

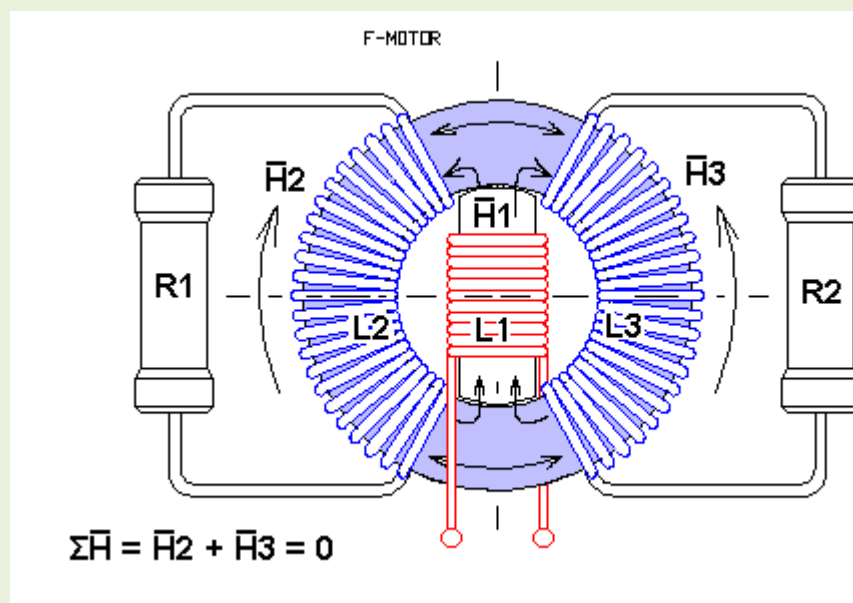
## Electricity generator scheme Gram

Alexander Frolov (St. Petersburg)

I nazvak this scheme F-car, as the stator and field configuration resembles the letter F. After the publication of his article in 1994, Institute of New Energy, Newsletter, June 1994, p.9., I found an analogy with the generator Gram (Gram Zenob Theophile , 1826-1901, Belgium, France, a patent for an electric ring motors in 1869).

Essence of the idea is clear from the figure. In the center of the primary coil is placed, and two diametrically secondary wound on an annular core. Important air gap between the

ring and the central magnetic!



Two magnetic flux from the two coils mutually offset by the load and thus in the primary circuit is no reaction.

The generator Gramm ring rotates with toroidal

winding rotor, which deals with two diametrically opposite contact brushes. We find that all of one half of the rotor coils produce a field which is directed towards the ring field generated by the second half of the rotor.

In August 1999, a letter arrived from Germany, where a group of researchers managed to get more than 1200 watt load.

### Subject: A toroidal overunity generator claim!

Date: Tue, 03 Aug 1999 13:30:18 +0200

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Hi All,

a toroidal overunity generator has been build according similar to figure 1 at:

<http://www.time-machine.spb.ru/ph-machine.htm>

Toroidal generator with an efficiency of over 100%, respectively, was built on the site Figure 1 ... (That's my ex, see picture above).  
Built, tested, and applied ... Well done!

(Not by Mr. Frolov in this case, I just use this picture for reference, the source wants to stay **anonymous**, until his patent application is done and university verification tests will be done)

The claims are: 1200 Watts coil out with about 1076.4 Watts in into the driving motor at 3450 RPM. 8 amps @ 117volts at noload 9.2 amps @ 117 volts at full load

The output of about 1200 Watts is already a total overunity operation!

As they just increase the input power by about 140 Watts only between idle and load state and they get 1200 Watts output it seems indeed a case, where Lenz law is violated! (The driving motor is inefficient in this case)

This generator also has NO motor effect! If you supply current to the coil, the permanent magnet in the center will not rotate, cause the flux just stays inside the toroid core! There you can see, that the back drag does not influence the mechanical rotation of the magnet!  
Regards, Stefan.

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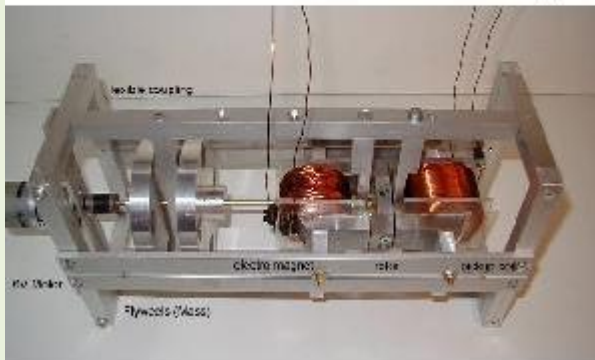
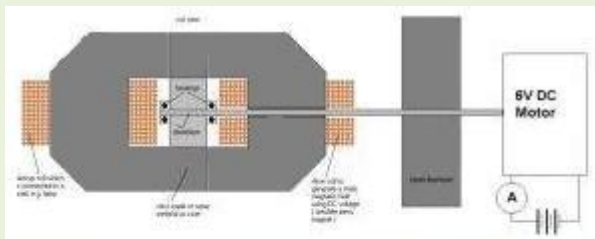
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<http://ccard.net> fuer Ihren Verkauf im WEB!



Subject Germans became popular.  
Another example in the center of the rotary magnet. The results are discussed in the June 2000 discussion group [jlmlabs@egroups.com](mailto:jlmlabs@egroups.com):

Designer Olaf Berens from Germany  
<[olaf.berens@prognost.com](mailto:olaf.berens@prognost.com)>

**Project:** GerMagGen2 (see also 1st device GerMagGen)

**Patent:** US5191258

**Started:** 03/2000

**Finished:** no

**Description:**

I built a generator from the patent information of the "German-Generator" (Inventor James W. German) last year, which could be found at

GerMagGen That device showed not the effect of decreasing input power, while load is switched on like the inventor claimed.

#### results:

Today (12.06.2000), after 12 weeks of tests, inspections, etc. I made the first rapid and pilot testing. (The intervals are not adjusted (adapted), and other things need to be optimized).

#### Test run 1:

- Coil magnet is turned off (no magnetic field)
- Load is disconnected
- Engine uses 6V DC, 7,4 A (RMS) power = 44.4 Watt (approx.)

#### **Test run 2:**

- Coil magnet included (12V, 6A, 72Watt)
- Load is disconnected
- Engine uses 6V DC, 11,4 A (RMS) power = 68.4 Watt (approx.)

#### **Test run 3:**

- Coil magnet included (12V, 6A, 72Watt)
- Load is connected (shorted, 15V, 0.420A, 6.3Watt)
- Engine uses 6V DC, 10,5 A (RMS) power in = 63.0 Watt (approx.)

#### **Comments:**

When the load is on, I am able to extract about 6Watt from the coil load, while increasing the relative rotation speeds 300rpm (3000 to 3300) and the energy leading motor reduction of approximately 5.5 watts. (Conventional generators behave a little differently - we can have here the potential for further development?) As I wrote above, I have to optimize the rotor, because now I have a 1mm air gap on both sides of the rotor. This air gap greatly reduces the effectiveness of (BH curve)

#### **Future plans:**

1. Optimization of the rotor
2. Reducing the gap
3. real RMS measurement
4. dimensions (measurements) opportunities with 4 channels
5. adaptation sensor trigger (for opportunities)
6. various operating modes