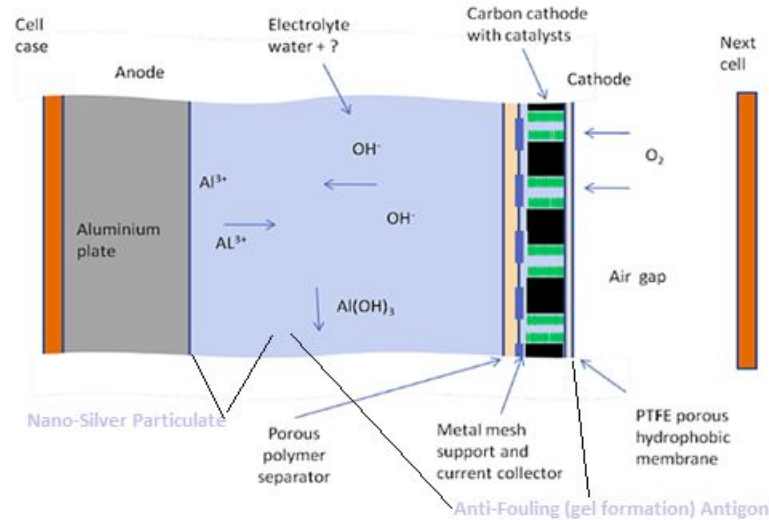


How a cell is made

A cell in an Aluminium system is built of three layers. The first layer is the aluminium plate, which reacts with the second layer, which is an electrolyte. The third layer is the cathode, allowing air to flow to the second layer. These cells are stacked together to form a battery of the required power output.

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How it works

Aluminum fuel cell technology has long attracted attention due to its cheap, lightweight and high-energy nature. Aluminium is the most abundant metal on Earth and is easy to handle, store and is safe as a way of storing electrical energy.

A power cell is actually quite simple. A piece of Aluminum is in contact with a special electrolyte. This electrolyte reacts with the metal on the negative end and on the positive end, air reacts with the electrolyte. When those two reactions are combined, aluminum is transformed into hydrated alumina and electrons are transferred from the second layer, through the conductor, ready to power a device. After use, the hydrated alumina can be reprocessed by smelting it, recovering the water and oxygen as it forms fresh aluminum. This cycle can be used over and over again.

These aluminum smelters are green, usually hydro powered. However smelters could also use solar power, wind power, etc. In effect, with this process, energy is transferred, through the aluminum cycle, from green sources of energy into mobile green energy. The whole cycle is green and since the aluminum is recycled, it can be used indefinitely. The 'aluminum-air well' never runs out.

Patent Abstract

Utility patent for a new fuel cell technology utilizing a special and new combination of commercial grade aluminum anode and an Anode comprising of special air and reactive

membrane constructed in an inert polymer housing and further containing a special mixture of Electrolyte comprised of potassium hydroxide and nano-sized silver (9999%) particulate catalyst further reacting within a sealed chamber as per diagram description included with this utility patent and utilizing an anti gel agonist in the electrolyte to prevent fouling via gel formation on the reactive surface during the generation of chemical reactions that ultimately produce high direct current voltage output across metal mesh and output wires both positive and negative in their electronic orientation. This Utility Patent has not been exposed to public domain and has not been published in any journal or other media. This Utility Patent is not similar to reach the standard of duplication with any other fuel cell or battery utility patent within the United States of America and further based on a global patent search. This Utility patent is representative of a new fuel cell technology and is developed for the purpose of powering electric vehicles of all types and sizes, prop airplane, UAV, UAS systems, Battery backup utility uses and military communications and systems power for remote use, as well as Solar PV farm and Wind Farm back storage systems, and other uses that require light weight - high output fuel cell systems which are not toxic to the environment or pose an explosion risk - and having an output range capable of powering large vehicles as far as 3000 kilometers per usage before being exchanged for a new cell at a point of exchange which is also part of the utility patent a point of exchange where the fuel cells are stored for exchange and recycling as a logistics hub network, across commercial centers and cities similar to charging stations, in support of the continuous fuel cell usage exchange and recycle loop making a viable renewable energy source with low cost high efficiency output and utility. We reserve the right to amendments