The Rotapower® Six Stroke Engine

FREEDOM MOTORS

OVERVIEW

Background of the Rotary Engine based on the Wankel Design

When the rotary engine was first introduced in the early 1960s, it was thought by many to be the most important mechanical invention of the 20th century. With two moving parts it seemed to be the perfect replacement for the complex piston engine with its many more moving parts. The Wankel rotary engine was also much smaller and lighter than a piston engine.

Virtually every automobile and aircraft company became enraptured by its potential and during the following 30 years spent over $10 billion in today's dollars trying to get this rotary engine to match the fuel consumption of the automotive piston engine.

There are two fundamentally different Wankel type rotary engine designs depending on the method used to cool the rotor:

- Oil cooled rotors used by GMC, Mazda, NSU, Syrano, and Ingersoll-Rand
- Charge or air-cooled rotors were used by Outboard Marine Corporation (OMC), Norton Motors, Moller International (MI), Infinite Engine Company (IEC) Fichtel-Sachs, and currently by Freedom Motors (FM)

The oil cooled rotor requires complex composite side-seals to retain the oil in the rotor. Power is lost as the cooling oil is accelerated in the rotor. However, for a given displacement an oil cooled rotor rotary engine produces more power due to its higher volumetric efficiency (cooler intake charge).

The charge cooled rotor is much simpler and weighs significantly less for a given horsepower than the oil cooled rotor design and was used mostly in recreational vehicles where a long life was not required. Following its acquisition of the entire rotary engine assets of MI, GMC, OMC and IEC, Freedom Motors began a research and development program to extend the life of the charged cooled rotary engine. This program led to the issuance of three critical patents with five patents in process. Freedom Motors subsequently developed a family of charged cooled rotary engines ranging from single rotor 27cc and 150cc displacement engines to multi-rotor 530cc and 650cc displacement engines. These Rotapower® engines have been successfully demonstrated in a number of utility, recreational, and transportation applications.

Attributes of this Rotapower® engine (4-stroke non-compound version):

- Very high power for its weight and volume
- Able to use contaminated biogas as a fuel

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- Documented seal and wear surface life of over 20,000 hrs.
- Fuel consumption competitive with commercial engines

Limitations of this Rotapower® engine (4-stroke non-compound version):

- High surface to volume ratio of the combustion chamber reduces combustion efficiency
- Compression ratio is limited to 9 to 1 which reduces combustion efficiency
- Exhaust temperature is high due to slower combustion burn rate
- Fuel consumption is above that of the best automotive engines due to pressure and thermal energy loss in the exhaust

Compounding the Rotapower® Engine to Improve Fuel Consumption

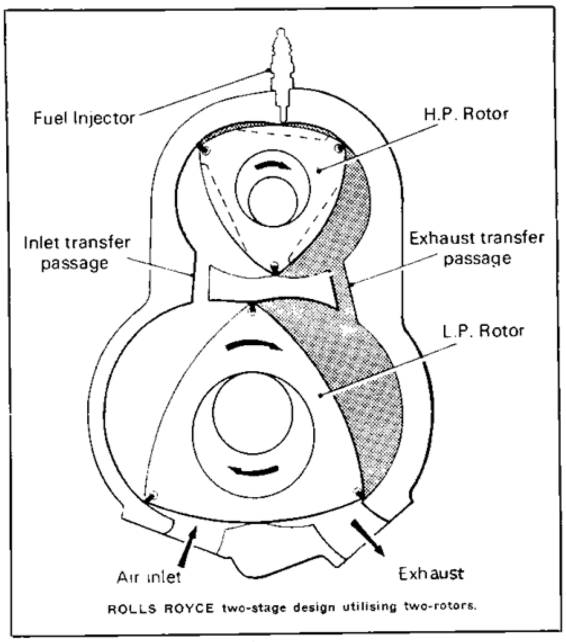


Figure 1

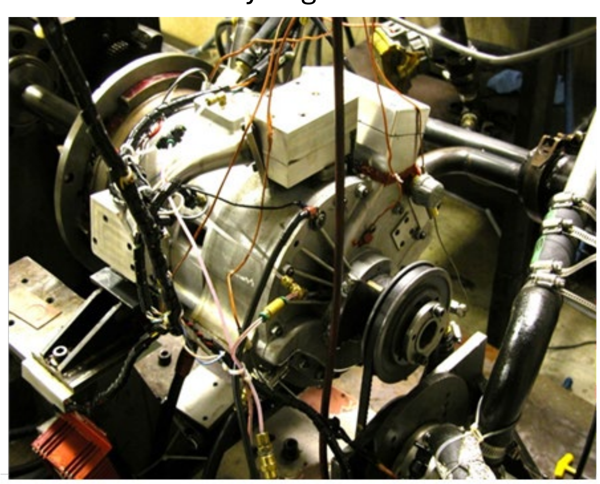
Compounding involves converting exhaust energy to increase the mechanical energy output. Compounding the Rotapower® engine was achieved by adding a **fifth stroke**. This involved the use of a second rotor in series to provide a second expansion cycle. Following combustion in the first power rotor, the exhaust gases enter the second rotor where additional energy is extracted through an additional expansion stroke.

In 1969, Rolls-Royce (RR) was the first company to demonstrate a compound rotary engine. In the RR design, a large compression/expansion rotor was used in conjunction with a smaller power rotor. The two rotors were connected by a chain drive and operated on separate crankshafts as shown in Figure 1. The resulting **five stroke** RR engine was smaller than the diesel fueled piston engine RR was hoping to replace. When RR filed for a Chapter11 reorganization no further development of its compound engine occurred. RR did achieve a SFC of 0.375 lb./hp.hr. which was the lowest SFC recorded for a rotary engine at that time.

Freedom Motors had developed and dyno-tested a compound **five stroke** version of its charged cooled rotary engine. This Rotapower® engine, as shown in Figure 2, is simpler than the RR design by using same size charge cooled rotors operating on the same shaft. Dyno tests have demonstrated that compounding achieved the following:

- **Low Noise.**

The very extended expansion cycle reduces the exhausting gases to near atmospheric pressure eliminating 94% of the noise prior to muffling the remainder.



Freedom Motors 530cc Compound Rotary Engine on Dynamometer

Figure 2

- **Lower Exhaust Temperature.**
  Reduced from 1,600°F to less than 1,000°F.
- **Fuel consumption reduce.**
  Up to 25% once the port timing and sizes are optimized through the use of gas dynamic modeling, computer aided design and dynamometer testing.

Further research showed that adding a second intake stroke to supercharge the Rotapower engine could substantially increase its power output and thermal efficiency. This was accomplished by using the intake and compression stroke of the second rotor to supercharge the first power rotor and thereby create a **six stroke** Rotapower engine. This additional supercharging stroke provided the following benefits:

- **Volumetric efficiency substantially improved.**
  This is a major contributor to its power increase of over 60%
- **Stratified charge made possible.**
  Improves thermal efficiency during partial throttle operations.
- **Torque curve can be tailored to the application**.
  Can operate on the Diesel cycle.

Projected SFC for the Compound Rotapower® Engine Based on Available Data

Figure 3, taken from NASA TM 105562, shows that NASA was able to match the SFC of RR at 0.375 lb/hp·hr for a turbocharged and diesel fueled rotary engine. Both the NASA and RR engines used oil-cooled rotors. Figure 4 shows that using a charge cooled rotor should result in a 10% reduction in SFC versus an oil cooled rotor. Based on this reduction, the projected SFC would be 0.34 lb/hp·hr. NASA had planned to undertake a number of improvements that were projected to lead up to a further 20% reduction in SFC.

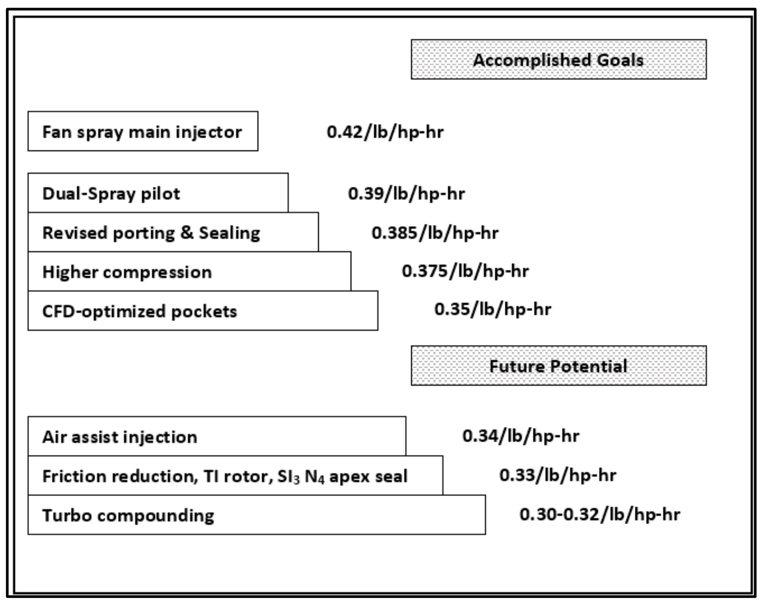


Figure 3

Unfortunately the NASA test program was terminated due to lack of funds. If only 50% of this projected reduction were to be achieved, the SFC would be 0.31 lb/hp·hr. for a diesel fueled version of the **six stroke** Rotapower® engine. The best SFC recorded for an automobile engine is 0.33 lb/hp·hr for the diesel fueled Audi 2.5 L TDI.

Comparison of Friction Loss Between Mazda 500cc and Freedom Motors 530cc Single Rotor Engines

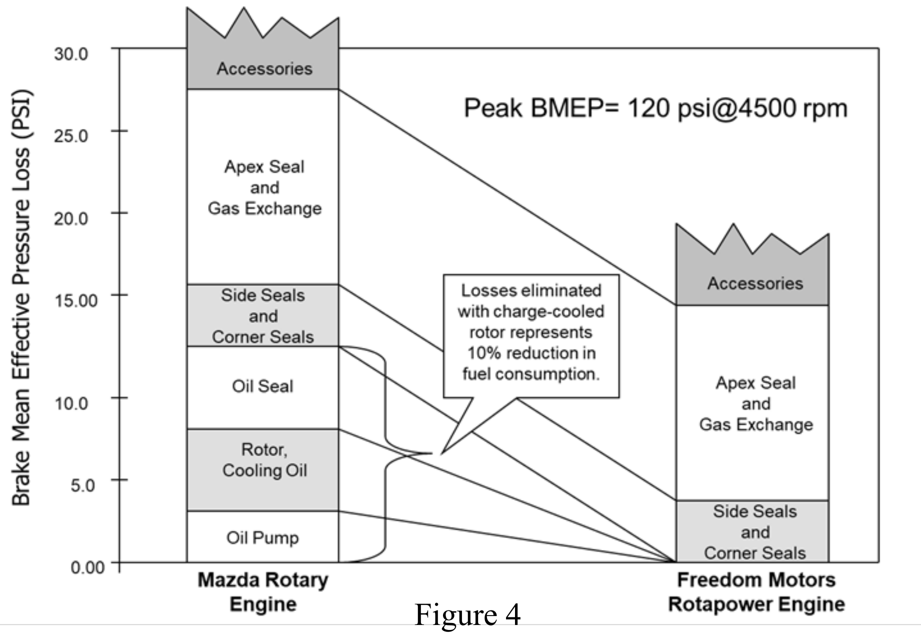


Figure 4

Market Opportunities where the Attributes of 4,5 and 6 stroke versions of the Rotapower Engine are Uniquely Applicable

- **Powering personal VTOL capable aircraft.** Acting as the prime power source or as a range extender for unmanned or air-taxi powered by batteries. An often-repeated comment is "where is my flying car". The answer: "When a quiet, low cost engine is developed with a high enough power to weight ratio to make this possible". Aircraft piston engines produce about one horsepower per pound of weight. Aircraft versions of the **six stroke** Rotapower® engine are expected to maintain the power to weight ratio of its **four stroke** version of over three. This, together with its other attributes, makes the *longed-for* flying car (air taxi) possible.

- **Range extender for electric vehicles.** The Rotapower engine requires less than one-fifth the volume of a piston engine and has 5% of the moving parts. Low noise, vibration, fuel consumption and emissions are attributes of the **six stroke** Rotapower® engine that are necessary in this application.

- **Powering a one-kilowatt genset**. The US Government has established that a genset engine producing one kilowatt of electrical energy produces enough energy from its exhaust and cooling to provide the hot water needs of the average US home. This $240 billion program is being implemented to place a one-kilowatt genset in every home with access to natural gas. The performance goals are: 37% thermal efficiency from the engine/generator at a noise level of 55 dba. The Rotapower® engine can meet this noise requirement and exceed the thermal efficiency of a piston engine powered genset. This approach results in overall thermal efficiency being above 90% using the **six stroke** version of the Rotapower engine.

- **Powering gensets by sourgas or biogas.** Forty percent of the world's natural gas (primarily methane (CH_4)) is contaminated by hydrogen sulfide (H_2S). This contaminated natural gas is referred to as sourgas. A second source of methane called biogas is manmade. Biogas is generated anaerobically from landfills, wastewater plants, animal manure, and as a byproduct of the petroleum industry. Biogas is more contaminated than sourgas; however, any contaminant may need to be removed at considerable cost prior to being utilized for energy production. The compound Rotapower® engine can use both biogas and sourgas as sources of energy at much less than the installed cost of piston or microturbine engines because of its lower production cost and tolerance to H_2S and silica. The **six stroke** version allows the intake pressure to be increased enough to take advantage of the very high-octane rating of biogas/sourgas which further improves its thermal efficiency and ability to use biogas with a low methane content.

- **Powering the world motorcycle and motor scooter market.** Many countries eliminate or reduce the vehicle license fee if the engine displacement is low enough. As a result, these low powered motorcycles and scooters have poor performance. Depending on cost considerations, the **4 or 6 stroke** Rotapower® engine can provide both very low emissions and two to three times as much power as a piston engine for the same displacement. The worldwide market for engine driven motorcycles/scooters is over $125 billion annually.

- **Portable power and recreational market**. This market is sensitive to both power to weight ratio and power to volume ratio which can be over four times higher than that for a four-stroke piston engine. The best candidate for these applications could be the **four stroke** Rotapower engine.