Waldemar Jungner wikipedia

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?r 1889 avlade Jungner studentexamen i Skara och 1891 filosofie kandidatexamen i Uppsala. Efter ytterligare tv? ?rs studier dels vid Uppsala universitet, dels vid Kungliga Tekniska h?gskolan i Stockholm ?gnade sig Jungner ?t uppfinnarverksamhet.

Han uppfann ?ven en metod att vid tillverkning av cement ers?tta leran med kalirika bergarter, varvid man som biprodukt erh?ll kalihaltiga ?mnen som kunde anv?ndas som g?dningsmedel.[3]

Waldemar Ernst Jungner (* 19. Juni 1869 in Vilske-Kleva, Skaraborgs l?n (heute: V?stra G?talands l?n), Schweden; + 30. August 1924 in Kneippbaden, Schweden) war ein schwedischer Erfinder, Ingenieur und Unternehmer.

Als Erfinder entwickelte Jungner den ersten Feuermelder mit der Bezeichnung Pyrofonen, der auf der unterschiedlichen W?rmeausdehnung von Eisen und Kupferdr?hten basierte. Er arbeitete an der elektrochemischen Herstellung von Natriumcarbonat, an elektrischen Schlauchf?rderern und an Gesteinsbohrern, welche er in verschiedenen L?ndern patentieren liess.[1]

Waldemar Jungner wurde 1922 in die K?niglich Schwedische Akademie der Ingenieurwissenschaften aufgenommen und erhielt 1924 als erster die Oscar-Carlson-Medaille der Schwedischen Chemischen Gesellschaft.[1][3]

Traveling down a gravelly road in West Orange, New Jersey, an electric car sped by pedestrians, some clearly surprised by the vehicle"s roomy interior. It travelled at twice the speed of the more conventional vehicles it overtook, stirring up dust that perhaps tickled the noses of the horses pulling carriages steadily along the street.

It was the early 1900s, and the driver of this particular car was Thomas Edison. While electric cars weren"t a novelty in the neighborhood, most of them relied on heavy and cumbersome lead-acid batteries. Edison had outfitted his car with a new type of battery that he hoped would soon be powering vehicles throughout the country: a nickel-iron battery. Building on the work of the Swedish inventor Ernst Waldemar Jungner, who first patented a nickel-iron battery in 1899, Edison sought to refine the battery for use in automobiles.

Edison claimed the nickel-iron battery was incredibly resilient, and could be charged twice as fast as lead-acid batteries. He even had a deal in place with Ford Motors to produce this purportedly more efficient electric vehicle.

But the nickel-iron battery did have some kinks to work out. It was larger than the more widely used lead-acid batteries, and more expensive. Also, when it was being charged, it would release hydrogen, which was considered a nuisance and could be dangerous.

Unfortunately, by the time Edison had a more refined prototype, electric vehicles were on the way out in favour of fossil-fuel-powered vehicles that could go longer distances before needing to refuel or recharge. Edison"s deal with Ford Motors fell by the wayside, though his battery continued to be used in certain niches such as railroad signalling, where its bulky size was not a hindrance.

But more than a century later, engineers would rediscover the nickel-iron battery as something of a diamond in the rough. Now it is being investigated as an answer to an enduring challenge for renewable energy: smoothing out the intermittent nature of clean energy sources like wind and solar. And hydrogen, once considered a worrisome byproduct, could turn out to be one of the most useful things about these batteries.