Adams Motor

Principle of Operation and Experimental Data

Sergey S. Abramov, Russia

Email: a_serge@cards.lanck.net

Adams' motor-generator represents the type of devices which use, as their creators claim, so-called "free energy". The term "Zero point energy" is also used in some sources [1, 2]. Due to quanta-mechanical fluctuations, this energy exists even at zero temperature. Adams' motor-generator belongs to the group of Switch reluctance motors [3]. Robert Adams, **former Chairman of the Institute of Electrical Electronics Engineers, USA (New Zealand section)**, designed this machine in the late sixties of 20th century. Similarly to all the devices utilizing free energy (referred to in come sources as "overunity devices"), Adams' device remains practically unknown to the general public. **The device is rather simple to assembled even at home, which I experimentally proved. However, it is necessary to be very careful while choosing the model parameters. As to the latter I have managed to collect quite a big number of instructions from existing sources; the summary of these instructions is presented below in this article. Based on these instructions, a low-power model can be assembled even without a mathematical analysis and modeling of electromagnetic field. Such model would certainly facilitate optimization of the device.**

Adams' motor is most frequently a DC machine; however, it can also use an AC source through a rectifier. In the latter case only the adjustment of the device and its control system can be provided.

Editorial: We disagree with some assertions of the author; however this article is of great interest.

My experiments on my own model do not yet allow me to make an unambiguously positive conclusion concerning the possibility to generate excessive energy. Experiments with my new control system designed on the base of AVR controller AT90s2313-10PI (it is produced by Atmel company (http://www.atmel.com) will allow to be more specific. Below there is a general analysis of the motor principle of operation and a number of recommendations concerning the construction and technology. I do not propose to take this as compulsory rules to follow; other technical solutions are possible.

Basing on the principle described in this article, R. Adams (the link to his articles is available at: http://www.aethmogen.com/wri/intro.shtml) created a few DC motor-generators which operate on permanent magnets. Some of them, according to information found on the Internet, have manifested 690% electrical efficiency and 620% mechanical efficiency. These devices operate at room temperature without overheating. My device has shown between 1 and 3 degrees overheating after an hour of functioning. However, it is easy to prove that such overheating is predictable for an average current of 0.15 A in coils of 35 mm long and 25 mm in cross sectional diameter. I have not been able to prove the data published on the Internet concerning the Adams motor capability to operate when the stator temperature is a few degrees lower than that of the environment. The temperature of the coil and of the power transistor is a good indicator of correctness of the circuit set-up and of functioning of the control circuit. There were cases when transistor and coil were noticeably heated after adjustment. Usually this was explained by a bad choice of points of transistor switching or by too extensive current impulses in the stator (which must amount to approximately 25% of period length). After the required adjustment the motor continued to operate almost without overheating.

Adams' motor was first mentioned in Australian Nexus Magazine in 1992. Later, Harold Aspden (Britain) proposed a slightly improved version of the motor and received Great Britain patent No. 282708 [4], which strongly reminds of the original version published by the above magazine. **Adams' device** represents an electrical motor and/or generator consisting of a rotor with radially directed permanent magnets and of a stator also constructed with a few radially directed and periodically magnetized cores with winding. (Fig. 1). In some models axial orientation of magnets and coils are also used.

Permanently magnetized poles of rotor can include any number of poles, even an odd number. Analogous poles of the magnets (all N poles or all S poles) are directed outside. A version with alternating poles is also possible; such model allows the torque to increase. In this case, after passing a rotor pole the stator is demagnetized by the current impulse and begins to be attracted by the magnet of different polarity. This circuit requires a more complicated control; on the other hand, it manifested rather good results in certain models.

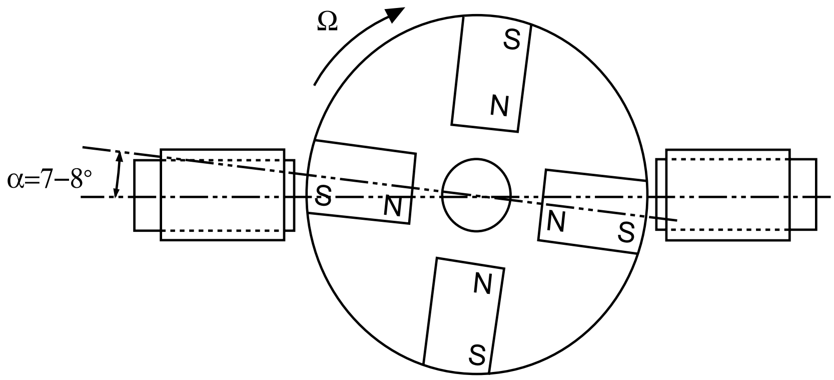


Fig. 1

Poles with winding placed on the rotor are radially oriented in order to obtain a supply of energy emerging as a result of the influence of counter emf from the rotor poles. Steel or iron cores are used for the poles of the stator with winding. It is also possible to use other materials, at that the core must have high magnetic inductivity and low level of magnetization reversal losses. The stator winding consists of a few hundred turns. The current inducted by the magnet in this winding will have the polarity which will cause repulsion of the magnet. Since the electromagnetic state of stator changes quite significantly and quite fast, then the stator core can be considered to be the most crucial element of the device. Ignoring this fact was one of the most frequent mistakes made by those who tried to reproduce Adams motor.

The current inducted in the stator is the function of:

- field size,
- number of winding turns,
- speed of flux changes.

Resultant parameters of this device cause each pole to be attracted or repulsed by stator poles when the rotor is in certain position in case when the rotor is unbalanced. To achieve this effect it is required to switch the input current in control coils after the signal from sensor of rotor position. R. Adams used a mechanical switch as a sensor. My device and a number of other devices use the signal from two Hall sensors. However, according to experimenters' information, better results are achieved if a position optical sensor is used.

Time of switching of impulses is determined by the size of the motor itself, i.e. the speed of motor rotation, location of rotor magnets towards the stator windings and the distance the rotor magnets pass while moving by the poles with stator winding.

It is necessary to take into account that any part of this motor can be modeled based on the existing electromagnetic theory and no part of the motor is in conflict with any laws of electromagnetism. There are so many ways to construct Adams' motor that any version may be considered to be correct.

One can say that the frequently pulsating electromagnetic process in the stator core is what allows Adams' device to function as a kind of diode which borrows energy from the field of permanent magnet but then does not return that energy in full.

5 stages can be defined in the periodical process which takes place in stator:

1. The magnet is attracted to the stator core. The permanent magnet is attracted to the iron core of the stator with winding. While doing so no consumption of electrical current takes place. It is as if kinetic energy is borrowed from an internal ferrite magnetic source and is supposed to be returned into the stator.
2. Stator core is magnetized. During the period when the magnet is positioned in front of stator core they both comprise a single magnetic conductor with an air gap and the stator core becomes an extension of the magnet side it faces. It is usually supposed that the energy "borrowed" on the first stage is getting back now.
3. Stator core is demagnetized. When the stator core becomes rotor magnet extension, the circuit closes and current impulse gets to stator windings. I have seen the instructions saying that the angle between

stator axles and rotor magnet must amount to 7-8 degrees as shown in Fig. 1. However, my model made it clear that at increase of speed of rotation it is necessary to start the coil a little earlier, when the magnet axle has not reached the stator axle. Probably this applies to the circuit with a Hall sensor only and if an optical switching is used the making angle will be different.

Magnetic field of this current acts to compensate magnetization of the stator, which is caused by the field of rotor magnet. Consequently, the summed current significantly compensates attractive force between rotor and stator and the rotor can freely rotate by using the inertia obtained at stage 1. This process is characterized by the fact that this current impulse is amplified by the current inducted in the stator winding by rotor magnet which, in accordance with Lentz law (1834), counteracts the power which induced it. Consequently, kinetic energy obtained as a result of attraction of the rotor to the stator at stage 1 is transformed into electrical demagnetizing impulse in stator winding during the period when the rotor and stator directions are congruent. This is the unique overunity characteristic of this model. However it is obvious that instead of returning this energy the motor transforms it into electromagnetic demagnetizing field.

4. Restoration: when the rotor is removed from the stator attraction zone the latter looses energy and returns to its initial demagnetized state. Decreasing electromagnetic field creates a current wave of reverse polarity which can be stored in the capacitor.
5. Reiteration of the process: This periodical process is renewed as described in stage 1 during the next magnetization of the stator, excluding the fact that emf preliminarily stored in the capacitor, on term of presence of suitable electrical circuit, can be used for facilitating stator demagnetization or even used to supply the load.

It may be briefly summarized that the frequently pulsating electromagnetic process in the stator core is what allows Adams device to function as a kind of diode which borrows energy from the field of the permanent magnet but does not return that energy in full. The important characteristic of such motors is that the stator windings are used for demagnetizing and not for magnetizing as it could seem from the first sight.

It is noteworthy that there is a small pause between attraction to the stator and repulsion from the stator. The effect of attraction to the core takes place a split second before the repulsion effect manifests clearly. This pause being the reason of electromagnetic asymmetry creates conditions necessary for achieving overunity effect. If the attraction to the core and repulsion by means of Lentz currents were taking place simultaneously and with the same power there would not be any overunity characteristics. That is why the rotor must be as lightweight as possible. From this point of view, T. Harwood's model is the most lightweight of the known models. In Harwood's device the magnets are mounted between two CD disks fixed on the shaft by means of plastic washers and glue. My model is heavier, which can be considered as one of its disadvantages.

The principle of operation of Adams' motor is based on the balance, which creates the electromagnetic asymmetry. To get the motor to operate the magnet must be attracted to the stator core which must have a smaller cross-section area in order to create attraction without any significant repulsion effect from the stator windings mentioned above. When stator and rotor axles are congruent the Lentz induced current must be sufficient for compensating the natural attraction of the magnet to the stator core. Consequently, stator windings must have enough turns for demagnetizing effect, but not to the extent that this effect fully manifests before the rotor reaches the stator axle when Lentz current has its maximal value.

During my experiments at 12 V voltage and on using two independently controlled stator coils the speed of rotation reached 3400 rpm. Please note that while reproducing such device it is necessary to take certain measures in order to ensure safety in case of possible breakdown. **The magnet disconnected from the rotor may be dangerous!**

Technological recommendations are as follows:

1. The device must be low power. It is better not to try to begin with a motor functioning in kilowatt range. This is feasible only on condition of having all necessary technological documentation which is not available at the moment.
2. The preferable voltage for the first model is 12 V. If the voltage is less the speed of rotation is too slow for indicating the expected characteristics of the device.
3. The best magnets are ferrite ones with dimensions 4x4x5 (where 5 is the magnet length). The practice has shown that at 12 V voltage neodymium-iron-boric (NdFeB) magnets cause a jerky rotation of the rotor.
4. The side of the stator core facing the rotor must

Control circuit with hall sensors

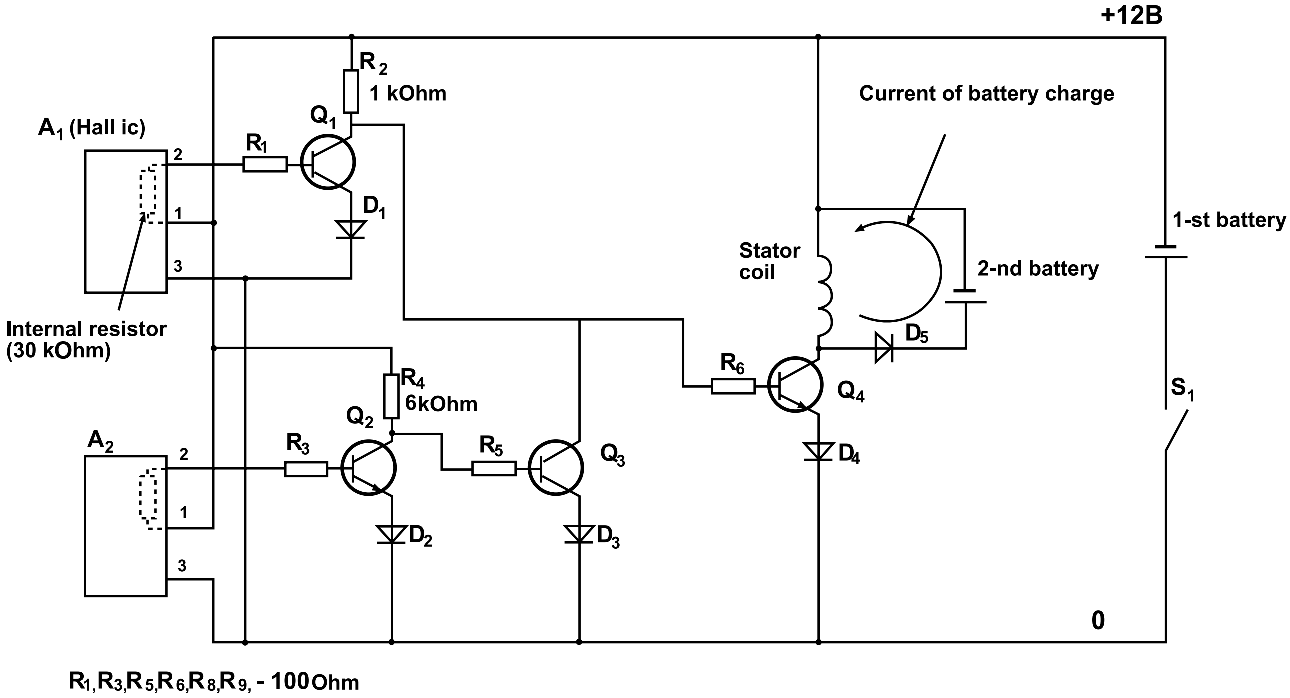
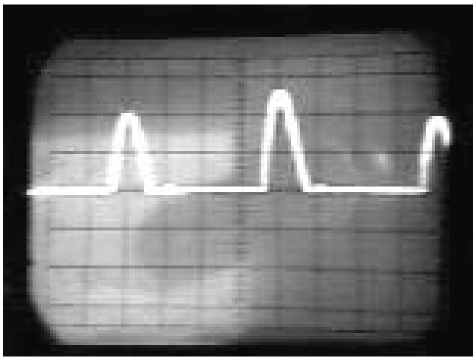


Fig. 2

have the size which is 4 times smaller than the corresponding side of the magnet. If cross-section area of the stator is larger, a bigger part of magnet field comes to the stator core when their axles coincide and thus there is nothing to induce Lentz' currents in the stator windings. It is a common point of view that it is necessary to try to minimize the volume of a device and to obtain the maximum efficiency at minimal material expense. In practice, it has always been the goal while designing electrical machines to decrease losses in stator I^2R. As for the Adams motor, it requires not only the use of disproportionate magnets but also stator windings with disproportionate number of turns specially designed to obtain maximum Lentz' currents that is achieved by hundred of turns of winding.



5. It is necessary to define approximately the effective zone of the magnet field. If practically applicable magnet field is equal to, for example, 8 cm, and the stator has a 10 cm long winding, then more than 20% of turns will not be efficiently crossed by magnetic force lines and will only create an excessive mass of the device. To define the degree of effective action of the magnet we can put a paperclip on the table and move it gradually in direction of the magnet until the paperclip is attracted to it. Actually if we take into account friction losses then the magnet influence zone will be a little larger. That is why the stator winding in the axle direction can be 10% larger than that in this experiment. The description of this test has been found on Tim Harwood's website (http://www.geocities.com/theadamsmotor/cdmotor.html).
6. The air gap clearance between the stator and the rotor must not exceed 1 1.5 mm.
7. Use as little metal in the device as possible. It is preferable that the metal is used in the core and stator windings only.

In order to increase the efficiency of this motor, it is necessary to build it in a manner, which allows removing the counter emf from the stator windings. To do that, this emf may be taken off and stored in the capacitor. The article published by Nexus magazine and Great Britain patent No. 282708 consider special generator windings; however, no sufficiently detailed data on operating rules are provided. Michael Smith (Australia, http://www.Fortunecity.com/greenfield/bp/16/content1.htm) has unequivocally informed me in one of his letters that

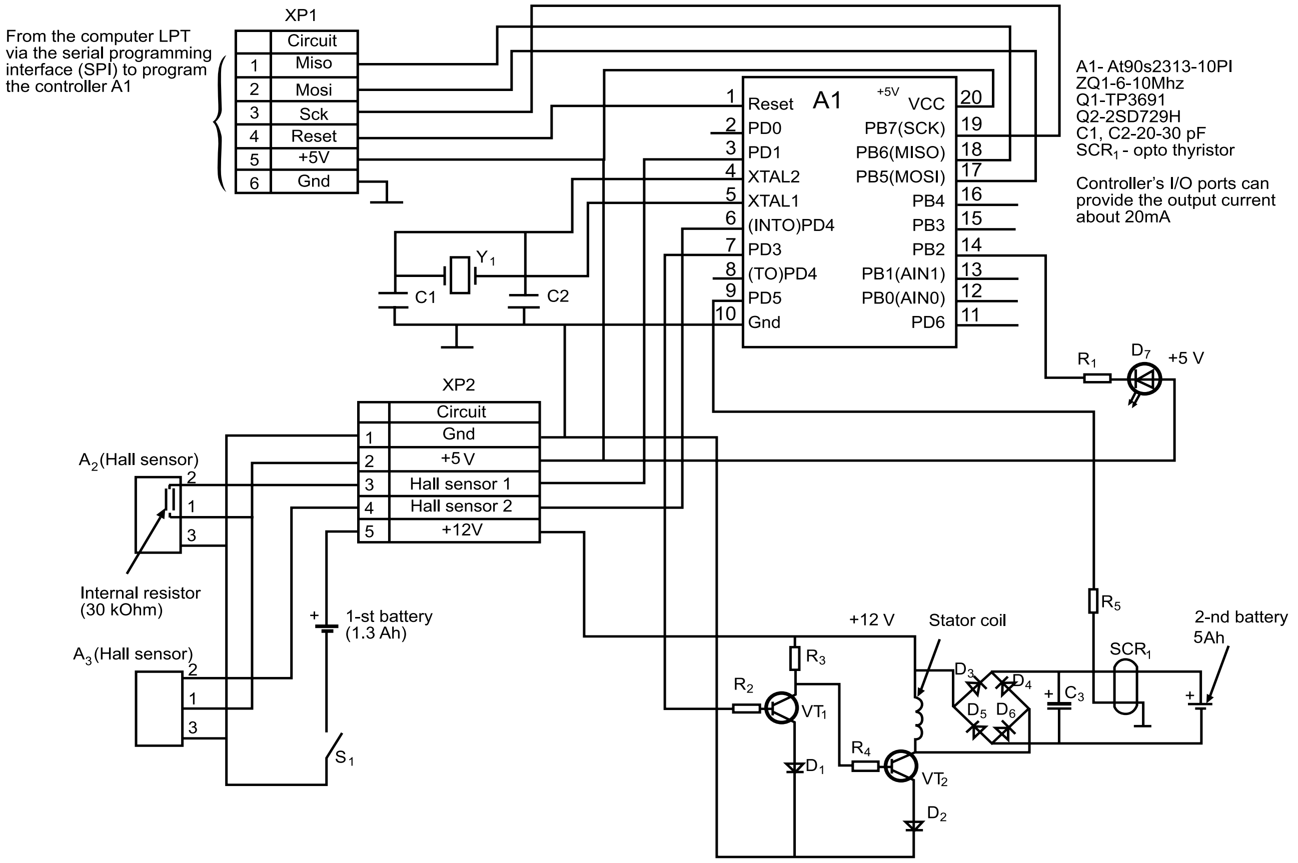


Fig. 3

he has not achieved generation of excessive energy in such a system. During his experiments a two-battery circuit proved to be more effective. In this circuit, during a part of periodical process the energy is stored in the capacitor and then a command is transferred to a thyristor, which discharges it into the second battery. At that capacity, the second battery must be no less than 4 times more than the capacity of the first one. Otherwise the excessive energy does not have enough time to be stored during the discharge. I have also managed to provide the charge of the second battery, but the control circuit has not been assembled fully yet, as it is shown below in Fig. 4. Better results are expected when its final adjustments together with AT90s2313 controller program have been made.

In order to increase the efficiency of this motor, it is necessary to build it in a manner, which allows removing the counter emf from the stator windings.

I managed to start my first model of the motor in April, 2002. Afterwards, I spent approximately six months increasing its rotational speed from 750 to 3200-3400 rpm, decreasing vibrations and improving control circuit. In order to achieve a better rotor balance I had to re-construct it twice. It is very important to align the axles of the bearings with maximum precision; otherwise a considerable decelerating torque will manifest. The shaft penetrates the lower moving base. It is possible to rotate the base at a small angle for the precise alignment of axles and then to fix it with screws and nuts.

In order to decrease aerodynamic losses, two veneer parts are mounted between the magnets. Thus I managed to increase the speed, although the rotor weight has also been increased.

Stator cores are made of plates taken from a disassembled radio transformer. Tim Harwood used nails with winding, however, my own results with such core proved to be poor. Dimensions of the core are 10x11x50 mm.

The type of power source is also important. First, I connected a 9 Volt accumulator of "Krona" type in series with three metal-hydride 1.2 V accumulators. The speed of rotation did not exceed 1500 rpm. But when I used a lead/acid accumulator with 1.3 Ah capacity, the speed increased to 2600 rpm if there was one coil on the stator.

Four magnets mounted on the rotor have the dimensions of 20x20x35 mm and are fixed on a 105 mm glass fiber laminate disk. The current impulses proved to be too wide, by up to 40%. In order to make them shorter (down to 25-30%), I had to use the control circuit (Fig. 2) with two Hall sensors. At the signal from the first sensor the stator current is started, the second sensor switches it off. Many experimenters used a timer to control the impulse length while working with Adams' motor that is more practical since impulses are supposed to be wider during the start. I took this factor into account while designing the controller circuit. Current impulses are shown in Fig. 3. Their fronts are supposed to be shorter; it is probable that the coil has more inductivity than necessary. The impulses amplitudes are slightly different which is explained both by the difference in volume of induction of the magnets and by difficulty in achieving similar air gaps while working at home.

I have provided the charge mode of the 2-nd battery at my two-battery design. After 75 minutes of operation of the device the source lost 0.17 Volt whereas the second battery was charged at 0.36 Volt. The capacity of both batteries in this experiment was equal. Besides after such charging the second battery started to discharge quickly. The circuit where stator current charges the battery directly has to be considered ineffectual (see Fig. 1). To evaluate the charge, which is gained in non-hermetic accumulators, the density of electrolyte can be measured.

To obtain a more uniform torque I added the second stator which is controlled independently. This required installing two more Hall sensors and an additional power transistor. The angle between axles of the coils amounts to 135 (180-90.2=135) degrees. When the current is present in one part of the stator it is absent in another and vice versa. The speed has increased up to 3200-3400 rpm, and I deemed the further increasing of this characteristic unnecessary.

Increasing the number of circuit elements does not seem a good idea. Futhermore the adjustment process becomes more complicated. In order to improve the circuit of battery charge adding a timer circuit is required. Thus, I decided to use a controller circuit. A simple Basic program has been developed for AVR controllers. This program operates in mode similar to transistor circuit, but its capability can be significantly increased due to the built-in processor timers. Today program improvement is the most efficient way to solve the task of generation of excess energy in this circuit.

This article is meant to elucidate the principles of operation of one of the simplest devices which pretend to become an "overunity device", "free energy machine", "perpetual motion machine", whatever you call it. Probably someone will try to create such motor-generators on their own. I hope that my article will serve as a guide and will help to avoid the mistakes made by many experimenters (including myself) before they managed to build their own model.

References

1. Puthoff H.E. Source of vacuum electromagnetic zero-point energy. Phys. Rev. A 40.4857-4862; also 44. 3385-3386
2. Bernard Haich, Alfonso Rueda, Puthoff H.E. Physics of the zero-point field: implications for inertia, gravitation and mass. Speculation in Science and Technology, Vol.20, p.p. 99-114, 1997 (preprint version)
3. Miller, Switched Reluctancy Motors & Their Controls, ISBN: 10881855-02-03
4. Patent No. GB 2,282,708 (from NEN, Vol. 4, No. 8, December 1996, pp. 1-7).

INFINITE ENERGY
Cold Fusion and New Energy Technology
Including Conventional and Renewable Energy

Infinite Energy Magazine

* Cold Fusion * New Energy
* New Science
* New Technology
Subscriptions, 6 Issues Per Year
$29.95 North America
$49.95 Foreign
Single Sample Copy
$5.95 North America, $10.00 Foreign

Infinite Energy Magazine
P.O. Box 2816-FV
Concord, NH 03302-2816
Phone: 603-228-4516 Fax: 603-224-5975
http://www.infinite-energy.com