

Title (en)
PISTON ENGINE WITH MOVABLE CYLINDER WALLS

Title (de)
KOLBENMOTOR MIT BEWEGLICHEN ZYLINDERWÄNDEN

Title (fr)
MOTEUR À PISTON AVEC PAROIS DE CYLINDRES DÉPLAÇABLES

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Application
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Abstract (en)
[origin: WO2011119061A1] The patent refers to the driving engine with changeable media under pressure on the operating area of the operating pistons. The patent solves the device construction which enables the drive of different devices, whereby the operation of the patent is achieved by the effect of the compressed air, vacuum or water pressure from a corresponding tank with the column of water, all of which affect the pistons (10) and (11) in such a way that they move in the cylinders (1) and (2), thus creating useful energy. This is made possible in such a way that the operating areas of the operating pistons (10) and (11), as well as the volumes of the cylinders (1) and (2) are changing so that the operating pistons (10) and (11), which are adverse constructed the main crankshaft (14) and which move driven by different media, reach the position where different pressures are formed, depending on the operating volumes of the cylinders (1) and (2), which causes them to strive for equilibrium. Thereby, cost-efficient energy is created, the energy which can further be used from the engine outlet for different purposes. The very fact is that within the changes in the volume of cylinders (1) and (2), medium under pressure is passing from the cylinder (1) to cylinder (2), and the other way around (medium flow under pressure), through the pipes (3), it is obvious that the amount of medium under pressure remains unaffected as the driving force, and that no friction losses are detected through the watertight parts of the pistons (16) and (17), and movable walls (0); however, these losses could be easily restored by external compensation of the new medium under pressure, using the pump (6). All these mentioned above lead to the obvious conclusion that we have the case of permanent motor operation here, with initially filling of the medium under pressure, which has not been achieved, in today's state of technique for the pneumatic motors yet.

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