

**From:** [thaneh@potentialdifference.ca](mailto:thaneh@potentialdifference.ca)  
**To:** CAB MOEDAS ; (CAB-MOEDAS); (CAB-MOEDAS)  
**Cc:** [REDACTED]  
**Subject:** RESEND WITH CORRECTION: European Commission Canadian Technology Introduction: RE: Electric Vehicle Regenerative Acceleration / ReGenX Generator Invention  
**Date:** jeudi 18 octobre 2018 23:44:31

---

Hello Commissioner Moedas, Honorable Ladies and Gentlemen,

My name is Thane Heins and I am the Canadian inventor of the Electric Vehicle Regenerative Acceleration innovation which has received a US patent on October 16th, 2018 after six years of US Patent Office deliberation.

Originally the US Patent Office refused to allow us a patent because our innovations all operate **outside** the know and currently accepted laws of physics, which are explained in more detail below...

The technology itself has been under development for 17 years (since 9/11). It was originally validated at MIT in 2007 and the backing theory was developed at Ottawa University from 2008 - 2010.5. The innovation's proof of concept performance has also been validated by the Canadian National Research Council. The technology has been ongoingly third party validated since 2007 and also replicated all over the world.

I am introducing this new generator innovation to you all today because it has some very important and immediate ramifications with regards to Transportation, Climate Change, Energy and Science. We are now in the process of commercializing the technology globally.

To put it as simply and succinctly as possible, we have discovered and developed new and novel ways to harness a very old form of renewable clean energy.

To be specific, we have developed three new novel technologies which all innocuously tap into and harness the Magnetic Field Energy which is created around the current bearing wires in electric generators, electric motors and transformers (two of which have been granted US patents and another two which are now pending).

The Electric Vehicle Regenerative Acceleration (ReGenX) innovation reverses the electric vehicle regenerative braking paradigm and now allows all electric vehicles to recharge themselves as they drive. The only *"penalty"* with regards to our technology is; the more battery recharging power delivered to the electric vehicle's batteries - the more the vehicle is accelerated and the more the batteries are recharged, the more the electric vehicle's range is increased, and the less plug-in recharging is required.

Currently we now have commercially manufactured ReGenX Generator coils (from four different manufacturers) which are capable of delivering more than 1000 Watts of battery recharge power per coil.

To put that into perspective; a 40 coil ReGenX Generator in a Nissan Leaf will deliver 40 kWh of battery recharging power with vehicle acceleration in Regenerative Acceleration Mode above 30 km/hr and 40 kWh of battery recharging below 30 kWh in regenerative braking mode.

A Nissan Leaf and a Tesla Model S both only require about 15 - 20 kW of power consumption at 100 km/hr.

If needed, a ReGenX Generator which is capable of delivering 100 kW could also be employed and again, the only consequence would be; increased battery recharging and increased vehicle acceleration and reduced plug-in recharging.

Our speculation is that, our innovation is capable of eliminating the need for electric vehicle plug-in recharging altogether, along with the multi-trillion dollar global recharge infrastructure price tag and the energy required to supply it.

With regards to electric power generation our ReGenX Generator innovation reduces the input energy required in electric power generation by more than 80% (achieved by reversing Generator Armature Reaction) and as a result the pollution (Greenhouse Gas emissions, Nuclear waste) produced is also reduced by more than 80% as well.

Scientifically, in order to reverse Generator Armature Reaction/electric vehicle regenerative braking we first had to reverse a law of physics called Lenz's Law. In doing that we had to invalidate Newton's Third Law and the Law of Conservation of Energy (please see ReGenX US Patent page 15 below).

Finally we had to conclude that Magnetic Fields are a form of energy (because they perform work and energy is the currency required to perform work) - a form of energy which is created. In other words energy *can* be created. Magnetic Field energy produced around current bearing wires in electric generators has always been created but because the work performed was "negative" it was dismissed by the scientific community.

And lastly and due specifically to the fact that the ReGenX Generator requires a 0.00 Watt mechanical input power increase when placed on-load and when delivering electrical output power - it operates at infinite efficiency.

So in conclusion we would like to present the Electric Vehicle Regenerative Acceleration / ReGenX Generator invention directly to the European Commission at your earliest convenience.

With kind regards  
Thane

Thane C. Heins  
President and CEO, **Potential +/- Difference Inc.**  
Email 1: [xxxxxx@xxxxxxxxxxxxxxxxxxxxxx.xx](mailto:xxxxxx@xxxxxxxxxxxxxxxxxxxxxx.xx)  
Cell: 613.898.1131

**Potential +/- Difference Electric Vehicle Regenerative Acceleration  
Technology**  
*Charging Ahead...*

[Welcome to Thane Heins Inc.](#)

<https://www.slideshare.net/PDiCEOThaneHeins3240/us-patent-re-electric-vehicle-regenerative-acceleration>