

Modern Regenerative Technology Theory

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ABSTRACT

Its theory is just based on transformation of energy. In this theory first rotation of wheels or wind power energy or potential energy of water convert into mechanical rotational energy (into rotational energy of motor gear or various types of turbine) then finely converting into electrical energy (by the rotation of motor or generator shaft). Then supply it MRTT generated electrical energy to the transmitting lines or store it then it (store electrical energy) again applicable on that machine as for giving feed power and previous feed power sources are disattached .So stored MRTT generated electrical energy again convert into mechanical work and it mechanical work reversibly convert into MRTT generated energy. So its theory is applicable as regenerative technology, without or less energy consumption and also with no any harmfulness to our NATURE.

I. MRTT GURU

By the application of MRTT GURU Model we can generate the electricity on least expenses and without any creation of hazardous problem towards the natural habitat. It can be produce in each home with the morning and evening exercise. As simply in bicycles wheel front and rear both we can fit the motor and by gear teeth meshing between the bicycle rim and motor, motor's shaft also rotate with rotation of bicycle wheels then both fitted motors front and rear both works as generator and produce electricity (according to Faraday's law). So this generated electricity we can store in batteries and when required use it generated stored electricity. So by the simple way only by the bicycling (as fitness exercises on our body) we can generate the electricity and use it without any creation of hazardous problem towards the natural habitat and in our home according to our requirement. If running place is not available for bicycling then here also no any problem as we can fit the stand in that bicycle and in home room in the stay condition of that bicycle (on itself stand), by the bicycling we can generate the electricity.

In automobile sector

By the application of MRTT, in automobile sector as first kilometre vehicle run by fuel, its rotation of each wheel connect by a separate motor by gear teeth meshing interlocking between the, on motor shaft mounted geared teeth and on tire or rim of wheel geared teeth, so by also rotation of interlocked gear teeth of motor shaft, motor produce electrical current (a motor can also work as generator as in magnetise field when conductive rods or wires rotates and cut the magnetic field then electrical current induced in that conductive wires according to Faraday's law) and by on each wheel connected motor produced more electrical energy by less friction loss as more number of wheel much electrical energy can generate and we store it when enough energy store then its supply give to a main motor which can give the feed power to gear box then its connect to rear shaft which rotate the rear wheels. As after the charging of battery disattach the alignment of rotation of crankshaft of engine and its work end also during disattaching the crankshaft same time attach the proper alignment of main motor feed power to gear box.

In water ships (MRTT Super)

Application of MRTT in a water ship there are two things essential first one is enough volume of ship for buoyant force or floatation force of ship and another second thing is huge weight loaded on that ship for much pressurized jet stream of water and its pressurized jet stream of water directed on turbine blades and its turbine connected with generator by the shaft connection. Pressurized jet stream of water we can get from the nozzle fitted on bottom seat of ship and centric hole connection from water to nozzle. For more energy generation we can arrange the many number of hole and nozzle and we get the more number of pressurized water jet stream and these water jets directed on number of turbine blades (generators attachment also) then we get more energy in electrical form. So its electrical energy we can use in many field as for giving the feed power of ship movement, we can

store it, we can give power supply in nearest city. Main advantage of it that on bank of river, on sea bank we can establish it and we get the power supply as in stayed form of ship not as motion so very deep river also not necessary for its instalment.

In sky aeroplane

For fly of a aeroplane two force required first one is lift force and it lift force is get by the its shape (airfoil shape) and second force is thrust force, according to MRTT thrust force is got by the this way

As when a aeroplane run on the runway and its speed is also high, on this time air is also strike on its above the wings and on the above of cockpit because according to Bernoulli's principle or Coanda effect on a upper lair of a airfoil shape air velocity so high.

So on the above of wings and cockpit we can fit the number of Scram Jet then strike air passing through the fitted Scramjets then enough thrust force generated in the forward direction (according to Newton's third law of motion, Action Reaction force law) and my aeroplane is move to forward direction .

In a train (on long distance travelled)

Trains which are travelled on long route these speed are so high and stoppage are also less or negligible then on these trains on each boggy and also on engine we can fit the more number of wind turbine (on both sided of bogies and engine).

When these trains are run with very high speed then fitted wind turbine are also rotate by the wind energy and each one sided wind turbines are also connected by a one shaft another sided all wind turbines are also connected by another different one shaft (by worm and worm wheel connection)

So these two wind powered shafts are connected with generator and this generator produce the electrical energy then its electrical energy give as power feed to run the train and previous feed power source disattached .

In a metro or in short run trains

We can apply the MRTT in metro and in short run train by the fittings of a motor in each wheel and these motors are produce electricity according to Faraday's law as these motors are work as generator and produce electricity. So produced electricity supply give to the feed power source and previous feed power source disattached.

In a commodity use

As in the table fan, sealing fan, exhauster fan, ac etc. and also in common machinery part as on lathe we can use MRTT.

On fans blade behind and on lathe spindle we can fit the motor and by gear meshing connection this another fitted motor also rotate and produce electricity (according to Faraday's law as this fitted motor works as generator) . so this produce electricity either we can store it in battery cells or we can just use it as fan run and by another fitted motor produce electricity so in the coils of another fitted motor we join a bulb and it bulb is lighted and give the light without taking the extra electricity from main electric source (from where take the electricity of fan).

II. INTRODUCTION

MRTT is a future theory as we are know that our natural resources like petroleum is not enough as much as our population growth, they are costly enough (as petroleum are not available everywhere so transportation charges are high and also dangerous) and we are also know that petroleum resources are also dangerous for our atmosphere as after burn it exhaust gases create air pollution and they are birth of many diseases. Nuclear power are also very dangerous as it working temperature are so high, it reaction chain controlling is very critical so nuclear power is not usable in common automobile sector and its use in power generation is not safe for we and not safe for our nature as global warming, dangerous radiation during reaction is very serious problem creation in coming days.

So now we have challenge for our life and also for our nature habitant from the petroleum and nuclear power resources. In coming days these problems are very critical and then perhaps we have no time for controlling these problems.

So before badly destroying of our natural habitat we are conceding on coming day's problem.

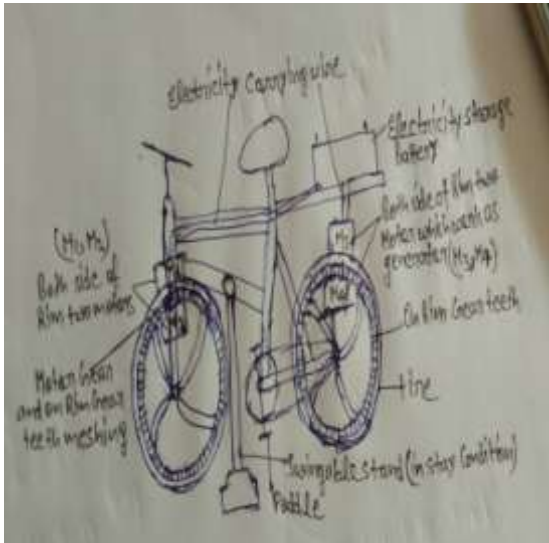
So let's start the sustainable development and MODERN REGENRATIVE TECHNOLOGY THEORY is the best suited for it.

And I fully confident it that MRTT is very efficient and on very easily with minimum cost it reaches in every home, on lest expense without any creation of hazardous problem towards the natural habitat, MRTT works.

III. METHODOLOGY

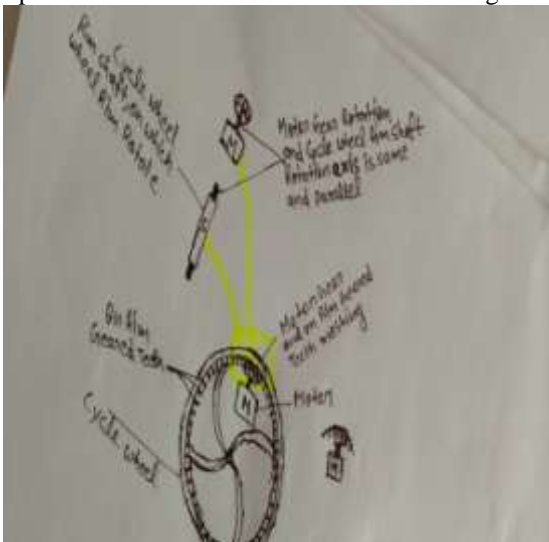
MRTT methodology is very simple. Its application and construction is very cost efficient and very easy. so let's start its methodology

In MRTT GURU Model



As we can see in the above figure that there are four motor are fitted on the cycle wheel rims. On the front rim two motor, one left and another right side of rim and also two motor on the rear rim as one left and another right side of rim. All four motors are connected with the cycle wheel rim geared teeth so by the meshing geared teeth between the motor and wheel rim gear teeth they can rotate simultaneously.

Motor gear rotation and wheel rim rotation axis is parallel and same as we can see in bellow figure



When by the paddling of cycle rear wheel move and also that time simultaneously front wheel move then meshed gears of motors also rotate. So according to Faradays law here all four motors are work as generator and produced electromagnetic force, when closed the circuit with a battery then induced emf stored in that battery as electricity.

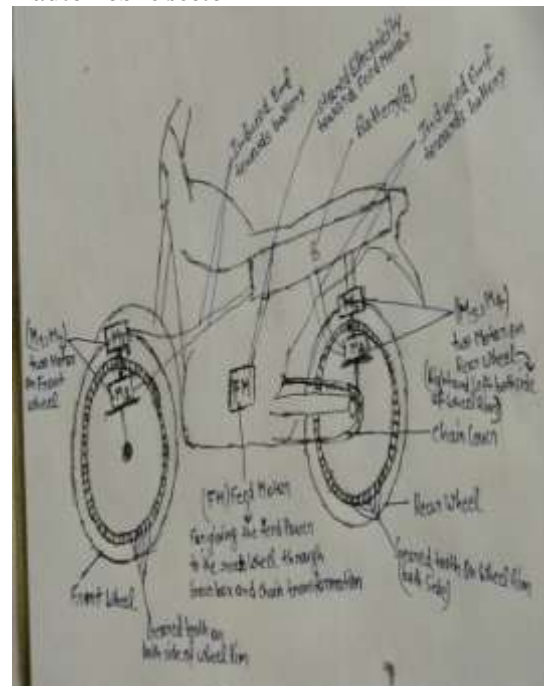
Then as cycle wheel rim rotate, battery is also charged by induced emf. So when and where require electricity there supply the electricity from the charged battery.

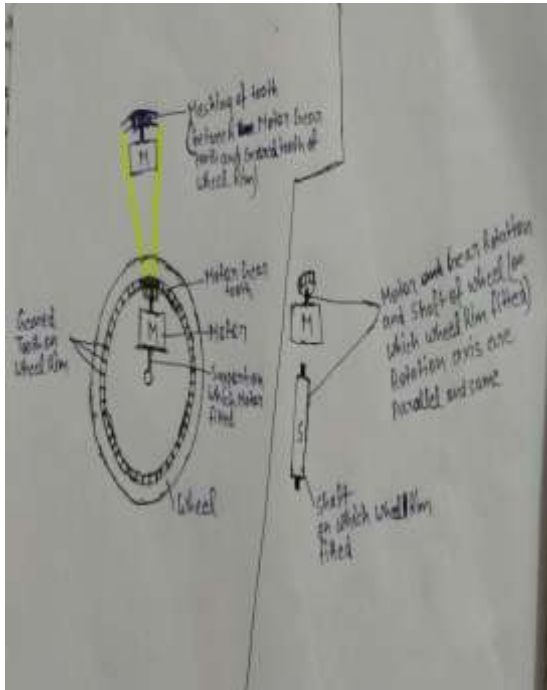
Here we can use two battery as one battery is charging on process on cycle and another which is charged is give the supply of electricity where require and when it discharged replace the battery from another battery which is charging on process on cycle.

Where space is not available for running this cycle there we can use the swing able stand and here only rear wheel rim can rotate so only two motor induced emf and charged the battery. But here in stay condition we can generate the electricity and also with the exercise of our body. As electricity generation increases with the number of motor usability increases so here we are used four motors and we generate more electricity.

It is essential that the module of motor gear and geared tooth on wheel rim is same. Because if the module is not same then they cannot mesh properly so cannot transfer the energy to each other.

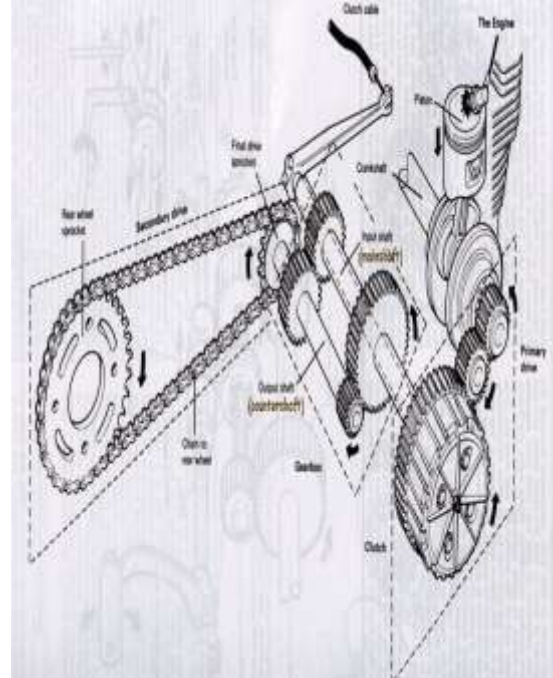
In automobile sector





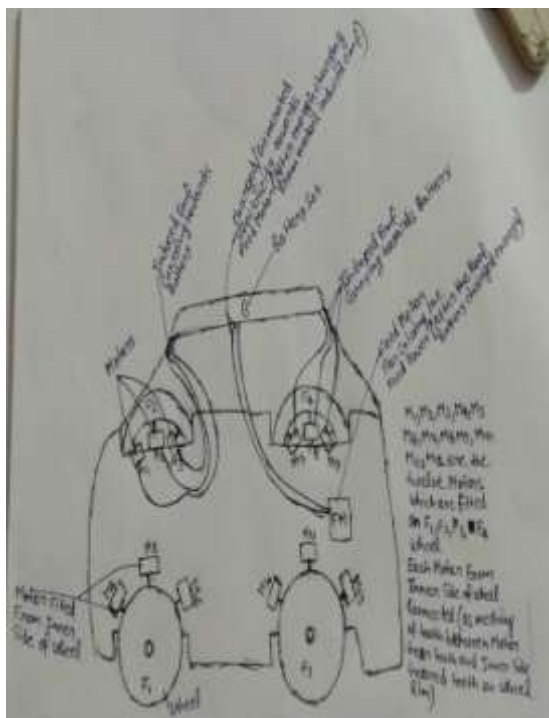
In the above figure we can see a bike in which four motors M1, M2, M3, and M4 are fitted, two motor M1 and M2 on the front wheel and two motor M3 and M4 on rear wheel. M1 motor on the right side, M2 motor on the left side of front wheel and M3 motor on the right side, M4 motor on the left side of rear wheel. On both wheel rim and both side of wheel rim a rubber foil is attached on which geared tooth made. All four motors are connected to the wheel by the rubber foil on which geared tooth made. On each motor mounted gear tooth module same as on the rubber foil geared tooth. So when wheel rotate then fitted motor on that wheel also rotate by the meshing of tooth between motor gear tooth and on wheel rim rubber foil geared tooth. According to Faraday's electromagnetic induction law when M1M2M3M4 motors are rotate then here induced emf generate and when its circuit closed by a battery B then battery charging start. When enough charging of battery B completed then its supply give to the feed motor FM and feed motor give the feed power to rear wheel. Here in the above figure we can also see that both front and rear wheel shaft, on which wheel rim fitted (hub) rotation axis and motor gear rotation axis is the same.

How supply the feed power from engine to rear wheel

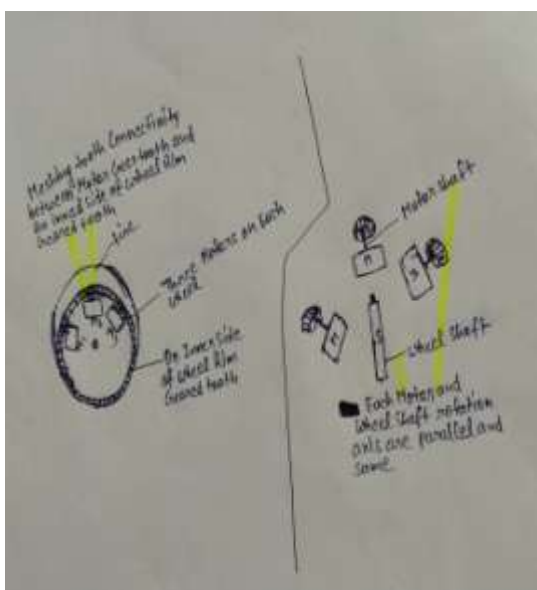


In the above figure we can see a normal feed power transmission but in MRTT generated automobile engine we change something as here we fit the feed motor FM with the connection of primary drive gear. First bike move with fuel ignition generated energy as by piston and crankshaft movement but when a set level of energy battery B charged then battery B give the power supply to the feed motor FM and feed motor FM with the connection of primary drive gear, rotate the clutch gear box then through the input shaft output shaft and final drive sprocket, chain transmitted the feed power to the rear wheel sprocket. But as well as when feed motor FM start the giving feed power to clutch gear box, as soon as disattach the crankshaft rotation also with the flywheel (from the primary drive gear attachment) and stop fuel ignition.

Also this time when feed motor FM give the feed power, on both front and rear wheel attached motors M1 M2 M3 M4 also rotates and generate the induced emf and charged the battery B.



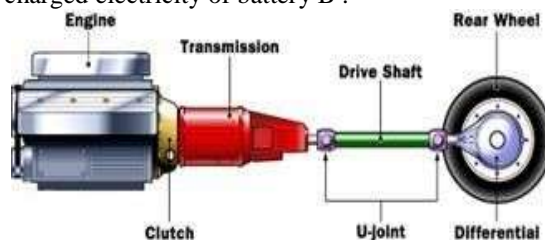
As in the above figure of car we can see twelve motors M1 M2 M3 M4 M5 M6 M7 M8 M9 M10 M11 M12 which are fitted on four wheels F1 F2 F3 F4 of car, from inner side of wheels. On each wheel three motors fitted but each motor fitted from inner side of wheel. Each motor connected from a battery B through the current carrying cable. Battery B is on the roof of car and it is unite of many number of battery cells.



Here we can also see that wheel shaft (hub) rotation and motors gear shaft rotation axis is same.

Here motors gears are connected to wheel rim inner side by a geared tooth of rubber foil. A rubber foil on which geared tooth profile make, attached on each wheel rim from inner side.

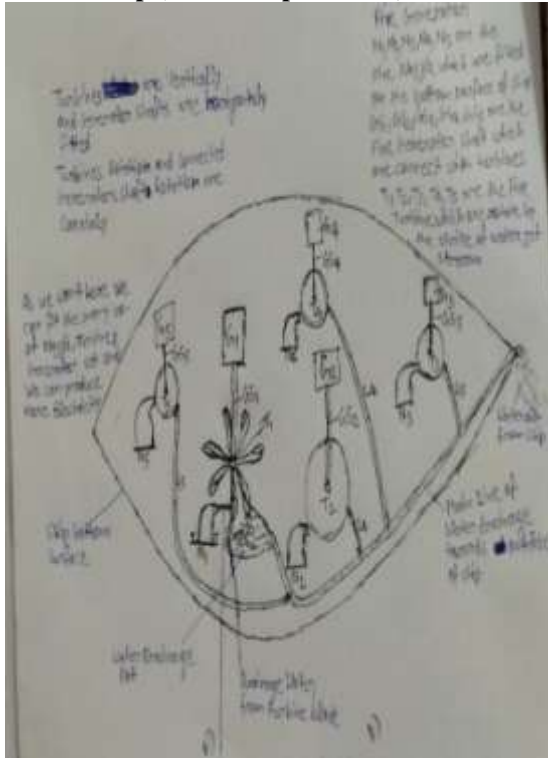
First when car is run by petroleum fuel then wheels of car also rotates and then all twelve motors are also rotates. As meshing of tooth between the motors gear and geared tooth of rubber foil, so wheel and motor gear rotates simultaneously. When all twelve motors gear shaft rotate then according to Faraday's law of Electromagnetic Induction, here generate a induced emf by each motors and when its circuit is closed by battery B through the carrying cables then battery B charged by it induced emf and so battery B stored electricity. Battery B when enough charged as predefined level then its supply give to the feed motor FM and now feed power for run the car is given by feed motor FM which is driven by charged electricity of battery B .



Above figure show the ordinary transformation of feed power but in MRTT generated model we change here as after the engine flywheel and before the clutch we adjust the feed motor FM.

So first car is run by engine and when battery B enough charged then it power supply give to the feed motor FM and now feed power is given by feed motor FM not by the engine crankshaft rotation, so now we can stop the fuel burning and disattach the engine crankshaft(with flywheel) from the clutch alignment. Now also on wheels fitted twelve motors gear shaft rotate, so they induced emf and charged the battery B continuously.

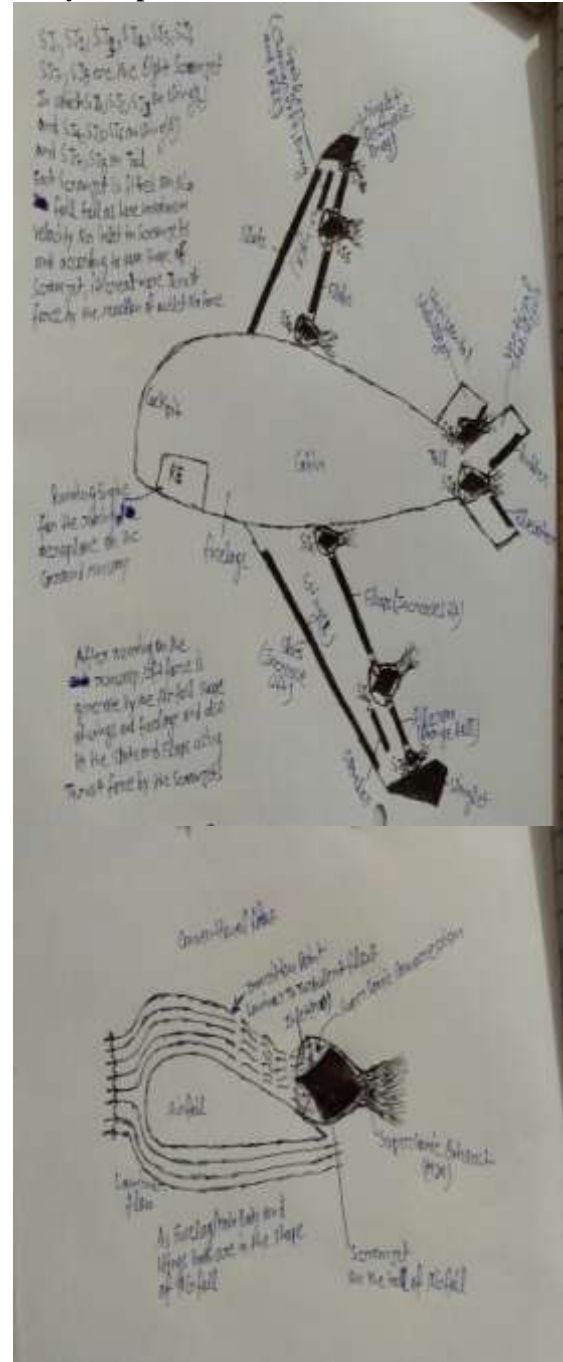
In water ship (MRTT Super model)



As we can see in the above figure of ship, N1 N2 N3 N4 N5 is the five nozzles which are fitted on the bottom surface of ship. G1 G2 G3 G4 G5 are the five generator and T1 T2 T3 T4 T5 are the five turbine. GS1 GS2 GS3 GS4 GS5 are the five generator shaft which are connected with turbine hub. Below the each turbine a water drainage supply line also fitted, which are mingles with a main water drainage supply line.

As each nozzle fitted on the bottom surface plate of the ship so through the hole, sea or river water entered into the nozzle and we get a water stream jet from the nozzle. Water stream jet strike on turbine blade so turbines are start the rotation. Generator shafts also start the rotation, which are connected with the turbines hub. Now generators are start the electricity production. Return water from the turbines blade as water drainage are supply out from the ship continuously through the water drainage supply line.

In sky aeroplane



As in the above aeroplane figure we can see a running engine RE is on the below of cockpit. Three scramjet SJ1 SJ2 SJ3 is on the left wing of aeroplane. Three scramjet SJ4 SJ5 SJ6 is on the right wing of aeroplane. Two scramjet SJ7 SJ8 is on the tail of fuselage body. So here total eight scramjets are used.

We are know that fuselage body and wings of aeroplane in the shape of airfoil.

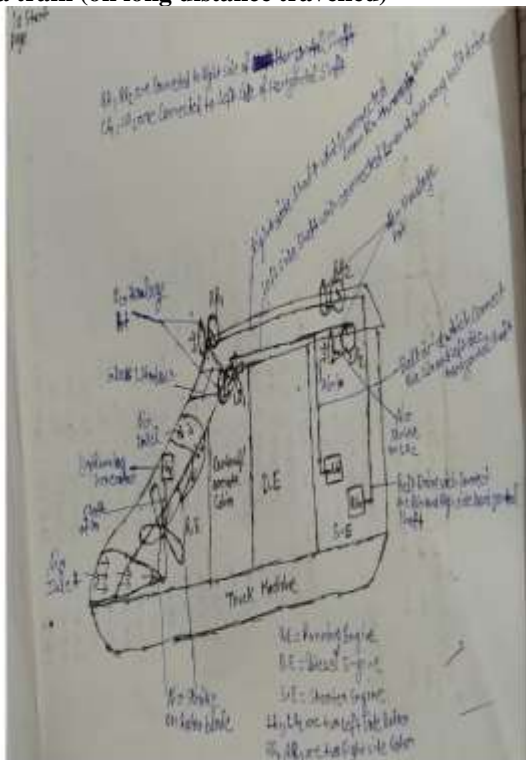
Here we are also seeing that each scramjet is fitted on the upper side tail of airfoil.

First aeroplane is run on the runway by the use of running engine RE. As speed increased on the runway, during this situation by using the flap and slat action and also according to own airfoil shape of aeroplane, here a lift force generates which lift the aeroplane in the air from runway. Now when aeroplane reached in the air, which thrust force require for the forward movement, generated by the eight scramjets without any fuel burnt.

As we can see in the second figure of airfoil, all the scramjets are fitted on the upper side tail of airfoil, turbulent flow of airflow entered from the inlet side of scramjet and when exit the airflow (without any petroleum fuel burning in inside of scramjet) from scramjet outlet it create a huge thrust force, so according to Action Reaction Force rule aeroplane move in the forward direction. Here we are not burn the any fuel in scramjet so once aeroplane reached in the air its speed we cannot increase or decreased.

But where in speed increasing or decreasing action is necessary there we can use secondary jet engine on the wings (as in ordinary aeroplane used).

In a train (on long distance travelled)



In the above rail or train engine figure we can see that there are three stepped engine, first one is running engine RE second one is diesel engine DE and third one is starter engine SE.

First start the diesel engine DE, OR in now days used electric engine so it also can be used with substitute of diesel engine, this engine used for the getting first run of the train on the railway track. But here require the more power full engine, who can give higher and higher running speed as train start from a station.

When enough speed is gain by the train then running engine RE start our own work. As we can see in the figure in the running engine RE section, there are a running generator G1 and it shaft which attaché with a rotor hub and here also two air inlet mouth. So when train is run with enough speed then suck the atmospheric air through the two air inlet mouth (one is upper air inlet moth and second is lower air inlet mouth, as we can see in the figure). These air inlet mouth directed on rotor blades, as we can see in figure air inlet mouth shape is become narrower towards the rotor blade so socked air exactly and with higher velocity, strike on the rotor blade. Here we can also that upper air inlet mouth is directed on upper blade of rotor and lower air inlet mouth blade is directed on lower blade of rotor, so we get the double wind force to rotate the rotor, by this type of two air inlet mouth arrangement. So when rotor is starting the rotation also with it hub attached running generator G1 shaft, running generator G1 start the generation of electricity. Now by the running generator G1 generated electric supply give to the traction motor of train engine (after passing the control panel as control of voltage, current fluctuation etc.) and now stop the diesel engine DE or electric engine (if electric engine worked, simply its power supply cut from the external line of electric supply).

We can also see the starter engine SE it is work as power backup engine, used when As once start the train engine by diesel engine DE or by the electric supply of external source suppose after five hundred meter we can use the running engine RE and stop the diesel engine (as stop the fuel burning), suppose after some kilometre next station come and stop the train and few second or minute we require to again start the engine, so now here starter engine SE power bank used for start the train engine without using the diesel engine DE or without using the external power supply in electric engine.

Starter engine SE also used for giving the power supply towards the bogies of passengers or

goods carriage, during the running of train and also during the small stoppage of train.

Starter engine SE working

As we can see in the starter engine SE section figure here LG is the left sided generator which connected with the left sided horizontal shaft (we can see it left side of engine roof), through a vertical belt drive system. This left sided horizontal shaft connected with two left sided rotor LR1 and LR2, through the worm wheel and worm shaft arrangement. Here we also see that on the rotors front there are two air haulage pot, which suck the atmospheric air (during the running of engine) and its air velocity force directed on the exact point of lower blade of rotor, for making the rotatable of rotors LR1 and LR2. In the same adjustment here RG (right sided generator) is also connected with the right sided horizontal shaft (we can see it right side of engine roof), through a vertical belt drive system. This right sided horizontal shaft connected with two right sided rotors RR1 and RR2, through the worm wheel and worm shaft arrangement. Here is also two air haulage pot, which suck the atmospheric air (during the running of engine) and its air velocity force directed on the exact point of lower blade of rotor, for making the rotatable of rotors RR1 and RR2.

So when start the train running, start the working of starter engine SE, as all the air haulage pots start the sucking of atmospheric air and directed it on the rotor blade so start the rotation of all rotors and also start the rotation of right and left sided horizontal shaft (as rotor and horizontal shaft are connected with worm wheel and worm shaft arrangement). Now RG and LG both generator start the generation of electricity, as both are connected to the own horizontal shaft through the own belt drive system. By the LG and RG generator generated electricity, give to the supply towards the bogies of passenger or goods carriage and after this all extra electrical energy store as power bank for giving the power supply, when train stopped for short time at a station and required to run from there. Here used LG and RG generator capacity is small in comparison to G1 generator.

So in this model of train engine, first start the diesel engine DE (or electric engine) and when enough speed get, start the working of running engine RE, but suppose after some kilometre we need to stop the train and after this short time stoppage, for run the train engine we used here starter engine SE power bank and after the getting enough speed again start the working of running engine RE.

At the end we can observe that only for once time (and in very small amount of fuel burning in comparison to ordinary engine), we use the diesel engine or we use the external power supply line (for very short time), we can run the train engine for long distance travelled (as it can self generate the electric power continuously during the running). So by this model of train engine we can run the train on less expenditure and without any creation of hazardous effect to our NATURE.

Future aspect of MRTT theory

For the importance of safe NATURE or our habitant

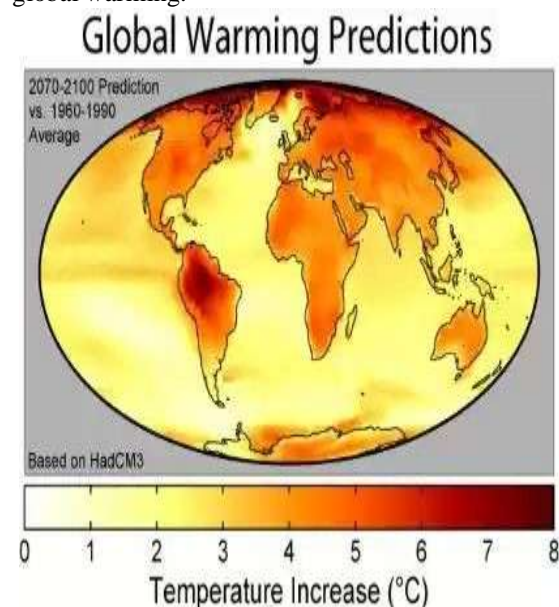
As we are can see in now days of our NATURE changes and it dangerous effect in our life, also it not end, in coming days it can create very dangerous situation on our daily life, as we cannot take breathe in that atmosphere.

By the burning of petroleum fuel, it exhaust create the very dangerous effect in our atmosphere, as

It polluted our breathing air.

Its carbon content also affects as like global warming problem and it is very serious problem for our planet.

According to current news 153 countries, 11258 number of scientist with signed announced CLIMATE EMERGENCY and it direct causes is global warming.



And according to scientist its prediction First one and mainly is replace the petroleum fuel from renewable energy.

So MRTT is one of the best and economical energy sources for replacement or sustainable use of the petroleum fuel.

And a important drawback is also, availability of petroleum fuel, so mainly we import it trough the way of sea and by the leakage it create many problem for the sea habitant. Because in many ways sea is our need, like fishing and petroleum is here also create problem for living of them.

And petroleum storage and it transportation is very critical; a miner mistake can create big accident.

For the better controlling power

Experience says that if we want to control the speed of automobile, battery or stored electrical power line or panel or electrical engines are given the better speed control of that automobiles, comparison in fuel engines operated automobiles.

For the economical use in daily life

MRTT model application in starting stage as making cost is high but if we analysis that MRTT generated, automobiles or other machines or products total life expenditure cost is very less. So overall life cost is very economical for a MRTT generated product.

For restriction of plastic partical in our human being body and also for our natural habitat living creatures.

which are consumed by us through drinking water As we are know that through water supply pipeline and in also R.O. like water purifying instrument , We are absorb the plastic like hajardous ingredients through drinking water but I have the best solution for restrict the plastic partical to reach in our body Solution for its

Non hajardous metallic plating on the inner surface of

- 1.Water supply pipeline
- 2.Drinking water bottles
- 3.Other fooding liquids (fooding liquids for human being and also our pets)which are like soda water ,cold drinks , energy drink , oils package bottles or cane (on inner surface of plastic bottles or canes packagess)
- 4.Drinking water storage tank
- 5.We can also use a non hajardous metallic foil in many layers from(in counterfeit from) in R.O. (reverse osmosis water purifier) like water purifier system

We can plate that non hajardous metallic (like aluminium, tin, iron, steel, chromium etc.)layer on above given plastic pipe or plastic packaging bottles or canes by three methods

1.By fixing mechanical way

After solidifying the plastic product we can adjust the non hajardous metallic layer through mechanical adjustment.

2.By gluing

After solidifying plastic products we can adjust the non hajardous metallic layer through gluing (through locktite like gluing material)

3.By inserting

Between the process of plastic production we can insert the non hajardous metallic layer (commonly used for small plastic products) on moulding process continuesly.

For Fragranssive cloth Making

As we are know that in future and in coming days also fragranssive feature is very gusterd from food to in our office atmosphere cloning .

So let's start our clothes fregrenseness and forget the our body perfuem fregrenseness During the process of rayanse making as in the dieing process of rayanse we can chemically mixed the our desirable fregrense in that rayanse . During the mixing of fregrense it's very nessesary that fregrense chemical is non hajardous towards human being body .

IV. CONCLUSION

According to our need as, need of our current NATURE or current atmosphere need, need for the best command on speed of control of automobiles in crowded traffic, need of economical expenditure, need of we can safe our human being life, our need to now just start the sustainable use or replace of petroleum based engine.

As MRTT applicability is broad, from commodity uses of household product to aeroplane, train engine, sea ships. And in modern life without electrical energy we cannot live with present atmosphere. I thought nobody here who, not want to generate self electricity in our room and with also our body fitness exercise and without creating any hazardous effect towards our NATURE. And all these are possible by MRTT.

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