

RED SUN & POWERSOURCE

Transportation Recharging Packages & Benefits

Mag Power Recharging

Proprietary Thermal & Electric Charging
Platform





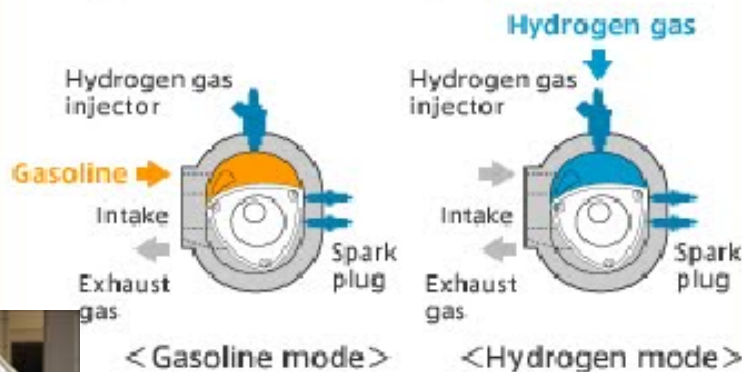
Rx-8 Hydrogen Engine

Combined use of direct injection and premixing

Rx-8: H₂ or Brown's Gas With Conversion

250 kW Brown's Gas Gensets

Hydrogen injectors are located at the top of the rotor housings. A dual-fuel system enables the engine to run on either hydrogen or gasoline.



Aiming to achieve a high output in hydrogen fuel mode, a direct injection system is applied by installing an electronically-controlled hydrogen gas injector on the top of the rotor housing. Structurally, the RE has considerable freedom of injector layout, so it is well suited to direct injection.

Further, a gas injector for premixing is installed on the intake pipe enabling the combined use of direct injection and premixing depending on driving conditions. This produces optimal hydrogen combustion.

When in gasoline fuel mode, fuel is supplied from the same gasoline injector as in the standard gasoline engine.



Proprietary Thermal & Electric Charging Platform



MAG POWER

Onboard Self-Charging Thermal-Electrical Platform:

-Brown's Gas HHO & MHHO & Energy Storage:



Proprietary Charging Platform

- Mag POWER MOH GAS & STORAGE COST \$0.0067/kWh
- MAG POWER Catalyst HHO Emulsion Fuel Systems
- MAG POWER Plasma Langmuir Torch
- MAG POWER 1600°+C Carbon Fiber Heat Collector
- MAG POWER Heat Exchangers & Thermal Air Conditioning
- MAG POWER Thermal Phase Change Ni+ Alloy Batteries
- Tesla Turbine 300 kW – Fibonacci Motors
- Axial Generators to 350 kW for turbine/diesel gensets
- Injectors Elements charging with electron flow and argon and 4th state H2O

www.fibonaccimotors.com

www.theraphi.net

Cost of Transport Energy:

Auto:

Take the current price of fuel and divide it by your vehicle's miles per gallon (e.g., \$3.20 per gallon ÷ 30.3 miles per gallon = \$0.105 or 10.5 cents per mile) = \$0.105/mile

Truck:

Tesla Semi – 2 kWh/mile = 10.3 cents/kWh H₂ x 2 = \$0.21/mile

Cargo Ship:

\$701,000/ 8000 nm = \$88 per Nautical Mile

Rail:

Metrolink UK averages 2.7 gallons per train-mile and budgets \$3.75 per gallon, which represents \$10.125 per mile.

Electric Train:

consumes 30 kWh per train-mile at 12¢ per kWh would have a fuel cost of only \$3.60 per train-mile and many trains average less.





Cost of Usable Energy **\$88 per Nautical Mile:**



- Brown's Gas HHO & Energy Storage = 0.67 cents/kWh – 1.3 cents/mile
- Hydrogen = 10.3 cents/kWh - **Tesla Semi – 2 kWh/mile = 20.6 cents/mile**
- So your generator is using 5.174 GJ of thermal energy to produce 1.8 GJ of electrical energy and a lot of waste heat (that's why engines have cooling systems.) So, this is an electrical conversion efficiency of $1.8/5.174 = 34.8\%$
- BioDiesel - **1 gallon = 133.1 megajoules x 1 kWh/3.6 MJ = 37 kWh/gal x 0.34 = 12.9kWh/gal- with a gallon costing \$5 USD = \$5/12.9 kWh = 0.38 cents/kWh**
- Diesel 36.4 MJ/liter, 1 liter €1.18 = $1.18/35.4 \text{ MJ} * 3.6 \text{ MJ/kWh} = 12.9/0.34 = 34.5 \text{ cents/kWh}$ to run your generator on Petrol Diesel – **CARGO SHIP: Let's say voyage across the Pacific of 8000nm between Japan and Seattle. Plus- 5% a bad weather allowance of 4 days consumption. Our speed is around 15knots (nm/hr)**

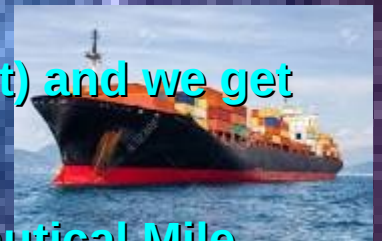
It's going to take us $8000/15$ (nm/nm per hour) = 533hrs or 22 days

Our fuel consumption is therefore going to be $75.6 \times (22 + 4) = 1,965.6$ tons

Add the 5% unpumpables total fuel consumption is $1965.6 \times 1.05 = 2063.88\text{t}$

Now multiply that by the cost of bunkers in Japan (around \$340/t) and we get the total cost of heavy oil bunkers of 2063.88×340

= \$701,719.2 which is your answer = \$702K/8000nm = \$88 per Nautical Mile.



Mag Power Onboard Self-Charging Thermal Platform:

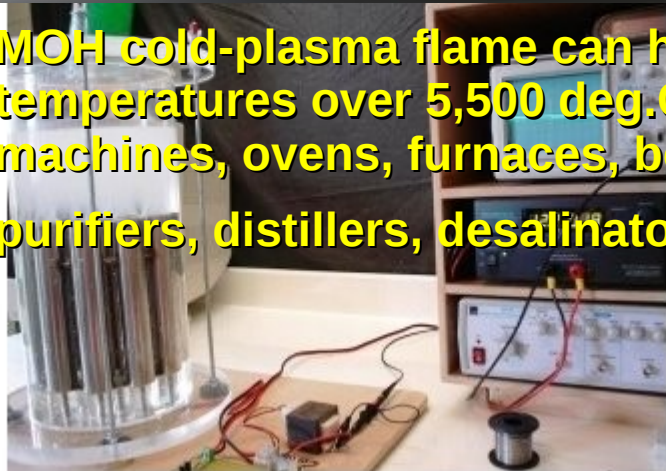
Brown's Gas HHO & MHHO & Energy Storage- MOH:

MOH MHHO Gas is a Modified Stoichiometric Oxygen-Hydrogen Gas Mixture (HHO, Brown's Gas), produced by our original, modified, high-effective (0.8Wh/L HHO, 1.3Wh/L Hydrogen) Water Electrolysis method, using special cell, equipped with a low-frequency ultrasound transducer, UV-LED-photo activation, PWM and PSM current-modifiers, and more. MHHO gas is the ideal universal Fuel and Energy Storage - 100% clean and renewable, cheap, dense, compact, lightweight, powerful, easy and safe for production and operation.

MHHO can be safely compressed over 200 bar and more, liquefied at -178deg.C/1bar, filled in CNG/LNG bottles/tanks, stored for years and combusted as a single fuel, or mixed with pure hydrogen (produced by the same gas-generator) in various ratios for higher fuel energy performance, in all the existing gasoline/diesel engines, gas turbines, jet/rocket engines and burners.

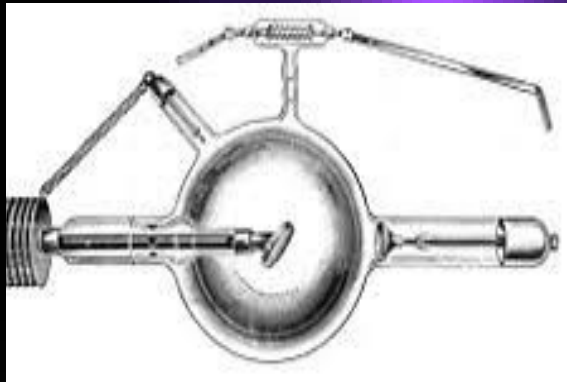
Unlike the pure hydrogen and the regular HHO, MHHO is safe for storing. No leakages, diffusion and embrittlement issues have been observed. It is very low-explosive, cannot be ignited by a spark at regular pressure/temperature conditions.

MOH cold-plasma flame can heat, melt and boil-up UHTC materials up to unique ultrahigh temperatures over 5,500 deg.C and more, which enormous heat can be used in welding machines, ovens, furnaces, boilers, heaters, waste/toxic/nuclear incinerators, water purifiers, distillers, desalinators, de-ionizers, give a cost of 0.0067/kWh



MAG POWER Hybrid Plasma Injection in proprietary Langmuir-Toruch plasma reactor with emulsion of Ammonium Di Hydrogen Phosphate -a Piezo-electric electron donor to implode CHEFS Emulsified fuel with plasma torch heating carbon fiber heat collector at 1600+°C to recharge PowerSource -RED SUN

B.) Fluorescence, causes the glass to glow, usually yellow-green



13.56 mhz (Kanzius Frequency)

called 'palladium sputtering frequency' with palladium being of the most conjugate atomic lattice

13.56 mhz is universal standard for lab heating

turns out to be precisely kanzius hydrogen frequency

fractalfield.com/hydrogen

AND - PRECISELY $\text{planck}^{\wedge} \text{integer } N$

fractalfield.com/physics

-meaning somebody who saw efficient heat transfer (decided on 13.56 mhz)

MEANING

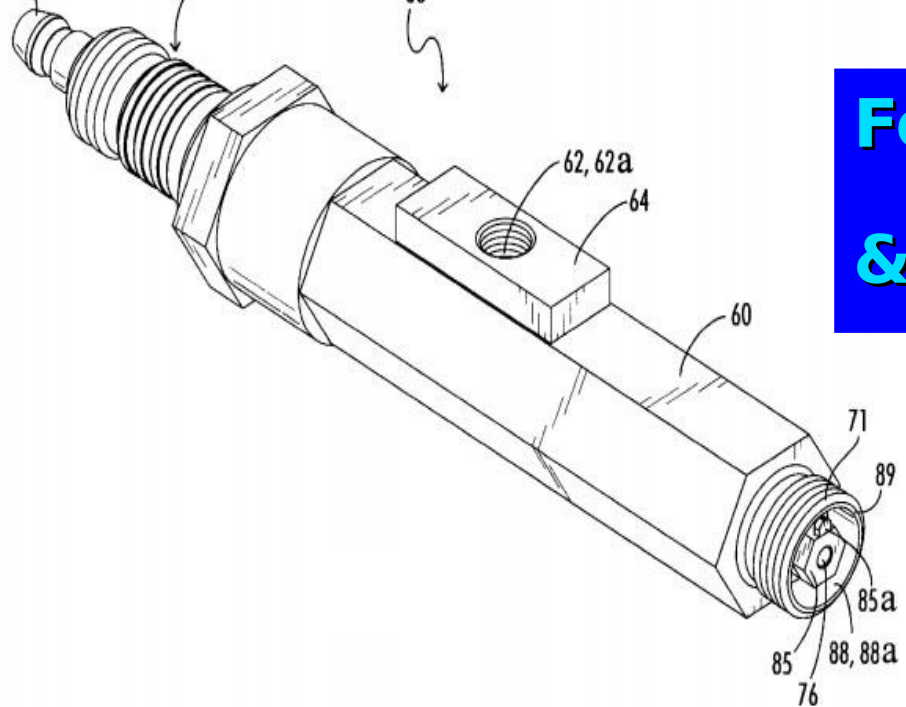
that perfected heat transfer

Plasma

Plasma Reactor-electrical discharge tube

Using Phospholumenescent paint on inside or reactor & Microwaves

13.56 mhz -B.) Fluorescence, causes the glass to glow, usually yellow-green. The electrons themselves are invisible, but the glow reveals where the beam of electrons strikes the glass. Later on, researchers painted the inside back wall of the tube with a phosphor, a fluorescent chemical such as zinc sulfide, in order to make the glow more visible. After striking the wall, the electrons eventually make their way to the anode, flow through the anode wire, the power supply, and back to the cathode • Microwaves are electromagnetic waves in the frequency range from 300 GHz to 300 MHz. The corresponding wavelengths range from 1 mm to 1 m. Industrially used microwave frequencies are 0.915 GHz with wavelength λ ~ 32 cm (mobile phone, food processing), and 2.45 GHz with λ ~12 cm (kitchen microwave, microwave sterilization). Inorganics 2014, 2 470



For Retrofitting Gas Engines: & Alternate Plasma Injector

Herman P. Anderson Plasma Spark Plug

Laminates ambient air with hydrogen in vortex through the center to dampen Explosiveness of hydrogen in cylinder

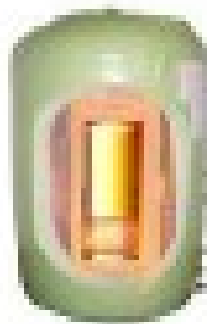
The internal combustion engine fuel system described includes a structure for mixing the alternative fuel, preferably hydrogen, with oxygen in ambient air to stratify the fuel. The system includes an adapter, and the adapter includes a housing mounted between spark plug and cylinder of the internal combustion engine. A plug is placed within the housing. The plug has ridges or grooves on its outer surface that act as mixing structures. Thus, when hydrogen is introduced into the adapter housing it is mixed with ambient oxygen within the chamber as it flows over the plug. The mixing structures in the housing create a vortexing action as the hydrogen flows over the plug and towards the cylinder of the engine. An electrode protrudes from the plug towards the cylinder. The electrode is preferably platinum and generates the necessary spark to create combustion of the hydrogen/air mixture adjacent to the cylinder to thereby power the cylinder in the engine. A platinum electrode is preferably used because it enhances a catalytic conversion of combustion by-products to more environmentally



PowerSource - under the covers



PowerSource
Home
in its
enclosure



Inside is a
Thermal
Storage Cell
w induction
charger

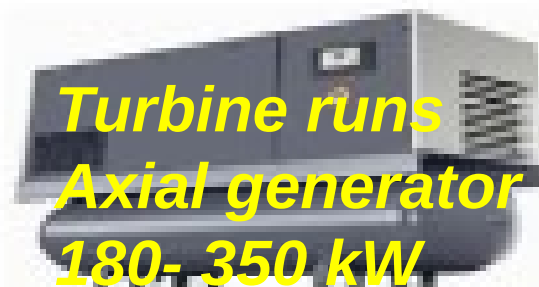


System
controls



MAG Power 200/300 kW

Under the skin, contained in attractive encasement, the basic PowerSource "Home" System includes the ceramic thermal cell, induction heater, controls, and steam turbine (with composite non-corroding pressure vessel, stainless steel expansion tank & return drive fluid container).



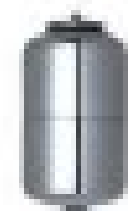
*Turbine runs
Axial generator
180- 350 kW*



High pressure tank
w/ integrated boiler



5 kW steam turbine
& alternator



Expansion
stank

Infrared Solar

Infrared Dishes 3kW rooftop to-12 meters -4 MM MJ/day
& Large 300 kW – 22.6 meter Infrared Dishes

RED SUN INFRARED 3 kW:



RED SUN
3kw Rooftop
Infrared Dish

Mag Power

22 m INFRARED DISH+300kW turbine 12 m DISH



**RED SUN 22.6 meter Dish – 600 Suns –
1650°C runs Jenbacher/LM2500/Turbines**



**RED SUN 12 m
Infrared Dish
2 MM MJ/day**

RED SUN & POWERSOURCE 440 Diesel PROPULSION RETROFITS

PowerSource Volvo 440 Power Plant

Type Max power (hp) Max power (kW) Max torque (Nm)

D13A400	400	294	2000
D13A440	440	324	2200
D13A480	480	353	2400
D13A520	520	382	2500



**3.6 kW
To 1.5 MW**

Thermal

**Diesel
Engine**

Mechanical



**Retrofit gensets ship & bus
RED SUN diesel rail heated
injected compressed Air**

**Run Buses/Ships/Trucks
Trams/Trains/Ferries/Taxi**

Hybrids



**Retrofits: Diesel
Ships, trucks,
buses, trams &
trains**

EGG Direct drive Pneumatic Buses & Trucks

**2 Di Petro Engines +
PowerSource = 230 bhp**



PowerSource AC & Refrigeration for Passengers & Cargo



Thermal

Thermal

Mechanical

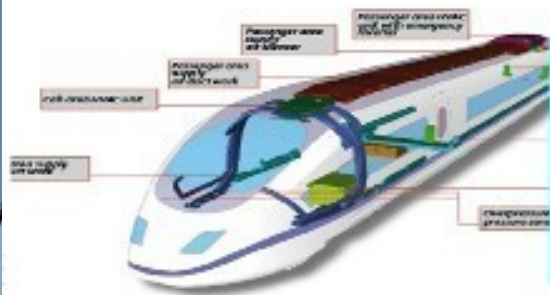
Thermal

Mechanical

**3.6 kW
To 3.2 MW**



**Thermo
Pneumatic
Engine**

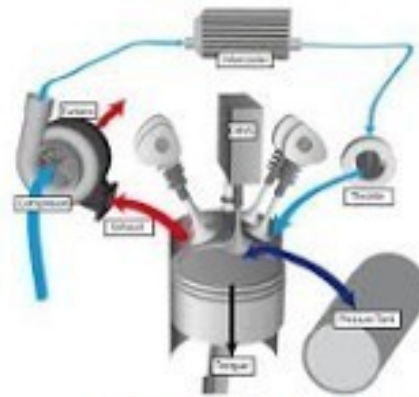


**Tri-Pack for Transport
PowerSource + Engine
+ Compressor/ AC unit**

PowerSource Energy Systems



Thermal



Man, Cummins & GE
(All Diesels) Hybrids

Thermal

Pneumatic
Engine → Mechanical



3.6 kW
To 1.5 MW

Thermal

Pneumatic
Elevators,
Escalators &
Walkways

Hybrids



Bus & Truck is driven by 6
Pneumatic wheel engines
Run Buses/Ships/Trucks
Trams/Trains/Ferries/Taxi



MAG POWER Energy Systems



+ TAMA 180 kW turbines
+ IC & Diesel Retrofits



N2 - Trains & Ships



Thermal



PowerSource

200 kW - 438 kWh
300 kW - 657 kWh

Thermal

Thermal

Thermal



Mechanical



Tj100 Turboprop Runs 180kW
Runs 2 x Elec 300 HP Motors

180kW Jet Turbine

IC or Diesel & 2 Direct
Drive Electric traction
motors = 600- 880 HP



Hybrid

Thermal

Pneumatic

Pneumatic



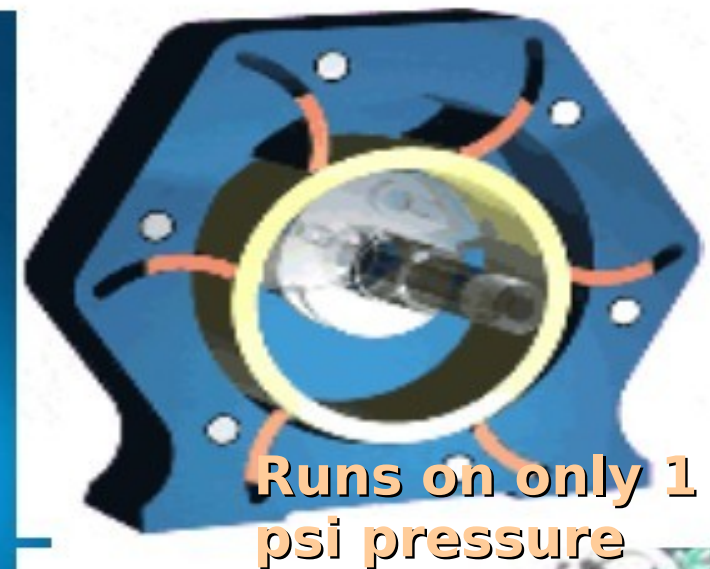
Pneumatic
N2 Trains & Ships



N2 expansion 1500x's
Vs 432 for gasoline



Rotary Positive Displacement Air Engine



Unlike other rotary engines, **EGG Thermal Pneumarc engines** use a simple cylindrical rotary piston (shaft driver) which rolls, with next to no friction at all!"



100 HP = 10 lbs

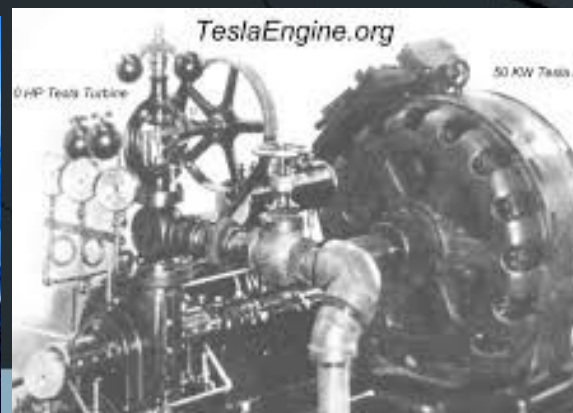
Geothermal & Tertiary Power EGG Tesla Implosion Turbine



The Tesla Turbine
is designed for
gas-liquid of
Geothermal power
Air can go up to
2700°F and last 20
years! Vs. Organic
Rankine turbine
which usually lasts
1-2 years only to
wear -out plus
refrigerant losses



International Turbine And Power - BDT - Charlie Series



TeslaEngine.org

0 HP Tesla Turbine

50 HP Tesla Turbine

Nikola Tesla's Greatest Discovery

Was an entirely **NEW KIND OF ELECTRICITY**

He called it **Radiant Matter**
aka all-electricity; radiant energy
Equalizes electricity longitudinal waves

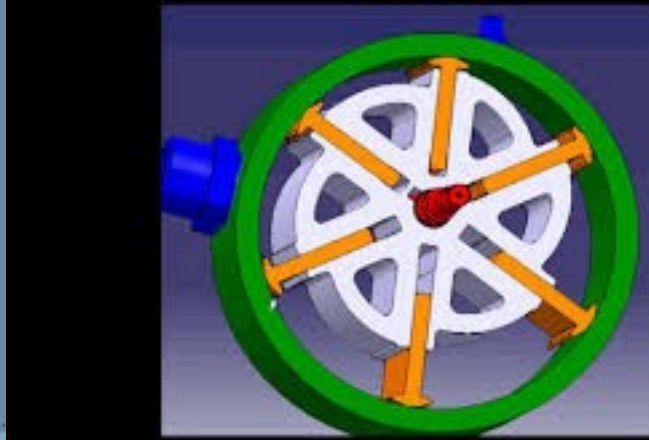
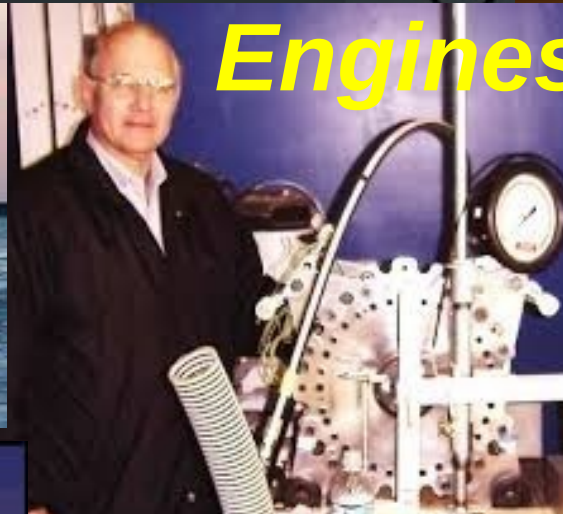
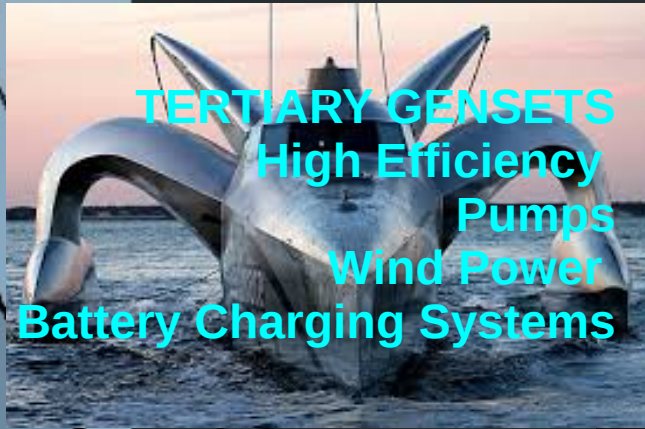
Why was it so amazing?
His experiments revealed the existence of
the **AETHER**
the ever present field that connects
all things. The non-physical Force
behind all physical phenomena

It was not his poly phase AC motor.
OUR NATION'S AETHER
breakthrough TIME!

- Infinite energy lay within every inch of the **AETHER**
- The ancient technologies were all based on the **AETHER**
- The future revolves around our study of **AETHER**

Runs 300 kW Axial Generator with 79%
efficiency to run inductotherm charge-
up system for PowerSource/ RED SUN

RED SUN PRIME MOVER PROGRAM



Fibonacci Engines



RED SUN Configurations with Compressed Air & Steam Power

Plants 9,600 BTUs/kWh at 61% Efficiency



Inductotherm
Electrical
Induction
Charger



EGG Tesla Turbine 340 kWp
Runs on waste heat 177°C
to 232°C from exhaust -
650 psig

Direct Condensing Low Pressure Turbine
Generator



Stage 2

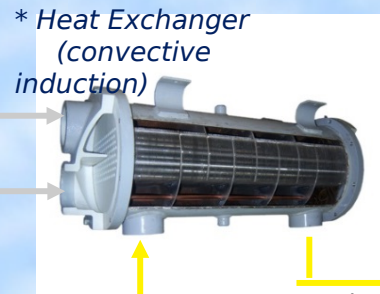


**LM 1500 Jet Turbine 2.5
MW to 10 MW**

* High temperature
superconductor (1600-1800
oC)

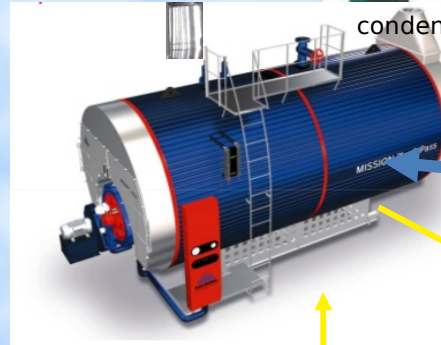


Phase Changing Metal
Thermal Energy
Accumulator (Phase
Changing Copper &
Nickel Alloys)

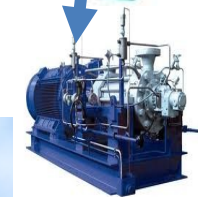


* Heat Exchanger
(convective
induction)

Steam Generator



condensor



Condensor Pump



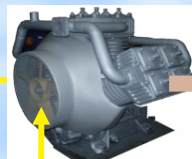
Cooling Water Pump

Compressed Air
Super Heated Air Compressor at
1100 oC



Air Accumulators

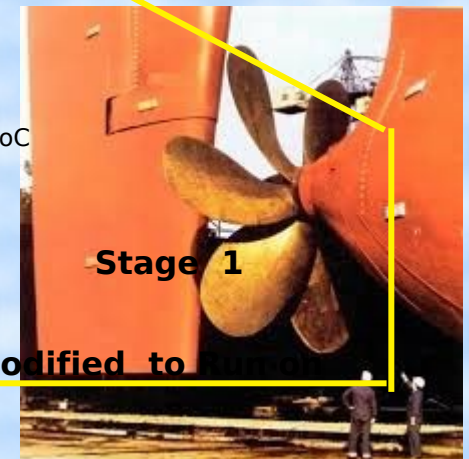
Mechanical Link



Low Pressure Air at 900 oC

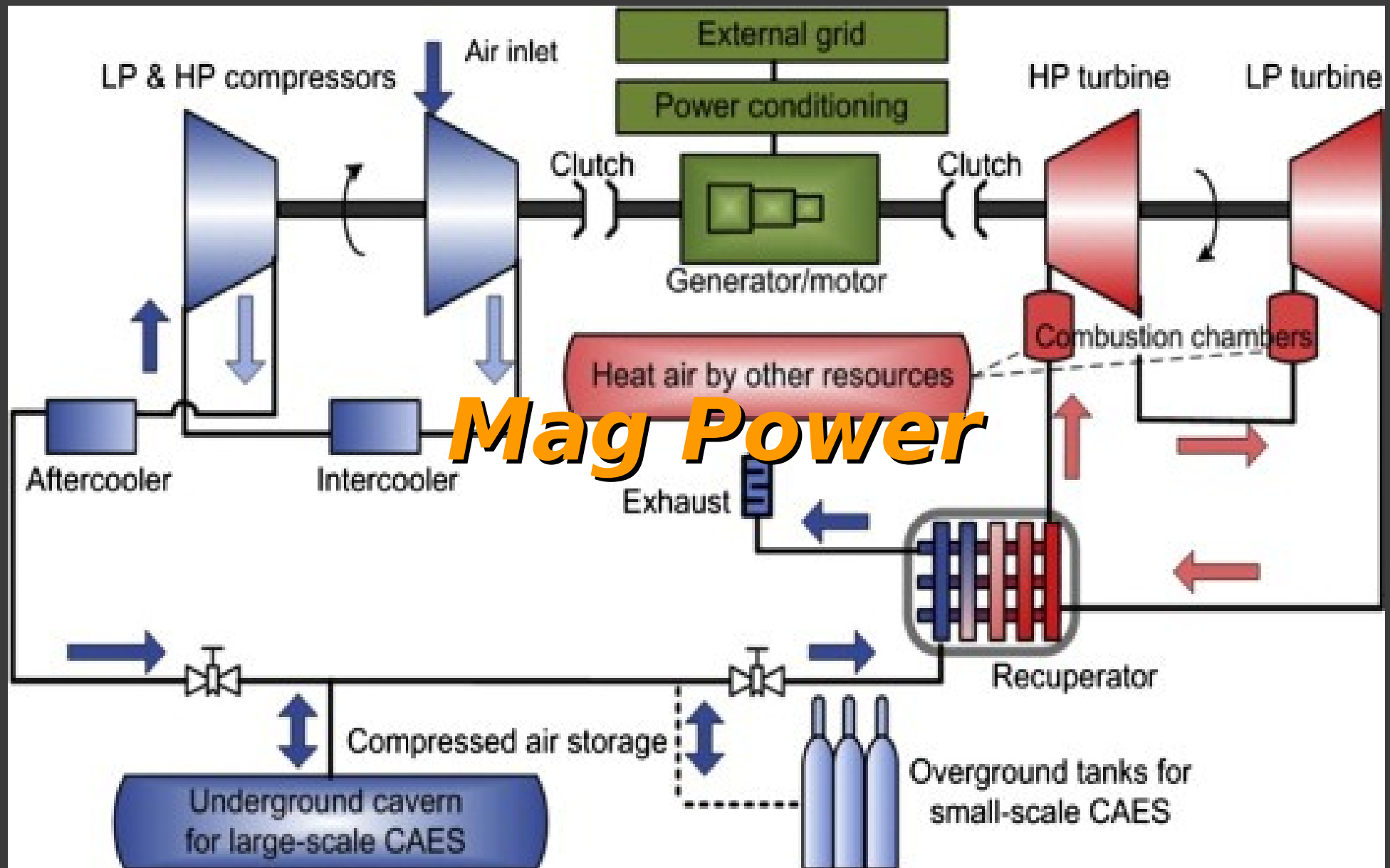


**MAN Diesel Generator Modified to
Heated Compressed Air**



Stage 1

Compressed Air Energy System (CAES)



PowerSource Mini-Hybrid-Charging Yacht-Cargo-Ferry-Tug:

PowerSource 1.2 MW Small -Med Yacht- Cargo-Ferry-tugboat fit 600kW x2 -Keel ballast & in Luggage Compartments (1 ton ea.)

PowerSource Volvo 440 Power Plant

Type	Max power (hp)	Max power (kW)	Max torque (Nm)
D13A400	400	294	2000
D13A440	440	324	2200
D13A480	480	353	2400
D13A520	520	382	2500



RED SUN Mini-Hybrid Yacht -Med Ship Fuel Use:
A 71 Meter Yacht or medium cargo ship uses 500 Liters per hour x \$1/Liter giving -\$2,000 per day of fuel use.
Ferries have a fuel burn rate of 81 gallons/hr=800 gal/d

RED SUN Mini-Hybrid Yacht -Med Ship Savings:
 Yacht: 250 d/yr gives \$500,000 per year fuel expense
 Ferry: 300 d/yr gives -300 x 800 x \$3 = \$720k Savings/yr
So- If- you save the client 45% of that after expenses = \$225,000 per year savings And; Efficiency Contract fee could be \$225.000 per year- paying-off in 2 years

Mini Hybrid Yacht – Cargo – Ferry Retrofit Budget:

RED SUN Med. Ship Tier III Thermal Pneumatic RETROFIT Budget: - \$395,000

RED SUN 1.2 MW battery costs \$200,000-0.6 MW x 2 with 1 charging 24/7

NG2 Implosion Heat exchanger- Bus - \$20,000

Aux AC/ heat transfer - \$5,000

Inductotherm Induction units - \$50,000

Axial Generators + Electronics – monitoring- \$20,000

Thermal Pneumatic N2 sys + Cryogenic tanks x 2 = \$40,000

Tesla Turbine - \$40,000

Installation \$15,000

From 0.5 MW -to 5 MW Power



RED SUN Med Ship & Yacht

Total Fuel Savings per year = to \$500,000

To \$720,000/year for Ferries

Entire Capex of Efficiency Contract pays off in 2 years with 100% clean-up of emissions

RED SUN- Micro-Hybrid-Charging Bus, Tram, Small- Med Yacht & Jets:

A): PowerSource 0.6 MW to 1.6 MW Bus - Truck- Small Yacht fit two on a Keel as ballast – &/or, one in Luggage Compartment

PowerSource Volvo 440 Power Plant

Type	Max power (hp)	Max power (kW)	Max torque (Nm)
D13A400	400	294	2000
D13A440	440	324	2200
D13A480	480	353	2400
D13A520	520	382	2500



Thermal Diesel Engine Mechanical



Retrofit gensets ship & bus
RED SUN diesel rail heated
injected compressed Air



Hybrids
Run Buses/Ships/Trucks
Trams/Trains/Ferries/Taxi



A commuter service in Santa Barbara, California, USA, found average diesel bus efficiency of 6.0 mpg-US (39 L/100 km), and goes an average of 300 km per day is 117 L/d x \$1/L= \$117 USD per day ave for normal Bus.

RED SUN MicroHybrid BUS-Truck-Yacht Savings: You would save approximately \$117 per day (\$234/d with Tram) x 316 day/yr=\$36,972 per year fuel savings on bus

So- If- you save the client 45% of that after expenses = \$16,637 per year savings And; Efficiency Contract fee could be \$16,637 per year- paying-off in 12 years; RED SUN Micro Hybrid Bus-Tram-Yacht Retrofit Budget:

RED SUN BUS-TRAM Tier III RETROFIT Total Budget: - \$190,000

RED SUN 0.6 MW battery costs \$75,000 (0.6 MW- 1 charging during braking)

NG2 Implosion Heat exchanger- Bus - \$10,000

Aux AC/ heat transfer - \$5,000

+ Nitrogen Cryogenic tank -\$20,000

Inductotherm Induction units - \$40,000

Installation \$15,000

Axial Generators + Electronics – monitoring- \$20,000

From 275 Hp – 12 L upto 1 MW Power



MAG GAS+BUS/Tram~ Ship

Total Fuel Savings per year = \$36,972 Bus upto \$125,000 fuel savings for trams/year

Entire Capex of Efficiency Contract pays off in six years with 100% clean-up of emissions

RED SUN - Self-Charging- Medium- Ship, D9, or big mining equip:

A): Powersource 1.5 MW to 4 MW for Train:

B.) 30 MW RED SUN or two flat ones no higher than 135 cm, fit two on a rail car lengthwise - The real battery car.

PowerSource Volvo 440 Power Plant

Type	Max power (hp)	Max power (kW)	Max torque (Nm)
D13A400	400	294	2000
D13A440	440	324	2200
D13A480	480	353	2400
D13A520	520	382	2500



Thermal

Diesel Engine

Mechanical

Thermal

Hybrids

Retrofit gensets ship & bus
RED SUN diesel rail heated
injected compressed Air
Run Buses/Ships/Trucks
Trams/Trains/Ferries/Taxi

At full power it burns something over 200 gallons per hour. So you need to make some guesses about how much time it's spending idling and how much at full power, and how fast it's covering the miles. 3000 gals x \$3/gal = \$9000 USD per day ave for train with 37 cars

Self-Charging Train Savings:

You would save approximately \$8100 per day x 360 = \$2,916,000 per year savings.

So- If- you save the client 45% of that after expenses = \$1.31 million per year savings And; Efficiency Contract fee could be \$1.3 million per year- paying-off in 1 year!

TRAIN or Ship RED SUN RETROFIT Budget: · \$1.1 million

RED SUN 30 MW battery costs \$300,000

NG2 Implosion Heat exchanger- Train -

CHIEFS System - \$125,000

Aux. heat transfer - \$75,000

RED SUN AIR CONDITIONERS: 5 x - \$250,000

(on retrofit- we go without Induction Steam Generator)

Inductortherm Induction unit - \$300,000

Installation \$125,000

Axial Generator(s) - \$25,000-\$30,000

From 2 MW to 10 MW Power

Self-Charging Train Retrofit Budget:



Entire Capex of Efficiency Contract pays off in one year with 100% clean-up of emissions!

RED SUN -Large-Self-Charging Cruise or Cargo Ship:

A): RED SUN 8 MW 8t- 34 MWh to 20 MW 20t for Ship 84MWh/chg
 B.) 32 MW RED SUN 220 x270 x 304 cm – 26t ~135MWh/chg
 Recharge in 4 to 5 hours – 25x's smaller -7x's lighter than Li-ion!

PowerSourceVolvo 440 Power Plant

Type	Max power (hp)	Max power (kW)	Max torque (Nm)
D13A400	400	294	2000
D13A440	440	324	2200
D13A480	480	353	2400
D13A520	520	382	2500



Thermal

Diesel
Engine

Mechanical

3.6 kW
To 1.5 MW

Thermal

Retrofits: Diesel
Ships, trucks,
buses, trams &
trains

Hybrids

Retrofit gensets ship & bus
RED SUN diesel rail heated
injected compressed Air

Run Buses/Ships/Trucks
Trams/Trains/Ferries/Taxi



At full power it burns something over 4100 liters per hour. So you need to make some guesses about how much time it's spending idling and how much at full power, and how fast it's covering the miles. 4100 x15hrx \$0.8/L= \$49,200 USD per day ave for normal cruise ship.

Self-Charging Cruise Ship Savings:

You would save approximately \$49,200 per day x 250d/y = \$12,300,000 per year savings.

So- If- you save the client 45% of that after expenses = \$1.31 million per year savings And; Efficiency Contract fee could be \$5,35 million per year- paying-off in 1 year!

Self-Charging Cruise or Cargo Retrofit Budget:

Cruise or Cargo Ship RED SUN RETROFIT Total Budget: • \$4.8 million
 RED SUN 30 MW battery costs \$1.5 million (5 of them- 2 charging 24/7)
 NG2 Implosion Heat exchanger- Ship - \$750,000
 2 x CHIEFS Systems - \$250,000
 Aux. heat transfer - \$275,000
 RED SUN AC/Compressors/Tertiary eng+ Nitrogen Cryogenic tank -\$1 m
 Inductortherm Induction units - \$600,000
 Installation \$450,000
 Axial Generators + Electronics – monitoring- \$250,000
 From 10 MW to 120 MW Propulsion & Separate Genset + Elec Thrusters

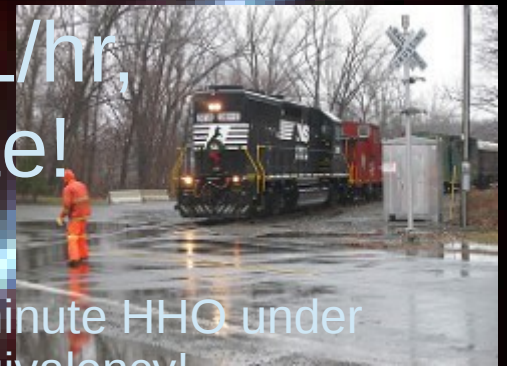
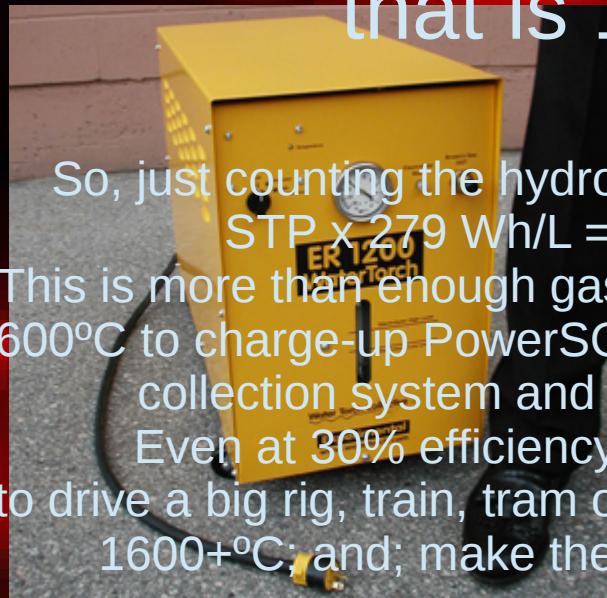
Self-Charging Norwed Cruise Ship:

Total Fuel Savings per year = \$12.3 mln



Entire Capex of Efficiency Contract pays off in one year with 100% clean-up of emissions!

Eagle Research Unit-1000 L/hr, that is 16.7 liters per minute!



So, just counting the hydrogen part of HHO = 16.7 Literper minute HHO under STP $\times 279 \text{ Wh/L} = 4.6 \text{ kWh}$ per minute in energy equivalency!

This is more than enough gas to run a torch that will be mixed with gases to burn at 1600°C to charge-up PowerSource and MAG POWER Batteries through a direct heat collection system and wick into core of MAG POWER thermal Battery.

Even at 30% efficiency- that is 1.5 kWh per minute- more than enough to drive a big rig, train, tram or 90 kW electric motor...Definitely will run a HHO torch $1600+^{\circ}\text{C}$; and; make the RX-8 Mazda genset converted with plasma sing!

As for the former, I usually direct people to the normal hydrogen oxygen charts.

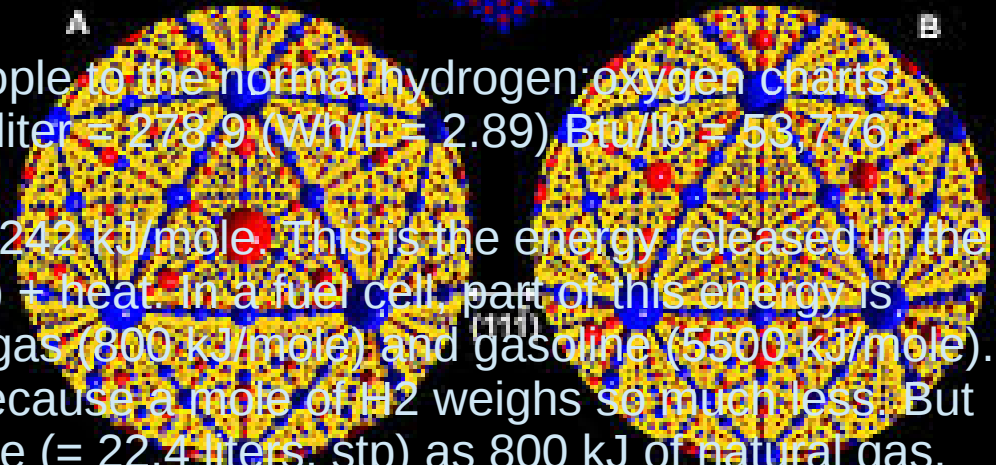
Hydrogen = $280 \text{ BTU/lb} = 10 \text{ BTU/liter} = 278.9 \text{ (Wh/L} = 2.89) \text{ Btu/lb} = 53,776$

Energy released by combustion of $\text{H}_2 = 242 \text{ kJ/mole}$. This is the energy released in the reaction $\text{H}_2 + \frac{1}{2} \text{O}_2 \rightarrow \text{H}_2\text{O (steam)} + \text{heat}$. In a fuel cell, part of this energy is electrical, part is heat. Compare natural gas (800 kJ/mole) and gasoline (5500 kJ/mole).

Per kilogram, H_2 stores more energy because a mole of H_2 weighs so much less. But 242 kJ of H_2 takes up the same volume ($= 22.4 \text{ liters, stp}$) as 800 kJ of natural gas.

Gasoline, because it is a liquid, is much more dense- 22.4 liters of gasoline is roughly 160 moles, containing 900,000 kJ of energy!

<http://www.convert-me.com/en/convert/energy>





Brown's Gas vs H₂ Energy Costs:



Brown's Gas Energy Density: per kg- you have 42 kWh
VS

Hydrogen Energy Denisty: Hydrngen at 33.3 kWh/kg

Hydrogen Costs per kg: The **DOE** lists Hydrogen costs at \$3.43 per kg
VS.



**Brown's
Gas is
15.4 x's
Cheaper**

Brown's Gas Cost: <http://amasci.com/weird/bgf1.html>
1 kWh produces 340 liters of Brown's gas:

22.4 liters = 1 mole HHO = 18 gm
340/22.4 L x 18 gm = 15.2 x 18 gm = 273 gm
& it takes approximately 4 kWh to make 1 kg HHO

4 x \$0.07 USD = \$0.28 USD per kg
VS

\$3.43 per kg for hydrogen according to the **DOE**

\$3.43/\$0.28 = 12 x's more expensive/kg for hydrogen production vs HHO!
++Plus- 1kg of HHO = 42 kWh vs 1 kg hydrogen only gives 33.3 kWh!

Brown's Gas= \$0.28/42 kWh = 0.67 cents/kWh vs H₂ = \$3.4/33.3kWh= 10.3cents/kWh

Cost of Usable Energy

\$88 per Nautical Mile:



- Brown's Gas HHO & Energy Storage = 0.67 cents/kWh – 1.3 cents/mile
- Hydrogen = 10.3 cents/kWh -Tesla Semi – 2 kWh/mile = 20.6 cents/mile
- So your generator is using 5.174 GJ of thermal energy to produce 1.8 GJ of electrical energy and a lot of waste heat (that's why engines have cooling systems.) So, this is an electrical conversion efficiency of $1.8/5.174 = 34.8\%$
- BioDiesel - 1 gallon = 133.1 megajoules $\times 1 \text{ kWh}/3.6 \text{ MJ} = 37 \text{ kWh/gal} \times 0.34 = 12.9 \text{ kWh/gal}$ - with a gallon costing \$5 USD = $\$5/12.9 \text{ kWh} = 0.38 \text{ cents/kWh}$
- Diesel 36.4 MJ/liter, 1 liter €1.18 = $1.18/35.4 \text{ MJ} \times 3.6 \text{ MJ/kWh} = 12.9/0.34 = 34.5 \text{ cents/kWh}$ to run your generator on Petrol Diesel – CARGO SHIP: Let's say voyage across the Pacific of 8000nm between Japan and Seattle. Plus- 5% a bad weather allowance of 4 days consumption. Our speed is around 15knots (nm/hr)

It's going to take us $8000/15 \text{ (nm/nm per hour)} = 533 \text{ hrs}$ or 22 days

Our fuel consumption is therefore going to be $75.6 \times (22 + 4) = 1,965.6 \text{ tons}$

Add the 5% unpumpables total fuel consumption is $1965.6 \times 1.05 = 2063.88 \text{ t}$

Now multiply that by the cost of bunkers in Japan (around \$340/t) and we get the total cost of heavy oil bunkers of 2063.88×340

= \$701,719.2 which is your answer = $\$702\text{K}/8000 \text{ nm} = \$88 \text{ per Nautical Mile}$.



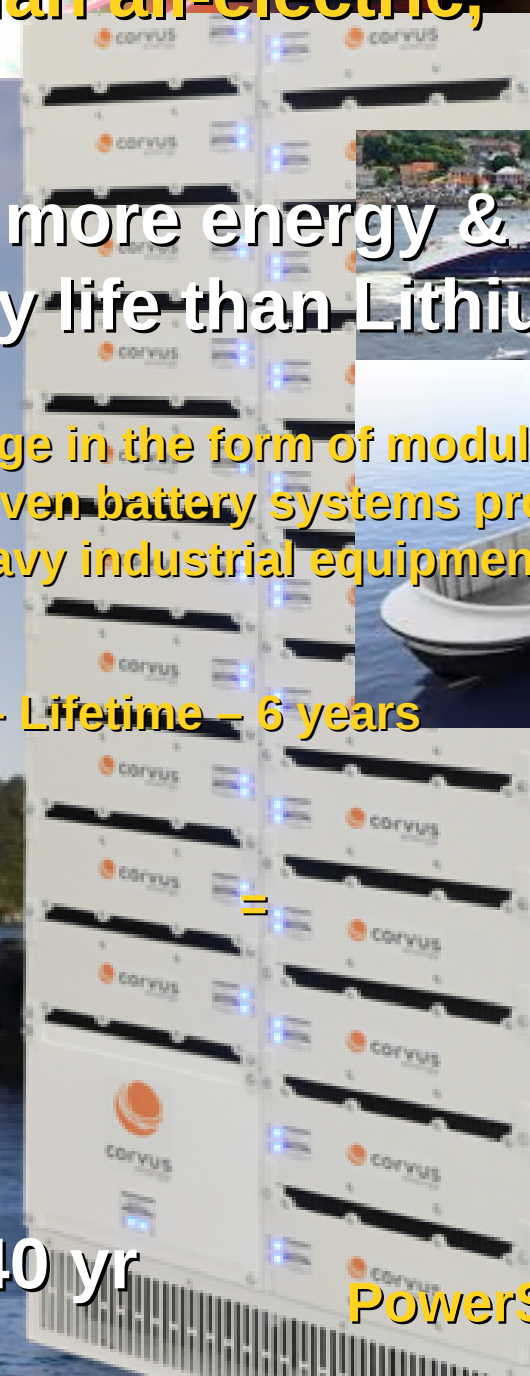
X



Capacity & range for Lithium



of modular lithium systems provide equipment, including



an an electric,

more energy &
y life than Lithium

ge in the form of modular
ven battery systems pro
avy industrial equipment

Lifetime – 6 years

=

40 yr

PowerS



PowerSource 200 kW charges 1 billion times
40 years Lifetime!

PowerSource Retrofits all existing Diesels!

PowerSource at 3 c/kWh for 70% lower €/km

438 kWh 2000 VDC – Lifetime 40 yr



The image shows a tall, white water purifier with a blue top section. The top section features a digital display screen and several control buttons. Below the screen, the brand name "Power Source" is written in red, followed by "Home" in a smaller red font. At the bottom of the unit, there is a white rectangular component, possibly a filter or a tap, with a brown handle. The text "Source 200" is overlaid in large, bold, yellow letters at the bottom of the image.

Coming Soon! - HHO Motorcycles:

-Brazilian Ricardo Azevedo of San Paulo, a civil servant with a background in mechanics, claimed to have invented a water-powered motorcycle engine he calls Moto Power H2O. According to Azevedo, the motorcycle covers 310 miles (500 km) on one liter of water, or 1,171 miles per gallon!



HHO Gas Technology LLC Info@hhogastechnology.com



Mini-Moda



4 MAG GAS-generator
1.2 MW in RR carriage
charges 4 MW battery

RX-8 +MAG GAS
350 kW Genset

Heat Exchanger

350 kW Inducton
inductotherm.com

MAG POWER System

With Rx-8 300 kW Genset
Ice onboard ~ 4kt/mo
Ice in station ~ 250kt/year

350 kW Inductor
for RED SUN Bat

250kt Ice Prod
HVAC -4k Trane

RED SUN 4 MW
3c/kWh recharge

HVAC/ AC on train &
in Station use waste
heat + pneumatics

GE 10 MW+ Rx-8
- 11.2 MW or GE
STAG 157.5 MW

Combined Cycle
Boilers/Exchang

Transformer &
Switching Station

Electricity

Products: Elec
\$100/MWh
Water -1 cent/L

Desalination

3 -12- MM
liters/ day

Ice Production
Systems-HVAC
Cooling & AC

Refrigeration
4,000 m2 plant

Volumes

Elec-11.2 MW
Ice - 4kt/mo
onboard train

Refrig services for refer
cars+ station
Ice = 250kt/y station

Schematic:MAG POWER Onboard Recharging of 4 MW PowerSource + Ice Production

RED SUN Charging

700 km Range/chg

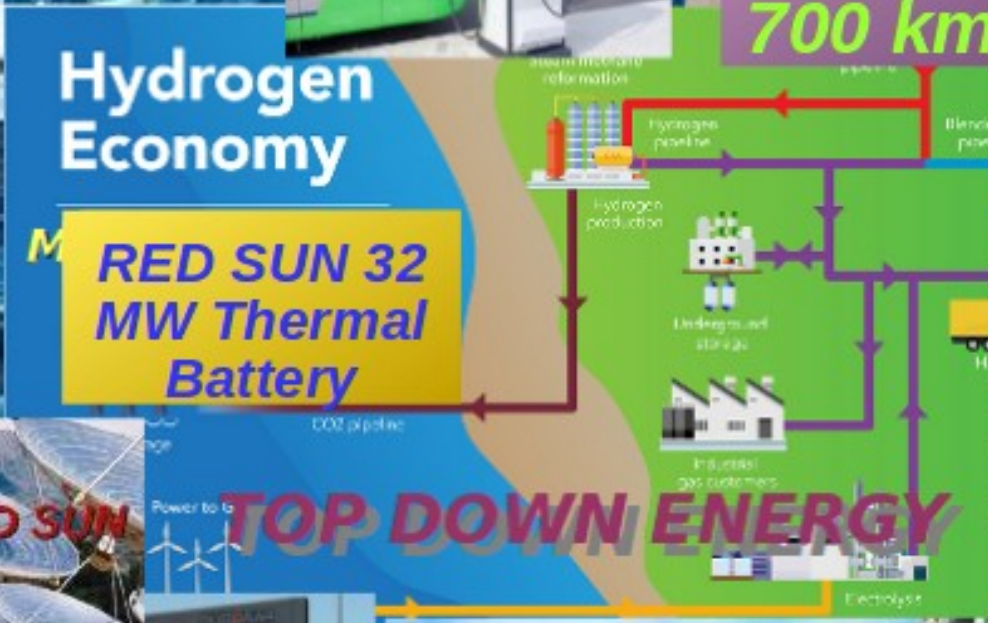
Hydrogen Economy

RED SUN 32 MW Thermal Battery

RED SUN

TOP DOWN ENERGY

RED SUN Trains/buses ~ 12 c/kWh Charging
GAS - Bus, Ferry & Train Lines



Developing Hotel Accommodations

**Smaller 3.2 MW PowerSource cylinders
For running hotels, apartments, business**

**Hotels
&
Resorts**

**Davao del Sur, Visayas
& Mindanao**



**Low-cost: Each m3 of water costs less than 50 cents per m3-3-
12 Million L/day Desal with infrared troughs in 20ft containers**



**Sanitary Water Heating
Proprietary Ozone
Injection Systems**



Engineering Team

Dan Winter – Chief Electrical Eng

[Www.fractalfield.com](http://www.fractalfield.com) [Www.theimploder.com](http://www.theimploder.com)

Paul Harris- Electrical Engineer

[Www.theraphi.net](http://www.theraphi.net)

Mert Pekrul – Chief Mech Engineer & Engine/turbine Manufacturing chief

[Www.fibonaccimotors.com](http://www.fibonaccimotors.com)

Dr Jack Wong – Prof. Civil Engineer

Mark Rohrbough – Electronics Eng

Dr Andrejs Zagars – Prof. of Chemistry

Elizabeth Donovan – Chemical Engineer

Jay Dubinsky – Bio Engineer & CEO

Virgil Perryman – Inventor RED SUN

Administration

Daniel Winter – Chief EE

Jay Dubinsky – Managing Eng

Dr Andrejs Zagars – Trainer

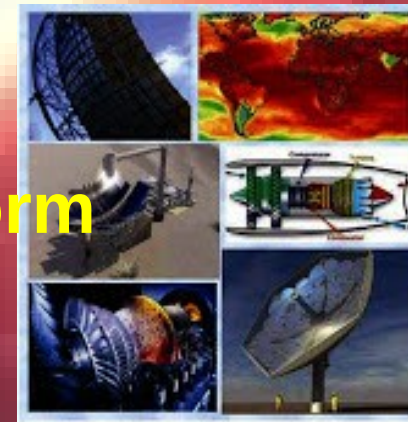
Alex Gershuny - Marketing

MAG POWER Transport

MAG POWER Thermal Electric Platform

Small, Medium & Large

<http://www.vallabhanenigroup.com/steel-mill-dearborn-mi-2/>



2-to 4 Wheel Transport ~ Marine & Rail Retrofits
RED SUN FRANCHISE – Retrofit Platforms for all trans
Charge-Up systems – 24 Hr Race Car
Yacht, Train & Ship Retrofit Power System
Power Plants – Desalination & HVAC
Tel: +34-652-274-123 ~ USA: 310-651-8123
drredsun4@gmail.com ~ Skype: danwinter