





Electronic Propulsion for Non-Motorized & Human Powered Vehicles


UNITED NATIONS
GLOBAL MARKETPLACE


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  (2)
 dlfgroupinc@gmail.com
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 20171221_141235.jpg	NMV Tractyle	1.93 MB	06-May-2018 18:30 (CET)	dlfgroupinc@gmail.com	<input type="checkbox"/> <input type="button" value="Delete"/>

<http://sky-wheels.com>

SKYTOLL will demonstrate a **30,000lb. Non-Motorized Tractor Trailer** powered by Electronic Propulsion and Human Power driven across the U.S.A.! The Institutional Investors Group on Climate Change and U.S. Department of Transportation will be updated on this event.



Internal Combustion Engines: The Worst Form of Vehicle Propulsion

<http://ronney.usc.edu/WhyICEnginesexpanded.pptx>

Learn the TRUTH about fossil fuel engines before you judge Non-Motorized Vehicles!

DLF/Skytoll Projects



Guide-way Systems, Electronic Propulsion, & Non-Motorized Vehicles



Electronic Propulsion for Non-Motorized & Human Powered Vehicles

[The U.S. President's Executive Order 13514 for Non-Motorized Vehicles is on PAGE 6.](#)

Classifications officially reported to the U.S. Department of Transportation as a pilot study for propelling vehicles without motors or engines. The Department of Transportation's official statement is on [PAGE 18](#), NJDOT is on [PAGE 22](#), PennDOT (Philadelphia) is on [PAGE 20](#), NYDOT (NYC) is on [PAGE 23](#), California (Caltrans) is on [PAGE 24](#) and a \$1 Million Dollar purchase order for 10 Electronic Propulsion Tractor Trailers [PAGE 19](#). SKYTOLL is participating in the East Coast Vehicle Miles Traveled Pilot Program.

DLF Group LLC is providing the United Nations with an official report to understand what Non-Motorized Vehicles are. With our current technology, an 80,000-pound Tractor Trailer can now be Non-Motorized or Human Powered. Our team is preparing to demonstrate to China, India and Africa how to move a billion people using their own private Non-Motorized Vehicle. The USA & [AASHTO](#) are not ready for [21st Century Transportation Infrastructure](#), but developing Countries are.

Autonomous Non-Motorized Vehicles will become a Co-Pilot for unlicensed drivers, instructing them to drive properly under all conditions. SKYTOLL will be reaching out to top Universities for [Autonomous Technology](#).

Major Countries around the world are banning fossil fuels, and seeking a viable alternative. The [Institutional Investors Group on Climate Change](#) is calling for a global ban on fossil fuels, which will impact automotive companies worldwide, affecting transportation service providers like Uber, Lyft and Waze. Large supply chains such as Walmart, Amazon, FedEx, and USPS will be greatly impacted trying to [Go Green](#). Non-Motorized and Human Powered Vehicles are the global change that currently complies with institutional investor's environmental regulations.

2018 BREAKTHROUGHS!



DLF/Skytoll has successfully launched a new generation of 3D Electronic Propulsion!

Team DLF-USA is testing a new series of programmable three-dimensional propulsion, which will be a major game changer in the technology market.

Using 3D capabilities will further expand upon virtual transmission, electronic pedaling, split phase rear, cyber clutching and regenerative braking (properly called instantaneous charging), which has nothing to do with physical brakes.



Applying adaptive principles to work in conjunction with 3D technology opens a whole new paradigm of innovations that one would not see as possible. The next generation of technology to come forth will be SOLID STATE Electronic Propulsion, having Computers completely replace mechanical propulsion components that are scalable and affordable for the consumer market.



Electronic Propulsion today consists of Lasers, Fiber Optics, Cable, Wireless, Pneumatics, Hydraulics and Manual operations putting out 400+horsepower.

Skytoll 2017



DLF/Skytoll re-introduces NMV Tractor Trailers

Team DLF-USA plans to build 2,000 Non-Motorized Tractor Trailers over the course of five years as a study for developing nations. Moving FREIGHT is the key factor driving the economic engine of developed nations, and some countries are realizing that Cargo Cycles can outperform traditional fossil fuel powered trucks.

Europe proved this fact in an ongoing 3-year study, where Cargo Cycles can move 51% of the freight in 322 cities. Traditional Cargo Cycles can only carry up to 600 pounds of cargo. Companies like UPS, FedEx and DHL are using electric Cargo Cycles to haul packages in urban centers, and New York City is using Cargo Cycles at the ports.

Team DLF-USA's Cargo Cycle can carry up to 30,000 pounds of FREIGHT (with an attached Semi-Trailer gross vehicle weight of 45,000 pounds),

all without using fossil fuels or electric motors. The NMV Tractor pictured here is 9 ½ feet long, 5 ½ feet wide and 6 feet tall. Four NMV Tractors can fit in a traditional one car garage. The NMV Tractor Trailer combination is 17 feet long (with a 10-foot Semi- Trailer), about the length of most large size automobiles built in the 1970's.

The NMV Tractor will be used in New York City to demonstrate how this vehicle can remove three 80,000-pound Diesel burning Tractor Trailers from urban areas. These mini tractors perform best within a 50-mile radius but can also be used for long range freight hauling applications. The greatest benefit is that these vehicles have a small environmental lifecycle footprint, from manufacturing to disposal.

Another key focal point of this report is to help the Cargo Cycle Community build better bikes that can carry heavier weight and travel further with minimal effort. A revolution in Cargo Cycles is happening worldwide, even the United States is waking up. Numerous Countries are banning fossil fuels from their urban landscape in favor of healthier communities, so a more productive Cargo Cycle is a perfect match whose time has come.

Skytoll 2016



Moving Vehicles using Computers

Using a Computer to propel Vehicles seems to be something so far-fetched to the average person. Magnetic Levitation Trains are nothing more than Computers and Magnetism in simple form, weigh 600,000 pounds and travel over 300 MPH. As wild as that seems, this technology has been known since 1902, but it took 60 years to come a reality. A gasoline car uses a Computer to monitor basic devices, but this practice limits a Computers real processing potential.

The videos below were the early research and development stages for using Computers to propel vehicles. AL-VIIA was used in all test applications. 36 years of research was done to break ground on the biggest breakthrough in history. Pedaling the Non- Motorized Vehicle was the beginning for us to develop algorithms for Computers to imitate propulsion.

AL-VIIA's greatest victory will be moving an 80,000-pound Tractor Trailer uphill faster than a Diesel engine. AL-VIIA moved a 27,500 GVW Dump Truck 1/2 mile uphill during an initial testing and reached 40 MPH using a single transmission drive mechanism. A single drive is equivalent to a fossil fuel engine running on one piston, which will not move a vehicle.

Skytoll 2016 (continued)



<http://skytoll.com>



This car is powered by Computers and Magnetism,
NO gasoline or electric motors.

The MAGLEV-2 Car is being tested with a universal driver system that can fit a wide range of vehicles. Having a smaller space than an engine makes it easier to install the system in numerous vehicles.

[MAGLEV-2 CAR video 1](#)

[MAGLEV-2 CAR video 2](#)

[MAGLEV-2 CAR video 3](#)

<https://youtube.com/user/skytoll1>

Skytoll 2014



This Non-Motorized Vehicle (or Human Powered Version) has been used to develop a small durable construction grade car that can actually be driven on regular highways and a Guideway System.

Autonomous Non-Motorized Vehicles made with heavy gauge material can travel at 300+ mph on a Guide-way System infrastructure. SKYTOLL has developed the only viable Dual-Mode Vehicle technology in the world. These vehicles can drive on any road surface and also a Guide-way System.

[DLF NMV Guideway Car video 1](#)

[DLF NMV Guideway Run video 2](#)

[DLF NMV Guideway Run video 3](#)

<https://youtube.com/user/skytoll1>



Our team is planning to demonstrate an Electronic Propulsion System installed in a [Tractor Trailer](#). The Department of Transportation is seeking solutions that provide long range trucking capability.



Tests were done using an old Heavy Duty Dump Truck on the asphalt. A cycling format was used to develop algorithms for the Computer System.



DLF is featured its PEDAL-POWERED Dump Truck at a Central Jersey Tractor Pullers Association event on October 21, 2012 pulling its Guideway System through deep grass and thick mud. The transmission gave out but the system still performed.

[DLF Heavy Dump Truck video](#) 1
[DLF Heavy Dump Truck video](#) 2
[DLF Heavy Tractor Trailer video](#) 3

[DLF Light Dump Truck video](#) 1
[DLF Light Dump Truck video](#) 2
[DLF Light Dump Truck video](#) 3

Skytoll 2011



A first generation system was tested pulling a heavy steel trailer in an open parking lot in 2011. These tests were the first indicators for Computers pulling vehicles heavier than 6,000 pounds.

DLF has an Armor Non-Motorized Vehicle that can easily be equipped with steel, kevlar or other types of armor plating.

[DLF NMV Guideway Car video 1](#)
[DLF NMV Guideway Car video 2](#)
[DLF NMV Guideway Car video 3](#)

[DLF NMV Armor Car video 1](#)
[DLF NMV Armor Car video 2](#)
[DLF NMV Armor Car video 3](#)



Skytoll 2010

The REV Book! On <http://skytoll.com/REV.pdf>

Traveling in your own private vehicle at 300 mph is no longer science fiction.

**Racing to build
DUAL-MODE
VEHICLES**

www.sky-wheels.com

WELCOME!

A Guide-way System can create millions of JOBS averaging \$25.00 hr. in America, and provide a new way to travel cross-country by automobile!

Contact your Governor, Senator or Congressperson today!
 SHORT Video High Quality Video (wait for loading)

Video test (no sound)

BREAKING NEWS!

**** BREAKING NEWS!!** A 100' foot Mobile Guide-way System is coming to Burlington County NJ and Washington DC! **

Wind Generated Batteries
 Inductive Pick-Up (4 Quarter System) SOLAR Other Energy
 Real vehicles on a Guideway System.

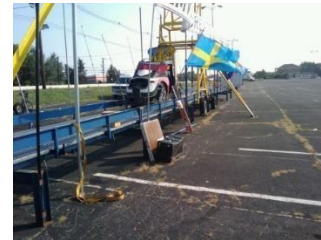
**** U.S. Transportation Secretary Ray LaHood** has committed to supporting Non-Motorized Vehicles (NMVs) in America! NMV's can create over 10 Million GOOD PAYING JOBS in America. The Guide-way System is a Renewable Energy Station in disguise. **

**** Low Level Flight over Guide-way Systems (LLFoGS)** is feasible using today's technology. LLFoGS requires less computing and sophistication than an Airplane, but more than a Glider Craft. LLFoGS makes it possible for "Flying Cars" to be affordable to the general public and **does not** require the skills of an airplane pilot. More information will be available on the production of LLFoGS!

The Burlington County Dual Mode website is being updated!

Skytoll 2010 (continued)

The POWERPLANT of the 21st Century powers Cars, Homes and Industries using Electronic Propulsion.



A single Guide-way System lane (pictured above) can move over 30,000 vehicles per hour. A single lane of highway (pictured below) can only move 2,000 vehicles per hour. The U.S. Highway System was a great idea at the time, but now became a giant debt instrument that is constantly in need of repair. A single lane of Guide-way System can move more freight capacity than all the Planes, Trains and Trucks combined. The Guide-way System is ideal for Countries

with huge populations, and it can move billions of people daily with their own private vehicle. You will be able to travel over 300 mph, and can leave NYC and be in California in 10 hours or less. See the **REV BOOK** for more information on Guide-way Systems.

[Guide-Way System demo 1](#)

[Guide-Way System demo 2](#)

[Guide-Way System demo 3](#)

<https://youtube.com/user/skytoll1>



Skytoll 2008



All new generations of system testing originated from this 1,200-pound Non-Motorized Vehicle. The same system that ran this vehicle was the same system in the Heavy Duty Dump Truck.

[DLF NMV Guideway Car video 1](#)

[DLF NMV Guideway Car video 2](#)

[DLF NMV Guideway Car video 3](#)

<https://youtube.com/user/skytoll1>

Skytoll 2007

DLF Group LLC gets an official Non-Motorized Vehicle designation from the Department of Transportation.

EXECUTIVE ORDER 13514

[Sec. 19. Definitions. As used in this order:](#)



(c) "alternative fuel vehicle" means vehicles defined by section 301 of the Energy Policy Act of 1992, as amended (42 U.S.C. 13211), and otherwise includes electric fueled vehicles, hybrid electric vehicles, plug-in hybrid electric vehicles, dedicated alternative fuel vehicles, dual fueled alternative fuel vehicles, qualified fuel cell motor vehicles, advanced lean burn technology motor vehicles, **self-propelled vehicles such as bicycles** and any other alternative fuel vehicles that are defined by statute;

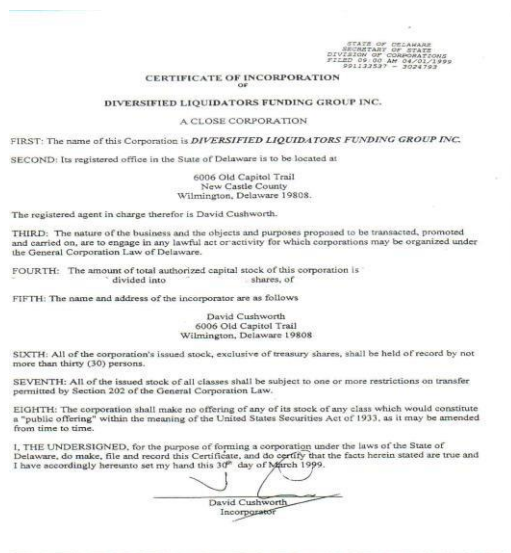
Skytoll 2004



Testing lightweight cycles out on the asphalt.

<https://youtube.com/user/skytoll1>

Skytoll 1999

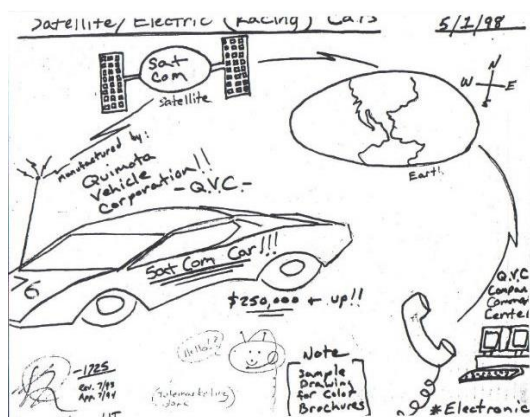


DLF Group Inc. was officially launched on March 3rd, 1999 specifically for researching and developing Non-Motorized Vehicles.

This is the birth of a whole new industry, properly phrased as the Non-Motorized Vehicle industry.

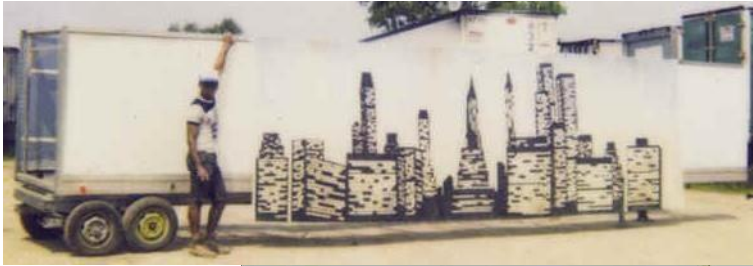
Skytoll 1998

Written down as a dream, planned into reality.



Skytoll 1995

The first official Non-Motorized Vehicle was a small scale Tractor Trailer.



[Small Scale Human Powered Tractor Trailer Video 1](#)

[Small Scale Human Powered Tractor Trailer Video 2](#)

[Small Scale Human Powered Tractor Trailer Video 3](#)

Skytoll 1985

The first version of "AL-VIIA" was a \$4.2 Million Dollar grant from the U.S. Department of Labor, issued to the Delaware Valley Job Corps Center in Callicoon N.Y.,. AL-VIIA's final location was at Fred Kennedy Trucking in Delanco, N.J.

[AL-VIIA 1985-2002 video](#)



Burlington City Dual-Mode

Global Financial Impact Assessment (2009 – 2011)

The Burlington City Dual-Mode Inc. Project will be presented before the U.S. Congress during a hearing process as an International Landmark for Dual-Mode Automation and a plan to rebuild American economies. Burlington City Dual-Mode Inc. will be displayed for **Government Officials, Institutional Investors, US Cities, States, and Countries** seeking solutions to **Alternative Transportation Solutions**. The **Guideway System (and its Renewable Energy System)** is the critical key factor in the development of this project.



Heavy Lines- potential Guideway Corridors
Heavy Squares- Dual-Mode Station and Annexes
 [see attached map for Guide-way Configurations]

Projected Financial Revenues

Marketing revenues
 Tourism, Landmark, R&D

Government Initiatives
 TOD, Transit Village, Space, etc.

Corporate Alliances
 Dept. of Defense, USDOT, FTA

Institutional Investors
 TBA

Countries
 Global Impact (TBA)

Renewable Energy Investments
 Solar, Windmill, Biomass

Public / Private Partnerships
 TBA

Projected Financial Values for Burlington City Dual-Mode Inc.

\$2.2 Billion in assessed value (with initial developmental targets for Burlington Island)

\$150+ Million annually in revenues by 2013*

***this requires the targeted goals for reaching key Government Officials to assess Burlington City Dual-Mode Inc. and designate it as the official USA standard.**

This document was prepared by experts in the field of **Dual-Mode**, who have diverse knowledge of alternative transportation systems being studied globally. This forecast is based on information presented by Universities, Governments and Transportation Administrations.

Copyright 2009© by New Venture Associates II for DLF GLOBAL



DLF Group LLC (Team DLF-USA) has a global network of 2,600+ Energy Source Providers world-wide ready to implement technologies designed for the 21st century.



From left to right is CEO Ronald Dobisch of DLF Group LLC, Chairman Warren Tucker of DLF GLOBAL and Chairman Uzziyahu Im Ui of the Pennsylvania Chapter for Team DLF-USA. The team is standing in front of the only viable infrastructure scalable for developing countries around the world. This project has a verified value of \$1 trillion U.S. dollars.

PROPOSAL COVER SHEET - IDEA Programs

(Note: Proposals for the NCHRP IDEA program that exceed 15 pages including the cover sheet and all enclosures will be rejected.

Proposals for the Safety IDEA program, and for the Transit IDEA program, can be no longer than 25 pages.)

Proposal Submitted to: <input type="checkbox"/> Safety-IDEA <input type="checkbox"/> NCHRP-IDEA <input checked="" type="checkbox"/> Transit-IDEA		
For Use by TRB	Date Received	Proposal Number
Title of Project Burlington City Dual Mode www.gasfreenj.com		<input checked="" type="checkbox"/> Concept Exploration (Type 1) <input type="checkbox"/> Product Application (Type 2) Project Duration <u>12</u> months
Submission Date: 09/20/2009		Signed, unaltered, NRC liability <input checked="" type="checkbox"/> Yes certification enclosed with the proposal <input type="checkbox"/> No
Name/Address of Submitting Organization and Business Contact DLF Group Inc. P.O. Box 845 Willingboro NJ 08046-0845		Phone Cell (856) 986-2341 (856) (856) 979-6238
		IDEA Budget \$100,000.00 Cost Sharing \$100,000.00 = Total Project Cost \$200,000.00
Business Type <input type="checkbox"/> Academic <input checked="" type="checkbox"/> Profit <input type="checkbox"/> Non-Profit		Size (Number of Employees) <input type="checkbox"/> <10 <input checked="" type="checkbox"/> <100 <input type="checkbox"/> <200 <input type="checkbox"/> >200
Name/Address of Principal Investigator Warren Tucker II P.O. Box 845 Willingboro New Jersey 08046-1208		Telephone and Email (856) 979-6238 dlfgroup@juno.com www.gasfreenj.com Fax
Names of other Key Investigators Mayor Dr. James A. Fazzone \ Donald. J. Stoff \ Ronald S. Dobisch \ Adeline G. King \ Yung Chia \ Michael Trainor \ Chad Jenovsky \ Janet Lloyd-Church \		
Burlington City Dual Mode is an active project operating in Burlington City N.J. as a business venture. The information submitted is originally drafted from the DLF GLOBAL Business Plan dated back to Dec. 1999. While the focus of this proposal is on acquiring a Portable Guide-way System, other developments have already been put into practice, such as Dual-Mode Stations (Service Shops), National Job Creation Plan, Prototype Vehicles, Guide-way Plans for Burlington City, etc.,. Despite having a budget of \$5 million dollars over 30 years to work with, the Dual Mode Project is taking off, and can rebuild the American economy on a national scale and create millions of new good paying jobs. The DLF Guide-way System Demonstration will prove that the use of "Micro-Buses", "Specialized ISO 9000 Containers," and Passenger Vehicles on a Guide-way System can revolutionize the mobility of rural Transit, Freight and private Passenger travel. A properly engineered Guide-way System is " mass transit in disguise ", and blends buses, freight and cars to increase revenues via a modest toll.		

America Should Embrace Alternative Transportation Modes

Few are aware of the street-legal non-motorized vehicle (NMV), which uses micro-processed co-generation technology (computers, flywheels, magnetism and a battery pack) for propulsion (Re: "Re-Inventing the Wheel,"



A non-motorized vehicle (NMV) prototype.

Winter 2009 issue). The emission-free NMV blends the best of transit, automobiles, cycling and flight, while leaving out the negative aspects associated with those modes.

There are 12 types of NMVs being developed in the U.S., Canada, India, Ukraine and China. The City of Burlington, N.J., is an international landmark for the development of NMVs and "dual-mode" vehicles that

can run on both standard roads and guideway systems.

The NMV was built with a guideway system in mind, allowing everyone equal access to mobility. A guideway system along a few major corridors with a modest toll would

create new revenue streams for states and local municipalities.

The use of a guideway system gives commuters the benefit of "autopilot" in their own private vehicle, a feature that most people would gladly pay for. Having time to sip the coffee, read the paper, relax or nap (for the bold ones) is a luxury that the most expensive cars cannot offer. A 6-foot wide guideway system can move 12 freeway lanes of traffic at 60 mph.

Freight can be the main source for financing the guideway system. A readily available statewide evacuation plan is more feasible using guideways instead of highways.

The guideway system is America's alternative transportation solution. A guideway can use multiple sources of renewable energy

Continued on page 28

Letters

continued from page 2

(solar, wind, ocean, biomass, etc.).

The guideway system has been proven for well over 200 years around the world. Roller coasters, elevators, trains, escalators, monorails and maglev vehicles have a higher level of safety and reliability than random automobiles speeding on a highway.

A plan to fund 100,000 service shops across America to build NMVs and dual-mode vehicles has been in the works since 1999. A dual-mode petition before the U.S. Congress was somewhat successful in 2006, and now a more aggressive approach is being implemented. Several million jobs can very easily be created from the service shop plan, and the U.S. government must take this initiative

very seriously, or stand to lose their opportunity to rebuild America against nations that will readily see the benefits of non-motorized vehicles.

— WARREN TUCKER II
Technology Integrator
New Venture Associates II
Willingboro, N.J.

Vehicular Computing Technologies

Real solutions that turn the entire vehicle into a Supercomputer and Hard Drive.



DC to AC Power Inverters,
Hydraulic Tank, Filters and 4 Lead
Acid Batteries

(A) Vehicle Computer Systems,
Supercomputer, Laptop Docking
Stations and Tablet Portals

(B) Floppy Disc A://, Flash D://,
E:// Drives, Programmable High-
Speed Switching Pedals (featuring
Virtual Transmission, Anti-Back
Drive and Anti-Shock Memory II)

(C) Torque Converters, Mains C://
Drive Line, Laser and Fiber Optic
Guidance Fuzzy Logic Readers,
Hydraulic Starter/Generator with
Programmable Freewheeling
Circuits, Magnetic Alternators with
Air Clutch & Braking

Omni-Directional Functioning &
KVM Switch Steering Wheel (Air
Clutch & Braking), CPU Positioning
and Input Ports

Modems & Antennas, Emergency
Charger, Speakers and Radio

Battery and Hydraulic Tank
Breathers, Ionization Intake (for
the Driver) and Alternator Intakes
(not pictured)

(A)



(B)



(C)



Proper PHYSICS must be applied to make Vehicular Computing possible. The entire system functions via magnetic, laser and fiber optic devices. This is real innovative technology designed for the 21st Century!

Vehicular Computing Technologies!

Real solutions that eliminate gasoline engines and turn the entire vehicle powertrain into a hard drive.



In order to make Vehicular Computing feasible, proper physics must be used. This cannot be stressed enough! All the system drives are a disc array, which in its complete operation, form computer generated propulsion based simply on magnetic and optical input devices! This is real transportation technology in the new Information Age of Electronics and Computing!

This is how to read SPECS for a Non-Motorized Vehicle System.

[See inside Electronic Propulsion!!](#)

[SYSTEM_COMPONENTS.mp4](#) [INSIDE THE SYSTEM.mp4](#)



MAGLEV-2 Specs

The SPECS refer to propulsion systems designed for the **21st Century**, and have no association with antiquated fossil fuel engines or electric motors. Solid state propulsion systems are not posted at this time.

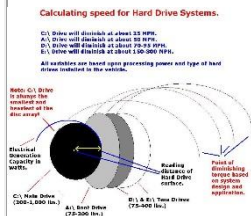
Your top speed-

Safe Mode (25MPH), Normal 75 MPH, Advanced 150 MPH+, Guideway 300 MPH+

100 MPH top speed (limited)

Acceleration speed-

0-60 (tba)



Driving Range- (equivalent to a gasoline vehicle)

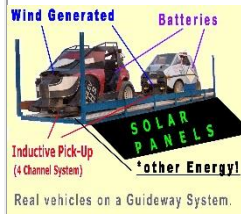
System efficiency is determined by the feedback against the cyclist and running time after cycle start up and power down.

See figure A on page 5.

3,000+ MPG equiv.

Power generated at lowest RPM-

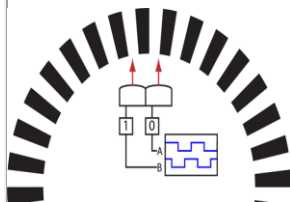
700+ ft. lbs. @ 1,000 RPM (idle)



Share capability-

See figure B on page 5.

5 Phase & 2 Auxiliary (Drive Ports)



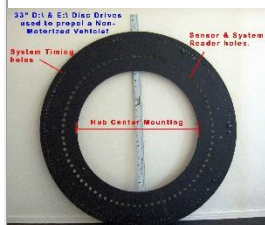
Programming for various system boot up & starting configurations-

Safe mode- allows booting up using a soft linear program setting.

Normal- is a startup for quick operation and take off.

Advanced- defined settings for severe applications.

Dual 12v-144v (Starter Circuits)




Definition for propulsion units installed in an NMV-

Channel 1- 1,000 are normal, preset configurations are based on system design. Programmable settings are modified via computer. The smaller system timing holes are used for input and the larger sensor system holes are used for output performance. A:// drive is always at the pedals, all other drives are fixed (synchronous) or asynchronous.

See figure C on page 5.

Hard Drives-
A:\, C:\, D:\, E:\, x:\

	<p><u>Break-Even factor-</u> determines how long you can operate the NMV in distance and input energy consumed. 1/16th input and 400+ output is greater than 16,000 percent efficiency. This also affects the power down factor, or how long a cyclist can sustain running A:// drive during the dropped cycle timing. A heavy duty system has a longer duration for dropped cycle times versus a smaller system.</p> <p><u>See figure D on page 5.</u></p>	99% Break-Even Factor @ 16,000+ efficiency
<p><u>Horsepower Comparison to a fossil fuel engine-</u> the basic system (20x20x20) can fit into a wide range of vehicles, up to and including tractor trailers. A 4 inch main shaft journal is recommended for heavy duty vehicles. This system ranges from 200 to 1,942 horsepower and is based on gross vehicle load ratings.</p>		300 HP+ (equiv.) @ 1,000 RPM
<p><u>Circuit rating for connecting an Inverter-</u></p>		48-144 volt Inverter Generation
	<p><u>Download necessary to operate NMV-</u></p>	1 Tb. Internet (req.)
<p><u>Locking capability on an incline-</u> Stage reductions in the rear end drive range from 1 to 4, depending on configuration set up installed.</p>		2.25 Worm w/ anti-back drive
	<p><u>System Software Configurations-</u> The network architecture used to define systems; The number of Asynchronized Drives (1AD) The last number is A:// Drive inch stroke (6) The software build version 1.8</p>	1AD6 ver. 1.8 (standard)
<p><u>Downloading Capability-</u></p>		
	<p><u>CPU System Distribution Timings-</u> <u>Electronic Propulsion-</u> is a collaboration of all synchronized system functions. <u>Virtual Transmission-</u> The clock speed of the system timed with the pedals determines transmission ratios which are no longer physical, so no gears are required for most system applications. <u>Instantaneous Rear-</u> Allows the user to change settings on demand while in use. <u>Substantial Braking-</u> The powerful braking effect using inductive forces reduces the need for traditional brakes and provides regenerative feedback.</p>	



Pedal Programming & Synchronization ratios-

Virtual- settings configured using Arduino Uno.

Manual- currently preset with no adjustment.

Cable- preset for high-speed pedal switching.

Fiber Optic- X axis for virtual transmission settings.

Laser- Y axis for virtual transmission settings.

Electronic- free wheeling and switch advancing for pedals to shift all drives.

Hydraulic- anti-feedback for cyclist to prevent blowback drive from system.

Pneumatic- 50 PSI snubbers used within pedals AFTER shifting has occurred.

Non-Motorized Vehicle load & duty ratings-

Light- vehicles under 4,000 pounds are prohibited from being used.

Medium- all vehicle classifications up to 26,000 pounds.

Heavy Duty- all vehicle classifications for vehicles 26,000 pounds and higher.

Xtreme Heavy Duty- EMP and extreme environment compliance with certification for applications where fossil fuel and electric vehicles are not desirable.



Documentation required for NMV operation-

See figure E on page 5.

Calculating speed for Hard Drive Systems.

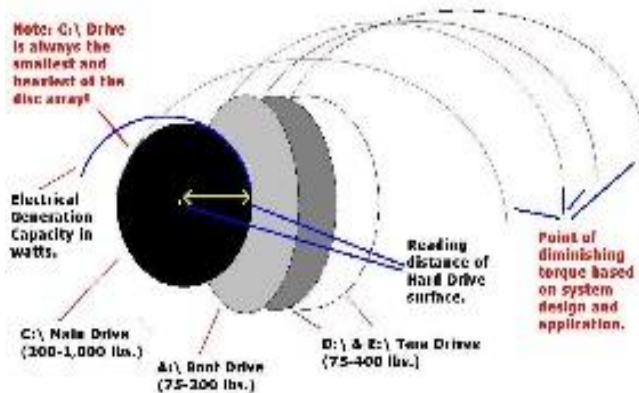
C:\ Drive will diminish at about 25 MPH.

A:\ Drive will diminish at about 50 MPH.

D:\ Drive will diminish at about 70-95 MPH.

E:\ Drive will diminish at about 150-300 MPH.

All variables are based upon processing power and type of hard drives installed in the vehicle.



Wind Generated **Batteries**

Inductive Pick-Up
(4 Channel System)

SOLAR PANELS

***other Energy!**

Real vehicles on a Guideway System.

DLF Global

Computer Generation Technology (Microprocessors) are used to create virtual distortion in a Crankshaft! A Computer is applied to an advanced Bicycle drivetrain, to propel a larger than normal vehicle. Electronics replace mechanical systems by removing the resistance a Cyclist would usually encounter in pedaling a Bicycle.



Electronic Systems can replace Mechanical Components!



Virtual distortion provides you with all the benefits of a large Gear, without the physical size needed for the actual component.

Project: NMD P11310-200005-072004

Origin:

NON-MOTORIZED VEHICLE

www.sky-wheels.com

Owner / Operators: DLF GLOBAL
DLF Group LLC & DLF Group Inc.
Willingboro, New Jersey

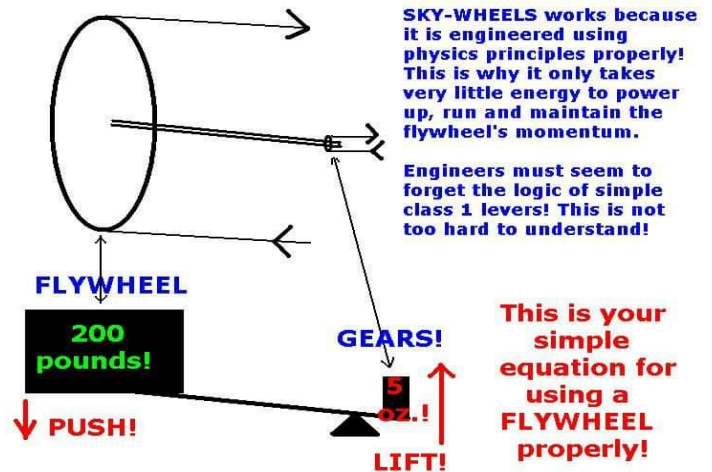
Agent: New Transport Association G
Willingboro, Delaware & Cherry Hill, New Jersey

United Nations Framework Convention on Climate Change
International Cargo Cycle Initiative (Caribian & OECD Countries)

Exhibiting Countries:

Exhibiting Countries:

How SKY-WHEELS NMV's work!



D.L.F. Group International Inc.

PRESENTS SYSTEM II version 17.25

Free standing ENERGY SYSTEM SERVERS designed for Homes, Businesses, Governments and Automobiles!



Official U.S. Department of Transportation statement on file

Recently you requested assistance from the US Department of Transportation. Below is our response to your request. If this issue is not resolved to your satisfaction, you may reopen it within the next 0 days. Thank you for allowing us to be of service to you.

Subject: **Non-Motorized Vehicles in the USA**

Discussion Thread

Response Via Email (US DOT Reference Service) 10/07/2015 11:16 AM

Warren-

Thank you for your comments. They will be forwarded to the Secretary's Office.

To contact Secretary Foxx, please write to:

The Honorable Anthony Foxx

U.S. Department of Transportation

1200 New Jersey Ave., SE

Washington, DC 20590

Sincerely,

Reference Services

National Transportation Library

Bureau of Transportation Statistics

Office of the Secretary for Research

U.S. Department of Transportation

Auto-Response 10/01/2015 11:25 PM

The following answers might help you immediately. (Answers open in a separate window.)

Answer Link: Definition of a Commercial Motor Vehicle

Answer Link: Sources of Airline Traffic Statistics

Answer Link: Fuel Economy Statistics Sources

Answer Link: Confirm Motor Carrier Licensing and Insurance

Answer Link: Statistics on Alternative Fuel Vehicles in the US

Customer By Web Form 10/01/2015 11:25 PM

Dear DOT,

Non-Motorized Vehicles (NMV's) will be on the road in the Northeast Region and eventually across the USA. These vehicles weigh several tons, which is causing confusion in the public. A 16,000 pound NMV was driven in New Jersey for demonstrations under the UNFCCC protocol. Skytoll is up FOR SALE to Developing Countries as numerous cities worldwide are banning diesel trucks. See http://www.sky-wheels.com/TECH_SALE_2.pdf

The NMV does not have any motor, and we will be addressing this issue with the U. S. Dept. of Transportation. We need additional policies supporting the use of NMV's as a new industry is being launched.

Thank you,

Warren Tucker

DLF GLOBAL

Question Reference **#151001-000051**

Mode of Transportation: **Bicycle**

Date Created: 10/01/2015 11:25 PM

Last Updated: 10/07/2015 11:16 AM

Status: Solved

[---001:001756:42255---]

Purchase Order

DLF Group Inc.

P.O. Box 845

Willingboro New Jersey 08046-0845

dlfgroup@sky-wheels.com

(856) 986-2341

Polito Auto Parts & Trucking

180 East 7th St.

Burlington, New Jersey 08016

Mesa, Arizona 85201
(908) 578-1514

Ship via

Code	Product Name/Description	Qty	Unit Price	Total
3AD6 ver. 18	2006 Freightliner	1	\$100,000.0	\$100,000.0
3AD6 ver. 18	2007 Freightliner	1	\$100,000.0	\$100,000.0
4AD6 ver. 22	2004 Peterbuilt	1	\$100,000.0	\$100,000.0
4AD6 ver. 22	2003 Peterbuilt	1	\$100,000.0	\$100,000.0
4AD6 ver. 22	2006 Freightliner	1	\$100,000.0	\$100,000.0
4AD6 ver. 24	2010 Kenworth	1	\$100,000.0	\$100,000.0
4AD6 ver. 22	2010 Kenworth	1	\$100,000.0	\$100,000.0
4AD6 ver. 22	2008 Peterbuilt	1	\$100,000.0	\$100,000.0
4AD6 ver. 24	2002 Freightliner	1	\$100,000.0	\$100,000.0
4AD6 ver. 22	2005 Kenworth	1	\$100,000.0	\$100,000.0

Date _____

THANK YOU for purchasing from **DLF Group Inc.**

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

www.dot.state.pa.us

Bureau of Highway Safety & Traffic Engineering
400 North Street, 6th Floor – Commonwealth Keystone Building
P. O. Box 2047
Harrisburg, PA 17105-2047



January 6, 2005

Mr. Ronald Dobisch
P.O. Box 2161
Willingboro, NJ 08046

Dear Mr. Dobisch:

Your December 17, 2004 e-mail note to Governor Rendell has been referred to me for a response.

Thank you, very much, for your submission on the New Physics Mag-Lev Bike. I have examined the website and reviewed other links as suggested. The device and its application demonstrate serious thought by your company regarding the future of transportation in America.

As much of the website is currently under construction, can you send us any additional information about the Mag-Lev Bike, particularly information about the HPV and associated mag-lev technology? We are interested to see how the Mag-Lev Bike fits with current vehicle definitions under Pennsylvania law.

Thank you for your interest in highway safety. Should you have any questions, please do not hesitate to contact David Bachman of my staff at 717-783-8444.

Sincerely,

A handwritten signature in dark ink, appearing to read "R. Craig Reed". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

R. Craig Reed, P.E., Director
Bureau of Highway Safety & Traffic Engineering



U.S. Department
of Transportation
**Federal Transit
Administration**

Headquarters

400 Seventh St., S.W.
Washington, D.C. 20590

OCT 16 2003

Mr. Warren Tucker
DLF Group Incorporated

P.O. Box 845
Willingboro, NJ 08046

Dear Mr. Tucker:

Thank you for your e-mail to Robert Owens of September 25, 2003, informing us of your interest in increasing mobility through the use of innovative modes of transportation.

At the Federal Transit Administration, we are constantly seeking ways to improve mobility, and we encourage the use of multimodal solutions to address the transportation challenges of citizens. One strategy involving incentives for workers to use alternative travel modes in their daily commute is the Commuter Choice program. Commuter Choice provides benefits for employees who use alternative modes in their commute. The website, <http://www.fta.dot.gov/library/policy/cc/cc.html>, describes the program and provides links to background information.

Decisions to implement transportation programs and strategies in metropolitan areas, however, are made by State and local officials, acting through an intergovernmental forum for decision-making termed a metropolitan planning organization (MPO). In managing this decision-making process, the MPO provides important opportunities to engage the general public in proposing future strategies. I encourage you to become involved in the MPO for your area, the Delaware Valley Regional Planning Commission. For more information, please contact Ms. Kendall Miller, Manager of Public Involvement, at (215) 238-2871, or via E-Mail at kmiller@dvrpc.org.

If you have any further questions, please feel free to call Ken Lord, at (202) 366-2836, or Keith Lynch, at (215) 656-7100.

Sincerely,

Charlotte M. Adams
Associate Administrator for Planning
and Environment



RICHARD J. CODEY
ACTING GOVERNOR

JACK LETTIERE
COMMISSIONER

STATE OF NEW JERSEY
DEPARTMENT OF TRANSPORTATION

1035 PARKWAY AVENUE

P.O. BOX 601

TRENTON, N.J. 08625-0601

609-530-3535

March 9, 2005

Warren A. Tucker II
Lane
PO Box 845
Willingboro, NJ 08046

Dear Mr. Tucker:

Acting Governor Richard J. Codey has forwarded to me for response your Internet communication supporting Assembly Bill Number 3441. I appreciate the opportunity to be of assistance to you.

The New Jersey Department of Transportation (NJDOT) has not taken a position on the bill at this time but does support and promote multiple modes of transportation, including bicycling. NJDOT considers the needs of bicyclists and pedestrians when highway projects are being designed and has an Office of Bicycle and Pedestrian Programs that works to improve the bicycling and walking environment throughout the state. For more bicycle and pedestrian program information, please access the NJDOT's web site at www.state.nj.us/transportation/ You may track the progress of Assembly Bill Number 3441 by accessing the New Jersey Legislature web site at www.njleg.state.nj.us/

I hope this information is helpful to you and thank you for taking the time to contact me.

Sincerely,

Jack Lettiere
Commissioner

Dear Warren Tucker:

Thank you for contacting the New York City Department of Transportation. Your message has been received by 2 - Customer Service for review and handling of your request.

Your NYC-DOT Correspondence case number is DOT-274018-Z1K8. This is your primary tracking number and must be used when following up on your case.

When your case is assigned, you will receive a notification of our actions.

Sincerely,

The New York City Department of Transportation.

Please note: forwarded message attached

From: Customer Service <CRM_autoresponses@dot.nyc.gov>

To: Warren Tucker <dlfgroup@juno.com>

Subject: Freight tricycle operation in NYC CRM:0025315

Date: Tue, 29 Sep 2015 12:11:32 -0400

----- Forwarded message -----

From: Customer Service <CRM_autoresponses@dot.nyc.gov>

To: Warren Tucker <dlfgroup@juno.com>

Cc:

Date: Tue, 29 Sep 2015 12:11:32 -0400

Subject: Freight tricycle operation in NYC CRM:0025315

Dear Mr. Tucker:

Thank you for your correspondence regarding freight tricycle operation in NYC.

The mission of the Department of Transportation is to provide for the safe, efficient, and environmentally responsible movement of people and goods in the City of New York. NYC DOT supports the use of non-motorized transportation in freight delivery through its Commercial Cyclist Program. For more information on commercial cycling in New York City, please visit: <http://www.nyc.gov/html/dot/html/bicyclists/commercial-cyclists.shtml>

Thank you for your concern for the streets of New York City.

Sincerely,

NYC Bicycle and Greenway Program

Bicycle and Greenway Program Borough Commissioner

----- Original message-----

From: Weiss, Mitchell@DOT
Date: Tue, Aug 16, 2016 5:07 PM
To: dlfgroup@sky-wheels.com;
Subject: Vehicle Miles Traveled

Mr. Tucker,

Thank you for your support of the California Road Charge Pilot Program. I encourage you to follow the progress of the program at <https://www.californiaroadchargepilot.com/>.

Regards,

Mitch Weiss

Deputy Director

California Transportation Commission

[916-653-2072](tel:916-653-2072)

From: dlfgroup@ [mailto:sky-wheels.comdlfgroup@sky-wheels.com] **On Behalf Of** dlfgroup@sky-wheels.com
Sent: Saturday, July 30, 2016 8:48 PM
To: California Transportation Commission@DOT <ctc@dot.ca.gov>
Cc: Warren Tucker <dlfgroupinc@gmail.com>
Subject: Vehicle Miles Traveled

Dear CTC,

We applaud your efforts to put together a road pricing program. The biggest challenge is designing a program that will have minimal financial impact on California's while being able to maintain and upgrade infrastructure.

DLF Group Inc. is looking to introduce MAGLEV 2 to the State of California. MAGLEV 2 offers a fixed cost to transportation, (Cars, Trucks, SUV's etc.), and will lower travel costs even with a substantially higher tax rate.

If drivers can get lower vehicle operating costs despite a high VMT tax, very few people would oppose the opportunity. A MAGLEV 2 Transportation Plan can provide a driver with unlimited mileage for a fixed cost, however, the TAXES on those miles must be paid but it is less expensive and more beneficial to the business community.

DLF Group Inc. is looking to fulfill EXECUTIVE ORDER B-32-15, (a call for 1.5 million alternative vehicles by 2025) and present a winning proposal that California's will support wholeheartedly.

Sincerely,

Warren Tucker
DLF Group Inc.

D L F Global

Team DLF-USA 2016



Skytoll's next step 2020 & beyond



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2:59

[VID 20110811 00043](#)

- 5 views
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2:17



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QUICK TEST RUN

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4:27

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[ARMOR NMV](#)

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[DLF T T CONVERSION PRO 2](#)

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[NMV GUIDEWAY 2014](#)

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- 2 years ago



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[PICT0042](#)

- 110 views
- 4 years ago



WATCHED

2:20

[BEYOND PHYSICS](#)

- 301 views
- 5 years ago

Reference Material related to Non-Motorized Vehicles

NJ_STUDY_ON_AUTOMATED_CONTAINERS

Laser-Powered Aircraft Are The Future of Flight

Plan To Spend \$90 Trillion Redesigning Cities Without Cars

PRT_Study_in_Finland

Global shift away from cars would save US\$100 trillion, eliminate 1,700 megatons of carbon dioxide pollution

Beyond_Google_and_Tesla

CHINA_HOARDING_RARE_EARTH_ELEMENTS

DRIVERS LICENSE VS RIGHT TO TRAVEL

DLF_TRB_Burlington_City

The_REV_DUAL_MODE_Book_ITT_3

Tommorows_Transportation

One Million Advanced Technology Vehicles on America's Roads

The New Jersey PRT_Dual-Mode study

TRANSPORTATION_ELECTRIFICATION

Beamed Laser Power

CHALLENGES_OF_SUSTAINABLE_TRANSPORTATION

Comparison Matrix of Ready and Emerging Innovative Transportation Technologies

Experts Ponder the Future of America's Interstate Highway System

YouTube Links for Non-Motorized Vehicles

<https://youtu.be/xC8Cj5klsJs>

<https://youtu.be/HwNZRyPbg7E>

<https://youtu.be/tubRV0gBpxg>

<https://youtu.be/AqbjyCrOg2U>

https://youtu.be/vuoRO_xGNB4

<https://youtu.be/PBcB352MUA>

<https://youtu.be/unmBZq0QlqY>

<https://youtu.be/v5GOCLnR0CY>

<https://youtu.be/tenFlvihk7I>

<https://youtu.be/Y2Tdj2c8rBI>