RED SUN

Transportation Recharging Packages & Benefits

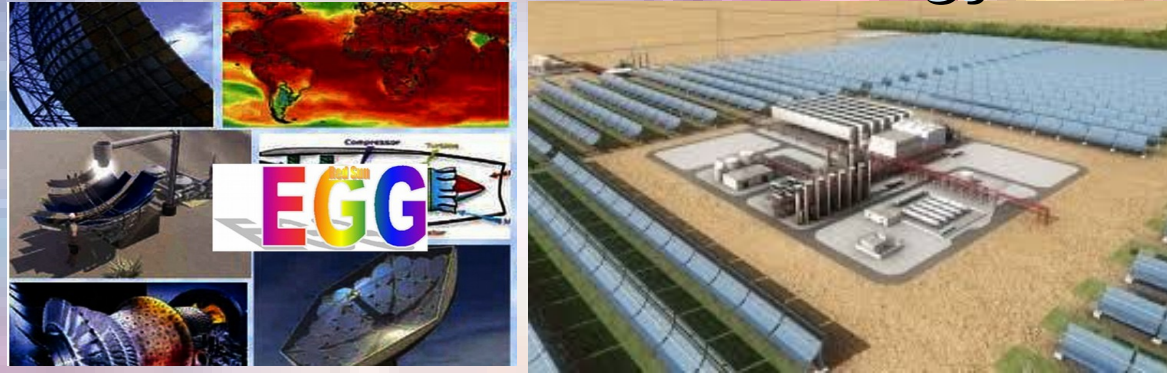# Mag Power

RED SUN Onboard Self-Charging Thermal-Electrical Platform:

-Brown's Gas HHO & MHHO & Energy Storage:

-CHEFS Catalyst HHO Emulsion Fuel Systems

-CHEFS Plasma Langmuir Torch

-CHEFS 1600º+C Carbon FIber Heat Collector

-RNG2 Heat Exchangers & Thermal Air Conditioning

-RED SUN & POWERSOURCE Thermal Batteries

-Tesla Turbine 300 kW

-Axial Generators to 350 kW for turbine/diesel gensets

- Injectors Elements charging with electron flow and argon and 4th state H2O

Www.fibonaccimotors.com   www.theraphi.net

Cost of Usable Energy

$88 per Nautical Mile:

-Brown's Gas HHO & Energy Storage = 0.67 cents/kWh – 1.3 cents/mile

-Hydrogen = 10.3 cents/kWh -Tesla Semi – 2 kWh/mile = 20.6 cents/mile

-So your generator is using 5.174 GJ of thermal energy to produce 1.8 GJ of electrical energy and a lot of waste heat (that's why engines have cooling systems.) So, this is an electrical conversion efficiency of 1.8/5.174 = 34.8%

-BioDiesel - 1 gallon = 133.1 megajoules x 1 kWh/3.6 MJ = 37 kWh/gal x 0.34 =12.9kWh/gal- with a gallon costing $5 USD = $5/12.9 kWh = 0.38 cents/kWh

-Diesel 36.4 MJ/liter, 1 liter €1.18 = 1.18/35.4 MJ *3.6 MJ/kWh = 12.9/0.34= 34.5 cents/kWh to run your generator on Petrol Diesel – CARGO SHIP: Let's say voyage across the Pacific of 8000nm between Japan and Seattle. Plus- 5% a bad weather allowance of 4 days consumption. Our speed is around 15knots (nm/hr)

It's going to take us 8000/15 (nm/nm per hour) = 533hrs or 22 days

Our fuel consumption is therefore going to be 75.6 x (22 + 4) = 1,965.6 tons

Add the 5% unpumpables total fuel consumption is 1965.6 x 1.05 = 2063.88t

Now multiply that by the cost of bunkers in Japan (around $340/t) and we get the total cost of heavy oil bunkers of 2063.88 x 340

= $701,719.2 which is your answer = $702K/8000nm = $88 per Nautical Mile.

Mag Power Onboard Self-Charging Thermal Platform:

Brown's Gas HHO & MHHO & Energy Storage- MOH:

MOH MHHO Gas is a Modified Stoichiometric Oxygen-Hydrogen Gas Mixture (HHO, Brown's Gas), produced by our original, modified, high-effective (0.8Wh/L HHO, 1.3Wh/L Hydrogen) Water Electrolysis method, using special cell, equipped with a low-frequency ultrasound transducer, UV-LED-photo activation, PWM and PSM current-modifiers, and more. MHHO gas is the ideal universal Fuel and Energy Storage - 100% clean and renewable, cheap, dense, compact, lightweight, powerful, easy and safe for production and operation.

MHHO can be safely compressed over 200 bar and more, liquefied at -178deg.C/1bar, filled in CNG/LNG bottles/tanks, stored for years and combusted as a single fuel, or mixed with pure hydrogen (produced by the same gas-generator) in various ratios for higher fuel energy performance, in all the existing gasoline/diesel engines, gas turbines, jet/rocket engines and burners.

Unlike the pure hydrogen and the regular HHO, MHHO is safe for storing. No leakages, diffusion and embrittlement issues have been observed. It is very low-explosive, cannot be ignited by a spark at regular pressure/temperature conditions.

MOH cold-plasma flame can heat, melt and boil-up UHTC materials up to unique ultrahigh temperatures over 5,500 deg.C and more, which enormous heat can be used in welding machines, ovens, furnaces, boilers, heaters, waste/toxic/nuclear incinerators, water purifiers, distillers, desalinators, de-ionizers, etc. . .

酸素と水素の混合気体
微細な泡になるのか
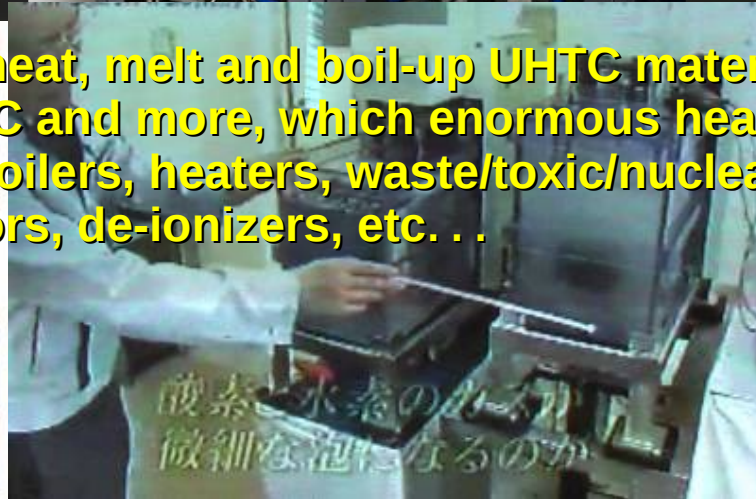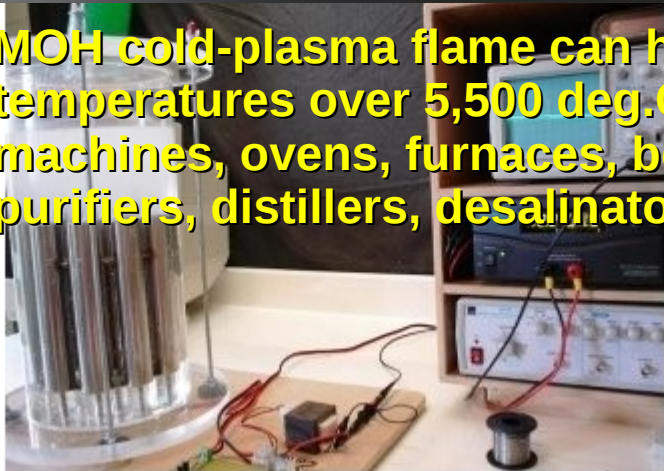
MAG POWER Hybrid Plasma Injection in proprietary Langmuir-Toruch plasma reactor with emulsion of Ammonium Di Hydrogen Phosphate -a Piezo-electric electron donor to implode CHEFS Emulsified fuel with plasma torch heating carbon fiber heat collector at 1600+°C to recharge PowerSource -RED SUN

B.) **Fluorescence, causes the glass to glow, usually yellow-green**
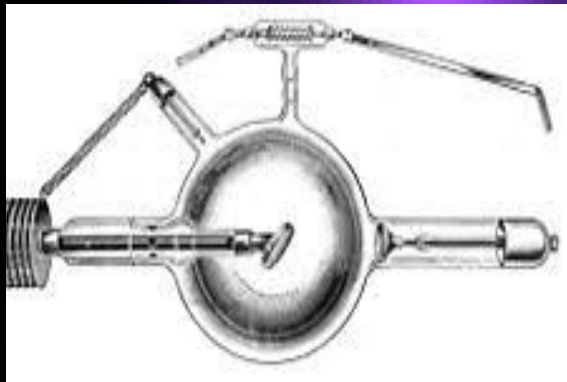
13.56 mhz (Kanzius Frequency)
called 'palladium sputtering frequency' with palladium being of the most conjugate atomic lattic
13.56 mhz is universal standard for lab heating
turns out to be precisely kanzius hydrogen frequency
fractalfield.com/hydrogen
AND - PRECISELY planck ^ integer N
fractalfield.com/physics
-meaning somebody who saw efficient heat transfer (decided on 13.56 mhz

MEANING
that perfected heat transfer

Plasma

Plasma Reactor-electrical discharge tube
Using Phospholumenescent paint on inside or reactor & Microwaves

13.56 mhz -B.) Fluorescence, causes the glass to glow, usually yellow-green. The electrons themselves are invisible, but the glow reveals where the beam of electrons strikes the glass. Later on, researchers painted the inside back wall of the tube with a phosphor, a fluorescent chemical such as zinc sulfide, in order to make the glow more visible. After striking the wall, the electrons eventually make their way to the anode, flow through the anode wire, the power supply, and back to the cathode • Microwaves are electro-magnetic waves in the frequency range from 300 GHz to 300 MHz. The corresponding wavelengths range from 1 mm to 1 m. Industrially used microwave frequencies are 0.915 GHz with wavelength $\lambda \sim 32$ cm (mobile phone, food processing), and 2.45 GHz with $\lambda \sim 12$ cm (kitchen microwave, microwave sterilization). Inorganics 2014, 2 470

62, 62a
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60
71
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76

For Retrofitting Gas Engines:
& Alternate Plasma Injector
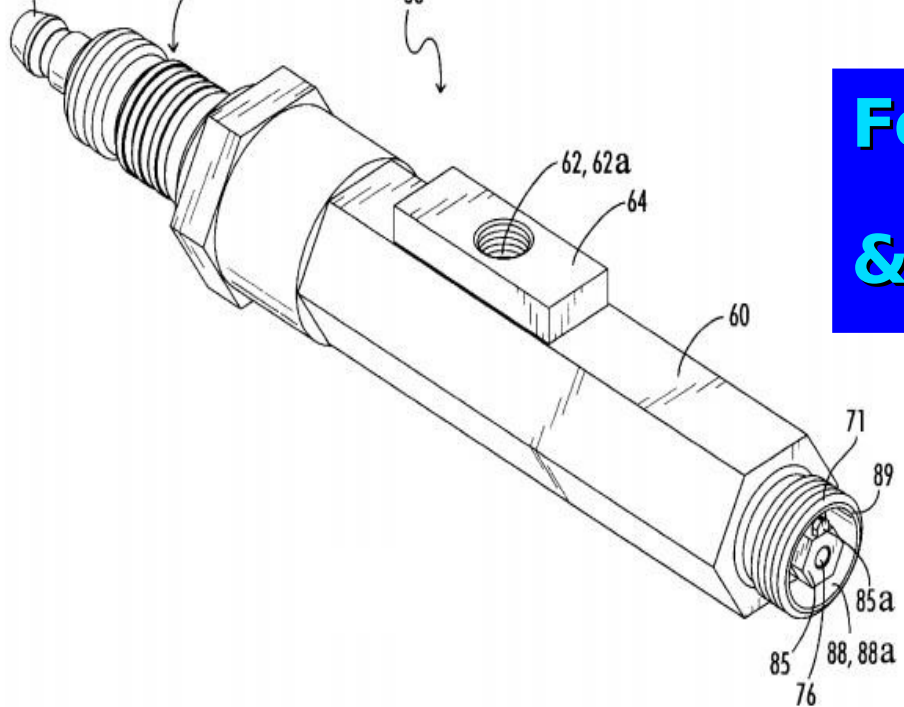
Herman P. Anderson Plasma Spark Plug
Laminates ambient air with hydrogen
in vortex through the center to dampen
Explosiveness of hydrogen in cylinder

The internal combustion engine fuel system described includes a structure for mixing the alternative fuel, preferably hydrogen, with oxygen in ambient air to stratify the fuel. The system includes an adapter, and the adapter includes a housing mounted between spark plugand cylinder of the internal combustion engine. A plug is placed within the housing. The plug has ridges or grooves on its outer surface that act as mixing structures. Thus, when hydrogen is introduced into the adapter housing it is mixed with ambient oxygen within the chamber as it flows over the plug. The mixing structures in the housing create a vortexing action as the hydrogen flows over the plug and towards the cylinder of the engine An electrode protrudes from the plug towards the cylinder. The electrode is preferably platinum and generates the necessary spark to create combustion of the hydrogen/air mixture adjacent to the cylinder to thereby power the cylinder in the engine. A platinum electrode is preferably used because it enhances a catalytic conversion of combustion by-products to more environmentally
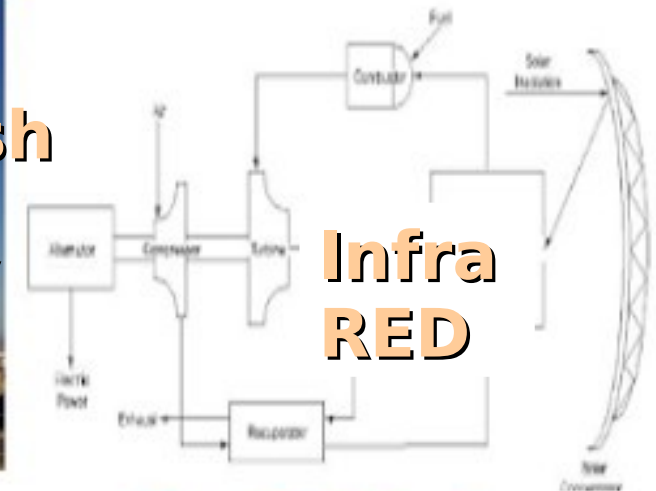
Compressed Air Energy Storage (CAES)

Source: RWE AG

12 meter Dish

4 MM MJ/day

Infra RED

RED SUN Dishes provide **4 MM MJ** per day to heat exit compressed gas to run 5 MW GE Jenbacher Cogen unit

Compressed Air Energy Storage (CAES) plants are largely equivalent to pumped-hydro power plants in terms of their applications, output and storage capacity. But, instead of pumping water from a lower to an upper pond during periods of excess power, in a CAES plant, ambient air is compressed and stored under pressure in an underground cavern. When electricity is required, the pressurized air is heated and expanded in an expansion turbine driving a generator for power production..

RED SUN Infrared Dishes 3kW rooftop to-12 meters -4 MM MJ/day & Large 300 kW – 22.6 meter Infrared Dishes

RED SUN INFRARED 3 kW:

RED SUN 3kW Rooftop Infrared Dish

RED SUN 22 m INFRARED DISH: 300 kW

12 m DISH:

RED SUN 12 m Infrared Dish 4 MM MJ/day

RED SUN 22.6 meter Dish – 600 Suns – 1650ºC runs Jenbacher/LM2500/Turbines

PowerSource Volvo 440 Power Plant

Type	Max power (hp)	Max power (kW)	Max torque (Nm)
D13A400	400	294	2000
D13A440	440	324	2200
D13A480	480	353	2400
D13A520	520	382	2500

Thermal

Power Source
Home

3.6 kW
To 1.5 MW

Thermal

Thermal

Diesel Engine

Mechanical

Retrofits: Diesel Ships, trucks, buses, trams & trains

Hybrids

Retrofit gensets ship & bus
RED SUN diesel rail heated injected compressed Air
Run Buses/Ships/Trucks Trams/Trains/Ferries/Taxi

EGG Direct drive Pneumatic Buses & Trucks

2 Di Petro Engines + PowerSource = 230 bhp

Wheel Bearing

Rotor

Idle Suspension

Stator

Coils and Power Electronics/ Micro Inverters

Permanent Magnets

Conventional Wheel

**Heated Compressed Air Bus
2 Direct drive High Torque Engines
+ Volvo Air Suspension**

1. Working cylinder (alt. control rod)
2. Front level valve
3. Front air bellows
4. Solenoid valve for level control
5. Four-circuit protection val
6. Rear level valves
7. Rear air bellows

Simple Valve Control lowers costs by 75%

PowerSource AC & Refrigeration for Passengers & Cargo

Condenser

Thermal

Air-cooling device

Thermal

Power Source
Home

Mechanical

3.6 kW
To 3.2 MW

Thermal

Compressor
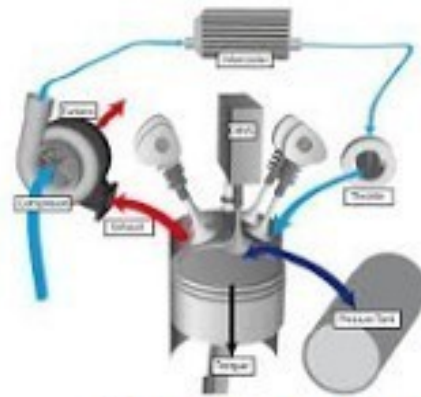
Mechanical

Thermo Pneumatic Engine

Tri-Pack for Transport
PowerSource + Engine
+ Compressor/ AC unit

PowerSource Energy Systems

Thermal

Thermal

Pneumatic Engine

Mechanical

Man, Cummins & GE (All Diesels) Hybrids

3.6 kW To 1.5 MW

Thermal

Pneumatic Elevators, Escalators & Walkways

Hybrids

Bus & Truck is driven by 6 Pneumatic wheel engines

Run Buses/Ships/Trucks Trams/Trains/Ferries/Taxi

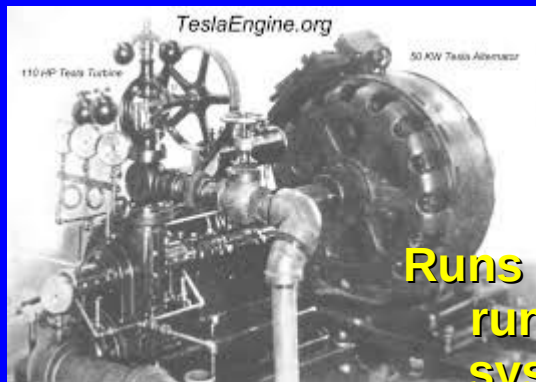# Rotary Positive Displacement Air Engine

Runs on only 1 psi pressure

Unlike other rotary engines, *EGG Thermal Pneumaric engines* use a simple cylindrical rotary piston (shaft driver) which rolls, with next to no friction at all!"

RED SUN PRIME MOVER PROGRAM FOR TERTIARY GENSETS

Tesla Turbine

Runs 300 kW Axial Generator to run inductortherm charge up system for PowerSource and RED SUN Batteries

RED SUN
PRIME
MOVER
PROGRAM
FOR
TERTIARY
GENSETS

Fibonacci Engines
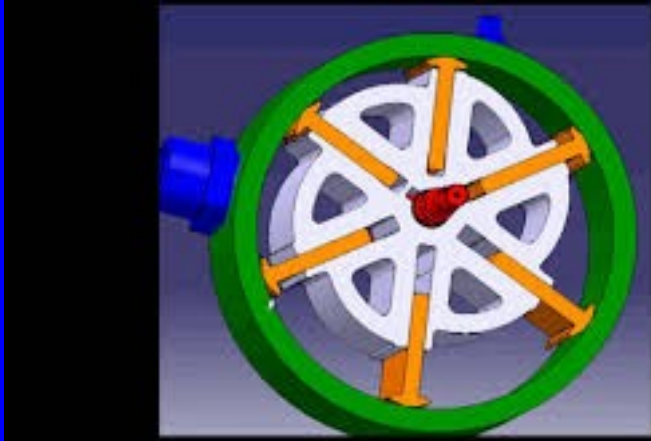
Runs 300 kW Axial Generator to run inductortherm charge up system for PowerSource and RED SUN Batteries

RED SUN Configurations with Compressed Air & Steam Power Plants 9,600 BTUs/kWh at 61% Efficiency

Cooling Tower

Direct Condensing Low Pressure Turbine Generator

Stage 2

Inductotherm Electrical Induction Charger

EGG Tesla Turbine 340 kWp Runs on waste heat 177ºC to 232ºC from exhaust - 650 psig

LM 1500 Jet Turbine 2.5 MW to 10 MW

* High temperature superconductor (1600-1800 oC)

* Heat Exchanger (convective induction)

Steam Generator
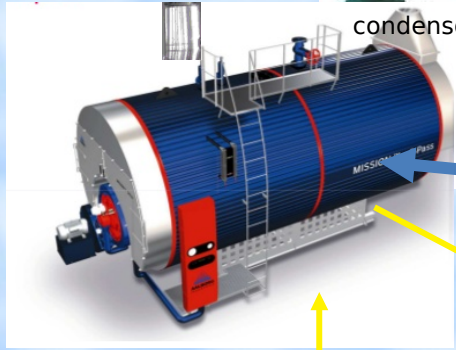
condensor
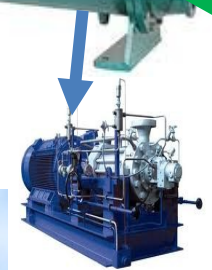
Cooling Water Pump

Phase Changing Metal Thermal Energy Accumulator (Phase Changing Copper & Nickel Alloys)

Condensor Pump

Compressed Air

Super Heated Air Compressor at 1100 oC

Mechanical Link

Low Pressure Air at 900 oC

Stage 1

Air Accumulators

MAN Diesel Generator Modified to Run on Heated Compressed Air
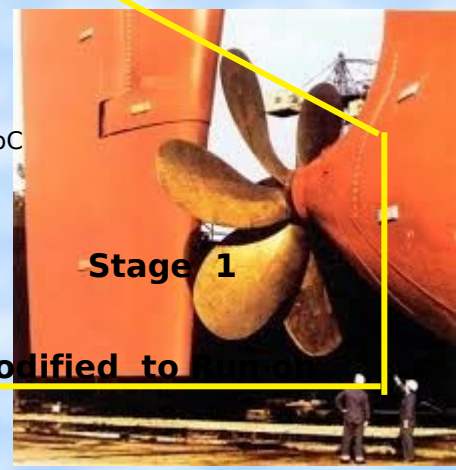
Compressed Air Energy System (CAES)
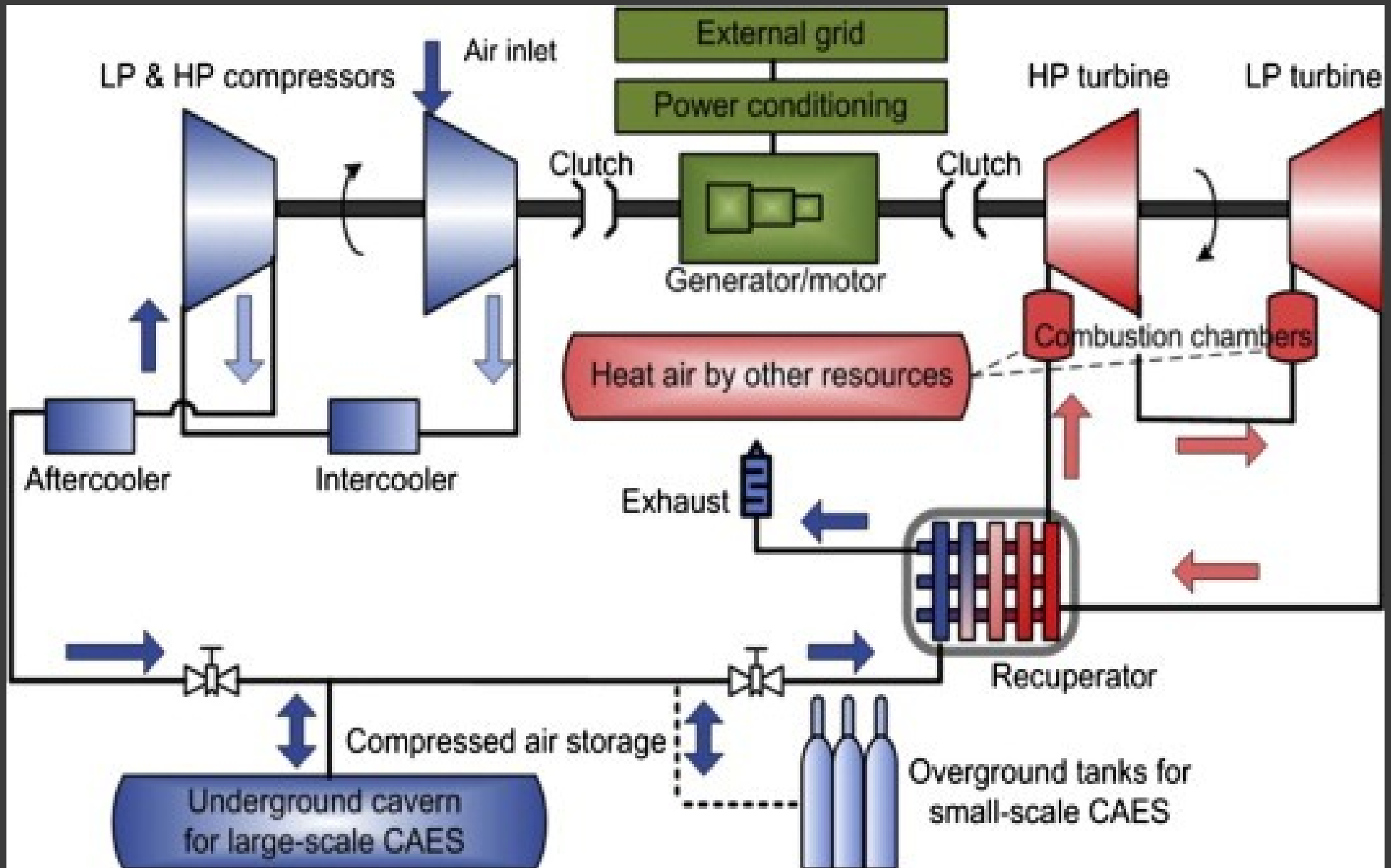
PowerSource 1.2 MW Small -Med Yacht- Cargo-Ferry-tugboat fit 600kW x2 -Keel ballast & in Luggage Compartments (1 ton ea.)

PowerSource Volvo 440 Power Plant

Type	Max power (hp)	Max power (kW)	Max torque (Nm)
D13A400	400	294	2000
D13A440	440	324	2200
D13A480	480	353	2400
D13A520	520	382	2500

Thermal

Power Source Home

3.6 kW
To 1.5 MW

Diesel Engine — Mechanical

Thermal

Thermal

Hybrids

Retrofit gensets ship & bus
RED SUN diesel rail heated injected compressed Air
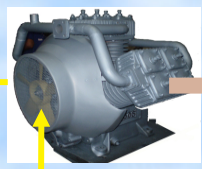
Run Buses/Ships/Trucks Trams/Trains/Ferries/Taxi

Retrofits: Diesel Ships, trucks, buses, trams & trains
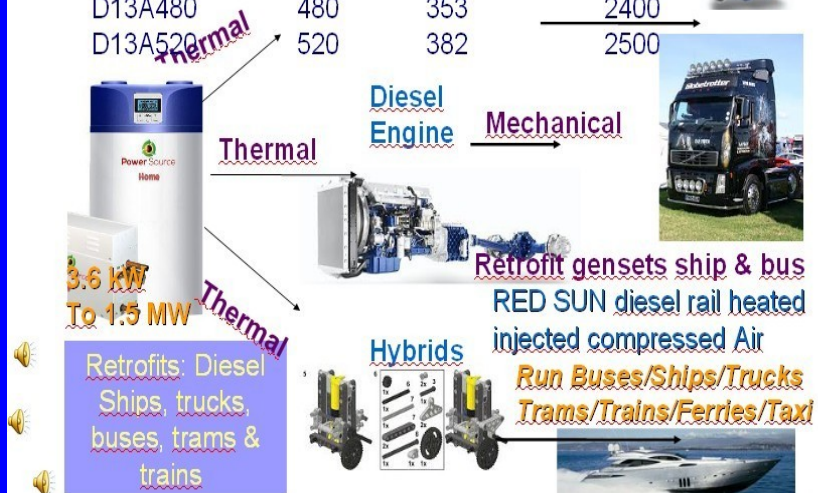
RED SUN Mini-Hybrid Yacht -Med Ship Fuel Use:
A 71 Meter Yacht or medium cargo ship uses 500 Liters per hour x $1/Liter giving ·$2,000 per day of fuel use.
Ferries have a fuel burn rate of 81 gallons/hr=800 gal/d

RED SUN Mini-Hybrid Yacht -Med Ship Savings:
Yacht: 250 d/yr gives $500,000 per year fuel expense
Ferry: 300 d/yr gives -300 x 800 x $3 = $720k Savings/yr
So- If- you save the client 45% of that after expenses = $225,000 per year savings And; Efficiency Contract fee could be $225.000 per year- paying-off in 2 years

Mini Hybrid Yacht – Cargo – Ferry Retrofit Budget:

RED SUN Med. Ship Tier III Thermal Pneumatic RETROFIT Budget: - $395,000
RED SUN 1.2 MW battery costs $200,000-0.6 MW x 2 with 1 charging 24/7

NG2 Implosion Heat exchanger- Bus - $20,000
Aux AC/ heat transfer - $5,000
Inductortherm Induction units - $50,000
Axial Generators + Electronics – monitoring- $20,000
Thermal Pneumatic N2 sys + Cryogenic tanks x 2 = $40,000
Tesla Turbine - $40,000
Installation $15,000
From 0.5 MW –to 5 MW Power

RED SUN Med Ship & Yacht
**Total Fuel Savings per year = to $500,000
To $720,000/year for Ferries**

A): PowerSource 0.6 MW to 1.6 MW Bus - Truck- Small Yacht fit two on a Keel as ballast – &/or, one in Luggage Compartment

PowerSource Volvo 440 Power Plant

Type	Max power (hp)	Max power (kW)	Max torque (Nm)
D13A400	400	294	2000
D13A440	440	324	2200
D13A480	480	353	2400
D13A520	520	382	2500

Thermal
Diesel Engine — Mechanical
Thermal
3.6 kW To 1.5 MW
Retrofits: Diesel Ships, trucks, buses, trams & trains
Hybrids
Retrofit gensets ship & bus
RED SUN diesel rail heated injected compressed Air
Run Buses/Ships/Trucks Trams/Trains/Ferries/Taxi

A commuter service in Santa Barbara, California, USA, found average diesel bus efficiency of 6.0 mpg-US (39 L/100 km;, and goes an average of 300 km per day is 117 L/d x $1/L= $117 USD per day ave for normal Bus.

RED SUN MicroHybrid BUS-Truck-Yacht Savings: You would save approximately $117 per day ($234/d with Tram) x 316 day/yr=$36,972 per year fuel savings on bus

So- If- you save the client 45% of that after expenses = $16,637 per year savings And; Efficiency Contract fee could be $16,637 per year- paying-off in 12 years; RED SUN tram. $72,020 fuel savings/ year- off in 6 years!

Micro-Hybrid Bus –Tram – Yacht Retrofit Budget:

RED SUN BUS-TRAM Tier III RETROFIT Total Budget: - $190,000

RED SUN 0.6 MW battery costs $75,000 (0.6 MW- 1 charging during braking)
NG2 Implosion Heat exchanger- Bus - $10,000
Aux AC/ heat transfer - $5,000
+ Nitrogen Cryogenic tank -$20,000
Inductortherm Induction units - $40,000
Installation $15,000
Axial Generators + Electronics – monitoring- $20,000

From 275 Hp – 12 L upto 1 MW Power

RED SUN BUS/Tram & Ship

Total Fuel Savings per year = $36,972 Bus upto $125,000 fuel savings for trams/year

Entire Capex of Efficiency Contract pays off in six years with 100% clean-up of emissions

Mag Power - Self-Charging- Medium- Ship, D9, or big mining equip:

A): Mag Power 1.5 MW to 3.2 MW for Train:
B.) 30 MW RED SUN or two flat ones no higher than 135 cm, fit two on a rail car lengthwise - The real battery car.

PowerSource Volvo 440 Power Plant

Type	Max power (hp)	Max power (kW)	Max torque (Nm)
D13A400	400	294	2000
D13A440	440	324	2200
D13A480	480	353	2400
D13A520	520	382	2500

Thermal

Diesel Engine — Mechanical

Thermal

Power Source Home

3.6 kW To 1.5 MW

Thermal

Retrofits: Diesel Ships, trucks, buses, trams & trains

Hybrids

Retrofit gensets ship & bus
RED SUN diesel rail heated injected compressed Air
Run Buses/Ships/Trucks Trams/Trains/Ferries/Taxi

At full power it burns something over 200 gallons per hour. So you need to make some guesses about how much time it's spending idling and how much at full power, and how fast it's covering the miles. 3000 gals x $3/gal = $9000 USD per day ave for train with 37 cars

Self-Charging Train Savings:
You would save approximately $8100 per day x 360 = $2,916,000 per year savings.

So- If- you save the client 45% of that after expenses = $1.31 million per year savings And; Efficiency Contract fee could be $1.3 million per year- paying-off in 1 year!

TRAIN or Ship RED SUN RETROFIT Budget: · $1.1 million
RED SUN 30 MW battery costs $300,000
NG2 Implosion Heat exchanger- Train -
CHIEFS System - $125,000
Aux. heat transfer - $75,000
RED SUN AIR CONDITIONERS: 5 x - $250,000
(on retrofit-. we go without Induction Steam Generator)
Inductortherm Induction unit - $300,000
Installation $125,000
Axial Generator(s) - $25,000-$30,000
From 2 MW to 10 MW Power

Self-Charging Train Retrofit Budget:

Entire Capex of Efficiency Contract pays off in one year with 100% clean-up of emissions!

Mag Power -Large-Self-Charging Cruise or Cargo Ship:
A): Mag Power 1.5 MW to 3.2 MW for Ship:
B.) 30 MW RED SUN or two flat ones no higher than 135 cm, fit two on a Keel as ballast - The real battery Keel is here!

PowerSource Volvo 440 Power Plant

Type	Max power (hp)	Max power (kW)	Max torque (Nm)
D13A400	400	294	2000
D13A440	440	324	2200
D13A480	480	353	2400
D13A520	520	382	2500

Thermal → Diesel Engine → Mechanical

Power Source Home

3.6 kW To 1.5 MW Thermal
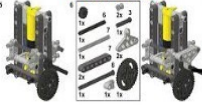
Retrofits: Diesel Ships, trucks, buses, trams & trains

Retrofit gensets ship & bus
RED SUN diesel rail heated injected compressed Air

Hybrids

Run Buses/Ships/Trucks Trams/Trains/Ferries/Taxi

At full power it burns something over 4100 liters per hour. So you need to make some guesses about how much time it's spending idling and how much at full power, and how fast it's covering the miles. 4100 x15hrx $0.8/L= $49,200 USD per day ave for normal cruise ship.

Self-Charging Cruise Ship Savings:
You would save approximately $49,200 per day x 250d/y = $12,300,000 per year savings.

So- If- you save the client 45% of that after expenses = $1.31 million per year savings And; Efficiency Contract fee could be $5,35 million per year- paying-off in 1 year!

Self-Charging Cruise or Cargo Retrofit Budget:

Cruise or Cargo Ship RED SUN RETROFIT Total Budget: · $4.8 million
RED SUN 30 MW battery costs $1.5 million (5 of them- 2 charging 24/7)
NG2 Implosion Heat exchanger- Ship - $750,000
2 x CHIEFS Systems - $250,000
Aux. heat transfer - $275,000
RED SUN AC/Compressors/Tertiary eng+ Nitrogen Cryogenic tank -$1 m
Inductortherm Induction units - $600,000
Installation $450,000
Axial Generators + Electronics – monitoring- $250,000
From 10 MW to 120 MW Propulsion & Separate Genset + Elec Thrusters

Self-Charging Norwed Cruise Ship:
Total Fuel Savings per year = $12.3 mln

Entire Capex of Efficiency Contract pays off in one year with 100% clean-up of emissions!

Brown's Gas Production Feasibility:

Eagle Research Unit-1000 L/hr, that is 16.7 liters per minute!

So, just counting the hydrogen part of HHO = 16.7 Liter per minute HHO under STP x 279 Wh/L = 4.6 kWh per minute in energy equivalency!
This is more than enough gas to run a torch that will be mixed with gases to burn at 1600ºC to charge-up PowerSOurce and RED SUN Batteries through a direct heat collection system and wick into core of RED SUN/POWERSOURCE thermal Battery.
Even at 30% efficiency- that is 1.5 kWh per minute- more than enough to drive a big rig, train, tram or 90 kW electric motor...Definitely will run a HHO torch 1600ºC- and; make the RX-8 Mazda genset converted with plasma sing!

As for the former, I usually direct people to the normal hydrogen:oxygen charts:
Hydrogen = 280 BTU/F3 = 10 BTU/liter = 278.9 (Wh/L = 2.89) Btu/lb = 53,776

Energy released by combustion of H2 = 242 kJ/mole. This is the energy released in the reaction H2 + ½ O2 → H2O (steam) + heat. In a fuel cell, part of this energy is electrical, part is heat. Compare natural gas (800 kJ/mole) and gasoline (5500 kJ/mole). Per kilogram, H2 stores more energy because a mole of H2 weighs so much less. But 242 kJ of H2 takes up the same volume (= 22.4 liters, stp) as 800 kJ of natural gas. Gasoline, because it is a liquid, is much more dense- 22.4 liters of gasoline is roughly 160 moles, containing 900,000 kJ of energy!
http://www.convert-me.com/en/convert/energy

Brown's Gas vs H₂ Energy Costs:

Brown's Gas Energy Density: per kg- you have 42 kWh

vs

Hydrogen Energy Denisty: Hydrgen at 33.3 kWh/kg

Hydrogen Costs per kg: The *DOE* lists Hydrogen costs at $3.43 per kg

vs.

Brown's Gas Cost: http://amasci.com/weird/bgf1.html
1 kWh produces 340 liters of Brown's gas:

22.4 liters = 1 mole HHO = 18 gm
340/22.4 L x 18 gm = 15.2 x 18 gm = 273 gm
& it takes approximately 4 kWh to make 1 kg HHO

4 x $0.07 USD = $0.28 USD per kg
vs
$3.43 per kg for hydrogen according to the *DOE*

Brown's Gas is 15.4 x's Cheaper

$3.43/$0.28 = 12 x's more expensive/kg for hydrogen production vs HHO!
++Plus- 1 kg of HHO = 42 kWh vs 1 kg hydrogen only gives 33.3 kWh!
Brown's Gas= $0.28/42 kWh = 0.67 cents/kWh vs H2 = $3.4/33.3kWh= 10.3cents/kWh

Cost of Usable Energy$88 per Nautical Mile:

-Brown's Gas HHO & Energy Storage = 0.67 cents/kWh – 1.3 cents/mile
-Hydrogen = 10.3 cents/kWh -Tesla Semi – 2 kWh/mile = 20.6 cents/mile
-So your generator is using 5.174 GJ of thermal energy to produce 1.8 GJ of
electrical energy and a lot of waste heat (that's why engines have cooling
systems.) So, this is an electrical conversion efficiency of 1.8/5.174 = 34.8%
-BioDiesel - 1 gallon = 133.1 megajoules x 1 kWh/3.6 MJ = 37 kWh/gal x 0.34
=12.9kWh/gal- with a gallon costing $5 USD = $5/12.9 kWh = 0.38 cents/kWh
-Diesel 36.4 MJ/liter, 1 liter €1.18 = 1.18/35.4 MJ *3.6 MJ/kWh = 12.9/0.34=
34.5 cents/kWh to run your generator on Petrol Diesel – CARGO SHIP: Let's say
voyage across the Pacific of 8000nm between Japan and Seattle. Plus- 5% a bad
weather allowance of 4 days consumption. Our speed is around 15knots (nm/hr)

It's going to take us 8000/15 (nm/nm per hour) = 533hrs or 22 days

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Now multiply that by the cost of bunkers in Japan (around $340/t) and we get
the total cost of heavy oil bunkers of 2063.88 x 340

= $701,719.2 which is your answer = $702K/8000nm = $88 per Nautical Mile.

Cost of Transport Energy:

Auto:
Take the current price of fuel and divide it by your vehicle's miles per gallon (e.g., $3.20 per gallon ÷ 30.3 miles per gallon = $0.105 or 10.5 cents per mile) = $0.105/mile
Truck:
Tesla Semi – 2 kWh/mile = 10.3 cents/kWh H2 x 2 = $0.21/mile
Cargo Ship:
$701,000/ 8000 nm = $0.88 per Nautical Mile

Rail:
Metrolink UK averages 2.7 gallons per train-mile and budgets $3.75 per gallon, which represents $10.125 per mile.
Electric Train:
consumes 30 kWh per train-mile at 12¢ per kWh would have a fuel cost of only $3.60 per train-mile and many trains average less.
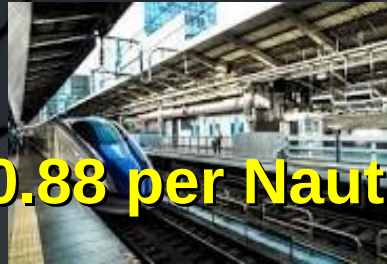
Coming Soon! - HHO Motorcycles:

-Brazilian Ricardo Azevedo of San Paulo, a civil servant with a background in mechanics, claimed to have invented a water-powered motorcycle engine he calls Moto Power H2O. According to Azevedo, the motorcycle covers 310 miles (500 km) on one liter of water, or 1,171 miles per gallon!

Mini-Moda

HHO - 5 catalysts premix emulsified with ROMIX or Mx-Valve for 30fuel-70HHO

-H2 on the fly + Plasma

MOH Plasma torch

HHO Combustor- 1600ºC Heat Collector/Exchang

Self-Charging Ship

MOH - HHO 1600ºC Torch

2nd Genset for onboard Electricity

Ice Production AC & Heating/Refer

Interview Monitoring

Tesla Turbine with Axial 300kW genset

No

No

PowerSource 1.6 - 3.2 MW Thermal - 30MW RED SUN

Retrofit of Existing Propulsion Systems

Yes

90 deg turns -Elec Propulsion

Tug-Yachts -cruise/cargo 275 HP – 12 Liter to 52 MW To 2 MW Diesel to LM2500

Cryogenic N2 tank - Compressed Air

Elec Thrusters

Propulsion

Cryogenic Tank Refrigeration sys

No Fuel- No Emissions!

100% Fuel Savings Split 50%-50% with Clients

Big Savings on Tugboat service!

MAG POWER Self-charging Rail/Marine

Added Services: Ice Production Systems- HVAC + Desalinated Water Cooling & AC Electric Propulsion Systems for 90 degree turns for the first time, as rear thrusters! Saves Tugboat service requirement at port

Refrig services for Import-Export/Fishing Ice = 2 m3 per day Fish Freezer/Flash Freezing Available

Tier IV EFFICIENCY RETROFITS Small, Medium & Large

Schematic: RED SUN Tier IV Marine with CHEFS Auxiliary Genset for charging-up Batteries

MAG POWER System
With CHEFS Rx-8 Genset

MOH Hydroxy Gas Emulsion Fuel Tank/Sys → **RX-8 + MOH 350 kW Genset** → **Heat Exchanger** → **350 kW Inducton for RED SUN Bat**

Ice Production HVAC -4k Trane

350 kW Inductor for RED SUN Bat

RED SUN 30 MW Battery module

Combined Cycle Boilers/Exchang

SGT-800 – gas x2 Turbine - 110MW Siemens Comb c.

Tertiary Tesla + Fibonacci + other Generator/pumps

Transformer & Switching Station

Electricity

Desalination

Products: Elec $105/MWh Water -2cent/L

12- 60 MM liters/ day

Refrigeration 4,000 m2 plant

Volumes

Elec- 110 MW Ice - 4kt/mo

Ice Production Systems-HVAC Cooling & AC

Refrig services for Import-Export/port Ice = $330/ MT

Schematic:MAG POWER System with CHEFS Auxillary Genset for charging-up Batteries

Engineering Team

Administration

Dan Winter – **Chief Electrical Eng**
Www.fractalfield.com Www.theimploder.com
Paul Harris- Electrical Engineer
Www.theraphi.net
Mert Pekrul – **Chief Mech Engineer &**
Engine/turbine Manufacturing chief
Www.fibonaccimotors.com
Dr Jack Wong – **Prof. Civil Engineer**
Mark Rohrbough – Electronics Eng
Dr Andrejs Zagars – Prof. of Chemistry
Elizabeth Donavan – Chemical Engineer
Jay Dubinsky – **Bio Engineer & CEO**
Virgil Perryman – **Inventor RED SUN**
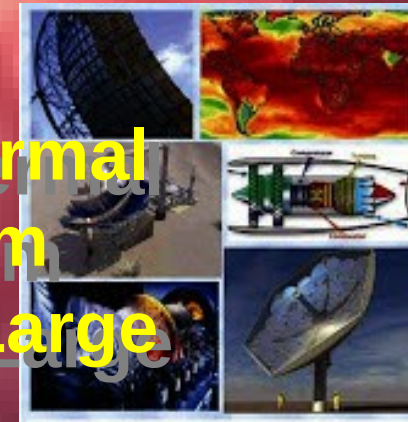
Daniel Winter – Chief EE

Jay Dubinsky – Managing Eng

Dr Andrejs Zagars – Trainer

Alex Gershuny - Marketing

MAG POWER Thermal
Electric Platform
Small, Medium & Large

MAG POWER

RED SUN

Marine & Rail Retrofits for Replacing Fuel
RED SUN FRANCHISE – **Retrofit Platforms for all tran**
Charge-Up systems – **24 Hr Race Car**
Yacht, Train & Ship Retrofit Power System
Power Plants – **Desalination & HVAC**
Tel: +34-652-274-123 ~ USA: 310-651-8123
drredsun4@gmail.com Skype: danwinter