

Tesla Model S Burns To The Ground At Norway Supercharger

by Paolo Acosta 2d ago FOLLOW @PAULACOSTA

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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 26, 2015 11:45 am Technology

SPENDING TESLA stock price ended down \$1.62 one

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TESLA MODEL S SPONTANEOUSLY COMBUSTED ON NEW YEAR'S



Tesla Model S Bursts Into Flames While Charging

January 1st, 2016 by Steve Ranney

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-Agder 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 Rindnes College told Norway's [YS News](#). "We received notification at 2.29 pm that a car was on fire near a cafe on Brosselandstons. 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.

TECH HOME REVIEWS HOW TO DEALS VIDEO GAMES PODCAST APPLE HOLIDAY

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 Safety Scandal
Report Draft 1.4 - 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.

The related 300+ page documentation report, ([***Federal Demand Report Re: Tesla Motors 2.1 .pdf***](#)) associated with this call for justice and consumer protection reveals, in stunning detail, the vast number of highly documented incidents, reports, lab tests and expert studies that prove that Tesla Motors is, not

only, a scam; but a severe public safety hazard that has been systematically covered up by corrupt politicians.

The facts are clear.

The following facts are now documented in numerous broadcast, and published, news reports; federal reports, university studies and investigation field reports. The FBI, GAO, NHTSA, SEC and Congressional authorities have now received all of the confirming evidence, in writing:

- Tesla Motors batteries were promoted by those who wished to exploit the Afghanistan War for personal profit by controlling the Afghan lithium mining fields
- Tesla Motors batteries blow up on their own
- Tesla Motors batteries blow up when they get wet
- Tesla Motors batteries fires cannot be put out by any common fire-fighting resources
- Tesla Motors batteries set themselves on fire
- Per MSDS documents, Tesla Motors batteries emit cancer-causing vapors when they burn
- Tesla Motors Vehicles toxicity poison bystanders, nearby vehicular passengers, airline passengers in planes carrying said batteries in their holds, and environments where such incidents occur
- Fires in Tesla Motors vehicles turn the entire car into a slag pile of melted metal and plastic and turn the bodies, inside the Tesla, into “unrecognizable lumps”
- Tesla Motors batteries blow up when bumped by the same level of car incident that would, otherwise, only dent a normal car bumper
- In an accident, when a Tesla rolls over, molten metal and plastic can drip on and burn the occupants alive
- Per MSDS documents, Tesla Motors batteries emit brain damaging chemicals when they burn
- Per MSDS documents, Tesla Motors batteries emit chemicals, burning, or not, that can damage an unborn fetus
- Per MSDS documents, Tesla Motors batteries emit chemicals that can cause lung damage
- Per MSDS documents, Tesla Motors batteries emit chemicals that can cause liver damage
- Per published lawsuits and news reports, the factories that make Tesla Motors batteries have been charged with the deaths, and potentially fatal illness, of over 1000 workers and the poisoning of nearby towns
- Panasonic, Tesla's battery partner, has been charged with corruption, toxic poisoning, dumping and price fixing by, at least, two different nations, including the U.S.
- Tesla Motors batteries become even more dangerous over time, particularly when tasked by electric transportation systems like Hover-boards and Tesla's.
- Tesla Motors batteries were never designed to be used in automobiles. Tesla used non-automotive batteries in one of the most dangerous configurations possible
- Tesla Motors occupants experience higher EMF radiation exposure than gasoline vehicle occupants
- Elon Musk's Space X vehicles and Tesla Motors vehicles have both had a higher-than-average number of explosions. This has caused outside experts to doubt Musk's ability to place safety considerations over his need for hyped-up PR
- Leaked Sandia National Labs and FAA research videos dramatically demonstrate the unstoppable, horrific, “re-percussive accelerating domino-effect” explosive fire effect of the Tesla Motors batteries

- Tesla's own “Superchargers” and home 3-prong chargers have set Tesla's, homes and businesses on fire
- Consumer rights groups contacted Erick Strickland, the head of the NHTSA, and charged him with a cover-up. He quit days later. The NHTSA then issued a safety investigation request to Tesla Motors, which would have more publicly exposed these dangers, but the safety investigation was never under-taken due to White House requests and lobbyist bribes, from Tesla, which got the investigation shut down
- NEPA regulations for the Tesla NUMMI factory in California and the Nevada Tesla “Gigafactory” have been violated relative to environmental safety standards
- Tesla Motors vehicles are not “Factory Built” “like Ford” builds cars, as Tesla professes. They are hand built in small volumes and subjected to numerous defects. Blogs have documented hundreds of defects, as listed by Tesla owners. Tesla has lost at least one LEMON CAR LAWSUIT for defective manufacturing
- Tesla's “showrooms” are often “pop-up” retail storefronts that are in tight-proximity retail centers, putting it's neighbors at risk of total loss from fire damage
- Tesla Motors vehicles have been hacked and taken over. Their doors, steering, listening devices and navigation have been taken over by outside parties. Multiple Tesla have suddenly swerved off the road, over cliffs and into other vehicles, killing bystanders and Tesla drivers
- Three Tesla top engineers and two competing senior executives, all of whom had whistle-blown on Tesla, who were in perfect health one day, suddenly died mysteriously the next day
- Multiple employees, founders, investors, marital partners, suppliers and others have sued Tesla Motors, and/or it's senior executives for fraud
- The above, and over 30 additional safety issues with Tesla Motors vehicles, have been documented, yet investigations have been covered up, and/or manipulated by public officials with a financial and political investment in Tesla Motors and lithium ion batteries. This level of cover-up is said to be a felony-level crime

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

abc NEWS
Tesla Stock Tumbles After Model S Catches Fire
 10/01/13 October 3, 2013 AM
 BY NICK ANTONIACCAP/ABC NEWS

AP
 Shares of electric car company Tesla tumbled more than 8 percent Wednesday after an internet video showed flames spewing from one of the company's vehicles near Seattle.

Contact: 1-212-861-5015
 lewis.larsen@gmail.com
<http://www.latticeenergy.com>

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 separator



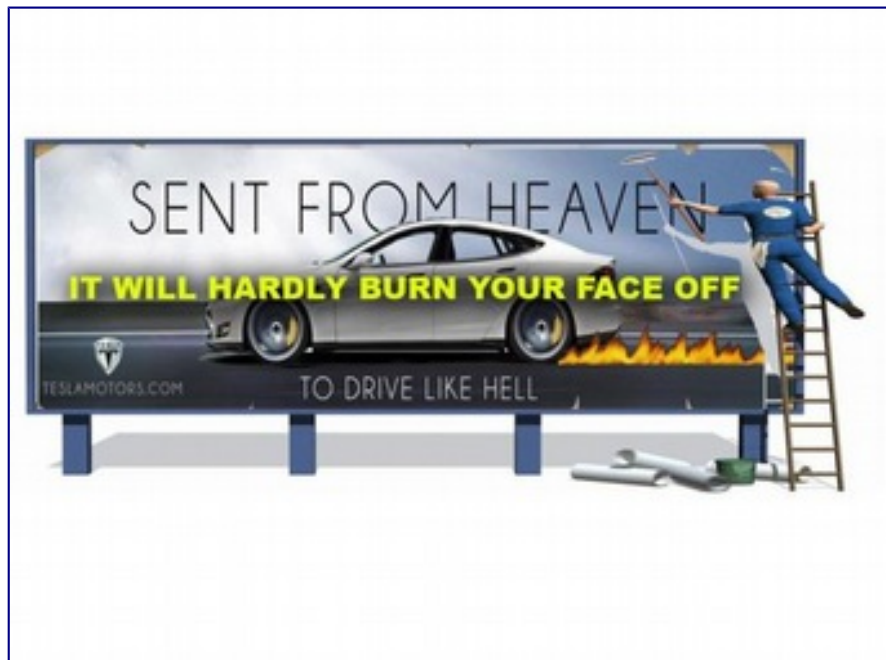
Field-failure thermal runaways can also include electric arc internal shorting:

- 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



Get in touch

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, October 10, 2013

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

The European plane maker said Tuesday that it has decided to revert to nickel-cadmium batteries for the A350. The plane is a wide-body jet used to be expected to make its first flight around the middle of the year.

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 way to the 787, making it unlikely that it would face the same problems.



IS YOUR PACKAGE SAFE TO MAIL?

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UNITED STATES POSTAL SERVICE
SAYS LITHIUM BATTERIES ARE DANGEROUS!!

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Did you know that many common household items are dangerous to ship by mail? Even items that are permitted in the mail can present a hazard if improperly packed, subjected 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.

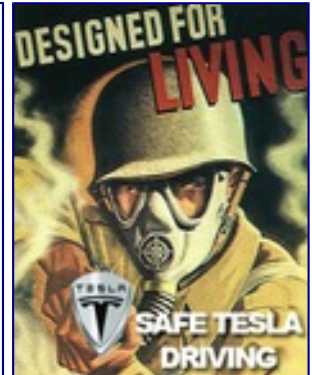
WARNING: Persons who knowingly mail items or materials that are dangerous or injurious to life, health, or property in violation of 39 U.S.C. 3018 may be liable for a civil penalty of at least \$200, but not more than \$100,000 for each violation; the costs of any cleanup associated with each violation; 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!

The advertisement features two images. On the left, a close-up shows a damaged headlight assembly with exposed wiring and a black plastic component. On the right, a Tesla logo is engulfed in bright orange and yellow flames.



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**



**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, 2018 12:15 PM



BROKEN?

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Hybrids/EVs
See Dealer Pricing

A new car shouldn't have problems when you've owned it for less than a month. But Consumer Reports' breakdown of 127,000 Tesla Model S P85 Ds, with the faulty retractable door handles related to at least 11, effectively rendering the car unusable. (Read "Why We Bought a Tesla Model S.")

After we'd owned the P85 D for a mere 37 days, with just over 2,000 miles on the odometer, the retractable door handle failed. The door handles in the Model S retract automatically as they roll flush with the sides of the car when they're not in use. When 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 stop in drive, garbage counterbalancing that the door was open due to the issue with the door handle. We have observed other vehicles become immobilized during a door open.

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



Owner's door handle is stuck.









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

Lattice Energy LLC

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Large Lithium-based EV batteries are potentially risky

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President and CEO
Lattice Energy LLC
October 3, 2013



Tesla Stock Tumbles After Model S Catches Fire

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.

Source: <http://www.king5.com/news/local/Tesla-stock-tumbles-after-Model-S-catches-fire-near-Seattle-22620791.html>

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

8 months ago by Eric Loomis 11/8/17



Photo courtesy L.A. County Fire & Operations

Walla Street is reporting that an 81-year-old 2013 Tesla Model S drove over the edge of a canyon, plunging 100 feet to where it caught fire. The 81-year-old man was killed.

The accident occurred just after 11 a.m. on Monday, June 27, when a 2013 Tesla registered to a 67-year-old male from Calabasas was on the edge of the canyon, falling an estimated 100 feet. The car then caught fire, quickly engulfing the surrounding dry brush in flames.

In total, the fire burned approximately three acres.

The Los Angeles County Fire Department dispatched a team as a precaution of an 800-foot-high fire because it caught the car by accident or falling in a canyon in the area.

An aerial view of the car, County Fire Dept. Captain Mike, with a reporter from The Walla Street Journal at approximately 12:30 p.m. Monday, the fire that was ignited by the car had begun to build near a road in the north.

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

Walla Street reports that Cal State Highway 47 Plunged along a road in the area. The report is as follows:

"If a car fell from the side of a cliff, the body was not badly burned, but the car did catch fire, and the car could be 100 feet or more from the cliff."

Firefighters did manage to contain and extinguish the flames. The fire did not spread to the canyon.

The cause of the accident is unknown and will likely remain that way as the vehicle has not been recovered from the canyon. The report is as follows:

"If a car fell from the side of a cliff, the body was not badly burned, but the car did catch fire, and the car could be 100 feet or more from the cliff, and there's not a lot of physics at accident at the scene."

"If the car did not fall from the side of a cliff, we'd probably see a lot of cars. If the fire department didn't get there, it would have been a lot of cars. There are still a lot of cars in the area."

"It could be the car."

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



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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: 847-468-6750

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 ₂
	Lithium Hexafluorophosphate - Salt	LiPF ₆

The overall reaction is: LiC + Li_{1-x}CoO₂ ↔ C + LiCoO₂



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 38, 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.

The European planemaker said late Thursday that it has decided to revert to nickel-cadmium batteries for the A350. The plane is a wide-body jet rival to the 787 and is expected to make its first flight around the middle of the year.

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Comments

Weigh In Corrections?

Tweet 0

More

Gallery



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.

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

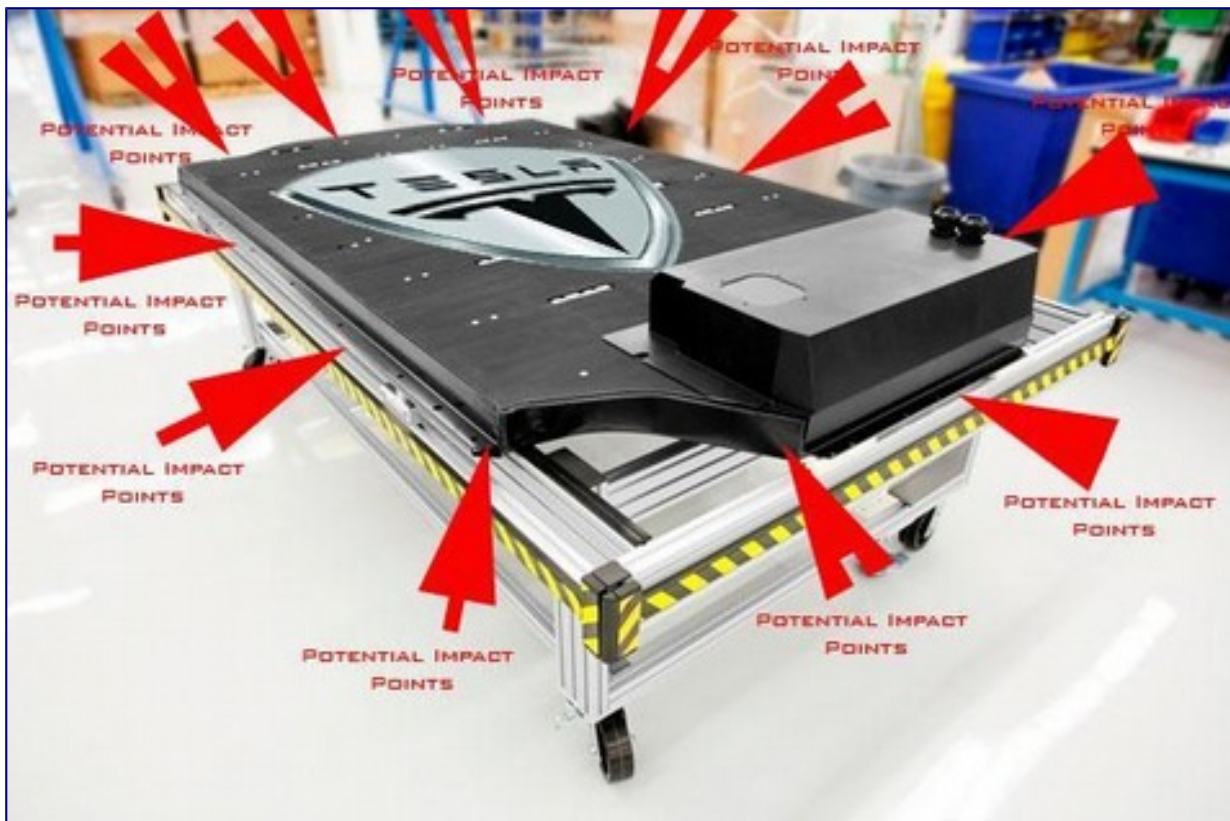
Door locks are electronic on many cars. If a solenoid misfires, the **door** unlocks. ... the **door problems** are a lie despite **Tesla's** publicly acknowledging the **problem**, etc... When people write good things, they are true and you don't question them.

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!



Good Credit, Bad Credit Auto Loans

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>

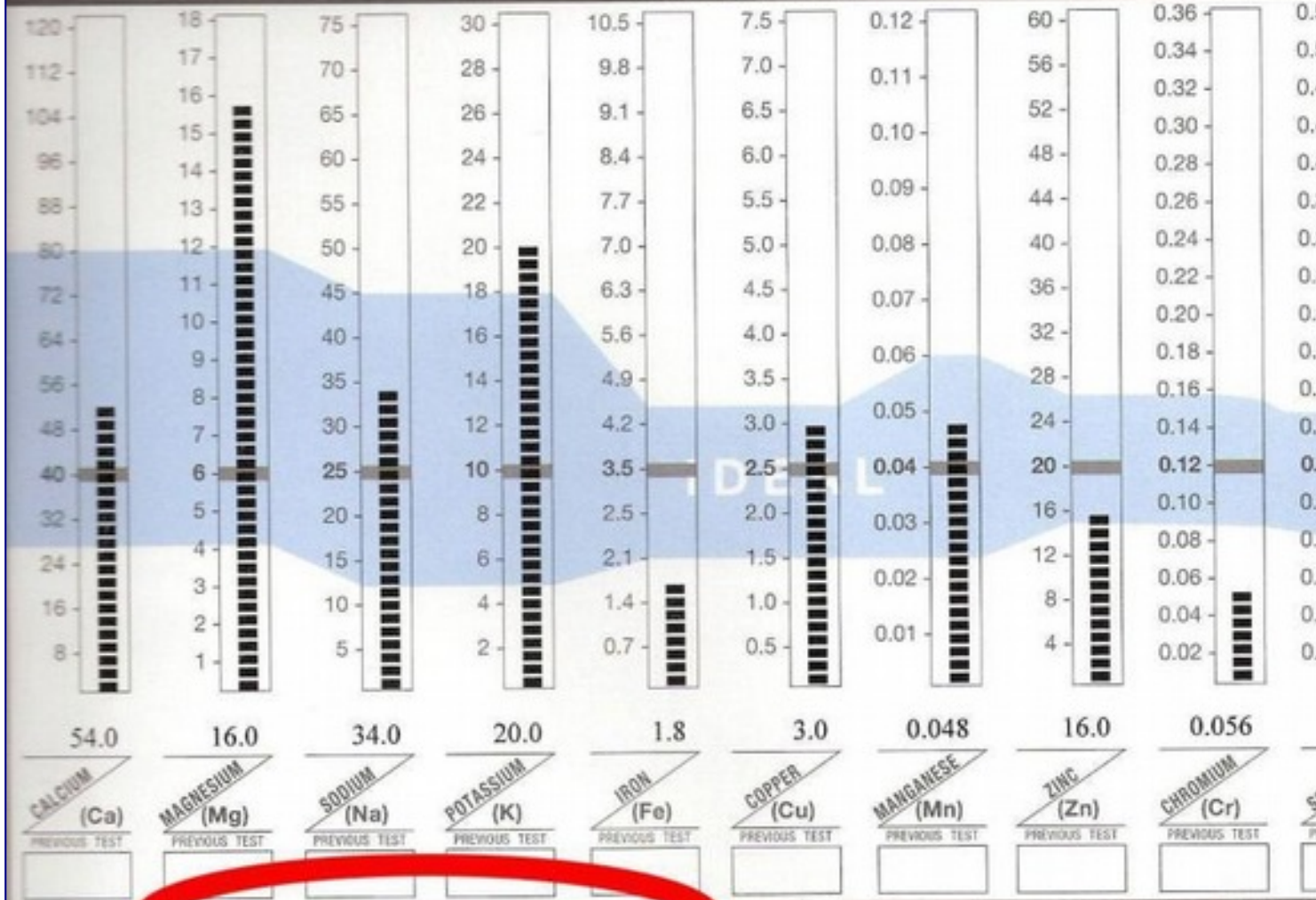
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Keywords: Lithium ion battery, ionic liquid, electrolyte, safety, thermal stability

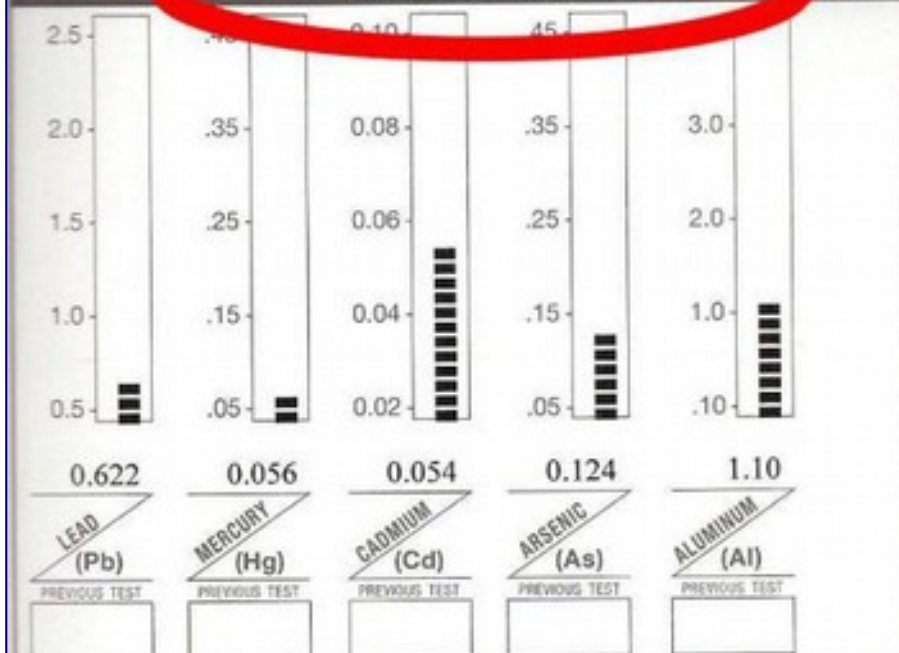
1. INTRODUCTION

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.

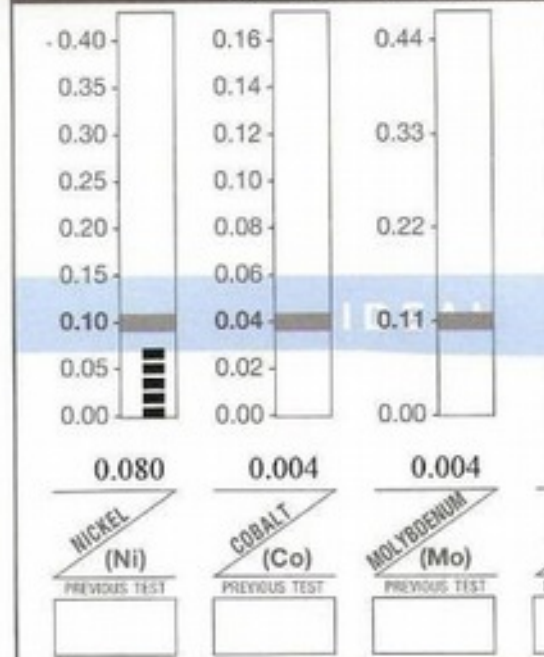
NUTRIENT MINERALS



TOXIC METALS



ADDITIONAL MINERALS



IONIC/NUTRIENT 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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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 Kover](#), 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 curious chime 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.



OLD WHITE
MEN INVESTORS

NUMMI WORKERS FOR
PHOTO OPP, LATER FIRED

MUSK

FEINSTEIN

TESLA EMPLOYEE REVIEWS ON GLASSDOOR

3
8-1
11
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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 out 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](#)

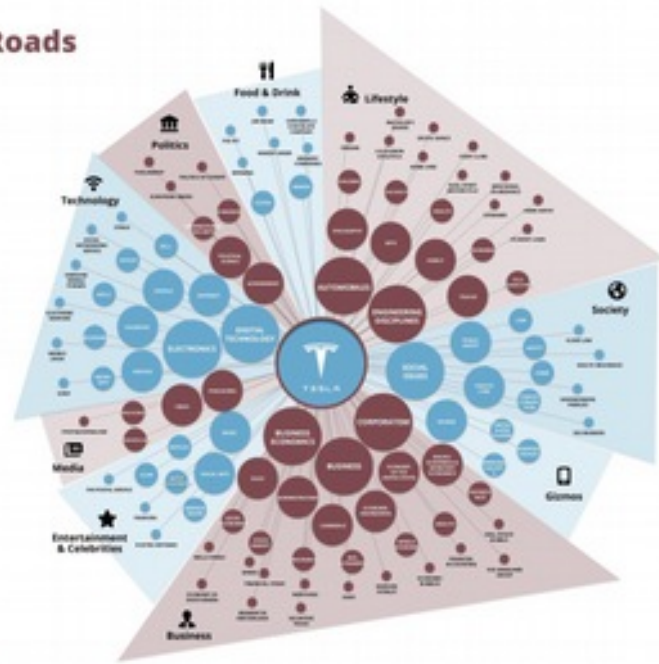
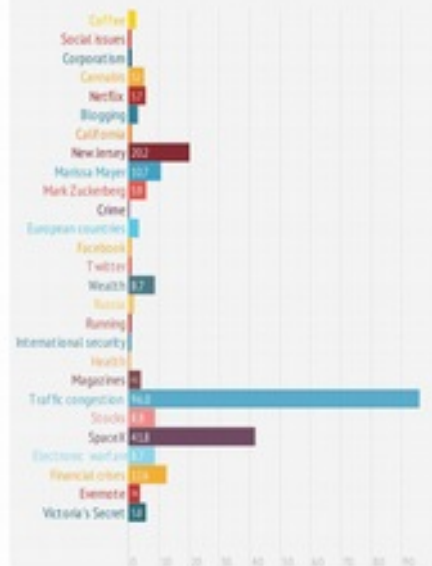
Tesla Fans: Sex, Money & Open Roads

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/ci_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;

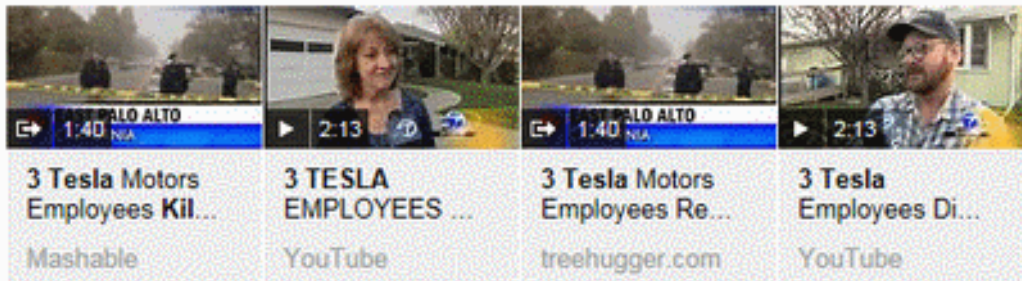
[3 Tesla workers killed in Calif. plane crash - US news ...](#)

www.nbcnews.com/.../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



[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/ci_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 ...

SILICON VALLEY
VC CAMPAIGN
BACKERS

Google

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



WHITE HOUSE &
CORRUPT SENATORS



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 (brand- prohibiting driving with a door open.

Worse 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.

Musk/Feinstin: 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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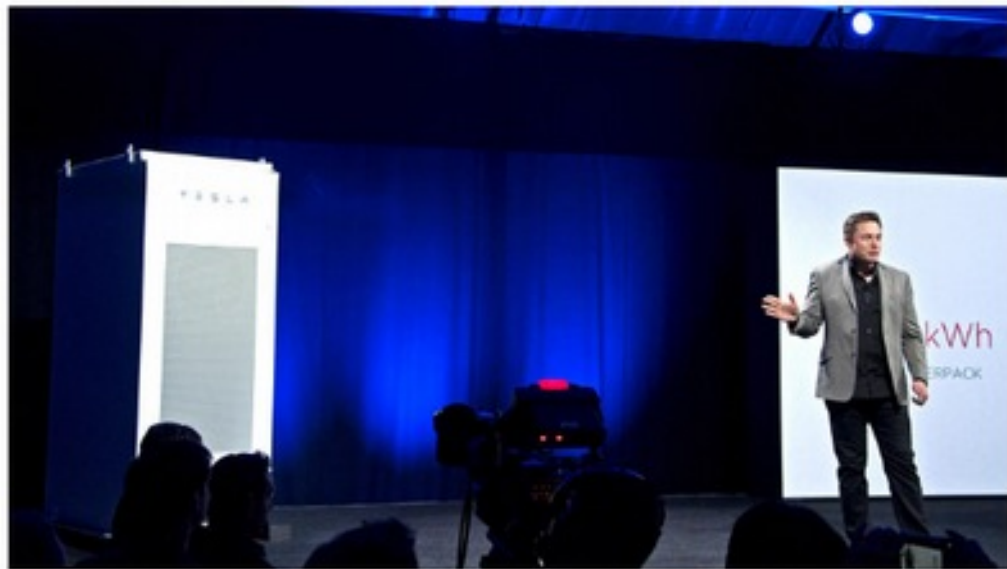
PHOTOS & VIDEO

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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[WEB SERVICESNews](#), [TechnologyConsumer Safety Cover-up- The Tesla Motors Scandal](#), [lithium ion](#), [lithium ion explosions](#)

- 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...



[Home](#) / [News](#) /

This is what a melted Tesla looks like

Published time: 2 Jan, 2016 20:16

Edited time: 2 Jan, 2016 22:00

[Get short URL](#)



@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

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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 Kenley

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 Brokelandsheta. 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.



 **ANOTHER
TESLA FIRE!**



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 BREEGT

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.

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.

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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!



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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

3 days ago - DreamWorks Animation CEO Jeffrey *Katzenberg*: Car *Crash* Won't Keep ... We've learned Jeffrey was driving his *Tesla* in Bev Hills Monday ...

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Elon Musk: Government's \$5 Billion Man

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Capitalism 2015: In corporate finance today, the theme is "Go where the money is." For Elon Musk, CEO of Tesla, SolarCity and SpaceX, the place to hunt for cash isn't Wall Street or even Silicon Valley. It's Washington, D.C.

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www.geopoliticaltimes.com/.../dreamworks-katzenberg-recovering-from...

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[Katzenberg Crash Tesla - Celebnew](#)

www.azgossip.com/katzenberg-crash-tesla

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***"Elon: Congratulations on being a Self-righteous,
Sanctimonious, Holier-than-thou, Narcissistic, Corrupt,
Bribing Douchebag!***

You must be so proud!"

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[breaking.cyber1news.com/.../dreamworks-katzenberg-recovering-from-t...](#)

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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... Although Musk had tens of millions... and they were planning to buy a ref... sending a plant or some mice to Ma...

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

~~Rossi~~, 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,

1. Overview of Disclose of “Cover-up” in NHTSA duties

Regulators asked Tesla to detail the possible consequences of battery pack damage to the Model S and how those problems were addressed in the Model S design. NHTSA also asked Tesla to describe the "limits of that design to prevent damage to the propulsion battery, stalling and fires". While electric cars have been in commercial production since the 1800's, and have been widely released by major automobile manufacturers, only the Tesla vehicles have experienced the fire issues, relative-to-inventory, in this magnitude. The questions and data required by NHTSA, in the letter from NHTSA, contained below, demands disclosure of certain Tesla information which will reveal conflicts in previously provided Tesla data. Reporters and public interest law firms will be using the FOIA process to disclose the responses, required under federal law, in the public interest.

2. Issues.

- Dense packing non-automotive lithium cells
- Self ignition from exposure to air
- Self ignition from exposure to water
- Burning lithium ion, plastics and human skin
- Inability to extinguish lithium ion fires
- Failure to provide disclosures to buyers
- Failure to provide required CO2 fire extinguishers to buyers
- Toxic carcinogenic chemicals released in Tesla Fire- Danger to passengers
- Toxic carcinogenic chemicals released in Tesla Fire- Danger to bystanders
- Brain damage from toxic chemicals released in Tesla Fire- Danger to passengers
- Brain damage from toxic chemicals released in Tesla Fire- Danger to bystanders
- Lung damage from toxic chemicals released in Tesla Fire- Danger to passengers
- Lung damage from toxic chemicals released in Tesla Fire- Danger to bystanders
- Birth defects from toxic chemicals released in Tesla Fire- Danger to passengers
- Birth defects from toxic chemicals released in Tesla Fire- Danger to bystanders
- Home and office conflagration as warned in Tesla's own patents
- BMS (Battery Management System) programming, ie: Vampire issues, etc.
- Danger to factory workers exposed to internal materials in Tesla Lithium ion cells
- Electronic door locks failing. Could passengers be locked inside car in fire?
- Previous seat safety recall
- Miscellaneous owner complaints about technical issues and relation to safety

3. Safety Tests That Were Never Conducted and Must Now Be Conducted.

The continued failure to engage in these tests, and/or provide the results from these tests, continues to

call into question the efficacy and conflicts of interest of the original testing. The batteries used by Tesla were never designed, or created, to be used in automobiles and this short-cut to cost reduction must be mitigated by the relative increase in safety reduction.

- Vehicle with **fully charged batteries** drives into 3', 4", 5", 6", 7" 8" concrete curb at 5MPH, 15MPH, 20MPH, 25MPH, 30MPH, 35MPH, 40MPH, 45MPH, 50MPH, 55MPH, 60MPH, 65MPH, 70MPH, 75MPH and then is allowed to sit, post crash, for up to 3 hours to analyze spontaneous lithium ion combustion.

- Vehicle with **fully charged batteries** drives into 3", 4", 5", 6", 7" 8" metal post embedded in road at 5MPH, 15MPH, 20MPH, 25MPH, 30MPH, 35MPH, 40MPH, 45MPH, 50MPH, 55MPH, 60MPH, 65MPH, 70MPH, 75MPH and then is allowed to sit, post crash, for up to 3 hours to analyze spontaneous lithium ion combustion..

- Vehicle with **fully charged batteries** drives into 3", 4", 5", 6", 7" 8" concrete curb at 5MPH, 15MPH, 20MPH, 25MPH, 30MPH, 35MPH, 40MPH, 45MPH, 50MPH, 55MPH, 60MPH, 65MPH, 70MPH, 75MPH and then is allowed to sit, post crash, for up to 3 hours in simulated rain storm to analyze spontaneous lithium ion combustion..

- Vehicle with **fully charged batteries** drives into 3", 4", 5", 6", 7" 8" concrete curb at 5MPH, 15MPH, 20MPH, 25MPH, 30MPH, 35MPH, 40MPH, 45MPH, 50MPH, 55MPH, 60MPH, 65MPH, 70MPH, 75MPH and then is allowed to sit, post crash, for up to 3 hours after complete immersion in water as in a hurricane or high-water event to analyze spontaneous lithium ion combustion..

- Rolling the vehicle with **fully charged batteries** in a 3 roll crash at 20MPH, 25MPH, 30MPH, 35MPH, 40MPH, 45MPH, 50MPH, 55MPH, 60MPH, 65MPH, 70MPH, 75MPH ending in the vehicle laying on it's roof and counting the number of lithium ion cells that came loose from their mounts risking burning lithium falling on passengers.

- Rolling the vehicle with **fully charged batteries** in a 3 roll crash at 20MPH, 25MPH, 30MPH, 35MPH, 40MPH, 45MPH, 50MPH, 55MPH, 60MPH, 65MPH, 70MPH, 75MPH ending in the vehicle laying on it's roof and counting the number of lithium ion cells that had their housings damaged risking burning lithium falling on passengers.

- Rolling the vehicle with **fully charged batteries** in a 3 roll crash at 20MPH, 25MPH, 30MPH, 35MPH, 40MPH, 45MPH, 50MPH, 55MPH, 60MPH, 65MPH, 70MPH, 75MPH ending in the vehicle laying on it's roof and simulating a full rain storm on the, now exposed, underside of the vehicle for 2 hours to see if lithium ion ignites when wet risking burning lithium falling on passenger and to analyze spontaneous lithium ion combustion.

- Filling the battery compartment, with **fully charged batteries**, with water, draining it and observing for 4 hours to analyze spontaneous lithium ion combustion.
- Pouring 18 Oz. soft drinks into the battery compartment, with **fully charged batteries**, and observing for 4 hours to analyze spontaneous lithium ion combustion.
- Impacting the lower quarter panel of Tesla with **fully charged batteries** on the side of the car, on each side, at the lower center of the passenger door and two feet to either side at 20MPH, 25MPH, 30MPH, 35MPH, 40MPH, 45MPH, 50MPH, 55MPH, 60MPH, 65MPH, 70MPH, 75MPH at 3", 4", 5", 6", 7" 8" so as to penetrate the battery chamber at least 4 inches and then saturating the damaged area with water and waiting four hours to analyze spontaneous lithium ion combustion.
- Forced ignition of lithium ion cells in flipped over (vehicle resting upside down on it's roof) with **fully charged batteries** and timing of penetration of smoke and flames to occupants simulated as contained within.
- Spectrograph analysis and complete full-range chemical read-out of the front metal and plastics of a Tesla on fire with **fully charged batteries** along with the lithium ion batteries. Disclosure of all known harmful chemicals in said smoke.
- Manually cutting 10 (ten) **fully charged** lithium ion Tesla battery cells in half long-ways in open air at average humidity and videotaping the results followed by dropping them in a bucket of water 60 seconds after cutting them. With the large number of lithium ion cells in a Tesla, physics and the law of averages predict that at least 10 cells will be fully ruptured in a high speed accident.

Plus such additional tests to be specified by:

[The Center for Auto Safety](#)

Contacts to follow-up on investigations

<http://www.nhtsa.gov/Contact>

With a copy to:

public.affairs@dot.gov

[The Center for Auto Safety](#)

Organization that informs consumers about auto safety issues.

www.autosafety.org

1825 Connecticut Ave, NW
Suite 330
Washington, DC 20009-5708
(202) 328-7700

<http://www.autosafety.org/fileacomplaint>

Criminal Investigations:

<https://tips.fbi.gov/>

with a copy to:

askdoj@usdoj.gov

antitrust.complaints@usdoj.gov

<https://wb-gop-oversight.house.gov/>

Chairman Barbara Boxer
Senate Select Committee on Ethics
220 Hart Senate Office Building
Washington, D.C. 20510
Fax: (202) 224-7416

For German Investigations:

Kraftfahrt-Bundesamt (KBA) at:
pressestelle@kba.de

and at this link:

http://www.kba.de/cln_031/nn_540136/EN/Service_en/Contact/Contact_node_en.html?nnn=true

and by hard-copy mail to:

Kraftfahrt-Bundesamt

Stabsstelle (Office of Interdepartmental functions)

Mr. Thomas Meyer

24932 Flensburg

6. **Are Tesla drivers more likely to get in accidents than mainstream drivers?**

Tesla Driver now charged with homicide of two in crash.

7. **Original participant conflicts-of-interest created reduced safety oversight**

A certain, specific, group of investors, known to the FBI, The GAO, The SEC and the Senate Ethics Committee, purchased undo influence on the previous Tesla decisions process, in order to acquire "unjust rewards" from the U.S. Treasury. These investors, coincidentally, provided funds to related campaign efforts and, shockingly, they all hold major investments in the very battery system in question.

Because of this, the American consumer has been forced to "accidentally" conduct some of these tests at great personal risk to those consumers. These risks should have been disclosed by Tesla prior to the application for their DOE loan and prior to their first contact with NHTSA. Tesla produced documents show that Tesla was aware of the dangers disclosed herein.

Appendix: Reference Data:

FROM: <http://lithium-ion.weebly.com>

Go to <http://www.nts.gov/> and demand action:

"LITHIUM ION BATTERIES ARE MADE OVERSEAS BY CHEAP LABOR WHERE OSHA CAN'T WATCH. POOR PEOPLE MAKE LITHIUM ION BATTERIES OFF SHORE WHERE THEY

ARE NOT TOLD ABOUT THE TOXIC CANCER, LIVER AND LUNG DISEASES THEY GET FROM THE MANUFACTURING PROCESS. SILICON VALLEY VC'S PUSH LITHIUM ION BECAUSE THEY CAN MAKE A HUGE PROFIT ON THE CHEAP LABOR BUILDING A BATTERY THAT SELF DESTRUCTS BUILT BY WORKERS WHO DIE FROM TOXIC POISONING. CHINESE, MALAY, MEXICAN AND OTHER WORKERS, SHOULD FILE CLASS ACTION LAWSUITS AGAINST SILICON VALLEY VC'S WHO PUSH THESE BATTERIES."

TESLA EXPLODE IN FLAMES:

<http://static3.businessinsider.com/image/524c7d5369bedd842edc40a0-482-361/tesla-58.jpg>

<http://www.youtube.com/watch?v=uF18v1lxH0k>

October 2, 2013, 4:27 PM

Tesla Motors Inc. TSLA shares tanked after a video of a Model S on fire circulated on the web, prompting the electric car company to move quickly to douse the flames of bad publicity.

Elizabeth Jarvis-Shean, director of global communications at Tesla, confirmed that the vehicle engulfed in flames was indeed a Tesla but stressed that the driver walked away without injuries.

Tesla Issues Statement On Fiery Car Crash That Caused The Stock To Tank

MMamta Badkar Oct. 2, 2013, 3:45 PM 13,469 11

tesla
Aj Gill via YouTube

Tesla's stock was down over 7% to a low of \$175.40 today, but pared some of its losses to close down 6.24% at \$180.95.

It appears that shares began to tumble in the last half hour on reports that a Tesla Model S car caught fire on Washington State Route 167.

Some speculated that the video highlights problems with the car's battery.

News and blog quotes:

"Media finds that "Safety Investigators" (read "SHILLS") are bribed by VC's and lithium holding companies to say "nothing to see here", "lithium batteries are probably ok". Beware of NTSB "consultant's" and "investigators" who are being bribed, offered after-politics high pay jobs, called up by bribed congressional staff with "suggestions", given sports tickets, handed stock in certain ventures and other bribes. Many of the "investigators" need to be put under investigation themselves!!!! When you see an investigator talking about how lithium ion is a wonderful thing, investigate them!"

The following are a variety of quotes, from across the web, demonstrating the critical nature of this public safety issue:

"Lithium ion batteries are blowing up, starting fires and, generally, destroying people's homes, cars, electronics and physical health. Boeing was just ordered to stop flying the 787 Dreamliner because it's Lithium ion batteries are catching fire spontaneously."

"A group of silicon valley venture capitalists forced/leveraged the government to buy and pay for these specific batteries, that they have stock in, in order to benefit their profit margins. Other batteries don't have these problems. They knew about this from day one but put greed ahead of safety. There are thousands and thousands of reports of spontaneous lithium ion fires but the VC's who back lithium ion pay to keep this information hushed up. Millions of these batteries have been recalled for fire risk. The VC's tried to push as many as they could before they got caught. Now they are caught. These VC's own stock in lithium mining companies too."

"Here is the Fisker Karma after it got wet and the batteries blew up. These batteries blow up JUST FROM GETTING WET! ALL of these burned up hulks are brand new \$100,000.00+ cars that just blew up and torched everything around them just because they got wet! How bad do you want a Fisker or Tesla now? Fisker's insurance company is balking at paying for this saying: "You knew this would happen".

These links show vast sets of Fisker electric cars that burst into flames just because they GOT WET:

<http://updates.jalopnik.com/post/34669789863/more-than-a-dozen-fisker-karma-hybrids-caught-fire-and>

<http://green.autoblog.com/2012/08/12/fisker-flambe-second-karma-spontaneously-combusts-w-video/>

<http://www.autoblog.com/2012/11/05/how-sandy-may-have-set-17-plug-in-hybrids-on-fire/>

<http://www.digitaltrends.com/cars/fisker-karma-spontaneously-combusts/>

<http://cbdakota.wordpress.com/2012/11/07/fisker-karmas-catch-fire-following-inundation-by-sandy/>

<http://www.engadget.com/2012/08/12/fisker-karma-hybrid-ev-second-fire/>

<http://www.techfever.net/2012/08/fisker-karma-hybrid-ev-ignites-while-parked/>

<http://evmc2.wordpress.com/2012/11/04/fisker-karma-fire-report/>

<http://fellowshipofminds.wordpress.com/2012/05/12/karma-burns-owners-mansion/>

<http://www.carbuzz.com/news/2012/11/1/Karmas-Ignite-After-Hurricane-Floods-Newark-Port-7711437/>

Here is another link to the move at: <http://tinypic.com/r/7295hs/6>

THIS IS THE TESLA MAGIC CARPET OF DOOM. THIS WHOLE THING IS FULL OF LITHIUM.

YOUR WHOLE FAMILY IS SUPPOSED TO SIT ON TOP OF THIS!!!

TESLA HAS TO TEST THEIR BATTERIES IN a BLAST CHAMBER!!!!!!!!!!:

Picture

IF TESLA SAYS THIS THING IS SO SAFE WHY DO THEY TEST IT IN A STEEL ENCLOSED EXPLOSION ROOM WITH WIRES COMING IN THROUGH BLAST HOLES!!!!???????

"TESLA ELECTRIC CARS HAVE 6800 CHANCES OF "GOING THERMAL".

"TESLA ELECTRIC CAR BATTERIES ARE MORE LIKELY TO BLOW UP." SAYS STANFORD ENGINEER, "USING LITHIUM ION IN AN ELECTRIC CAR DOUBLES THE CHANCES IT WILL EXPLODE OR GO THERMAL BECAUSE AN ELECTRIC CAR PUSHES IT FURTHER THAN ANYTHING ELSE. BOEING HAD MANY SAFETY CIRCUITS AND EVEN THOSE FAILED. THERE IS NO WAY THE TESLA SAFETY CIRCUITS WILL NOT EVENTUALLY FAIL"

"Tesla Electric cars have 6800 lithium ion batteries wedged into a box. This can create a repercussive thermal event that can set the whole car off. The TESLA 18650 batteries can be seen exploding in multiple YOUTUBE videos. It is NOT TRUE that they are "an entirely different battery" they are the same chemical compound that blows up."

"A direct quote from Tesla's patent application, below. Tesla KNEW this was going to happen and never adequately warned anybody. Tesla wrote these words in the federal papers they filed yet they never showed these words to any buyers :

"Thermal runaway is of major concern since a single incident can lead to significant property damage and, in some circumstances, bodily harm or loss of life. When a battery undergoes thermal runaway, it typically emits a large quantity of smoke, jets of flaming liquid electrolyte, and sufficient heat to lead to the combustion and destruction of materials in close proximity to the cell. If the cell undergoing thermal runaway is surrounded by one or more additional cells as is typical in a battery pack, then a single thermal runaway event can quickly lead to the thermal runaway of multiple cells which, in turn, can lead to much more extensive collateral damage. Regardless of whether a single cell or multiple cells are undergoing this phenomenon, if the initial fire is not extinguished immediately, subsequent fires may be caused that dramatically expand the degree of property damage. For example, the thermal runaway of a battery within an unattended laptop will likely result in not only the destruction of the laptop, but also at least partial destruction of its surroundings, e.g., home, office, car, laboratory, etc. If the laptop is on-board an aircraft, for example within the cargo hold or a luggage compartment, the ensuing smoke and fire may lead to an emergency landing or, under more dire conditions, a crash landing. Similarly, the thermal runaway of one or more batteries within the battery pack of a hybrid or electric vehicle may destroy not only the car, but may lead to a car wreck if the car is being driven or the destruction of its surroundings if the car is parked."

"WTF!!!!!!

Tesla's own staff have now admitted that once a lithium ion fire gets started in one of their cars, it is almost impossible to extinguish burning lithium ion material. This is Telsa's own words in THEIR patent filing, (You can look it up online) saying that the risk is monumental. Tesla has 6800 lithium ion batteries, any one of which can "go thermal" and start a chain reaction! If you look at all of the

referenced YOUTUBE movies you will see how easy it is to set these things into danger mode."

"Imagine a car crash with a Tesla where these 6800 batteries get slammed all over and then exposed to rain, fire hose water, water on the roads, cooling system liquid.. OMG!! And then if, in that same accident the other car is a gasoline car... getting burned alive sounds "BAD"! Tesla is covering up the problems with its batteries."

"Lithium ion batteries have already crashed a UPS plane and killed people. Look here:
<http://washingtonexaminer.com/dreamliner-fires-spark-new-doubts-about-a-green-energy-technology/article/2519353> "

More Lithium Ion Battery disasters: <http://www.forbes.com/sites/petercohan/2013/01/24/is-787s-lithium-ion-battery-hazardous-to-boeings-health/>

"AS A DEMONSTRATION OF HOW DANGEROUS LITHIUM IS, NASA IS GOING TO MAKE IT BURN IN OUTER SPACE: "If you're along the Eastern Seaboard tonight, it might be worth your while to look at the sky this evening. NASA's Wallops Flight Facility is scheduled to launch a sounding rocket that will release "two red-colored lithium vapor trails in space."

As Space.com reports, those trails might be seen across the Mid-Atlantic and perhaps as far north as Canada and as far south as northern Florida. Space.com explains how these trails will produce a "night sky show:"

"The sounding rocket that will be used to create the two NASA-made glowing cloud trails will be a Terrier-Improved Orion. In this technology test launch, two canisters in the rocket's payload section will contain solid metal lithium rods or chips embedded in a thermite cake. The thermite is ignited and produces heat to vaporize the lithium.

"Once the vapor is released in space, it can be detected and tracked optically. The rocket will eject two streams of lithium which will be illuminated at high altitudes by the sun (which will be below the local horizon at ground level)."

In a statement, mission project manager Libby West said the launch is a test flight for two upcoming missions. It'll give scientists a view of two different methods for creating lithium vapor trails. By the way, NASA says the "lithium combustion process poses no threat to the public during the release in space."

If lithium is so dangerous it will even burn in space, why are we putting it in our airplanes and

cars???????

Lithium Ion batteries blow up and burn down commercial building:

<http://westhawaiiitoday.com/sections/news/nation-world-news/787-battery-blew-%E2%80%99906-lab-test-burned-down-building.html>

"Tesla and Fisker have only sold a few hundred cars, (thank god) because nobody but dicks want these overpriced eliteist toys. A regular car company sells hundreds of thousands of cars per model. Every single Tesla or Fisker sold increases the likelihood of a burn up. Those burn-ups will affect the homes, cars and lives of the people next door who never even bought one."

"Go to <http://www.youtube.com> and type into the search window:

"Lithium ion explosion" or "lithium battery and water" or "lithium ion water" and any related derivation and you will find hundreds of videos about how dangerous these batteries are. There are numerous videos of Tesla's 18650 batteries blowing up."

"This article in the LA Times sheds more light of the horrors of Lithium Ion:

<http://articles.latimes.com/2013/jan/18/business/la-fi-dreamliner-battery-20130119> "

"Lithium Ion batteries "go thermal" in peoples pockets, in your notebook, especially in your Tesla and Fisker car and everywhere else. There are thousands and thousands of articles documenting this and there is a cover-up by the VC's that fund these things to keep this fact out-of-sight.

Making Lithium Ion batteries poisons the workers who make them. It is a dangerous product. Each time the workers, particularly in Asia, realize they are being poisoned by the factory, they jack up the product. Outlaw lithium ion batteries. Demand a recall."

There are PLENTY of other energy storage solutions that do not involve the highly compromised Lithium Ion chemistry!"

"Below are a few samples of HUNDREDS of videos proving that Lithium Ion Batteries JUST BLOW UP. This is why TSA does not want them, or liquid, on planes."

Report: Galaxy S 4 Lithium Explosion Burns Hong Kong Home To The Ground:

By Stephanie Mlot July 30, 2013

A Hong Kong couple have been displaced after an exploding Samsung Galaxy S 4 smartphone burst into flames, burning their house to a crisp.

The man, identified in the original Xianguo.com report only as Mr. Du, claims that his phone, battery, and charger were all legitimate Samsung products, but that's now difficult to confirm since his home and everything in it were destroyed.

According to the translated report, Du sat on the living room sofa playing the game "Love Machine" on his charging GS4 when it suddenly exploded. In the heat of the moment, he threw the device onto the couch, which caught fire. The flames then spread to the curtains and the rest of the house, "out of control," Xianguo said.

Du, his wife, and his dogs managed to escape the house unscathed; neighbors were temporarily evacuated as firefighters fought the flames. Almost all of the couple's furniture and appliances burned to ash, the news site said, adding that their Mercedes parked outside was also damaged.

Whether or not the true cause of an entire house fire was a singular 5-inch smartphone remains to be seen, though a fire department investigation initially resulted in a report of "no suspicious circumstances."

Samsung did not immediately respond to PCMag's request for comment, but told Xianguo that it will "carry out detailed investigations and tests to determine the cause of the incident." Last year, a Galaxy S III owner in Dublin was driving in his car when the device caught fire. Cell phone safety is increasingly becoming an issue in Asia, where two cases of iPhone shock occurred within a week of each other this month. On July 11, a 23-year-old flight attendant with China Southern Airlines was allegedly electrocuted when she took a call on her Apple device while it was charging. She was reportedly using the original charger when she was killed.

Here is what the Lithium Ion Batteries did to their home:

Picture

Boeing 787 Dreamliner woes put spotlight on lithium ion battery risks

BY KEN BENSINGER, Los Angeles Times

Chances are the same kind of battery that twice caught fire in Boeing 787 Dreamliners in recent weeks is in your pocket at this very moment.

Lithium ion batteries, small and powerful, have become the electricity storage device of choice. They are everywhere — in cellular phones, laptops, power tools, even cars. They allow us to talk, email and drill longer than ever possible in the past.

But the incidents that led to the grounding of the 787 fleet worldwide, and the decision by Boeing on Friday to temporarily halt all deliveries of the plane, have highlighted a troubling downside of these energy-dense dynamos: their tendency to occasionally burst into flames.

FOR THE RECORD: Dreamliner batteries: An article in the Jan. 19 Section A on lithium ion battery safety and the grounding of the Boeing 787 incorrectly described a fire in a Chevrolet Volt automobile. The battery did not ignite spontaneously; instead it burned after a crash test damaged the vehicle's cooling system and the test car was left parked with the battery fully charged, eventually causing it to overheat. With investigators now working to determine the cause of the incidents, one on a Dreamliner on a Boston runway, the other forcing an emergency landing of a 787 in western Japan, the larger question of lithium ion safety has snapped into focus.

"Every battery can burn and every battery can be flammable," said Mike Eskra, a Milwaukee-based battery development scientist who also works as a battery fire investigator for insurers. "But lithium ion batteries are more dangerous because they store more energy. It's like a firecracker instead of a stick of dynamite."

The casualty list is long. In recent years, tens of thousands of laptop batteries have been recalled due to the risk of fire or explosion. The 400-pound lithium ion battery on General Motors' cutting-edge electric car, the Chevrolet Volt, burst into flames seemingly spontaneously while parked in 2011. And investigators blamed a cargo hold full of lithium ion batteries for a fire that caused a UPS-operated 747 to crash shortly after takeoff from Dubai in late 2010.

That crash, which killed both pilots, is one of more than 100 incidents recorded by the Federal Aviation Administration linking lithium ion batteries to onboard fires over the last two decades. This month, new rules took effect limiting the transport of lithium ion batteries in aircraft. And the FAA had long prohibited use of the technology in commercial airplanes.

That changed in 2007, when it granted Boeing permission to use the batteries in the 787 under a number of conditions to ensure safety. For Boeing the lithium ion advantage was clear.

Thanks to their chemistry, the rechargeable batteries can store as much energy as a nickel metal hydride pack that's 50% heavier, while charging and discharging faster than other battery types. That's made them attractive for military applications such as the B-2 bomber and also for use on the International Space Station and the Mars Rover.

Lithium ion batteries enabled Boeing to swap out heavy hydraulic systems in the airframe for lightweight electronics and electric motors to operate systems like wing de-icers. That's a key reason the Dreamliner burns 20% less fuel than other wide-body aircraft.

The weight and power savings are exactly what made lithium ion batteries popular in other applications. In excess of 95% of mobile phone batteries worldwide are lithium ion, and without lithium ion, laptops couldn't run anywhere near as long as they do without a recharge.

"They completely dominate the consumer market," said Vishal Sapru, energy and power systems research manager at consulting firm Frost & Sullivan in Mountain View, Calif.. He estimates that global sales of lithium ion batteries reached \$14.7 billion last year, up from \$9.6 billion in 2009, a 53% increase. Sapru expects the market to soar to \$50.7 billion by 2018. "No other battery chemistries are growing at that rate."

But lithium ion also has downsides. The batteries tend to have shorter life spans than older, more proven battery technologies. And although the price is falling, lithium ion is still more expensive than other batteries. Although some carmakers have embraced the technology, others, such as Toyota, have decided against it. Several makers of lithium ion auto batteries for electric vehicles have filed for bankruptcy last year because of weak demand.

Safety experts also have concerns. Because lithium ion batteries can store more energy, and discharge it more quickly, than other batteries, lithium ion cells can get much hotter than other technologies in the event of an overcharge or the external application of a heat source. Larger applications, such as the 63-pound batteries on the 787, incorporate multiple cells and the heat can spread rapidly from cell to cell, a chain reaction called "thermal runaway."

And while other types of batteries use a water-based electrolyte in each cell, lithium ion relies on a highly flammable solvent. When heated up, that solvent tends to vaporize, spraying the burnable gas into the surrounding air. As a result, lithium ion battery fires burn extremely hot, as high as 2,000 degrees Fahrenheit.

Those conditions were blamed for an explosion at a General Motors battery testing lab last April that caused \$5 million in damage and sent one person to the hospital. GM said flammable gas had vented from an experimental lithium ion battery that heated up during extreme testing.

"Lithium ion is very controversial in the safety engineering space," said Brian Barnett, vice president for battery technology at Tiax, a technology firm in Lexington, Mass. He spoke last month at a conference on battery safety in Las Vegas, where more than three-quarters of the presentations focused on lithium ion batteries.

The cause of the fires in the two Dreamliners has still not been determined and neither Boeing nor the Japanese company that made the batteries, GS Yuasa, have publicly commented on likely factors. Boeing subjected the batteries on the plane to thousands of hours of testing and installed numerous safety systems specific to the batteries.

"We have high confidence in the safety of the 787 and stand squarely behind its integrity as the newest addition to our product family," Boeing Chief Executive Jim McNerny said Friday.

Barnett and others emphasize that it's not uncommon to see problems in relatively new technologies. But they add that most lithium ion fires are caused by an external problem, such as a bad circuit or a software glitch that leads to overcharging. Another common problem in consumer electronics is the use of low-cost wiring and other components that can overheat and spark or catch fire next to the battery itself.

Eskra, the battery fire investigator, said he's seen fires started by Chinese-made toys that use lithium ion batteries hooked up to chargers designed for nickel cadmium or nickel metal hydride batteries. Manufacturing errors, including allowing tiny metal particles to contaminate cells, can cause dangerous shorts, although they are exceedingly rare.

"Somebody tried to cut corners somewhere," he said, noting that most lithium ion fires are caused by a tiny part that malfunctioned somewhere along the line and are easily resolved. "It's a \$2 fix, but it takes half a million dollars in research to figure out what it is."

Sometimes the problem is more persistent. In 2006, Sony announced a global recall of more than 10 million lithium ion laptop batteries used in a variety of laptop computers after more than a dozen fires, and two years later issued a second recall.

"This is a battery type that is only one of hundreds of possible batteries but this particular type was pushed by a few companies and investors so they could make money off it at the risk of public injury or death..."

Picture

THIS IS AN ACTUAL BOEING BATTERY

"2006 fire under NTSB scrutiny

Carli Brosseau Arizona Daily Star

When a test of a lithium-ion battery charger turned into an inferno at Securaplane Technologies Inc. in 2006, temperatures reached as high as 1,200 degrees and three waves of firefighters failed to save the building. An employee of the Oro Valley company blasted the flaming battery with a fire extinguisher to no effect. Two hours later, the galvanized metal roof collapsed, and the 10,000 square-foot building was a total loss.

It's a fire that federal safety regulators are taking another look at now, since Securaplane provides two key battery components to the Boeing 787

Dreamliner, the start-power and battery-charger units. Records from local Golder Ranch Fire Department, the first of three fire departments to respond to the blaze, describe "an uncontrolled thermal reaction (that) caused the battery to vent and this venting caused the ignition to various items

and fixtures throughout the test lab area."

"The electrical technician who was performing a test on the battery when it exploded likened the experience to being near a jet after-burner.

Electrolytes from inside the battery were shooting 10 feet into the air, the former Securaplane employee, Michael Leon, said in an interview Friday. "The magnitude of that energy is indescribable."

"The fire stands as a graphic illustration of the power stored within energy-dense lithium-ion batteries and the potential consequences if something goes awry. It also highlights the importance and delicacy of the quality-control measures applied to a novel - and potentially explosive - technology, a technology now allowed, under special conditions, to be used as the main and auxiliary power source of certain aircraft.

The Boeing 787 Dreamliner, the company's newest and most energy-efficient plane, uses two lithium-ion batteries. After two battery-related incidents in the past month, the 50 Dreamliners distributed so far have been grounded."

"Whistleblower: Dreamliner LITHIUM ION Batteries Could Explode

He says he was fired after warning about battery problems
By Christopher Freeburn, InvestorPlace Writer

Boeing's (NYSE:BA) new 787 Dreamliner could end up being a nightmare for the aircraft giant.

A former senior engineering technician at Securaplane Technologies, which makes the charging system for the lithium-ion batteries used in 787 Dreamliners, told CNBC that the batteries are defective and liable to explode if they overheat."

"Lithium-ion batteries are heat intolerant, according to a potential whistleblower familiar with... Lithium-ion batteries are heat intolerant, according to a potential whistleblower familiar with their technology. "Too much heat on those things, they will go into a thermal runaway, they will explode." The informant, a former senior engineering technician of Securaplane Technologies, was fired in 2007 for repeated misconduct, but he says it was in retaliation for voicing concerns about the batteries. The NTSB acknowledges that the lithium-ion batteries in Boeing's (BA) Dreamliner experienced a thermal runaway, but insists there's no connection between the incident and the whistleblower's claims. "

"The Japan Transport Safety Board makes a number of interim points. This battery, unlike one that burst into flames in a Japan Airlines 787 earlier in January, did not actually ignite. It experienced a thermal runaway, as a result of a build up of heat, yet the materials affected did not start burning. While the semantics might escape the casual observer the

safety investigator said:-

“The battery was destroyed in a process called thermal runaway, in which the heat builds up to the point where it becomes uncontrollable.

“But it is still not known what caused the uncontrollable high temperature”.

In simple language, uncontrollable rises in temperature will if uncontrolled most likely result in a fire, including one that can burn through structural composites and alloys, and prove almost uncontrollable by fire fighters, even on the ground.

It took a Boston airport fire brigade detachment 99 minutes to put out the Japan Airlines fire using equipment unavailable if the airliner was hours away from an emergency landing strip in the high arctic or north Pacific, which that particular flight had only recently traversed before the fire broke out after landing.

The Japan air safety investigator said the wire supposed to ground or discharge static electricity build ups in the battery had been severed meaning it had experienced abnormal levels of current.

However as also confirmed by the early stage of the US incident investigation into the Japan Airlines fire, this large lithium-ion battery had not experienced a voltage surge, and had so far as flight data recordings could tell, had been operating normally immediately before the emergency landing.

Expect the news release in Japan to cause more tension between those who want the 787s to fly again pending a full understanding of the causes and cures in these incidents, and independent safety investigators who will recommend to safety regulators like the FAA a continuation of the grounding"

"One aspect that may confuse some people relates to the decision to use this particular type of battery. The danger posed by it has been evident by a lengthy and documented list of disturbing events in recent years. They include many thousands of batteries used in laptops being recalled, because of determined risks of fire or explosion. General Motors were also placed in the battery limelight. In 2011, the 400 pounds Lithium ion battery in their Chevrolet Volt apparently was subject to spontaneous combustion when it burst into flames, while reportedly in a parked vehicle. In 2010, a UPS-operated Boeing 747 crashed just after take-off from Dubai. Investigators placed the blame on a cargo hold that contained Lithium ion batteries, for a fire that caused the incident."

A number of incidents of cell phones with lithium ion batteries blowing up in peoples pockets,

notebook computers blowing up in peoples briefcases and other shocking fires have been deeply documented.

Picture

LITHIUM ION BATERIES BLOWING UP ON THEIR OWN

Picture

FISKERS CARS THAT BLEW UP AND BURST INTO FLAMES JUST BECAUSE THEIR LITHIUM ION BATTERIES GOT WET

"Here is where they make some of these batteries, in forced labor camps:

<http://www.thedailybeast.com/newsweek/2013/01/13/china-s-labor-pains.html> Because, as we all know, chinese prostitutes are the best choice to make the things that keep our airplanes in the air and our cars on the road. The silicon valley venture capital guys front these batteries because they have such cheap labor to give them great profits.. quality control? not so much..."

NHTSA DEMAND LETTER



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



(including all business units and persons previously referred to), who are or, in or after 2006, were involved in any way with any of the following related to the alleged defect in the subject vehicles:

- a. Design, engineering, analysis, modification or production (e.g. quality control);
- b. Testing, assessment or evaluation;
- c. Consideration, or recognition of potential or actual defects, reporting, record-keeping and information management, (e.g., complaints, field reports, warranty information, part sales), analysis, claims, or lawsuits; or
- d. Communication to, from or intended for zone representatives, fleets, dealers, or other field locations, including but not limited to people who have the capacity to obtain information from dealers.

Alleged defect: Deformation or damage to the subject component from impacts to the subject component or failure of the subject component to withstand an impact such that the propulsion battery or individual cells of the battery are damaged by the impact, and/or shut down of the vehicle propulsion system, stalling of the vehicle or fire or other thermal event in the propulsion battery following an impact to the subject component.

- **Document:** "Document(s)" is used in the broadest sense of the word and shall mean all original written, printed, typed, recorded, or graphic matter whatsoever, however produced or reproduced, of every kind, nature, and description, and all non-identical copies of both sides thereof, including, but not limited to, papers, letters, memoranda, correspondence, communications, electronic mail (e-mail) messages (existing in hard copy and/or in electronic storage), faxes, mailgrams, telegrams, cables, telex messages, notes, annotations, working papers, drafts, minutes, records, audio and video recordings, data, databases, other information bases, summaries, charts, tables, graphics, other visual displays, photographs, statements, interviews, opinions, reports, newspaper articles, studies, analyses, evaluations, interpretations, contracts, agreements, jottings, agendas, bulletins, notices, announcements, instructions, blueprints, drawings, as-builts, changes, manuals, publications, work schedules, journals, statistical data, desk, portable and computer calendars, appointment books, diaries, travel reports, lists, tabulations, computer printouts, data processing program libraries, data processing inputs and outputs, microfilms, microfiches, statements for services, resolutions, financial statements, governmental records, business records, personnel records, work orders, pleadings, discovery in any form, affidavits, motions, responses to discovery, all transcripts, administrative filings and all mechanical, magnetic, photographic and electronic records or recordings of any kind, including any storage media associated with computers, including, but not limited to, information on hard drives, floppy disks, backup tapes, and zip drives, electronic communications, including but not limited to, the Internet and shall include any drafts or revisions pertaining to any of the foregoing, all other things similar to any of the foregoing, however denominated by Tesla, any other data compilations from which information can be obtained, translated if necessary, into a usable form and any other documents. For purposes of this request, any document which contains any note, comment, addition, deletion, insertion, annotation, or otherwise comprises a non-identical copy of another document shall be treated as a separate document subject to production. In all cases where original and any non-identical copies are not available, "document(s)"

also means any identical copies of the original and all non-identical copies thereof. Any document, record, graph, chart, film or photograph originally produced in color must be provided in color. Furnish all documents whether verified by Tesla or not. If a document is not in the English language, provide both the original document and an English translation of the document.

Short: The term "Short" refers to an unintended change in the path of electrical current flow within a circuit, battery, semiconductor, conductor or electro-mechanical device.

- **Other Terms:** To the extent that they are used in these information requests, the terms "claim," "consumer complaint," "dealer field report," "field report," "fire," "fleet," "good will," "make," "model," "model year," "notice," "property damage," "property damage claim," "rollover," "type," "warranty," "warranty adjustment," and "warranty claim," whether used in singular or in plural form, have the same meaning as found in 49 CFR 579.4.

In order for my staff to evaluate the alleged defect, certain information is required. Pursuant to 49 U.S.C. § 30166, please provide numbered responses to the following information requests. Insofar as Tesla has previously provided a document to ODI, Tesla may produce it again or identify the document, the document submission to ODI in which it was included and the precise location in that submission where the document is located. When documents are produced, the documents shall be produced in an identified, organized manner that corresponds with the organization of this information request letter (including all individual requests and subparts). When documents are produced and the documents would not, standing alone, be self-explanatory, the production of documents shall be supplemented and accompanied by explanation.

Please repeat the applicable request verbatim above each response. After Tesla's response to each request, identify the source of the information and indicate the last date the information was gathered.

1. State, by model and model year, the number of subject vehicles Tesla has manufactured for sale or lease in the United States. Separately, for each subject vehicle manufactured to date by Tesla, state the following:
 - a. Vehicle identification number (VIN);
 - b. Power rating/capacity of the propulsion battery;
 - c. Whether the suspension system (ride height) is actively controlled;
 - d. Date of manufacture;
 - e. Date warranty coverage commenced; and,
 - f. The State in the United States where the vehicle was originally sold or leased.

Provide the table in Microsoft Access 2010, or a compatible format, entitled "PRODUCTION DATA."

2. State the number of each of the following, received by Tesla, or of which Tesla is otherwise aware, which relate to, or may relate to, the alleged defect in the subject vehicles:
- Consumer complaints, including those from fleet operators;
 - Field reports, including dealer field reports;
 - Reports involving a crash, injury or fatality;
 - Reports involving a fire;
 - Reports involving a thermal reaction and/or short not included in Tesla's response to subpart d above;
 - Property damage claims;
 - Third-party arbitration proceedings where Tesla is or was a party to the arbitration; and
 - Lawsuits, both pending and closed, in which Tesla is or was a defendant or codefendant.

For subparts "a" through "h," state the total number of each item (e.g., consumer complaints, field reports, etc.) separately. Multiple incidents involving the same vehicle are to be counted separately. Multiple reports of the same incident are also to be counted separately (i.e., a consumer complaint and a field report involving the same incident in which a crash occurred are to be counted as a crash report, a field report and a consumer complaint).

In addition, for items "c" through "h," provide a summary description of the alleged problem and causal and contributing factors and Tesla's assessment of the problem, with a summary of the significant underlying facts and evidence. For items "g" and "h," identify the parties to the action, as well as the caption, court, docket number, and date on which the complaint or other document initiating the action was filed.

3. Separately, for each item (complaint, report, claim, notice, or matter) within the scope of your response to Request No. 2, state the following information:
- Tesla's file number or other identifier used;
 - The category of the item, as identified in Request No. 2 (i.e., consumer complaint, field report, etc.);
 - Vehicle owner or fleet name (and fleet contact person), address, and telephone number;
 - Vehicle's VIN;
 - Vehicle's make, model and model year;
 - Vehicle's mileage at time of incident;
 - Incident date;
 - Report or claim date;
 - Whether a crash is alleged;
 - Whether a fire, thermal reaction and/or short is alleged;
 - Whether property damage is alleged;
 - Number of alleged injuries, if any; and
 - Number of alleged fatalities, if any.

Provide this information in Microsoft Access 2010, or a compatible format, entitled "REQUEST NUMBER TWO DATA."

4. Produce copies of all documents related to each item within the scope of Request No. 2. Organize the documents separately by category (i.e., consumer complaints, field reports, etc.) and describe the method Tesla used for organizing the documents. Describe in detail the search methods and search criteria used by Tesla to identify the items in response to Request No. 2.
5. State, by model and model year, a total count for all of the following categories of claims, collectively, that have been paid by Tesla to date that relate to, or may relate to, the alleged defect in the subject vehicles: warranty claims; extended warranty claims; claims for good will services that were provided; field, zone, or similar adjustments and reimbursements; and warranty claims or repairs made in accordance with a procedure specified in a technical service bulletin or customer satisfaction campaign.

Separately, for each such claim, state the following information:

- a. Tesla's claim number;
- b. Vehicle owner or fleet name (and fleet contact person) and telephone number;
- c. VIN;
- d. Repair date;
- e. Vehicle mileage at time of repair;
- f. Repairing dealer's or facility's name, telephone number, city and state or ZIP code;
- g. Labor operation number;
- h. Problem code;
- i. Replacement part number(s) and description(s);
- j. Concern stated by customer; and
- k. Comment, if any, by dealer/technician relating to claim and/or repair.

Provide this information in Microsoft Access 2010, or a compatible format, entitled "WARRANTY DATA."

6. Describe in detail the search methods and search criteria used by Tesla to identify the claims in response to Request No. 5, including the labor operations, problem codes, part numbers and any other pertinent parameters used. Provide a list of all labor operations, labor operation descriptions, problem codes, and problem code descriptions applicable to the alleged defect in the subject vehicles. State the terms of the new vehicle warranty coverage offered by Tesla on the subject vehicles (i.e., the number of months and mileage for which coverage is provided and the vehicle systems that are covered). Describe any extended warranty coverage option(s) that Tesla offered for the subject vehicles and state the number of vehicles that are covered under each such extended warranty.
7. Produce copies of all service, warranty, and other documents that relate to, or may relate to, the alleged defect in the subject vehicles, that Tesla has issued to any dealers, regional or zone offices, field offices, fleet purchasers, or other entities. This includes, but is not limited to, bulletins, advisories, informational documents, training documents, or other documents or communications, with the exception of standard shop manuals. Also include the latest draft copy of any communication that Tesla is planning to issue within the next 120 days.

8. Describe all assessments, analyses, tests, test results, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively, "actions," and including actions conducted during subject vehicle design, development, and validation) that relate to, or may relate to, the alleged defect in the subject vehicles that have been conducted, are being conducted, are planned, or are being planned by, or for, Tesla. For each such action, provide the following information:
- Action title or identifier;
 - The actual or planned start date;
 - The actual or expected end date;
 - Brief summary of the subject and objective of the action;
 - Engineering group(s)/supplier(s) responsible for designing and for conducting the action; and
 - A brief summary of the findings and/or conclusions resulting from the action.

For each action identified, provide copies of all documents related to the action, regardless of whether the documents are in interim, draft, or final form. Organize the documents chronologically by action.

9. Provide detailed engineering drawings depicting dimensional specifications of the subject component and including all subassemblies and mechanical, electrical, and battery components. The drawings should contain sufficient detail, such as sectional views of the battery cells/modules that show proximity to the enclosure baseplate and/or other conductive materials which would allow ODI to assess the consequences of enclosure baseplate deformation or damage and the likelihood that it could lead to cell damage.
10. Describe all modifications or changes made by, or on behalf of, Tesla in the design, material composition, manufacture, quality control, supply, or installation of the subject component, from the start of production to date, which relate to, or may relate to, the alleged defect in the subject vehicles. For each such modification or change, provide the following information:
- The date or approximate date on which the modification or change was incorporated into vehicle production;
 - A detailed description of the modification or change;
 - The reason(s) for the modification or change;
 - The part number(s) (service and engineering) of the original component;
 - The part number(s) (service and engineering) of the modified component;
 - Whether the original unmodified component was withdrawn from production and/or sale, and if so, when;
 - When the modified component was made available as a service component; and
 - Whether the modified component can be interchanged with earlier production components.

Also, provide the above information for any modification or change that Tesla is aware of which may be incorporated into vehicle production within the next 120 days.

11. Describe all modifications or changes made by, or on behalf of, Tesla in the function and operation of the actively controlled suspension system, from the start of production to date,

which affects, or may affect the subject vehicle ride height, including but not limited to software or other programming modifications/revisions. For each such modification, provide the following information:

- a. A detailed description of the modification;
- b. The reason(s) for the modification as it pertains to the alleged defect;
- c. The changes in vehicle ride height due to the modification;
- d. Whether the modification was incorporated into vehicle production, and if so, the date it was incorporated;
- e. Whether the modification was introduced (released) as a service update for consumer owned subject vehicles, and if so;
 - i) The date the modification was released;
 - ii) The number of subject vehicles available for updated (i.e., how many were produced to the original/unmodified condition);
 - iii) The number of consumer owned vehicles that have been modified/updated to date; and,
- f. A description of how the service update is applied (the procedure or method used to make the modification) to an affected vehicle.

Also, provide the above information for any modification or change that Tesla is aware of which may be incorporated into vehicle production, or as a service update, within the next 120 days.

12. Describe in detail all possible consequences to the vehicle from an impact to the subject component that damages the battery. Describe in detail how these possible consequences were addressed in the design of the subject vehicle and the limits of that design to prevent damage to the propulsion battery, stalling and fires.

13. Furnish Tesla's assessment of the alleged defect in the subject vehicle, including:

- a. The causal or contributory factor(s);
- b. The failure mechanism(s);
- c. The failure mode(s); and,
- d. The risk to motor vehicle safety that it poses.

Legal Authority for This Request

This letter is being sent to Tesla pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49 and to request reports and the production of things. It constitutes a new request for information.

Civil Penalties

Tesla's failure to respond promptly and fully to this letter could subject Tesla to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163. (Other remedies and sanctions are available as well.) The Vehicle Safety Act, as amended, 49 U.S.C. § 30165(a)(3), provides for civil penalties of up to \$7,000 per violation per day, with a maximum of \$35,000,000 for a related series of daily violations, for failing or

refusing to perform an act required under 49 U.S.C. § 30166. This includes failing to respond completely, accurately, and in a timely manner to ODI information requests. The maximum civil penalty of \$7,000 per violation per day is established by 49 CFR 578.6(a)(3). The maximum civil penalty of \$35,000,000 for a related series of daily violations of 49 U.S.C. § 30166 is authorized by 49 U.S.C. § 30165(a)(3) as amended by § 31203(a)(1)(B) of the Moving Ahead for Progress in the 21st Century Act, Public Law 112-141.

If Tesla cannot respond to any specific request or subpart(s) thereof, please state the reason why it is unable to do so. If on the basis of attorney-client, attorney work product, or other privilege, Tesla does not submit one or more requested documents or items of information in response to this information request, Tesla must provide a privilege log identifying each document or item withheld, and stating the date, subject or title, the name and position of the person(s) from, and the person(s) to whom it was sent, and the name and position of any other recipient (to include all carbon copies or blind carbon copies), the nature of that information or material, and the basis for the claim of privilege and why that privilege applies.

Confidential Business Information

All business confidential information must be submitted directly to the Office of Chief Counsel as described in the following paragraph and should not be sent to this office. In addition, do not submit any business confidential information in the body of the letter submitted to this office. Please refer to PE13-### in Tesla's response to this letter and in any confidentiality request submitted to the Office of Chief Counsel.

If Tesla claims that any of the information or documents provided in response to this information request constitute confidential commercial material within the meaning of 5 U.S.C. § 552(b)(4), or are protected from disclosure pursuant to 18 U.S.C. § 1905, Tesla must submit supporting information together with the materials that are the subject of the confidentiality request, in accordance with 49 CFR Part 512, as amended, to the Office of Chief Counsel (NCC-111), National Highway Traffic Safety Administration, Room W41-227, 1200 New Jersey Avenue, S.E., Washington, D.C. 20590. Tesla is required to **submit two copies of the documents containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted.** Please remember that the phrase "ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION" or "CONTAINS CONFIDENTIAL BUSINESS INFORMATION" (as appropriate) **must** appear at the top of each page containing information claimed to be confidential, and the information must be clearly identified in accordance with 49 CFR 512.6. If you submit a request for confidentiality for all or part of your response to this IR, that is in an electronic format (e.g., CD-ROM), your request and associated submission must conform to the new requirements in NHTSA's Confidential Business Information Rule regarding submissions in electronic formats. See 49 CFR 512.6(c) (as amended by 72 Fed. Reg. 59434 (October 19, 2007)).

If you have any questions regarding submission of a request for confidential treatment, contact Otto Matheke, Senior Attorney, Office of Chief Counsel at otto.matheke@dot.gov or (202) 366-5253.

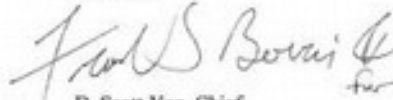
Due Date

Tesla's response to this letter, in duplicate, together with a copy of any confidentiality request, must be submitted to this office by January 14, 2014. Tesla's response must include all non-confidential attachments and a redacted version of all documents that contain confidential information. If Tesla finds that it is unable to provide all of the information requested within the time allotted, Tesla must request an extension from me at (202) 366-0139 no later than five business days before the response due date. If Tesla is unable to provide all of the information requested by the original deadline, it must submit a partial response by the original deadline with whatever information Tesla then has available, even if an extension has been granted.

Please send email notification to Will Godfrey at will.godfrey@dot.gov and to ODI_IRresponse@dot.gov when Tesla sends its response to this office and indicate whether there is confidential information as part of Tesla's response.

If you have any technical questions concerning this matter, please call Will Godfrey of my staff at (202) 366-5231.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Scott Yon".

D. Scott Yon, Chief
Vehicle Integrity Division
Office of Defects Investigation

Additional Data:

Video Evidence:

TESLA STRIKING ROAD DEBRIS NEAR FREMONT, CALIFORNIA:



LITHIUM ION BATTERY PACK

SPONTANEOUS EXPLOSION

<http://www.youtube.com/watch?v=JzWbWBfd91w>

<http://www.youtube.com/watch?v=7jIEjk3Qu4A>
NETWORK TV NEWS REPORTS:

<http://www.youtube.com/watch?v=fhMjRzvE1Ng>

http://www.youtube.com/watch?v=kXGzBzeHF_Y

LITHIUM ION DANGER:

<http://www.youtube.com/watch?v=ZrJcWKmIwOc>

BATTERY CELL TEST: Notice that in the following movie, the lithium ion battery like Tesla uses starts exploding just when the insides are exposed to air and ALSO when it gets wet:

<http://www.youtube.com/watch?v=v7abq34mckg>

TESLA ISSUE

<http://www.youtube.com/watch?v=uFUNPpn4080>

TESLA STAFF VIDEO: Here is a video made by Tesla's own employees about their product:

<http://youtu.be/cTqnP0McPcs>

<http://www.youtube.com/watch?v=cTqnP0McPcs>

You can also see it at:

<http://tinypic.com/r/7295hs/6>

WATCH THIS VIDEO OF A TESLA BURNING AND BLOWING UP BECAUSE OF BATTERY SHOCK IN A CRASH.

<http://www.youtube.com/watch?v=RCn1CufaCYc>

<http://youtu.be/RCn1CufaCYc>

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:

Click This Link To Download >>> [The Silicon Coup 4.5e](#)

Get a free copy, in other digital formats, at:

<https://www.smashwords.com/books/view/593602>

Additional free downloads:

A Corruption bibliography. A list of top documents that cover the corruption procedures used by the suspects in this case:

Click This Link To Download >>> [Corruption Bibliography 2015](#)

The Solyndra Appendix. Actual emails and documents, acquired by Senate investigators, showing corrupt collusion between elected officials and Silicon Valley VC's:

Click This Link To Download >>> [TheSolyndraAppendixPt1HIGH](#)

The Political Retribution Tactics used against competing applicants by federal and state officials, illegally:

Click This Link To Download >>> [POLITICAL PAYBACK TACTICS USED](#)

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:

Click This Link To Download >>> [FINAL-DOE-Loan-Guarantees-Report](#)

More On the U.S. Senate Investigation:

Click This Link To Download >>> [House Oversight Committee Reports \\$14B Missing](#)

Check back here to download the free public WIKI Book with detailed public investigation lessons, tips and procedures to deploy CIA/FBI-class investigative journalism skills, from the comfort of your living room, to "fry", or **legally terminate**, any criminally corrupt politician or campaign financier.

Click This Link To Download >>> [How To Investigate and Terminate 1.7](#)

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:

Click This Link To Download >>> [How Google was Weaponized Against Consumers 1.2](#)

Click This Link To Download >>> [How Google Bribed It's Way To The Top:](#)

<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>

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<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/>

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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/>

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Automated mass internet manipulation attack “Troll Farm” Tactics used by The Silicon Valley Cartel to hype Tesla, Pump Stocks and Attack Reporters:

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VENTURE CAPITAL COLLUSION, MARKET RIGGING, VALUATION FIXING:

[Silicon Valley cartel: Apple, Google, and others](#)

A group of 60,000 **Silicon Valley** workers got clearance today to move ahead with a lawsuit based on an explosive allegation that Apple, Google, [Adobe](#), and ...

[slate.com/blogs/moneybox/2014/01/15/silicon_valley ...](http://slate.com/blogs/moneybox/2014/01/15/silicon_valley...)

[More results](#)

[The Cartels of Silicon Valley – CounterPunch](#)

Last week Mark Ames published an article that should forever destroy any connection between the **Silicon Valley** tech billionaires and libertarian worldviews.

counterpunch.org/2014/02/06/the-cartels-of-silicon-valley/

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[The Silicon Valley cartel | MetaFilter](#)

Mark Ames on **Silicon Valley**'s conspiracy to drive down workers' wages: In early 2005, as demand for **Silicon Valley** engineers began booming, Apple's Steve Jobs ...

metafilter.com/135966/The-Silicon-Valley-cartel

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[Former NYC Regulator: Uber a 'SiliconValley Cartel' in ..](#)

Silicon Valley's latest class of transportation disruptors, which is led by Uber and Lyft, can be described in a myriad of ways, but the word "**cartel** ...

[. foxbusiness.com/technology/2014/07/24/former-nyc-regulato...](http://.foxbusiness.com/technology/2014/07/24/former-nyc-regulato...)

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[Mexican Cartel Links to Silicon Valley | NBC Bay Area](#)

Often, families living in **Silicon Valley** work for the **cartel** processing the drugs, sometimes out of their homes. "It is a business," he said.

nbcbayarea.com/news/local/Mexican-Cartel-Links-to-Silico...

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[Silicon Valley fends off cartel concerns | GlobalPost](#)

Mexico's **Silicon Valley** fends off **cartel** concerns. Tech geeks scramble to build the next Facebook in the drug war's shadow. Tweet. Enlarge.

globalpost.com/dispatch/news/regions/americas/mexico/120...

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[Silicon Valley Anti-Poaching Cartel Went Beyond a Few Tech](#)

The gentleman's agreement that several **Silicon Valley** firms are now widely known to have taken part in to minimize employee poaching within their own circles went ...

yro.slashdot.org/story/14/03/23/1945242/silicon-valley-ant...

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REVEALED: Court docs show role of Pixar and Dreamworks

Just when the tech giants behind the **Silicon Valley** "Techtopus" wage fixing **cartel** thought the worst was behind them, US District Judge Lucy Koh has thrown a ...

pando.com/2014/07/07/revealed-court-docs-show-role-...

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tvseriesonline.xyz/bVhXTMpP-d0/the-techtopus-the-silicon-val...

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[Silicon Valley Drug Bust Shows Strong Ties To Mexican Cartels](#)

... Patrick Vanier, Santa Clara County, **Silicon Valley**, ... **Silicon Valley** Drug Bust Show Strong Ties To Mexican **Cartel**; KCBS' Matt Bigler Reports

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[Engineers Allege Hiring Collusion in Silicon Valley – NYTimes.com](#)

A class-action suit by **Silicon Valley** engineers against companies including Google, Apple and Intel has revealed details of an agreement among them not to ...

nytimes.com/2014/03/01/technology/engineers-allege-hi...

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[Elon Musk: Government's \\$5 Billion Man – Investors.com](#)

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news.investors.com/ibd-editorials/060515-756051-elon-musk-ma...

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[Elon Musk | AgainstCronyCapitalism.org](#)

Elon Musk, as likable a guy as he is and as cool as his cars are, is a big time **crony** capitalist. In fact, as the LA Times reports, **crony** capitalism is absolutely ...

againstcronycapitalism.org/tag/elon-musk/

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But that doesn't mean we won't continue to be forced to "help" **Elon Musk** build these mobile ... Tesla Loving Care. The charmed life of a **crony** corporatist ...

spectator.org/articles/61877/tesla-loving-care

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[Elon Musk's growing empire is fueled by \\$4.9 billion in crony cash. Let's crowd-fund Elon Musk's trip to Mars and send him there as fast as possible ..](#)

Elon Musk's growing empire is fueled by \$4.9 billion in government subsidies ... **Musk**/Tesla and company are very good about repaying Govt loans.

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latimes.com/business/la-fi-hy-musk-subsidies-20150531...

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Nevada, Taxes, **Elon Musk**, **Crony** Capitalism and Jobs I would advise Mr. **Musk** that politicians love you until you've given them what they want.

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[Elon Musk: Objectivists' Dream or Just Another Crony – Galt's .](#)

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[Crony Capitalism Pays Big For Democratic Donor Elon Musk](#)

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

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

Tesla CEO **Elon Musk** is a big, huge **crony** Crapitalist. 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** Today NASA ... The White House promised **ElonMusk** and his **crony** ... The Google Politics **Kickback** Process.

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

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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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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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