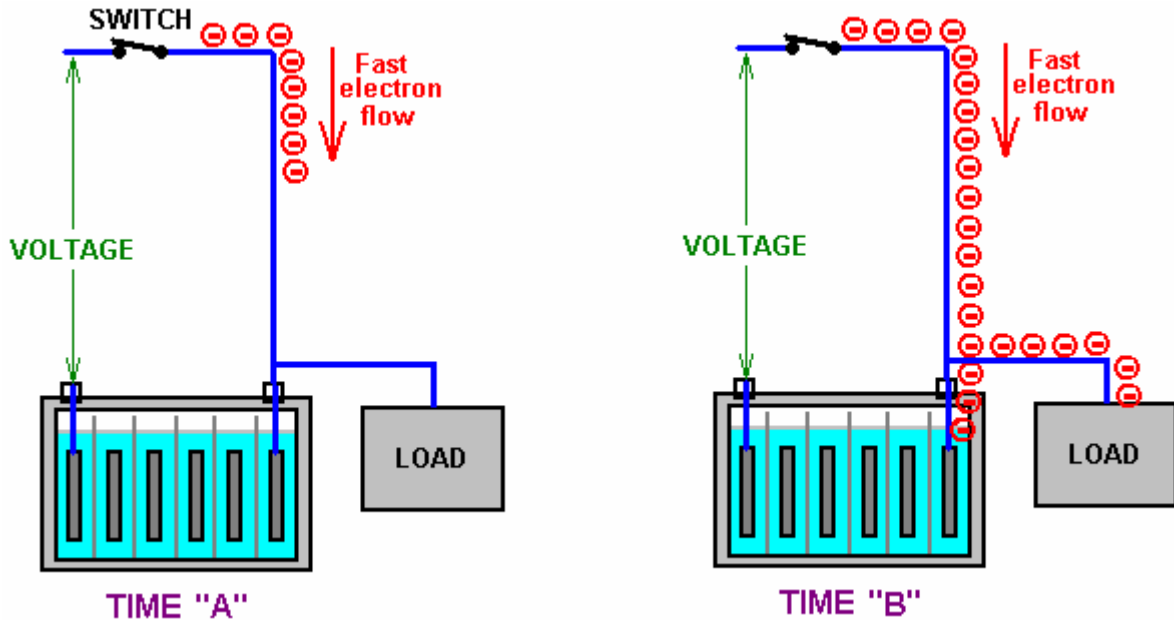
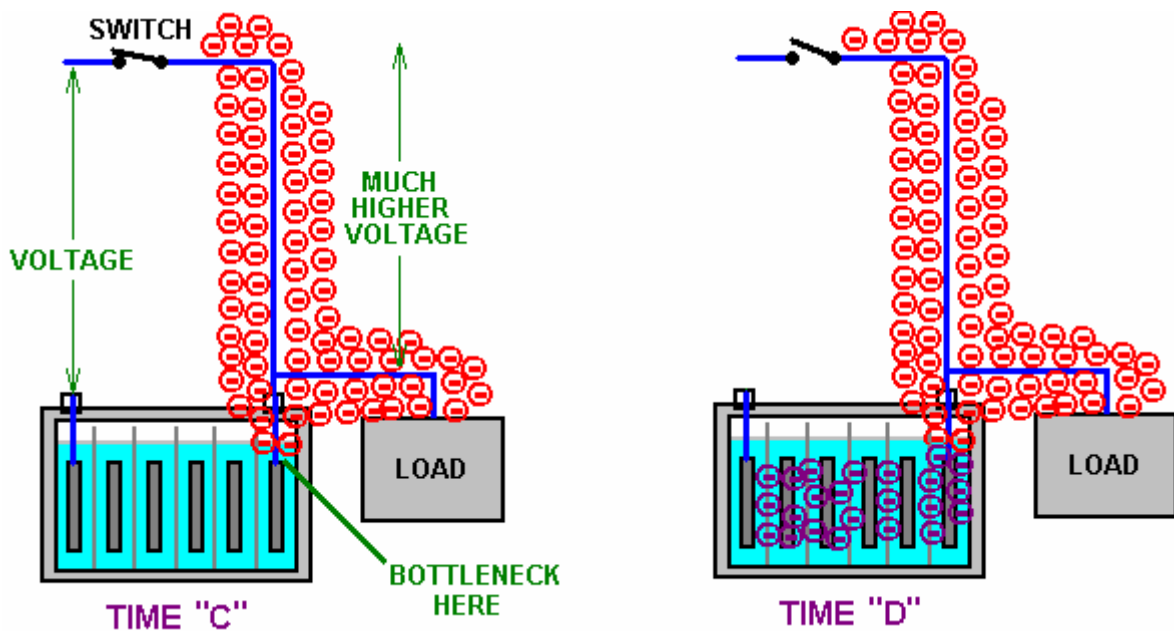


## BATTERY CHARGING SYSTEMS

BATTERIES ARE CHARGED BY APPLYING A HIGH ENOUGH VOLTAGE TO THEM. BUT THE RATE OF CHARGE IS NOT CONSTANT. IN THE FIRST SPLIT SECOND, THE VERY LIGHT ELECTRONS FROM THE CHARGING SOURCE RACE DOWN THE OUTSIDE OF THE CONNECTING WIRE AT THE SPEED OF LIGHT. WHEN THEY REACH THE BATTERY BEING CHARGED THERE IS A PROBLEM AND THAT IS THE FACT THAT THE CHARGING CURRENT INSIDE THE BATTERY IS CARRIED BY MUCH HEAVIER IONS AND THEY DON'T MOVE AT THE SPEED OF LIGHT :



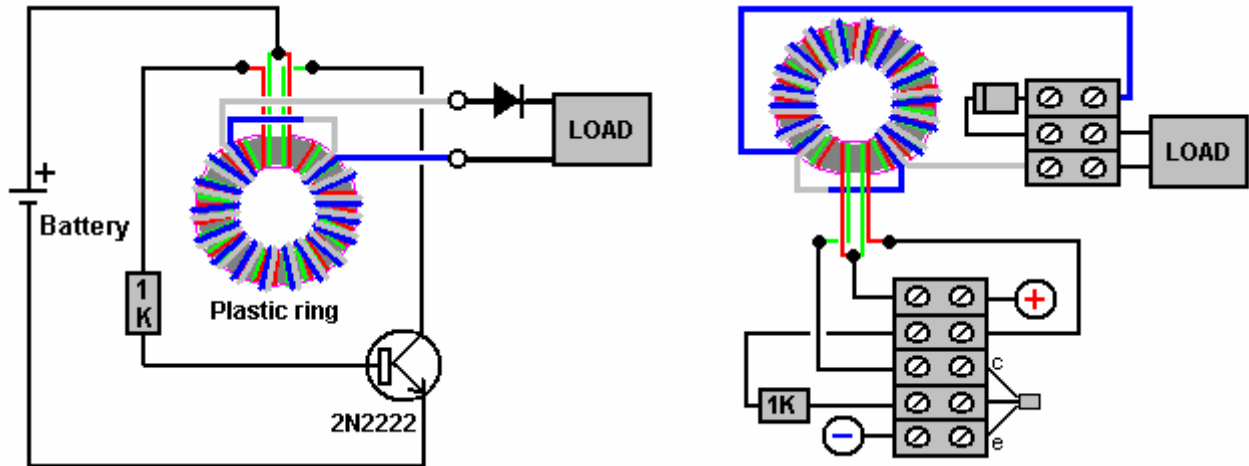
A TINY FRACTION OF A SECOND AFTER SWITCHING ON, THE ELECTRONS REACH THE BOTTLENECK OF THE HEAVY BATTERY IONS AND SO THEY PILE UP IN A GREAT CLUSTER :



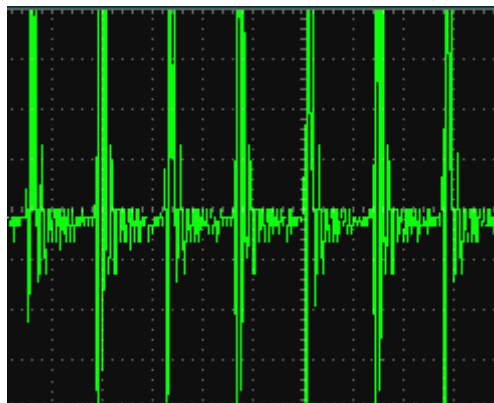
THIS HAS THE SAME EFFECT AS IF A MUCH HIGHER VOLTAGE SOURCE HAD BEEN CONNECTED TO THE BATTERY, CAUSING A MUCH GREATER RATE OF CHARGING. THIS EFFECT ONLY LASTS FOR A FRACTION OF A SECOND, AND IF YOU ARE USING A DC CHARGING SOURCE, IT ONLY OCCURS ONCE DURING THE CHARGING SESSION. HOWEVER,

IF WE CHOOSE, WE CAN ARRANGE OUR CHARGING CIRCUIT TO DO THIS SWITCH-ON STYLE OF CHARGING THOUSANDS OF TIMES EACH SECOND.

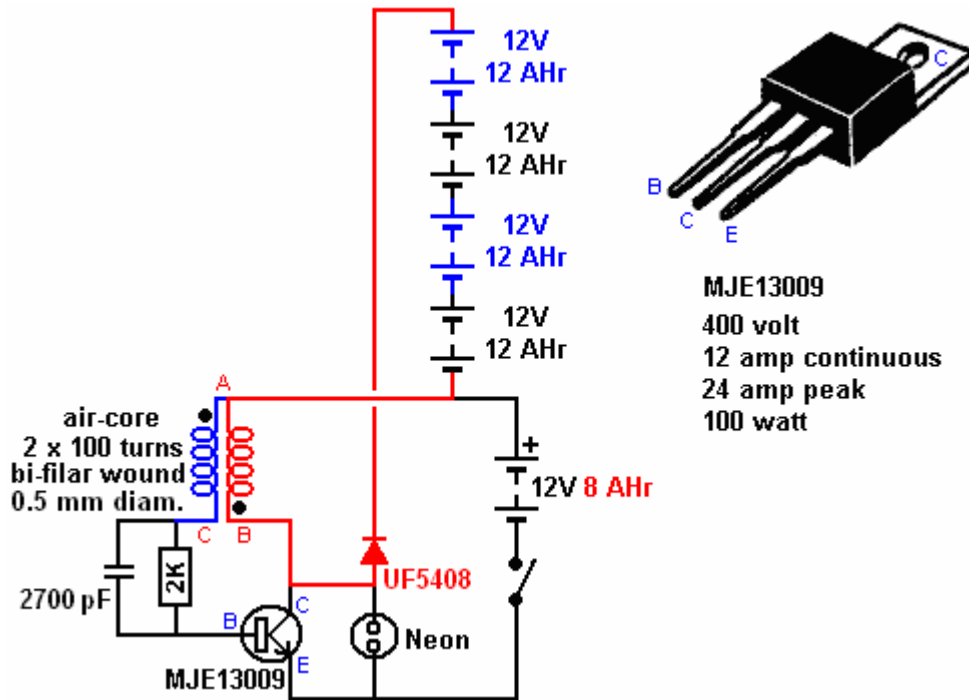
FOR EXAMPLE, LAWRENCE TSEUNG PRODUCED A CHARGING SYSTEM WHICH IS A MODIFIED JOULE THIEF CIRCUIT AND HE STATES THAT IT IS TEN TIMES MORE EFFECTIVE THAN ORDINARY CHARGING :



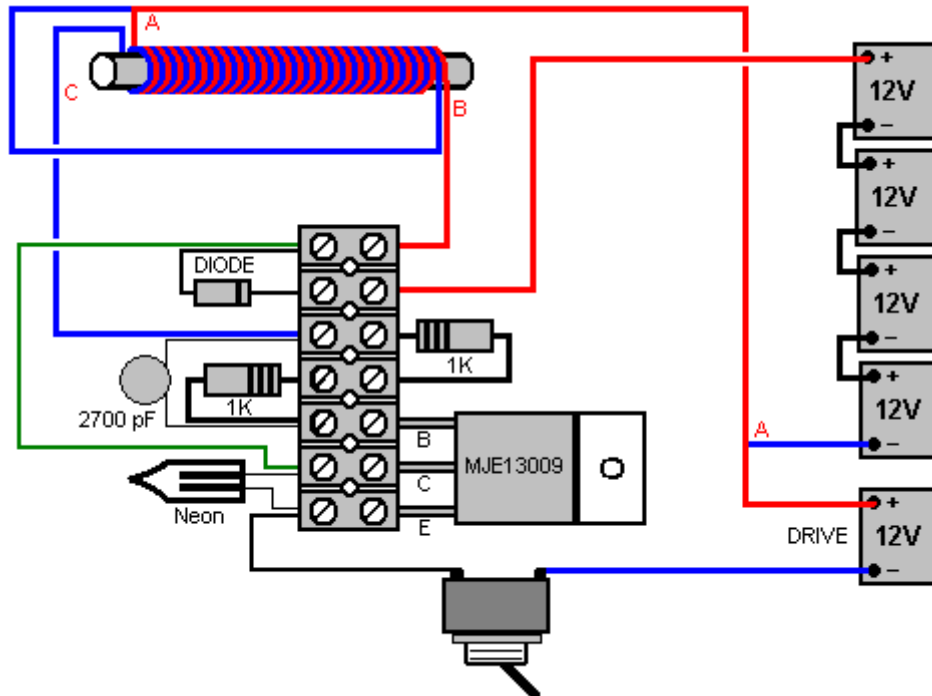
AND THIS CIRCUIT SWITCHES THE CHARGING VOLTAGE ON AND OFF VERY SHARPLY ABOUT 290,000 TIMES PER SECOND (104 MILLION TIMES PER HOUR) :



A MUCH MORE POWERFUL VERSION OF THIS STYLE OF CIRCUIT HAS BEEN PRODUCED BY "ALEXKOR" OF RUSSIA AND IN HIS VERSION A HIGH-PERFORMANCE TRANSISTOR GENERATES VOLTAGE SPIKES LARGE ENOUGH TO CHARGE FOUR BATTERIES FROM ONE DRIVING BATTERY :



THIS CIRCUIT IS AS SIMPLE AS YOU CAN GET. THE COIL IS JUST TWO STRANDS OF HALF-MILLIMETER ENAMELLED COPPER WIRE WOUND SIDE BY SIDE ON A CARDBOARD TUBE (PROBABLY 1.5 INCH DIAMETER). ONE RESISTOR TO FEED SOME BASE CURRENT, ONE CAPACITOR TO SET THE FREQUENCY AND ONE DIODE TO FEED THE CHARGING PULSES. THE NEON BULB IS ONLY THERE TO PROTECT THE TRANSISTOR. THE CHARGING CURRENT THROUGH ALL FOUR BATTERIES IS THE SAME AND THE LAYOUT MIGHT BE :



IT IS POSSIBLE TO RUN A LOAD OFF BATTERIES WHICH THEMSELVES ARE BEING CHARGED. ONE SYSTEM WHICH DOES THIS IS KNOWN AS THE "TESLA SWITCH" ALTHOUGH IT IS UNLIKELY THAT TESLA WAS EVER INVOLVED WITH THE CIRCUIT AS IT IS SHOWN IN THE CARLOS BENITEZ PATENT GB 14,311 OF 1916.

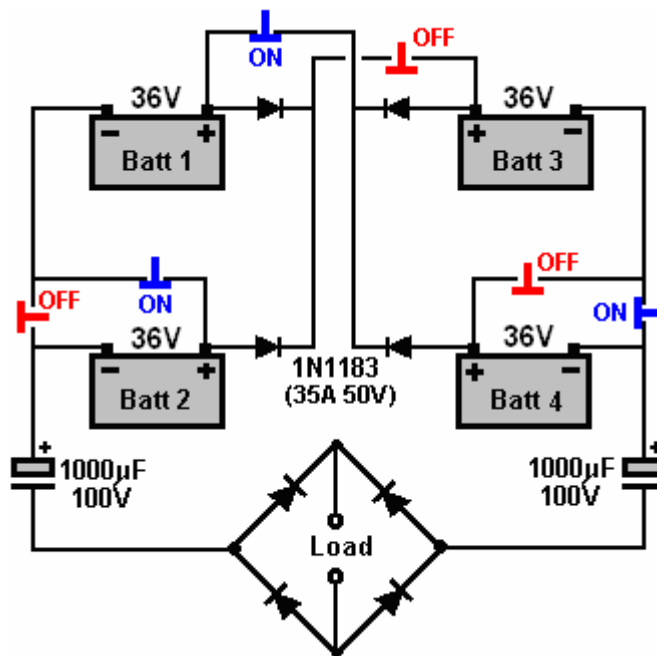
THE STAFF OF THE ELECTRODYNE CORPORATION OF AMERICA EXPERIMENTED WITH THIS CIRCUIT WHICH (SHOWN IN VOLUME 1 OF THE "MANUAL OF FREE ENERGY DEVICES AND

**SYSTEMS” 1986). THEY TESTED THE CIRCUIT FOR A PERIOD OF THREE YEARS USING ORDINARY 12-VOLT CAR BATTERIES. HOWEVER, THEIR TESTING ALTERED THE BATTERIES WHICH THEY WERE USING AND THOSE BATTERIES ENDED UP BEING 36-VOLT LEAD-ACID BATTERIES WHICH WERE “CONDITIONED”.**

**“CONDITIONED” BATTERIES OPERATE IN A VERY DIFFERENT WAY TO ORDINARY BATTERIES. THEY CHARGE MUCH FASTER, HAVE GREATER CAPACITY AND HIGHER VOLTAGE BUT LOSE THEIR CONDITIONING IF LEFT UNUSED FOR SOME TIME. A BATTERY BECOMES CONDITIONED IF PULSE-CHARGED AND THEN DISCHARGED REPEATEDLY. AFTER MANY SUCH CYCLES THE CONDITIONING CHANGE STARTS TO HAPPEN.**

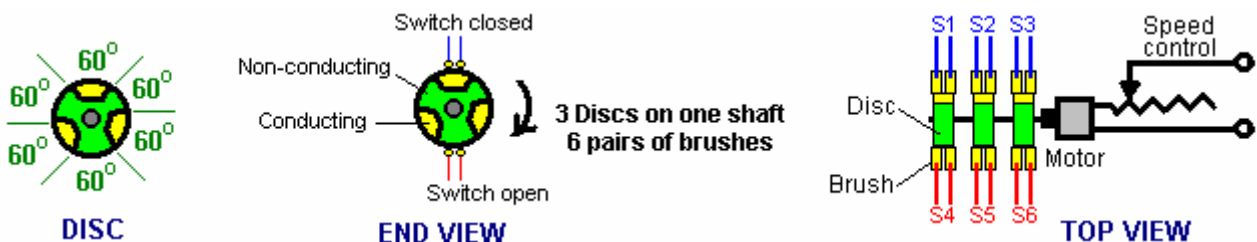
**SO, PLEASE BEAR IN MIND THAT THE ELECTRODYNE CORPORATION STAFF USED THEIR BATTERIES REPEATEDLY FOR THREE YEARS, AND AT THAT STAGE THEIR BATTERIES WERE 36-VOLT AND CONDITIONED – THAT IS PROBABLY WHY NOBODY ELSE HAS MANAGED TO GET THEIR CIRCUIT OPERATING AS THEY DESCRIBED IT.**

**THIS IS THE CIRCUIT WHICH THEY USED, AND IT NEEDS TO HAVE AN INDUCTIVE LOAD SUCH AS A MOTOR, BUT IT CAN OUTPUT THIRTY HORSEPOWER WHICH IS 22 KILOWATTS.**

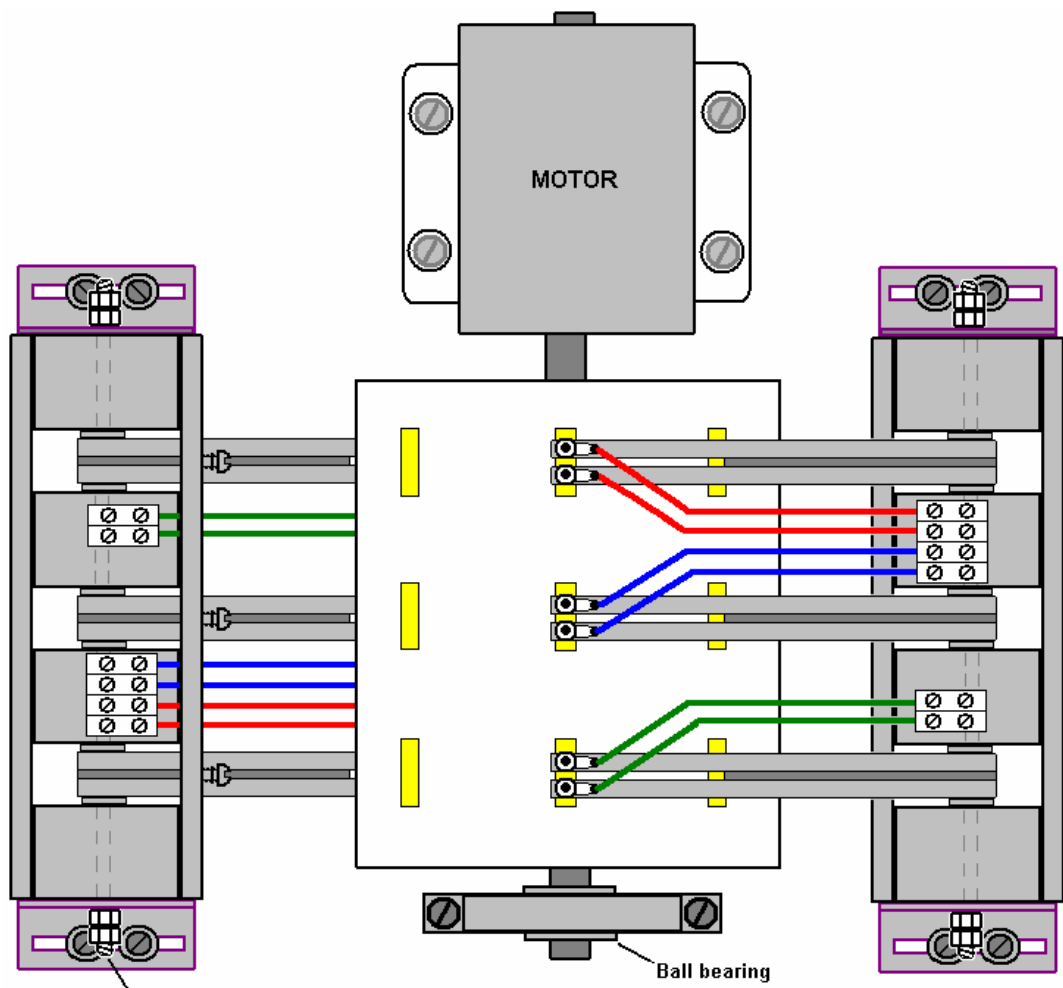


**THE DIODES USED ARE IMPORTANT AS THE 1N183 DIODE BREAKS DOWN WHEN REVERSE BIASED, PASSING A SHARP VOLTAGE PULSE BACK TO THE BATTERY. BEING CONDITIONED, THE BATTERIES RECHARGE VERY RAPIDLY.**

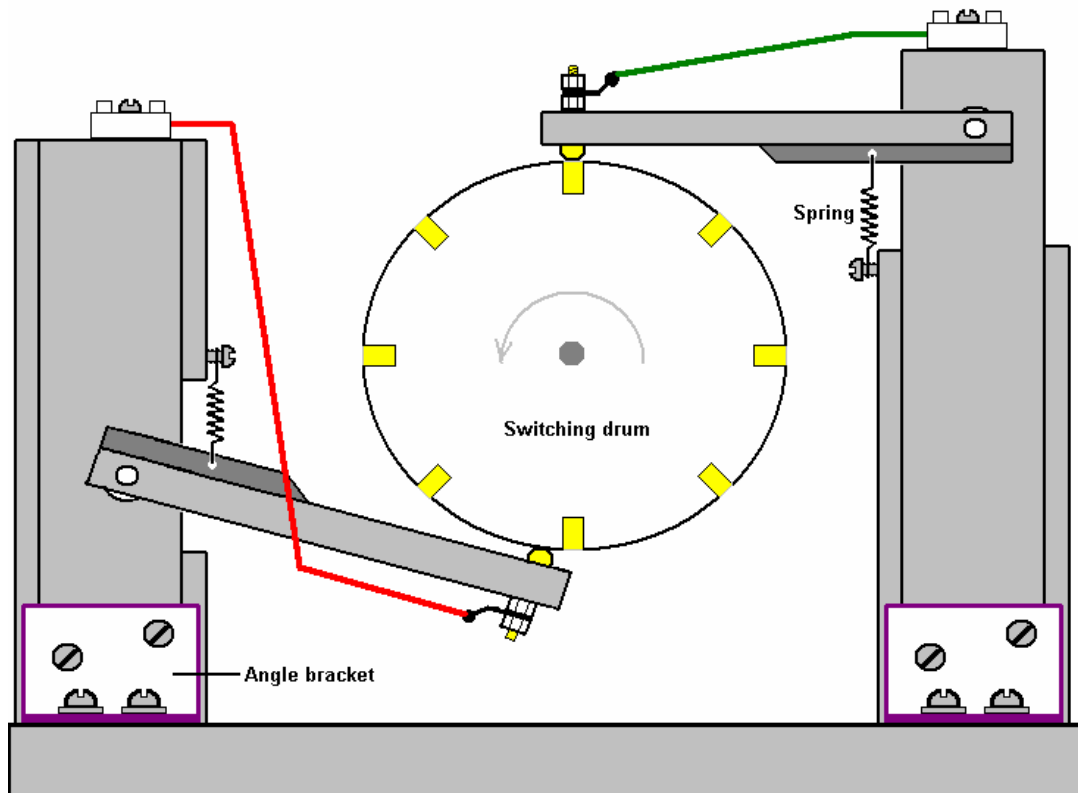
**SHARP SWITCHING IS ALWAYS IMPORTANT WITH FREE-ENERGY CIRCUITS AND THE ELECTRODYNE CORPORATION STAFF USED MECHANICAL SWITCHING :**



**IF MECHANICAL SWITCHING IS TO BE BUILT, THEN PERHAPS DOING IT LIKE THIS MIGHT BE A SUITABLE METHOD :**



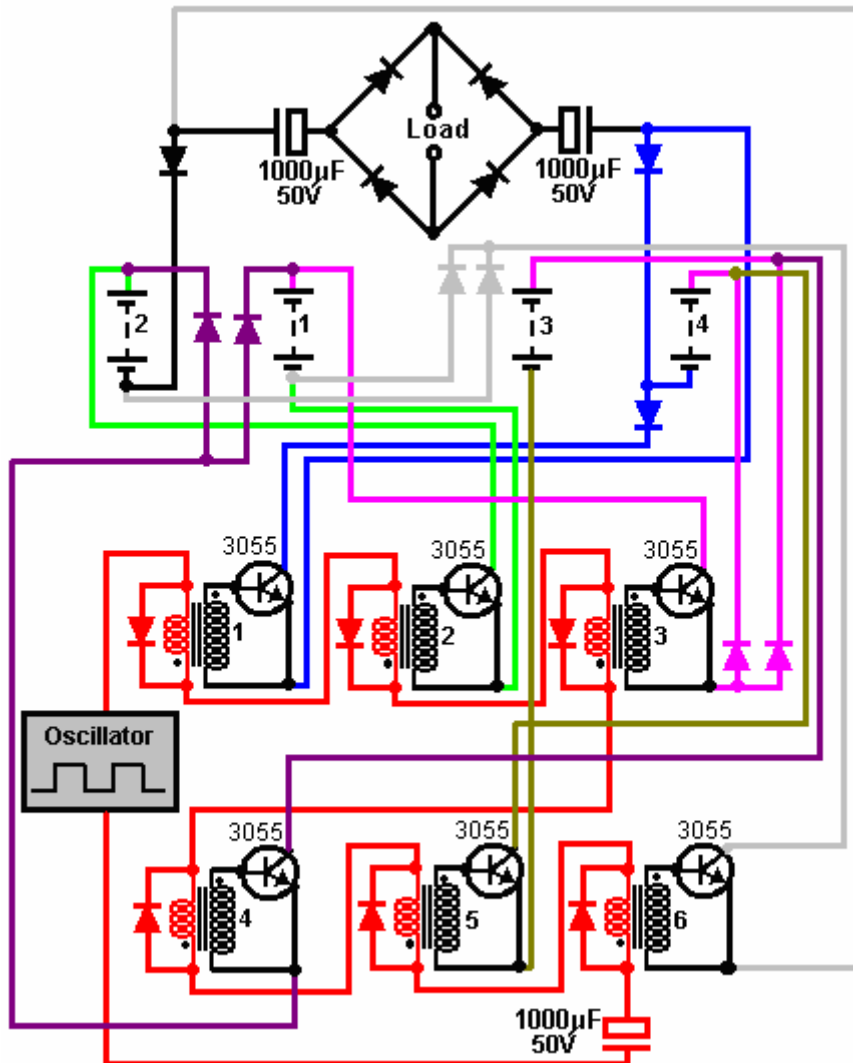
**TOP VIEW**



**SIDE VIEW**

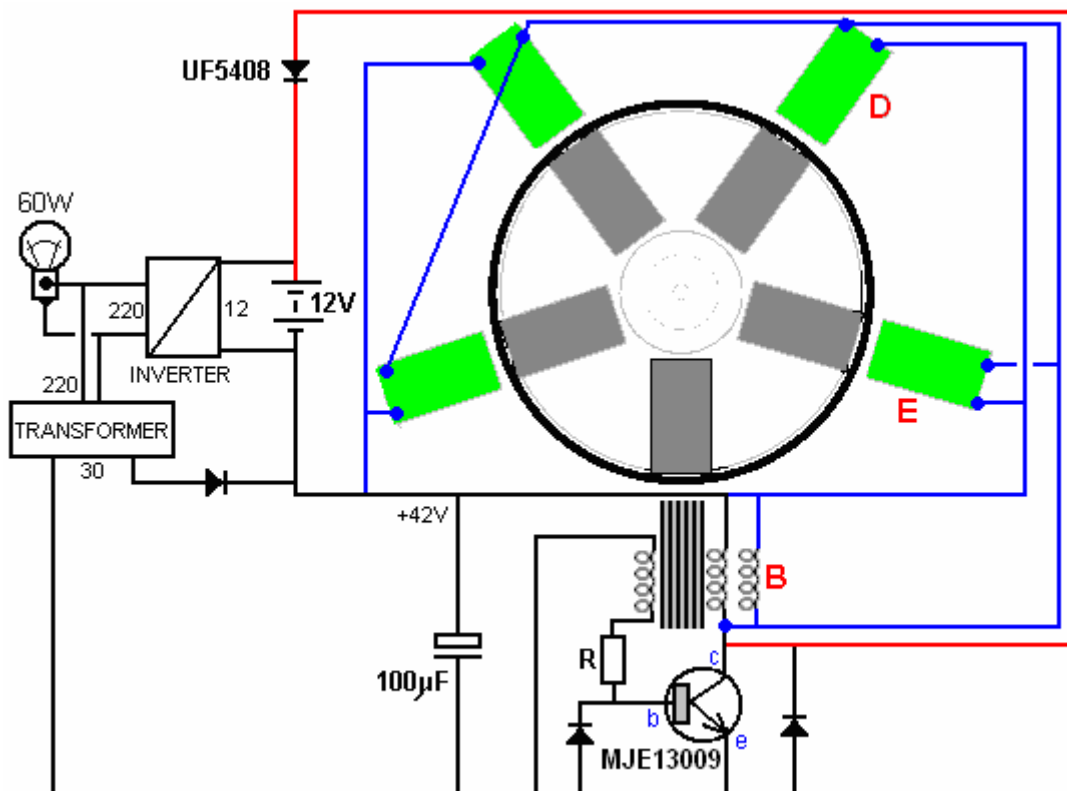
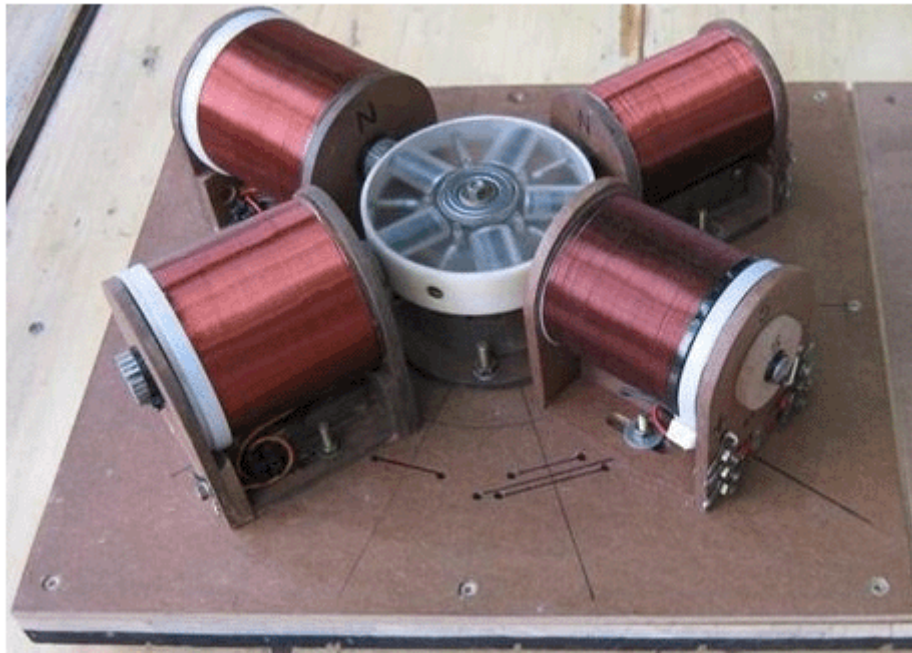
**THIS DESIGN GIVES ON – OFF – PAUSE – ON – OFF – PAUSE ..... AND THE SWITCHING RATE IS RECOMMENDED TO BE BETWEEN 100 Hz AND 800 Hz AND THE ELECTRODYNE STAFF FOUND THAT THE LOAD COULD BE POWERED INDEFINITELY WITH THIS ARRANGEMENT.**

**HERE IS A SOLID-STATE VERSION OF THE CIRCUIT :**



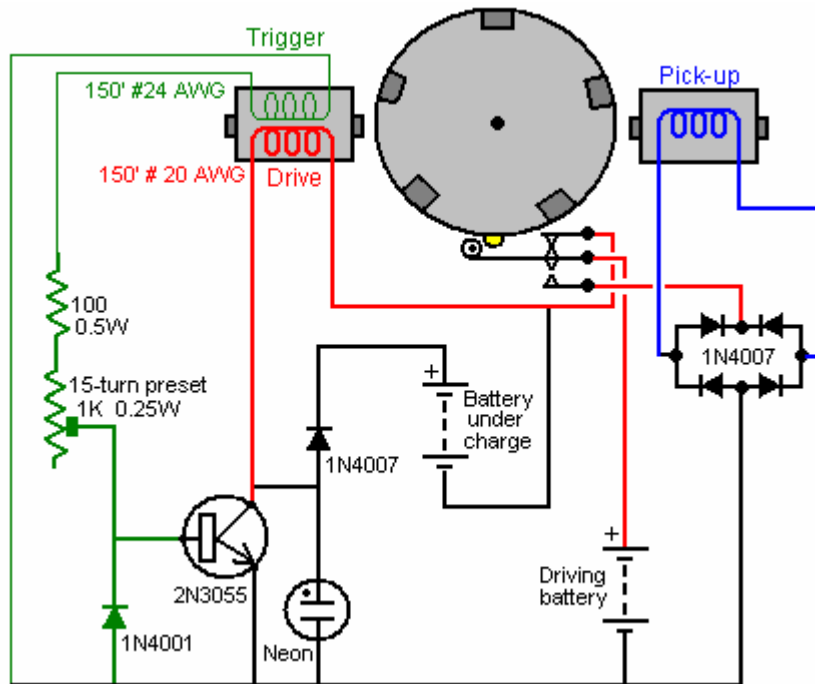
**THE TRANSISTORS ARE TIP3055 AND ARE SWITCHED ON AND OFF BY AUDIO TRANSFORMERS (PERHAPS RADIO SHACK #273-1380) WITH THE DIRECTION OF THE DIODES SHOWN IN RED CONTROLLING THE ACTION, ALTHOUGH USING AN INVERTER FOR THREE OF THE TRANSFORMERS WOULD BE AN ALTERNATIVE. THE 1N4148 TRANSFORMER DIODES LIMIT THE TRANSFORMER VOLTAGE TO 0.7 VOLTS AND SO KEEP THE SWITCHING SHORT AND FAST. THE OTHER DIODES ARE 1N1183.**

**ANOTHER DESIGN WHICH KEEPS A BATTERY FULLY CHARGED WHILE POWERING A (MUCH LOWER) LOAD IS SHOWN BY A SOUTH AFRICAN DEVELOPER. HIS DESIGN HAS A CONTINUOUS POWER OUTPUT OF 40 WATTS AND IT LOOKS LIKE THIS :**



**IN THIS DESIGN, THE ROTOR IS DRIVEN AROUND BY POWERFUL PULSES OF CURRENT THROUGH THE TWO COILS MARKED "B". THE TRANSISTOR IS SWITCHED ON BY CURRENT PASSING THROUGH THE RESISTOR "R", CAUSED BY A PASSING ROTOR MAGNET.**

**A SIMPLE, MODIFIED JOHN BEDINI STYLE CHARGING CIRCUIT IS SELF-POWERED AS IT CHARGES ITS OWN BATTERY WHILE CHARGING A SECOND BATTERY :**

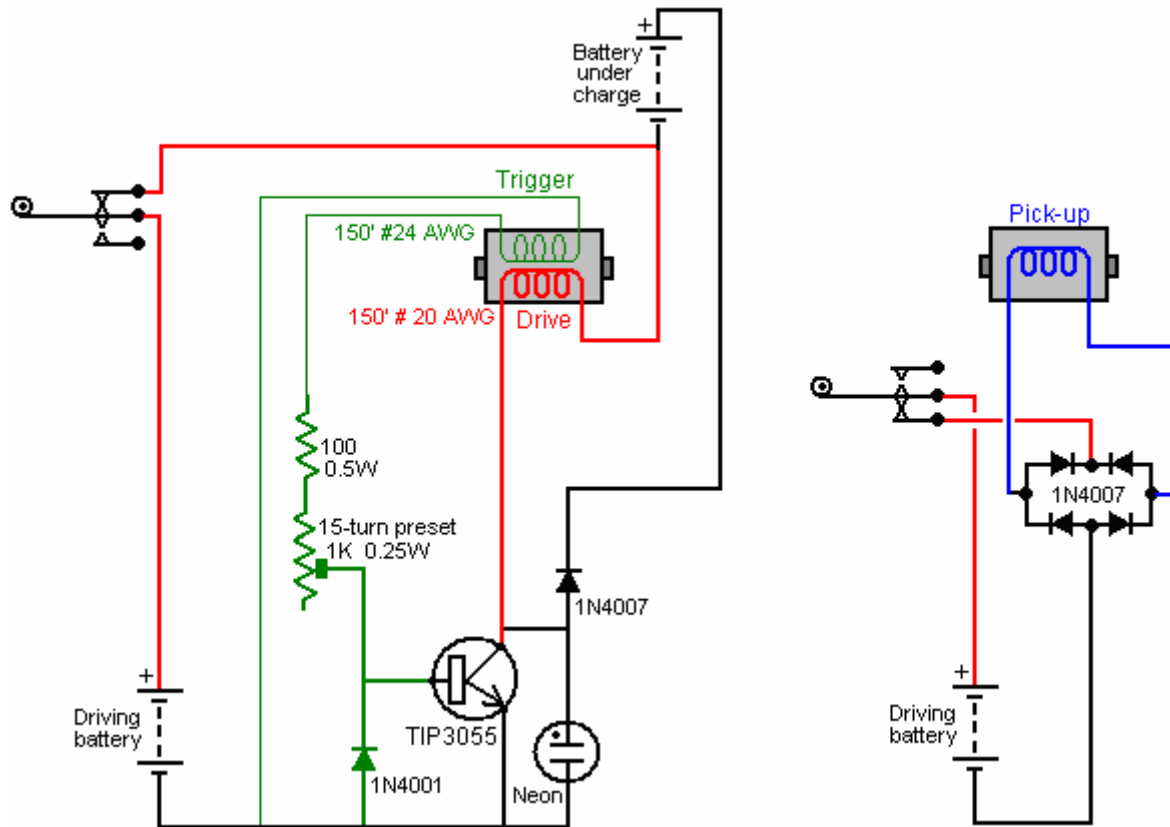


**THIS CIRCUIT IS SUBTLE. THE CIRCUIT ON THE LEFT FEEDS PULSES INTO THE BATTERY UNDER CHARGE FIVE TIMES PER REVOLUTION IN THE SAME WAY AS A BEDINI CIRCUIT. HOWEVER, ONCE PER REVOLUTION THE MICROSWITCH DUMPS CHARGE FROM ONE MAGNET PASSING THE BLUE PICK-UP COIL ON THE RIGHT, STRAIGHT INTO THE DRIVE BATTERY, MAINTAINING ITS CHARGE. THE MICROSWITCH LOOKS LIKE THIS:**

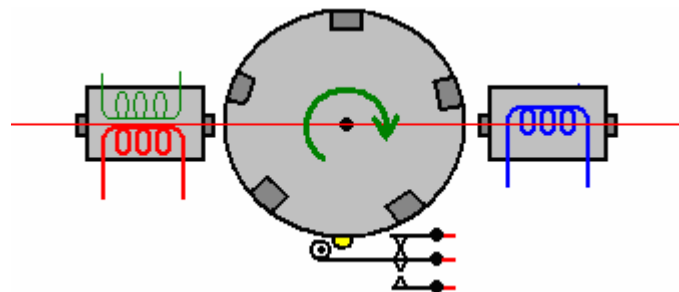


**IT IS PROBABLY EASIER TO UNDERSTAND THE CIRCUIT IF THE TWO PARTS ARE SHOWN SEPARATELY:**





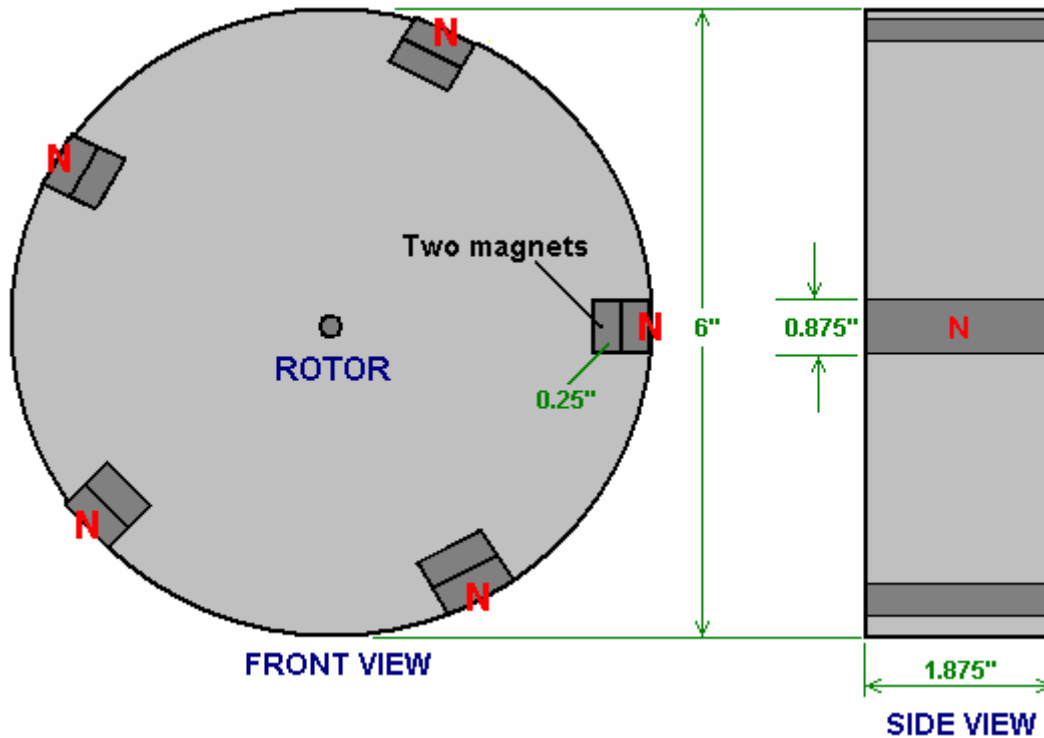
**BECAUSE THE PICK-UP COILS ARE ALIGNED AND THERE IS AN ODD NUMBER OF ROTOR MAGNETS, THE PULSES FROM THE TWO COILS ARE ALWAYS AT DIFFERENT TIMES:**



**CONSEQUENTLY, THE TWO PARTS OF THE CIRCUIT OPERATE INDEPENDENTLY AND SO THE MECHANICAL SWITCH CAN SELECT BETWEEN THEM.**

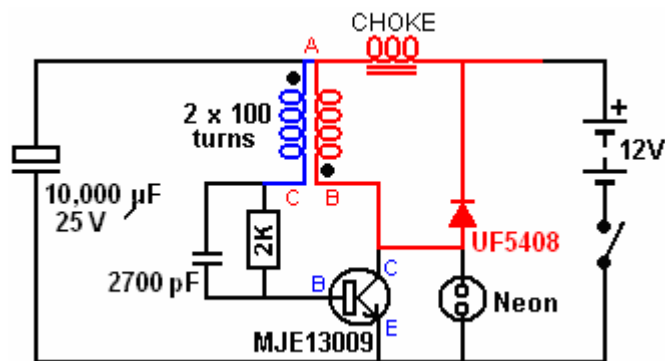
**ADDITIONAL OUTPUT COILS CAN BE POSITIONED AT 72-DEGREE ANGLES AROUND THE ROTOR WHICH IS 48 mm THICK AND WEIGHING 2 KILOGRAMS, BEING CONSTRUCTED FROM LAMINATE FLOORING MATERIAL AND HAVING A 6-INCH (150 mm) DIAMETER. THE ROTOR IS PUSHED AROUND WHEN THE TRANSISTOR SWITCHES ON IN RESPONSE TO THE SIGNAL FROM THE TRIGGER COIL CAUSED BY A MAGNET PASSING BY THE COIL.**

**HOWEVER, IT IS LIKELY THAT THE THICKNESS OF THIS PARTICULAR ROTOR WAS CAUSED BY THE USUAL FACTOR OF WHAT WAS TO HAND AT THE TIME AND THE DESIRE TO MATCH THE SIZE OF THE MAGNETS USED :**



**A SUGGESTION :**

I HAVE SELF-CHARGED A 12-VOLT 12 Amp-Hour LEAD-ACID BATTERY WITH JUST AN OSCILLATOR AND A CHOKE. THE CHARGING RATE WAS HIGH AND THE BATTERY CONTINUED CHARGING AFTER THE CIRCUIT WAS SWITCHED OFF. IT SEEMS LIKELY TO ME THAT THIS COULD BE REPLICATED USING A GOOD PULSE-CHARGER, SO PERHAPS THE ALEXKOR CHARGING CIRCUIT SHOWN EARLIER WOULD WORK WELL, WITH THE CHOKE BEING PERHAPS TWENTY TURNS OF REASONABLY THICK INSULATED WIRE CONNECTED LIKE THIS :



HERE, THE PULSING CIRCUIT HAS A SMOOTHED POWER SUPPLY FORMED BY THE CHOKE AND THE LARGE CAPACITOR AND THE CHARGING PULSES ARE JUST DIRECTED TO THE DRIVE BATTERY. I HAVE NOT YET TRIED THIS PARTICULAR CIRCUIT AND THIS IS NOT A RECOMMENDATION THAT YOU SHOULD TRY IT EITHER AS THIS PRESENTATION IS FOR INFORMATION PURPOSES ONLY.

Video notes: <http://www.free-energy-info.com/Batteries.pdf>

eBook: <http://www.free-energy-info.com/PJKbook.pdf>