

Automotive Radar: Yet Another Wireless Hazard

Since WWII, radar microwaves have been identified as a human health hazard. Medical literature documents radar damage to the eyes, the cardiovascular system and the skin. Radar deployed on military bases has been linked to fetal abnormalities. Civilian communities near radar installations report clusters of sickness, including cancer. A Swedish study of factory workers exposed to radar and other microwave equipment reported: "...An over-representation of lens opacities [cataract formation] could be observed in personnel in lower age groups. Furthermore, it was noted that changes in the retina resembling chorioretinal scars were present in a significant number of workers." Radar-induced illness and disability often appears after a latency period. This is especially true of radar eye damage.



The Wireless Radiation Industry is now transforming consumer vehicles into **mobile radar installations**. Many new vehicles are coming to market equipped with driver-assist systems (DAS), featuring lane departure and collision warning, active cruise control and automated parking. These are radar systems, up to three per vehicle, which propagate and amplify in-your-face microwaves in the name of "safety." The frequencies of 24 billion hertz and 76 to 79 billion hertz, within the millimeter wave band, are favored for these systems. Molecules in human flesh, punished with 77 billion hertz, are **forced to change polarity** between positive and negative **77 billion times in one second!**

The picture above shows how the car in the back slams driver-assist microwave radar into the environment, locking onto the vehicle and bicycle in front of it, while engulfing pedestrians. Propagated for many meters, this radiation easily infiltrates window glass and the bodies of every human within range. Metal hit by radar beams reflects and magnifies the fields. Microwave radiation is internationally designated as a possible carcinogen, although it meets Bradford Hill criteria as a **CONFIRMED HUMAN CARCINOGEN**, in the same category as asbestos and nuclear radiation.

Human health and human genetic integrity is of virtually no concern to the corporate megalith which promotes microwave driver assist-systems and driverless technologies. Self-driving vehicles now under development will feature up to ten radar installations and ten additional sensor antennas. Radiation profiteers are required to produce no environmental impact statement before deploying automotive radar and lidar technologies. Nor are they required by US regulators to produce an iota of scientific data proving the health safety of vehicle radar propagated at ground level. We are left to assume that invisible auto radar radiation will produce the same manifestations of disease, disability, deformity and premature death as that documented for many unfortunate radar victims of the past.

National V2V Surveillance Just Ahead

And next comes the vehicle-to-vehicle collision avoidance project (V2V), approved in early 2014 by the US Department of Transportation and the National Highway Traffic Safety Administration. In late 2016, US regulators proposed new rules requiring automakers to adopt within five years crash-avoidance technologies, to include powerful V2V microwave antennas embedded in all new cars. V2V technologies will be part of the 5G Revolution and will ultimately allow vehicles to communicate with one another. Although techno-dreamers foresee the possible end of auto crashes thirty years from now, they make no mention of the massive increases in sickness, cancer and fetal abnormalities that could accompany a national ground-level radar system of this magnitude.



As this Department of Transportation picture reveals, each antenna-laden vehicle is slated to continually broadcast gigahertz carcinogen into the flesh of drivers, passengers, and all other living creatures within range. V2V antennas will be powerful enough to propagate pulsing, data-bearing microwaves for about 900 feet in all directions. Thousands of tower and pole microwave antennas will be needed to unify the V2V system so that various agencies can collect real-time information including: vehicle identification and location, who is driving (and how) and even the number of vehicle occupants. This gives clue to the innumerable high poles, cameras and sensors being mounted on freeways and highways across the nation, some of which will provide vehicle-to-infrastructure (V2I) communications. V2V and V2I will ultimately be used by "overseers" to remotely disable target vehicles from central headquarters.

The European REFLEX studies of 2004 demonstrated **rapid and catastrophic DNA destruction** from 1.8 billion hertz (gigahertz) emitted by 3-G cell phones. Far more energetic microwave frequencies of 24 billion hertz and 76-79 billion hertz, all within the 5G millimeter wave band, will be developed for V2V antennas. Planners are also discussing a V2V broadcast frequency of 9.5 billion hertz for some applications. A recent medical study of workers exposed to 9.4 gigahertz (a marine radar frequency) found abnormal cell alterations indicative of oxidative stress from this radiation. Researchers reported: "**Results suggest that pulsed microwaves from working environments can be the cause of genetic and cell alterations and that oxidative stress can be one of the possible mechanisms of DNA and cell damage.**" Blasting back and forth from car to car, automotive radar beams will yield a new dimension to urban traffic jams!

So far, scientific research on millimeter radiation (over 30 billion hertz) and terahertz radiation (over 300 billion hertz) has documented these bio-effects: **DNA destruction, interference with gene replication, decrease in learning capacity/memory, skin inflammation, effects on cellular growth, plus acute eye damage.** Why, before federal approval of V2V, were not proper studies conducted on how hyper radar radiation will affect human vision, hearing, brain function and driving skills? The likely answer is that such studies would terminate unsafe driver-assist and V2V radar.

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