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The Branton , Electric Generator, Driven by Lenz law effect

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The Branton electric generator.

This type of generator is not a unique idea, for a long time people have sort after such an idea. This design completes the idea into a fully functioning generator. The Branton generator utilizes Faraday's law of electromagnetic induction, Lenz force law and Flemings right hand rule as the main source drive to maintain the working speed. In a normal petrol/steam etc driven generator the amount of fuel consumed to maintain its working speed increases the higher the work load. In effect if the generator is running but it is not connected to a circuit to provide electrical power to example an electrical heater then the generator is much easier to turn than if it were connected to a circuit providing power to an electric heater. This is because Lenz's law of electromagnetic induction states that the direction of the current induced in a conductor by a changing magnetic field (as per Faraday's law of electromagnetic induction) is such that the magnetic field created by the induced current opposes the initial changing magnetic field that produced it. The direction of this current flow is given by Fleming's right hand rule. If you consider a dynamo generator a coil with a soft iron core is beside a magnet. If the coil or the magnet move an electrical current will flow on the wire turned on the soft iron core. The current produced on that wire will produce a magnetic field to oppose the field that produced it in this case the magnetic field that the wire is reacting to is produced by the soft iron core not the magnet, the magnetic field produce on the soft iron core is produced by the magnet. Therefore as the coiled wire opposes the core both the core and the coiled wire are working in attraction to the magnet. Thus this is why when you draw power from a generator it becomes much harder to turn. Hence so if the coil is connected to a circuit both the wire and the core will be attracted to the magnet and if no circuit is connected to the coil only the core will pull towards the magnet while the wire will have no magnetic field, the difference in fuel consumption clearly shows the amount of difference when looking at a normal type generator. The Branton generator utilizes this effect by using a specially designed coil wheel. As the coil wheel turns the coils that are approaching the magnet are connected to a circuit, the circuit is connected to a source that will use the maximum amount of electrical power that the coil can produce. As the coil reaches the closest point to the magnet the circuit is cut. Therefore on the approaching side the attraction to the magnet will be much greater than the retreating side. This means that once the coil wheel has been given motion by a separate source it can then maintain its own momentum whist also maintain the laws of conservation. Newtons laws of motion state that once a mass is in motion it will continue to be in motion unless an opposing force reacts against it. The Branton generator has been specially designed to reduce, remove or counter the resistances to the motion of this generator. The coil wheels are mounted on vertical axles and contained inside a thin-skinned solid round spherical type shape. The magnets are also mounted on a vertical axle and are also a solid round shape. By doing this the drag resistance is very small. The coils work individually, on each coil is a light source to consume the maximum amount of power the coil can produce, the light source will be directed to a panel to convert the light back into electricity, this means that the efficiency of using the electrical power produce on an outside source will be reduced but the efficiency in motion for the generator is increased as regards to using brushes etc to circuit the power. The coil wheels and the magnets are rotating at the same speed and in the same direction but as each has its only circular motion the coils still move into the magnetic field of the magnet at speed. The bearings for the axles have an extremely low friction bearing. With all of the above factors the Branton generator can provide the world with a clean, abundant electrical power source that can be used at an industrial level or smaller portable version to provide power to electric vehicles, aircraft, ships, robots, and even spacecrafts.

In the following pages I will provide a description of how it is made.

Figure 1.

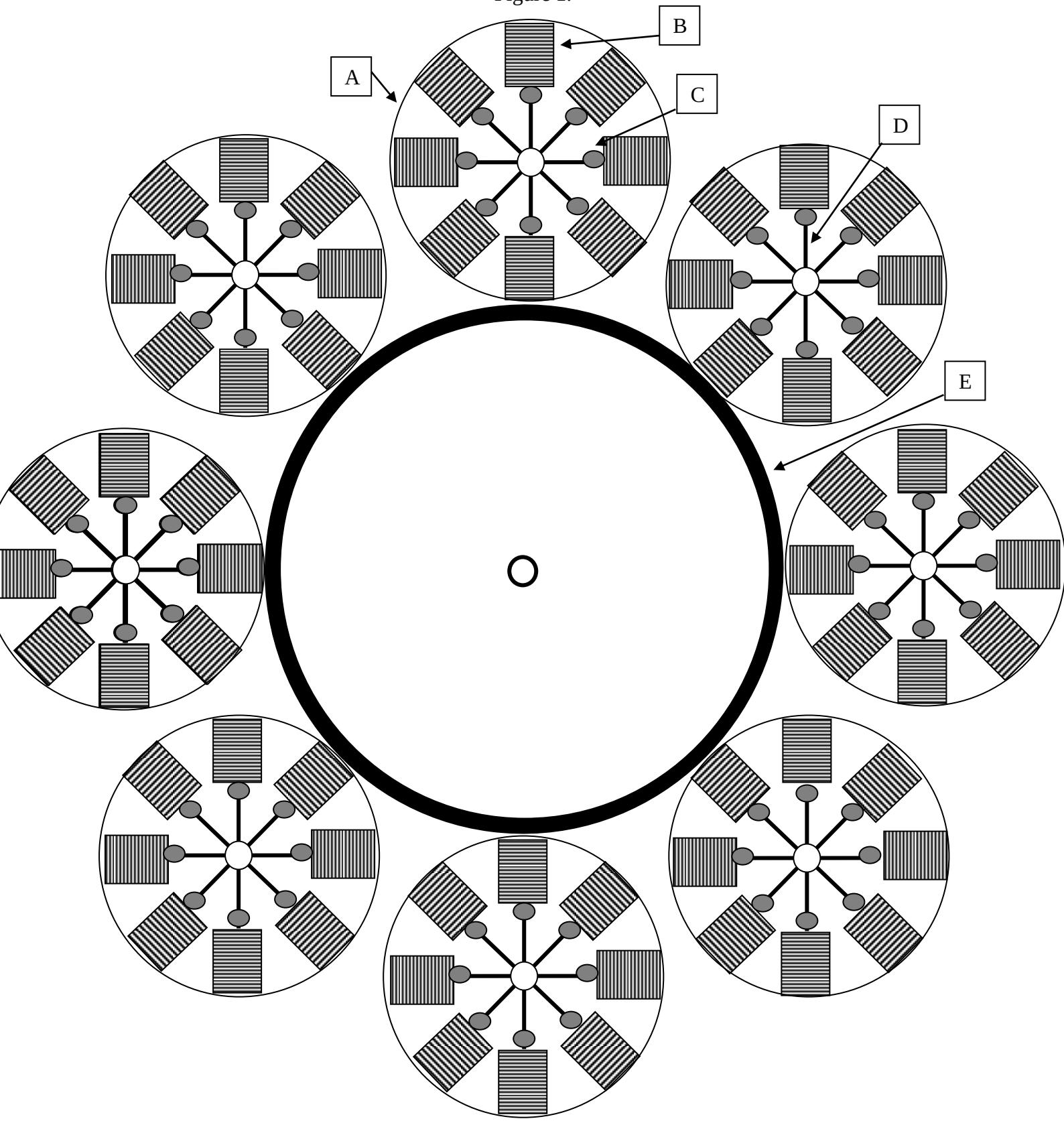

Figure 1.

A) This is showing the outline of the spherical containment around the coil wheel, the section that is at the level of the coils is the thinnest so the coils can be as close as possible to the magnets. The top and bottom sections above and below are thicker to help support the thinner section.

B) This is a coil in this design there are eight on each coil wheel. They are made up of copper wire wound round a core made of soft iron plates. On each coil wheel the coils have a distance between them. To aid reduce this distance more coil wheels can be added to each coil wheel axle, with each coil wheel set a for example with 1 degree difference. This will aid the continued motion.

C) This is a light source or laser it is used to use all of the potential electricity that the coil can produce. It is only active as the coil approaches the magnet. As the coil reaches the closest point to the magnet the circuit to this piece is cut. This piece works in conjunction with a panel to change the light back into electricity.

D) This is a flexible mounting. Each coil is mounted on a flexible mounting to help with the motion.

E) This is a solid circle made up of eight separate magnets. When the generator is at rest this piece should be rotated by an outside source to gain working speed after which this piece become free moving. The strength of these magnets should extend a field to reach the furthest point of the coil wheel.

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Figure 2.

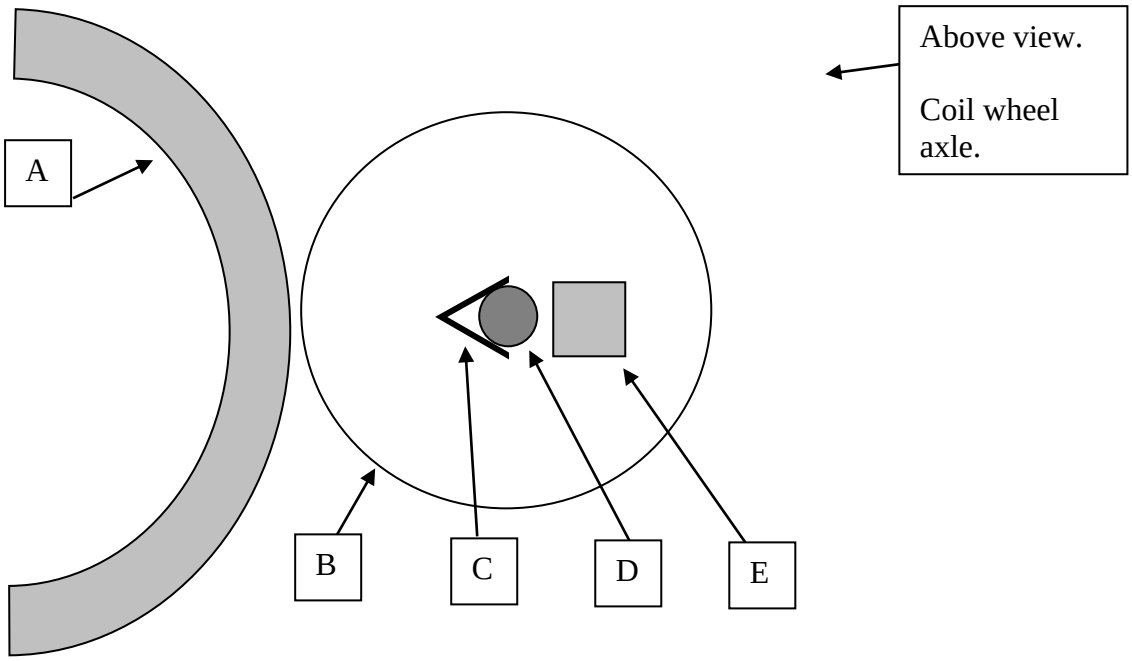

Figure 2.

A) This is showing the position of the magnets that are central in the generator. Here they are shown as a half circle just for the purposes of the diagram.

B) This is showing the position of the coil wheel.

C) This is a V shaped piece. This piece is for the axle D to be seated in. There would be one of these on each end of the axle. The attraction between the magnets and coil wheels pull them together therefore this bearing is working in a sideways fashion.

D) This is showing the end of the axle, the axle is seated in C, The ends of the axle should be made from magnetic material this is so the magnet E can pull back the axle. This will help cancel the friction caused by the attraction between the coils and the central magnets.

E) This is a magnet to pull the axle back.

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Figure 3.

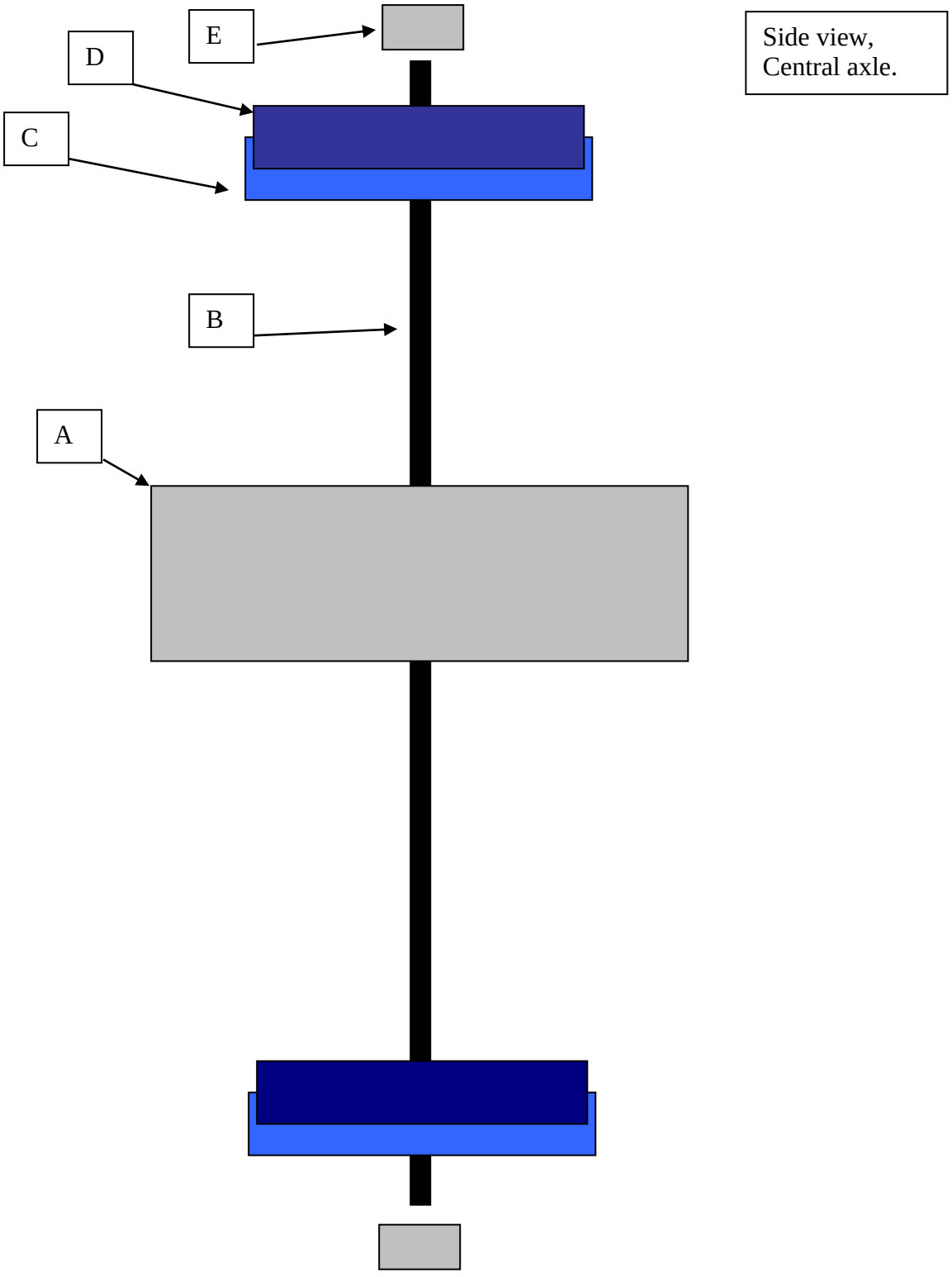

Figure 3.

A) This is showing where the magnets would be on the axle.

B) This is showing the axle, the axle should be magnetic on the top and base, this is so it can work with the magnet E to keep the axle in position.

C) This piece is an open topped doughnut shaped piece containing a fluid, this piece is attached to the outer frame. Mercury would be an ideal fluid.

D) This is a hollow doughnut shaped piece attached to the axle, this piece is buoyant in the fluid.

E) This is a magnet attached to the outer frame.