

In today's world, technology is both a benefit and a disadvantage. The disadvantage comes in the form of Extra Low Frequency (ELF) magnetic radiation. This ELF magnetic radiation upsets the “normal” cell profile. We all have a natural resonance created by cells and the earth's magnetic fields, when the cell is changed or under ELF magnetic stress, the cells exert energy in order to return to their “normal” resonance and vitality and also the intra cell communication is changed. This expenditure of energy and communication impairment, drains and weakens the cellular system, this can make you sleepy and fatigued, making it difficult to maintain peak performance levels. It will also take some time to recover our peak performance, if we are always in a ELF magnetic radiation environment then recovery may not happen at all. When driving we are all subjected to concentrated ELF magnetic radiation fields, so at the end of a medium length drive we feel drained, aggressive when minor road problems exist.

Lifeshields and Pulse Research & Development are in the business of researching magnetic radiation that affects the cells of the human body. The research today is focused on the Extra Low Frequency in the spectrum. This is from 1 Hz to 100Hz. All living cells are in a state of resonance or natural frequency and for Humans this is between 4 and 8 Hz. When the cell is exposed to magnetic radiation in this range it reacts in order to stabilise or return the cell to its “normal” resonance and intracell communication. Energy used by the body is taken away from the usual healthy working of the cells functions, which is your aliveness or normal vitality. The primary areas, visual, brain, vitality, physiology and psychological, are the main focused areas. These are the aspects that we believe are essential to the safety and good health of the driver and passengers.

For the last 10 years we have been developing a device for countering the effects of magnetic pollution on the human cell. We have conducted tests using “Driver Alert” with drivers of cars, motor bikes, trucks and busses, the results are very positive. It has been shown to significantly reduce the affects of ELF magnetic interference. These improvements are between 30 to 40%.

Cells Most affected

The device counters the affects of radiation and we have focused particularly in the areas of the Brain sleep centre, mental vitality, emotional vitality and the overall cell structure and function distortion caused by ELF magnetic radiation.

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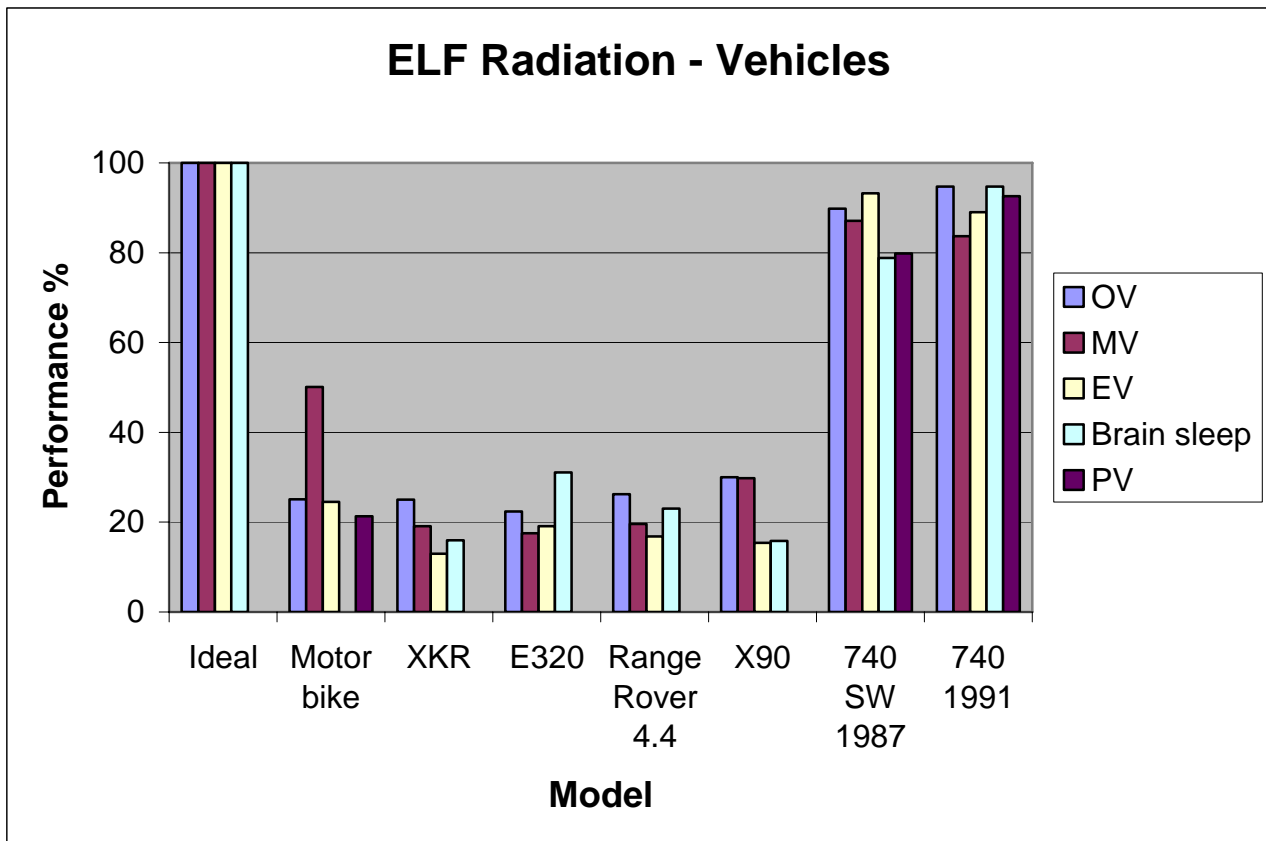
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Tests to date

The tests were conducted within the vehicles and the engine running.

Parameters tested using SE 5

Overall cell vitality
Mental vitality
Emotional vitality
Brain sleep centre
Physical vitality



Understanding Mental, Emotional and Physical Vitality

The body radiates and absorbs frequency waves of energy. Each cell's vitality works through energy patterns at specific frequency bands along with the electromagnetic spectrum. (The electromagnetic spectrum is a chart illustrating activities in the use of electromagnetic energy and used as a common denominator.

The biofield itself contains:

1) A mental state that records all experiences.

An emotional state that helps to balance mental awareness.

Physical state which contains the patterns for structure and function of the physical body.

Essentially each physical part, function, and imbalance has its connection to the emotional and mental states. By using our thinking, we tune into our mental thought processes and use our mental vitality, the emotional vitality by our feelings and physical vitality through the sensory and motor responses of the nervous system.

By recording a Biofield Analysis works like a radio tunes in on wavelengths of sound /energy from a commercial broadcasting station. We measure energy patterns that are out of resonance with the natural occurring patterns that maintain a high resonance of vitality within the human system. When such obstructions occur, as in the case of electromagnetic radiation effects surrounding the driver, the vitality of mental, emotional and physical balance may alter. Where these collective energies may no longer vibrate the rate of the normal total body energy, but set up a lower vibration of their own causing further interference's and multiple imbalances reducing the vitality of mental, emotional and physical fields even more.

Dictionary

Critical Elements that affect driver performance levels when surrounded by electromagnetic radiation conditions it also affects the passengers general well being.

Overall Vitality. 1) When this criteria is affected by electromagnetic fields the person's *awareness* and ability to receive information can become severely restricted.

Mental Vitality 2) This set of criteria affects *Alertness*, electromagnetic fields can critically hamper a person's ability to action information correctly within a given time span.

Emotional Vitality 3) The electromagnetic fields can upset the quality of each person's *Attention span* affecting critical decision - making criteria.

Any of the three and or cumulative conditions shown above can lead to a verity of the symptoms shown below:

Electromagnetic sensitivity

Stress

Feelings of despondency	<u>Palpitations</u>
Sweaty or shivery feelings	<u>Difficulty in sleeping</u>
Palpitations	<u>Teeth & jaw pains</u>
Butterflies in the stomach	<u>Problems with concentration</u>
Dry mouth	<u>Nausea</u>
Feelings of exhaustion	<u>Difficulty in seeing properly</u>
Vague aches and pains	<u>Aches in the muscles and joints</u>
Headaches	<u>Tensness around the shoulders and neck</u>
Irritable with everyone and everything	<u>Depression</u>
Thoughts of not being able to cope any more.	<u>Cardiac palpitations</u>
Loss of sense of humour	<u>Dizziness</u>
Fatigued	<u>Pressure on the top of the head</u>
Feelings that everything is hard to do	<u>A tingling or pricking sensation in the face or other areas of the body</u>
Short-term memory loss	<u>Eye irritation/dryness</u>
Feelings of tiredness and no energy	<u>Smoking or drinking more</u>
Doubts about your abilities	<u>Disturbed sleep patterns</u>

Cell Vitality

The most critical of these is Mental Vitality. However, Emotional and Overall Vitality play their parts. The total process encompasses the ability to receive valid and critical information, action the received data required for any given incident or task, (speed, obstacles, other vehicles, external environment etc.), then to digest the information and form a set of actions required to manage or avoid an accident is difficult and the decision time is extended. The lower the performance the more likely, the reception, analysis, decision making and then avoidance may result in a error or will be flawed.

Mental Vitality (Alertness)

The chart below is suggesting that the actual control is far from ideal. The figures for an aircraft without any counter measures should not be lower than 60-70% (Min). Being immersed in this level of ELF magnetic radiation for a long period of time, will result in higher risk of errors and longer driver recovery times, stopping for a brief time will not compensate. The recovery time is that time it takes for the driver to get back to "normal". If the driver is then subjected to long distance or long hours, recovery will be difficult because stress conditions start to become a serious factor for each person.

Overall Vitality (Awareness)

The next most significant aspect is Overall Vitality. This impacts the *Awareness*, which is the ability to receive information and the greater deviation from 100%, the less information is received. From the readings taken, the physical vitality was between 70 to 84% which suggests that there is sufficient physical rest and fitness of the driver tested. So this is not influencing the test results in any major way.

Emotional Vitality (Attention span)

This element deals with the empathy of the flight crew, cabin crew and passengers and will manifest itself in short temper, inability to reason and impacts the decision making ability. It reduces the *Attention* span as the persons` emotional performance decreases as it recedes from 100% level.

Driver test

A fit 25 year old had the task of driving 5 days a week between Bern and Milan. Leaving at 2200 and being back at base by 0500 the next morning. The vehicle was a light transport VW van LT35. Tests were conducted before the start and at the end of the trip.

Weather – fine conditions

Driver – alone in vehicle

Counter devices – Mobile phone and Driver Alert

Comments by the driver

Smoking - Usual trip 20 per trip after fitting driver alert went down to 5

Mobile – many calls during the trip to friends and colleagues to keep awake

