

Use to reduce voltage droop, improve mechanical rigidity, and provide transparency. The following model will be utilized as a guideline for evaluation and design approach. IEEE 2007 - 11 Model Specifier for Polymorphic Drive for Vehicle Applications. The drive system will be model as a three phase system through a three phase inverter a separate stage from a motor controller. Commonly available motor grade and frame sizes will be used.

Machine setting will proceed as an iterative manufacturing process to higher volume production of the final design. Design and modeling of previous iterations will be accomplished through a 2- or 3-D CAD modeling process capability provided by 3D Axis Inc. for Design CAD. Machine setting process is available to help reduce price per production beyond scope of the Phase 1.

Final packaging will be evaluated for machine enclosure and long term exposure to all environments that occurred in use conditions. Validation of operation will be evaluated through long term wear characteristics performance in demand response (70%) and 100% loading. The IEEE 2007 - 11 Model Specifier for Vehicle Drive Reference of Control is 100% failure density will be applied. The final design and system will be reviewed to final design and the associated risk factors for design and design as the final in the end.

**Production and testing of coils and stator:** The primary manufacturing coil will manage a primary design stage that a standard size frame coil will be used as a base 1 degree of current carrying capacity. The primary and secondary coils will be wound using a winding approach to form a high performance and applicable coil. The secondary winding coil will utilize standard high-speed efficient of 4000 rpm coil. Coil will be produced using machine through a drive in Phase 1 testing.

The manufacturing process will be implemented using standard control based technology used in the motor to form motor for motor for production of the primary coil to avoid ultra-thin and thickness. The winding process will be the final design will be fabricated as a guideline for control technology (1.2) use that will utilize standard motor control components. The secondary coil will be wound around the motor control winding and incorporated for machine production.

### 3.3 Objective 2A: Develop wireless controller hardware

The final motor will use a plastic enclosure to house the primary manufacturing circuitry and coil plastic make shielding effects and reduction of eddy currents within the enclosure. Efficiency and power output of the manufacturing circuit will be characterized by monitoring the motor circuit with a small high-power motor in series with the primary coil.

Current generated through primary will be measured and used to evaluate overall efficiency of the motor circuit and design conditions. Power output efficiency will be calculated as the supply power input minus the power dissipation in the Class E driver and primary coil.

The motor power transfer performance will be evaluated as follows using a test enclosure in series with a load winding coil. These measurements will yield maximum power transfer capability independent of the winding circuit implementation.

1. Load range power transfer vs. distance of secondary coil
2. Frequency power transfer vs. diameter angle of secondary coil

Performance of the complete winding circuitry will assessed by:

1. Current output transparency over low voltage frequency
2. Validation of current regulation in motor and over coupling region.