine non magnetic metal sleeve over it..... can be spun to 10,000RPM cool ... ceramic 8 to max gauzed can never over saturate cores.

you will need the rail system to assemble itElse you will loose some bodypart to it ...

for 60 cps ac ...3600 RPM 2 poles .. N S gap is 36 degrees total 1/10 of the circumference. or depending on your winding design. 1800 4 poles N S N S smaller gap. 1/16 inch for sleeve 1/8 inch max rotor magnet stator separation. Face must match stator face area 324 degrees / 2 pole faces. Magnet face must be as wide as STATOR face and must not OVER-LAP it over the EDGE(this keeps the field in the IRON lowering losses) PIPE is hollow as to make field semi -oval and must be magnetic & 1/5 the thickness of the magnets minimal, the center insert aluminum or epoxy makes it super light and somewhat isolates shaft from parasitic magnetic influence that produces drag induction in motor housing

Magnets Area: (162 degrees each) permeability will be identical to a baldor PM DC motor with 10 times the energy potential being PM 3PH synchronous design

this motor must be run at synchronic speed and switch on to line. on matching synchronous power phase or use konehead style dc pulser reed switch or hall efect transistor drive.....rotor does the switching itself...Just regulate speed or .. WirrrrrrrRrrr EEEEEeeee thunD! bRAAAAaaaang! KABOOOOMMM! (past experience)



Rotary condenser machine theory

The info on ROTARY condenser machines [Link](#).

If we see it from a perspective they "Re gauss" the utility lines making you save energy. In Hi impedance they become EMAs Electro Magnetic Amplifier. It's simple: a coil attracting a magnet of higher magnetic intensity will get induced power from the stronger M field. In low impedance this effect is not noticed much, but at higher ones it exhibits OU due to EMA effect.

See chapter 11 on Power Factor in <http://www.ibiblio.org/obp/electricCircuits/AC/index.html>

- Calculate this with hi impedance relative to M field in PM rotor synchronous machines.

This theory is also clear in POWER factor correction using PM (permanent magnet) rotors to attain over unity in hi impedance modes as an Electro Magnetic Amplifier (EMA). Any Motor generator can be modified to attain these modes as is off the shelf, properly designed PM rotors and stator CORES can do

marvels to already existing devices (modifications) to increase efficiency and performance.

Drag issues must be settled where you must Find CORE fundamental frequency (Natural resonance) then test by building a coil and capacitor tank to use this frequency in resonance and Spin your magnet at this frequency and Measure the circulating Watts.

The Voltage used is determined by the LC needs to attain saturation & mechanical rotation within the EMA operation mode, ED GRAY operated on PULSES. The RV demonstrates such a system can be operated in continuous low voltage hi impedance AC feed and amplification mode. It takes a bit to understand Rotary condenser theory and W-VAR relation, all it takes is to study POWER FACTOR correction and RV to build a self sustaining OU machine.

On Generator design using PM DC motors.

Dc motors do not make good generators "as is" If you disassemble one you can see the brushes and the area of commutators they touch. In the case of a baldor DC motor if you have 40 commutators in 40 windings delta connected and brushes touch only 2 commutator segments you are using only 1/10 of your rotor winding plus the others become shunts drawing power from the first, an independent star configuration prevents self shunting.

This is the same as the generator diode bridging in 40 Phases Bridge, which uses full potential of windings in overlapping phases in a continuous DC stream in magnetic PM top N-S field crest within the structure.

Good test is to create PM end bell from PM dc motor and rotate it with RV in a full phased Wye rewired DC motor rotor (Now stator) and quantify energy generated in pure DC. That is raw 4 times over the full load capacity of motor at 10 times more efficient. Depending in Quality of motor and rotor laminates. Some really suck!) RV permits you to see were they sucked and why its where quality and design influences performance.

In repulsion mode charge comes from OVERSHOOTING the receding field and is more practical to have repulsion & attraction at 90 deg ,here is where 2 pole rotor & 3 coil in 3PH configuration becomes handy .tuning the device impedance with capacitors makes the battery become a negative resistor within the rotary LC tank where the MAGNETIC field and thermo magnetic mechanics provide the OU energy transform from the ambient. All you need is to install a limiting circuit as 10 batteries exceed a 127VDC charge circuit disconnects until the battery drops 100 volts then circuit is reconnected to recharge them again that way you have a self recycled self runner.

Then you can built a PM RV and do the same with standard frame motor .The switching can be connected were the fan used to be ,be it commutators ,Mag reed or optical switch. Hector designed a universal PM motor & universal AXIAL multi phase alternator (ten times more powerful than a normal axial generator & totally brushless.

Rotary Modulation Magnetic Amplification Generator

A PM DC motor rotor is covered with an aluminum pipe sleeve or any electrical conducting sleeve bronze, cooper , silver whatever NON magnetic sleeve extra brushes are added as to get the voltage from the main phased rotor coils and pass it commutator switched to the 90 degrees phased one ,this induces a current in the sleeve that modulates stator magnets as class C linear amplifier loading phased coils magnetic fields that rotate as electrical load is placed in output and part of the power is fed to the modulator brushes windings to sustain the reactive magnetic linear amplification ... RMMAG *motor has to be PM stator universal type commutated rotor. *Rotary Modulation Magnetic Amplification Generator

Theoretical principle That is a ROTARY VTA motor ... Uses stator magnets as a battery until they deplete (degauss). see VTA is same "annoying" stuff. I have not tested it but theoretical is possible and

simple to do in PM DC motors having a wide gap to fit metal sleeve and space in brush faceplate to install extra brushes see "Dynamotors" to get some extra ideas ...Other method is self pulsing using reed switches..(quite complicated)

Hectors 40ph PM alternator

2005-05-02, © ARKResearch public disclosure 2005

You can create a 40 phase's recovery bridge by positive and negative connections to each commutator segment so it can operate on a 40 phases delta grid , its an application missed in the chorus motor patent as they were not bridged for recovery

Below is a Multi phase motor generator prototype pics using external PM rotor.

A positive and negative diode goes to each segment creating simile to 3 phases bridge with a 40 Phases delta rectified circuit all wires length must be EQUAL to valance diode currents and current collector points must be all drift compensated in order to avoid cross current losses.



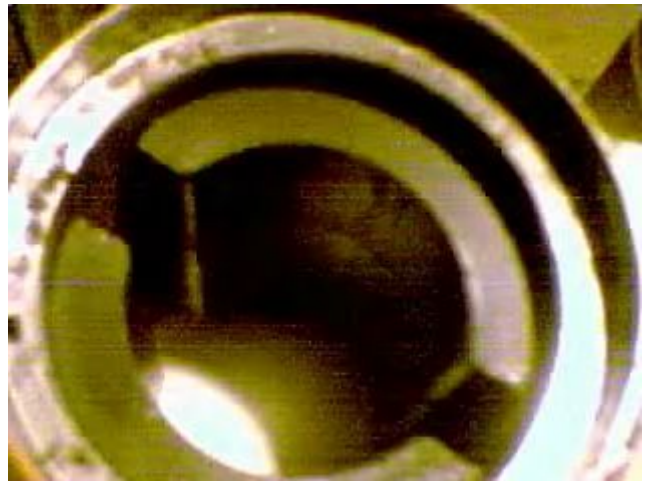


alt40ph06 - diode array direction



alt40ph08 - magnets





alt40ph19- 2.7ohms at 180deg.jpg

ORIGINAL COMMENTS:

In 40 phases all the windings are used brush uses only 4 from 40 that means 10 times the power from same motor as A GENERATOR SO IN PM RV USING MULTY PHASE BRINGS AWESOME POWER AT odd PHASE ANGLES ..

THE AC INTERMITENTLY PERMUTATES THE AMPERARE 40 PHASES DIODE BRIDGE AS A NORMAL 3 PHASE BRIDGE AS 9 DEGREES PER PHASE, WYE WILL BE BETTER AS WINDINGS DO NOT INTERACT VOLTAGE DOUBLES AMPERAGE IS THE SAME REWIRED COMMUTATOR DISASSEMBLY & REWIRING ALL WIRE DISTANCES MUST BE THE SAME FOR CURRENT BALANCE EXTERNAL pm ROTOR WELL BALANCED, resists more RPM

How can you attach the outer rotating core with any other motor? End plate V grove & belt or direct connection of rotor as END bell Other multiple ways possible using 6 segments at 120 deg to run as PM 3 PH motor - alternator genemotor (hectors original name for the RV) a true brushless AC to DC dynamotor converter (EMA type 3 converter) idea is to use as MOTOR generator Pulse motor-AC synchronous motors & other applications.

Genes Bedini hybrid

Here is a distilled schematic that I've been using to validate erfingers suggestion that the secret of Radiant capture was in the Ozone patent from Tesla. I've distilled that patent into whats attached. With that exact circuit hanging off my merged "rv/bedini" setup, I can create voltage from the magnetic flux past the HSI coil (high self inductance). This is My idea that I've built and tested and spent about the last couple weeks working on/with. It puts out a triangle waveform when not fed to a load... but then switches to a DC looking positive offset square wave impulse when loaded with a lamp or battery being charged. I need to take a video of it... its really friggin noisy too.

If I put the scope on DC and put it on the x10 option (so I can see the wave) I can put the probe on one of the two serial caps leads and put the ground on the other serial caps lead and I see the traingle waveform unloaded or the square wave form with massive spike gradients over 1000volts loaded. This is of course stepped back down thru the second trafo and fed thru a fwbr to a load.

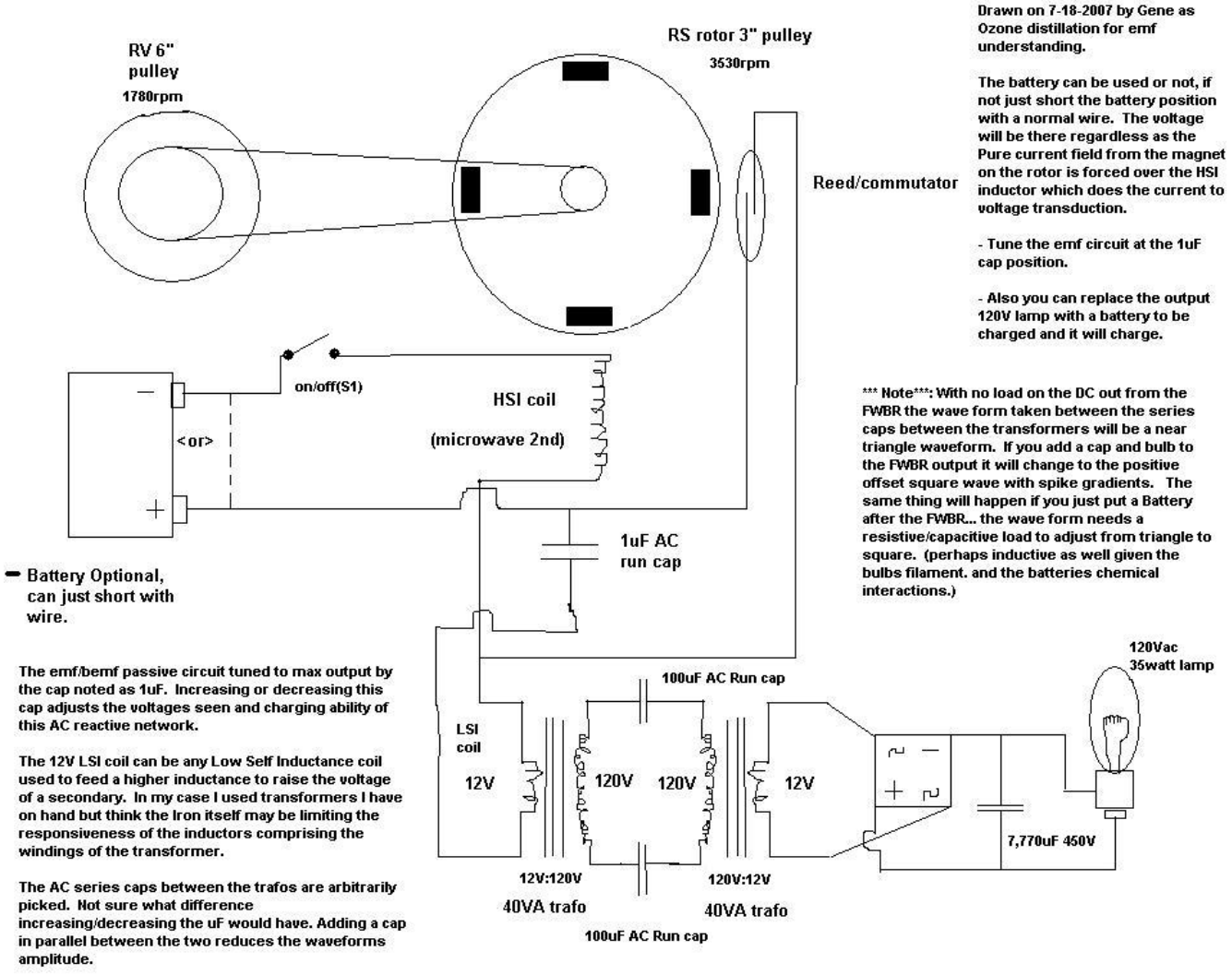
Note the circuit doesn't require the battery shown at the left. Its there as it will also recharge itself if you put a battery in that location. (if you have the HSI coil awg set correctly to provide enough current with the HV impulse fed back to the battery. If you put a battery there and have a dvm connected to it to read the volts, once the machine spins up the voltage will be to high for the DVM to read. {at least my DVM is limited to 600vdc.}) To make it easy to tweak while the whole thing is going I put S1 on there to kill the power so I wasn't getting shocked by moving cables around with those gradients floating about.

Think what it would mean to simply need the power to spin a magnetic flywheel... the RV does that for cake... All you then need is a passive triggering system to open and close switches to create a pulse train from the many stators that can be setup around a perm magnet flywheel. axial or radial... or both... (it just occured to me that its silly we haven't built magnetic rotors that do both axial flux and radial flux simultaneously... why not use a bedini radial rotor with small neos setup in spirals on the side of the aluminum to add flux to splatter coils similar to what Kone was working with....)

I wonder how much better it would work with iron in the HSI coil.... Its an air coil today (well wood in the core as the mounting bracket.)

Its pretty self explanatory... more notes in the schematic itself as well.

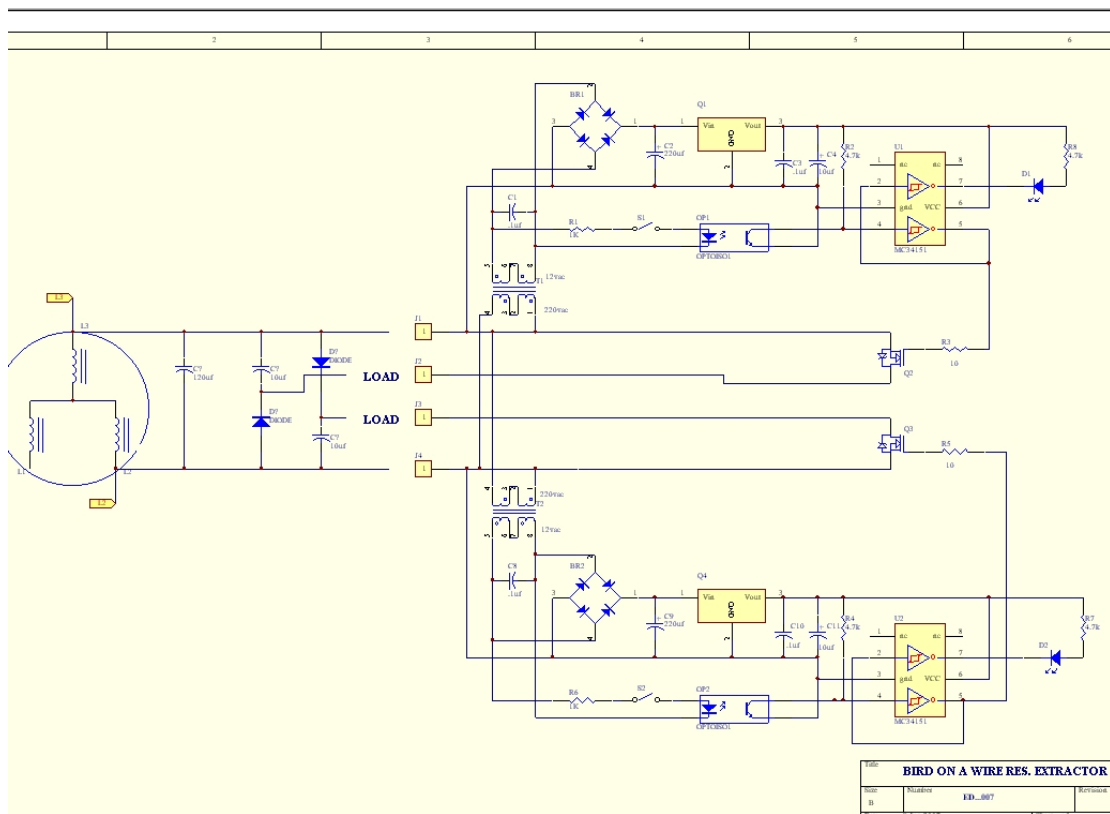
Gene



Ed's Tests

Raivo posted a circuit awhile back using some of Phils circuit elements to extract resonance, I went ahead and drew up a similar circuit using FETS to do the extraction. The FET biasing circuit rides on the resonant sine wave like a bird on a wire not knowing the 220vac sine wave below its feet.

The synchronization is handled by the step down transformer attention to the transformer dot convention reveals how it works. I built one last night and tested it to see if it would work and it appears to be doing so.



I only built half the circuit for the test so it only extracts from one of the 10uf caps. The problem at the moment is that the 54watts (light bulbs as load) that are extracted are reflected 1:1 back to the PM...? And oddly enough the alt resonance current and voltage rise when the extractor is turned on. Before when I just connected the bulbs across the plugs - direct – the alt voltage would drop a bit, so as usual more questions than answers.

Vortex technology cogeneration with the RV

Statutory Public copyright (Other Rights Apply) local and international. (Publication) Scientific discovery, Rotor conversion Effect and suck-a-matron covered by the publication statutory copyrights for 75 years.

Introduction to thermodynamic heat transformation to OU regions.

To define OU = COP>1 device.

A heat pumps process is an OU energy transformation in where normally there is a COP>1 where a small electricity input transforms and creates a higher heat energy output for our use. Solar cells and wind generators are COP=infinite systems, which produce electricity where we don't have to use electricity input. However, when looking it from the bigger box - we have the Sun where the energy comes from then the COP<=1.

About thermodynamic conversion systems where energy is transformed from the ambient heat we can call them OU devices when we get out the useful work, heat, electricity out of it that exceeds the input.

What is important is to learn to transform the energy from the available.

Is it possible to take into (=suck) ambient air, put it to make work and send out cold air and power a motor or generator, can you say what normal science has to say? Is it possible to reverse the entropy?

Some considerations- DEVICE 0 = heat pump (3-5x eff) + Stirling engine (30-40%) + electric generator -

it is a big toy (tuned to $COP > 1$), that will prove the concept using off-the-shelf items, but it is huge, expensive and unpractical due to the size (perhaps it won't work as the Stirling engine requires big heat differences). Can we make a DEVICE X that can be put into the 'CAN' and do the same?

This is a very important thing here. It opens a door to a higher efficiency understanding. All engineers are trained to push something, to create an energy state that is higher than environment, if they want to do/move/create something. And this procedure is programmed into their engineering curriculum. As the created energy state is higher than environment one, it is logical that a part of the input energy is used for the according task, and the rest flows into environment = losses.

Therefore you can't reach OU that way. The concept is simple if you create an energy sink, for example as in the low pressure region in the RV-suck-a-matron, the air flows because of its own energy. Not, because the air is pushed or something, but due its own thermal energy. The air molecules are jumping into the "holes" that are created due to the Sucking.

To visualize this picture one only needs to look at what happens in a VORTEX!

Or one can also consider as does the inventor that the Air cools down due to Expansion where it does work (not the other way around - makes work and cools down). The additional energy comes from the vortex and the vortex is powered by the gravity that adds up to the kinetic energy of the air flow.

Or by the understanding of, Let this movement do some work, and the molecules will cool down as already explained in the standard physics books describing this simple thermodynamic law. In the case of "pushing", you end up with some done work + some losses. That's all. In the case of "vortex sucking", you end up with some done work + some losses as well + the NEXT ENERGY SINK (cold air). So, the more energy you are able to extract at sucking, the stronger is the next energy sink, which you will get.

Sucking an air acquires energy, blowing increases waste as you generate heat. So in a transformation method using the thermodynamic principle the rule is to suck and never blow in as in the Suck-a-matron system or in a turbine, chamber extraction system.

This is where E in BTU goes to a turbine as (electric) (transformed) $E = e(-n)$ (entropy variable) where the air goes BTU - (minus) and the density goes UP where work is performed as per the standard thermodynamic law process.

The extraction system process is the vacuum pressure relative to the density of gas being extracted with a BTU negative subtracted to the vapor pressure density of gas extracted.

A laymen's description is that it requires less energy to extract the air than the energy that is imparted from the turbine. System is an over-unity transformation engine as a tornado or hurricane... (in a can) is.

Introduction to the suck-a-matron device (implosion tech)

Based on principle of power out is equal to power in or less (minus entropy)

OU: is the Power out summed (transformed) into the acquired power in the system to equal or surpasses the power input of the system.

In the suck-a-matron process

Power creates a vacuum (vortex). The exterior air at an X density then performs work as it tries to fill the void. It then adds more density and drops down gravity assisted (centrifugal force) gaining MORE energy. As it does it is extracted requiring only a small percent of the original energy. This is because the conditions of a higher density and pressure (liquid air) in an EXTREME Thermal reactor configuration. Where energy is used near 100% and the energy sink is totally isolated.

The thermodynamic LAW is as follows: Transformation where Energy out exceeds the energy in. The energy input is transformed and acquires energy from the density reduction via the depleted air sinking to the bottom of the unit extracted by the RV type vacuum pump. This is using much less energy than the one created in the input turbine generator to transform it. The raw basics were tested and gave competent results. Using a vortex method it creates anti gravity thrust (implosion).

The RV technology can be integrated as part of a co-generation construct, proper funding and resources is still needed to perfect concept.

Operating principle introduction

Link

Hot air being sucked in performs the first work in thermally insulated turbine stages where as the above thermodynamic law describes. It then cools down further as it performs more work gaining more density where the gravity imparts this energy as it flows down through a SINK, pipe or structure designed for such action.

The energy being denser is resulting in the creation of more vacuum force until such air becomes a liquid state as it reaches the lower level in such a pipe or structure. In a pure turbine design the AIR gets denser and by means of a centrifugal cryo pump is removed requiring a fraction of the energy produced by the turbines being self sustaining using PURE heat as FUEL.

The same interpretation comes from considering Hurricanes and Tornados functions. Where we create an artificial condition where the Carl von Linde principle works performing WORK and creating a self sustaining sink, the main factor is the isolation of the COLD sink once the process is created.

Operating principle

You suck air, it enters in at a 14.7 PSI 11psi average and does work at 98% efficiency as in an air turbine. Then self cools like in hurricane and is extracted at 1/273 more density per degree as it cools down performing more work, using the gravity in long chimney structure and the unit self runs.

This is based on the concept of the excess energy comes from the ATMOSPHERIC PRESSURE as we all walking around on the earth under 1 bar pressure. Consider a Thermally isolated vertical pipe (like chimney stack) containing foam insulated inside out assisted with an air turbine on top and operating with a suction from the bottom using the RV.

As air performs WORK it becomes dense to LIQUID and goes down to the machine creating a vacuum. A created temperature difference mapped to the applied energy for separation yields a gravity assisted bottom sucking (extraction). The pressure which earth atmosphere uses to fill the middle of the tube (cold region).

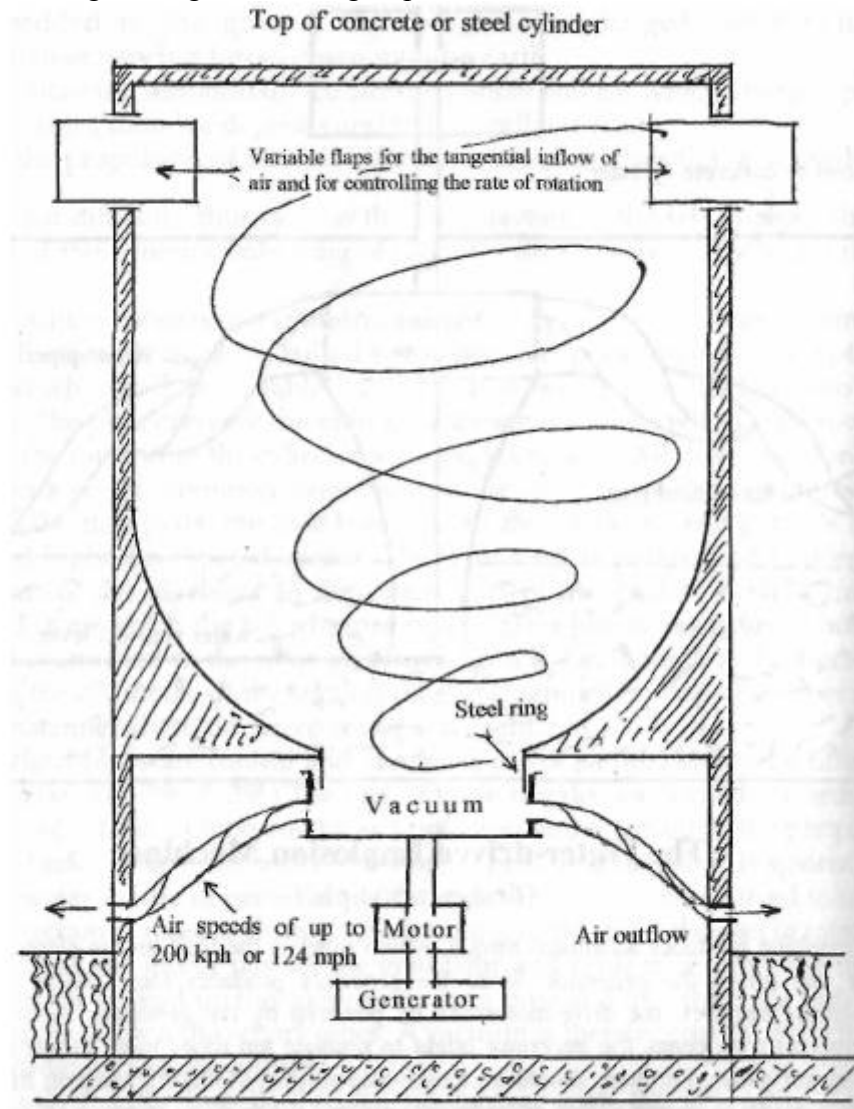
ALL the tube after it exits the turbine being an INSULATED HEAVY DENSITY GOES Down the pipe sucked from the bottom by the effect from the RV vacuuming pump. Because of the lower molecular air density is "for free". It is OU. It's a simple 2085 heat transformation engine constructed with the ideas.

Design details that need to be addressed is the WATER must be fractioned in the way down before freezing, to avoid clogging the machine (Icing). The gases can be also fractioned making the machine a liquid gas manufacturing complex ,Oxygen for hospitals CO² for fire suppressing devices and food industry & others and rare gases for industry.

There may need to be additional empirical experiments to solve details and design problems.

Schauberger turbine co-generation

Some examples of schuaberger designs involving implosion



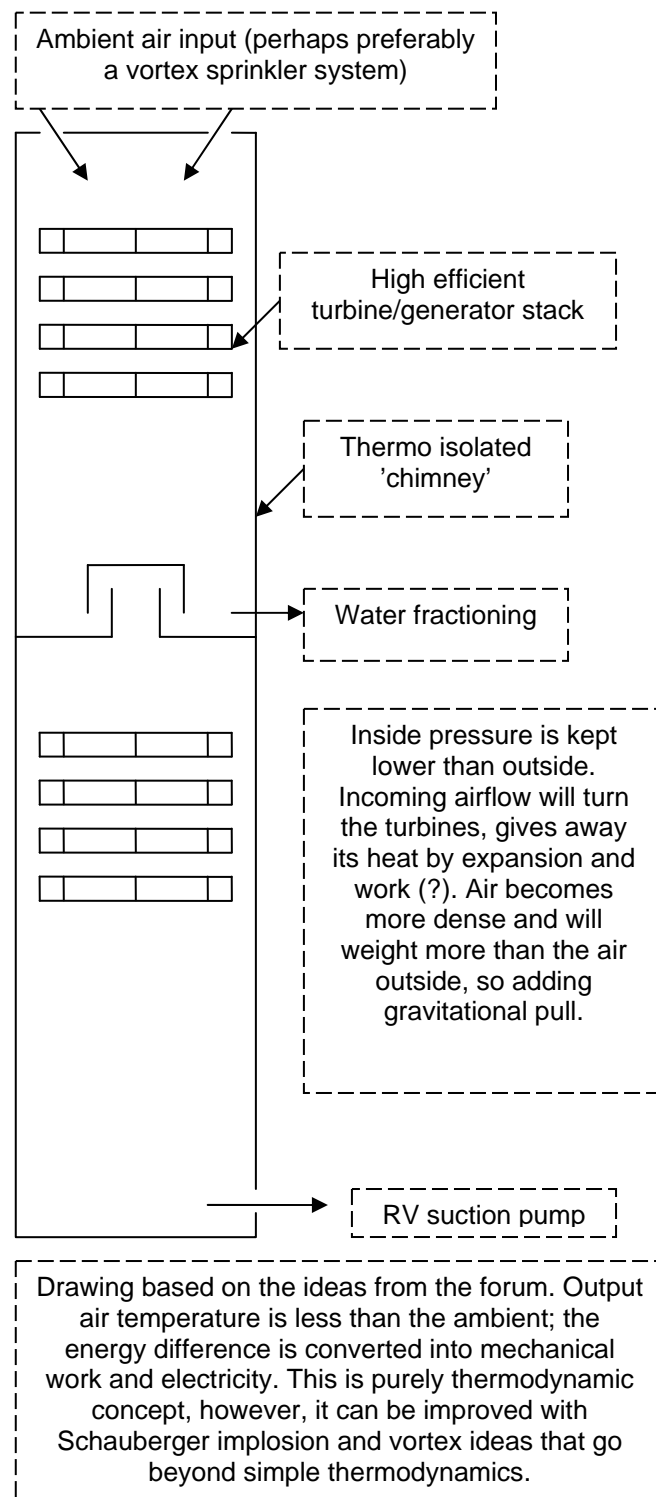
The Air-driven Implosion Machine
(Tornado-machine - design principle)

For co-generation the RV is also MOTOR generator initiator for this device and it generates anti gravity (lift) in an effect described as centrifugal vector redirection were rotary force transfers to a linear one by transition relative movement null. This has been verified from experimenting with sono-fusion turbines creating sonic rotary cavities for water resonance.

For Viktor Schauburger type turbine designs-[Link](#)

Open sourced engineers really need resources to do TURBINE R&D with the RV prime mover, seal optimization, drag reducing impeller redesign for Tesla or vortex cavitations modes.

VIKTOR SCHAUBERGER and the implosion turbine design is also possible in a cogeneration role having the RV Start such a turbine and then switch to a generator mode in a cheap cost effective way.



Also the RV is can be designed into a coanda-implosion closed loop and can run 11 years with no maintenance beside a system that will indicate with a red light when it needs a ball bearing set change.

RV's over unity figures by applied books rules

This calculation relates to having the RV prime mover coupled to an identical RV motor acting as a generator. Formulas calculating the single phase to 3 phase angle shift demonstrate theoretical over unity as per current known RESEARCH LAWS. Compared to INPUT of single phase to 3PH system

Single phase Current, voltage & power factor

$$V \times A \times PF = W$$

3 PHASE

$$PM(V1+V2+V3/3) \times ALT (A1+A2+A3/3) \times 1.732 \times PF = W$$

at an instant in A,B,C phases reading you have above unity.

RV AT rest(formulas)

WATTS in $V \times I \times PF =$ WATTS in (as per book Law)
Watts in motor 3 PH a,b,c phases

$$(V1, V2, V3/3) \times (I1, I2, I3/3) \times 1.732 \times PF = \text{WATTS 3PH}$$

As per book law this describes turning on the RV is an over unity reading.

<40 w idling on loading (non logarithmic vectoring) for 1HP 777.08333W at 96% eff +- .000001)
floating decimal point error dif. On logarithmic vectoring 1hp = 461.028W (phase amplification) of
1.618 (logarithmic) Normal use idling 40W power savings = 190% over loaded condition for 777W at
96% non OU use (standard energy saving application)

This has to be determined with your motor and under tuning conditions for your particular application.
Motor fan removed and optimized lowers wattage use , tuning in preselected ranges increases eff%.

Example of light bulb light by resonance

When resonance is attained the radiant energy manifests on the Scope will show a semi resonant PF angle differential of current and voltage close to 90 deg on alternator. Radiant energy on this CONDITION is not LOADED.

IF loaded the condition goes under unity , so power must be VECTORED to load being part of an LRC circuit , here is were RADIANT energy separates from normal AC like in Kones generators coils You Short OUT coil to create virtual infinite capacitance in order to attain maximal current in coil at 0 voltage (shorted).The true definition of ZPE (ZERO VOLTAGE) ZERO POINT

Be it Current node or VOLTAGE node in RF there is always a ZERO point reference where the logarithmic amplification projects in a spiral from 3d to 4D horizontal from vertical at 90degrees within a time space cone of 72 degrees scalar projection.(Way of crudely defining a Cornu spiral within optical slit)were amplification from ambient energy occurs refer to stochastic resonance phenomena.

OU is transformation not magic This alternator as is tool to WORK in understanding RADIANT energy, Knowledge needed to LATER apply the Knowledge to PM generators and in NORMAL generators to attain OVERUNITY and hi levels of efficiency never before attained.

Layman's example of creating an RLC with the alternator.

If you have a coil at resonance from the alternator LC and reads 236v and 4.3 amps or 1014.8 VA, then you basically need to use a 1,000 watt bulb. Or many a combination of smaller bulbs, 100w or so wired to handle 236 volts and will draw 4.3 amps.

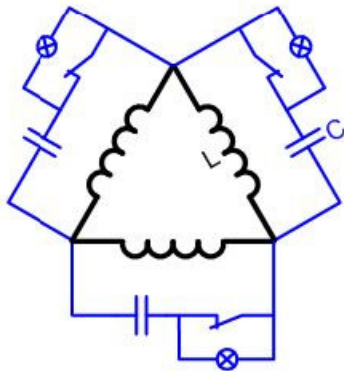
Hector recommends

use 6 bulbs in parallel & retune LC retune prime mover. Light bulbs react differently to radiant energy , that is why I suggest a calorimeter remember EV gray called this COLD electricity , read voltage drop across bulbs if you get a low drop you can run it under water with no Bang say 10 to 19 volts AC ..

(voltage drop ..) being in zero point voltage -current node)

Here is an excerpt of the instructions taken from Dans compilation RE-OU

RV alternator tuning with R-load

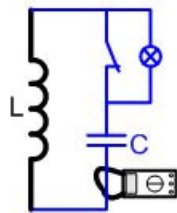
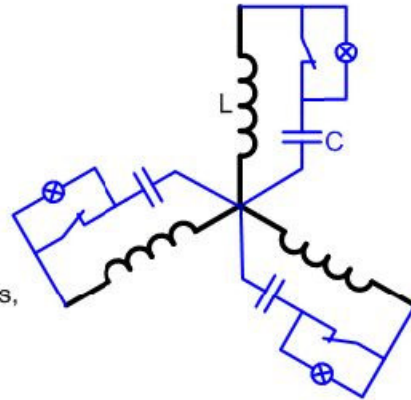


Delta wired (left)

Use this when your motor has high-voltage wirings or when you drive a 1500rpm motor with a 3000rpm prime-mover in a 1:1 link (else too high voltages will appear over the legs, unless your caps and R-load can handle those)

Star or WYE wired (right)

Use this in most cases, unless you have too high voltages over your legs, then use Delta.



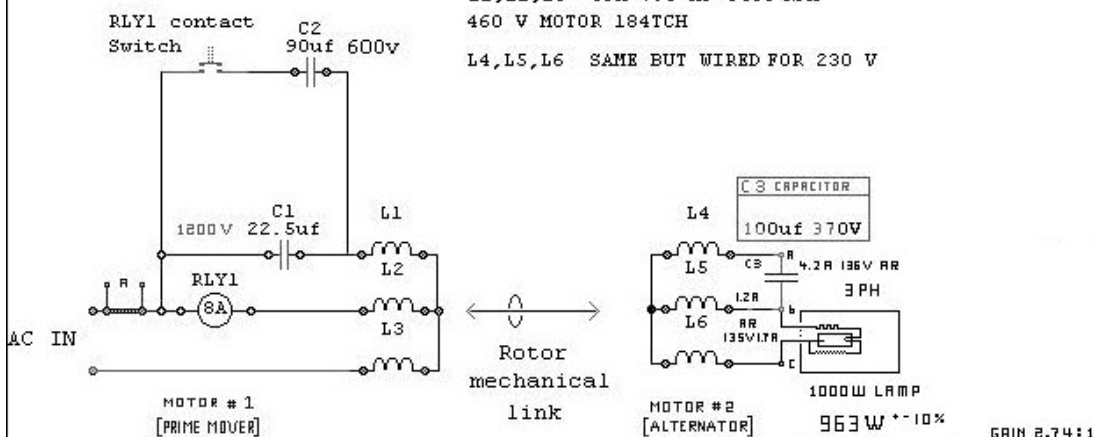
Example of single leg tuning:

- tune with caps till near resonance
- read ampere load (clamp-meter)
- put R-load (e.g. light-bulbs) that match the V & A (if needed put several in series and/or parallel)
- tune till current node is attained
- open switch to have "current node" over R-load
- if system is slightly detuned, finetune with caps

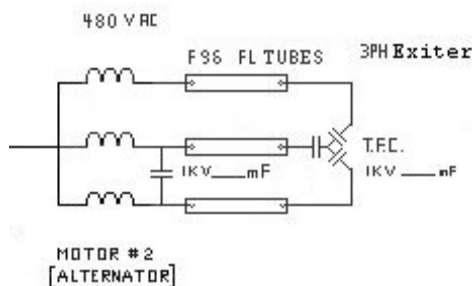
Starting current > 9.01
 running voltage 116.7
 running current 9.007712A
 PT 351.0 w

EXPERIMENT ON MAGNETIC ROTO AMPLIFICATION

L1,L2,L3 3PH 7.5 HP 3465 RPM
 460 V MOTOR 184TCH
 L4,L5,L6 SAME BUT WIRED FOR 230 V



THERMAL & MECHANICAL LOSS WAS NOT CALCULATED



First tune the RV to minimal loading (free wheeling - no mechanical load). In the alternator side seek 3 LCs max energy near resonance with less power input. Normal ratio of power in to Virtual LC power is 10:1 compared to input "minimal". Then READ the ampere load: that means the amperage of EACH LC, you seek a LOAD as filament light bulb of SAME amperage (e.g.: 220 VAC 4.545A - 1000W -in series you put a 1000W light bulb to that LC). Do not exceed R ampere rating as it can burn or explode the light bulb. In case needed, put several bulbs in series and/or parallel to match the voltage and current. The secret is the STANDARD AMPERES rating in the light bulb MUST match the LC amperage at resonance.

Call it Ampere Load, as in resonance the anti node condition is the only VALID reference measure, retune to compensate for R thermal ambient drift. In RV alternator you can SHORT a 1000W bulb to 0 resistances, and have circulating currents of 1700W with a minimal input. But as short is removed and bulb lights, 500W are immediately required by entropy transform within the voltage drop of bulb ... LC detunes.

Note: Radiant energy at low frequency cannot be used in mercury lamps as it teleports UV radiation within E fields, burning biological entity and causing cancer. Put the bulb(s) parallel to a switch in "ON" position. Once the current node is attained, put the switch to "OFF (open it), and the current node will be over the bulb. In RF you have to turn things OFF to turn things ON.

Tip-In LCR as R ampere load is put in LC, the added impedance Value R must be capacitor compensated

to maintain target resonant state. First experiment with one leg, then go 3 phase. The reasoning here is you are dealing with RESONANCE and your loading relation is in Phase differences and frequency shifting parameters. The MASS relative resonance in NODAL segment is revealed here; a single filament matching the AMPERE load of a resonant LC will light at current node Under a MINIMAL voltage drop but giving Same POWER output than a conventional light bulb

(this is what EV GRAY called COLD electricity). Entropic in logarithmic decay, its true radiated power becomes 1.618 in comparison to input "1" (ratio 1:1.618). A corresponding phase shift is reversed as entropy to prime mover, but is usually .618:1 in reverse relation (in VTA and MEG this number was closer to 1:1.313 relation) 461.028W being 1HP not 746W. That is 1000W must be run with 618W at input at unity PF; same luminance as light bulb directly connected 220VAC. These experiments were done using 60CPS; as frequency increases so does efficiency. The idea is to series resonate LCR as to make virtual power becoming real manifest within physical entity of bulb to create a pure current node were voltage drop of bulb is less than 19.8 VAC being able to operate underwater (220VAC light bulb as EV Gray demonstrated <http://www.rexresearch.com/evgray/1gray.htm>). Don't try water stuff unless you got 19.8VAC tip to tip in filament, else BANG!

If your alternator provides high voltage (e.g. 790VAC – obtained with 1500rpm motor running at 3000rpm...), you can make tests with FL tubes. You set LC at 790VAC, connect a lot of FL tubes across a parallel switch and as resonance is attained you turn FLs on by turning switch off. (This is for intermittent experimental use, as ELF resonant wave carries the Mercuric UV signal.) When Hector disclosed the resonant FLs tubes in SLC "1984" and demonstrated the 12W (75W simile) Lumina output, no one paid heed. But now you have 20W lamps giving 100W luminal output. Hectors goal was 8 footers resonating in HF at 1W, but they kept burning out. So lower frequency and less Q was used.

This is WAY over regular power engineering concepts but REQUIRED as basic for alternate energy R&D as this BOOK rules are the only ones properly justifying theory of TRANSFORMATION to support were OU truly comes from.

Tesla's words are so easy to understand as he tells to tune the POWER source to the LOADS needs (he was using RADIANT energy). That means his circuit was perfectly tuned in resonance at maximal energy while supplying the loads power needs (simple).

Here are the comments from DAN.

I only tested it on 2 legs, not all three. The reason is that I had already so much circulating VARs, that my prime mover was bogging down. I found that your prime mover needs to be of higher power than the alternator in such cases. When just using caps (no bulbs yet), I got up to 4845 VAR circulating power.

As for bulb, I couldn't find 1000W bulbs, but only 300W incandescent at 230V. So I put 2 in series as my alternator was giving 440V. If I needed lower resistance, I put another 2 bulbs in parallel to the first 2. So I had then 1200W at 440V. I couldn't get it to glow properly and stable.-end

Hectors Teachings

PURE RF SINEWAVE RADIANT ENERGY

Resonance is given in 3 aspects as this physical dimension has 3 dimensions 3 basic particles 3 primary colors 3 primary musical tones 3 primary states of matter. So resonance can be as in a long cord "Reactive", can be as in a flat surface "Capacitive" and can be in a given volume of MASS "ACUSTIC" Compound resonance (tensor), (density) Or state of density.

Is an aspect of electricity and power engineering quite NEW not known in university circles yet (Belongs to area 51 dungeons) if I have to be more specific.

In resonance the nodes can be resonated on Equal mass relative to the intended design , if you need to RADIATE from an ACTIVE end the NON radiating ANTY-node can be specific mass resonant in current node as to permit RADIATING element to transmit energy to SPACE "E" field.

A light bulb having specific voltage drop can become a virtual segment of transmission element in resonance (resistive resonant element) PURE LOAD. If 2 masses are in conjunction they form specific node-anode at the same AMPERE load value of bulb, it will light with no voltage from ELF RF = (RADIANT SCALAR STANDING WAVE source) current.

Using that method you can gets power anywhere from natural standing RF waves. Remember 60CPS AC wavelength is somewhat like 50 million meters SO we play with ULTRASHORT segments in uL (Pico landa) where MASS is more important than length aspects (Electro acoustics "RF" mix)

In reality is simple, is not that complex to replicate what I describe. IRON can be POWER source TRANSDUCER to transfer energy from the atom to the electric field if it's treated like a CRISTAL mass of specific electro acoustic resonant value.

From specific mass of iron you can tap hyper wave at 1.5 CPS provided by a supernova standing wave signal resonating within the earth orbital path. Scalar wave = RF standing wave but very large wave length and very LOW frequency that exert a given energy component in matter as if it were a series resistor.

Iron is a series resistor within a LOT of scalar waves (hyper signals)(MEGAMETRIC ELF RF standing wave radio signals..) = (scalar waves) Give IRON an specific value and you can tap any energetic scalar wave signal and "transvert" it into usable power.

YOU HAVE Norman WOOTAN MRA , you have the TRANSVERTER resonance tested by Jinis that CONFIRMS this energy state alike MRA. Go Hyper Q get proper recovery circuits like those in the Compilations and you got it!

VTA is nothing more than a LINEAR amplifier working energy out of a MAGNET combined polarized micro atomic scalar waves that form what we call MAGNETIC flow (vitrons) "marnetic" energy a fixed to a greater MEGA kilometric ELF standing wave within a mega metric magnetic field.(like fish in the water we don't see it)

Note VTA changed output relative to MOON phases & daytime (sun) & others. READ Sweet Papers. The beauty is that now is possible to built this all from off the shelf components. We no longer Question the reality of over unity or discuss its theoretical aspects to prove or disprove its existence. We already Got over unity, Know its justification is a phenomena of energy transformation, and are currently on APLICATIONS of the technology.

Wherever academia & governments can accept a quantum leap OUTSIDE their control has occurred or not remains to be seen. But fact is Idols with clay feet are meant to be destroyed and will not survive change.

Its Proven radiant energy if RF and RV alternator in resonance produces this energy in OVERUNITY states , cumulative tensor and magnetic amplification factors Over unity is transformation of energy and is a byproduct of power management. WE no longer debate the issue wherever over unity states exist or no, its the practical applications the world needs NOW being the first free energy the one you don't waste and don't have to pay for. (Power on demand energy saving modes)(true energy transformation) with minimal waste (or no waste at all)

RV is the first device given using off the shelf parts were RF ZPE principle is applied as to save energy. Its a fact such over unity is the result of correctly allocating ZPE principles of energy transform within the power management in vitro model usage (Real device).

Class C linear amplifier is quite interesting. Indeed with some further check on Class C linear amps, less than 180° of the phase angle is goes actually through it. As such with an input signal and the proper bias of the amplify transistor, you get a narrowband amplified output signal. If you have an LC tank in series to the output transistor of the amplifier, you can get a resonant circuit. Tuned right, you get high Q resonance.

Match then the output impedance of the amplify to the one of the load (e.g. transformer), and you can drive anything.... Now this is pretty much the common RF practice. So I believe this is what Hector means with 'modulating magnetic fields' with the LC tank, right? Here a link to a power amp primer class C is in there upwards to 75% efficient

[Link](#)

RE super-summary

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RE manifest

-The Standing wave results from pure resonance where a current node is separated from a voltage radiating node.

-Radiant power is in the NODES, it can be amperage or voltage nodes (ZPE – Zero Point Energy). RE manifests at pure resonance: $V=0$ (voltage node) and $I=\max$ (current node) then $V=\max$ and $I=0$; = RF, $PF = 0$. RF electron pressure Voltage is 90° off phase with the electron density (current) as NODE & anti node.

-In one we have a 0 point region (electron Vacuum), in the other we have electron aether density accumulation as compression tensor. These states create SPACE vacuum and space tensor where energy compresses and relaxes.

-Loads are measured in Ampere Load tensor value

-A spark gap burst is a series of discharges at hi impedance; as a coil discharges across a gap its voltage drops to 0, re-gausses again, then drops to 0 again in a fast speed linear RF burst where the coil acquires energy from magneto-thermal regions. Such re-gaussing occurs as current NODE rolls into gap region, hi resistance & cut-off occurs, then node rolls to voltage region where voltage re-ionizes gap in stepped discharges.

-You can have an RF signal at 0 cycles per second, as you can have a MINUS 0 cycle per second one being retrograde in TIME & Space; Infinity -(negative time signal) -ZERO -Infinity (Positive time signal)

-We are dealing in RF and DC is a extremely long sine wave that can be hyper signal modulated or demodulated attaining any amount of power using the 0 point NODES as TAP points for this RF energy.

-The frequency of DC: it's a linear tensor a half sine of extreme long duration... if you see a battery as a capacitor discharging into a load. DC is a very long AC signal: it takes half a cycle to discharge a battery and the other what time it takes to recharge it, forming a LONG sine wave within the parameter of a working apparatus ...+ -"waves".

Once you understand the above, you can begin to see DC in another form when pulses are used. Modulation, resonance and other apparently unrelated AC-DC parameters that in reality EXIST and

governs functions within the 2 (AC-DC).

A rectifier only divides ac component in 2 half waves. DC is co-phased AC into a charge averaged energy component (RMS). Remember to look it from 4th dimension reference points, not fixed limited 3D ones.

-The explanations on amperage NODE POWER being transferred to JOULE (volt ampere second) VOLTAGE potential within a capacitor. Voltage is the storage state (electron charge differential) we use normally, but as stated in transformation postulates AMPERAGE as well as VOLTAGE is power "MEDIUMS".

-L is in current node; C is in voltage node. According to the standard theory, R is in PHASE, but the reality is that R is at 90% REACTIVE state being at current node. In RF a resistor R can become pure L inductive & provide GAIN instead of loss.

-Input signal + ambient noise (thermal or electron spin) = OU output Where $((PI+SRA)=PO)/PI=OU$
Power-in + Stochastic Resonance Amplification = Power-out / PI = Over Unity Fact: OU is TRANSFORMATION

-In the atom we have horizontal electron spin. As they align magnetically, the spiral flux of the gravity aether flow toward the centre of atom mass imparts its energy to the electron spin orbit and atom spin orbit "Electron rotation" and maintain the Electron Orbit energy level.

The internal spin of the NUCLEAR FORCE then transfers the gravity tensor by means of transformation to the 4D VERTICAL tensor where it flows as N S pole magnetic + -Delta Vectors AETHER flow. This can be seen as sub-particles, as VITRON & wavicles are discovered by science in a near future where energy is seen as transformation phenomena in a wide gamma of forms (9 to be specific). These concepts start to deal with Elektron transform which cover basic current knowledge of electricity (first one -8 more to go).

-Electrons are transformers; as they need energy to self sustain they acquire energy, as this energy is transferred to spherical standing wave strings they create gravity, M field and E field. Alter any, you alter the nature of the electron "even transform it". Phi is the only ratio in which waves can "add" and "multiply", expanding or compressing, non-destructively and infinitely transform of circle to straight line and back again... a spiral in 3d.

-The charge in a capacitor is based on an electron hole non-hole. As the charge is not used its frequency is 0, as is used it attains the electron spin signature and Kelvin ambient noise from the medium it travels, (that justifies stochastic resonance within some OU systems (as Newman & Bedini motors in some state are)).

-Capacitors in resonance are OU due to stochastic wall charge resonance, used in electret combination in as per sample testatika device it can work as quantal vacuum diode rectifier, charge being pumped by molecular diode electron tunneling the tendency to remain charged becomes the energy source itself.

-Shorting a coil makes the magnetic field to effect the coil as a pure current node in a virtual LC setup, where C equals infinite capacitance as it equals a short.

So at max current potential as the short is opened, the full stored current "node" potential discharges as a voltage one upon field collapse. If this is driven into a capacitor with the optimal resonant value, its potential will be maxed from the RADIANT energy mode to an USABLE farad-voltage charge within a given JOULE real world value (not Virtual anymore) but real charge potential power at "N" farads "X" volts.

-If the relation is compared to an RF radio antenna, the extra power responds to what RF is called antenna multiplication factor. ("antenna power gain"), where the RV windings are a 3 element circular array or amplitron (in case of prime-mover) and a magnetron (in case of alternator). As in case of an antenna, each element gains are 1.618 over isotropic (this means over dipole used as reference) x Phi 3.141592742 for the 3Phase factor spatial transform field ovoid.

-FM is Frequency Modulation. In looped RV it is manifested in the hyper wave form that is created within the states of OU -non OU. It is simple: a tuned system has a basic fundamental set of frequencies that is tuned to; if a parameter changes, so does the frequency and this in a fast changing system becomes FM compound modulation.

In ZPE use this can be a source of surge energy damping, as in a motor starting systems where a motor driven flywheel acts as energy accumulator, the energy vector is transferred as a Phasor to power lines correcting the lagging power produced as a sample in a motor starting event.

FM in a sense in power systems is manifested as Leading or lagging voltages or currents relative to a source or a load. In power engineering this is defined as angles of rotation (phasors).and is part of RV power management science.

Resonance & mass

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load value of bulb, it will light with no voltage from ELF RF = (RADIANT SCALAR STANDING WAVE source) current. Using that method you can get power anywhere from natural standing RF waves..

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Iron can be a power source TRANSDUCER to transfer energy from the atom to the electric field if it's treated like a CRISTAL mass of specific electro-acoustic resonant value. From a specific mass of iron you can tap hyper-wave at 1.5 CPS provided by a supernova standing wave signal resonating within the earth orbital path.

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-Radiant Energy as in a WAVE, passes a SOLID creating a CHARGE (Gray tube); the emitter must have the same mass as the receiver, such wave is non reflective. Electrons are only the MEDIA.

-Wire mass must be equal in primary & secondary to balance the endothermal equation $H=I^2rT$.

-Whoever understands this, can light bulbs with a single wire, resonating it from a given mass (short piece of wire) as if it were RF energy. Generator, (Source)-Wire to Light-bulb to Piece of Wire with given Mass = LIGHT.

To get radiant energy to work: .radiant energy as normal electric power have 2 components: VOLTAGE & CURRENT that make as requirement impedance TUNING a necessity. If your generator and load are not matched in RF as if they were radio antenna dipole it will not work. They must be balanced ... is not as simple as taking a frequency source and driving it into a given mass having a load in the middle. The source will get double the reflected power and burn out as its power factor will be "0", so it has to be properly matched in resonance to drive the dipole forward to attain end to end resonant energy transmission within an standing wave in single wire.

Radio amateur antenna design applied to single wire transmission -simple RF applied to extremely low frequency where wavelength has a mass equivalent in a resonant circuit (say as ELECTRO-ACOUSTICS). Alike RV prime-mover and RV alternator but on solid state transverter application, only you are using NO diodes but a single wire transmission.

The ends are virtual capacitors to common medium be earth or aether (air) or space vacuum capacity, or mass density resonance (impedance alike). The radiant energy source needs to resonate in unison to the LOAD within a single wire and it must be done within MATCHED impedance values. SEE it as series resonance ending in parallel virtual ends one.

This applies to receiving and tapping nature and natural radio waves. Built ELF radio detectors and resonate Iron to thunderbolt levels on those specific frequencies using the methods described. Don't be amazed if you get kilowatts out

of some natural radio sources. Rectify using switching type diodes (alike PC power supply ones LV, TV HV flyback or HV SHARP microwave oven inverter type ones) in non reflective plug type extraction.

What it takes to tune a coil, capacitors and a core to a free radio source, like 10KC natural sun frequency or Shuman resonance or gravitic tensor or super nova scalar waves, or any of the natural energy waves crossing the medium non stop 24HRS a day?

Entropy & atropy

-Once resonance is attained the only power needed to maintain it, is the one lost in entropy. An LC has a decay value in time; the only energy you need to supply to sustain a radiant energy signal is the one lost to decay, as if the system source were a negative inductor to LC. Normal entropy decay is 0.618 of 1.618 as logarithmic time receding signal. The resonant condition creates a logarithmic path where VAR power is created and carries a magnetic amplification component with it.

-All devices work under the same basic formula $H = I^2 R t$, where basic gain from magneto-atomic amplification is a predicted 1.618 within a logarithmic gain time-reversed spiral with consequential thermal-ambient noise reduction and transform to the electrical power region.

-OU = transformation. The energy is transferred from Thermal-magnetic regions.

-So the gain is also in atropic system of 1.618 where frequency increase in octaves may increase amplification by a factor of 3.141592. Remember LOGARITHMIC SPIRALS ORBITAL DECAY PATH IS RELATIVE to gravity as SIGNAL DECAY OR GAIN IS RELATIVE TO LC Q and parameters in a working ZPE system.

-In MRA as stochastic gain from a medium is attained in a self support mode, decay is no longer existent where $H = I^2 R t$ where in a logarithmic gain of 1.618, 0.382 is extractable as Joule potential being non reflective to endotropic source.

-the higher the Q the closer to self sustaining within proper elements. $E_{out} = E_{in} \times 1.618 \times Q$

Extraction

-In RESONANCE power can be EXTRACTED, even if theory says PF is 0 and power does not exist (but is there). COLD electricity is under RESONANT conditions (Tensor) nodes.

-The importance is the RESONANT condition at charging an LC capacitor to max level upon a magnet influence, using a given coil and core mass combination. It's in the Magnetic GAP and resonance.

-Is this if done under collapse field interval, LOADING will not reflect to source ... and if C is discharged in a load at BLANK interval it will not be reflective to the source.

-to get the maximum power transfer from a source to a load, the source impedance must equal the complex conjugate of the load impedance, or: $R_s + jX_s = R_L - jX_L$

-The first step is vectoring this energy to a charge value within a capacitor where its JOULE potential exceeds the input by gaining energy from the media

-diode plug: Adaptive electronics idea here is saturate at 0 Volts max amps node and release Ampere 0 point Node into C as a voltage node as L current goes to 0. Find a R-load that has the same ampere load resistance and place in circuit. "we have to turn things ON by turning them OFF"

-So as you see, it is not reflected to source, and does not go up in flames as is COLD electric circulating

power (pure radiant energy) and the generator does not heat up or burn. "ZERO" POWER factor seen from the Radiant energy perspective is used to increase energy, where in standard engineering must be 1 to optimize efficiency and increase energy. RV alternator GENERATES pure radiant energy; EXTREME LOW FREQUENCY RF limited to short distance 4.5 Ft field and safe under US part15 of federal communication rules & regulations, motor housing restrict signal to minimal radiation safe levels acting as a filter and in some cases as faraday cage. As circuit is loaded then it reflects opposable to standard power, with power factor increased radiant energy is lost and OU transformation and magnetic amplification is lost.

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Looping

-Looping is easy more easy than you think. JUST match the impedances... convert those VOLTAGE & Amperage ratios properly, and take care not to overcharge & burn the battery.

-If system is looped, electron acquires energy from heat, its spin and ethereal flux. There (ethereal) is were gravity equation enters, as electron goes soft time, where $M=MC^2/vT$, T becomes retrograde creating -G (almost non perceptible if system is entropic).

Time as energy source

-If a device uses TIME as energy source in its transform, mental energy is increased by amplification inversely proportional to time decay and squarely proportional to matter Oscillating to C (frequency of LIGHT). Time shortens and at light speed = 0 so static matter hitting oscillatory C frequency expand to 4th dimensional state becoming non perceptible in this 3d one.

-As time regresses, mental energy is multiplied (see RV anomalic phenomena postings); see operator effects commentary on time energy anomaly machines (degaussing of the matrix) turning it ideoplastic or subjected to mental energy influence at trans-dimensional C tensors.

-TIME related formulations in RF are the key ... Let me put it in a clear way.

A pulse-length determines its specific FREQUENCY.

Lambda ($\lambda = c / f$) is speed of light divided by frequency, where TIME determines specific MEASUREMENT of a compression of energy (amplitude within a given timeframe). Sample a pulse-length of 300 millions of a second will have an exact measurement of ONE meter wavelength.

This is were everybody is confused. In DC we can have single pulses with pulse-length determined character, so it's a WAVE in a timeframe lambda value. And nobody has explained this correctly over the past 100 years (except Hector). He has explained it over 7 years long period in about a hundred different ways .. (all meaning the same).

Pinging coils (make coils squeal like pigs) & others poor man thyatron postings (Photo flash used as thyatron) pulse-length = frequency = lambda length equivalent.

Easy tested : a specific pulse-length with specific amplitude (voltage) driven into a resonant tank (LC) at specific leading phase-angle will cause a coil to drive into over-unity states; effect being accumulative.

Pulse length = resonant parameter within the fluidic equation. Pulse length & amplitude = FREQUENCY and is not quite relative to speed , it can surpass speed of light.

-universal Phi is 3.141592742

Universal 4d projection constant is 1.618 time decay constant is .382 (standard system entropy)

-Tesla tested his magnifying transmitter at a distance, where there was no appreciable loss of power. The energy was able to penetrate all objects he used to shield himself from it. It was also able to move at instantaneous speeds. The reason is because the Longitudinal/Scalar wave travels through the medium of TIME for the most part. TIME can be a medium, and is for Longitudinal/Scalar waves. This is why Phase Conjugated light is considered as waves traveling back in TIME. Its effects seem to point to this conclusion. Tom Bearden has related that cells can be brought back from infected states to their original state of non-infection when exposed to Phase-Conjugated radiation.

- o in resonance, the time-energy decay is the only energy you require to replenish at to maintain it.
- o The BEMF (= time-reversed -E flow) in a closed loop resonant tank circuit transfers energy from time space tensor
- o let it collapse, you get gains energy from time tensor that is transferred to radiating field wave component (RE).
- o All OU devices work under the same basic formula $H = I^2 R t$, where basic gain from magneto-atomic amplification is a predicted 1.618 within a logarithmic gain time-reversed spiral with consequential thermal-ambient noise reduction and transform to the electrical power region. As such overunity is achieved.
- o Be very careful with looping as it transforms local time-space into a singularity.
- o Time (t) becomes a variable within RF rotary field.
- o In TV, find the core fundamentals and make a hyper-Q LC configuration, and work on time compression and energy Joule-potentials.

-Time is a state of gravitic energy density flux; it diminishes or goes slower as you are farther away from a given gravitic center, and accelerates as you are near a hi gravity one. Time equals 0 as frequency = C (speed of light); as time equals 0 gravity also equals 0; matter enters 4th dimensional plane or we locate ourselves in the 4th dimension.

In fact time is not a medium but a state of the medium. Aether density flux expressed in limited human words for it ... as monopoles are created you will understand ... Time is just a tensor within a medium but not the medium. Let's say time, comparing a compressed steel rod compared to a non compressed one: time is the compression factor and is evident it alters the propagation speed of waves traveling the steel (medium) compression (state of the medium)

Magnetic amplifications

-If a low magnetic field attracts one of higher energy at a synchronous rotary angle, the stronger field ports energy to the COIL that attracts it -leading M field. As a magnet is attracted, its STRONGER field LEADS the COIL FIELD inducing KVARs of power to it. What is happening is magnetic amplification from the higher ROTOR M field component, all this under specific set of phasor conditions for current and voltage relative to CORE mass, impedance and frequency.

-The strong M field will induce power in the smaller M field attracting it. That power can manifest in POWER correction alike form or as a POWERFULL CEMF pulse (EASER) but definitively the WAY to transfer magnetic energy is made by 5 basic means: mechanical movement, induction, modulation, radiation (RF), (Electronic) transformation transformers.

-As a coil attracts a magnet, if the magnet is stronger than the force attracting, it will raise the VOLTAGE of the source reversing the current in the coils as they are approached (as in one pair N-S poles circulating inside a 3 coil triangle in RV mode). The pole distance provide "attractive approach" to self induce creating VOLTAGE to reverse back to battery source.

-MAGNETIC amplification is the way to go using PM as energy source in pure ATTRACTION modes. Put all the coils to ATTRACT magnet toward them as they are switched. If done exactly, voltage will increase in the source capacitor as magnet is attracted to the coil.

-If M field poles are alike batteries, but the CONNECTION is INDUCTIVE, then the ROTARY capacitor machine in RV mode of operation CONVERTS the MOTOR magnetic ROTOR into a VIRTUAL ROTARY battery; KVARs being fed to the rotating field of stator cores (no diode needed) as long the M field is leading the M stator rotating FIELD.

-Core Coil and capacitance are critical variables in the OU transform. In order to obtain an EMA class C amplifier, the magnetic component must correct the PF of the inductive and capacitive ones, at a given CORE impedance where the ENERGY transform occurs. In AC is FULL resonance, in DC is half resonance states where pulse becomes a logarithmic voltage gain from a discharging coil & or core into a capacitor where it becomes a POWER vector (potential) extracted from the 0 point of resonant opposed curvature.

-The SECRET to PURE magnetic amplification is the HI impedance factor found in "Roto-conversion". In low impedance OU goes unnoticed, as it is lost to resistance and impedance mismatch, but at HI impedances the amplification effect becomes evident.

- Add to it permanent magnet rotors and PF correction in hi impedance mode, it becomes an EMA device.

-Now you know why your voltage increased to OU, as you transferred power from the virtual rotary capacitor to the smaller temporarily static one (magnetized coil) and back to the source "battery". The notes on RF explain why L turns to C and C to L and R can be LC. The rotor field emulates, theoretically speaking, a capacitor. In AC engineering practice this is explained as a ROTARY capacitor effect, the M field flux acting as a capacitor to the coil, but in reality it is as explained above.

Conceptual application

-In bifilar operation dual coil solenoid: One Coil is matched to saturate core at n potential as a pulse in T time. As core collapses the other coil recovers voltage and current plus the ENERGY gained from core thermal add on collapse (electro dynamic heat pump) heat to electric conversion and drives it to the battery in a logarithmic curve long sine wave within a given gain.

- Time, Frequency and Pulse length well managed = ZPE OU.

o Core: specific frequency and impedance

o Coil: must match core impedance and frequency from saturation to 0 field point.

o Capacitor: must be as to make LC resonant or semi-resonant in a given loading range ... vectored to DC or as AC application.

-The RV (RotoVerter) does not break the laws of thermodynamics. It just proves there is MORE TO THE LAWS OF THERMODYNAMICS THAN THE LIMITED STANDARD LAWS AND HOW THEY ARE APLIED.

-RV ALT GENERATES PURE SINEWAVE RADIANT ENERGY WAVES AT PURE RESONANT TUNING. OU in generators is manifested at a given speed with an specific LOAD where it is maximal in gain and performance where it requires lowest mechanical input to give highest electrical one !

-RV-alt: PF is 0 but inter-phase relation is 120DEG relation so in a sense is 1.5 leading power factor figure. the core reference makes it parallel relative to phasor apparent series connections A,B,C phases (delta or wye), you need to see it from a 4rth dimensional hypercube projection instead of a flat electrical drawings with a few specifications....

In the hypercube your states are relative to your placement within the physical dynamical variables (viewpoint) or (reference) and you can see the tensors within given timeframe state of being. When you see the whole, relatives become referenced to shifting points in time and space.

-What is a semi-resonant mode? condition where phase angle becomes a variable within an operating system ... can be full resonant or semi resonant relative to other part of circuit (Relative)

-Understanding of how a rotating field is created with a single phase in a 3 phase configuration. On a 460VAC wired 3ph motor running on a 120VAC 60CPS Simple A,B,C phases where A,B gets line voltage & amperage and phase C is connected across a capacitor where AMPERAGE IS INSTANT MAXIMAL at C. A B is seen as INDUCTIVE LOAD where AMPERAGE IS SEEN AS MINIMAL the DIFERENCE IN PHASE ANGLE CREATED AS THE CAPACITOR CHARGES RELATIVE TO INDUCTIVE COMPONENT BEING SATURATED to maximal current and capacitor charged to maximal voltage and minimal current creates the phase-shift required as to create virtual 3 phases rotation within the circuit. As rotation is acquired, the tendency is to over accelerate due to the rotating field component leading the line one, so a starting capacitance value is switched off and a running value remains to keep the system Virtual phases operating in hi impedance.

- Any motor can be run using adaptive electronics in FULL HP range using:

Amplitude control Voltage from 120VAC to 460VAC: Power supply of variable parameters (amplitude control); Voltage regulates Impedance as if it were VARACTOR tuned LC. This REGULATES HP output and energy saving Impedance states;

Frequency control from 0 CPS to Infinite: this regulates speed and HP output as in combination with amplitude. Speed is critical to find OU potential in a GENERATOR; Pulse-length control from 0 to MAX frequency length pulse: This regulates as in case of MODIFIED sine wave 3PH inverter (already Tested in H19) the ZPE power recovery modes in relation to other parameter adjustments (optimizes best performance states within range of HP and motor loading).

The drive can regulate motors in full range of parameters given in RV disclosure with the advantage of having FULL rated horsepower at demand. This opens the gate to exceed normal motor HP by increasing its speed over the normal parameters.

- TV (transverter: take ANY ferro-resonant transformer and use as is. Power up to resonance, then start to lower power input until you find the cutoff point, that is the minimal self sustaining power it requires (study its RADIANT energy RESONANCE).and OU condition...(Iron core laminate ferro-resonance). Next experiment is tapping the PERPETUAL "TURN ON" RADIANT HALF SINE-WAVES ... (Normal power input). Get an extra capacitor (identical to original one) and USE the diode plug plus the non reflective extraction system ... Capacitor Joule potential $X 2 \times 1.618 \times Q$ factor (and $x 1.732$ if 3 PHASE trafo is used). Radiant energy right off the shelf, split +- and discharged non -reflective to "X" load, whatever it be.

- OU is in resonance of the core !

One way to test is pulsing it with a short pulse & read the way it resonates. There you can find the natural ferro resonance of your trafo core. Best is to pulse a material into saturation and see wherever there are resonant signals within the decay pulse signal.

Those FUNDAMENTALS are the basic frequency were OU must be looked into, as is the natural frequency of the material them self.

Then design COIL and capacitor value to resonate within that CORE sweet frequency ... (hyper Q) EVERY motor has a sweet point were energy ads to energy.

If you see Jinis page scope shots you see some spikes, those spikes are the natural resonance harmonics of the transformer, the resonant slope indicates also its resonant point is on a sub harmonic as spike is very narrow banded(compressed in time so Pulse feeding in intermittent pulse-length matched to true

fundamental increase its potential ten fold (Read Norman Wootan work on MRA) hyper Q modes.

Resonance is the fundamental base of ZPE energy transformation. OU is transformation.

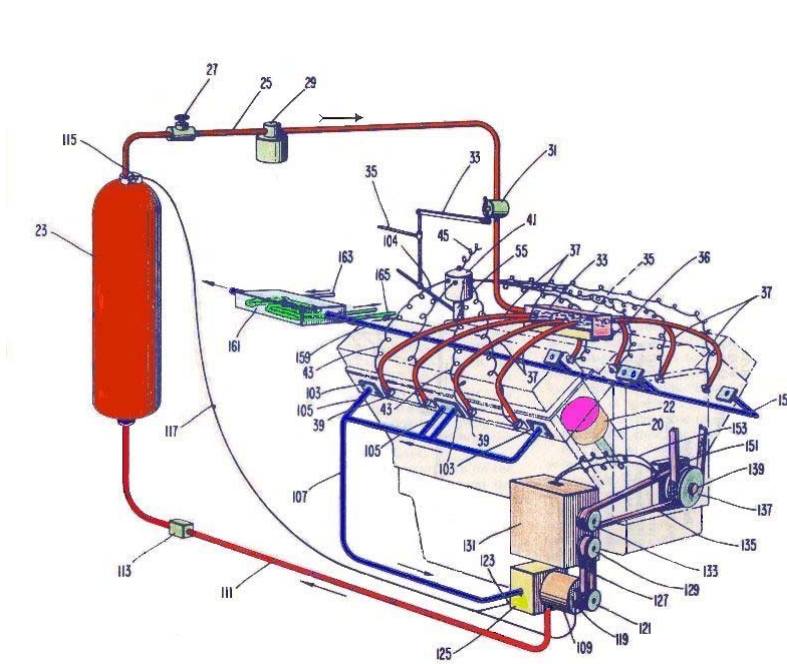
- Driving 3PH transformers ferro-resonant with 3PH Diode plugs using the same frequency programmable drives and tuning to battery specifics internal resistance and turn it negative is the BUILT as IS is proof simple truth that ZPE is real also in solid state transverter systems .
- Remember I am stating that 3 Phase drives can hit a transformer in one of its basic fundamentals and create over unity without the capacitors as well as go into Hyper Q modes resonant operation using them ... this opens door for unlimited power management applications specially integrating amplitude control to ac drives .

Page 7 of7

RF tends to flow in surface of conductor (skin effect) multi strand filament conductors make better path for RF (radiant energy) lowering heat losses and rising current load capacity of the coils for self illumination refer to search skin effect in electrical conductors.

[Link](#)

RV with the Lee Rogers Air car



Lee Rogers air car patent.

The RV can act as a power source to drive the air compressor with the aid of solar cogeneration making a more efficient and faster solar car. This design is needs proper granted resources to be built and tested. The concept disclosed by hector is to run Solar + RV + air compressor + lee Rogers patent. The expired patent can be built and tested with the RV and publicly disclosed and owned.

Another idea given by Hector describes A 120W solar cell on car roof a big air tank in trunk with a full shut off electric switch to RV, all fuel lines eliminated and air substitution is done. The carburetor too is eliminated and a control butterfly valve is all that is left to the intake filter

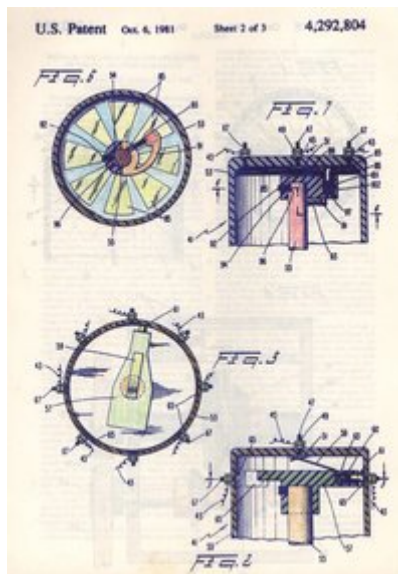
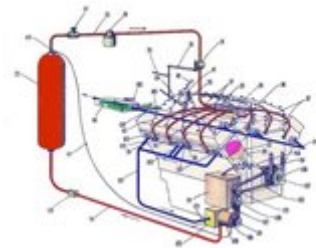
On the exhaust a cold air collector is used to collect denser air to be recompressed with RV run compressor to be endothermic energy collector (here is OU energy is gained when air acquires heat from ambient temperature it expands.) The hood can contain a SOLAR heated collector to heat the air that goes to injectors as well to heat motor up (using engine cooling ports with radiator & cooling fan eliminated this enhances energy transformation). A lot of other things can be also be done based on already expired patents and free domain outsourced technology.

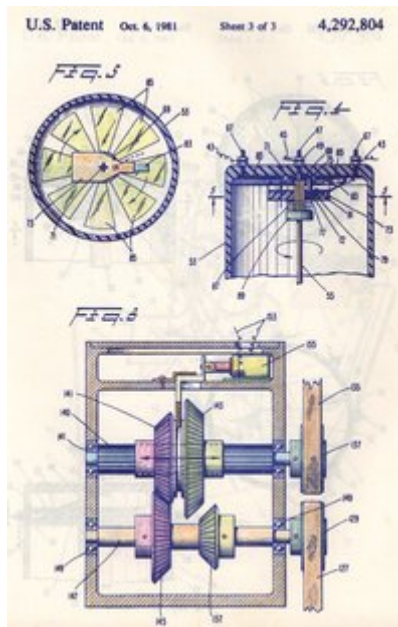
Hector Original comment collected by Raivo

Air car and Water car info that use HEAT as FUEL

AIR CAR INFO

Leroy Rogers patent 4,292,804 Method and apparatus for operating an engine on compressed gas





More info:

CLEAN AIR
POWER



Abstract

The present invention relates to a method and apparatus for operating an engine having a cylinder and a piston reciprocable therein on compressed gas. The apparatus comprises a source of compressed gas connected to a distributor which distributes the compressed gas to the cylinder. A valve is provided to selectively admit compressed gas to the cylinder when the piston is in an approximately top dead center position. In one embodiment of the present invention the timing of the opening of the valve is advanced such that the compressed gas is admitted to the cylinder progressively further before the top dead center position of the piston as the speed of the engine increases. In a further embodiment of the present invention a valve actuator is provided which increases the length of time over which the valve remains open to admit compressed gas to the cylinder as the speed of the engine increases. A still further embodiment of the present invention relates to an apparatus for adapting a conventional internal combustion engine for operation on compressed gas.

WATER CAR INFO

DIESEL TO WATER CONVERSION

ALL you need to Run a car on water is a DIESEL motor 14:1 compression and a WATER injector system.. as long the temperature is above 80 deg F you can operate it well. The Energy will come from dry steam detonation and EXPANSION SUBLIMATION OF ICE VAPOR within exhaust gases (FREEZING) . It TRANSFORMS ATMOSPHERIC HEAT INTO ENERGY.

You will never see it in a GM dealer nor in this peoples hands as pictures are ENGINEERED PSY ops .. WERE are the CARS ? the engines the conversion kits theory.

>> There always seem to be reactions that don't come up unless one is > operating a power plant. For instance, I read there are many states > of steam super-saturation.

It's called Dry steam. Any DIESEL motor can be converted to run on water using dry steam phenomena.

I posted this long ago but no one pay heed. Diesel INJECTORS are modified to inject WATER or HI pressure PUMP is modified to work as injector. A diesel engine with a minimal 14 to 1 compression rating is taken as to be converted to water engine.

Theory : Temperature of any gas raises 1 deg C for each 1/273 of volume compression .

AIR contains energy in FORM of HEAT as is compressed this temperature raises to more than 2,500C as water mix is injectet it DETONATES to DRY steam transferring HEAT to kinetic pressure tensor that REMAINS as long as pressure is over 600 PSI , this presure moves the piston down as expansion occurs steam turns to sublimated expanded ice (FOG) increasing enery output (cold expansion) Exhaust is 40 deg colder than input . This is the FAMOUS water motor of 1940 now lets see what you people can do with it .

Advantage (heat to mechanical conversion) disadvantage .. too cold it does not work. UNLESS you do it with AIR.. Leroy Rogers Air engine patent # 4,292,804 any idiot with money can replicate it By the way , want a model ? get a toy named AIR hogs from any toy store the secret is there meditate on it ...

Hector :)

700C is average on blackbody sensor in whole cycle timeframe .. I speak of peak molecular temperature within center concentration of mass as heat is created IR reflection concentrates it in center zone were this peak occurs this is the "seed" that creates the dry steam detonation.

Its a bit more complex to explain, but it works and that is what matters ..

Hector :)

Modify injectors to PUMP WATER instead of OIL There are hi pressure pumps that can be modified into "INJECTOR" system ... cylinder head is mirrowed to reflect heat to air mass center And this information cant be found anywere (NSA estricted) 4,292,804 (Patent related to same principle) .. But using AIR injected by valves replacing spark plugs...

Water Liquid + compressed air + heat ($T \times 1/273$) = Volumen expansion where Water from liquid state to subliminated frozen hypersolid equates $V \times 5$ of original volume. This expansion is transfered as mechanical energy were equation reverses as hypersolid and exiting gas temperature drops by .382 of original temperature. In other WORDS HEAT is the FUEL LEE Roger dISAPEARED with all his family in South America. If it does not work why kill his family and him ?.

>> Time for another mental laxative ... V2.1 >>>> <[Link](#)>>>> Add to Water Hammer & Dry Steam stuff ... >>>> "Darn! I wish i was paid for this ! " >>>> LOL ! >>>> Hector :)

> As a chemical engineer, I am well familiar with the steam tables. I would also point out that water has a "critical point", 374.15°C and 221.2 bars, above which temperature distinct vapor and liquid phases merge and it cannot be liquefied at any pressure. >> John W.

= dry steam ...

Dry steam phase as pressure remains over 600PSI the boiler can be brought down to room temperature (touch cold to tact) but as pressure is released HOT steam expands in Exothermic release of all its energy ... Many were killed in railroad accidents that way.. even in winter with 1K PSI loaded boilers.. (freezing to touch) Open valve burn to death !

In WATER engine this is what produces the thermal to mechanical energy conversion by 2 phases of expansion and transfer of energy to mechanical pressure ...

Water is truly a wonder liquid ...

Hector :)

As steam engines power increased there was the need to use less with more effect AIR hog TOY gives you the idea ...

they made a 4 cycle piston as to Inject portion of HOT steam into a compressed air chamber to increase eff % as compression and pressures were raised dry steam detonation was discovered , they began increasing the AIR volumen and pressure and decreasing the quantity of steam One day they wanted to purge the scale off the lines and injected room temperature WATER at hi presure and cranked the engine that began working instanly exausting verry cold air as it worked at higher speeds ...

The DIESEL was BORN out of STEAM engine research at that time gas oil was a waste from petrol as was gasoline so they only paid for transporting it ...

I repeat HEAT is the FUEL energy comes from heat, WATER transforms HEAT to mechanical energy no other thing occurs than partial gassification of the water and conversion of Heat to energy ...

Anyone with engineering and thermodynamic knowledge can make this with the proper resources.

Its simple as heck just try it KEEP THIS NOTES

As this is ARK RESEARCH public disclosure Copyright Material 1980-05

Hector

> i appreciate what your doing hector, but theres just still something > thats puzzling me before i actually go and try to test the idea. > firstly some clarification about the water injection, > is the water injected before compression or whilst the cylinder is under compression.

As the cylinder is at maximal compression and AIR is at MAXIMAL temperature the WATER MIST jet is injected in chamber ..

As if it were the fuel in a diesel engine (ambient temperature minimal 80deg F) for it becoming exokinetic reaction. >> ie is the water injected with the piston at the bottom of the > compression stroke, thus being compressed on the way up creating heat.

No as it does not work that way, the expansion needs to be done at injection point of max upward stroke

That type of injection you talk is the water mist injector patent for combustion engines.. (Primitive and ineffective) . >> or is the water injected when the air inside the cylinder is > compressed and the piston is at TDC, thus creating steam from the water hitting the compressed (hot) air?

Top, as to dry steam drive piston cylinder down and HEAT drives water to hyperexpansion (water gas)

Again as if WATER were the FUEL in a diesel engine...(Water injection)

Experimental chambers were mirrored to concentrate IR heat in the air mass .. >> also wouldn't the amount of energy used to first compress the air (or water) be greater than the energy given off from the steam?

No your notion is water adds energy as FUEL that is wrong, water expands with AIR heat becomes exokinetic and endothermic transferring the HEAT to mechanical energy (Hurricane dynamics in a bottle). Water is liquid, heat turns it to gas where it is converted to mechanical force (transformation)... (thus not able to cycle) as the amount of energy given to the steam is only that which has been used to compress it.

Erroneous concept we are CONCENTRATING the heat energy present in the air adding the mechanical energy to it ... and transform to more mechanical energy exceeding the input by the water HEAT to expansion transformation .. Dry steam detonation (see hydrosonic conversion and hydrosonic COLD fusion ...)

[<Link>](#)

this helps a bit ...

Also Lee Rogers air car and Negre (south african remaking) proves the concept to work ...

> or is there more energy given off from flash steam for some reason?

AGAIN ! energy comes from HEAT and EXPANDED WATER VAPOR. Heat converter to mechanical expansion where WATER becomes the catalyst (is used and comes expanded and icy out the exhaust manifold ..) air coming out of the Muffler is COLD as a snake in winter or a wet dog nose ! (mental figure).

endothermic to exokinetic conversion:

solid ice sublimation into a gas ... as cylinder expands it does not give water time to condense as it requires PARTICLES to do so, so they expand into ICE Gas yes ICE evaporates into air in full winter so now you can see how EXPANDED DRY steam remains as a COLD gas and does not liquify back ... Its simple science ,not magic .

I REPEAT The HEAT energy transferred to mechanical energy with no thermodynamic law violation but under its strictly wisely used conversion ones ...

Hot air goes in, heat is converted to mechanical energy cold air is exhausted ...

Read Leroy patent, it will complement the theory completely .

Heat added to water as a gas it expands 1/273 its volumen per degree centigrade , as cylinder expands the expansion freezes the water molecules in sublimated state so the energy transfered to mechanical stage remains there ... gas is exausted as COLD air expanded -water-gas mass. (you do not recompress as in air car) laws are a bit different in there and a bit more complex but is same principle .

So you use hot ambient air as intake in diesel-water engine thermodynamic converter .

If you have water molecule GAS bonded to air molecules and freeze it it expands more instead of contracting , condensation requires "nucleation" help of dust particles and certain specific oxigen isotopes..

> Thanks - very grateful for all the info given so far > Kane

You are welcome ... The secret is out(again) now lets see what happens.

I had paid big price and great effort to bring this out...

Ark research 2005

Hector :)

But as people prefer the Secret boxes, the hidden magic tricks they give no serious thoght to real working devices or their designs.

It will be the Tilleys ,Perendevs , Dennys Lees the Ones reaping the millions wile serious investigators like US take the blunt of the distrust they create with their scams and bullshit... I forgot ADD CAREY to it ... as people think he invented the RV not me ..

RV already being replicated by others used actualy as energy savings and R&D tool for alternate energy investigation .

RV and TV (Tranverted) technology are property of ark research Given as free domain to the R&D alternate energy community.

Subject: WATER thermodynamic diesel engine (Secret revealed)

Read Well and dont confuse with the plasma & methanol "whatever post "

Diesel Engines Origin ...

> As steam engines power increased there was the need to use less > with more effect the concept of compresing AIR and augment it with steam was experimented on .

They made a 4 cycle piston as to Inject portion of HOT steam into a compressed air chamber to increase eff % as compresion and pressures were raised dry steam detonation was discovered.

Increasing the AIR volumen and pressure and decreasing the quantity of steam gave great power with eff of 99.9% .

One day they wanted to purge the scale off the lines and injected room temperature WATER at hi pressure and cranked the engine that began working instanly exausting verry cold air as it worked at higher speeds ... >> The DIESEL was BORN out of STEAM engine research at that time > gas oil was a waste from petrol (same as gasoline) so they only paid for transporting it ... as WATER freezed in

winter they started to use the OIL that also BURNED and was able to work at low temperatures were the WATER thermodynamic conversion was ineffective

Thermodynamic conversion works at temperatures above 80Deg F, I repeat HEAT is the FUEL energy comes from heat, WATER transforms HEAT to mechanical energy no other thing occurs than partial gassification of the water and conversion of Heat to energy ... >> Anyone with engineering and thermodynamic knowledge can make this with the proper resources.

Leroy Rogers patented this same concept using air, like many MORONS before him he was advised to keep the Trade secrets off his patent > I am referring to PATENT 4,292,804 Method and apparatus for operating an engine on compressed gas ..

He had a WORKING device "motor " in his OWN car As rumor goes ... He was invited to south america where the petrol MAFIA had him his wife and children kidnaped by leftist CIA terrorist where they were skinned alive and placed in ANT nest to be eaten alive.

The patents are Expired , WASS delta group tried to locate Rogers and his family but it was a waste of time (disappeared) as in the STEAM engine theory is the same air is compressed COLD air is injected by VALVES replacing the Spark plug into contact with the hot compressed air ... resulting in thermal to mechanical energy conversion , the exhaust Air being in order of 40 to 80 degrees lower is recompressed requiring less energy as is cold density compacted .. this AIR acquires heat energy from ambient in the tank augmenting the conversion ...

carburetor is eliminated as so the water pump starter is also eliminated as only requires air pressure start ..

A vane regulates air intake and acceleration and power by valve timing and angle ..

I have the engineering Knowledge of this invention if you people here are serious of getting free energy get your act together and work to deserve it

I am really tired of all this Bullshiting and debunking by the idiots that permeate this forums ..

Usually University PAID disinfo agents and technology leeches looking for an easy buck ..

In a global warming planet this is the key to save it , use HEAT as fuel ...

Lee roges Patent is Expired and its secret is Copyrighted public domain .. ARK RESEARCH ..

> Its simple as heck just try it KEEP THIS NOTES > Copyright Material 1980-05 >> Hector

[<Link>](#) [<Link>](#) [<Link>](#) [<Link>](#) [<Link>](#)

Within Histories Lies the truth is found by those who seek ,,,

[<Link>](#)

Diesel had to die as he was going to reveal an AIR operated diesel engine where ambient HEAT was converted directly to energy in a self cooling cycle and was able to operate in full winter unlike his WATER fueled engine that was inefficient below 80deg F. I think I gave all people need for knowing the truth.

Hector

Not a bad configuration for desalination; would it > work with salt water?

No as salt raises the boiling point and serves as condensation nucleae in mist form, salt becomes endothermic parasite sink. The more pure the water the better.

>> I was going to ask if hydrogen impurities in the water played a > part, but they obviously wouldn't. Or could they?

You mean Isotopes and deuterium, they become highly exothermic as dry steam detonation (Sonofusion) but is NOT main contributor here just a minor artifact. And Orgon does not have a play here just heat exchanging and expansion dynamics all traceable to BOOK rules and thermodynamic law if others have used this as scam and for discredit alternate energy systems that is not my problem. Water injection can be applied to many practical uses.

Hector

Subject: Re: WATER thermodynamic diesel engine ...

Accesable injector,? that type I think is integrated within hulk will cost more than the motor itself to convert , an used motor may not be best option , good investment may be better as POWERPLANT generator , as you can use BIO-diesel in cold climate and water-fuel or pure water at hotter temperatures idea is to redesign injector as to be able to pump any liquid .. this is not a few dimes and nickel project is University level R&D expensive and demanding ,requires design expertize in hi pressure hydro injection and material design is not simply putting a water hose and start the thing , the motor has to be analyzed , its injector system redesigned for R&D, the mist must be right and quantities apropiate to create the proper conditions to get best results, the lubrication system needs to be checked as motor will run colder, tolerances will increase friction so choice of right lubricant is essential,looking at all details is the right steps to insure it will work choosing a COMMON abundant motor is also recomended one easy to assemble and disassemble and MODIFY,that insures it can be replicated by anyone once it works , the idea is to modify and convert , all internal combustion engines can be WATER injected , using the special injectors in combination with super-lean fuel mixtures ... that will put and end to petrol mind games and deceit ..

Any hi compression diesel engine can be converter to water injection Its a project that requires a lot of money and dedication I advice on redundat resource use, like existing powerplant purchase, make special R&D fixture water injector and test. Some powerplant generator sets cost as much as the motor alone... so is something I leave to thoose making the experiments. Remember it will not work at low temperature or saturated cold humidity and performsance will variate with conditions, this demonstrates principle of HEAT to mechanical energy transform , on a production model design has to be made to the working conditions the motor will encounter (internal) and within a predicted work lifetime (no failures in design ..) water operation is delicate , remember motors rust ... too much. glub glub ! there goes 6 month R&D expenditure (errors are costly)

[<Link>](#)

[<Link>](#)

[<Link>](#)

I think all the above links contain verry valuable information the last one is the most eye opening one .The thing industry tries to avoid is the thing you want to use and enhance inside the diesel engine ."Water Hammer" is very important key ... to Dry steam secret ! **And Its so darn simple ! ^_^ !**

Hector

RV FAQ

Q: What is the Roto-Verter?

A: The RV (roto verter) method is Statutory Public copyright (Other Rights Apply) under a local and international. (Publication) Scientific discovery, the Roto conversion Effect is covered by the publication statutory copyrights for 75 years and is has been given open sourced by Hector D Perez Torrez.

Further more upon the publication of the RV, up to 20,000 patents had Expired which may be technically paralleled or resemble the RV in any way.

These include the Add a phase patents. In fact CAREY, Otto smith, and latest MEG & Bedini patents fall within material published under the RV's related resonance & radiant energy issues. It should further be noted that when comparing Otto smith's patent to the method and operation of the RV, Otto smith works on a LOW impedance method as a VARIANT of magnetically current controlled add a phase concepts, and NOT in or in operation of the RV which is configured for freq matched HI impedance power on demand mode. Smith's device can be evaluated here- www.home.earthlink.net/~ojmsmith/indexd.html

The RV-mode is not like the common "add-a-phase" setup, but more related to impedance matching by tuning the voltage, frequency and pulse-width in advanced configurations. The RV principle is by "matching the source to the needs of the load" [as referenced by Nicola Tesla] by tuning capacitors values to the load REQUIRMENTS. This will result in a yet unrecognized superior power management with many other advantages.

The Roto-verter's PRIME MOVER can be used as a method of power management in energy saving applications where a 1-2 horse power electric motors employs a lathe, a drill, a grinder, a rotary saw, a reciprocating pump, a lawn mower and also vacuum pumps. But this is only the beginning. The RV is the only method and operation in the world which allows practical solar co generation of those applications. The RV is the most efficient 1-2hp electric motor method in the world and can save up to 90% energy. For technical instruction please consult the Peswiki page or the NPO's support page for the RV engineers at <http://www.panacea-bocaf.org>

The RV coupled alternator can also be used as a research tool to study and understand cold electricity or radiant energy the same as used by EVGRAY. Please consult the RE-OU and Advanced RV research and development documents located at

Q: What is this three-phase power?

A: Invented By Nicola Tesla, the three phases are used in AC so the cycle remains a consistent voltage. For more detail please consult the RV Laymen's theory document in the file section of RVreplication@yahoo.com which explains the workings of the RV and three phase power for the

beginner.

Q: What is the simplest analogy to explaining what the Roto Verter does?

A: Saves energy, allows power management, is the simplest off the shelf item to save energy and do O U R and D, also many other advantages which are described in the compilations.

Q: I don't understand anything about science, or three-phase motors. I'm confused. Is there a way of explaining it so I will understand it?

A: Yes a beginners RV starting from scratch (laymen's RV theory already mentioned above) was done by Ashtweth nihilistic who started studying the RV with no prior knowledge of electricity or 'science' and did the compilation to get beginners with no trade experience into the RV.

Q: So is it a way of using a Motor as a Generator?

A: No it has two separate uses, one as a prime mover for energy saving applications mentioned above, the other to act as a prime mover to turn an identical RV (re wired as described in the comps) as a generator in radiant energy modes, or the RV can be used in an prime mover role to turn ANY generator for O U R and D. Norman Wootan already tried this with a DC PM generator and reported O U.

Q: Or is it actually a way of using a Motor as a Transformer?

A: see above

Q: Does the Roto Verter break the second law of thermodynamics?

A: THE RV POSTULATES ARE THAT O U "over unity" PHENOMENA IS ONE OF TRANSFORMATION AND SUPPLEMENTS THERMODYNAMICS WITH A NEW VISION OF POWER MANAGEMENT AND TRANSFORMATION THAT WILL LEAD TO INNOVATIVE METHODS OF POWER USAGE AND SOURCES, BEING "AMBIENT ENERGY" ONE OF THE MAIN ONES. STOCHASTIC AMPLIFICATION AS VIVID SAMPLE OF THEORY VERIFICATION. Over unity IS "transformation" not magic. ALL over unity phenomena can be traced to transformation mechanics in accord with laws of thermodynamics. It is Sciences moral duty to study and quantify this phenomena. The RV is a RESEARCH tool to do that due to its character relative to energy applications.

Q: Does the Roto Verter break all the laws of thermodynamics?

NO IT JUST PROVES THERE IS MORE TO THE LAWS OF THERMODYNAMICS THAN THE LIMITED STANDARD LAWS AND HOW THEY ARE APLIED

Q: What does Energy-Saving mean anyway?

A: it means you save the planet, and don't waste energy, and don't spend money keeping the petrol mafia subjugating and killing our children's future. It means EVERY THING that's what.

Q: Don't normal 3-phase AC-motors save energy??

A: not compared to the RV, the RV is a more efficient power management of electric motors

Q: Why aren't the AC-motor companies aware of the possibility of Energy-Saving? Surely this thing must

be bogus.

A: They are becoming aware by the open sourced engineers efforts and the NPO's media appointments and sponsorship, do not assume that we live in a perfect world dumb ass :)

Q: Who have you told about Energy-Saving?

A: So far the engineers working with alt/suppressed energy, the NPO panacea has various mainstream media appointments scheduled in order to inform the general public

Q: Who are you going to tell about Energy-Saving?

A: see above

Q: Is there some law of physics that is being violated by Energy-Saving?

A: subjective, it doesn't matter, what matters is application not theory

Q: Is Energy-Saving Over unity?

A: If one was to proney break the RV (see the energy saver compilation) OU would be revealed

Quote:

After the basics are applied using the method of the RV we can go into higher level, using the RV as an ENERGY saver can't be denied, it's very hard to suppress as it can be constructed from OFF the shelve parts. The RV energy saver can also enable potential for an OU generator. After applying the fundamentals of the energy saving RV method and operation, by default looping and OU will be made by anyone, mean time the education of the RV has to GO first as Energy saver.

You can't have Over Unity in a system of WASTE, you need first to MANAGE power by minimal losses, managing power by the RV's HI efficiency will permit you to manage and transform an energy system towards OVER UNITY.

. – Hector, edited by Ashtweth

Q: Can Energy-Saving be utilized to produce Overunity?

A: see above

Q: I can handle this Roto Verter being called Energy-Saving, but not over unity, why?

A: purely a matter of opinion, same as some people like fat woman and certain beer, some do not, its choice.

Q: What do i need to build a Roto Verter? How much money do I need, what kind of experience? I'm a complete layman.

A: You can acquire sponsorship like the NPO did, or search surplus stores to cut down the cost, all that is needed is described in the compilations

Q: Can i Roto Verter any type of low-horsepower AC motor for Energy Saving properties?

A: Yes consult the energy saving compilations mentioned on the panacea web site

Q: Why is it that my friends, who build, for instance, audio equipment, etc, have no idea about the 3-phase system and turn me down when I talk to them?

A: The RV is brand new to them, as is to the world, you cannot expect people to see the value of some thing they are yet to grasp and comprehend, A motor is a device which uses electrical energy to produce motion. AC one phase and three phase motors are used in many residential and industrial commercial utility applications, examples can be found in pumps or fans, winders, conveyers, mixers, lathes, drills, saws, pumps and grain grinders.

Q: What kind of a person would know how to modify motors to run using Roto Verter Energy Saving method?

A: YOU if you learn from the laymen's comp, I have a laymen step by step for the beginner email ashtweth@gmail.com for the file, or a common mechanic would be able to help, or seek out the engineers on the yahoo energy group in your country, I Ashtweth did, I had no knowledge or modification skills at all, an engineer present on the yahoo groups helped and has since built many new improvements, USE YOUR MIND, THATS WHAT ITS THERE FOR DUMB ASS :)

Q: Where can I find such a person?

A: see above :)

Q: What is the difference between a Roto Verter and a Trans Verter? Are they two separate things? Can they be combined?

A: Yes but is advanced and not recommended for the beginner, the basics of both are described in the compilations

Q: Does Roto Verter "break the known physics of electrical engineering"?

A: What matters is application not book rules, do not concern your self with the laws, just experiment and see what rules it breaks by your own imagination as many others are discovering.

Hector states-Its radiant ENERGY , ZPE and the meter POWER reading is relative to meter sensing if that is so meter responds to a given power then we must built power devices to respond as meter does. EV gray called this electricity cold electricity Hector has explained and demonstrated he dealt with RF , RADIO frequency energy at ultra low frequency , (demonstrated in RV alternator)

The IMPORTANCE of this is in the disclosure of RV in relation to the BOOK equation.

In the ALTERNATORS RESONANCE CASE

INPUT V X I X PF = WATTS IN CIRCULATING POWER

$$(((V1+V2+V3)/3) \times ((I1+I2+I3)/3)) \times 1.732 \times PF = \text{WATTS 3PH}$$

A,B,C total LC power in R ampere load (light bulbs) (exudes input)

This is proportional to its magnetic "antenna" "Dipole" over the isotropic gain Power multiplication factor , this is explaining in resonating amplitrans cavity design & stochastic resonance antenna design (multiple element resonance) .

RV's theory has stated since the first publication that RADIANT energy WAS RF energy (now undeniable LAB proven to be truth) the RV alternator, MRA, MEG, VTA are all devices based on the same basic concept.

RF BY RESONANCE RESULTS IN A POWER GAIN by TRANSFORMATION = OU

Heat energy can be transferred to electrical domain within a circuit resulting in over unity performance , magnetism is a flux as in any flux it can be tapped to extract energy from HEAT , electron spin,time & space down to quantum level. ALL explained by existing theoretic and mathematical formulas. IN RF modes power can be used single wire (And no wires at all)!

Some facts about ZPE & OU

OU is in resonance, Norms MRA and other serious theoretical backed work proves that (Including RV theory) & other work done here. LOADING affects RESONANCE as IT changes the TUNING parameters of the whole.

The RV's looped Alternator RF systems are real and are using a non reflective fractional resonant power Extraction or a ballun compensated direct tensor loading configuration. What matters is that it exists and can't be denied for long as people Keeps doing the stuff all over the place.

-Hector

Future additions and updates

Examples coming to this compilation will be efficiency tests done with current industry power applications using rotary punch. A comparison of efficiency with be analyzed between mostly equipment with rotary punch, as in bench grinders, drills lathes etc, plus solar power cogeneration FACTS and FIGURES. And filmed and photos examples will be added to RVreplicaiton@yahoogroups.com.

Credits and references are to the EDGRAY@yahoogroups.com
For Recent replications check the following URLS

<http://peswiki.com/index.php/Directory:Transverter:Replications:Jini>

<http://peswiki.com/index.php/Directory:Transverter>

<http://peswiki.com/index.php/Directory:Rotoverter>

<http://peswiki.com/index.php/Directory:Rotoverter:Replications>

<http://peswiki.com/index.php/Directory:Rotoverter:Replications:Hector>

<http://peswiki.com/index.php/Directory:Rotoverter:Replications:Deliverance>

<http://peswiki.com/index.php/Directory:Rotoverter:Replications:Bellerian>

<http://peswiki.com/index.php/Directory:Rotoverter:Replications:Deliverance:Bellerian>

http://peswiki.com/index.php/Directory:Rotoverter:Replications:Norman_Wootan

<http://peswiki.com/index.php/Directory:Rotoverter:Replications:Konehead:RV-Muller>

http://peswiki.com/index.php/Directory:Rotoverter:Hector_Comments

http://peswiki.com/index.php/Category:Hector_Torres

<http://peswiki.com/index.php/Directory:Rotoverter:Replications:Panace>

Credits to ESA.