

Self Recharging Electric Vehicles using Rodin Coil A Path to Infinity

^[1] Ajay.R, ^[2] Monisha.M.V,

^{[1][2]} Department of Electrical and Electronics Engineering
Velammal engineering college, Chennai, India,

^[1] ajayswaminathansalem@gmail.com, ^[2] monishavasumacharla@gmail.com

Abstract: This paper proposes an idea called self recharging electric vehicles using Rodin coil. Here the conventional ignition system is replaced with electric motor drive and controller. Basically Rodin coils are toroidal shaped structure capable of producing tremendous free energy to the infinite. This technology uses vortex mathematics as the means by which the energy flows itself mathematically. So these rodin coils eliminates the need for recharging the battery again as these coils itself produces excess power, so that it can be simultaneously used for driving the motor controller and recharging the battery again in addition to the regenerative braking.

Index Terms—Rodin coils, Self recharging, electric vehicle, Vortex Mathematics, Ignition system.

I. INTRODUCTION

Most vehicles manufactured in this generation are of ignition type vehicles where they use petrol and diesel as their fossil fuels. So there comes a period when these kinds of fossil fuels will get depleted. So it is mandatory to replace these kind of vehicles with advanced technologies such as solar energy, electric energy etc., among these latest technologies, the most desirable is the electric vehicle system. By 2020, it is expected that the production of electric and hybrid vehicles will reach a new height. Our technology plays a vital role in recharging the battery when it drains. When we use the rodin coils with a dc battery, an increased magnetic field is produced which will be concentrated at the centre which in turn produces enormous amount of free infinite energy. So it reduces the need of recharging the battery again as those coil itself recharges the battery again with the help of surplus power. The electric vehicles using this rodin coil can run at a good speed and has a better efficiency than a normal gasoline vehicle.

II. THE RODIN COIL

The rodin coil is a toroidal—or doughnut-shaped—form wound by wires in a pattern consistent with the number patterns discovered by mr. Marko rodin. Toroidal shapes wound with wires are commonly used for inductors in electrical circuits, often for use in transformers. When a current is passing through a wire it creates a magnetic field around the wire. When a wire is coiled like a cylindrical spring, as though wrapped around a pencil, the magnetic fields from the turns of the coil reinforce each other to increase the strength of the magnetic field. When the coil is bent into a circle, so that the ends meet, the majority of the

magnetic force is concentrated inside the coil. This is considered a benefit in electrical circuit design, since stray magnetic fields can upset the operation of other parts of the circuit. In a conventional coil the windings lay one after another just like the windings of a cylindrical spring. In a rodin coil, the windings lie on the surface of the torus, but do not lie consecutively adjacent to each other. Instead they reach along the surface, through the central, doughnut hole area, and 30 degrees short of directly across the torus. Due to the central circle of wires in a rodin torus, it naturally creates a greatly increased magnetic field in the center of the torus, when compared to a conventional coil wound with the same amount of wire. In addition the field generated is much more coherent, in the sense of being much more sensitive to a particular frequency of applied current

III. THE VORTEX MATHEMATICS AND THE RODIN COIL

The concept of Rodin coil depends on the vortex based mathematics. Mr. Rodin has discovered a series of regularities in the decimal number system heretofore undocumented in mathematics. These patterns lay out on the surface and within the internal volume of a torus.

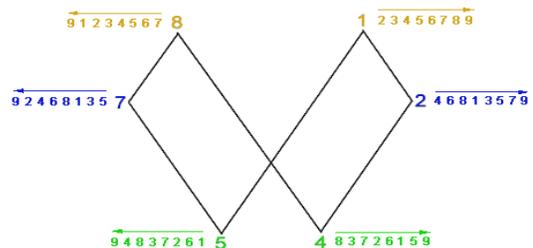


Fig 1.

The vortex mathematics uses the number pattern 124875 [fig 1] which is 30 degrees to each other. The direction at which the energy flows is shown as the pattern is drawn. The 369 [fig 2] is interconnected to show the patterns. Marko rodin's vortex mathematics is a scientific and numerical system involving whole numbers, toroidal constructs and spirituality that he claims describes underlying principles at the foundation of science and physics.

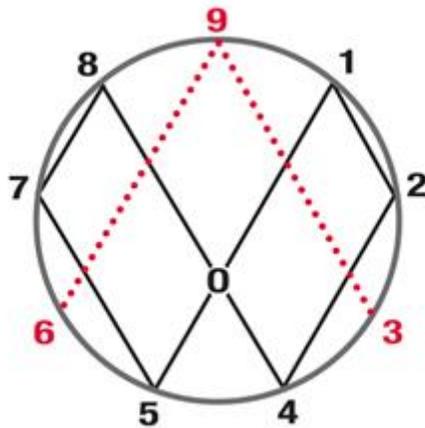


Fig 2.

Vortex mathematics is a number theory which consists of squaring the decimal numbers. Rodin describes vortex mathematics as the means by which energy expresses itself mathematically.

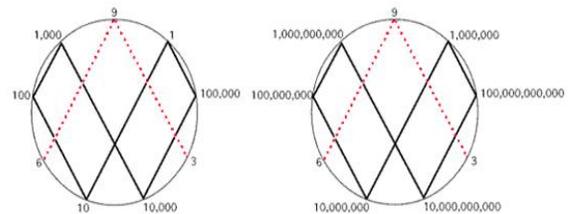


The number patterns are laid on the toroidal surface and made twelve windings around the toroidal surface with neodymium magnetic wires. It uses the concept of doubling where the energy is flowed through the pattern of numbers in the toroidal surface.

IV. ENERGY FLOW IN THE RODIN COIL

- 2=2
- 4=4
- 8=8
- 16=7
- 32=5
- 64=1
- 128=2
- 256=4
- 512=8
- 1,024=7
- 2,048=5
- 4,096=1
- 8,192=2
- 16,384=4
- 32,768=8
- 65,536=7
- 131,072=5
- 262,144=1
- 524,288=2
- 1,048,576=4
- 2,097,152=8
- 4,194,304=7
- 8,388,608=5
- 16,777,216=1
- 33,554,432=2
- 67,108,864=4
- 134,217,728=8
- 268,435,456=7
- 536,870,912=5
- 1,073,741,824=1
- 2,147,483,648=2

HALVING



As per the theory of rodin coil, the increased magnetic field developed is very maximum when compared to the input source given through it. Doubling happens in the coils, so it produce maximum amount of free energy.

The number is on the left, where the doubling happens. Notice how the 1, 2, 4, 8, 7, 5 number pattern repeats indefinitely in the right side. This is the pattern where the energy flows mathematically is shown in the left

side. These number groupings piece together into a jig-saw-like puzzle pattern that perfectly demonstrates the way energy flows. Our base-ten decimal system is not manmade; rather it is created by this flow of energy.

V. THE DESIGN OF THE SYSTEM

In the previous section, the flow of energy is shown in fig 1 and fig 2. To operate this non-rechargeable electric vehicle, a DC battery is required. Battery modeling forms the basis of and stands as an effective tool for battery design, manufacturing, and control. The specification may be varied according to the system and the vehicle. A battery is composed of a positive electrode (holding a higher potential) and a negative electrode (holding a lower potential) with an ion-conductive but electrically insulating electrolyte in between. The two ends of the Rodin coil is given to the battery. Each of the wire is connected as that, the DC input will be given to the Rodin coil. Then the increased amount of DC output is converted to AC by inverted rectifier so as to run the motor. And the surplus power is used for recharging the battery again by converting AC into DC with the help of rectifier.

VI. THE OPERATION OF SELF RECHARGING ELECTRIC VEHICLES

From the DC battery, the source is given to the rodin coil. The Rodin coil produces increased magnetic field, so that it produces tremendous free energy. The supply is given to the inverted rectifier where it converts the DC to AC and maintains the flow of the power constantly. This component results out the AC power which is fed into the power electronics and the motor controller which tend to operate the vehicle system. The motor controller leads to the electric drive motor, so that the vehicle can run under the maximum efficiency without any dissipation. Another end of the inverted rectifier is given to the rectifier which converts the AC again to DC to give the supply to the battery charger. So we get a DC source now. A battery charger, where it uses zener diode and a thyristor charges the battery again. The battery is fully charged with the energy produced from the Rodin coil. So there is no need to recharge the battery again. Thus after the battery is fully charged, further charging of battery is automatically stopped.

VII. THE BATTERY

Various battery chemistries have been proposed as the energy source to power electrical vehicles since the 1990 California Zero Emission Vehicle was mandated. In this we

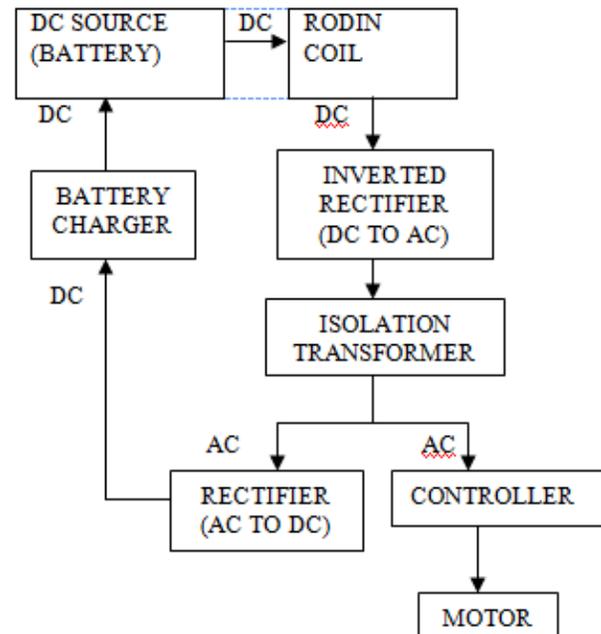
are using Lithium ion battery which is rechargeable battery. The traditional lithium-ion chemistry involves a lithium cobalt oxide cathode and a graphite anode. This yields cells with an impressive 200+ Wh/kg energy density^[6] and good power density, and 80 to 90% charge/discharge efficiency. Most other EVs are utilizing new variations on lithium-ion chemistry that sacrifice energy and power density to provide fire resistance, environmental friendliness, very rapid charges (as low as a few minutes), and very long lifespans.

VIII. INVERTED RECTIFIER AND RECTIFIER

An inverter is an electrical apparatus that changes direct current dc to alternating current ac. Direct current is created by devices such as batteries which is used as a supply here. When connected, the inverter allows the battery to provide electric power and does this through a complex process of electrical adjustments. From this process ac electric power is produced. The inverter usually increases the voltage. In order to increase the voltage current must be decreased. So the inverter will use a lot of current on the dc side when only a small amount is being used on the ac side. This inverted rectifier maintains the constant source in a regulated manner.

Rectifier is also an electrical apparatus which does the job of converting ac to dc.

BLOCK DIAGRAM



IX. BATTERY CHARGER

A battery charger or recharger is a device to put energy into a secondary cell or rechargeable battery by forcing an electric current through it. The charging protocol depends on the size and type of the battery being charged. Some battery types have high tolerance for overcharging and can be recharged by connection to a constant voltage source or a constant current source; slow battery may take several hours to complete a charge; high rate charges may restore most capacity within minutes or less than hour. A simple charger works by supplying a constant dc or pulsed dc power source to a battery being charged. The simple charger does not alter its output based on time or the charge on the battery. This simplicity means that a simple charger is inexpensive, but there is a tradeoff in quality. Typically, a simple charger takes longer to charge a battery to prevent severe over-charging. Even so, a battery left in a simple charger for too long will be weakened or destroyed due to over-charging. These chargers can supply either a constant voltage or a constant current to the battery. Electric vehicles need high rate charges for public access. This battery charger is installed in the system. After the battery is fully charged further charging of batteries automatically stopped.

X. MOTOR CONTROLLER

A motor controller is a device or group of devices that serves to govern in some predetermined manner the performance of an electric motor. A motor controller might include a manual or automatic means for starting and stopping the motor, selecting forward or reverse rotation, selecting and regulating the speed, regulating or limiting the torque, and protecting against overloads and faults. The motor controller regulates the power to motor by supplying variable pulse width dc or variable frequency width amplitude ac depending on the motor whether it is ac or dc. Motor controller is connected to a power source battery pack or power supply and control circuitry in the form of analog or digital signal. In our case the ac supply to the motor controller is given by inverter.

XI. CONCLUSION

The people are moving away from the conventional gasoline vehicles due to the increase in cost and depletion of fossil fuels. So there will be a tremendous growth towards the electric vehicles which is comparatively better in all aspects than the conventional vehicles. And too a vehicle with self recharging facility will be a boon to all motorists. These vehicles will have maximum efficiency and will be eco friendly.

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