

Re: Hydrostar generator

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- *From:* Chuck <chuckknight@xxxxxxxxxx>
 - *Date:* Tue, 5 Feb 2008 21:54:09 -0800 (PST)
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Since I'm the one who asked the original question, let me just ask a few more.

You're saying my original assumption is correct; that the excess capacity of the alternator, can in fact be used the way that I was talking about. That's good to hear, but it does fly in the face of a comment made above, which states that the additional drag on the engine (from the additional load on the alternator) will negate, and probably even exceed any gains you get from Hydrogen injection. This statement makes sense to me...nothing man made operates at 100% efficiency, and assuming losses at each stage of the conversion from mechanical energy, to electrical, to electrolysis, to injection, and back to mechanical energy...that's a losing proposition.

The only way I can see that would result in a net energy gain, is to modify the combustion of the fuel/air mixture; to burn it more completely, or in some other way, to release more of the stored energy in the hydrocarbon fuel. Hydrogen is, indeed, a powerful substance...but it's still only a storage medium for energy. And, frankly, it takes a lot of energy to split the water molecule...it's surprisingly stable. Hydrogen is definitely not a true fuel.

Since you state the hydrogen injectors work...let me ask, plainly, how they work? Your assertion makes very little sense, when discussed using "conventional scientific understanding." These guys are very well versed in it...and I've been reading up. Yet, you state that in practice, it works. So...the obvious question is...HOW?

One other question that I've been wondering involves "hydrogen embrittlement." Apparently engines designed to run on hydrogen are not made from ferrous metals, because the iron alloys get brittle in the presence of hydrogen. Especially long term, and with repeated and extended exposure. I drive a Ranger pickup, with a cast iron engine. You can see where this discussion is going...

Any thoughts?

— Chuck Knight

Re: Hydrostar generator

On Feb 5, 1:05 pm, "Daiga...@xxxxxxxx" <Daiga...@xxxxxxxx> wrote:

ya'll really don't know what your talking about.

The dilemma is this: The amount of hydrogen producible with one fan belt and an unmodified alternator seems uselessly low and is in the "homeopathic dose" range.

in a car that say is in the 2500 to 3000 pound range the amount of uselessly low gas would be is around 1.75 liters per min. don't seam like a lot but then again you have to consider the amount of power in a hydrogen molecule. that 1.75 would equal somewhere between 40% to 70% better fuel mileage. The emissions would drop drastically.in a diesel pickup the gain from 3.5LPM would equal around 6 to 7 mpg. In a tractor trailer the gain would be around 1.75 to 2 mpg. i can hear you laughing that it wouldn't be worth it but do the math for yourself figure a truck going 3500 miles a week at 6mpg and the same at 7.5 mpg and see if the \$630.00 system i sell for them is worth it. there are studies done by Purdue U. to validate what i am saying. but if you like putting gas into a car that is not designed to be fuel efficient then by all means keep pumping. I personally, am happy that my Honda civic gets a average of 62mpg. the system i have on my car produces 3.8LPM drawing 24 amps using power from the engine that i don't use anyway. what i loose is more than made up at the pump. this isn't new technology the first patent was filed for in 1910. the knowledge has been around for years waiting for the materials to catch up to the need. get a clue people they don't want this cuz they cant tax water. straight out and forward, simple as can be they cant tax water. the system on the site ya'll were talking about is out there i admit but the idea is there. a simlper design would be here....Daiganx1.com oh yea there is a tax write off for the clean fuel act.....y'all have a good day...