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**Human Powered Cargo Cycles are reducing the need for heavy duty Diesel burning trucks in urban centers.**



# HOW TO CONVERT A TRACTOR TRAILER TO NO GAS, NO PLUG-IN ELECTRONIC PROPULSION FOR UNDER \$10,000 DOLLARS



## INTRODUCTION TO NO GAS, NO PLUG-IN (NGNP) ELECTRONIC PROPULSION

NGNP is a ground breaking propulsion technology being tested for long-range heavy-duty trucking. This new concept is not an electric vehicle, and provides a reduced cost of maintenance compared to diesel and electric vehicles. NGNP technology offers reduced maintenance and is ideal for harsh cold weather conditions. The NGNP Feasibility Study is limited to ten businesses in the South Jersey Region. Businesses outside the region can apply, provided they do a work order promoting their business using a NGNP vehicle.



## TYPES OF HEAVY-DUTY TRUCKS

Most heavy-duty trucks can be converted to NGNP, which includes tractor trailers, buses, tri-axle dump trucks, cranes, disposal trucks, etc. A business that is qualified with a valid subscription to this feasibility study will receive an in-depth free consultation for the trucks they choose to retrofit.

## HOW TO CHOOSE YOUR TRUCKS

If your business doesn't currently have any "out of service" trucks on site, we recommend looking for trucks for sale that require an engine overhaul. Late model "out of service" fleet-maintained trucks can be purchased for less than \$10,000 dollars.



## PURPOSE OF FEASIBILITY STUDY

The purpose of this feasibility study is to demonstrate to several large investment groups that NGNP is a viable technology. The businesses that subscribe to this study will receive a NGNP Electronic Propulsion system for their truck, and can choose up to ten types of trucks for their business.

The NGNP systems will be paid for by the investment groups for the businesses, however, the businesses will be responsible for truck breakdown and installation costs.

## QUALIFY YOUR BUSINESS SUBSCRIPTION

To qualify your business to get NGNP, we recommend choosing ten trucks to be converted. Those trucks will be put on the investor's portfolio so the NGNP systems can be paid for by the investment group. The businesses will receive these NGNP systems at no cost to use in their business so the investment group can study the long-range feasibility of NGNP vehicles. Businesses must be subscribed to the NGNP study, whereby

the business is able to put a NGNP vehicle to work at their facility or do over the road demonstrations for the business. The work performed for the business using a NGNP vehicle must be a minimum work order of \$1,000.00 dollars in a given month to maintain a valid subscription. The work order must be paid in full at the time of work, and all work performed by the NGNP vehicle will be shared with the investment groups to show proof of concept. The subscription service will last a minimum of six months, and is based on the success and performance of the NGNP vehicles working with existing businesses.



## TRUCK BREAKDOWN PROCEDURES



Businesses can break down their own trucks to save money, the video shows a general breakdown of a Volvo D13 diesel engine. Remove the entire cooling, air filtration, exhaust and fuel systems. All fuel tanks, DEF and smoke stacks can be removed. Remove the entire head block and pistons, but leave the crankshaft intact. The bearing journals where the pistons were need to be clamped closed to seal off the oil fed pilot holes. The business can then install the NGNP system or have it installed by DLF Group LLC for \$10,000 dollars.



## INVESTOR TIMEFRAMES

NGNP Feasibility Study will operate for a minimum of six months using the existing proof of concept vehicles owned by DLF Group LLC. Based on the success of the feasibility study, businesses can look forward to making plans to get their trucks ready for NGNP System installations within the year. Once businesses receive a NGNP System, the business will work with the investment group for approximately one year to evaluate the performance of the NGNP System and address any concerns to business may have. The NGNP System has a million-mile warranty.

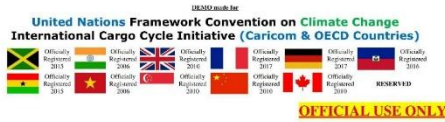
Project: NMV #11530-30808-072864

Origin:  Officially Registered 1989  Officially Registered 1999

## NON-MOTORIZED VEHICLE

Owner / Operators- DLF GLOBAL,  
DLF Group LLC & DLF Group Inc.  
Willingboro, New Jersey  
Agent: New Venture Associates II  
Wilmington, Delaware & Cherry Hill, New Jersey

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## THE 400-1,000 MILE TEST RUN

The NGNP vehicles will be doing long-range test runs after doing work studies with existing businesses. Businesses with a valid subscription will be able to do real time tracking of the NGNP vehicle and obtain premium advertising space on the trucks and trailers as they travel cross country. Based on the projected market study, advertising space may range from \$10-250,000.00 dollars per side. The NGNP vehicle is registered in approximately 175 countries worldwide, the top tier

countries are on the vehicle placard.



## LIVE BROADCAST INTERNATIONAL

The NGNP vehicle will be setting the standard for the global marketplace in the form of traditional style NGNP vehicles, Cargo Cycle Hubs and a new classification of Non-Motorized Vehicles using Supercomputers. This feasibility study is a paradigm shift in ground transportation.

## SUPERCOMPUTER VS. DIESEL



The NGNP Campaign will promote several different classifications of heavy-duty vehicles for the global marketplace, including Cargo Cycles and Human Powered Big Rigs to demonstrate the efficiency of NGNP vehicles. Businesses subscribed to this study will receive NGNP systems that make their vehicle function in a traditional manner, not human powered adaptability. The following vehicles listed below will be assigned to the work study

portion of the program and show up at the business location.

			
Non-Motorized Heavy Dump Truck	Non-Motorized Light Dump Truck	Non-Motorized Cargo Cycles	Non-Motorized Tractor Trailer

## PROOF OF NGNP WORK STUDY AND RESULTS

NGNP vehicles must perform work for businesses on the asphalt in real world conditions. The proof of these work studies will be shared with investors to demonstrate the NGNP concept in action.



# NORMAL COST OF NGNP ELECTRONIC SYSTEMS VS. ELECTRIC TRUCKS

NGNP Systems are being produced at low volume and currently cost \$300,000.00 dollars to produce. This feasibility study will reduce the cost of getting NGNP Systems to market.

## BIG RIG VEHICLE TO GRID TECHNOLOGY


NGNP vehicles will play a major role in vehicle to grid technology. Several states are currently trying to figure out how to make traditional electric vehicles work in the grid without depleting the batteries. NGNP vehicles operate like Uninterruptable Power Supplies, and therefore, are a built-in source of emergency power.

**Electronic Trucking**

presented to

**Dept. of Energy DOE**

**Dept. of Trans. DOT**



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