

CAR NEWS

Tesla Model S Burns To The Ground At Norway Supercharger

by Paulo Acoba 2d ago
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Man Dies After His Tesla Motors Inc Car Crashed Into

A Tesla Model S hooked up to a Supercharger in Norway suddenly caught fire and burnt to a fiery crisp while the owner was away.

December 29, 2015 9:19 am in Technology

(NASDAQ:TSLA) stock price ended down \$1.62 on

Apex Tribune

NATIONAL NEWS BUSINESS & FINANCIAL NEWS TECH & SCIENCE HEALTH & LIFESTYLE

TESLA MODEL S SPONTANEOUSLY COMBUSTED ON NEW YEAR'S

GAS2

BURN RUBBER, NOT GAS

Hybrid / EV Biofuels Car Hacks / DIY Cycles Motorsp

Tesla Model S Bursts Into Flames While Charging

January 1st, 2016 by Steve Hanley

On New Year's Day, a Tesla owner in Norway plugged in his Tesla Model S at a SuperCharger station near Kristiansand in the Aust-Agden region and went off to do some shopping while his battery recharged. A few minutes later, his car burst into flames and was destroyed. The duty officer at the campus police office of Jon Kiltres College told Norway's [VG News](#), "We received notification at 2.29 pm that a car was on fire near a cafe on Brokelandthelia. We came out with the fire brigade and police, but it turned out that this car was burned out when the emergency services arrived at the scene." Fortunately, there was no one in the car at the time and there were no injuries.

YAHOO! TECH

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Tesla Model S bursts into flames while super charging in Norway

Lulu Chang
Digital Trends
January 2, 2016




Consumer Safety Cover-up- The Tesla Motors Scandal
Report Draft 1.3 - Provided to NHTSA, FBI, DOJ, FTC, SEC, GAO, Governor, U.S. Senate, National Media, Voters Organizations

Public officials have been intentionally covering up a safety issue, reported to them, by multiple parties, in writing, as early as 2008, that has cost American lives, destroyed homes and introduced cancer and fetal damaging vapors into the environment.

The facts upon which these statements are based are proven by tens of thousands of published news stories, which document these incidents actually occurring, and, ironically, on published state, and federal reports, documenting credible findings which prove that these horrific safety incidents have occurred, and will continue to occur.

While these dangers are even more profoundly documented than the GM ignition switch disaster and the Takata air bag crisis, and far earlier, nothing has been done about the danger, aside from having Google remove all references to it on the Internet.

Why is this being covered up?

What sort of malfeasance would incite public officials to hide the facts about such an epic public danger?

GREED!

It turns out that Senators, and their families, ie: Feinstein, Reid, etc. covertly own stock and business interests in the companies that are creating the death, toxicity and destruction.

It turns out that current, and former White House staff, ie: Gibbs, Axelrod, Plouffe, Eric Holder, etc. covertly own stock and business interests in the companies that are creating the death, toxicity and destruction.

It turns out that Department of Energy leaders including Steven Chu and his staff, not only own stock and business interests in the companies that are creating the death, toxicity and destruction; they also help run those companies.

It turns out that State of California officials, including Tax and Controller officials, gave money to the companies that are creating the death, toxicity and destruction; and then helped take campaign funds in, from those companies, for themselves and their bosses.

It turns out that the Silicon Valley campaign manipulators who gave money to all of the above, including John Doerr, Eric Schmidt, Steve Jurvetson, etc. own parts, or all, of the companies that are creating the death, toxicity and destruction.

The facts are obvious: **Idiotic self-centered greed, by public officials, created a threat to public safety by placing personal profiteering over consumer welfare.**

This is a demand for justice and protection, on behalf of the public. It is unconscionable that American, and international, voters and consumers should have their lives, homes and health put at such risk by the wanton greed of out-of-control public servants.

Not all public officials have been implicated. Senator Chuck Schumer once publicly called for a safety

review of lithium ion batteries but was shouted down by his peers. The public is encouraged to seek out public officials who will take action, on behalf of the public. The public is also encouraged to sue Tesla Motors in order to call attention to these outrages.

Members of the public are taking this news article to staff at Tesla show-rooms, and factories, world-wide, as well as the landlords, adjacent retail merchants and each of their insurance companies, globally. It is hoped that all adjacent parties will adjust their insurance coverage, accordingly, relative to these now, widely documented, issues.

At a point where the voting public have told leading polls (including Gallop, etc.) that they have the lowest trust in the U.S. Congress, in history, and the highest disdain for CORRUPTION, in a national election year, it would seem to be “political suicide” for public officials to further this cover-up.

NEWS CLIPPINGS FROM AROUND THE WORLD:





Lattice Energy LLC

Tesla Motors Model S car catches fire on road
Incident occurred on October 1, 2013 near Seattle, WA

While nothing is totally conclusive yet, circumstances are suspicious re battery

Large Lithium-based EV batteries are potentially risky

Lewis Larsen

President and CEO
Lattice Energy LLC
October 3, 2013



Tesla Stock Tumbles After Model S Catches Fire

WATLX October 3, 2013 (AP)

By MIKE BAKER Associated Press



Shares of electric car company Tesla sank more than 6 percent Wednesday after an Internet video showed flames spewing from one of the company's vehicles near Seattle.

Source: <http://www.king5.com/news/local/Tesla-stock-tumbles-after-Model-S-catches-fire-near-Seattle-20131001.html>

Contact: 1-312-861-0115
lewislarsen@gmail.com

<http://www.slideshare.net/lewislarsen>

October 3, 2013

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Lattice Energy LLC

Thermal runaway severity varies in Lithium-based batteries

"Garden variety" thermal runaways:

- Temps: ~300° C up to 600° C (Lattice's criteria)
- Reasonably well understood failure events
- Triggered by substantial over-charging or excessively deep discharges of Li batteries
- Triggered by external mechanical damage to battery cells, e.g., crushing, punctures; growth of internal dendrites pierces plastic separators



Field-failure thermal runaways can also include electric arc internal shorting:



- Temps: > 600° C - can go up to thousands of ° C with arcs
- Much rarer and comparatively poorly understood by industry
- Many believe triggered and/or accompanied by electrical arc discharges (internal shorts); what causes initial micro-arcs?
- Much higher peak temperatures vs. garden variety events
- Lattice suggests: super-hot low energy nuclear reactions (LENRs) could well be initial triggers for some % of them

November 3, 2019

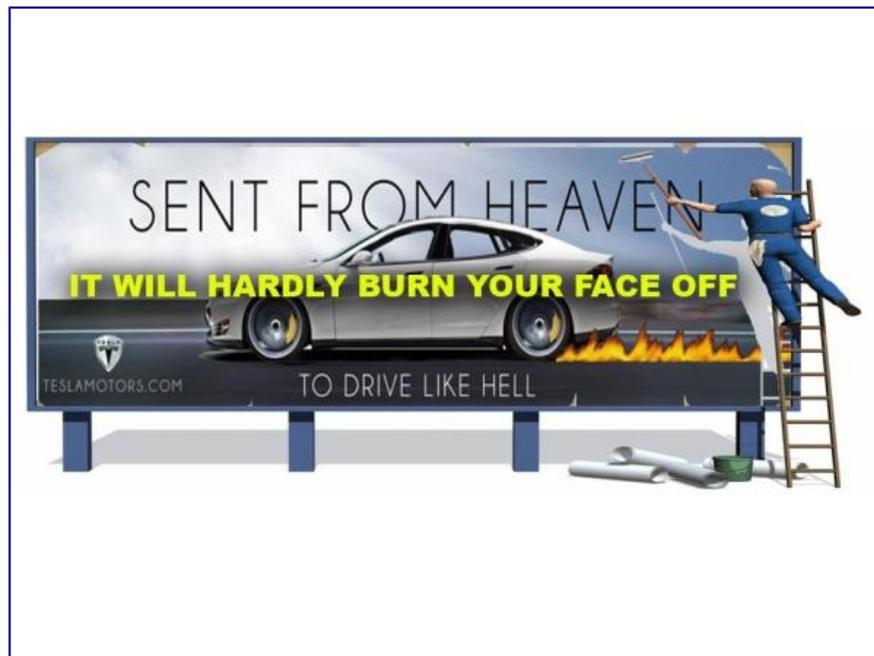
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Get in touch

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18

Studies prove: Tesla drivers like more **drugs and **twisted sex** in addition to **severe douche-baggery!****



Airbus to drop lithium-ion batteries for A350 due to regulatory concerns

By Associated Press, Updated Thursday, February 14, 6:44 PM

NEW YORK — Airbus is dropping lithium-ion batteries from its new A350 airplane because of uncertainty surrounding the technology that has led to the grounding of Boeing's 787.

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Airbus says it does not expect the battery switch to delay the A350.

Federal officials grounded the 787 last month because of problems with its lithium-ion batteries that caused one fire and forced another plane to make an emergency landing.

Airbus says the A350 uses batteries in a different setup to the 787, making it unlikely that it would face the same problems.



IS YOUR PACKAGE SAFE TO MAIL?

You could be mailing hazardous materials and not even know it.

UNITED STATES POSTAL SERVICE

SAYS LITHIUM BATTERIES ARE DANGEROUS!!



Did you know that many common household items are dangerous to ship? Even items that are permitted in the mail can present a hazard if improperly packed, exposed to temperature changes, and variations in atmospheric pressure.

USPS® is committed to keeping your mail safe. Log on and see if the item you wish to ship is allowed. Learn more about how to prepare this type of mail safely.

WARNING: Persons who knowingly mail items or materials that are dangerous or injurious to life, health, or property in violation of 39 U.S.C. 3018 may be liable for a civil penalty of at least \$250, but not more than \$100,000 for each violation; the costs of any cleanup associated with each violation; and damages.

Visit usps.com/ship/can-you-ship-it.htm for more information.

UNITED STATES POSTAL SERVICE

YET ANOTHER WAY TO SET YOUR TESLA ON FIRE!





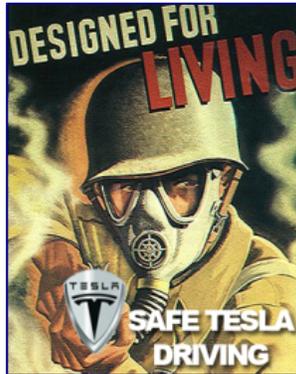
FIGURE 9. HIGH-SPEED VIDEO CAPTURE OF EXPLODING CELL

5.1. MULTIPLE CELL TESTS IN THE 60-CUBIC-FOOT CHAMBER

A series of tests were conducted to determine the flammability of multiple cells, simulating the likely physical configurations that would be found in bulk shipment. The tests were conducted using the 7.27-litre gas, 70 ml of 1-propanol, and a wire basket suspending the cells 1" above the floor. The cells were tested in groups of 4, 8, and 16 in both 50% and 100% charged states.

5.1.1. The 50% Charge

Tests were conducted in similar peak temperatures measured 12" above the fire pan, of approximately 1200°-1300°F. The duration of the peak temperature increased with additional cells, but the peak peak did not significantly vary. The peak is about 100°-200°F above that of the 1-propanol fire alone. Peak heat flux was under 0.5 Btu/ft²-sec. The heat generated by the burning atmosphere was usually enough to cause the adjacent cells to ignite. Generally, the cells would eventually reach the Second Event, however, once the alcohol fire was exhausted, the atmosphere did not ignite. Cells at a 100% charge were negligible. Figure 10 shows a typical test with eight cells.



This is the Tesla battery inside the MILITARY-GRADE BLAST CHAMBER that it must be used in at the Tesla Factory because of the EXTREME EXPLOSION DANGER of the Tesla Battery

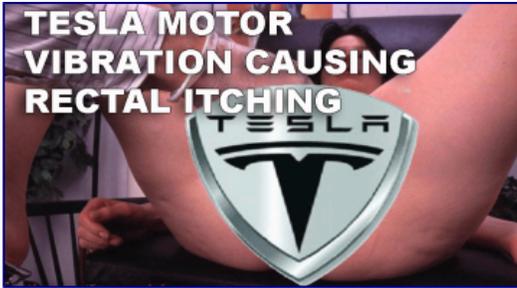


**DRUNKS & Douche Bags Drive Teslas
Making crashes 50% more likely**



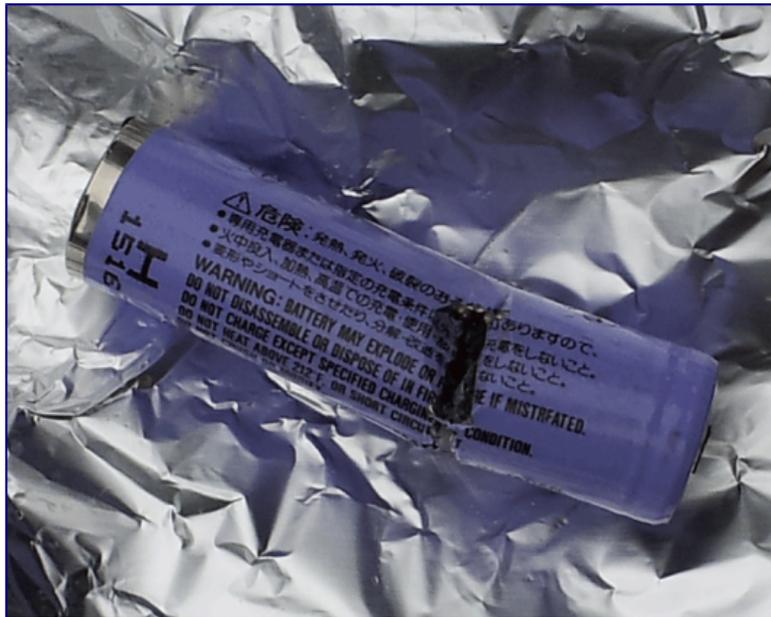


**TESLA MOTOR
VIBRATION CAUSING
RECTAL ITCHING**

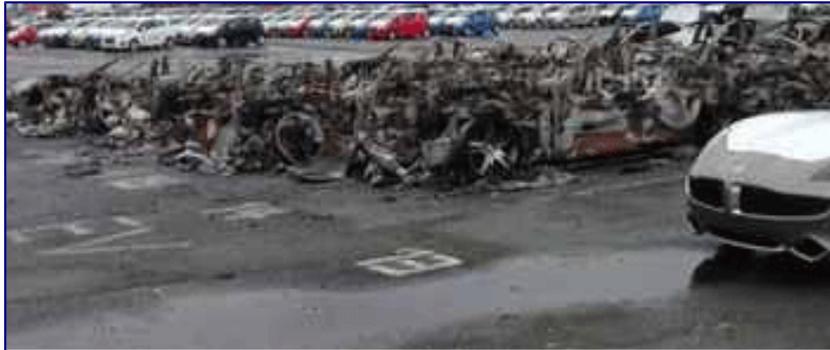


**DOUCHEBAG
TRAGEDY**





**THIS IS ONE OF TESLA'S
BATTERIES. EACH TESLA
HAS OVER 7000 OF THEM.
A CRACK THIS SMALL CAN
RELEASE POISON GAS
AND BLOW UP YOUR TESLA**



Millions of dollars of lithium ion electric cars that exploded because they got wet!

ConsumerReports.org Find Ratings

Consumer Reports' Tesla Model S P85D breaks—before testing begins

A broken power door handle is one of the most common Tesla problems

Last updated: May 15, 2015 02:15 PM



Find Ratings



Hybrid/EV

See Dealer Pricing

A new car shouldn't have problems when you've owned it for less than a month. Yet Consumer Reports' brand-new \$127,000 Tesla Model S P85 D, with the fancy retractable door handles refused to let us in, effectively rendering the car undrivable. (Read "Why We Bought a Tesla Model S.")

After we'd owned the P85 D for a mere 27 days, with just over 2,200 miles on the odometer, the driver-side door handle failed. The door handles in the Model S retract electrically so they nest flush with the sides of the car when they're not in use. Walk up to the car with the key fob in your pocket, and the handles move out

to allow you to grip them.

Except this time, the one on the driver's door of our P85D didn't pop out, leaving us no way to open the door from the outside. And significantly, the car wouldn't stay in Drive, perhaps misinterpreting that the door was open due to the issue with the door handle. We have observed other vehicles likewise prohibiting driving with a door open.

We're far from the first Tesla owners to experience this problem. Our car reliability survey shows that doors, locks, and latches are the biggest trouble areas with Teslas and that the Model S has far higher than average rates of such problems.



Driver's door handle is stuck.









TESLA BATTERIES EXPLODE INTO FLAMES ON PUBLIC ROAD



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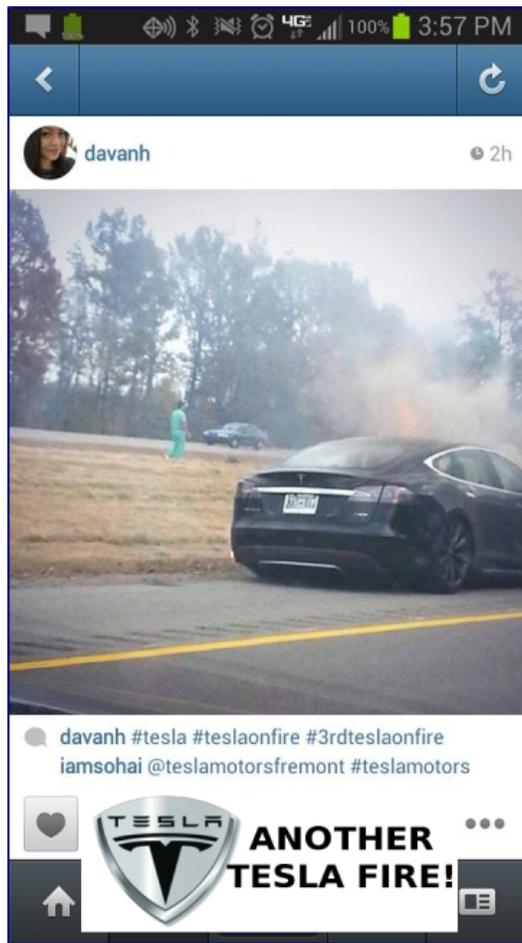


TESLA BATTERIES EXPLODE INTO FLAMES ON PUBLIC ROAD



 **ANOTHER
TESLA FIRE!**





By TOMI KOSKIMO, AP Auto Writer
Updated 3:07 pm, Thursday, November 7, 2013

VIEW LARGER | REEF



**ANOTHER
TESLA FIRE!**



In this Wednesday, Nov. 6, 2013 photo provided by the Tennessee Highway Patrol, emergency workers responded to a fire on a Tesla Model S electric car in Swains, Tenn. Spokesman Liz Davis shows how Tesla has sent a team to Tennessee to investigate the fire. Two other Model S cars have caught fire in the past few weeks, one near Seattle and the other in Mexico. Photo: Tennessee Highway Patrol, AP



**ANOTHER
TESLA FIRE!**



**ANOTHER
TESLA FIRE!**



**ANOTHER
TESLA FIRE!**





TAGS: [News](#), [Technology](#)[Consumer Safety](#) [Cover-up- The Tesla Motors Scandal](#), [lithium ion](#), [lithium ion explosions](#)

Lattice Energy LLC

Tesla Motors Model S car catches fire on road Incident occurred on October 1, 2013 near Seattle, WA

While nothing is totally conclusive yet, circumstances are suspicious re battery

Large Lithium-based EV batteries are potentially risky

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SEATTLE October 3, 2013 (AP)

By MIKE BAKER Associated Press



Shares of electric car company Tesla sank more than 6 percent Wednesday after an Internet video showed flames spewing from one of the company's vehicles near Seattle.

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Contact: 1-312-861-0115
lewisglarsen@gmail.com

<http://www.slideshare.net/lewisglarsen>

October 3, 2013

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**MALIBU CANYON FIRE THREATENS HOMES.
CAUSED BY TESLA LITHIUM ION BATTERIES.
TESLA SUDDENLY SWERVED OFF CLIFF, POSSIBLY
TAKEN OVER BY HACKERS. FIREFIGHTERS
REPORT DRIVER BURNED "INTO
UNRECOGNIZABLE LUMP" OF MELTED METAL
AND PLASTIC.**

Tesla Model S Plunges Off Cliff, Catches Fire, Fatality Reported

Event happens by Eric Loomis 01/01



Photo courtesy L.A. County Fire & Operations

Miller Times is reporting that on Monday a 2013 Tesla Model S drove over the edge of a canyon, plunging 100 feet to where it caught fire. The car was seen in a video.

The accident occurred just after 11 a.m. on Monday, June 21, when a 2013 Tesla registered to a 32-year-old male from Calabasas drove over the edge of the canyon, falling an estimated 100 feet. The car then caught fire, quickly engulfing the surrounding dry brush on the side.

In total, the fire burned approximately three acres.

The Los Angeles County Fire Department classified the blaze as a structural fire, with 160 firefighters on scene to manage the rapidly advancing and escalating fire.

According to L.A. County Fire Dept. Captain Mike, who spoke to The Miller Times at approximately 12:30 p.m. Monday, the fire that was ignited by the car had begun to build near 10:30 a.m.

We believe that most all automobiles would ignite following a 100-foot plus drop, so this incident has no negative correlation to the safety of the Model S or of other cars in general.

Miller Times reporter Cal Garcia Higher up Patrick Thompson Le Land Tang. Tang stated the following:

"If a car's over the edge of a cliff, the body was so badly burned that we could not even get close to it. It was a human being."

Firefighters did manage to contain and extinguish the blaze. One firefighter suffered no injuries.

The cause of the accident is unknown and will likely remain the way as the vehicle began to roll off during the drive. Quoting Tang:

"If it's going to be put together as a car crash, because the car's not going to be in the air, it's not going to be in the air, and there's not a lot of physics at the scene."

"The fire did a real big job on everything there, so it just got away. If the fire department didn't get it, it would have been a disaster. There was definitely a car here at the scene."

"I visited the car."

Lattice Energy LLC

Key take-aways

- ✓ In July 2010, Lattice began to issue public warnings about thermal runaway risks with large, scaled-up Lithium-based battery packs; on Slide #54 in an August 6, 2013 Lattice presentation subtitled "A Fool's Paradise" we questioned whether Tesla's engineering had solved problematic runaway issues, or whether they had just been lucky - so far
- ✓ October 1, 2013 fire incident (really a form of battery runaway) with Tesla Model S that occurred near Seattle, WA suggests that they had merely been lucky to date — battery thermal runaway issues have not yet been truly solved by Tesla Motors or anyone else
- ✓ As seen in the progression of news stories quoted from herein, Tesla began the news cycle by trying to assert that the battery pack had nothing to do with the hot fire that consumed the front end of a \$70,000 car. By Wednesday evening they finally admitted that the battery was in fact the culprit, but that the incident had been triggered by the vehicle's impact with "metal debris" that had been lying on the road surface and that consequent mechanical damage to battery cells triggered the thermal runaway fire event; they are emphatically asserting that the battery did not catch fire spontaneously
- ✓ While Tesla's theory of the incident is plausible, it is inconsistent with statements made by the highway patrol officer — trained to be keenly observant — who first investigated the accident scene and found no evidence whatsoever of any claimed "metallic debris"
- ✓ Unless conclusive physical evidence is revealed that proves otherwise, Lattice believes it is more likely that the fire was caused by a spontaneous heat-event inside the battery

Lattice Energy LLC

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Studies prove: Tesla drivers like more **drugs and **twisted sex** in addition to *severe douche-baggery!***

Panasonic Batteries

Panasonic Industrial Company
 A Division of Panasonic Corporation of North America
 5201 Tollview Drive, 1F-3
 Rolling Meadows, IL 60008
 Toll Free: 877-726-2228
 Fax: 847-468-5750

Product: **Lithium-ion Batteries (Li-ion)**
Applicable models/sizes: **All Cylindrical and prismatic Lithium-ion Cobalt type batteries**

FIRE SAFETY

In case of fire, you can use dry chemical, alcohol resistant foam or carbon dioxide fire extinguishers. Cooling the exterior of the batteries will help prevent rupturing. Burning of these batteries will generate toxic fumes. Fire fighters should use self-contained breathing apparatus.

employees.

Because all of our batteries are defined as "articles", they are exempt from the requirements of the Hazard Communication Standard, hence a MSDS is not required.

The following components are found in a Panasonic Lithium Ion battery:

Component	Material	Formula
Positive Electrode	Lithium Cobalt Oxide	LiCoO ₂
Negative Electrode	Graphite	C
Electrolyte	Ethylene Carbonate - Solvent	C ₄ H ₈ O ₃
	Diethyl Carbonate - Solvent	C ₆ H ₁₂ O ₃
	Lithium Hexafluorophosphate - Salt	LiPF ₆

The overall reaction is: $Li_xC + Li_{1-x}CoO_2 \rightleftharpoons C + LiCoO_2$



DISPOSAL

All Panasonic Lithium Ion batteries are classified by the federal government as non-hazardous waste and are safe for disposal in the normal municipal waste stream. These batteries, however, do contain recyclable materials and are accepted for recycling by the Rechargeable Battery Recycling Corporation's (RBRC) Battery Recycling Program. Please call 1-800-8-BATTERY for information on recycling your used Lithium Ion battery or go to the RBRC website at www.rbrc.org for additional information.

TRANSPORTATION

Effective October 1, 2008 all Panasonic lithium ion batteries are not subject to the requirements of the Department of Transportation (DOT) Subchapter C, Hazardous Materials Regulations, shipped in compliance with 49 CFR 173.185 and Special Provision 188.

Currently all Panasonic lithium ion batteries can be transported under the International Civil Aviation Organization (ICAO) and the International Air Transport Association (IATA) under Special Provision A45. Effective January 1, 2009 Special Provision A45 will be replaced by Packing Instructions (PI) 965 (Batteries), PI 966 (Batteries, packed with equipment) and PI 967 (Batteries, contained in equipment).

Currently all Panasonic lithium ion batteries are regulated by the International Maritime Organization (IMO) under Special Provisions 188 and 230. These regulations will stay in effect until January 1, 2010 when Special Provisions 188 and 230 will be updated.

If you build any of our lithium cells into a battery pack, you must also assure that they are tested in accordance with the UN Model Regulations, Manual of Test and Criteria, Part III, sub-section 38.3. If you plan on transporting any untested prototype battery packs contact your Panasonic Sales Representative for regulatory information.

Notice: The information and recommendations set forth are made in good faith and are believed to be accurate at the date of preparation. Panasonic Industrial Company makes no warranty expressed or implied.

Airbus to drop lithium-ion batteries for A350 due to regulatory concerns

Text Size Print E-mail Reprints

By Associated Press, Updated: Thursday, February 14, 6:44 PM

NEW YORK — Airbus is dropping lithium-ion batteries from its new A350 airplane because of uncertainty surrounding the technology that has led to the grounding of Boeing's 787.

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Airbus says the A350 uses batteries in a different setup to the 787, making it unlikely that it would face the same problems.

Door handle problems | Forums | Tesla Motors

Two weeks ago my right rear **door** handle assembly was replaced by the **Tesla** Ranger. He also replaced the 12v battery as a separate issue. This week, my driver **door** handle has the same **problem** and they are coming this week to replace it.

teslamotors.com/nl_NL/forum/forums/door-handle-problems

Door Problem | Forums | Tesla Motors

... rispondi ai filoni di discussione aperti con i proprietari e gli appassionati **Tesla**, oppure ... I only noticed it today when the car wouldn't **lock**. ... The old design still uses a pressure switch and because there is no give when pulling on the **door** handle, this causes **problems with** the ...

teslamotors.com/it_IT/forum/forums/door-problem

Tesla Model S gets Consumer Reports' recommendation - Oct. 28 ...

The **Tesla** Model S is now Consumer Reports Recommended. The Model S isn't perfect, according to its owners, but none have reported any **problems with** the car's battery-powered electric drive system or with the enormous iPad-like touch screen inside the cabin.

money.cnn.com/2013/10/28/autos/tesla-model-s-consumer...

Tesla Model S: Glitches, Quirks, and Peccadilloes Roundup

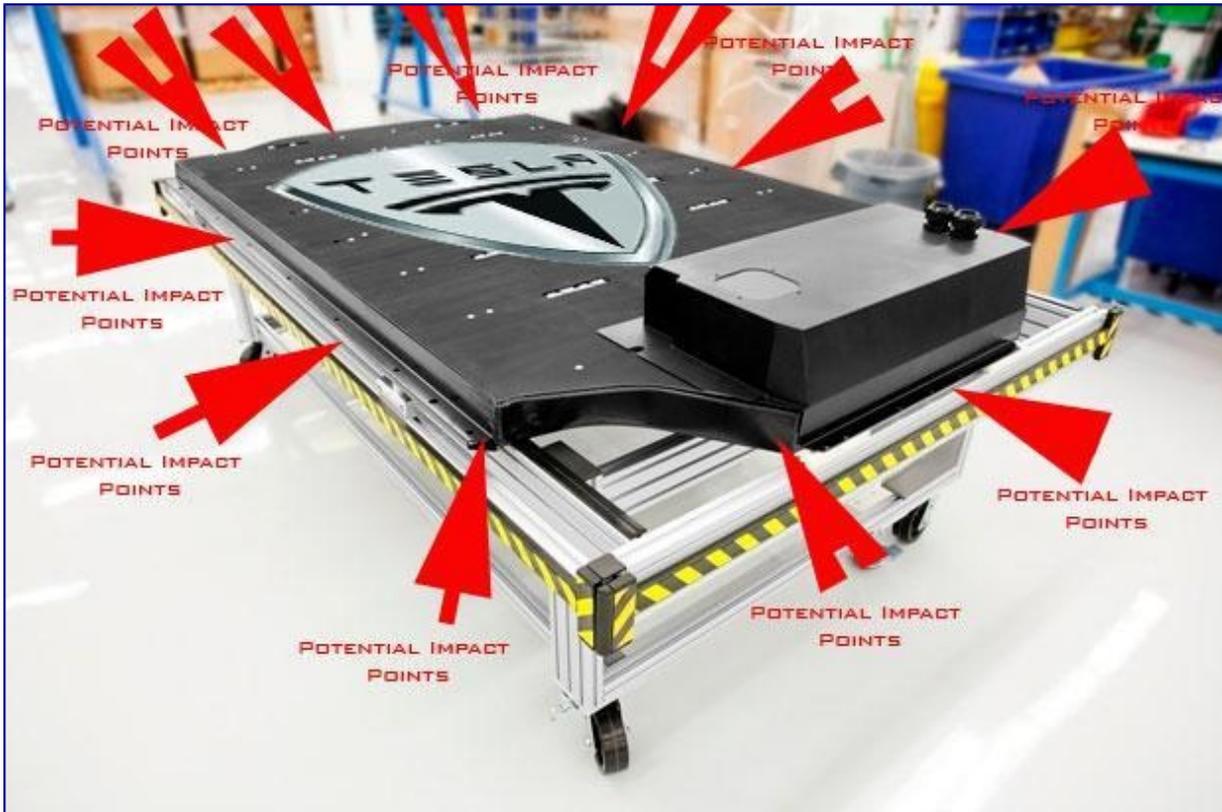
Door locks are electronic on many cars. If a solenoid misfires, the **door** unlocks. ... the **door problems** are a lie despite **Tesla's** publicly acknowledging the **problem**, etc... When people write good things, they are true and you don't question them.

greencarreports.com/news/1081935_tesla-model-s-glitches-qui...

Door Won't Open! - Tesla Motors Club - Enthusiasts & Owners Forum

So I got my **Tesla** S Performance and was so excited to show it off to as many people ... Do you have 4.2 (1.19.42) installed? I had **problems with** this exact **door**. It only worked randomly. I did the update and it hasn't failed to work. The **door** seemed to get better (before my update) the more ...

teslamotorsclub.com/showthread.php/13213-Door-Won-t-Open!



Yesterday, 02:24 PM

#1

LovelyMoon

2.4 Liter SIDI ECOTEC



Join Date: Oct 2013
 Posts: 254
 Thanks: 14
 Thanked 57 Times in 41 Posts

Tesla model-s-still-loses-power-while-turned-off

The Tesla Model S, for all its technical and design artistry, has a dirty little secret: the car has a substantial appetite for kilowatt-hours even when turned off and parked.

Since the Model S was introduced in 2012, this "vampire" power drain from the cars sold so far has consumed roughly 15 gigawatt-hours of electric energy, nearly a day's output for a mid-size nuclear power plant. It's enough wasted energy to drive the cars 50 million miles.

After nine months of promises to fix it, Tesla finally sent out a software update a week ago to the Model S fleet that it claims "significantly reduces power usage when (the car is) shut down."

But based on a week's worth of measurements on my 60-kWh Model S, I've concluded that the new software is only mildly effective.

As far as I can tell, the vampire's fangs are still sharp.

Wasted power

Shortly after taking delivery of my Model S last February, I noticed that I would typically lose 10-15 miles of indicated range overnight. On average, I was losing 23 miles of indicated range every 24 hours.

Read more: <http://www.greencarreports.com/news/...#ixzz2lsLv4ftz>

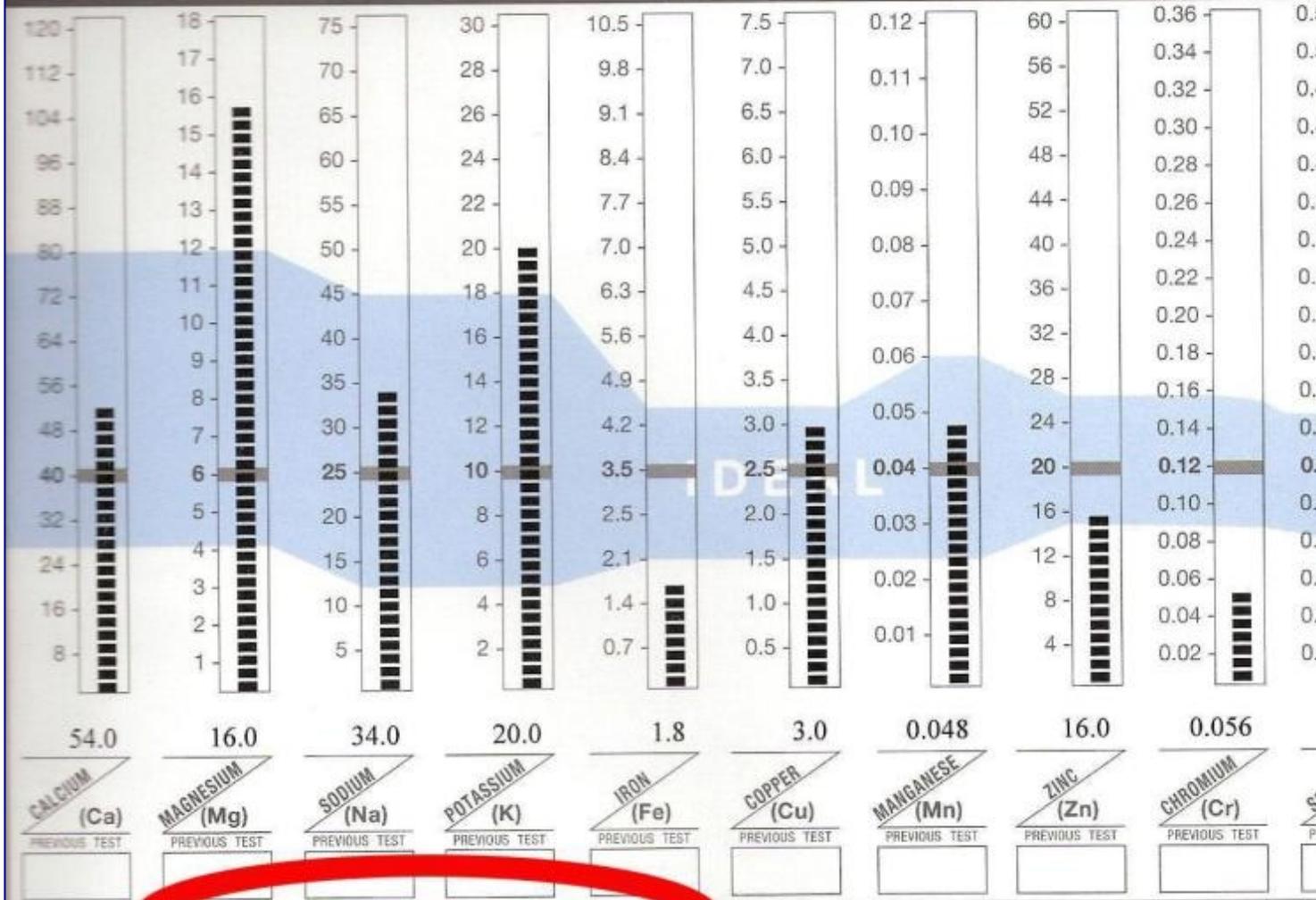
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20
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C8
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Keywords: Lithium ion battery, ionic liquid, electrolyte, safety, thermal stability

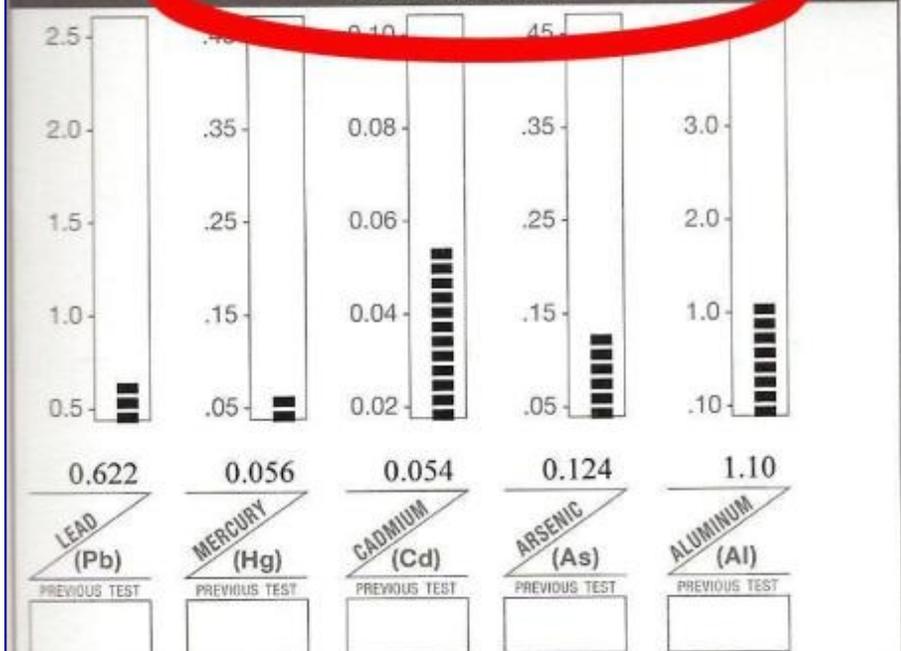
1. INTRODUCTION

Lithium ion batteries have been widely used on personal computers and mobile phones for their high-voltage, high-energy-density characteristics [1-4]. Especially, the rapidly need for cleanly resource and crisis of energy, lithium ion batteries attract more attention as the power source of electric and hybrid electric vehicles. However, Lithium ion batteries have not been large-scale applied to electric vehicles for the safety issues, the volatile and flammable organic solvent organic solvents is the main components of electrolytes in lithium ion batteries, the cases of flaming, smoking or thermal runaway caused by electrolytes are the main reason for the safety problem. Therefore, electrolyte system, which has more stable features, is necessary to be found.

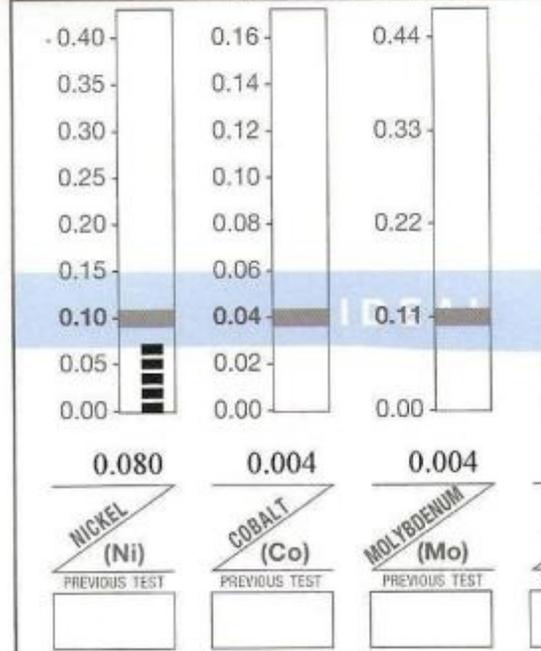
NUTRIENT MINERALS



TOXIC METALS



ADDITIONAL MINERALS



ESSENTIAL MINERAL RATIOS



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Nov.27, 2013

1200 New Jersey Avenue SE.
Washington, DC 20590

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. James Chen
Vice President of Regulatory Affairs
Tesla Motors, Inc.
1050 K Street, N.W., Suite 101
Washington DC 20001

NVS-212
PE13-037

Dear Mr. Chen:

This letter is to inform you that the Office of Defects Investigation (ODI) of the National Highway Traffic Safety Administration (NHTSA) has opened a Preliminary Evaluation (PE13-037) to investigate underbody deformation in certain model year (MY) 2013 Model S motor vehicles resulting from impacts with road debris, including, but not limited to, consequent intrusion into propulsion battery compartment(s) and the associated risks to motor vehicle safety, and to request certain information. The Tesla Model S is manufactured by Tesla Motors Inc.

ODI has received information on two incidents of deformation/intrusion into the propulsion battery caused by impact with roadway debris and resulting in a thermal reaction and fire in 2013 Tesla Model S vehicles. The office is also aware that the Model S may be equipped with an active suspension system that automatically adjusts the vehicle's ride height under certain driving conditions, such as at highway speeds.

Unless otherwise stated in the text, the following definitions apply to these information requests:

- **Subject vehicles:** All 2013 Tesla Model S manufactured for sale or lease in the United States, including, but not limited to, the District of Columbia, and current U.S. territories and possessions.
- **Subject component:** The high-voltage propulsion battery, including its enclosure baseplate (skid plate) and the components and materials it is constructed of, and all components and materials contained within the enclosure including the individual battery cells.
- **Tesla:** Tesla Motors, Inc., and all of their past and present officers and employees, whether assigned to their principal offices or any of its field or other locations, including all of their divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms and other persons engaged directly or indirectly (e.g., employee of a consultant) by or under the control of Tesla





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 UNITED STATES POSTAL SERVICE



Girl treated for second-degree burns after iPhone explodes in pocket



posted on Feb 3rd 2014 by Kevin Krause

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A 14-year old girl in Kennebunk, Maine was settling in for another normal school day late last week when she heard a pop emanate from her pocket. Her friends immediately noticed smoke billowing from the girls' pants and realized they had caught fire. When all was said and done the girl, who remains unidentified, was in the hospital. A charred iPhone 5c was on the classroom floor.

According to witnesses as well as emergency responders, it was an iPhone 5c, given to the girl less than two months prior, that ignited in what can be considered a freak occurrence. The most likely culprit was the handset's lithium-ion battery.

Who Bricked The Electric Car? You Did! ²

Filed in: [Automobiles](#), [Electric Vehicles](#)

By [Leo Xavier](#), February 23, 2012 @ 11:22am



Tesla Motors might be hiding a big [battery issue](#) from their customers. Apparently, the company's electric vehicles, including their Roadster and the upcoming Model S, feature a battery pack which if completely discharged might leave a huge financial burden on the unfortunate owner. But is the owner unfortunate, or simply a bit careless?

According to an article by Michael Degusta over at [theunderstatement.com](#), if a Tesla electric car, such as the Roadster is parked unplugged, it will eventually become what the company calls a "brick". The vehicle can no more be started or even pushed down the road. This is the result of the car's always-on subsystems which continually feed on the battery.

And when the battery dies, the owner ends up paying Tesla approximately \$40,000 for replacing the battery pack. Reportedly, there is no protection available via warranty or a car insurance policy for this particular problem. Apparently, at least five Tesla owners were unfortunate enough to end up with this problem. Degusta says Tesla is unwilling to let their customers know about the issue, although they know that it's a big one.

But don't you have a slight feeling that Degusta's argument is nonsense. That's because it is.

If you are familiar with electric cars or batteries or even smartphones, you might know the fact that the battery which is not recharged will eventually die. And since the battery pack on a Roadster is not your usual \$100 laptop battery, people will have to pay a huge price for not finding the time for maintenance.

And a Tesla, as you know, has an electric motor. There is lot less maintenance required for the vehicle when compared to a vehicle with a [combustion engine](#). So it's not too difficult to pay attention to the charge in the battery packs. And the company has designed the car in such a way that it warns the owner (and even the company, in the case of the latest Roadster) when the battery is low. The owners who ended up with a brick might have ignored all the warnings.

So who is culpable here?

Tesla has this to say in response to Degusta's article: "[All automobiles](#) require some level of owner care. For example, [combustion vehicles](#) require regular oil changes or the engine will be destroyed. [Electric vehicles](#) should be plugged in and charging when not in use for maximum performance. All batteries are subject to damage if the charge is kept at zero for long periods of time. However, Tesla avoids this problem in virtually all instances with numerous counter-measures. Tesla batteries can remain unplugged for weeks (or even months), without reaching zero state of charge. Owners of Roadster 2.0 and all subsequent Tesla products can request that their vehicle alert Tesla if SOC falls to a low level. All Tesla vehicles emit various visual and audible warnings if the battery pack falls below 5 percent SOC. Tesla provides extensive maintenance recommendations as part of the customer experience".



FIGURE 9. HIGH-SPEED VIDEO CAPTURE OF EXPLODING CELL

4.2 MULTIPLE CELL TESTS IN THE 64-CUBIC-FOOT CHAMBER.

A series of tests were conducted to determine the flammability of multiple cells, simulating the tightly packed configuration that would be found in bulk shipment. The tests were conducted using the 5.25" fire pan, 50 ml of 1-propanol, and a wire basket suspending the cells 3" above the fire pan. The cells were tested in groups of 4, 8, and 16 in both 50% and 100% charged states.

4.2.1 The 50% Charge.

Each test resulted in similar peak temperatures, measured 12" above the fire pan, of approximately 1200°-1300°F. The duration of the peak temperature increased with additional cells, but the actual peak did not significantly vary. This peak is about 500°-600°F above that of the 1-propanol fire alone. Peak heat flux was under 0.5 Btu/ft²-sec. The heat generated by the burning electrolyte was usually enough to cause the adjacent cells to vent. Generally, the cells would eventually reach the Second Event; however, once the alcohol fire was exhausted, the electrolyte did not ignite. Cells at a 50% charge rarely exploded. Figure 10 shows a typical test with eight cells.

DOT/FAA/AR-06/38

Office of Aviation Research
and Development
Washington, DC 20591

Flammability Assessment of Bulk-Packed, Rechargeable Lithium-Ion Cells in Transport Category Aircraft

Harry Webster

September 2006

Final Report

This document is available to the U.S. public through the National Technical Information Service (NTIS), Springfield, Virginia 22161.



U.S. Department of Transportation
Federal Aviation Administration



READ THE PUBLIC TESLA MOTORS SAFETY REPORT



Important Safety Recall Notice Regarding Your Universal Mobile Connector NEMA 14-50 Adapter

Dear Model S Owner,

This notice is sent to you in accordance with the National Traffic and Motor Vehicle Safety Act.

REASON FOR THIS RECALL

Tesla Motors has decided that a defect which relates to motor vehicle safety exists in your Tesla Model S vehicle. Under increased electrical resistance circumstances, the NEMA 14-50 adapter for the Universal Mobile Connector (UMC) provided with your Model S vehicle, or the electrical wall receptacle, could overheat. An overheated adapter or wall outlet could impact the UMC cord as well and result in an increased risk of burn injury and/or fire.

WHAT TESLA MOTORS WILL DO

First, Tesla Motors has developed a software update that allows the Model S onboard charging system to detect any unexpected fluctuations in the input power or higher resistance connections to the vehicle. If detected, the onboard charging system automatically reduces the charging current by 25%. For example, this reduces a 40 amp charge rate to 30 amps. This dramatically reduces the heat generated in any high resistance connections outside of the vehicle.

Second, Tesla is replacing the NEMA 14-50 adapters with ones of an improved design. Tesla will begin mailing the new adapters in the next two weeks. New adapters can be readily distinguished by the grey connector face as shown in the picture below.



TOXIC FUMES FROM TESLA FIRES



Nitesh Dhanjani

@nitesh_dhanjani

Follow

Cursory Evaluation of the Tesla Model S: We Can't Protect Our Cars Like We Protect Our Workstations
dhanjani.com/blog/2014/03/c...

1:47 AM - 29 Mar 2014

11 RETWEETS 2 FAVORITES



This is the Tesla battery inside the MILITARY-GRADE BLAST CHAMBER that it must be used in at the Tesla Factory because of the EXTREME EXPLOSION DANGER of the Tesla Battery

October 29, 2010 11:09 AM PDT

Tesla opens its Model S electric car factory

by [Wayne Cunningham](#)

[Share](#)

1



Tesla unveiled its sign over the old NUMMI plant, where it will build the Model S electric car. (Credit: James Martin/CNET)

On Wednesday, Tesla CEO Elon Musk and California Senator Diane Feinstein stood before the New United Motor Manufacturing Inc. (NUMMI) plant, shuttered since April, and announced its new beginning as the base for Tesla Model S production. The press conference was capped by the unveiling of a large Tesla sign over the plant.

Tesla Vice President for Manufacturing Gilbert Passin conducted a tour through the parts of the factory that will host production lines for the Model S. Passin boasted that acquiring NUMMI was a huge cost savings for Tesla, as building a new plant would cost hundreds of millions of dollars. Toyota sold the plant to Tesla for \$42 million.



TESLA EMPLOYEE REVIEWS ON GLASSDOOR

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Jan 22, 2014



Culture & Values

Work/Life Balance

Senior Management

Comp & Benefits

Career Opportunities

Disapproves of CEO

3 people found this helpful

“Tesla is an abusive and highly unethical company.”



Anonymous Employee (Current Employee)

Palo Alto, CA

I have been working at Tesla Motors full-time for more than a year

Pros – Very public company with great brand recognition.

Cons – Very poor management who regularly abuses their power. Below average pay - Many customer facing employees are paid poorly and sometimes are in danger of a salary cut. The use of intimidation and fear tactics. Excessive work hours 65+ hours a week is expected. Management is primarily made up of engineers and not business oriented professionals. HR has a blind eye to abuse and will not take action against managers. Illegal work practices. Little to no training. Extreme favoritism.

Advice to Senior Management – Hold regular peer reviews, hire real industry professionals and start a management training program to educate managers on proper management techniques and practices.

No, I would not recommend this company to a friend

Was this review helpful? [Yes](#) | [No](#) [Add Employer Response](#) [Flag Review](#)

Jan 10, 2014



Culture & Values

Work/Life Balance

Senior Management

Comp & Benefits

Career Opportunities

Approves of CEO

9 people found this helpful

“ABSOLUTE THE WORST JOB I'VE EVER HAD: “Very Disappointing!”; “Completely Corrupt””



Service Advisor (Former Employee)

I worked at Tesla Motors full-time

Pros – Sexy fast cars, allot of incredibly talented people, excellent benefits, cutting edge opportunity and free food.

Cons – TERRIBLE TERRIBLE QUALITY CONTROL, vehicles shipped to customer locations incomplete yes MISSING PARTS that should have been installed at the factory from doors, frunks to the screws that hold the vehicle to solid (CraZy...), salaries WAY below market, RIDICULOUS cut throat management politics, VERY disorganized throughout the company, ZERO work life balance (forget having a day off), I've seen them FIRE employees in an instant and HIDE behind the "CA. AT WILL ACT" so they don't have to deal with management or their quality issues, HR. claims to have an open door policy but what they really mean is open your mouth about anything and your FIRED (I've seen it), allot of haste with company money on travel between cities and countries rather than QC at factory level and quality staffing, "NO RECOGNITION OF TALENT & HARD WORK.", review system is a joke this is a very frustrating environment.

No, I would not recommend this company to a friend – I'm not optimistic about the outlook for this company

Was this review helpful? [Yes](#) | [No](#) [Add Employer Response](#) [Flag Review](#)

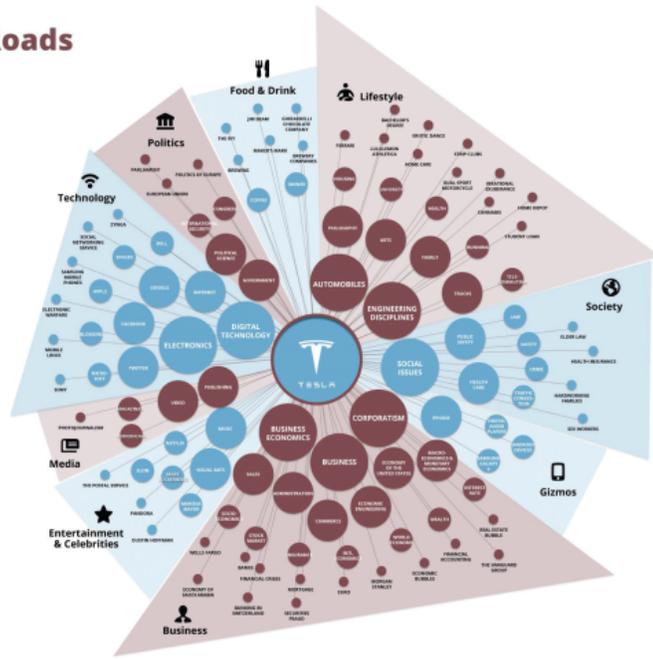
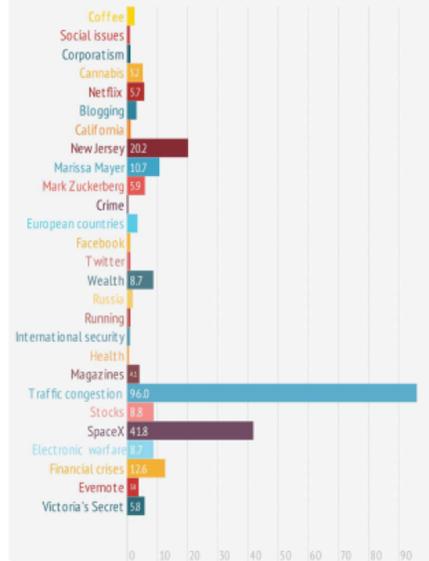
Tesla Fans: Sex, Money & Open Roads

What the Tesla Model S says about you

We all have an Interest Graph...

It's the set of things you care about and how much you care about them. When we all get together as a group, we have one big Interest Graph that describes us too. Let's see what a whole lot of Interest Graphs from folks who are into the *Tesla Model S* can tell us about them.

Relative likelihood that a Tesla Model S fan is interested in a topic compared to the General Public



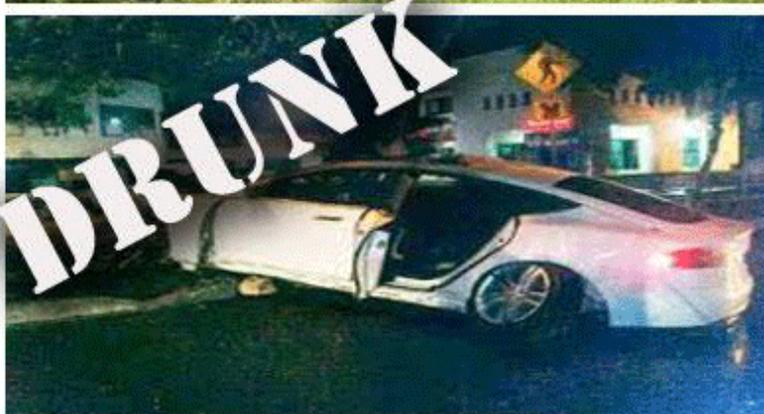
21,000

Tesla Model S 2013 sales estimates

183,000

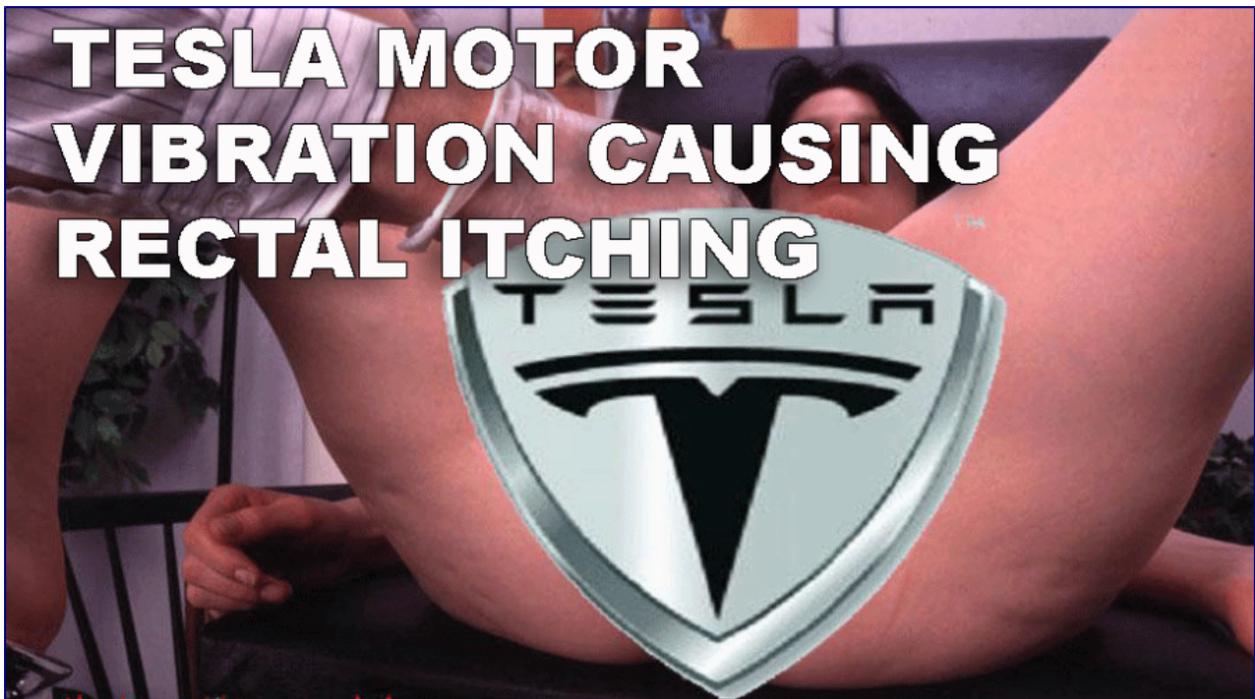
Humans with Interest Graphs indicating a meaningful interest in the Model S

**DRUNKS & Douche Bags Drive Teslas
Making crashes 50% more likely**





**TESLA MOTOR
VIBRATION CAUSING
RECTAL ITCHING**



**DOUCHEBAG
TRAGEDY**



**EVERYBODY THINKS THAT
PEOPLE WHO DRIVE TESLA'S
ARE ASSHOLES & DOUCHEBAGS!**



**Millions of dollars of
lithium ion electric cars
that exploded because
they got wet!**

3 workers **burned** at **Tesla** plant - SFGate

Hot metal spilling from a malfunctioning aluminum press **burned** three **employees** at the **Tesla** Motors factory in Fremont Wednesday, sending the workers to a hospital.

SF sfgate.com/bayarea/article/3-workers-burned-at-Tesla...

3 **Tesla** Motors **employees** **burned** in industrial accident

3 **Tesla** Motors **employees** **burned** in industrial accident The accident follows three reports of **Tesla's** Model S sedans catching fire, but appears unrelated

 firerescue1.com/fire-products/vehicles/articles/1604028-3...

Tesla Motors accident: Hot metal burns three workers at ...

FREMONT -- Three **Tesla** Motors **employees** were injured when a low-pressure aluminum casting press failed Wednesday afternoon at the company's Fremont factory.

 mercurynews.com/breaking-news/cl_24516306/tesla-accident-...

Tesla CEO Elon Musk Visits Injured Workers at Hospital | NBC ...

Two workers at **Tesla** Motors' plant in Fremont remain hospitalized at a San Jose burn unit after they were injured by a hot-metal spill caused by an equipment failure.

 nbcbayarea.com/news/local/Fire-Ambulance-at-Tesla-Plant-...

Workers **burned** at **Tesla** car plant | Technology | The Guardian

Three **Tesla** Motors **employees** were injured when a casting press containing hot aluminium failed at its San Francisco Bay area factory, officials said.

 theguardian.com/technology/2013/nov/14/workers-burned-tes...

Tesla Motors Workers **Burned**, Cal-OSHA Continues Investigation ...

Cal-OSHA has continued its investigation into the **burned** workers at the San Francisco Bay **Tesla** Motors factory. Three **employees** suffered burns after a casting

 natecintl.com/blog/tesla-motors-workers-burned-cal-osa...

[3 Tesla Employees Killed in Plane Crash | WIRED](#)

www.wired.com/2010/02/plane-crash-kills-tesla-employees ▼

3 Tesla Employees Killed in Plane Crash SUBSCRIBE. Search. Business; Design; Entertainment; Gear; Science; Security; Photo; ... Wired Staff; RSS;

[3 Tesla workers killed in Calif. plane crash - US news ...](#)

www.nbcnews.com/.../t/tesla-employees-killed-calif-plane-crash ▼

A small plane crashes in a residential neighborhood in East ... 3 Tesla employees killed in Calif. plane crash ... Tenn. plane crash devastates Kansas ranching ...

[Videos of 3 tesla staff killed in plane crash](#)

bing.com/videos

 <p>1:40 PALO ALTO NIA</p>	 <p>2:13</p>	 <p>1:40 PALO ALTO NIA</p>	 <p>2:13</p>
3 Tesla Motors Employees Kil...	3 TESLA EMPLOYEES ...	3 Tesla Motors Employees Re...	3 Tesla Employees Di...
Mashable	YouTube	treehugger.com	YouTube

See more videos of 3 tesla staff killed in plane crash

[3 Tesla employees killed in California plane crash](#)

www.autonews.com/article/20100217/OEM02/100219869/3-tesla... ▼

Three employees of Tesla Motors were killed in a small airplane crash in northern California today, ... Tesla CEO Elon Musk confirmed all had worked at the company.

[URGENT: 3 Tesla Motors employees killed in plane crash](#)

www.presstelegram.com/technology/20100217/urgent-3-tesla-motors... ▼

Death of Tesla Whistle-Blowers?

Marin County **Tesla driver** who died in crash off Hwy. 1 cliff ...

So, Elon's earlier joke about someone probably having to **drive it off a cliff** to die in a **Tesla** has finally come to pass. Sad. Worse yet if it was intentional.

 teslamotors.com/forum/forums/marin-county-tesla-driver-wh...

Drove it off a **cliff** and still avoided injury | Forums ...

Tesla Tour; Forums; Stores; Service Centers; Superchargers; Contact; Order Your **Tesla**; What to Expect; ... He shared the story of the crash in Mexico where the **driver**, ... It suggests that you theoretically could make a car that could **drive off a cliff** of any height and still be survivable.

 teslamotors.com/en_GB/forum/forums/drove-it-cliff-and-sti...

Driver of **Tesla** who drove off cliff identified :: SFBay | San ...

Driver of **Tesla** who drove off cliff identified. By ... The Sonoma County coroner's office has identified a **driver** of a **Tesla** found at the bottom of a cliff along ... California Highway Patrol officials said. Emergency responders found a 2014 **Tesla** at the bottom of the cliff with ...

 sfbay.ca/2014/12/31/driver-of-tesla-who-drove-off-...

Tesla's stock drives itself off a cliff | America's Markets

Tesla's stock drives itself off a cliff. By: Matt Krantz October 10, 2014 11:30 am. SHARE ON FACEBOOK. SHARE ON TWITTER TWEET. SHARE ON SMS. SHARE ON WHATSAPP. EMAIL Getty. Editor's Note: An

Tesla driver who killed Santa Cruz bicyclist: I fell asleep ...

Tesla driver who killed Santa Cruz bicyclist: I fell asleep. ... 40, of Santa Cruz. VIDEO: Tesla driver strikes, kills cyclist on Highway 1. The deadly accident happened on a bright, sunny Saturday at 11:30 a.m.

 ksbw.com/news/central-california/santa-cruz/santa-...

CHP: Dozing driver struck, killed bicyclist north of Santa Cruz

The driver of the black 2013 Tesla S has not been arrested, ... Alper had been cycling with three people. Two of them were far in front of him and one person was far behind and none of them saw ... Alper is one of a handful of cyclists killed in Santa Cruz County in recent years. Joshua ...

 santacruzsentinel.com/general-news/20131104/chp-dozing-driver-s...

accident with cyclist in Santa Cruz - Tesla Motors Club

Very sad story about a cyclist killed when struck by Tesla Model S: Santa Cruz cyclist struck by ... Very sad story about a cyclist killed when struck by Tesla Model S: Santa Cruz cyclist struck by motorist on Hwy. 1 ... the Tesla's driver went up and down the dirt embankment ...

 teslamotorsclub.com/showthread.php/23418-accident-with-cyclis...

Tesla Motors named in fatal bike crash suit in Santa Cruz ...

SANTA CRUZ -- A 63-year-old Tesla driver from Santa Cruz, ... "If you or I drove across Highway 1 and into the bushes, then steered straight back on to the highway and killed somebody, we would have been hauled off to jail in handcuffs," O'Reilly said.

 mercurynews.com/crime-courts/cl_25076376/tesla-motor-co-n...

Cyclelicious » Cyclist killed by Tesla in Santa Cruz County

My condolences to his friends and loved ones. A 40 year old Santa [...] Cyclelicious; About; Shop; ... A 40 year old Santa Cruz resident was killed after he was hit in a head on collision with a Tesla Model S on Saturday morning. ... "Cyclist killed by Tesla driver ...

 cyclelicio.us/2013/cyclist-killed-by-tesla-in-santa-cru...

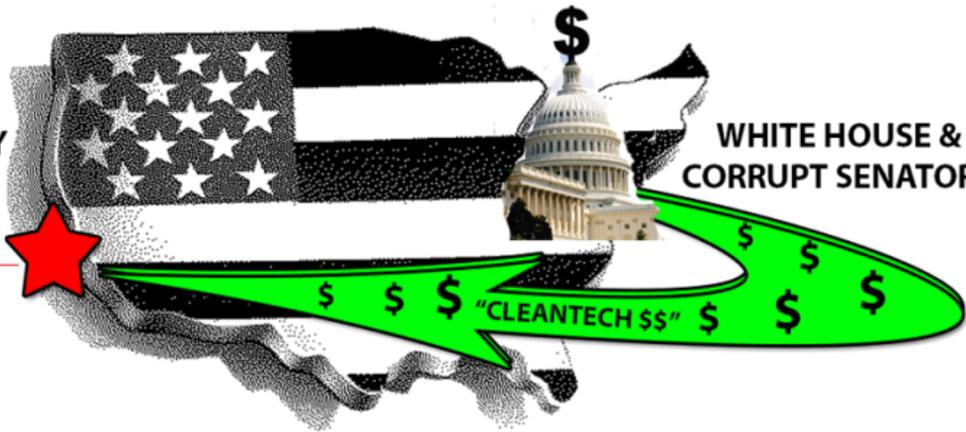
Driver of Tesla who drove off cliff identified :: SFBay | San ...

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CORRUPT SENATORS

Google

Greylock
Kleiner Perkins
Vantage Point
Draper Fisher
Khosla Ventures
Firelake
CBRE
Westley Group
etc.....



1 Owned Users & Buyers of
Lithium Ion batteries

2 Afghanistan Mineral Mining For
Lithium & Solyndra Materials

3 Paid for Obama's, Reid's & Feinstein's
Political Campaigns in Exchange For
Policy Decisions

Consumer Reports' Tesla Model S P85D breaks—before testing begins

A broken power door handle is one of the most common Tesla problems

Last updated: May 15, 2015 02:15 PM



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A new car shouldn't have problems when you've owned it for less than a month. Yet Consumer Reports' brand-new \$127,000 Tesla Model S P85 D, with the fancy retractable door handles refused to let us in, effectively rendering the car undrivable. (Read "Why We Bought a Tesla Model S.")

After we'd owned the P85 D for a mere 27 days, with just over 2,300 miles on the odometer, the driver-side door handle failed. The door handles in the Model S retract electrically so they nest flush with the sides of the car when they're not in use. Walk up to the car with the key fob in your pocket, and the handles move out

to allow you to grip them.

Except this time, the one on the driver's door of our P85D didn't pop out, leaving us no way to open the door from the outside. And significantly, the car wouldn't stay in Drive, perhaps misinterpreting that the door was open due to the issue with the door handle. We have observed other vehicles likewise prohibiting driving with a door open.

We're far from the first Tesla owners to experience this problem. Our car reliability survey shows that doors, locks, and latches are the biggest trouble areas with Teslas and that the Model S has far higher than average rates of such problems.



Driver's door handle is slack.

Musk/Feinstein: A Love Bonded In Crime



TESLA: THE OF CAR OF DOUCH

SENATORS DROP LIKE FLIES IN CORRUPTION ARRESTS



Senator Feinstein: Next?



ELON MUSK: A RAT IN SPACE



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GREAT READS

ELON MUSK CAUGHT FUNNELING CASH FOR SILICON VALLEY KICKBACKS



Elon Musk's growing empire is fueled by \$4.9 billion in government subsidies



During an event at Tesla's design studio in Hawthorne, Elon Musk introduces a line of batteries for homes and businesses. (Jerome Adamstein / Los Angeles Times)

By **JERRY HIRSCH**
contact the reporter

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- Tesla charged with Deaths

- Investigators say Tesla bought favorable Consumer Reports and lied about defects

- More fires have taken place than have been reported

Elderly Man Dies After His Tesla Motors Inc Car Crashed Into Pool

By [Mark Melin](#) · on December 29, 2015 8:19 am · in [Technology](#)



Tesla Motors Inc (NASDAQ:TSLA) stock price ended down \$1.62 one day after a fatal crash into a swimming pool left an elderly man dead and the car's design is in part being blamed.

Tesla crashes through brick wall, lands in pool in oddball accident, passenger escapes

Partial blame is being [laid upon](#) the car's interior design when the 85 year-old driver crashed into a neighbor's swimming pool. He was reported to have pressed the accelerator rather than the break while in the garage.

At approximately 2 PM Sunday, the driver and a passenger crashed through a brick wall and into a swimming pool in the neighbor's yard. A witness described the chaotic scene when the black Tesla sank into the pool. Once the Tesla landed in the swimming pool it slowly dropped to the bottom, giving the female passenger time to escape through a window after the driver told her "get out of the car. She got out of the car, trying to get him out of the car, but the way they're made with the console and the seat belts and everything, it just didn't happen."



Shopper Studies: Tesla Mannequin S Is

“What I'm referring to is the fact that a Tesla Model S spontaneously combusted on New Year's.

If you thought that Consumer Reports' love story with the Tesla Model S - which broke their rating system by getting 103% in testing - was over because the sought-after "Recommended" seal of approval was removed after reliability issues showed up...



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This is what a melted Tesla looks like

Published time: 2 Jan, 2016 20:16

Edited time: 2 Jan, 2016 22:00

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@electricride / Instagram

Yet another Tesla Model S has burst into flames, getting the new year of its Norwegian owner off to a bad start.

The electric sedan caught fire while plugged into a SuperCharging station in Gjerstad, Norway.

Tesla Model S bursts into flames while super charging in Norway

Lulu Chang

Digital Trends

January 2, 2016

that a car was on fire near a café on Brokelandsheia. We came out with the fire brigade and police, but it turned out that this car was burned out when the emergency services arrived at the scene.” Apparently, going fast isn’t the only thing a Tesla does well — it burns fast too.

Apex ★ Tribune

NATIONAL NEWS

BUSINESS & FINANCIAL NEWS

TECH & SCIENCE

HEALTH & LIFESTYLE

TESLA MODEL S SPONTANEOUSLY COMBUSTED ON NEW YEAR’S

JANUARY 2, 2016 BY KELLY

The biggest risk factor when putting out an electrical vehicle fire is that the lithium ion batteries in the machine will generally keep the fire going stronger than regular fires, and they can also blow up, throwing shrapnel.

Tesla Model S Bursts Into Flames While Charging

January 1st, 2016 by Steve Hanley

On New Year's Day, a Tesla owner in Norway plugged in his Tesla Model S at a SuperCharger station near Kristiansand in the Aust-Agden region and went off to do some shopping while his battery recharged. A few minutes later, his car burst into flames and was destroyed. The duty officer at the campus police office of Jon Kvitnes College told Norway's [VG News](#), "We received notification at 2.29 pm that a car was on fire near a cafe on Brokelandsheia. We came out with the fire brigade and police, but it turned out that this car was burned out when the emergency services arrived at the scene." Fortunately, there was no one in the car at the time and there were no injuries.





Tesla #ødelagt #miljøvenelig

Tesla Model S Burns To The Ground At Norway Supercharger



by Paulo Acoba 2d ago

FOLLOW @MYLIFEISJDM

TWEET

SHARE



14 COMMENTS

A Tesla Model S hooked up to a Supercharger in Norway suddenly caught fire and burnt to a fiery crisp while the owner was away.

This is probably not the way Elon Musk planned to start his New Years morning but it looks like he'll have his hands full with dealing with the latest fire scandal to hit the all-electric car maker. Earlier Friday morning according to [Fædrelandsvennen](#) a Tesla Model S burst into flames while charging at a supercharger station. Fortunately, the owner was nowhere near his car when the fire caught.

How Did Elon Musk get involved in so many dirty schemes?

“Elon Musk is a Lying Scumbag” say critics!

It is, now, well known that all of Elon Musk's companies would not exist, today, if not for White House kick-backs and West Wing mandated steam-rolling of his competitors, in order to protect his loose relationship with morality.

The many news article about how Musk has based his whole career on getting handed taxpayer cash, as Payola, in exchange for his partners funding political campaigns, are published around the world.

While Musk may be a con-artist, carpet bagger and public funds thief, one has to wonder if his ability to convincingly lie is incumbent to his nature.

Is he like all of those zillions of guys that you see on that TV show: “**48 Hours**”? You know, the ones who meet the girl, her family says “he is wonderful”, his co-workers say he “was the nicest guy”. His neighbor says he “wouldn't hurt a fly'... and you always find out he cut off her head, ate her liver and chopped her into sausage. Is he like that? Always smiling, but hiding a meat cleaver behind the smile?

Musk has taken nearly two decades to sell only as many cars as a “real” car company sells in two weeks? He says he had to “figure out” how to build a car, so that is why it took so long. Is that true? Why did he spend so long, on something so rudimentary, only to have it turn out to be “**the official car of douchebags and assholes**”?

In those two decades, he has spent more money on those few cars than other real car companies spent on 10 cars. He says his run of the mill car was “so hard to build” and that was why it was \$118,000.00 over budget **PER CAR**, at the time he applied for federal emergency cash. Was it really hard to build or was he siphoning money out to political campaigns?

He says the car is “Totally different” but it is the same electric car layout that electric cars have had since the 1800's. The Nissan Leaf and all of the other famous car company electric cars did not have any of the problems, delays or issues that Musk always has. Is he lying or just an idiot?

Critics say that Tesla was created to war-profiteer Afghan lithium that his campaign financier partners had inside deals with Russian mobsters for. They say that Solar City was created to accept kick-backs from Steven Chu at the Department of Energy and that Space X was created so Musk's partners, at spy agency IN-Q-Tel, could profit off of public surveillance systems. Musk says “no”, in spite of millions of pages of evidence to the contrary. Is he lying?

Bernie Tse, and about 18 Tesla employees, worked for Elon Musk to create a battery sales division, but that fell apart when massive amounts of federal reports emerged, in 2006 and 2007 that proved that Tesla partner: Panasonic, was involved in bribes, crime, dumping, killing workers with poison chemicals and other crimes. At the same time, Elon Musk saw reports that confirmed that his lithium ion would blow up spontaneously, catch on fire when stressed by a car, exude toxic fumes that cause

cancer, liver damage, cellular breakdown and fetal mutation and that you had to invade Afghanistan and Bolivia to get the lithium. Even, today, as Tesla's, hover-boards, and numerous lithium ion devices, explode regularly, Musk says there is “no problem” with lithium ion. Is he lying?

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Is Musk really a liar? Is he a scumbag Silicon Valley misogynist laboring under another facade of self-deluded privilege and narcissistic self-promoting elitism?

While Musk's partner: Google, gladly spins out Musk's “Look-at-me” self glorification press hype on a daily basis, is Musk telling the truth in those wild-eyed pronouncements?

In his latest press hype: Musk now wants to build a haven for the 1%, On Mars, much like his peer: Vinohd Khosla tried to build a haven for 1%-ers on a public beach, he took over, in Half Moon Bay, California.

We can only pray that Musk will go to Mars as soon as possible. Ideally, tomorrow...and stay there!

The Many Covered-up Deaths Of Tesla Motors

Yet another Tesla Motors driver was killed by his Tesla today.

You won't read about it in the "mainstream news" because the story was killed, and it is now as dead as the Tesla driver. The story was hidden in order to protect politicians.

When you do find the few points of coverage of the story you will find that the spin has portrayed the driver as "elderly", even though he is in the median age range of a Tesla buyer. This is Tesla-BS designed to create the impression that it was the driver's fault and not Tesla's.

Immediately following the section about the death is the regular Tesla-hype about how "this never happens", "nobody gets killed by Tesla cars", don't worry, walk away, nothing to see here...

THAT IS A TOTAL LIE BY TESLA. State and federal regulatory bodies should be ashamed for allowing such threats to the public to exist.

What the articles fail to mention is the fact that the Tesla batteries began exploding upon getting immersed in water. WATER, yes, WATER makes Tesla batteries explode and emit cancer-causing fumes. Don't believe it? Take a high definition news camera to Tesla headquarters and ask the chief engineers, at Tesla Motors, live, on camera, the following questions:

" Do Tesla batteries catch on fire, on their own, after they get wet?"

" When Tesla batteries catch on fire, do they emit any vapors that federal reports and MSDS government documents state can cause cancer, liver damage, brain damage and harm to unborn babies?"

They won't answer those questions on camera because they know that the irrefutable facts prove that the answers, to both questions, is a resounding: YES!

Have many Tesla's suddenly served over cliffs and killed the drivers, sometimes in balls of fire, burning the driver into unrecognizable lumps of melted plastic, metal and bone!

Three Tesla top engineers were killed in a plane wreck which only killed them, when one of them began to speak out about the Tesla dangers.

Tesla has been sued for HOMICIDE when Tesla suddenly swerved into third parties and killed more people.

Never accept the absolute and total lies that Tesla is a safe car. The Internet is riddled with owner reports, lemon car lawsuits and detailed documentation of hundreds of defects in the car. There is no "Tesla Factory". There is a sham facade building which houses a hand-built car assembly plant where crudely designed cars are built by hand, and not very well.

The real reason all of the Tesla deaths, defects and accidents are covered up is because Tesla was funded as a criminal campaign finance kick-back scheme in exchange for Google and Silicon Valley billionaire payola. Every Tesla investor was both an Obama financier and a recipient of hundreds of

billions of taxpayer cash from the Obama White House. To allow the Obama-Controlled media to report the deaths, and the Tesla Failures, would put a spotlight on the heart of the corruption that created Tesla in the first place.



PHOTO: PETRUS BREEDT

Death By Tesla

By Susan Johnlo For Web Times (Based on actual events)

The sun glistened off the sleek futuristic body of the six figure Tesla sports car as it careened around the next curve of the beautiful Malibu coastal highway.

Below, the Pacific Ocean spread out to the horizon in an endless carpet of blue, undulating waves and sparkling wonder.

Nickleback was blaring from the speakers of the car, the driver's hair was tossed in the wind, his popped collar was flapping in the high speed rush of air and his Ray Bans barely hid his I-own-the-world feeling of delight in the moment.

Then the gates of hell opened up...

The car suddenly swerved, it dived straight off the cliff. Did the driver smell the smoke, or see the flames first? We may never be sure.

Was the, notoriously, hackable Tesla suddenly taken over by Chinese hackers, who had found his car IP address on the internet? That is another question that has yet to be resolved.

What is certain, is the horrific death that then followed. As investigators, safety engineers and fire officials detail the sequence of events, the results require a warning to readers: **Do not read further if you have a weak stomach –**

First, lithium ion battery number 862, in the floor pan of the car, experienced the collapsing housing of the lightweight aluminum box housing that surrounded it. The collapsing metal pierced the skin of the

first battery. This was caused by the first rock that the lower corner of the Tesla floor pan slammed into. The rapid compression, and distortion of the 3 inch long Tesla battery caused that battery to buckle and forced the metal compounds inside, the lithium ion core battery chemicals, to experience the force as a pyrotechnic trigger. This, then caused that battery to release vapors, while at the same time, igniting those vapors like a little hand-grenade.

This battery had just been struck, ignited and exploded, and in that fire and explosion it was releasing gases which the driver was inhaling in his last moments of life. Those gasses have been publicly documented by The FDA, OSHA, Panasonic , and hundreds of other laboratory-grade facilities, to be the cause of cancer, liver damage, neurological damage, fetal damage and other deadly health issues. If this driver had not been killed by the fire and explosions, he would have had a longer, slower set of lethal issues to contend with.

Back to battery number 862; a few milliseconds after battery number 862 experienced the catastrophic explosion, battery number 863, right next to it, experienced the same devastating failure. This was followed by battery number 864, then number 865, then number 866, milliseconds apart. A chain reaction of self-igniting thermal hell was underway and no fireman could stop it now, nor, could they stop it after the crash.

The unstoppable nature of this lithium ion battery fire, set Malibu Canyon, itself, on fire.

So these flashlight-type batteries, that every Tesla driver is sitting on top of, are going off like military grade incendiary devices, during this crash, one-after-the-other.

These flashlight batteries were never made to be used in cars. Safety engineers say that Elon Musk's decision to use these batteries, in this way, was based on rapid profit exploitation, and not on proper engineering.

Be that as it may, we are now mid-way through the slow motion movie of this crash. The batteries are exploding, one after the other, the car is plowing through the rocks and debris as it dives off the cliff. But the horror has only begun. How many batteries do we have to watch explode in this single vehicle?

NEARLY 8000 EXPLODING BATTERIES.

Let us stop and consider this fact.

Where only one in 40 gasoline tanks, in each regular car accident, ever explodes. Here, in one car, you have nearly 8000 possibilities of an explosion AND each battery, that explodes, has an extremely high likelihood of setting off, all the rest, in a chain reaction. Do you like those odds? You have a 400% better chance of winning the lottery.

In our slow motion analysis, we have only crossed the half-way point in the accident. The front of the car is crumpling, the heavy batteries are being thrown upwards, through the floor of the car, to cover the driver in exploding lithium metal particles, and the cockpit of the car is filling up with some of the most toxic fumes you can legally produce.

Still, the worst is yet to come.

The special alloys, which Tesla decided to make its car out of, turn out to interact with the exploding

batteries to cause an effect called alloy conflagration. The very metal of the Tesla car has now been set on fire by the massive heat from these exploding batteries. The car has turned into the public version of a military phosphorous bomb, one of the most hideous military weapons of all time. This burning metal composition is worse than napalm, it can burn all the way through your face, your skull, and any bones in your body. It is a fire that almost nothing can extinguish.

Molten, flaming metal is dripping on the driver and it is coming from every side of the car, surrounding him in a fireball of deadly metal lava.

The car has finally come to a rest in a fireball. The driver is consumed in a nightmare of fire, dripping molten metal and deadly toxic smoke. The pain is beyond comprehension.

He is, in the same moment, burned to death, asphyxiated and entombed in red hot liquid metal. The resulting fire, in the Canyon, is, at first, unstoppable and threatens the entire community of homes. The first responder's attempts to douse the car fire, only make it worse! Water, it turns out, makes lithium ion batteries explode all over again. The car has been filled with a type of battery that mere bumps, and water, can cause to explode. Let me repeat this for emphasis: WATER MAKES LITHIUM ION BATTERIES EXPLODE. Not only does water *not* put out lithium ion fires, IT MAKES THEM WORSE!

Hours later, after the car has burned itself out, the first responders try to recover the body.

The problem is, they can't recognize a body. The driver has been burned into an unrecognizable lump of melted plastic, molten metal and human flesh.

His lovely drive down the coast ended in a horror as awful as any nightmare midnight movie. So this use, of this battery, in this way, was decided by the very Senators and billionaire campaign investors who owned the stock in this battery. If you wonder why a deadly choice, like this, was made about a battery that already had all of these dangers fully documented, on federal record; the answer can be found in one word: Corruption.

This massive oversight, putting the public at such risk, took place because a kick-back scheme was created by Mr. Musk, and his campaign finance partners. They chose greed, over scientific facts. Those chose mining commodity deals, and expediency, over proper engineering. They chose corruption, over anything else.

So, when you buy a Tesla, you need to think about your own safety and the safety of the American political system. Consider not supporting corruption and consider supporting the safety of yourself and your family: Buy an Audi!

- **Doug Bourn**, *The senior electrical engineer at Tesla*, **Andrew Ingram** *of Palo Alto, a top systems electrical engineer at Tesla*; and **Brian M. Finn** *the senior manager of interactive electronics, at Tesla, had deep knowledge of financial misdeeds and technical cover-ups at Tesla Motors. They were key parts of the Tesla operation. For some reason, they all got into a private airplane, in perfect health, and then the airplane plowed into the ground, killing all three at once. It helps certain people that they*

can no longer talk. They wrote, and helped describe, in Tesla's own federal patent filings, the fact that Tesla's batteries would kill you, maim you and/or burn your house down. Tesla did not realize this when they paid the federal patent filing fees. When Tesla, later realized this, they were forced to give all of their patents away for free. These three senior engineers had deep inside knowledge of the Tesla Motors operations. Their aircraft suffered an "Engineering failure".

How Did Elon Musk get involved in so many dirty schemes?

“Elon Musk is a Lying Scumbag” say critics!

It is, now, well known that all of Elon Musk's companies would not exist, today, if not for White House kick-backs and West Wing mandated steam-rolling of his competitors, in order to protect his loose relationship with morality.

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Nevada Gigafactory could cause Deaths of Thousands

UON – Environmental Sciences Class

Samsung workers are dying in droves. Many of the ones that are not dead are sickened with toxic poisoning. The Samsung workers have started to sue, and to protest, as the body count has become too large to hide.

It's the same story for Panasonic, LG, Exide and a host of other companies who make batteries.

The facts are clear. If you work in a battery factory, or if you live near a battery factory, you will die, or become very sick from that factory. Around the world, history has proven this without a doubt. Even China, who will let anything happen, does not want them. Battery factories are the most toxic, lethal, horrific kinds of poison factories that the world has to offer.

The only way to protect the workers is to suit them up in NASA-grade spacesuits with total self contained air brought in from over 30 miles away, or further. The Nevada Giga-Factory does not even have the slightest worker haz-mat system planned and it has zero near-city protection, aside from a call to “wash your hands”.

Harry Reid covers this up because he gets tens of millions of dollars, in his personal pocket, from Tesla.

The State of Nevada covers this up because the bosses of the state agencies get tens of millions of dollars of personal stock, pension and favors.

The EPA covers it up because Obama is their boss and Tesla and Tesla investors funded Obama's campaign.

None of the people who are supposed to be protecting you, care about you. They care about their bank accounts.

The air within 100 to 200 miles of a battery factory contains deadly poisons from the battery factory compounds. The water within 100 to 200 miles of a battery factory contains deadly poisons from the battery factory compounds. The toxins enter your body through your eyes, skin, lungs and mouth and begin to slowly kill you.

There is no doubt about this. Tens of thousands of university research studies, and lawsuits, prove it to be true.

The Giga-factory exists because of greed. It exists to exploit the lithium mines from nations that Tesla's investors did their war profiteering in. Safety, and eons of poisoned air, and soil, were ignored for the glory of the dollar, and Elon Musk.

The dust from battery factories falls into the pores of your skin. It crusts into your eyes. It follows your tear ducts into your body. It rides your blood stream into your liver, your brain and the brain of your unborn baby.

Does that sound dramatic? Things are actually worse than that.

Here is what you can do. Under the law, every single chemical that moves through the gates of the Giga-factory is required to have an "MSDS sheet attached to it". This sheet is required to disclose the known toxicity of the chemicals in any shipment.

You, as a U.S. citizen have a legal right to see those MSDS documents and post them publicly.

By law, the Gigafactory must publicly document any new chemicals that they compound from the chemicals they receive. Get those disclosure documents and post them on line.

By law, the Gigafactory must disclose all chemical compositions of anything that runs out of, or leaves the Gigafactory as waste, or run-off, material. Get those disclosures and post them online.

Part way through this exercise you will have the shock of your life. You will be amazed at how often the words: "known to cause cancer"; "Known to cause brain damage"; "Known to cause liver damage", "Known to cause genetic damage to the unborn fetus" ... etc.. appears.

These kinds of projects are, like Solyndra, about "the Skim". The Skim is the fraud program where you grab all the government cash you can, up front, grab your profit off the top, let the company die, and then grab more money by manipulating the tax write-offs.

The skim works every time because the SEC, and some federal enforcement agencies, are in the pockets of people like Musk and Reid.

All of the workers will die, the towns around the area will die and the Giga-factory will, eventually, die.

The families of the dead workers, and the people who used to live in the nearby towns, will file class-action lawsuits but the Giga-factory will say "Sorry, but we are now bankrupt and out of business and nobody is still around.." Those towns and families will get nothing but cancer and loss.

We are saying, now, before the Giga-factory goes on-line, that it WILL kill and sicken many workers, towns, babies families and a large part of the West.

Hang onto this article, check back in 15 years. We bet you this is true. We don't just bet you millions of dollars or trillions of dollars; we bet you GIGA-Dollars that this is true.

Want to bet? What is YOUR life worth?

SCRAPPY STARTUP NO MORE

Tesla ends \$100 flat fee service promise



Joshua Green of St. John's, Newfoundland, got the promise of \$100 Ranger service in writing when he bought his Model S. That came in handy when his car broke down this summer and Tesla wanted a lot more to send a Ranger.

Fixing the flat fee

In 2012, Tesla set a \$100 flat fee for its door-to-door Ranger service. It has ended that, reflecting the evolution of its service operation. Consider these numbers.

15: Tesla service centers worldwide when Model S deliveries began in June 2012

125: Service centers globally when Model X deliveries began in September 2015

90,000: Tesla vehicles on the road worldwide as of September 2015

91%: The share of Tesla vehicles within 50 miles of a service center

83%: The share of Tesla vehicles within 25 miles of a service center

Source: Tesla Motors

[Gabe Nelson](#) - 

Automotive News

November 2, 2015 - 12:01 am ET

When the sleek, electric Tesla Model S went on sale in 2012, Tesla Motors Inc. promised an unmatched customer experience, even if the car broke down.

It wouldn't be easy. Tesla had 15 service centers worldwide; BMW and Mercedes-Benz had more repair

shops in Southern California alone. So Tesla, reluctant to do business with franchised dealers, tried a novel strategy.

If the Model S needed repair, Tesla would dispatch a technician called a Ranger. If the technician could fix the Model S on the spot, he would. If not, the Ranger would deliver the car to one of Tesla's factory-owned service centers. The price: \$100.

"We've revised our pricing such that Ranger Service for Model S and Roadster is now a \$100 flat fee per visit, regardless of how far away you live from a Tesla Service Center," Joost de Vries, then vice president of global service at Tesla, wrote in a 2012 blog post.

"Our goal is to take care of your car in a way no one has ever done before."

But that was then.

Now, some customers who bought a Model S based on such assurances feel that Tesla has gone back on its word. Sometime earlier this year, Tesla started charging well above \$100 to customers who don't live near a service center.

Among them is Brian Manke of Chesapeake, Va., who balked at a \$606 quote to have his Model S delivered to Tesla's service center in Raleigh, N.C., 202 miles away, for repairs under warranty.

He doesn't regret his purchase. "It's an awesome car," Manke said, "and it only gets better the more you drive it." Yet he can no longer recommend Tesla with such gusto to neighbors.

"Ever since I got my Model S, I've had a bunch of people ask me: 'What do you do for service?'" Manke said. "I'd say, 'Oh, they pick it up for \$100.' It's going to change people's tune a little bit now when I tell them that it's going to be at least \$600."

The change to the Ranger program happened quietly earlier this year. One page on Tesla's service website still touts a \$100 flat fee. Another says: "Service begins at \$100 per visit and increases based on your distance from the nearest Tesla service center."

"Sorry for the confusion," a Tesla service adviser wrote this summer to a customer who inquired about the \$100 fee, in an email reviewed by *Automotive News*. "The flat fee of \$100 is no longer valid."

Manke's complaint, shared by other customers on online forums, is a rare blemish on Tesla's otherwise exemplary record for customer service.

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Brian Manke
Tesla Model S owner

When the magazine *Consumer Reports* polled Tesla customers in 2014 on their service satisfaction, they gave the company a score of 99 out of 100, with 98 percent of Tesla's owners saying they would buy a Tesla again.

"We take care of our owners unlike any other automaker, with 24-hour service, pickup and delivery and free loaners," Tesla spokeswoman Alexis Georgeson wrote in an email when asked about the change in Ranger policy.

When the Model S went on sale, "we needed to introduce a way for early customers out of range of a service center to have a seamless Tesla ownership experience," she added. "Since then, we have invested heavily in brick-and-mortar locations to serve our rapidly growing customer base."

Most customers were unaffected by Tesla's policy change. As of this September, when Model X deliveries began, Tesla had 125 service centers worldwide, with 91 percent of Tesla owners living within 50 miles of one.

As the company prepares for the launch of the mass-market Model 3 by adding more service centers, Ranger service will become less and less of an issue.

Nevertheless, the end of the \$100 promise is a telling episode in the history of Tesla, showing its transition from a scrappy startup to a mass-market automaker concerned about profits and economy of scale. It also serves as a cautionary tale about the challenge of breaking into the auto industry with a factory-owned service network.

Manke, a manager at a power tools company, doesn't usually buy luxury cars, but he was seduced by the Model S. His wife commutes 80 miles to work, so the couple concluded they'd save enough money on gasoline to afford one.

Before buying the car, Manke called the service center in Raleigh to make sure Tesla would honor its \$100 promise. The people there said yes, Manke recalls. He put down a deposit on a Model S. It arrived in April. He was enthralled.

Manke quickly spotted some minor flaws, such as chrome trim around the back door that didn't fit right. And soon the Model S started occasionally generating error messages while charging. When he called the service center, they quoted him \$606.

Manke held off on the repairs, waiting until the next time he visits a city with a service center so he can drop off the car himself, free of charge. He said he is disappointed Tesla didn't honor the price that it had advertised.

"I certainly expected it to be that way for the duration of the warranty period," Manke said. "That was a major part of my decision-making process. If it weren't for the fact that this car is so damn good, I'd be pretty ticked off."

Ending the \$100 promise could lead to substantial cost savings for Tesla, which has a goal of becoming profitable on a cash-flow basis in early 2016. Ranger service can be extremely expensive, as in the case of Joshua Green of St. John's, Newfoundland.

When shopping for his car, Green asked Tesla what would happen if the car broke down on the remote Canadian island. Tesla told him about the \$100 Ranger service, and Green got the promise in writing. But when his Model S broke down on the side of the road this summer, Tesla asked for more than \$800

to dispatch a Ranger.

Another Tesla crash destroys another Tesla as well as Obama campaign financier: Jeffrey Katzenberg; who quickly tries to cover up fact that he funded Tesla kick-back scheme

Jeffrey Katzenberg funded Obamas campaign.

Tesla got their funding from Obama as a political kick-back scheme payola scam.

Katzenberg got a Tesla as a “sweet gift”.

Katzenberg's Tesla crashes (Another Tesla China hacker take-over?) and destroys Tesla and a good chunk of Katzenberg.

Katzenberg rushes to “Thank Elon Musk” for the crash in the most overt suck-up and pandering effort in media history because: PAYOLA!



TESLA BATTERIES EXPLODE INTO FLAMES ON PUBLIC ROAD



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[Jeffrey Katzenberg Thanks Tesla's Elon Musk After Car Accident: "You Saved My Life" - Hollywood Reporter](#)

The Hollywood Reporter - 4 hours ago

Jeffrey *Katzenberg* is recovering from surgery and a brief stay at Cedars-Sinai Medical ...

[Jeffrey Katzenberg Recovering From Car Accident: "Thank You Elon Musk, You Saved My Life"](#)

Hollywood Reporter - 4 hours ago

[DreamWorks Animation CEO Jeffrey Katzenberg: Car Crash Won't Keep Him From Work](#)

TMZ.com - 3 days ago

[More news for katzenberg tesla crash](#)

[Jeffrey Katzenberg Recovering From Car Accident: "Thank ...](#)

www.hollywoodreporter.com/.../jeffrey-katzenb...

The Hollywood Reporter

4 hours ago - Jeffrey *Katzenberg* is recovering from surgery and a brief stay at ... the car,” said *Katzenberg*, known to drive a *Tesla* Model S. “It was pretty bad.

[DreamWorks Animation CEO Jeffrey Katzenberg: Car Crash ...](#)

www.tmz.com/.../jeffrey-katzenberg-car-accident-surgery-arm-drea...

TMZ

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[Katzenberg Crash Tesla - Celebnew](#)

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Elon Musk, a billionaire, has now received billions of free taxpayer dollars in out-right cash hand-outs, tax waivers, free or low-cost resources, stock pumps and federal NASA contracts. Musk's companies would not exist today if not for taxpayer hand-out cash. No other living person has received this much taxpayer money from the Obama administration. No other living person has given so much money to the Obama administration through his companies, investors and partners, like Google. No other living person has had the Obama administration sabotage, terminate or rule against so many of his competitors. Federal records demonstrate this to be one of the most overt examples of a political campaign kick-back scheme in this decade. In Musk's carefully orchestrated, self-aggrandizing, media campaigns, all mention of his true financial connections, extensive fraud lawsuits, and employee distrust is carefully expunged.



Elon Musk's Space Dream Almost Killed Tesla

By Ashlee Vance | [FOR BLOOMBERG](#)

Illustrations by [The Red Dress](#)

[SpaceX](#) started with a plan to send mice to Mars. It got crazier from there.

In late October 2001, Elon Musk was in a meeting with Jim Cantrell, a kind of international investor. Although Musk had tens of millions of dollars and they were planning to buy a refinery, Musk was sending a plant or some mice to Mars.

[Ressi](#), a gangly eccentric, had been thinking a lot about whether his best friend had started to lose his mind, and he'd been doing his best to discourage the project. He peppered Musk with links to video montages of Russian,

“He can be a downright liar ...” SPACE X STAFF

REFERENCES AND CONFIRMING DATA SETS:

BIBLIOGRAPHY AND EVIDENCE

The Silicon Coup. An ongoing internet authored book about the characters and historical circumstances involved in the biggest corruption case in modern times:

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The Book of Tesla. A live document, constantly expanding, detailing the most audacious one of the crony kick-back schemes in the "Cleantech Crash":

[THE BOOK OF TESLA EDIT ODT V.3.0c](#)

A Discussion Site: <http://thecleantechcrash.wordpress.com>

A Discussion Site: <https://policystudy.wordpress.com>

The U.S. Senate Investigation which found the Department of Energy Program to be rife with corruption and kickbacks:

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How **Google was "Weapon-ized"** as a defamation and political payback tool in the Department of Energy scam. Google executives and Google investors were a large part of the scam, using their company to rig voter perceptions, and stock market valuations, in favor of elected officials and their campaign financiers:

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<https://crimesquad1.files.wordpress.com/2015/12/how-google-bribed-its-way-to-the-top.pdf>

The Corruption Of Senator Feinstein. A detailed, constantly updated, analysis about how one elected official used their office to enrich them-self and damage millions of taxpayers, in this case.

Click This Link To Download >>> [The Corruption Of Senator Feinstein.](#)

A **University analysis** of the Department of Energy Corruption:

Click This Link To Download >>> [AADeRugy testimony final](#)

REPOSITORY TWO –

THE MOST REFERENCED LINKS, REPOSITORIES AND ARTICLE SETS:

<http://www.xyzcase.com>

<http://thecleantechcrash.wordpress.com>

<http://vcracket.weebly.com>

<http://greencorruption.blogspot.com>

<http://www.paybackpolitics.org>

<http://wp.me/P6h5en-60q>

<http://www.crimebusters77.com/xyz-case-investigation-22-documentation/who-is-gawker-media/>

<http://www.policystudy.wordpress.com>

<http://www.teslawow.com>

<http://gawker-media-attacks.weebly.com>

<http://thegaryconleycase.weebly.com>

<http://congressionalreview.weebly.com>

Evidence Data and Video Sets, Mirrors

<https://policystudy.wordpress.com/top-videos/>

<http://wp.me/P6h5en-60q>

<https://vimeo.com/126887156>

<http://www.FBI.gov>

<http://www.dailycaller.com>

<http://www.voat.co>

<https://www.dropbox.com/sh/zqiewke7y0ixgv6/AACsXYtbh7XUoNINhTTWRBHwa?dl=0>

<https://www.dropbox.com/sh/xhv8ii2blr8olma/AACypntka0OmZhvtNQ6b6Z3ja?dl=0>

Films About This Case:

In addition to the [many films linked on this WIKI](#), a number of feature films detail the exact methods and actions that took place in this matter, among them:

THE BIG SHORT

<http://www.imdb.com/title/tt1596363/>

TOO BIG TOO FAIL

[https://en.wikipedia.org/wiki/Too_Big_to_Fail_\(film\)](https://en.wikipedia.org/wiki/Too_Big_to_Fail_(film))

INSIDE JOB

<http://www.sonyclassics.com/insidejob/>

MERCHANTS OF DOUBT

[https://en.wikipedia.org/wiki/Merchants_of_Doubt_\(film\)](https://en.wikipedia.org/wiki/Merchants_of_Doubt_(film))

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[Elon Musk And His Apparent Regrets Over The 13th Amendment](#)

Elon Musk And His Apparent Regrets Over The 13th Amendment **Crony** Capitalism Goes Above The Law And Beneath Contempt In Oregon

redstate.com/2015/03/05/elon-musk-apparent-regrets-13t...

[More results](#)

[Top Obama crony capitalist deserts Zuckerberg immigration scam](#)

Now **Elon Musk**, one of Obama's big **crony** capitalist cronies, has decided to drop out. **Elon Musk** cashed in on Tesla, an electric car company, which got \$465 million ...

· frontpagemag.com/2013/dgreenfield/top-obama-crony-capitali...

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[Elon Musk — \\$4.9 Billion Crony Capitalist Mooch | David](#)

Crony Capitalist Culprits; History Page; Chart Gallery. Stockman's Corner Stockman's Corner Chinese Stock Market's Wile E. Coyote Moment by Bloomberg Business ...

davidstockmanscontracorner.com/elon-musk-4-9-billion-crony-capitalist-mo...

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[Elon Musk — \\$4.9 Billion Crony Capitalist Mooch — Elon Musk's](#)

Elon Musk — \$4.9 Billion **Crony** Capitalist Mooch — **Elon Musk's** Growing Empire Is Fueled By \$4.9 Billion In Government Subsidies

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[Is Elon Musk taking taxpayers for a ride with 3 different](#)

Is **Elon Musk** taking taxpayers for a ride with ... **crony** capitalism cronyism DoE **Elon Musk** green money **Musk** Pay Pal ... Carpetbagger **Crony** Capitalist Terry McAuliffe ...

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[Elon Musk Plays California for Tax Breaks, Then Moves SpaceX.](#)

Elon Musk Plays California for Tax Breaks, Then Moves SpaceX Operations ... Having played the Golden State for SpaceX **crony** capital "goodies," **Elon Musk** seems to ...

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[Elon Musk | Stop Crony Capitalism](#)

Stop **crony** capitalism! tw FB. **Elon Musk**. June 5, 2015. Stop Betting on the Come – Subsidies Not the Answer.

· nocronycapitalism.org/blog/elon-musk

[More results](#)

[Jason Mattera Exposes **Crony** Capitalist, Tesla CEO **Elon Musk**](#)

Tesla CEO **Elon Musk** is a big, huge **crony** Capitalist. And “if there’s a single, major criticism of **ElonMusk**,” writes Business Insider’s Matthew DeBord, “it ...

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[Inside The Washington Termination of **Elon Musk** | **TECHNOCRACY**](#)

Inside The Washington Termination of **Elon Musk** Today NASA ... The White House promised **ElonMusk** and his **crony** ... The Google Politics **Kickback** Process.

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[Elon Musk Has Raided 150 People From Apple For Tesla](#)

This is an interesting little story: **Elon Musk** has been deliberately and specifically hiring people away from Apple to go work with him at Tesla.

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[Elon Musk Why do so many people from In-Q-Tel work for Elon Musk? |](#)

Billionaire tech mogul and pop technologist **Elon Musk** says none of the taxpayer incentives his businesses receive are necessary, “but they are all helpful.”

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[Elon Musk—\\$4.9 Billion **Crony** Capitalist Mooch](#)

Elon Musk—\$4.9 Billion **Crony** Capitalist Mooch. 10 min ago Contra Corner ...

· [snewsi.com/id/15214953392/Elon-Musk—\\$49-Billion...](http://snewsi.com/id/15214953392/Elon-Musk—$49-Billion...)

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[Your guide to Venture Capital Mobsters...](#)

Angelgate is a controversy surrounding allegations of price fixing and **collusion** among a group of ten angel investors in the San Francisco Bay Area.

· en.wikipedia.org/wiki/Angelgate

[More results](#)

[Collusion Charges Still Linger Over ‘AngelGate’ – CBS News](#)

The latest Silicon Valley online guessing game: Was price-fixing on the menu when a group of high-profile tech investors met recently at a downtown San Francisco ...

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[Collusion – Quora](#)

AngelGate: Is **collusion** between angel investors to gain an advantage in investing in startups illegal? Antone Johnson, Studied antitrust law at Columbia wit ...

quora.com/Collusion?share=1

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This answer addresses the question of whether investor **collusion** is illegal, but not the specific behavior discussed on TechCrunch. Under the Williams Act which ...

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So A Blogger Walks Into A Bar... | TechCrunch

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