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WolvertonBailey's Natural Gas Electric Hybrid Kills Tesla's Electric Semi

PHILADELPHIA, PA, UNITED STATES, November 20, 2017 /EINPresswire.com/ -- WolvertonBailey Natural Gas Engines, LP Readies Production on a Natural Gas-Electric Hybrid That Could Kill Tesla's Electric Semi ...

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Derek Bailey

For Immediate Release:
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Philadelphia, PA- Nov. 20, 2017 -- WolvertonBailey Natural Gas Engines, LP announced today that the company has received notice that a key patent for a hybrid version of its revolutionary Counterpoise Bi-Radial engine has cleared a final hurdle, and patent issuance is expected in days. The

patent protects a super efficient hybrid engine system, optimized to run on liquefied natural gas, and designed to power heavy trucks more efficiently than any drive-train to date, including all electric. This news comes off the heels of Tesla Motors announcing their 'all-electric semi truck's debut.'

WolvertonBailey's hybrid system will rival Tesla's anticipated truck design in terms of power; drive range, cost to implement, and carbon footprint.

According to company officials, Tesla's proposed semi truck is classic Tesla, i.e. brilliant conception, fantastic design, and superior engineering, that does absolutely nothing to change the fact that electric vehicles cannot be a 'truly' green technology until they are recharged by a 'truly' green electric-grid, which is at least 100-years in the future. “The big question, in the battle to reduce vehicle emissions and climate effects is should vehicles follow the Tesla model of recharging from the electric grid, or produce their own electricity using our next generation, super-clean, natural gas, hybrid-counterpoise engine technology” says Derek Bailey, a General Partner at WolvertonBailey Natural Gas, LP.

Bailey further goes on to say, “Supercharging a Tesla is like adding 30 houses to the electric-grid, which burns fossils to provide the electric power. How much power will the huge semi battery pack draw - 200 houses worth - requiring the burning of more coal and natural gas? Look, even in California, a green leader, 86% of electric power still comes from burning fossil fuels, meaning electric vehicles are 'pollution-shifting' not 'pollution-eliminating.' We can control emissions at the micro-scale (at the vehicle) much better and cheaper than we can at the macro-scale (at the power plant), and we think this is a smarter way to battle climate change.”

In July 2015, the Nevada based company received its first patent for the Counterpoise Bi-Radial engine. The patented design produces engines, which are lower-weight, higher-torque, and superior in fuel efficiency, when compared to standard IC engines. The patent anticipated to be granted in the coming days is for a hybrid version of the counterpoise engine that includes a super-efficient generator capable of producing vast amounts of electricity. The engine will be optimized to run on natural gas, the cleanest fossil fuel and an American strategic asset, and will debut a new emissions filter that with the clean-burning engine produces near-zero emissions.

On November 6, 2017, the company filed for additional patent protection on a 'System, Method, and Apparatus for the Production of Liquefied Natural Gas Onboard a Vehicle' which will allow heavy trucks to produce liquefied natural gas at the vehicle, using a new home refrigerator size conversion unit and any normal gas line. This new technology could save industry and governments up to \$800 billion on the costs to build additional natural gas fueling stations and/or electric vehicle supercharging stations.

Throughout the research and development process, WolvertonBailey Natural Gas Engines, LP has sought to align its vision with the key objectives of the Paris Climate Accord for big engine efficiency improvements, which seek to push these vehicles from 6 MPG up to 11 MPG. The Paris Accord presented no solution to the infrastructure building problems associated with refueling heavy vehicles either by natural gas or electric.

WolvertonBailey's heavy engine solution exceeds the Paris Accord's goal, offering a higher average of 15+ Mpg, and with near-zero emissions. Bailey explains "Tesla has done a great job of running circles around the big automakers, but our little company is the barbarian at their gate. It makes more sense to produce electricity at the vehicle, where we can track the carbon footprint 100% - our vehicle design also runs on electric, but on its self-generated electric. We have developed a technology stack that will cause many to rethink the all-electric roadmap, once we complete a current \$50 million funding round, and build our first production prototype. Could you imagine all-electric vehicles in Puerto Rico right now? All-electric is good, and it's coming, but it's not tomorrow."

In Bailey's forthcoming book, "Dangerous Gap: Will Humanity Survive The 100-Year Gap To A Green Electric Grid?..." that is due out in January 2018, he explains this further.

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