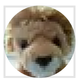
Load-Bearing Konzen

How I forgot to add a substantial load to my simulations of Douglas L. Konzen's "Hunt for Free Energy" which gave me spectacular results!



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JUL 21, 2026

The reason why my overunity simulations (over the past several days) of Douglas L. Konzen's *Hunt for Free Energy* have been *so successful* is due to a lack of any substantial load bearing down upon their output. So, *naturally*, it would produce a COP of 5k to 1! Why shouldn't it?

Jim Murray has this to say: [1]

LISTEN NOW · 8:28

> *Hint: When Jim says, "assistive/assisting torque", he means "overunity/free energy". This is the nomenclature he uses in his SERPS patent to get it past the patent examiner.*

Why I should I expect any differently?

By using data available online, I calculated my presumption of how much combined inductance is on the twin A/C motors of a RAV4 EV from 2002 (my targeted load/appliance) of a little less than 7 Henrys (6.7667H). So, I assumed this and then I added a capacitor of appropriate size[2] (**Start capacitor:** ~770 µF, 440 V).

> ### Recommended Capacitance for a 67 HP (50 kW) 345 V AC Motor

For a **single-phase capacitor-start motor** rated at **67 HP (50 kW)** operating at **~345 V**, the capacitor size depends on whether you need a **start capacitor** (for initial torque) or a **run capacitor** (for continuous operation). The motor nameplate is the definitive source, but here are the standard sizing rules and formulas.

1. Start Capacitor (for starting torque)

A common rule of thumb for single-phase motors is:

Cstart (μF) ≈ 5,300 × kW ÷ V

For your motor:

Cstart ≈ 5,300 × 50,345 ≈ 769 μF

This is a **high-μF, short-duty** capacitor, typically **electrolytic** and rated for **≥ 440 V** to handle the inductive back-EMF kwcalc.com.

2. Run Capacitor (for continuous operation)

For continuous-duty run capacitors:

Crun (μF) ≈ 2,650 × kW ÷ V

For your motor:

Crun ≈ 2,650 × 50,345 ≈ 385 μF

This is a **low-μF, continuous-duty** capacitor, often **oil-filled** or **polypropylene film**, rated for **≥ 370 V** kwcalc.com.

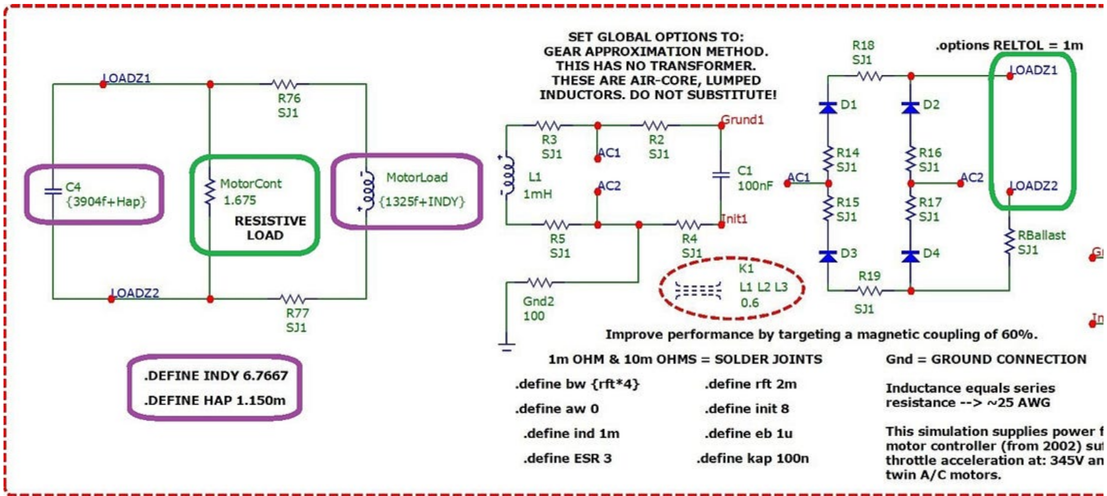
3. Voltage rating

- **Start capacitor**: ≥ 440 V (higher is safer if voltage fluctuates) specap.com.
- **Run capacitor**: ≥ 370 V specap.com.

4. Practical selection

> - **Start cap**: ~769 µF, 440 V, electrolytic, short-duty.
> - **Run cap**: ~385 µF, 370–440 V, continuous-duty.
> - Always match the **type** (start vs. run) and **voltage rating** to the motor nameplate.
>
> ### 5. Safety & verification
>
> - Disconnect power and discharge capacitors before handling specap.com.
> - Never undersize — undersized capacitors can cause weak starts or overheating.
> - Oversizing can increase current and stress windings codingace.net.
> - If the motor is a **capacitor-start-capacitor-run** type, you may need both a start and run capacitor.
>
> **Summary:** For a 67 HP (50 kW) 345 V single-phase AC motor, expect a **~770 µF start capacitor** and a **~385 µF run capacitor**, both with voltage ratings at least 370–440 V, and always confirm with the motor nameplate.

Then, I put both of these tank elements in parallel with the resistive load (labeled: “MotorCont”, which represents the RAV4 EV’s motor controller). I *did not* manage to depress the output so long as I did not deviate from my prior method of calculations — which was: to maintain my use of the integration of energy (using the SPICE directive of: SDT) rather than my mistaken use of RMS averaging.



CAPACITOR, C4, AND INDUTOR, MOTORLOAD,
TRANSFORM A SIMPLE RESISTIVE LOAD, MOTORCONT,
INTO AN LRC TANK CIRCUIT.

Initially, I posted this blog using the erroneous RMS data which required that I readjust the circuit's parameters in order to increase its output back up to nearly its prior figure of around 72kW (70.6kW) of instantaneous power. This had the mistaken consequence of reducing its COP to below unity at ***31% to 1***.

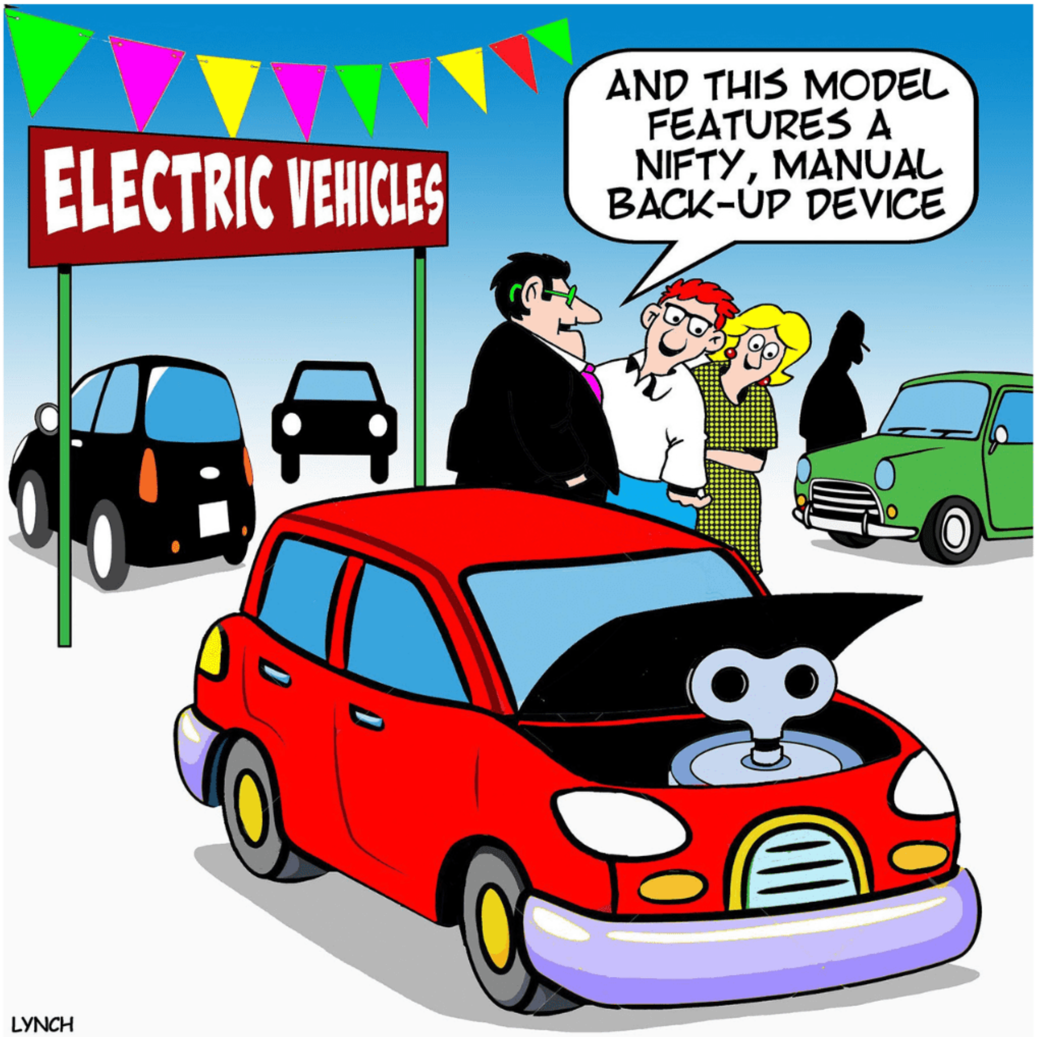
And then, as a consequence, I had to assume the following:

> **But all is not lost** since all of the ground current (modeled by the six simulated batteries which represent three "galvanic pile / earth batteries" and three ground rods), along with all of the current from the realm of imaginary numbers (aka, the aetheric counter-space of the gas-filled surge arrestors erroneously dubbed to be neon bulbs by Micro-Cap software engineers), is for free! — That is to assume, of course, that you and I don't mind tethering our electric cars to a *very long* extension cord while driving! ;-)

I felt so badly, that I had to make a joke about it …

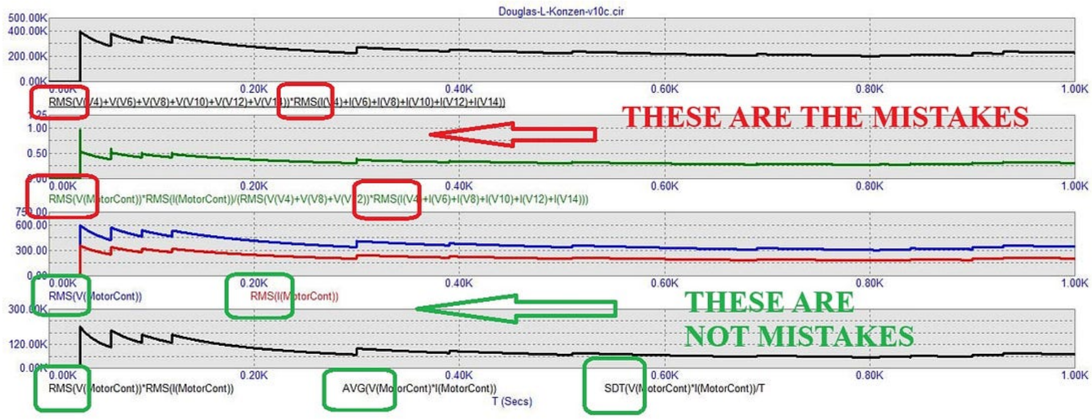
" WHAT'S THE RANGE OF OUR ELECTRIC CAR ? IT ALL DEPENDS ON THE LENGTH OF YOUR EXTENSION CORD. "

LOL

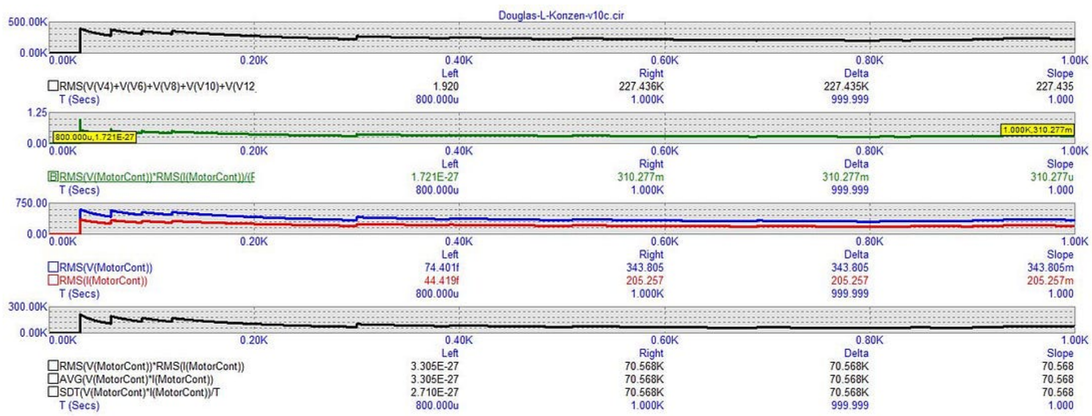


CUTE

And I posted these incorrect screenshots:



WRONG EQUATIONS



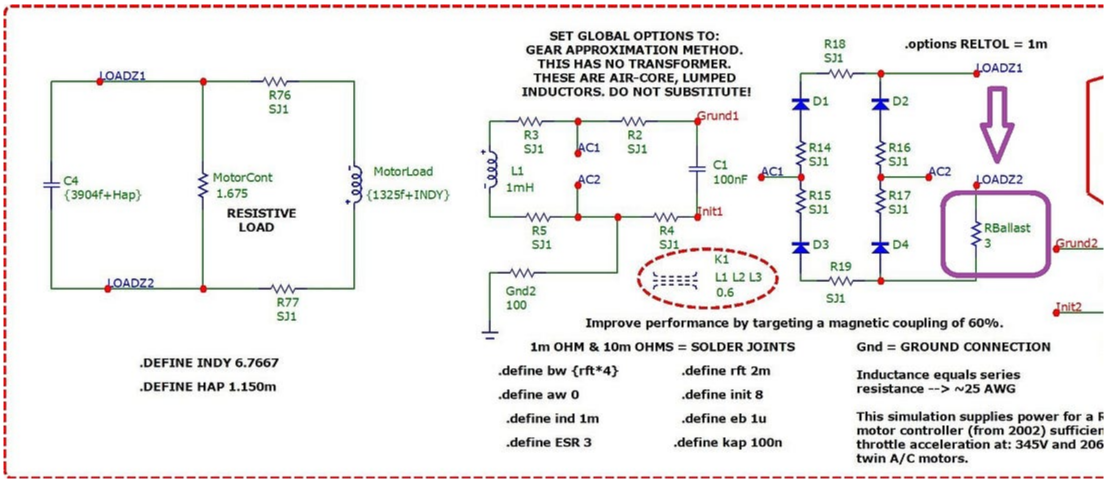
ERRONEOUS DATA

But now, I know better. I can correct my mistakes. The corrected **COP is 174 to 1** using a more sophisticated technique in which my base-calculation is performed using the integration of energy (the SPICE directive of: SDT), but -then-, on top of that, I apply averaging (AVG) plus absolute valuing (ABS; where appropriate) to achieve a more reasonable approximation of COP.

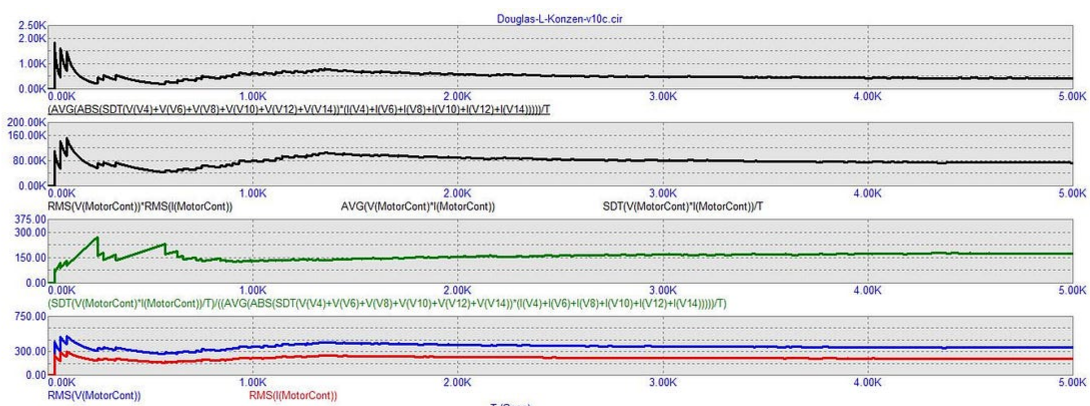
This new computation is more in keeping with the COP determined by the independent laboratory and testing facility of the Bing Crosby Foundation who tested the performance of the EV Gray motor and found that its COP was approximately 300 to 1. [3] [4] [5]

The addition of this “tank load” of a full-bodied motor (for the RAV4 EV from 2002), plus this new method of computing COP, still requires a voltage divider to reduce the excess power at the resistive load (the motor controller), but not as much as before (it had been 32 ohms without any significant load).

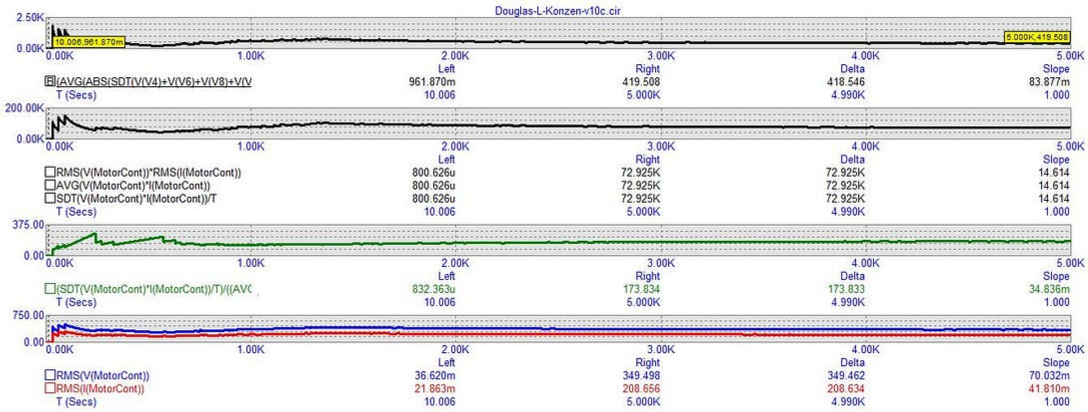
This adjusted voltage divider uses a resistance of **3 ohms** at “RBallast”.



VOLTAGE DIVISION AT RBALLAST AND MOTORCONT OF 3 OHMS VERSUS 1.675 OHMS, RESPECTIVELY



GRAPHIC DISPLAY



NUMERIC DATA

> The topmost graph (in black) charts the instantaneous RMS power (wattage) of the input waveform located at the six batteries posing as three galvanic pile, earth batteries plus three ground rods all six of which are composed entirely of spikes.

(AVG (ABS (SDT (V(V4) + V(V6) + V(V8) + V(V10) + V(V12) + V(V14)) * (I(V4) + I(V6) + I(V8) + I(V10) + I(V12) + I(V14))) / T))

$$AVG\left[\left|\frac{\mathrm{SDT}\left[\left(\sum_{i=1}^{6} V_i\right)\cdot\left(\sum_{j=1}^{6} I_j\right)\right]}{t}\right|\right] = AVG\left[\left|\frac{\sum_{m=-\infty}^{\infty} V[m]I[m]\, w[n-m]\, e^{-i\omega m}}{t}\right|\right]$$

In which, …

V(i) = the voltages of each of the six batteries.

I(j) = the currents of each of the six batteries.

Each set of six figures are summed, separately. Then, these two subtotals are multiplied against each other. Then, their SDT integral is taken. Then, this integral is divided by time (t). Then, the absolute value is taken since these figures are negative since the wattage of a voltage source, namely: a battery, is always negative by convention. The need for converting their negative sign into a positive value is to synchronize this with the absolute value of the RMS-oriented wattages computed for the motor controller (MotorCont). Then, after taking the absolute value, this is finally averaged as it proceeds during runtime. This average is restricted to after performing everything else. It is not performed after summation since that would not produce a result which is smoothly similar (and, thus, readable by the naked eye) to the wattage of the load.

> The second graph (also in black) uses three equivalent methods for calculating the instantaneous RMS power of the output waveform located at the resistive load, labeled as: “MotorCont” representing the RAV4 EV’s Motor Controller from 2002. This will feed the “MotorLoad” pair of A/C motors which are connected in parallel with the Motor Controller.

RMS(V(MotorCont)) * RMS(I(MotorCont))

AVG(V(MotorCont) * I(MotorCont))

(SDT(V(MotorCont) * I(MotorCont))) / t

$$RMS(V_{MotorCont}) \times RMS(I_{MotorCont})$$

$$AVG[V_{MotorCont} \times I_{MotorCont}]$$

$$\frac{\mathrm{SDT} \int \left[\, (V_{\mathrm{MotorCont}}(t)) \times (I_{\mathrm{MotorCont}}(t)) \,\right]}{t}$$

$$\frac{\mathrm{SDT}[V(t)I(t)]}{t} = \frac{\int_0^{5ks} V(\tau)I(\tau)\, w(t-\tau)\, e^{-i\omega\tau}\, d\tau}{t}$$

> The third graph (in green) depicts the COP between the output divided by the input. It’s overunity at around **174:1**.

(SDT (V(MotorCont) * I(MotorCont)) / T) / (AVG (ABS (SDT (V(V4) + V(V6) + V(V8) + V(V10) + V(V12) + V(V14)) * (I(V4) + I(V6) + I(V8) + I(V10) + I(V12) + I(V14))) / T))

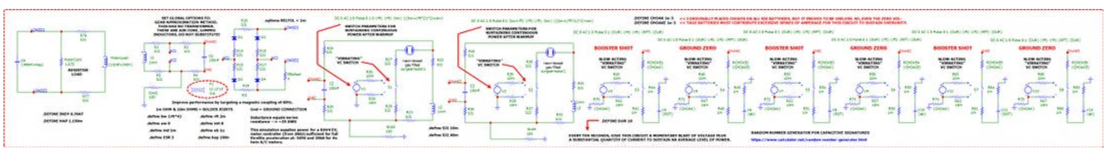
$$\frac{\frac{\mathrm{SDT}[V(t)I(t)]}{t}}{AVG\left[\left|\frac{\mathrm{SDT}\left[\left(\sum_{i=1}^{6} V_i\right)\cdot\left(\sum_{j=1}^{6} I_j\right)\right]}{t}\right|\right]}$$

> The fourth graph (in blue and red) charts the RMS of the voltage (in blue) and the current (in red) of the Motor Controller.

RMS(V(MotorCont))

RMS(I(MotorCont))

By the way, **a runtime of 5ks** is equivalent to **1 hour and 23 minutes**. So, I'd say this is adequate testimony (without constituting proof) of the efficacy of my simulation.



SCHEMATIC

Download this present simulation (v10c) of a Douglas L. Konzen's *Hunt for Free Energy*.

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1 Jim Murray Transforming Generator - Search

2 TZEV - Library - archive.org

3 Ed Gray Motor - Science/Technology - Nigeria

4 The Hackenberger "Purple Motor" A.K.A. The E.V. Gray Motor - A & P Electronic Media

5 Edwin Vincent Gray - EMA - motor