Healing and Regenerating Dead Batteries which have Lost their Ability to Hold a Charge.

John Bedini Battery Charger

VINYASI

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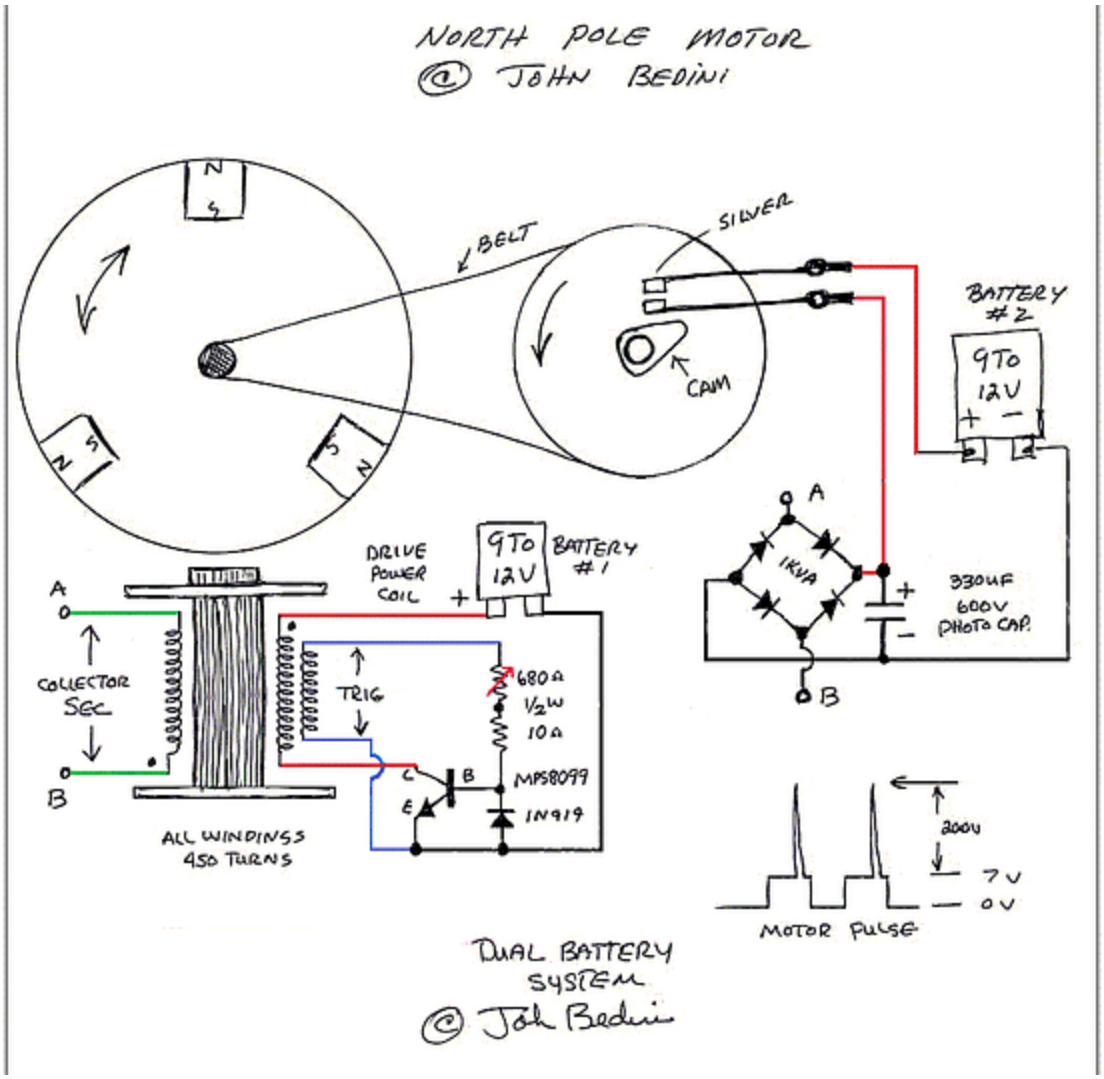
John Bedini, during the 2015 summer conference in Coeur d'Alene, Idaho, told us of a friend of his whom he advised to remove the batteries from the battery pack of his Leaf EV and line the interior walls of his pack with magnets and put his batteries back into his pack and hook up Bedini's charging circuit from his little schoolgirl's motor charger and wait.



Bedini and the School Girl Motor

He waited a full week to take his electric car out of his garage for a drive for a duration sufficiently long enough to discharge his batteries and return his vehicle to his garage to wait another week to repeat this cycle.

It worked! His batteries were fully charged within the span of one week without the necessity of “plugging them into a wall outlet charger” of any conventional sort.

It dawned on me how Battery MD, of Sacramento, used to regenerate the spent nickel metal hydride batteries of the first generation, RAV4

EV's from Toyota.

> *Although, their website claims to remain "open for the business" of repairing NiMH batteries, this is no longer true.*

They may have used pulsed magnetics. No direct electricity needs be involved since the magnetic pulsations will charge up the ions with a varying voltage. This will help massage (shake up) the chemistry within the battery to help relieve it of its ossification.

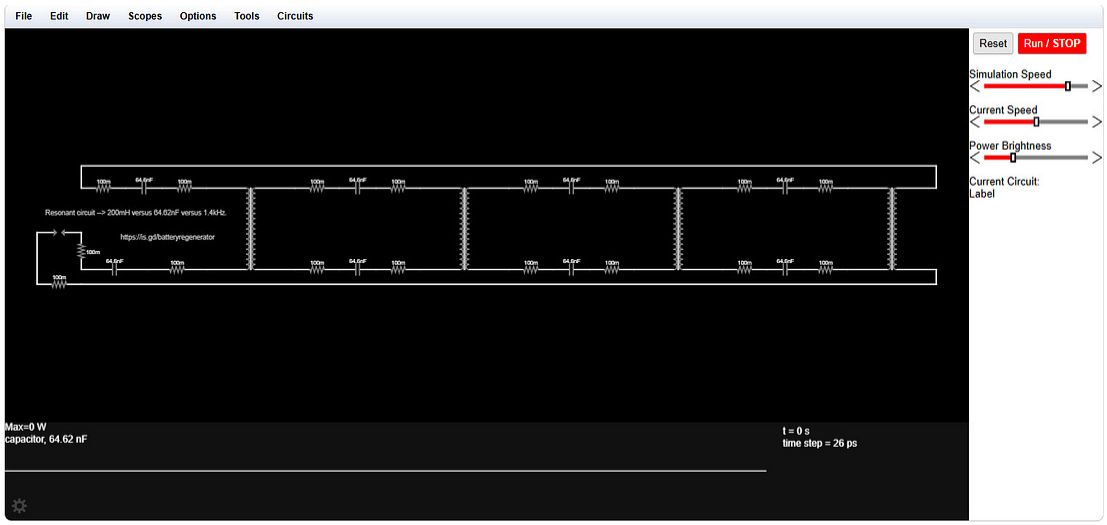
Ossification is when the battery's chemistry solidifies into a rock-like status which is incapable of ionic movement. It is the movement of charged atoms and molecules of battery chemistry that makes charge and discharge cycles possible.

Retail outlets, such as: Amazon, sell pulsed electronics which is directly connected to the battery's terminals. But that isn't necessary to bring dead batteries back to life. And it's not as safe, either.

The use of pulsed magnetics is predicated upon the same principle as is the regeneration of spinal cord victims who are quadriplegic and who cannot walk. The chemistry of a dead battery needs the same loving care to heal itself and bring it back to life so as to be able to store a charge.

Here's an initial idea for a simple "concept" circuit to deliver pulsations to a pancake set of coils lining the interior surface of an EV's battery pack surrounding each battery. This circuit was originally designed with a sine wave input generator delivering 1.4kHz to resonate with all of the capacitors and transformer coils. That input source has been removed, and one of the capacitors is precharged with a microvolt, if the simulator's time-step is also set to 26 pico seconds or less.

The air-gap spark gap is not essential. It's use in this circuit is to slightly retard the escalation of power: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Run / STOP
Simulation Speed
Current Speed
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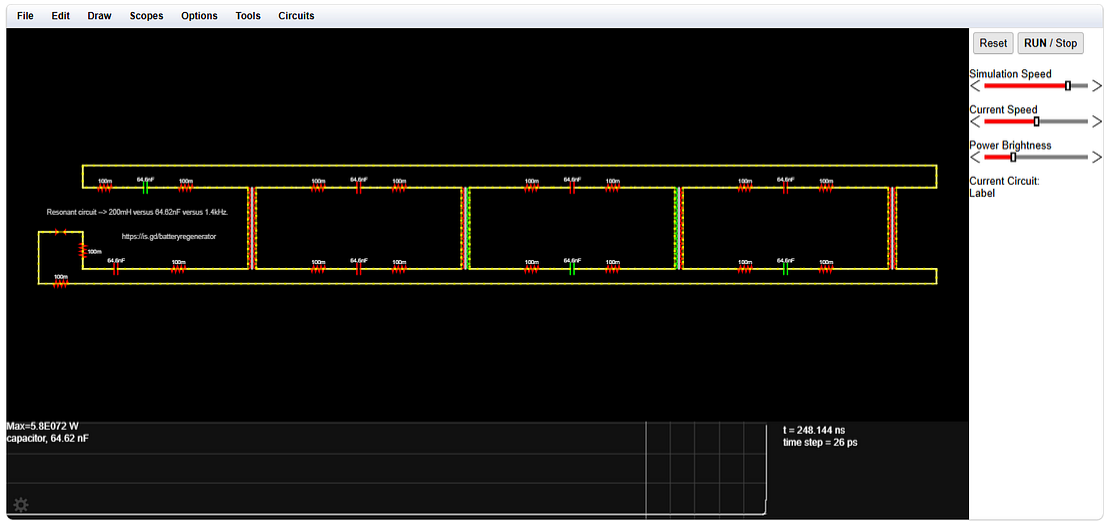
Current Circuit:
Label
Resonant circuit --> 200mH versus 64.62nF versus 1.4kHz.
https://is.gd/batteryregenerator
Max=0 W
capacitor, 64.62 nF
t = 0 s
time step = 26 ps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Reset
RUN / Stop
Simulation Speed
Current Speed
Power Brightness
Current Circuit:
Label
Resonant circuit --> 200mH versus 64.62nF versus 1.4kHz.
https://is.gd/batteryregenerator
Max=5.8E072 W
capacitor, 64.62 nF
t = 248.144 ns
time step = 26 ps


File Edit Draw Scopes Options Tools Circuits
Reset
RUN / Stop
Simulation Speed
Current Speed
Power Brightness
Current Circuit:
Label
Resonant circuit --> 200mH versus 64.62nF versus 1.4kHz.
https://is.gd/batteryregenerator
Max=∞ W
capacitor, 64.62 nF
t = 1.343 µs
time step = 26 ps

UPDATE

I recalculated a new set of resonant factors set to a higher frequency more in alignment with the parasitic frequency which the circuit, above, wants to spawn; namely: anything over 38.5 Giga Hertz.

What you see, above, is three modules of Eric Dollard's analog computer in longitudinal magneto-dielectric mode (LMD) looped together in daisy-chain and toroidal fashion.

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Capacitance (C)

0.0008545 pF

Inductance (L)

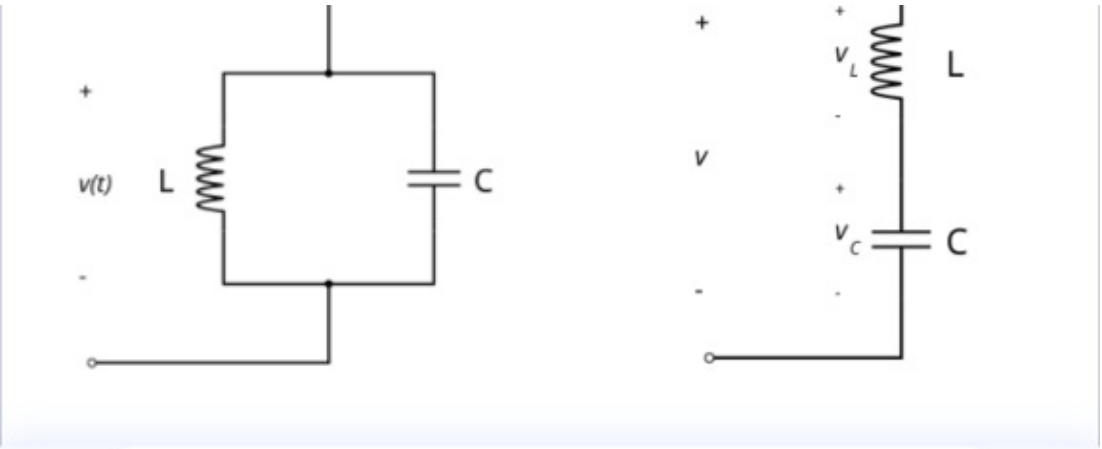
20 nH

Resonant frequency (f)

38.5 GHz

Angular frequency (ω)

241,902,634,326 rad/s



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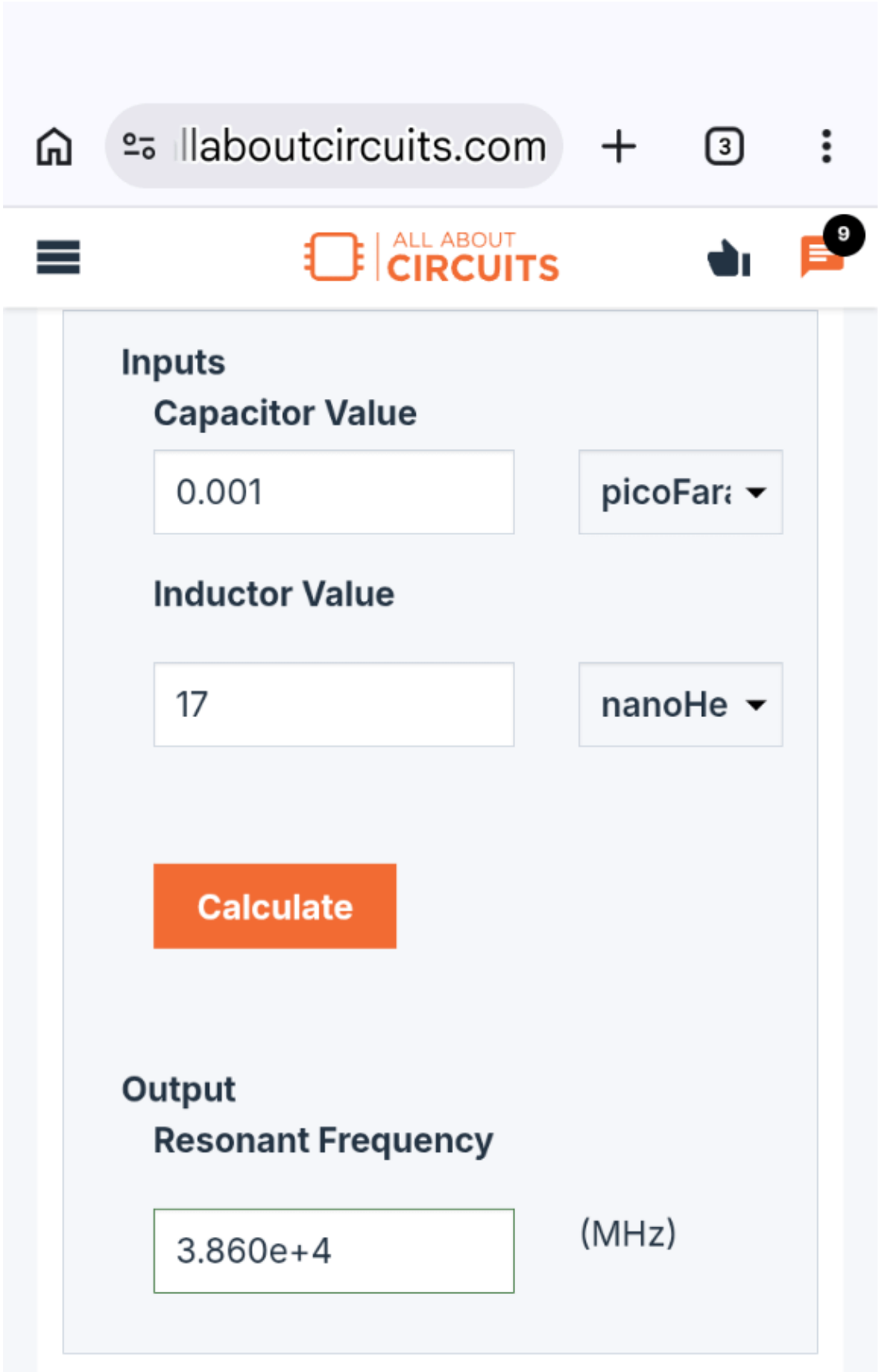
The screenshot, above, was my first attempt at raising the resonant frequency to align with the elevated frequency of the parasitic oscillation so that if an amplitude modulated setup should be chosen as the input (an AM radio waveform), then this circuit will be more closely in alignment with that parasitic target frequency even though you may not feed it with this frequency as its source of input energy.

My guess is that an input of around one thousand cycles per second would be the ideal, sine wave, input frequency in combination with these newly, revised capacitive and inductive parameters intended to accommodate the frequency of what parasitic oscillation is intended for us to expect, namely: a base input frequency of around a thousand cycles per second to which a higher frequency of 38.5 Giga Hertz, or more, is riding piggy-back on top of the 1kHz base frequency.

To achieve that accommodation, we could redesign this circuit using capacitors of one femto Farad and inductors of 17 nano Henrys.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ALL ABOUT
CIRCUITS
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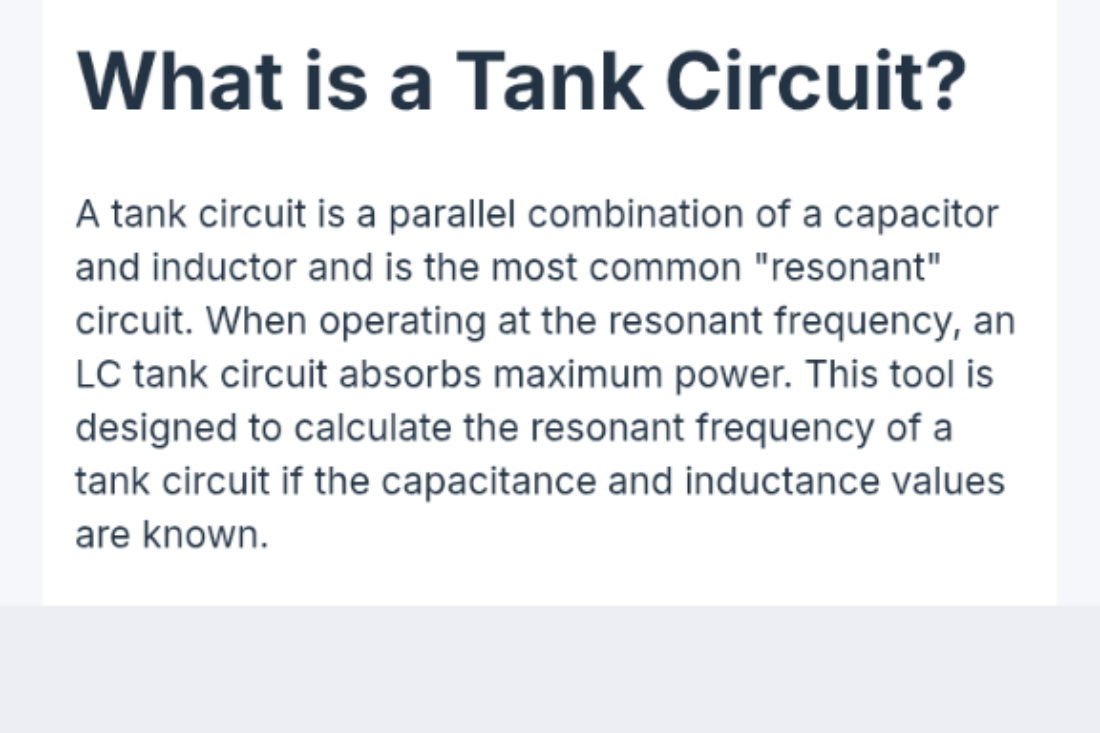
Inputs
Capacitor Value
0.001
picoFar
Inductor Value
17
nanoHe
Calculate
Output
Resonant Frequency
3.860e+4
(MHz)



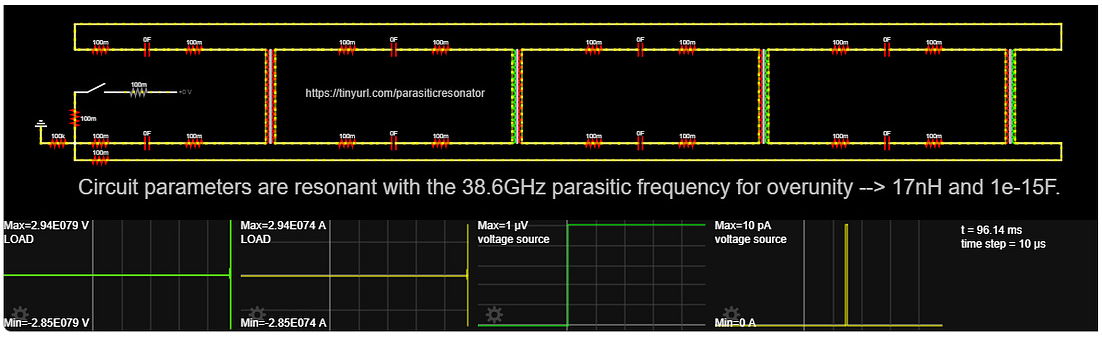
This is not your usual tank circuit. It may appear unfamiliar to the conventionally trained student of engineering how to assess this unique type of circuit.

I would suggest that, even though each module possesses two capacitors and two inductors, treat each module as a double-tank circuit. So, in your mind, split each module along an imaginary diagonal so as to isolate one pair of caps and coils per tank so as to view it this way.

Then, it won't seem so odd to assess it as a tank circuit.

Here is the updated simulation:

In this simulation, I used a DC voltage source set to a 1 microvolt input initiated by a momentary snap switch so as to minimize energy wastage (draining from the source) of a 10 pico ampere spike:



What I conclude from this updated simulation is that it is not necessary to “cheat” Falstad’s simulator (in practice), by reducing its time-interval, in order to achieve overunity. It is only necessary to reduce the time-interval in order to make a determination as to the minimum frequency which the circuit will resonate with its parasitic oscillation. And from this information, the circuit — whatever were its previous impedances — can have its impedances altered to reflect this newly revised oscillation. This will liberate the time-interval to whatever you want it to be while retaining its ability to achieve overunity.

2nd UPDATE

The revival process of magnetic pulsations probably has to be initiated, by itself, long enough before any attempt is made to recharge and discharge “exceedingly” dead batteries which have not suffered any damage to their internal structure. Then, after sufficient time has passed, the batteries could be put through a charging/discharging repetitive cycle while they remain under the constant influence of magnetic pulsations.

Each battery may have (in all likelihood) sufficient space surrounding it within its slot within the battery pack (inside of an EV) to accommodate wrapping each dimensional axis (of 3D space; X, Y, and Z axes) surrounding each battery with a single layered coil using enameled

magnetic winding wire. Each of these three coils are connected together in parallel as part of the magnetic pulsing circuit. And each of these three coils should probably possess the same mass of copper while not necessarily sharing the same length nor the same winding inductance.

I suspect that it will be the combination of a dual frequency of magnetic pulsations, alone, which will revive the batteries to begin to reenter the life cycle which they previously had been a part of being alternately charged and discharged on a regular basis.

Batteries like to have a consistent lifestyle of being taken through a repetitive cycle of charge and discharge. They don't like to merely sit around on some shelf without being used. Thus, something extra has to be done to bring them back to the life that they were born to live: the life of repetitive cycling and recycling. And this extra special treatment has to avoid being a method of brute force, and it also has to incorporate the principle of a somewhat lengthy duration of time in which their owner patiently waits for the battery chemistry to adjust to being awakened back into a usable status.

Gentle patience is a good rule of thumb for battery care. This means that their charge should be an elevated voltage and a severely depressed current lest any elevation of current fries the battery into a shortening of its usable lifespan.

Lead acid batteries were manufactured (for example) under conditions of elevated voltage and severely reduced current in order to put oxygen into their lead plates. Yet, we're given methods of their recharge (in our automobile alternators) of applying elevated currents and reduced voltages which causes hydrogen to be emitted out of the battery's electrolyte. This depletes the fragile balance of the battery's electrolytic solution and fails to reinstate oxygen into the plates as lead dioxide. Thus, the electrolyte gradually becomes destroyed (of its hydrogen) and also acquires a buildup of lead dissolved in its solution

which eventually precipitates in a piled-up heap at the bottom of the battery casing. This lead buildup of sludge eventually shorts out the plates permanently destroying the ability for a lead acid battery to accept a charge.

So, the solution (in the case of lead acid batteries for example), is to not use conventional alternators under the hood of our internal combustion engine automobiles since these alternators are designed to destroy the auxiliary 12V battery under our hood. We must use a customized alternator which delivers the same conditions which formed our auxiliary battery at the time of its manufacture, namely: elevated voltage and severely reduced current.

Like this example, the battery pack of our electric vehicle must also be recharged with an elevated voltage and a severely reduced current over a longer duration than what we have been demanding of our fast-paced lifestyle.

The pulsed magnetism, which I am proposing up-above, can only undo our mistakes in a temporary manner if we don't also alter how we treat our batteries so as to avoid mistreating them.