WHAT IS CLAIMED IS:

1. A foldable vehicle comprising:

at least two wheel-bearing armatures having first and second ends and defining a wheel-bearing armature longitudinal axis, each of said wheel-bearing armatures having at least one wheel assembly interconnected to the second end thereof and a wheel-bearing armature pivot hinge bracket disposed along the length thereof;

at least one seat-bearing armature having first and second ends and defining a seat-bearing armature longitudinal axis, the seat-bearing armature having a seating platform interconnected to the second end thereof and a seat-bearing pivot hinge bracket disposed along the length thereof; and

wherein the at least two wheel-bearing armature pivot hinge brackets and the seat-bearing pivot hinge bracket are configured to cooperatively interconnect to form a vehicle pivot hinge such that the armatures are pivotably interconnected about a single vehicle pivot point to move between at least two configurations:

a first riding configuration wherein the longitudinal axes of the two wheel-bearing armatures and the seat-bearing armatures have angular offsets relative to each other, and

a second folded configuration wherein the longitudinal axes of the two wheel-bearing armatures and the seat-bearing armature are roughly parallel.

2. The foldable vehicle of claim 1, further comprising a steering mechanism interconnected with at least one of said wheel-bearing armatures and configured to change to directional orientation of at least one wheel assembly relative to the vehicle.

3. The foldable vehicle of claim 2, wherein the vehicle comprises a front wheel-bearing armature and a rear wheel-bearing armature, and wherein the steering mechanism is pivotably interconnected with the wheel assembly of the front wheel-bearing armature to move between at least two configurations:

a first riding configuration wherein the longitudinal axes of the front wheel-bearing armature and the steering mechanism have angular offsets relative to each other, and

a second folded configuration wherein the longitudinal axes of the front wheel-bearing armature and the steering mechanism are roughly parallel.

4. The foldable vehicle of claim 3, further comprising a front wheel assembly lock configured to prevent changes to the directional orientation of the wheel assembly of the front wheel-bearing armature when in the folded configuration.

5. The foldable vehicle of claim 3, wherein the front wheel-bearing armature defines an internal volume having an energy storage device disposed therein.

6. The foldable vehicle of claim 2, wherein steering mechanism is at least one handlebar, and wherein the height and angle of the handlebar relative to the vehicle is adjustable.

7. The foldable vehicle of claim 1, wherein each of the wheel-bearing pivot hinge brackets and the seat-bearing pivot hinge bracket are disposed proximal to the first end of their respective armatures.

8. The foldable vehicle of claim 1, further comprising a pivot locking mechanism configured to disengageably lock the armatures in one of the at least two configurations.

9. The foldable vehicle of claim 8, wherein the pivot locking mechanism comprises a plurality of locking grooves and a cooperative locking pin configured to engage said locking grooves, said locking grooves being disposed on at least one of the at least two wheel—bearing armatures, and said cooperative locking pin being disposed on at least another of the at least two wheel-bearing armatures such that when the cooperative

locking pin is engaged within the locking grooves the at least two wheel-bearing armatures are prevented from pivoting relative to each other.

10. The foldable vehicle of claim 9, further comprising a locking mechanism disengagement element disposed on the seat-bearing armature and configured to disengage the pivot locking mechanism when the seat-bearing armature is pivoted upward relative to the axial alignment of the seat-bearing armature in one of either the first riding configuration or the second folded configuration.

11. The foldable vehicle of claim 1, further comprising a seat support element pivotably engaged at a first end thereof along the length of the seat-bearing armature and slidingly engaged at a second end thereof along the length of one of the at least two wheel-bearing armatures such that a roughly triangular configuration is formed between the seat-bearing armature, the at least one wheel-bearing armature and the seat support element.

12. The foldable vehicle of claim 11, wherein the axis of the seat support element is roughly orthogonal with the axis of the seat-bearing armature.

13. The foldable vehicle of claim 11, wherein the seat support element slidingly engages a channel disposed along a portion of the wheel-bearing armature, the channel delineating a curve-linear path between at least two configurations:

a first riding configuration wherein the longitudinal axes of the wheel-bearing armature and the seat-bearing armature and the seat support element have angular offsets relative to each other, and

a second folded configuration wherein the longitudinal axes of the wheel-bearing armature and the seat-bearing armature and the seat support element are roughly parallel.

14. The foldable vehicle of claim 13, wherein the seat support element comprises a resilient member.

15. The foldable vehicle of claim 14, wherein the seat support element is configured such that when the seat-bearing armature is pivoted into the second folded configuration the resilient member is placed into tension such that a resilient locking force is applied to the seat-bearing armature to urge said seat-bearing armature into position in the second folded configuration.

16. The foldable vehicle of claim 13, further comprising at least one additional resilient element disposed in relation to said seat support element to apply a force thereto, thereby urging said seat support element into at least one of either the first riding configuration or the second folded configuration.

17. The foldable vehicle of claim 1, wherein the vehicle comprises two wheel-bearing armatures, a front wheel-bearing element having a front wheel assembly with a single wheel, and a rear wheel-bearing element having a rear wheel assembly with at least one wheel.

18. The foldable vehicle of claim 17, wherein the rear wheel assembly comprises at least two wheels interconnected via a fixed axle.

19. The foldable vehicle of claim 17, wherein the rear wheel assembly comprises at least two wheels interconnected via an axle pivotable about a point perpendicular to the axis of the rear wheel-bearing armature.

20. The foldable vehicle of claim 1, further comprising at least one luggage rack disposed on at least one of the wheel-bearing armatures, said luggage rack being pivotable between at least two configurations:

a first riding configuration wherein the longitudinal axes of the wheel-bearing armature and the luggage rack have angular offsets relative to each other, and a second folded configuration wherein the longitudinal axes of the wheel-bearing armature and the luggage rack are roughly parallel.

21. The foldable vehicle of claim 1, further comprising at least one electric motor disposed within at least one of the wheel assemblies and an energy storage device interconnected therewith.

22. The foldable vehicle of claim 1, further comprising an electronics interconnection disposed thereon, the electronics interconnection in signal communication with at least one sensor configured to deliver information on at least one vehicle parameter and deliver information from the at least one sensor to the personal electronic device.

23. The foldable vehicle of claim 22, wherein the at least one vehicle parameter is selected from the group consisting of vehicle speed, energy consumption, energy reserve, mileage, and direction.

WHAT IS CLAIMED IS

1. A foldable vehicle comprising:

at least two wheel-bearing arms each having first and second ends and each defining a wheel-bearing arm longitudinal axis, each of said wheel-bearing arms having at least one wheel assembly interconnected to the second end thereof and a wheel-bearing arm pivot hinge bracket disposed along the length thereof;

at least one seat-bearing arm having first and second ends and defining a seat-bearing arm longitudinal axis, the seat-bearing arm having a seating platform interconnected to the second end thereof and a seat-bearing pivot hinge bracket disposed along the length thereof;

a seat support element pivotably engaged at a first end thereof along the length of the seat-bearing arm and slidingly engaged at a second end thereof along the length of one of the at least two wheel-bearing arms such that a triangular configuration is formed between the seat-bearing arm, the at least one wheel-bearing arm and the seat support element; and

wherein the at least two wheel-bearing arm pivot hinge brackets and the seat-bearing pivot hinge bracket are configured to cooperatively interconnect to form a vehicle pivot hinge such that the wheel-bearing arms and seat-bearing arm are pivotably interconnected about a single vehicle pivot point to move between at least two configurations:

a first riding configuration wherein the longitudinal axes of the at least two wheel-bearing arms and the seat-bearing arm have a first angular offset relative to each other, and

a second folded configuration wherein the longitudinal axes of the two wheel-bearing arms and the seat-bearing arm have a second angular offset relative to each other wherein the second angular offset is smaller than the first angular offset.

2. The foldable vehicle of claim 1, further comprising a steering mechanism interconnected with at least one of said wheel-bearing arms and configured to change the directional orientation of at least one wheel assembly relative to the vehicle.

3. The foldable vehicle of claim 2, wherein the vehicle comprises a front wheel-bearing arm and a rear wheel-bearing arm, and wherein the steering mechanism is pivotably interconnected with the wheel assembly of the front wheel-bearing arm to move between at least two configurations:

a first riding configuration wherein the longitudinal axes of the front wheel-bearing arm and the steering mechanism have angular offsets relative to each other, and a second folded configuration wherein the longitudinal axes of the front wheel-bearing arm and the steering mechanism are parallel.

4. The foldable vehicle of claim 3, further comprising a front wheel assembly lock configured to prevent changes to the directional orientation of the wheel assembly of the front wheel-bearing arm when in the folded configuration.

5. The foldable vehicle of claim 3, wherein the front wheel-bearing arm defines an internal volume having an energy storage device disposed therein.

6. The foldable vehicle of claim 2, wherein the steering mechanism is at least one handlebar, and wherein the height and angle of the handlebar relative to height of the remainder of the vehicle is adjustable.

7. The foldable vehicle of claim 1, wherein each of the at least two wheel-bearing arm pivot hinge brackets and the seat-bearing arm pivot hinge bracket are disposed proximal to the first end of their respective arms.

8. The foldable vehicle of claim 1, further comprising a pivot locking mechanism configured to disengageably lock the at least two wheel-bearing arms in one of the at least two configurations.

9. The foldable vehicle of claim 8, wherein the pivot locking mechanism comprises a plurality of locking grooves and a cooperative locking pin configured to engage said locking grooves, said locking grooves being disposed on at least one of the at least two wheel-bearing arms, and said cooperative locking pin being disposed on at least another of the at least two wheel-bearing arms such that when the cooperative locking pin is engaged within the locking grooves the at least two wheel-bearing arms are prevented from pivoting relative to each other.

10. The foldable vehicle of claim 9, further comprising a locking mechanism disengagement element disposed on the seat-bearing arm and configured to disengage the pivot locking mechanism when the seat-bearing arm is pivoted upward relative to the axial alignment of the seat-bearing arm in one of either the first riding configuration or the second folded configuration.

11. The foldable vehicle of claim 1, wherein the axis of the seat support element is orthogonal with the axis of the seat-bearing arm.

12. The foldable vehicle of claim 1, wherein the seat support element slidingly engages a channel disposed along a portion of the wheel-bearing arm, the channel delineating a curvilinear path between at least two configurations:

a first riding configuration wherein the longitudinal axes of the wheel-bearing arm and the seat-bearing arm and the seat support element have a first angular offset relative to each other, and

a second folded configuration wherein the longitudinal axes of the wheel-bearing arm and the seat-bearing arm and the seat support element have a second angular offset relative to each other wherein the second angular offset is smaller than the first angular offset.

13. The foldable vehicle of claim 12, wherein the seat support element comprises a resilient member.

14. The foldable vehicle of claim 13, wherein the seat support element is configured such that when the seat-bearing arm is pivoted into the second folded configuration the resilient member is placed into tension such that a resilient locking force is applied to the seat-bearing arm to urge said seat-bearing arm into position in the second folded configuration.

15. The foldable vehicle of claim 12, further comprising at least one additional resilient element disposed in relation to said seat support element to apply a force thereto, thereby urging said seat support element into at least one of either the first riding configuration or the second folded configuration.

16. The foldable vehicle of claim 1, wherein the vehicle comprises two wheel-bearing arms, a front wheel-bearing element having a front wheel assembly with a single wheel, and a rear wheel-bearing element having a rear wheel assembly with at least one wheel.

17. The foldable vehicle of claim 16, wherein the rear wheel assembly comprises at least two wheels interconnected via a fixed axle.

18. The foldable vehicle of claim 16, wherein the rear wheel assembly comprises at least two wheels interconnected via an axle pivotable about a point perpendicular to the axis of the rear wheel-bearing armature.

19. The foldable vehicle of claim 1, further comprising at least one luggage rack disposed on at least one of the wheel-bearing arms, said luggage rack being pivotable between at least two configurations:

a first riding configuration wherein the longitudinal axes of the wheel-bearing arm and the luggage rack have angular offsets relative to each other, and

a second folded configuration wherein the longitudinal axes of the wheel-bearing arm and the luggage rack are parallel.

20. The foldable vehicle of claim 1, further comprising at least one electric motor disposed within at least one of the wheel assemblies and an energy storage device interconnected therewith.

21. The foldable vehicle of claim 1, further comprising an electronics interconnection disposed thereon, the electronics interconnection configured to deliver information on at least one vehicle parameter to a personal electronic device.

22. The foldable vehicle of claim 21, wherein the at least one vehicle parameter is selected from the group consisting of vehicle speed, energy consumption, energy reserve, mileage, and direction