

Hello

I am writing to you concerning a new environmentally beneficial energy saving discovery which can advance your faculty's power management research and development. The RV (Roto-Verter) a new advanced up to 90% energy saving electric motor modification method for operating .5 to 1.8 HP horsepower electric motors systems. Examples can be found in pumps or fans, winders, conveyers, mixers, lathes, drills, saws, pumps and grain grinders.

The RV is open sourced technology falling under a Statutory Public copyright (Other Rights Apply) local and international (Scientific discovery called Roto conversion Effect).

The RV is the most efficient 1-1.8HP energy saving electric motor modification in the world and is available to be instantly and cost effectively done to existing motor technology from off the shelf parts. Also this scientific discovery will allow solar use (where previously it would of been financially impractical) in RV Drill, lathes, punchers, rotary presses, planners, saws, cutters, air compressors, vacuums & others which can be optimized to lowest more effective power usage.

In these solar applications it means using much less power cells more effectively. This means cost effective usage in 3rd world nation's water well pumps, grain grinders, & general machine use applications. Free solar energy for poorer nations can compete with greater economic Power more effectively used applications where previously it would be impossible.

The following not for profit organisation (See <http://www.panacea-bocaf.org>) aims to advance your curriculum's power engineering R and D principles for the goal of environmental energy savings (non profit) and can supply a lab test for your faculty's verification. Please contact them for any interests in a tangible demonstration. Mean time data and technical instruction describing how to use this electric motor energy saving modification can be found in this technical compilation on the web.

[Link](#)

(<http://www.panacea-bocaf.org/files/RV%20energy%20saving%20applications%20and%20R%20and%20D.pdf>)

The universities faculty R and D facilities can also present this data towards upgrading the energy saving standards world wide in electric motor applications.

Examples of organisations who deal in enforcing energy saving standards are:

ANZMEC, [the Australian and New Zealand Minerals and Energy Council](#) ANZMEC has agreed to regulate energy efficiency requirements for three-phase electric motors (0.72kW to 185kW) since 1 October 2001.

Also there are international organisations which can benefit from this data:  
[NEMA](#) -(National Electric Motor association).

This research has been made available by the non profit organisation Panacea-bocaf dot org's registered open sourced engineers.

An example of efficiency:

A Normal 1 HP conventional motor uses up to a CONSTANT 800W to run loaded and can be up to 88% efficient. **Using the same application from a motor configured to run in RV mode will uses as little as 40-50W idling with no load and is at 94%+ eff when tuned to the load requirements.**



A 5 HP Baldors motor modified to run in RV mode to give .8- 1.13 HP for energy saving applications.

The above 5HP Baldors motor specifications are: 1450 RPM /50 hertz /4kW / (line power) is at 88% eff at 746W/HP (conventional) = 4.7 HP (at the shaft). In RV mode this motor can deliver about .8 - 1.13 HP and can reach a 94%+ efficiency.

This motor was tested with no load and compared to this typical one phase 240 volt \ 4.78 amp \ 1400 RPM \ 1HP -0.75kw \ 750WATT \ motor.



The RV configured motor idled on .7 amps AC at 240 volts = 168 watts and is estimated to be 94%+ efficient when loaded at 1HP

The non RV idles on 1.84 amps at 240 volts and when loaded is 4.78 amps at 240 volt s=1147 watts.

By a typical estimation of 60 hertz RV lab figures we can conclude:

A 1 HP RV uses 40W< idling and 794 W when loaded (1HP) **94% eff constant**  
A 1 HP (non RV) uses 888W>idling and 940W loaded (1HP) **79% eff constant**  
**Equalling- 848W wastage for normal motors compared to operating 3PH motors in RV mode.**

As you can conceive, this gives premise for running motors in RV mode and demonstrates the fact that basic induction motor design can be enhanced using Hi impedance and capacitor phase generation vectoring (resonance).

Please consult the following basic hard postulates document for a description of the testing structure panacea-bocaf is available to demonstrate at your university.

Also can your university please advise whom I am to contact and organise this with and how to begin the process of application so that the postulates and demos can be done at the university and submitted to the relevant faculties and departments.

Can your institution please also contact me to say you have received this letter please?  
Thank you.

Regards

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## RV Basic Hard postulates

Please be advised that panacea-bocaf has all the equipment needed to test and provide for the proof of principle tests, however your faculty needs to have adequate instruments to measure power.

Please review the proposal and goals for the RV of energy savings tests.

### Goals:

University test –evaluation of the rotor conversion effect - driving from 3 phase asynchronous motors in the ranges of 3.5-7.5 hp in 60 Hz, and 5 to 10 hp in 50 Hz motors at 1/4 nominal voltage optimizing and vectoring capacitance to the load requirements, measuring power factors, rotation, input VxA, rotating VxA and PF, torque, eff%, magnet fields during semi-resonance.

For energy savings of up to 90% involving

Application in solar cogeneration/ grid power using RV mode to run a Lathe, a milling machine, an industrial bench drill or any other load variable machine which it can run easily up to one HP from the grid or solar power including a BELT woodcutting saw with an installed pulley to the RV prime mover.

To confirm the BASIC HARD postulates of:

Normal motors waste 90% of their power with no load, RV saves 90% of this otherwise lost energy as a power on demand electrical transformer alike operation and proves motors can be operated in resonance at a minimal Power draw, and supply power on demand Using Higher Impedance being 90% power savins idling 94% eff on loading at re rated HP.

There are many interesting R and D effects that are present in the RV mode of operation, what I have described are the basics for most instant practical energy saving roles.

The RV is capable of more energy transformation principles and there is in panacea-bocaf's possession a prototype that has shown unusual energy input and out put readings. These configurations are in need of further exploration and equipment for additional tests which we hope the university can provide and learn from.

Panacea-bocaf has fully operational prototypes for testing and demonstration of all the mentioned effects.

Please contact me at this email address  
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