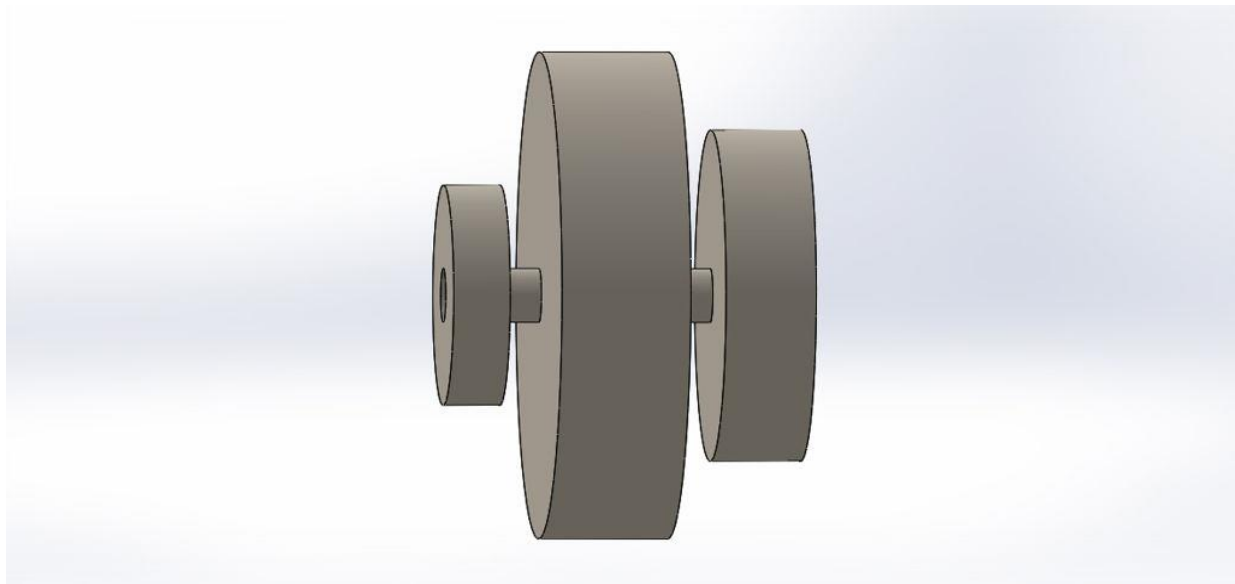


INERTMOBILE

Inertmobile equipped with a very economical electric motor, which is based on the following effect: as is known, the full power is required by the car only during the start. While driving, it requires several times less power. And this power is proportional to the speed of movement.

This means that during the movement the motor power can be lowered. On internal combustion engines, for this purpose, two of the four pistons are disconnected - this innovation is already being used successfully on experimental cars in Great Britain for example.

On ordinary electromotors there is no such possibility. But on a multi-rotor electric motor of a new design, there is such a option.



This motor has already received a patent. . It differs from others in that it has several rotors of different radii.

During start all rotors operate in the motor mode. When the car is gaining a high speed, big rotor is turned off. And only the middle-sized or small rotor moves the windmobile. At medium speeds, two rotors work in the motor mode - middle-sized and small. And at

very high speeds, middle-sized rotor moves car, but small rotor can operate in the generator mode and accumulate excess energy of inertia.

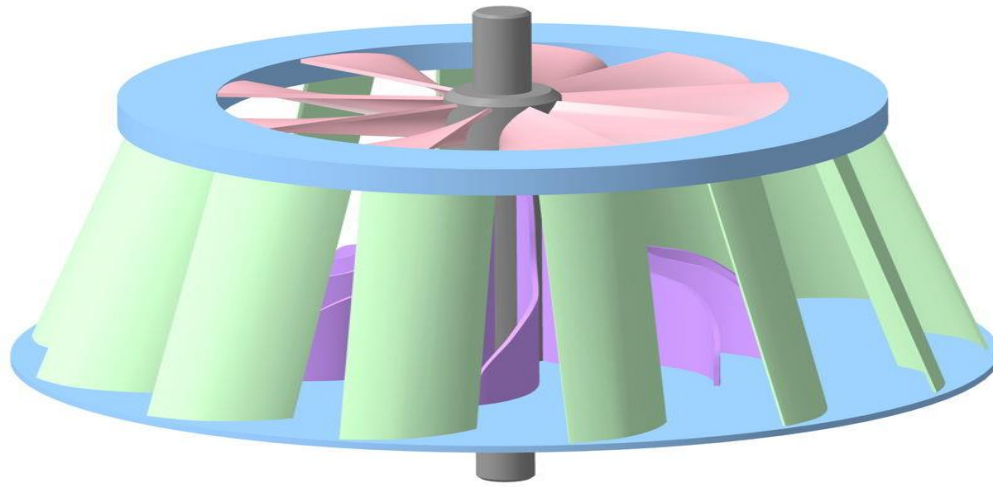
Thus, it is possible to recover at least 30% of the energy due to inertia.

The difference in radii not only allows you to adjust the power very accurately, but also performs the function of the gearbox. Therefore, impedance losses are very small.

For greater recovery of energy of inertia, this inertial mobile can be fitted with a turbine that will absorb the energy of the incoming air.



This combined turbine is the most efficient in the world. In addition to the propeller, it has a turboexpander and lateral blades.



The air first falls on the propeller, then on the turboexpander and then on the side blades. Thus, the entire energy of the air flow is absorbed.

The picture shows two turbines above the bonnet - for ease of perception. In fact, before the turbines there will be shutters to control the flow of air.

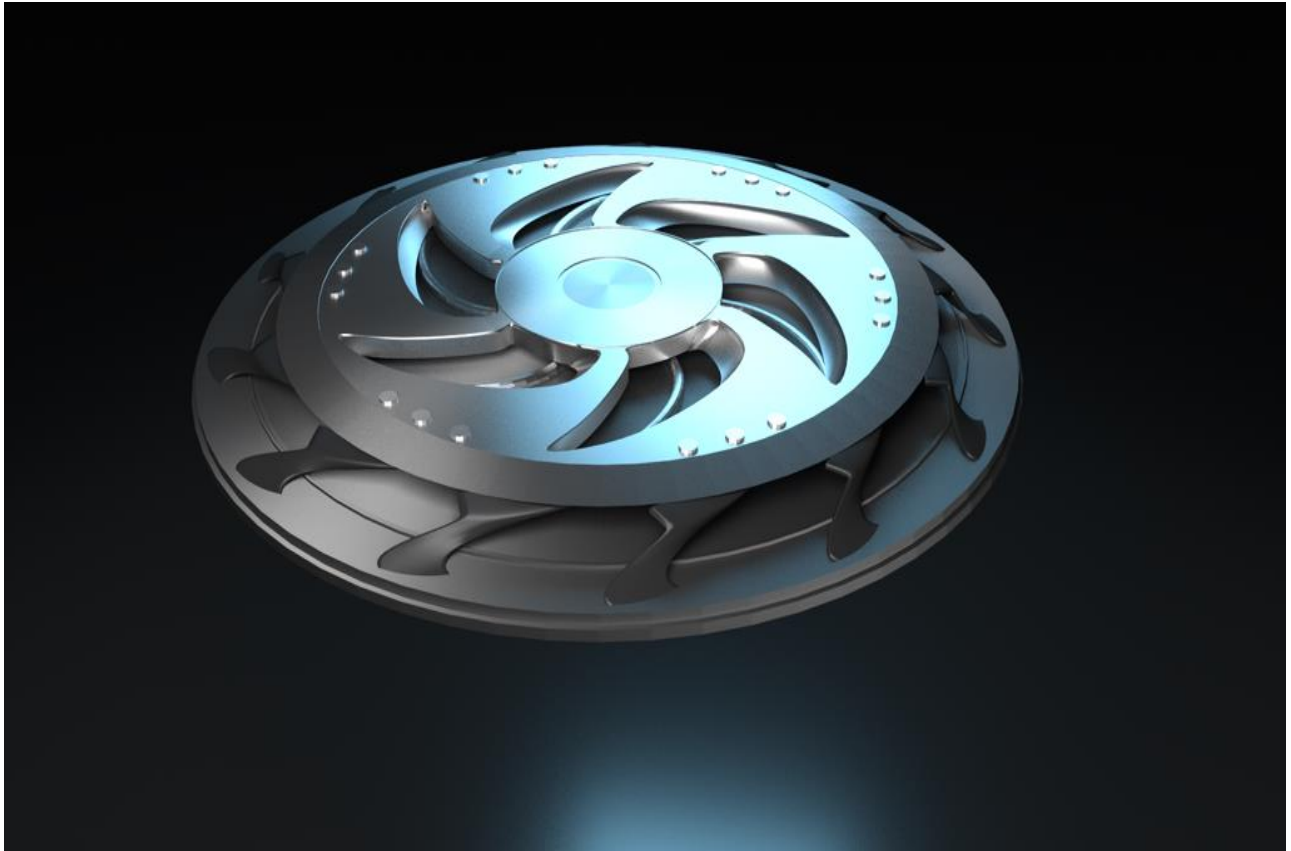
In another variant, the turbine will be one and will be located between the wheels.

Such a turbine, one meter long and half a meter in diameter, will be equivalent in its area to a 3 meter conventional turbine and in terms of power it will be equivalent to a 5 meter long windmill station. As the combined turbine assimilates 95% of the air flow, and the usual turbine - only 45%.

Thus, at an average speed of 40 km / h, this turbine will generate 10 kilowatts of electricity. I.e if the car has a 15 horsepower engine, then the turbine will almost completely supply it.

Of course, 15 horsepower is not a huge power, but it's enough for a small city car.

In addition, the wheels of this car will have hubcaps that will increase the power of rotation due to atmospheric air pressure.



These hubcaps have the same configuration as the combined turbine, but they are flat and operate in a different mode. Lateral blades pumped the air from inside the hubcap and create a vacuum there. Atmospheric air under pressure rushes into this empty area and presses on the propeller and the turbo-expander and rotates them.

The creation of a vacuum inside the hubcap requires less energy than atmospheric pressure does work, since the air density is very small compared to static atmospheric pressure.

Thus, the wind-mobile receives additional power already at a speed of 30-40 km / h.

This additional power will be within 3-5 kilowatts, which is also not bad.