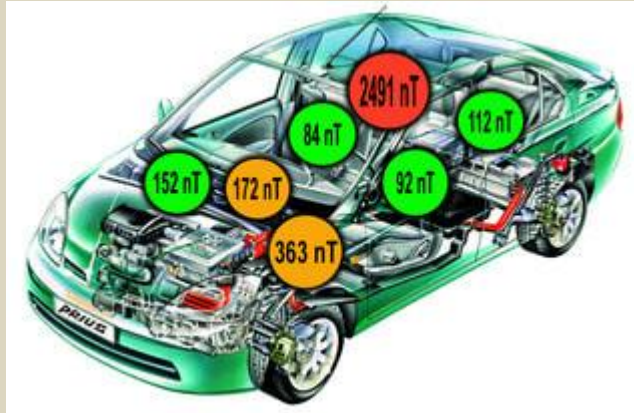


The Microwave Automobile---youre being nuked while you re driving

Automobiles are "driving microwave ovens" (2): Japanese car Prius rising to the top in Europe and the United States

2015-07-11 19:02:36 | [Electromagnetic waves](#)



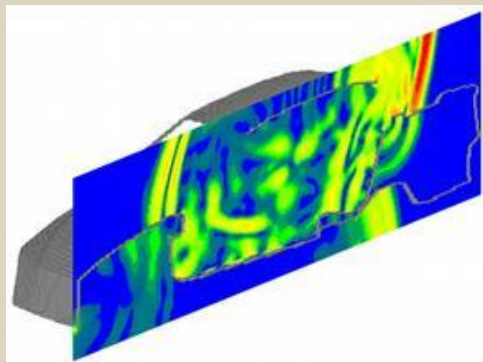
After that, I found the following site through research, so I would like to introduce it.

The Prius is the main target, but the same can be said for hybrid cars, electric cars, and gasoline cars in general.

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car electromagnetic waves

Source <http://blog.minouche.jp/article/132295601.html>



Automobiles are now electronically controlled and receive radio waves from radios and car navigation systems . What about electric cars and hybrid cars that have been developed as "environmentally friendly" to reduce CO2 emissions ? Are electric cars safe vehicles? Experts fear electromagnetic waves could cause cancer

Electric cars are quietly haunting garages, streets and cities.



Electric cars may be good for the planet, but some people are concerned that the magnetic fields in cars are bad for the health of drivers.

The dangers of electromagnetic fields in hybrid cars and electric cars began to be discussed on Internet bulletin boards as soon as the first cars started running .

In a hybrid vehicle, the flow of electricity to the motor creates an electromagnetic field (EMF).

Many studies have linked EMF exposure to a possible increased risk of serious health problems such as cancer, miscarriage and leukemia in children.

The batteries and power cables of electric and hybrid vehicles are usually located close to the driver and passengers, which means that long-term exposure to electromagnetic fields is unavoidable.

According to the World Health Organization (WHO), "some citizens are blaming low levels of EMF exposure for a range of symptoms. Reported symptoms include headaches, anxiety and suicide



© CORBIS . These include depression, nausea, fatigue, decreased libido, sleep disturbances, headaches, fatigue, and loss of concentration and memory." Jim Motavali of The New York Times reports that some hybrid

car owners A person measures his car with an electromagnetic wave meter, sees the results, and is concerned.

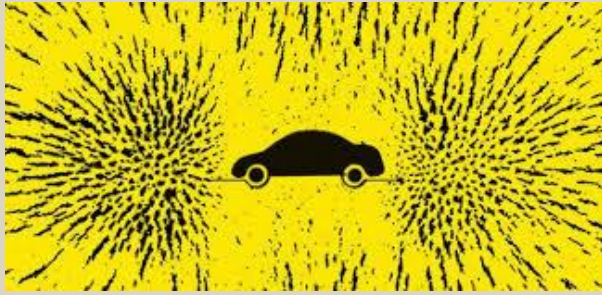
But a new study led by Norway-based SINTEF argues that these concerns are overblown.

We measured the EMF levels of seven types of electric vehicles, a hydrogen-powered vehicle, a gasoline vehicle, and a diesel vehicle, both at the test site and while driving on the road.

The electromagnetic exposure of an electric vehicle was measured at the highest value near the floor where the battery was located when the vehicle started.

All measurements were below 20% of the lower limits of magnetic field exposure recommended by the International

Commission on Non-Ionizing Radiation Protection (ICNIRP).



The sensor picked up a burst of radiation at the same level as the launch.

Measurements taken on the head, chest and feet were less than 2% of the recommended values. For gasoline and diesel vehicles, the exposure was about 10% of what is considered safe.

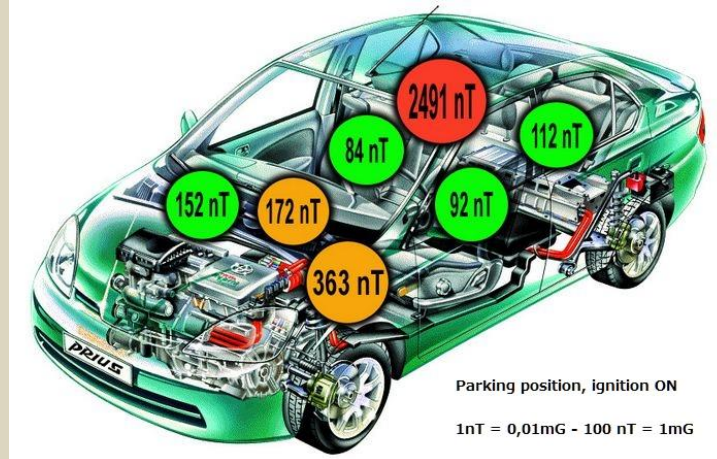
"Absolutely nothing to worry about," says SINTEF physicist Kari Henriksen.

Regardless of the vehicle type, the rotation of the wheels itself generates a significant magnetic field.

A study in seven countries now claims that there is no evidence or basis that electric vehicles do not generate electromagnetic fields higher than recommended values.

Actually, there was an article that measured a hybrid car.

It seems that the electromagnetic wave measurement rear right seat of Toyota Prius was the highest, 2491 nT = 24,91 milligauss , which is about 10 times the Swedish magnetic field regulation value of 2.5 milligauss . Exhaust gas that can be seen with the naked eye may be reduced because it does not use a lot of gasoline, but invisible electromagnetic smog is generated by that amount. It may be that "there is no immediate damage to health" , but I think it is natural to think about the burden on the body of continuing electromagnetic radiation exposure over a long period of time. In particular, first children, then women, and finally men are said to be most susceptible.

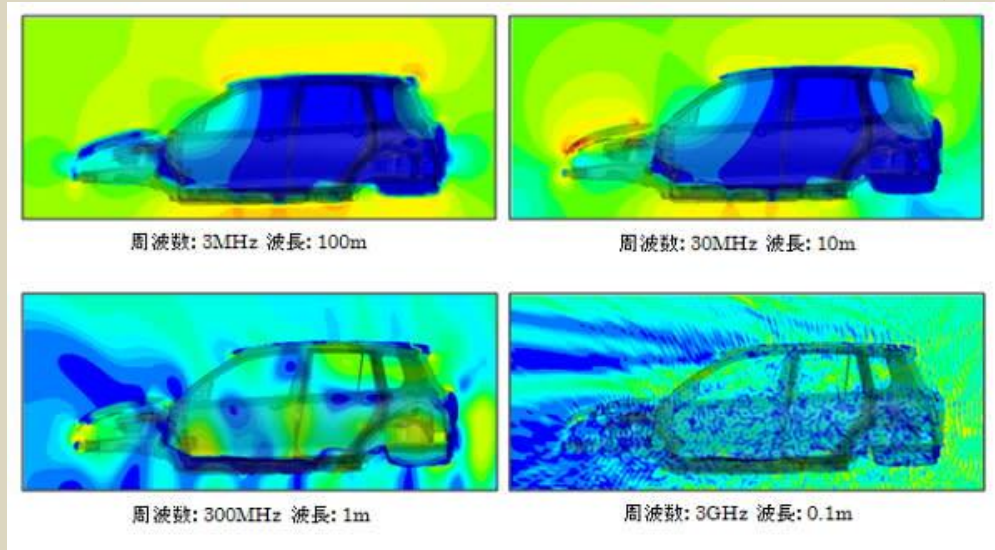


===== End of quote =====

Furthermore, if you go back to the source of this article itself, you will find the following French site. Looking at this, you can see how "fuel-efficient and comfortable Japanese cars" are being hit like enemies in Europe and the United States from the perspective of the danger of electromagnetic waves. The Japanese people don't know anything about these circumstances, and they drive around in comfortable Prius as if it were a matter of course.

Automobiles are “driving microwave ovens” (1) The biggest taboo in the Japanese economy

2015-07-12 08:00:25 | Electromagnetic waves



Automobiles are “running microwave ovens” (1)

A car, even a gasoline car, is actually a "running closed room" where the adverse effects of electromagnetic waves are concentrated, such as lowered immunity, drowsiness, and reduced attention. When it comes to hybrid cars and electric cars, the electromagnetic waves naturally exceed those of gasoline cars.

Getting into a car is like crawling into a 'metal closet'. It is a special environment called a closed space where the amount of exposure to electromagnetic waves is high.

And many of today's cars are mostly computer-controlled, not to mention electromagnetic waves from additional electrical equipment such as navigation systems, air conditioners, and stereos. In the first place, intense electromagnetic waves and magnetic fields from high-output engines, motors, and batteries under the floor and high-frequency electromagnetic waves propagating from the outside are constantly present.

Electromagnetic waves, especially high-frequency electromagnetic waves, are diffusely reflected and amplified inside a car, which is a sealed metal box.

In particular, it is said that using a smartphone while driving is equivalent to committing suicide. This is because smartphones (or mobile phones) used in the car frantically search for the next base station antenna so that the call will not be interrupted while moving, so the radio waves are many times stronger than when talking on the sidewalk. It is from. By the way, the electromagnetic waves of smartphones are said to be about 10 times stronger than those of Garakei.

Even if the inside of a car looks state-of-the-art and has outstanding comfort, there are still few cars that have taken thorough measures against electromagnetic waves in advance, and in reality it is almost impossible.

Low-frequency electric fields and **high-frequency electromagnetic waves** can be easily blocked by metals, human bodies, concrete, etc., but low-frequency magnetic fields can be easily penetrated by steel plates.

Of the above three, the low-frequency magnetic field is said to have the most certain carcinogenic potential.

No matter how much shielding is used, it is only natural that the interior rear seat of the Prius exceeds 100 milligauss (safety value is less than 1 milligauss). Complete blocking of low-frequency magnetic fields is not possible with modern technology. The best way to avoid that risk is to just leave. That is, do not ride.

Whether it's a Prius, a Lexus, or a Porsche, all of them are electromagnetically "quiet scaffolds", despite their comfortable appearance. Riding in a car that does not have any measures against electromagnetic waves on a daily basis is like living under high-voltage power lines.

Electromagnetic waves are invisible and almost imperceptible to the average person. It is only when you calmly understand the danger that you take measures against the irreversible health damage you are suffering. It's not too late even when you realize it.

For reference, let's listen to what the on-site engineers have to say.

Below, "blue" is all quotes, but "bold" is by the quoter. <http://www.customerwise.jp/jirei-sample/mazda-sample.htm>



Mazda E&T Co. , Ltd. is a wholly owned subsidiary of Mazda Motor Corporation, which mainly conducts research and development of Mazda vehicles.



— Please tell us about the difference between electromagnetic wave analysis for cars and electromagnetic wave analysis for general electronic devices such as home appliances (points unique to cars).

IMHO, "bigger" will make a difference. **Simply put, cars are bigger than TVs and refrigerators.** Due to the huge size, the amount of mesh cuts increases during simulation, and the amount of calculation increases. In addition, a large number of fine meshes are required to model the large number of parts installed in a car with high accuracy. If it's just a simulation of one part, it's possible with free software if it's extreme. However, **when trying to know the "overall electromagnetic wave situation" of a car equipped with many parts, the amount of calculation becomes enormous.**

"Cars are bigger than TVs and refrigerators," he says. Isn't that a very frank and clear answer typical of an engineer? "Big" isn't enough, they even say "huge".

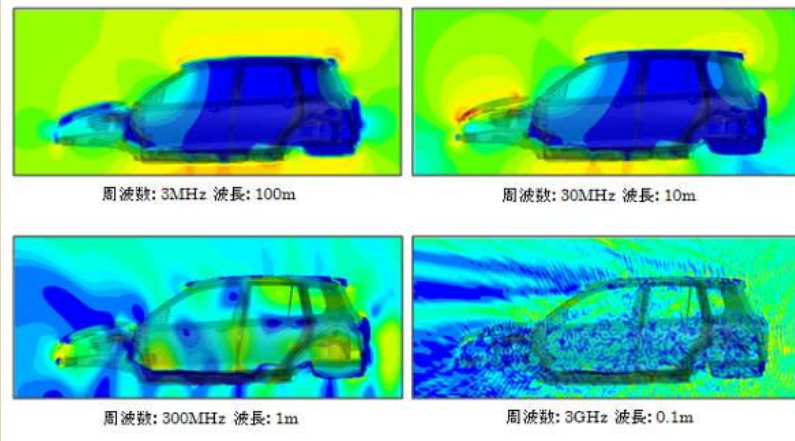
It would be so. Refrigerator and washing machine motors do not have the power to move objects weighing 1 to 2 tons at speeds of 100 km/h or more. However, it can still pose a problem as a source of electromagnetic waves in the home. If you compare a large refrigerator for home use and a normal private car, the ratio of electromagnetic waves generated will be more than 1:1000. That's what "huge" means. Compared to home appliances, private cars can be said to be "industrial level".

In the first place, a car is a "metal closet" so small that you cannot even stand inside it. Isn't it the smallest room with the lowest ceiling among the rooms you go in and out of on a daily basis? Drivers, passengers, and family members will continue to

be exposed to a large amount of electromagnetic waves while being transported literally "tied" by seat belts in an extremely closed space where they have to be very close to a "huge electromagnetic wave source." Become. A car is already an extremely dangerous "closet" if we only consider the "proximity" between the power engine, which is a "huge source of electromagnetic waves", and the people who ride in it.

- Smart keyless entry

With smart keyless entry, the doors are unlocked simply by pressing the car's door handle switch (lock/unlock button). The exchange of electromagnetic waves at this time is as follows: 1): When the door handle switch is pressed, a weak radio wave is emitted from the car. 2): When the driver (key) receives the radio wave, the key transmits a radio wave to the car saying "I am nearby." It's a dandori that automatically cancels. **In other words, the first source of electromagnetic waves is not the key, but**



the car.

In other words, the driver can get into his car really "smartly" by exposing himself to the specific electromagnetic waves emitted by his car while walking towards it. However, is this "keyless entry" that uses electromagnetic waves essential in the first place?

Not at all. **This is nothing more than a childish gimmick to give the driver a childish sense of "technical superiority".** There's nothing you can't do without. All you have to do is insert the key and turn it. wouldn't it?

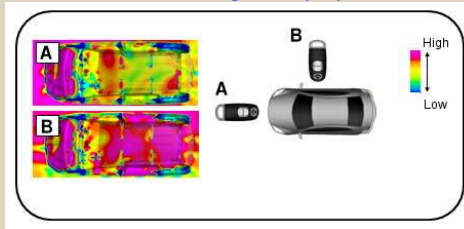
"Keyless entry" might also make some sense if the car automatically comes in front of the driver. But if that's not the case, and the driver himself has to go to the door after all, what's the point?

Originally, a car is a mechanically controlled vehicle operated by an engine (internal combustion engine), a steering wheel, and gears. Thirty years ago, cars had only radios and cassettes as electrical components, and **electromagnetic compatibility** was not so important.

To put it simply, "electromagnetic compatibility" means "safety measures against the dangers of electromagnetic waves", but among engineers in the automobile industry, this easy-to-understand expression seems to be a "taboo" that should not be used.

However, with the passage of time, the number of electrical components in cars, such as ETC and car navigation systems, has increased. The opening and closing of the windows has changed from manual winding to motor-powered power windows, the

speedometer has changed from an analog type with a moving needle to an electronic digital display, and even **engine starting**



can now be electronically controlled with smart keyless entry.

Moreover, electronic control (computer control) has gradually spread not only to the external electrical equipment, but also to the fundamental parts related to the operation of the car, such as the adjustment of the fuel injection amount of the engine and the brake control. **Today, there are dozens of computers (CPUs) inside cars, and the internal electrical wiring extends**



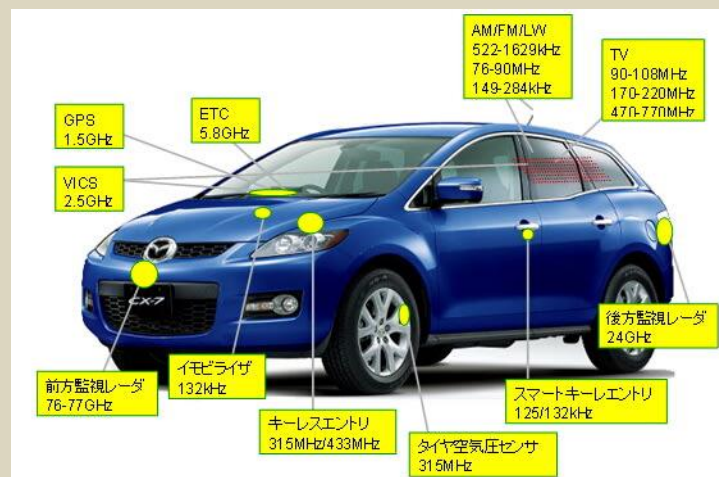
several kilometers in length if it is stretched straight.

Cars are equipped with many electrical components such as car navigation systems, keyless entry systems, ETC systems, audio systems, and meters.

In this way, as the number of "electrical parts" in cars has increased, ensuring electromagnetic compatibility has also become important.

The diagram below shows various devices that use electromagnetic waves. In other words, it is only "an electromagnetic wave source as a means of utilization".

The unwelcome "electromagnetic wave source as a by-product" that inevitably occurs is not an issue here. However, there are already so many "electromagnetic sources as means of utilization", and it can be considered that this is continuing to "increase and enrich" year by year.



It is said that the "largest sources of electromagnetic waves" in automobiles are the power train (engine, motor, battery) and tires, but of course these are "sources of electromagnetic waves as by-products". All common devices and equipment

such as in-vehicle lighting, power windows, air conditioners, and wipers become "electromagnetic wave sources as by-products."

Thinking calmly, no place is surrounded by a greater variety of electromagnetic sources than the interior of a car.

The electromagnetic environment at home and work is often a problem, but cars seem to be a blind spot. However, for some people, this may be the place where they are habitually most exposed to electromagnetic waves.

The more we demand "comfort" from automobiles, the more electromagnetic sources there will be, and the more "microwaves" in automobiles will advance. The more "comfortable" and "people-friendly" cars become, the more CPUs and electronic circuits are installed inside the car, and the tighter the electrical wiring inside the car becomes. will increase. This is the reality of today's "comfortable" automobiles.

1. Collision avoidance radar

Uses radar to determine the position of vehicles running around the vehicle and prevents collisions.

2. Smart keyless entry

The first source of electromagnetic waves is the car, not the key.

3. Tire pressure sensor



Some car models display an LED warning on the front panel when tire pressure drops.

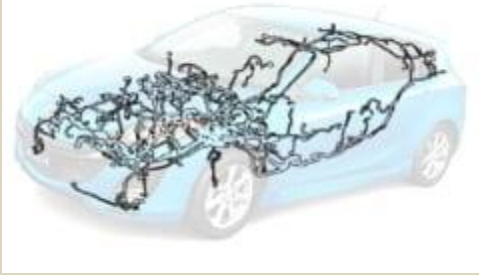
4. Immobilizer

An immobilizer is a mechanism that prevents theft by not accepting duplicate (counterfeit) keys.

5. ETC, VICS (congestion information), radio, TV. Devices that receive electromagnetic waves from the outside.

These are the main sources of electromagnetic waves in cars. Keyless entry has the strongest electromagnetic waves among these.

The above is an interview in 2010, and it is highly possible that Mazda Motor Corporation has further "enriched" the "electromagnetic wave source" since then. "A lot" would be an understatement.

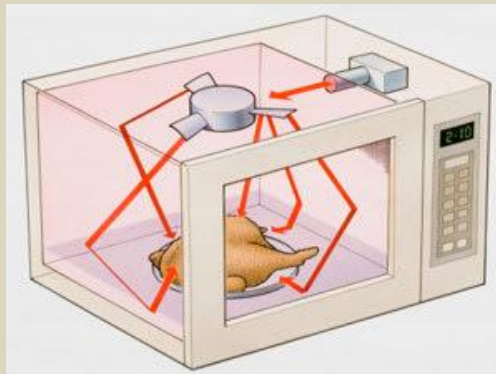


Extensive electrical wiring inside a car (There are now dozens of computers (CPUs) inside a car, and the internal electrical wiring extends several kilometers in length if it is stretched straight.)

Every car maker will be the same or different. This is an illustration from 2010, but today, it can be assumed that the electrical wiring and circuits of any automaker are becoming even more "dense". It can be said that the number of wires increases year by year, and we are heading towards a state similar to silkworm cocoons .

The driver and his family will be housed in this "metal closet" completely surrounded by electromagnetic sources . **Where else can we be so intensively exposed** to a wide variety of harmful electromagnetic waves, ranging from very strong to very weak ? If so, please let me know.

There is no escape anyway. There is no way to keep a safe distance from the electromagnetic source. And because the electromagnetic waves are diffusely reflected and amplified inside the metal box, they penetrate the live people inside the car over and over again. Drivers and people in the car are chickens in the microwave.



Close proximity to the source of electromagnetic waves

Concentration of various electromagnetic waves

Airtightness of exposure space

Habituation of radiation exposure (frequency/duration)

As described above, the naive explanations of engineers who try to use various "electromagnetic wave sources" for the driver's "comfortable car life" show how harmful the driver is in the driver's seat. You can see if you are surrounded by "electromagnetic sources" and are constantly exposed to radiation.

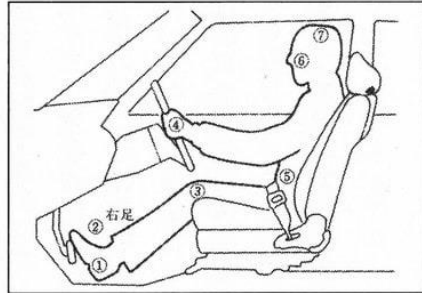
The following materials are detailed measurements of electromagnetic waves for each location in the car. mG is milligauss.

普通乗用車（図 A）と高級乗用車（図 B）の各部の電磁波

●外部ボンネット上は全て 100mG 以上

エンジンルームのオルタネーターが電磁波発生の主な原因であると考えられる。近い足元ほど、電磁波の影響を大きく受ける。(株)プリオ測定)

A 普通車の運転席

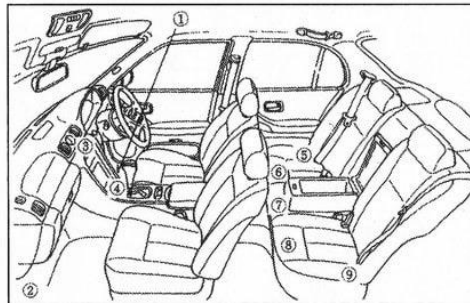


測定箇所	電磁波 (mG)		
	アイドリング時	2000rpm/m	3000rpm/m
①左足	35	100 以上	100 以上
②右足	25	100 以上	100 以上
③膝	13	100 以上	100 以上
④手	7	20	25
⑤腹	1	3	4
⑥顔	0.8	1.5	2
⑦頭	0.6	1.5	2

●アイドリング時に電磁波測定

運転席、助手席だけでなく後部座席も（特に右側）強い電磁波が出ている

B 高級乗用車の室内



測定箇所	電磁波
①アクセル部	100mG 以上
②助手席左足元	100mG 以上
③ギアシフト部	25mG
④フロントボックス中央	10mG
⑤右後部席右後	100mG 以上
⑥右後部席前中央	35mG
⑦後部席前中央	10mG
⑧左後部席前中央	10mG
⑨左後部席左後	25mG

出典：(株)プリオ測定資料より

Simply put, the driver's seat is an "electromagnetic execution platform" similar to the inside of a microwave oven. Not a place for very flesh and blood "sane" people to sit. A good place for a robot or a terminator to sit. For a pregnant woman to drive a car is either extreme ignorance or insanity.





Mazda Motor Corporation has published such a website naively, but I could not find similar sites or articles for Toyota, Nissan or Honda.

The automobile industry in Japan is now a key industry that supports Japan's exports , and has established a solid position as a major industry that occupies the center of the economy that supports the nation . Therefore, it is destined to constantly add new added value and continue to stimulate consumer willingness to buy. It will inevitably create “more comfort” and “additional electromagnetic sources” , and drivers will pay more “invisible price” to enjoy such “additional value” .

Whether it's a car or a smartphone, only the Japanese media is unusually silent among developed countries about the dangers of electromagnetic waves . In particular, the problem of "the danger of electromagnetic waves in automobiles" may be the biggest taboo that newspapers and television should never touch in Japan, where the automobile industry is the driving force of the nation.

It goes without saying that all automakers are among the largest sponsors of Japanese media. Remember when **TEPCO was one of the biggest media sponsors in Japan?** And the fact that **NHK** was a major shareholder of Tokyo Electric Power Company and held 14.5 billion yen in stock as of March 11.

Any sane adult should be able to imagine the existence of “self-censorship for the consideration of sponsors by the mass media”. When I say this, there are people in the world who immediately label it as "a conspiracy theory!" In the first place, people who dislike conspiracy theories are Santa Claus believers who want to believe that there is nothing wrong with the world. To people who insist that "Santa put the presents, Daddy didn't put them ! "

In the country of Japan, there is a curious tradition that the general public is always kept ignorant of the large potential dangers . And it has a strange habit of quickly forgetting the general public, who should have suffered a great deal of damage . What have you learned from 3.11?

Then-Chief Cabinet Secretary Yukio Edano left us with the famous saying , "It does not have an immediate effect on the human body or health ." Were you one of those who were convinced?

By the way, there is a fact that Yukio Edano secretly evacuated his family to Singapore while saying this on TV and trying to reassure the people. At that time, families of high-ranking Japanese government officials were evacuating to Singapore one after another, and the local Japanese community thought that Japan was over.