

# Cyclone Genset Accepted by U S Army - TARDEC

Karl A. Petersen

## Cyclone Power Technologies Delivers Engine in Full Satisfaction of U.S. Army / TARDEC Development Contract

POMPANO BEACH, FL, May 29, 2014. Cyclone Power Technologies Inc. (OTC-QB: CYPW), developer of the all-fuel, clean-tech Cyclone Engine, announced that it has successfully delivered its prototype S-2 engine and auxiliary power unit (APU) to the U.S. Army / Tank Automotive Research, Development & Engineering Center (TARDEC), in full satisfaction its \$1.4 million development contract with the government. With this accomplish-

ment, Cyclone has submitted for payment a final invoice for approximately \$150,000.

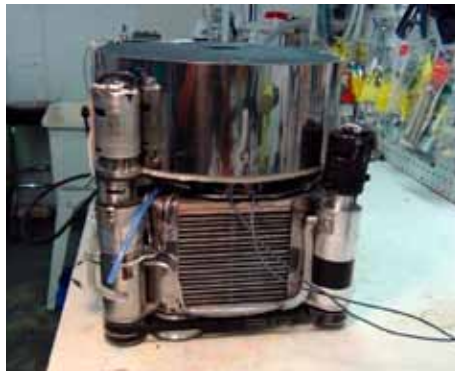
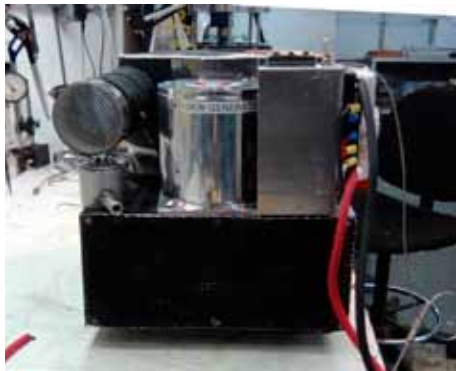
The objective of the Army / TARDEC program was to develop a Phase I prototype of a highly compact (12" x 12" x 17"), lightweight 10kW power generator, driven by Cyclone's multi-fuel-capable external combustion engine. The system was designed to be compatible for use with multiple lines of combat vehicles, either as a built-in auxiliary or dismountable and portable power unit.

Electro-Mechanical Associates of Ann Arbor, MI provided the specialized electric generator for the unit.

As part of the delivery, the Cyclone powered APU ran at the TARDEC test cell outside of Detroit, MI while con-

nected to a fuel supply and an electrical load cell. Representatives from TARDEC confirmed that the system met contract requirements. The Company is now in discussions for follow-on funding to advance the technology through manufacturability and life testing.

Harry L. Schoell, Cyclone CTO and inventor of the technology, said: "We are as enthusiastic as the TARDEC group is about this program. We believe our technology can have an even greater impact on the prime movers themselves, the tanks and trucks especially, where strict dependence on diesel and JP-8 has always been a planning hurdle in deployment and supply. These engines open up many options."



These photos are of the genset getting the final checkout before boxing it up to take to TARDEC. None of the components could be bought off the shelf, not the pumps, atomizing air compressor, coilstack, engine parts, feed pump, flat plate condenser/radiator, alternator. "Development" means most of these items were designed and tested and optimized and built again, several times.

Study this genset and compare it with others. Consider that even after 400 years of steam power and 100 years of IC development, there is no 10kW genset available of the same size or weight, or one which will run on multiple or mixed, supplied

or found fuels, or which does not need hydrocarbon lubrication filled and changed. And, it is fully condensing. No wonder the Army is enthusiastic if they won't have to idle their tanks and haulers just to maintain the electronic and AC packages anymore.

Harry has brought a number of engines to SACA meets over the years. It seem to take a long time for those in the steam tradition to notice that this is unusual technology.

We have seen these run with no external water supply and emitting zero uncondensed steam, and nothing flapping around or requiring attention. Fired up at meets, they can perch on a rickety typewriter table indoors just humming along like an electric motor. Totally unspectacular in appearance and operation. Perhaps that is why they appear at first glance to be trivial.

