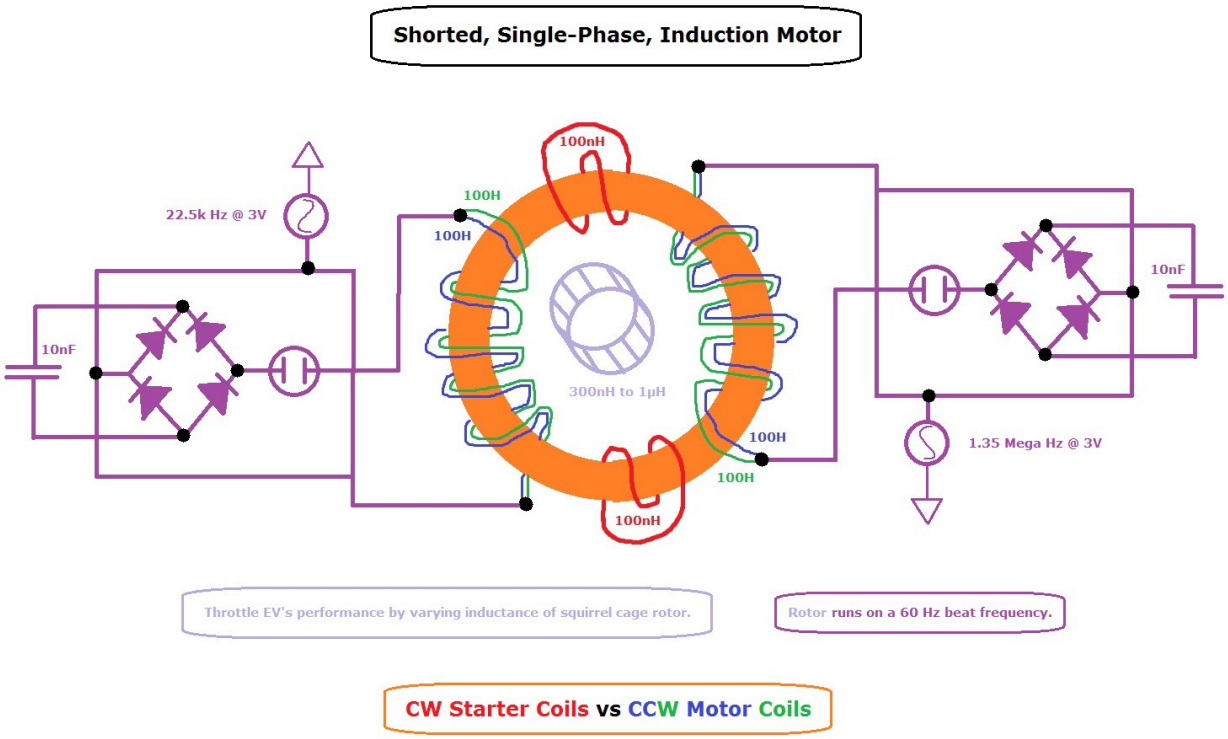
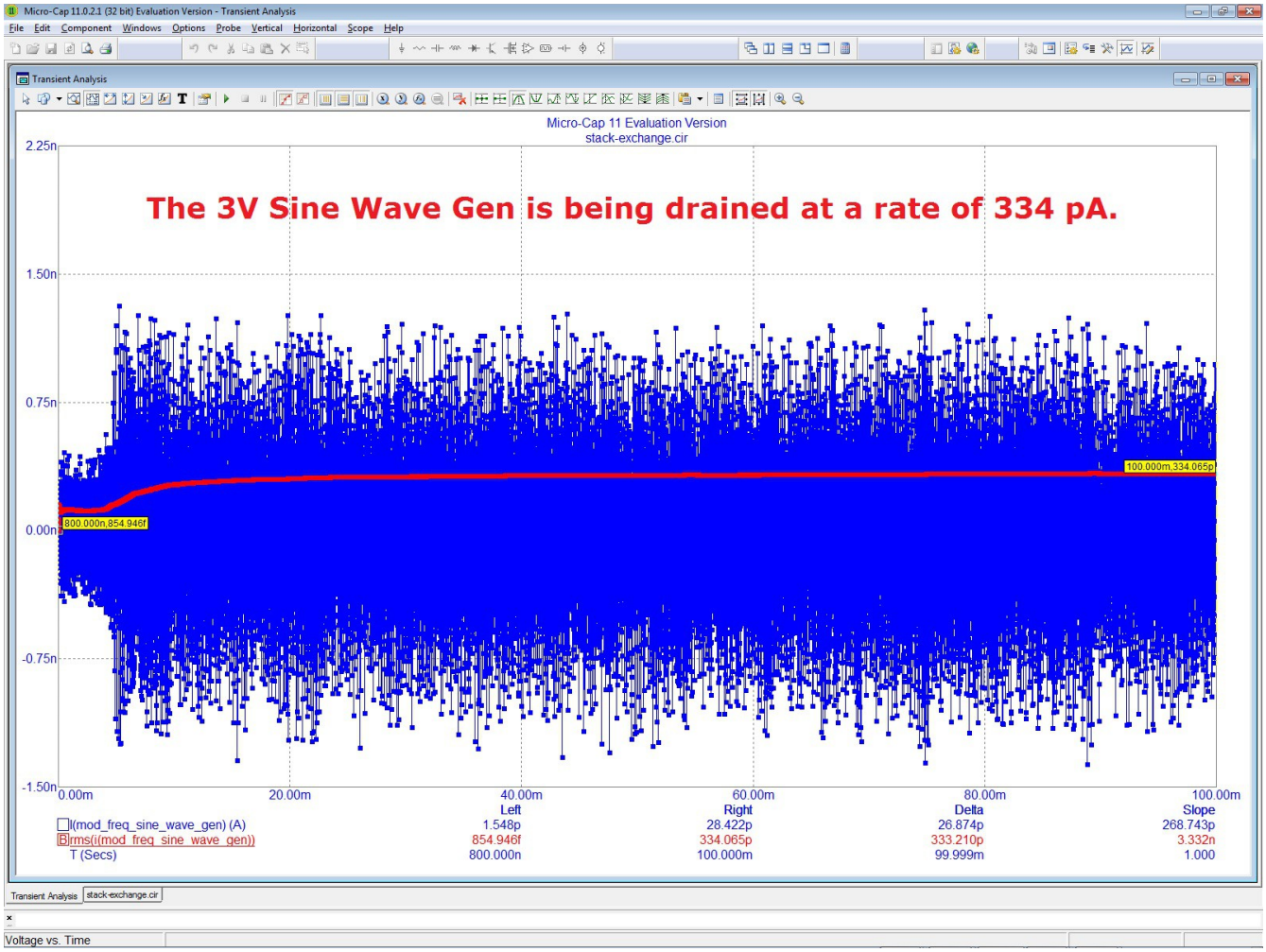
Shorted, Single Phase, Induction Motor



Since this produces a negative power factor of 180° separation between current and voltage sine waves, and since the current dominant starter coils are counter-wound with respect to the voltage dominant motor coils, there is no cancellation of wattage – for the most part. Without this counter-winding, and without segregation of voltage versus current into two sets of coils on either side of what is equivalent to a step-up transformer, zero wattage would have been the result. Instead, 63.4 kilo Watts is the output – favoring speed – at the rotor when the rotor is set to an inductance of 300 nano Henrys versus 2.3 kilo Watts output – favoring torque at the rotor – when the rotor is set to an inductance of 1 micro Henry allowing for a variable ratio of speed versus torque when varying the rotor's induction.

The RMS current drain made upon each sine wave generator is in the range of pico Amperes...



...amounting to a wave form of component noise. Meanwhile, the voltage is a steady 3 Volt, sine wave.

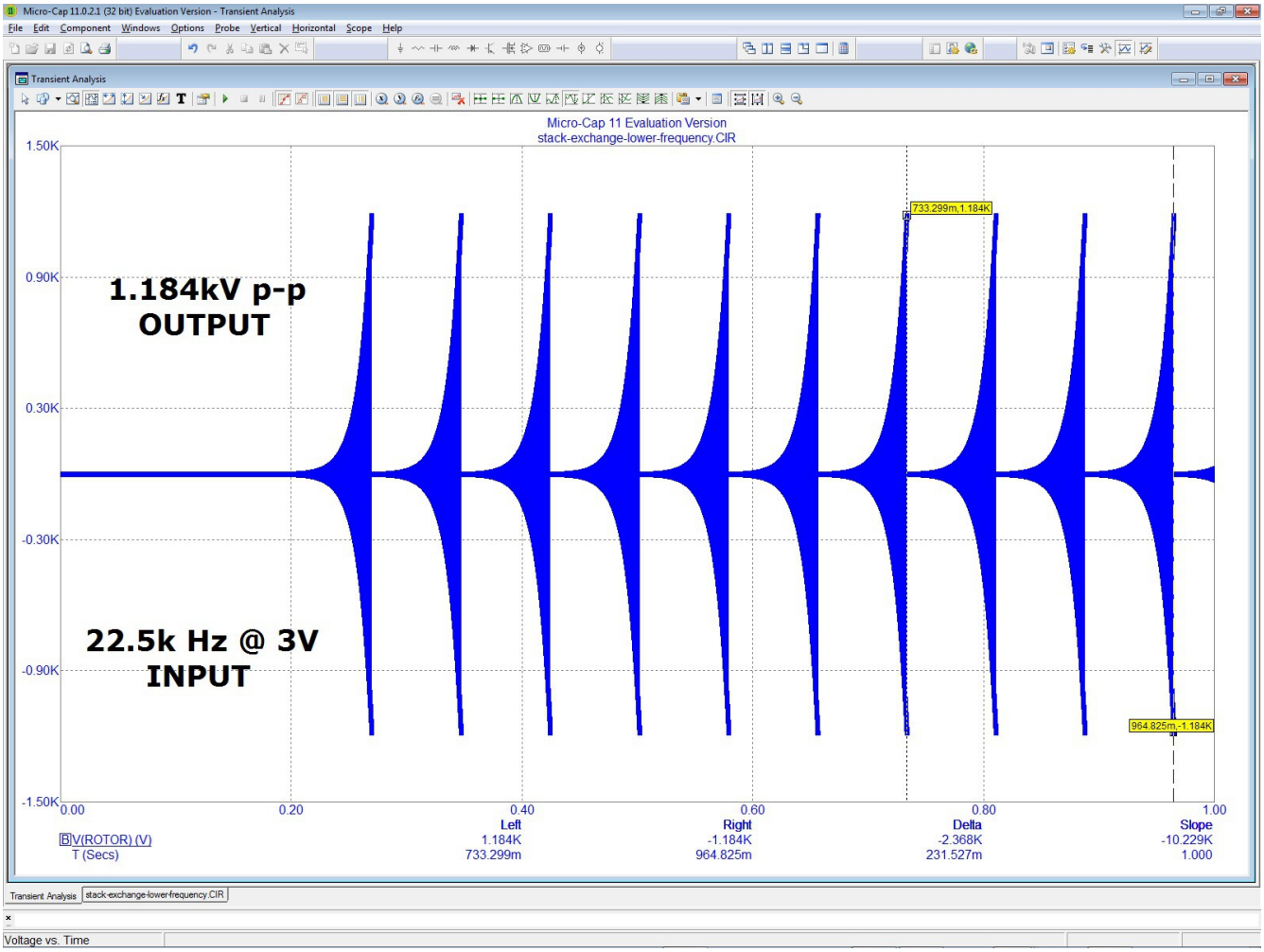
The resulting coefficient of performance ranges between 2 billion to 1 versus 60 billion to 1 in these two ratio examples. This allows for a drastic reduction in the size of the prime mover which could be a roof-top, solar panel placed on top of the roof of an electric vehicle.

Without economizing the prime mover, by one means or another, no electric vehicle could ever become a desirable, nor affordable, consumer appliance.

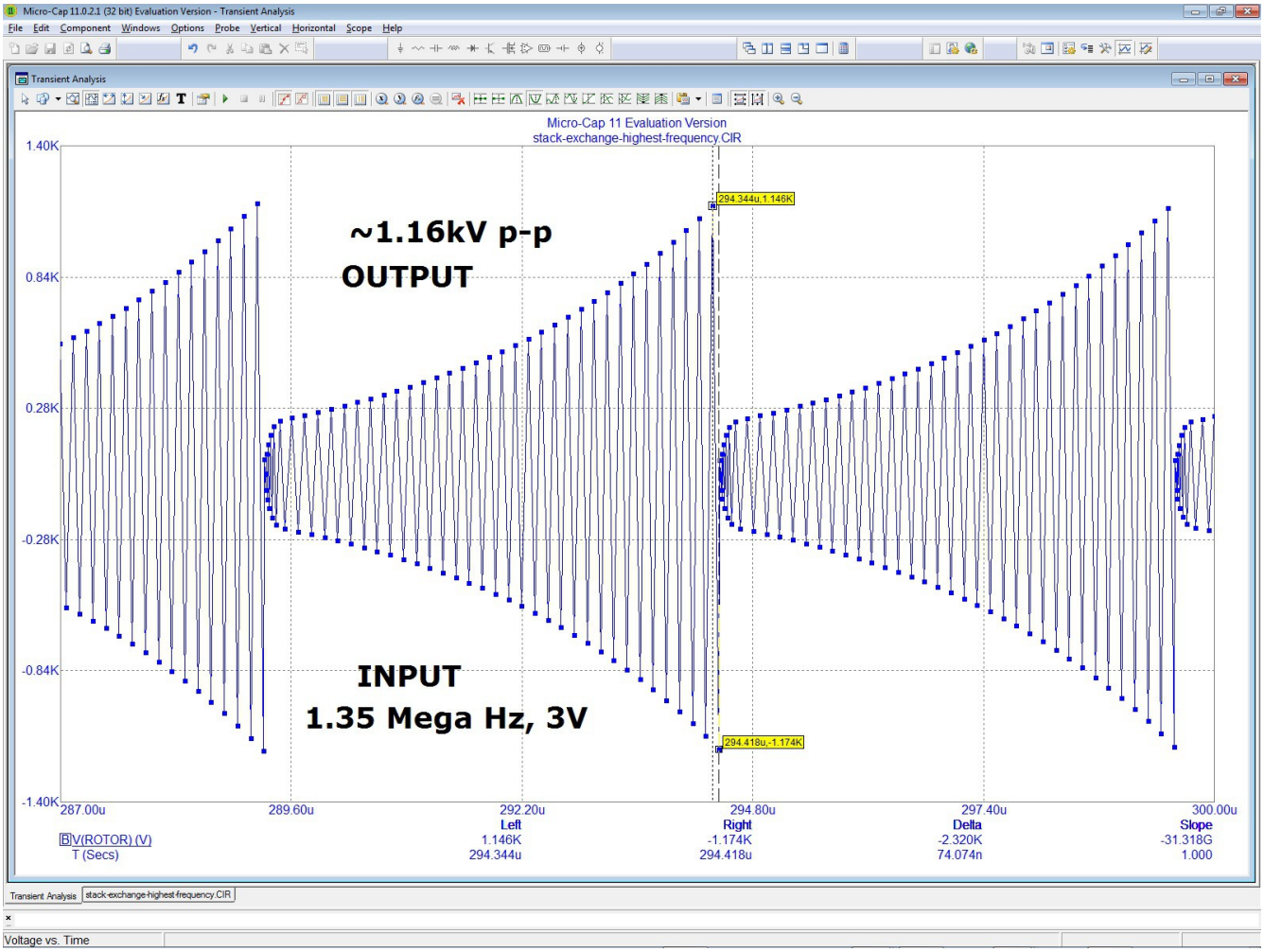
This design supercedes all prior attempts, made by designers of electric vehicles, to improve public relations between those individuals whose task it is to attract greater sales of electric vehicles and the public who must cough up the cash, or the credit, to finance their exhorbitant price tag in light of the expectation that their performance – in range per charging session of the battery pack – remains far less than a comparable tank of gasoline in conventionally, powered vehicles.

Safety remains a top-priority with this invention. Utilizing transient surges as a renewable energy source, which are normally viewed as hazardous electrical events, remains a risky business. Yet, the risk of using them is far surpassed by their benefit and not beyond the expertise of engineers who must design around this inherent flaw of transients and the technicians who could build this.

By the way, each spark gap is surrounded by a multi-nested, layering of alternating insulation with foil – acting as a Faraday Cage – to block harmful microwave radiation from escaping this component and prevent the adverse consequence affecting anyone nearby.



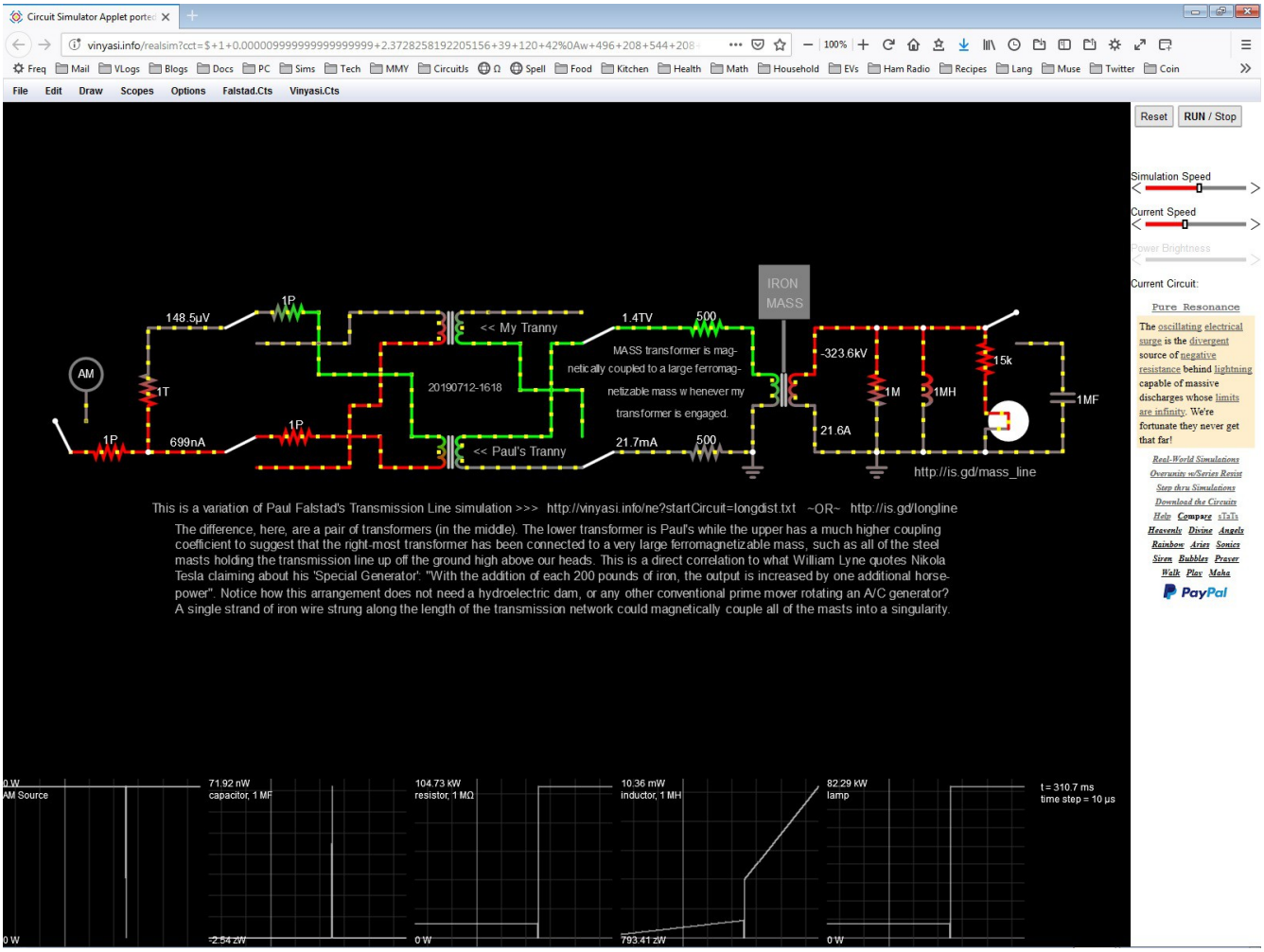
Output at Rotor of Lower Moderate Frequency, Parent Wave Input



Output at Rotor of Higher Moderate Frequency, Parent Wave Input

It may be possible to reduce the value of induction for the main motor coils, and thereby reduce its size, by magnetically coupling its armature to much larger mass of ferromagnetizable material, such as: iron. If there are any other inductors not situated on the same armature as the main motor coils, such as: the squirrel cage rotor, then this other smaller inductor will have its coupling coefficient increased way beyond the absolute value of one.

This tip comes courtesy of Nikola Tesla via William Lyne in his book, entitled: “Pentagon Aliens”. Quote – “For every two hundred pounds of iron added to Tesla's Special Generator, one more horsepower is added to its output”.



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