

INVESTIGATING TESLA MOTORS - PART B

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INVESTIGATING TESLA MOTORS - PART B

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AN OPEN LETTER TO TESLA MOTORS: (Public Response Required!)

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AN OPEN LETTER TO TESLA MOTORS: (Public Response Required!)

Elon Musk
CEO
Tesla Motors
3500 Deer Creek
Palo Alto, CA 94304
(650) 681-5000

2/28/14

Dear Mr. Musk and The Tesla Board of Directors:

Recently, Numerous ex-Tesla staff and contractors, former suppliers, federal investigators, investigative reporters, investors and ex-partners of Tesla Motors have provided facts about Tesla Motors which are disturbing to the public, Congress, and the market. Please provide clarification of the following charges and concerns in order to resolve outstanding issues between the public and Tesla Motors :

- Are Tesla and Google, essentially, the same entity by virtue of the same investors, agenda and stock market manipulations?
- When damaging news about Tesla emerges, do Tesla and Google investors place multiple stock-buy orders from a multi-billion dollar slush fund in order to make it appear that individual outside investors are excited by Tesla when, in fact, it is only a small internal group of investors "pumping the market"? Does Google "bury" any negative stories about Tesla in their searches on orders from Tesla/Google investors? Is that a violation of securities laws?
- It is said that the Tesla Model S has the most surveillance devices to watch, track, listen-to and broadcast the activities of the occupants, built into it than any other car in the world. Elon Musk has personally told reporters that his cars constantly watch the driver and occupants. Why is that? Why are Tesla and Google obsessed with spying on the public?
- In multiple recorded interviews, Elon Musk is on public record telling the news media that, after careful research, the NUMMI plant in Fremont California would be a very bad choice for Tesla? Why did that suddenly change? What participation did Senator Dianne Feinstein and her husband's real estate Company CBRE have on that decision and the award of the loan to Tesla? Why do Senator Feinsteins staff now work for Tesla? Why did Glenn Greenwald call Feinstein's actions "suspicious"? What political support or funding did Tesla or Google provide to any related political officials?
- From 2008 to 2010 numerous competing electric car companies have charged that Tesla Motors placed Tesla Motors "moles" inside of their companies to intelligence-gather and cause disruption. Is that true?
- Google and Tesla motors share the same venture capital investor groups and alliances. Numerous expert at Tech-Crunch, Valleywag and other industry journals have published articles about the fact that those VC's actively collude with each other to lock competing technologies and companies out of the market and create business monopolies. Did Tesla investors and associates participate in such activities? If so, would that not be a violation of SEC laws?
- Did Tesla and/or Google reward certain politicians with campaign funding, web promotion, revolving door jobs for staff, and other incentives, in exchange for "hot-tracking" State and Federal taxpayer money for Tesla Motors?
- While other companies built consumer priced electric cars before and during Tesla's existence, why did Tesla choose to build an unaffordable car and position the marketing of it to "the 1%" when the money for that car came from the 99% taxpayers?
- Numerous cities were told that they would have the Tesla car factory and then they stated, or sued Tesla, saying Tesla acted "in bad faith" and "used false and misleading information" to induce them to provide assurances which were used to pump the stock market. Why did Tesla lead so many cities on?
- The factory that builds your batteries and the U.S. Government states, in their formal technical documents, that when Tesla batteries are on fire they emit lethal, brain-damaging, carcinogenic, liver, lung and DNA damaging fumes and smoke. Why do you not inform the public of this danger in your literature?
- Lithium ion production kills and terminally sickens workers overseas. Multiple Tesla workers have been burned alive at your factory. OSHA has launched an investigation. What have you done to prevent the accidental and long term injuries to your staff and contractors?
- Bernard Tse, and other main Tesla Engineering staff including: electric engineer Doug Bourn, electrical engineer Andrew Ingram, Brian M. Finn, senior manager of interactive electronics and George Blankenship; while investigating battery purchases for Tesla Motors, received numerous white-papers and technical documents from LG Chem, Panasonic and the U.S. D.O.E and vast numbers of other battery-makers which specifically stated that lithium-ion batteries would be "stressed" and "likely to combust" when used in the configuration which Tesla intended. They stated that the batteries were "not intended for use in cars". Why then, did Tesla still use them? What effect did the monopolistic ownership of lithium ion mining and manufacturing resources by Tesla and Google investors have on the decision to use lithium ion?
- Is it not a fact that a majority of your cars have been sold to your own investors or associates who act as "fluffers" against any bad PR?
- In multiple recorded interviews, Elon MUSk is on public record stating that, at the time of application for the DOE loan Tesla was on the verge of bankruptcy. The DOE loan was mandated under a Federal law known as Section 136. This law stated that no car company could receive money if it was on the verge of bankruptcy. Past accountants of Tesla have stated that Tesla was on the verge of bankruptcy at the time of the loan application. Numerous Tesla staff and contractors have verified this. Did Tesla commit a felony and acquire "unfair advantage" per the GAO?
- Relative to the number of cars sold, why has Tesla had so many Tesla drunk driver related crashes, deaths and homicides. Why are Tesla drivers killing innocent pedestrians simply because the Tesla's "smell bad"?

- Psychographic, demographic and marketing studies have been published showing that Tesla drivers have a higher-than-average inclination towards drugs, strange sexual behavior and risk. Could this account for the number of Tesla crashes and deaths?
- Is it true that safety testing was done on Tesla cars without fully charged batteries and in a moisture-locked environment because Tesla staff knew that fully charged batteries and moisture in a crash WOULD cause a fiery explosion, as they already have?
- Is it not a fact that Google deletes, or hides any bad PR about Tesla on it's network? Would this be considered stock market manipulation in violation of SEC laws?
- Numerous periodicals, including Valleywag, document the fact that Elon Musk sends spy emails to his employees, each with a few words changed in order to track them and see who might reveal anything damaging to regulators?
- Who are all of the property holders and lease-owners of the Tesla and Solyndra, past and current, real-estate?
- According to DOE staff, who were at DOE when the Tesla application was submitted, nothing that Tesla submitted was ever built by Tesla. In fact, these staff state that the vehicle that Tesla eventually sold was not even designed or engineered when Tesla was approved for the loan money, contrary to the Section 136 law requirement. They say that Tesla took the money and THEN hired people to figure out what they were going to do with it. As shown in the DOE files, the engineering of the shipping Tesla cars has no element that was submitted to DOE. Is that true?
- Elon Musks wives and founders have filed lawsuits and made public statements that he is a fraud and coerced them into participation. Is it proper fiduciary practice to allow Mr. Musk to continue with the company?
- Why did Tesla not have to pay the cash participation fee that the Section 136 law said everybody had to pay? Tesla staff stated, at numerous documented Silicon Valley open meetings that they got a "special applicant participation waiver". Why did Tesla get that waiver?
- Did Tesla Motors provide falsified information in order to acquire it's Federal funding?
- Did Tesla Motors provide falsified information in order to acquire it's Federal waivers, tax deferrals, credits and discounts?
- Kleiner Perkins and certain silicon valley VC's, all investors in a number of DOE "winners" (including Tesla, Fisker, Solyndra, A123 and others), organized meetings with a Dmitry Medvedev and other men known by the State Department, CIA, FBI and federal investigators to be involved in Russian mobsterism and then Ener1, Severstal and A123, dark-money funded and run by billionaires (many of whom own lithium mining interests) known by the State Department, the CIA and federal investigators to be involved in Russian mobsterism, were awarded taxpayer funds by Steven Chu, who was nominated by Kleiner Perkins. Was any of this a conflict of interest?
- Why is the only company to receive California State real estate exclusives, exclusive tax waivers, credits and stock enhancers and free rides on taxpayer backs also the same company who's investors were the largest funders of certain State officials?
- Federal communications monitoring of text, voice and email communications of certain highly placed Senators, lobbyists and venture capitalists from 2005 to today should be made available to ALL federal criminal investigators. Have they been? Are one or more Senators blocking this effort because they are compromised?
- Why have so many fraud lawsuits been filed against Elon Musk and Tesla Motors?
- The head of the NHTSA (Strickland) Tesla investigation quit because of increased scrutiny. The facts, such as these, demonstrate that Tesla and Fisker never should have passed any NHTSA safety review. How can the public be assured that ongoing NHTSA investigations regarding Tesla will not be rigged?
- Did Tesla Motors provide falsified information in order to acquire it's State funding?
- Did Tesla Motors provide falsified information in order to acquire it's State waivers, tax deferrals, credits and discounts?
- Did Tesla investors bribe, or influence Congress people?
- Did Tesla report tax credits as revenue/sales in stock reports in order to trick investors into thinking Tesla was making profit that it was actually not making?
- Did Tesla staff or owners investors bribe, or influence Congress people?
- Did Tesla staff, owners or investors provider misleading information to investors?
- Was there a conflict of interest between Department of Energy staff and Tesla owners, investors or staff?
- Was there a conflict of interest between White House staff and Tesla owners, investors or staff?
- Was there a conflict of interest between Senate staff and Tesla owners, investors or staff?
- Did Tesla Motors use taxpayer money to hire off-shore staff?
- Marketing sales staff from the ad agencies for 60 Minutes, Consumer Reports, GQ, Fortune and other mainstream periodicals have stated that Elon Musk purchased "puff piece" stories about himself in those broadcasts and magazines and that none of those stories were internally generated. Is it good fiduciary practice for an executive to use corporate resources for personal glorification?
- Did Tesla Motors use taxpayer money to purchase supplies offshore that could have been purchased in the United States?
- Did Tesla Motors participate in a market rigging scam to rig lithium ion purchasing for its investors?
- Did Tesla Motors participate in a market rigging scam to rig the electric car market for its investors?
- Did Tesla Motors staff, or owners, sabotage competitors?
- Did Tesla Motors staff, owners or investors exchange campaign funding quid pro quo for business financing?
- Did Silicon Valley companies, owned by Tesla investors and campaign financiers, use internet technology to falsify information to the public in order to manipulate stock market perceptions in violation of SEC, RICO, and various other laws?
- Did Tesla Motors lie about the safety metrics of its lithium ion battery system?
- Was Tesla Motors holding safety metric data in its files which differed fully from the safety metrics data it provided to investors and NHTSA?
- Did Tesla Motors violate securities law by using false information to acquire a federal loan which it then used to falsify its stock metrics in order to "pump" it's stock?
- Did Deloitte accounting firm conspire with Tesla to manipulate market metrics in violation of RICO Statutes and did that firm manipulate Department of Energy review data on Tesla's behalf?
- A U.S. Senator officiated at the opening of the Tesla NUMMI plant and lobbied for Tesla's tax waivers, credits, acquisition of NUMMI and discounts and then that U.S. Senator had their staff work in Tesla's offices. Is it a conflict of interest that this senator received campaign funding and this senator's family received real estate deals from the Tesla and, (next door to Tesla), Solyndra real estate deals?
- Did Welles Fargo conspire with Tesla to manipulate market metrics in violation of RICO Statutes?
- Did Goldman Sachs conspire with Tesla to manipulate market metrics in violation of RICO Statutes?

- Were Department of Energy staff manipulating Tesla funding data in order to favor Tesla and it's campaign funding investors in violation of RICO Statutes?
- Were Department of Energy staff manipulating Tesla funding data in order to disfavor Tesla competitors and competitors to it's campaign funding investors in violation of RICO Statutes?
- Did Tesla owners, staff or investors attempt to delay federal investigations and indictments by asserting influence in violation of RICO Statutes and numerous other laws?
- Documents show there have been more Tesla fires that actually occurred than Tesla has reported in the media. How many actual Tesla factory fires, test car fires and Tesla battery fires have actually occurred?
- Please provide an identification matrix showing campaign backers who were lithium ion investors who had had their contacts exert influence over NHTSA decisions regarding Tesla?
- The Secretary of energy was friends with all of your investors. We have been unable to find the name of even one person from OPM and Congressional nomination file wrapper for Steven Chu's nomination, who Chu did not later give DOE \$\$ or perks to. Why is that?
- The U.S. Post Office, The TSA, The DOE, The GAO, Panasonic and over 100 of the leading technical companies in the world say lithium ion batteries can spontaneously explode. Why do you not disclose this to your buyers in your literature?
- The Tesla can blow-up from it's charger and/or it's batteries. Are there other dangers that have also not been disclosed?
- Is Tesla operating in violation of the patents of any other company?
- By Elon Musk's own admission, at the time of the DOE loan application all of the car designs were \$100,000.00, PER CAR, over budget and they had no final design for a factory production run DFM. How could Tesla have gotten the loan with the worst debt ratio, the least engineering, the greatest financial risk and the least collateral of any applicant?
- Tesla lobbyists worked with Rahm Emanuel in the White House, to arrange their loan deal. Rahm Emanuel's Senior Finance Aide was recently arrested for bribes, kickbacks, corruption and money Laundering. Steve Rattner, The West Wing "Car Czar", who Tesla investors worked with to secure the Tesla loan, was also indicted for corruption. Almost everyone at DOE involved in your loan was forced to quit or fired. Does this call your dealings into question?
- Rolls-Royce Holdings said the U.K.'s Serious Fraud Office has opened a formal investigation into bribery and corruption of government officials for cars for the 1%. Does this worry you?
- The NHTSA said that Elon Musk lied about Fire Safety Review approval and who made the request for recall and investigation. Should we trust Elon Musk?
- Tesla got another \$34 MILLION of our tax money in exclusive campaign finance kickbacks for billionaires from the State of California. Why did Tesla billionaires need a few million of our tax money in a recession when people have no jobs?
- The German Tesla "Safety Review" was exposed as "Sham" in that they conducted no safety review and were just told to "pass the car" by your bankers at Deutsche Bank! Why did you not disclose that the German's conducted no testing of your battery system of any nature?
- In Tesla's own filed patent applications you state that your batteries WILL explode spontaneously and kill and injure people and burn down their homes. Why did you not disclose this in buyers documentation?
- Tesla is MORE likely to catch on fire than gasoline car"per Bloomberg & MIT. Why did you not disclose this?
- Lithium Ion is "nearly impossible to extinguish, and "acts like solid rocket fuel" say firefighters. Tesla never supplied required battery company CO2 fire extinguishers to car owners. Why not?
- Federal Investigators say you are using "exploding flashlight batteries that were never intended to be used in cars, in an improperly shielded box" to power the car instead of commercial energy storage technology. They say your car has "85% less lithium crash protection on the Tesla than ANY OTHER ELECTRIC CAR". All other companies had to recall EXCEPT Tesla. Why not? What special leverage did you have?
- Over 150 defects and problems per model about the Tesla have been documented on user-forums and in the press including: "Doors lock you in and out. Bad if car on fire!"; "George Clooney Rips Tesla: 'Why Am I Always Stuck On The Side Of The F*cking Road?"; "Tesla "Satisfaction" survey authored by it's own investors/fanboys"; "Tesla seat vibration causes Anal Itching!"; "VAMPIRE POWER DEFECT slams entire Tesla Model S fleet!"; "Numerous defects documented by owners online." When the NUMMI factory was in use by GM and Toyota only 5 defects per model car produced there occurred. Even after you bought brand new robots, why did the Tesla cars get worse in a pre-configured factory with billions of dollars of past car preparation?

Thank you for your consideration. We look forward to your public response to clarify these issues and concerns.

Sincerely,

The American Independent Auto Association
The Friends of Gary Conley
Former Staff- Bright Automotive
The Ingram Fund
Brett Winston
Target News Team
Anton Westerly

CC: All Members: U.S. Congress; US AG; CA AG; Reuters, WebWire, FBI, GAO, Public Citizen

[fellowship](#)

[Tesla Motors caught stretching the truth, AGAIN. Tesla Recalls Entire Line over NEW Fire Danger! – TSLA](#)

Tags

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Tesla ships emergency home fire prevention device to all owners. Says it is "not a recall" but an "upgrade". To deal with the new, additional, fire danger for Tesla cars. Tesla is shipping a new gadget to all owners. Like: Not a bug, it's a "feature"! Detroit News is now reporting that NHTSA has ordered Tesla to Recall The Entire Line over

[the NEW Fire Danger!](#)

After sending out a mind-numbing amount of [TESLA](#) press releases and a tsunami of stock media sill articles saying that there is "no problem, nothing to see here, move along" Now we finally get to the truth:

Woo Hoo. It only took Tesla a decade and a billion dollars to sell 25,000 of something that their competitors have been selling tens times as much of, since 1890, for half the price and with 70% less development cost and it still doesn't work. And we should be impressed with this because of why?

PW- Auto Mag

Aside from the [Organized Crime](#), the [Taxpayer Cash Fraud](#), the [Douche Bag Club](#) and the [Regular Fires](#), etc.... What's wrong with Tesla?

PT

[TESPLUGS](#)



Tesla to Upgrade Adapter on Reports of Garage Overheating

By Jeff Plungis Jan 10, 2014

FebAprJunAugOctDec50.00100.00150.00200.00250.00* Price chart for TESLAMOTORS INC. Click flags for important stories. TSLA:US145.72-1.81 -1.23%

[Tesla Motors Inc. \(TSLA\)](#), which is under investigation by U.S. regulators over fires in its Model S sedan after battery punctures, will upgrade wall-charger adapters following reports of overheating in garages.

The charger connectors, which tether Tesla-issued cables to wall outlets, will be mailed out in the next two weeks, Chief Executive Officer Elon Musk said in an interview today. The replacements will be treated as a recall, though owners won't be required to travel to service centers. Overheating can stem from inadequate household wiring, he said.

"These are very rare events, but occasionally the wiring isn't done right," Musk said. "We want people to have absolute comfort, so we're going to be providing them with an upgraded adapter."

The decision to provide the improved part follows a series of about a half-dozen incidents, described on a Tesla-owner website and in some cases relayed to U.S. regulators, in which Model S wall plugs melted or smoked while vehicles were recharging. [The redesigned adapter](#) will include a thermal fuse designed to shut off charging if overheating is detected, Musk said.

Related:

- [Autos Morph Into iPhones as Buyers Want Wi-Fi With Wheels](#)
- [Toyota Sees Hydrogen Car Fill-Ups at Dealers to Trash Dumps](#)

Tesla fell 1.2 percent to \$145.72 at 4 p.m. after earlier falling as much as 3.6 percent. The shares have plunged almost 25 percent from their peak in September after three reports of battery-related fires in the Model S in October and November.

Photographer: Patrick T. Fallon/Bloomberg

Tesla Motors Inc. Model S vehicles are charged at company's design studio in Hawthorne, California.

The U.S. National Highway Traffic Safety Administration opened an inquiry Nov. 19 after the last fire.

Six Incidents

Tesla isn't aware of any fires that have been definitively caused by its cables, electronics or vehicles, said Liz Jarvis-Shean, a company spokeswoman. The replacement adapters are expected to cost "a few million dollars" and have no material impact on earnings, she said.

[Redacted]

The company in December sent a software update to its customers to deal with the recharging issue. The new software is designed to trigger a 25 percent reduction in charge current when it senses conditions that could lead to overheating.

The company isn't aware of any overheating incidents since the software update, Musk said.

"We're highly confident the software update addresses overheating issues," Musk said.

Regulators Monitoring

At least six overheating incidents were reported on the [Tesla Motors Club](#) users forum website between March and December.

In October, one Model S owner reported that "plumes of smoke" came from his adapter, which fused to the charging cord. A York, [Pennsylvania](#), owner reported [burning his hands and arm](#) trying to remove his charging cord after smelling melting plastic in December.

There are five reports of Model S cord and plug overheating in NHTSA's consumer complaint database, including some of the incidents reported on the Tesla user website.

Tesla said its Model S and charging system didn't cause a fire in a Southern California garage in November.

While there was a fire at the wall socket where the vehicle was plugged in, the car itself wasn't burned, the Palo Alto, California-based company said in e-mailed comments.

Investigators couldn't conclude whether the fire started inside the wall socket or was caused by the charger, and found it had nothing to do with the battery, the Orange County Fire Authority said last month.

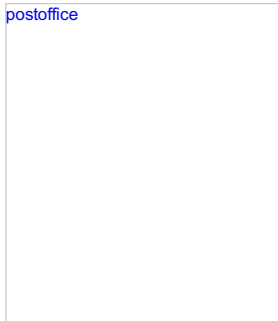
Tesla has informed NHTSA of the overheating incidents, the software update and the new charger adapters, Musk said.

"NHTSA is monitoring reported fires associated with certain Tesla Model S charging cords and adapters and will take appropriate action as necessary," Nathan Naylor, an agency spokesman, said in an e-mailed statement.

To contact the reporter on this story: Jeff Plungis in Washington at jplungis@bloomberg.net

To contact the editor responsible for this story: Bernard Kohn at bkohn2@bloomberg.net

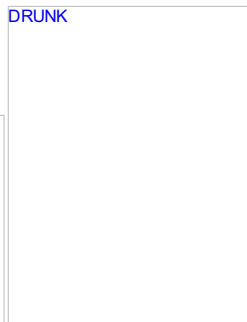
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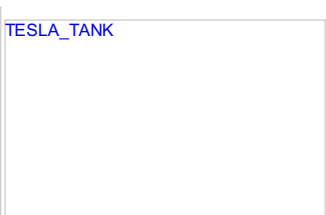
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[Tesla: A Serious Potential New Risk](#)

SEEKING ALPHA
Tesla: A Serious Potential New Risk
about: TSLA

By: RSA

Disclosure: I have no positions in any stocks mentioned, and no plans to initiate any positions within the next 72 hours. I wrote this article myself, and it expresses my own opinions. I am not receiving compensation for it (other than from Seeking Alpha). I have no business relationship with any company whose stock is mentioned in this article.

As some of you may know, I have written four previous articles on Tesla (TSLA). In the first three articles, I took no position about the stock, instead using the intellect and analysis of the co-operative board in further analyzing and learning about the prospects of the company and the stock. In the fourth article, I took a short position primarily as a result of coming to the conclusion that the two fires from road debris represented serious ongoing problems for the company and its stock price. I have since profitably covered the short and have no position at this time.

This will be a short article about one serious concern for Tesla that I have not seen mentioned anywhere yet.

Tesla decided not to do a voluntary recall after the fires. I think that was the better of the two bad alternatives available. It's a little better because it saves a little money. It's a lot better because it allows Tesla to continue to take the position that this is not a design flaw. And the fact that Tesla updated the software for the model S to make it ride higher at highway speeds also helps. It supports the argument that if it was a design flaw, it was that design flaw and that has been fully corrected with minimal damage having resulted. The other viewpoint of the design flaw is that the battery pack extends too far forward and is insufficiently armored is not so easily fixed. That would necessitate a recall and a drastic change in design. Whether the same 265 mile range could be achieved with such a design change is an open question. So we have a resolution from Tesla's perspective. Change the car's clearance at highway speeds and don't touch the car physically. That means continue building cars with battery packs under the car extending as far to the front as they do and armored with quarter inch aluminum. Some kind of aluminum – perhaps an alloy.

But I don't think this alternative works either.

The problem is insurance.

I don't mean the insurance that Tesla owners carry to protect against damage to their car. That may go up some because of the fires but, if so, it won't be material. It may not even go up at all since Tesla is warranting the car against fire damage.

I mean Tesla's corporate liability insurance.

The insurance companies use actuaries to assess risk when they have enough data for statistical significance. They do if Tesla is an automobile company selling cars like the other automobile companies which sell cars. But now the insurance companies know that is not so. Tesla sells cars that have large battery packs which can catch fire when they hit some type of road debris, the configurations of which are as yet unknown. Apparently this totals the car. There is not enough data to make any reliable statistical profiles of what else it does.

But now we have a report of a Tesla catching fire while charging in a single family home. This seriously changes Tesla's insurance risk profile. Many Tesla owners charge their cars overnight in their garage. It's convenient and the utility's night-time rates are cheaper.

Now let's try to think like an insurance underwriter.

My job is to assess risk. There is a risk that the fire was the fault of the charger. The Orange County fire department said so. Look here and here. Tesla says absolutely no way. Look at the same reports. Could be either. But if the fire department is right and the charger caused the fire, houses are going to burn down and people are going to die. If the battery pack is mis-designed and misplaced and too lightly armored other bad things are going to happen. But that's not so bad since it will mostly be only a car or two. Not a house with kids in it. The house with kids in it could cost Tesla a whole lot of money. And that's a liability my company will have to pay for.

So Tesla's liability insurance rates are going to go up. Maybe a lot. If there are any more fires in private home garages, Tesla's liability insurance may be canceled. And Tesla will have a hard time finding another insurance company to take on the risk. Once one of them cancels you, the others generally won't talk to you. The exception is Lloyd's of London. But they may charge so much that a model S will have to go way up in price.

The risk is there. The potential is unknown.

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[More Fire, More Subsidies for Tesla in California](#)

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Submitted by Paul Chesser on Fri, 12/20/2013

There's that uncomfortable juxtaposition of words again: "Tesla" and "fire."

This time was quite an accomplishment by the electric automaker's publicity department: they kept the Irvine, Calif. garage fire quiet for over a month. The secrecy expired on the November 15 incident when the Orange County Fire Authority attributed the incident to the EV's re-powering set-up, according to a report obtained by Reuters.

"The fire occurred as a result of an electrical failure in the charging system for an electric vehicle," the report said, while stating the cause of the fire is unclear. "The most probable cause of this fire is a high resistance connection at the wall socket or the Universal Mobile Connector from the Tesla charging system" which was plugged into a 240-volt wall socket, the report said.

CEO Elon Musk (pictured with President Obama) and his PR mavens have been putting out image "fires" for the last two months, after three literal blazes occurred on Model S's while they were driven. This is the first reported incident that occurred with a Tesla vehicle while charging.

Consistent with its responses to past incidents, Tesla absolved itself of blame and pointed to evidence it thought could exonerate it, much the way they said the alleged causes of the other fires were their cars driving over road debris (in Washington state and Tennessee) or crashing (in Mexico).

"We looked into the incident," said company spokeswoman Liz Jarvis-Shean to Reuters. "We can say it absolutely was not the car, the battery or the charging electronics.... The cable was fine on the vehicle side. All the damage was on the wall side.

"A review of the car's logs showed that the battery had been charging normally, and there were no fluctuations in temperature or malfunctions within the battery or the charge electronics."

Fire – the actual cause may never be determined, just like it wasn't in the case of two garage fires involving Chevy Volts in Connecticut and North Carolina. But Jarvis-Shean put up a nice distraction there – mentioning the car, the battery, the "charging electronics," the cable "on the vehicle side." Unfortunately she failed to address what the fire authority did say was the problem: "a high resistance connection at the wall socket or the Universal Mobile Connector from the Tesla charging system...." I'm not an expert on electricity but there are two things I know about it: it travels, and it surges. Irregularities occur.

But still, even that doesn't matter a whole lot. The fact that a fire involving a Model S happened again is reason enough to raise doubt about Tesla, and electric vehicles in general, a little more.

"The problem here isn't that the cars lack effective safety technology, as all three Tesla accidents and fires have resulted in no injuries to the drivers. The problem is that we have three fires in six weeks," said Karl Brauer, senior analyst at Kelley Blue Book, after the third fire in Tennessee. "At some point the cause of the fire, the safety of the drivers and even the attitude of the owners (all three apparently want another car) stops mattering because you're left with recurring headlines featuring the words 'Tesla' and 'fire.' For a company with a stock price based as much or more on image than financials, those recurring headlines are highly damaging."

As Bloomberg noted, Tesla's stock price had quadrupled within a year to a peak of \$193.37 in September. After the three fires it had dropped down to the \$121 range but had recovered some. With the recent days' news it fell by almost 5 percent to close at \$140.72 Thursday. Musk has said in recent weeks that he realized the sensationalism over Tesla before the fires made the shares overpriced, but at the same time he is trying to sustain value to draw private investment and interest.

Musk has aggressively responded in the past to news reports of the previous fires, often using Twitter. This time Tesla's statement even attacked Reuters as an organization for a "misleading" report.

"It appears that their objective was simply to find some way to put the words 'fire' and 'Tesla' in the same headline," the company statement said, as reported by the San Jose Mercury-News. "The journalists and editors who created the story have patently ignored hundreds of deaths and thousands of serious injuries unequivocally caused by gasoline car fires, instead choosing to write about a garage fire where there were no injuries and the cause was clearly not the car."

Unfortunately "fire" and "Tesla" were also together in some Irvine resident's garage at the same time as well. And again, Tesla threw up another irrelevance – about fires in gasoline-powered cars – that it desperately hoped would distract the media.

There are two facts that undermine this point that Musk and Tesla repeatedly try to make. One – as Yahoo!'s automotive site Motoramic reported last month – is that "even though it has fewer electric cars on the road than its competitors, none have reported similar fires after crashes. And while liquid-fueled vehicles suffer about 170,000 such fires every year, federal data show they take place in only 0.1 percent of all crashes."

And with comparatively few Model S's on the road, the number of fires that have occurred is a lot. "To have one instance of fire from road debris is a fluke," said Clarence Ditlow, director of the Washington-based Center for Auto Safety, to Motoramic. "To have two road debris fires in a vehicle population that small is highly unusual."

That's why the National Highway Traffic Safety Administration decided to investigate after the third fire. Clearly they are an issue to authorities and experts that matter, which is why Musk and his minions are nervous.

As has been explained on NLPC many times, Tesla's business model – which allowed the company to artificially claim two quarters of "profitability" earlier this year – is built heavily upon government subsidies, mandates and market-gaming that allows the automaker to sell zero emissions credits, mostly in California. So there was a bit of good news this week on that front once again as the state granted Tesla \$34.7 million in tax credits on equipment purchases, for "being a net benefit to the community, improving air quality, creating construction jobs, creating permanent jobs and developing California research and development facilities," according to the Sacramento Business Journal.

Obviously the Golden State is not afraid of getting burned on the deal.

Paul Chesser is an associate fellow for the National Legal and Policy Center and publishes CarolinaPlottHound.com, an aggregator of North Carolina news.

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[CARGATE -HOT!!!! THE TESLA/SOLYNDRA/A123 INVESTIGATIONS!!!!: RICO, Safety, Tax Fraud, DOE Fraud...](#)

[\[Edit\]](#)

THE TESLA (AND COMPANY) INVESTIGATIONS!!!!: RICO, Safety, Tax Fraud, DOE Fraud, Stock Manipulation, Kickbacks...and more...

See this article and attached and associated pages via drop-down menu...

ORGANIZED CRIME & RACKETEERING Charged in Car/Solar/Battery taxpayer funding.

Draft 5.8

A number of federal, state, securities, media, law enforcement and public entities are investigating Tesla Motors and associates relative to the following issues:

- In the entire history of America, there has never been a federal program where EVERY SINGLE applicant was denied EXCEPT the 1% handful who were friends of the awarding party and where the denied applicants were also targeted. Why did that happen in this program?

- Out of 300 million people in America, why are the same 12 people, who are [backers and intermediaries, all connected](#) to Solyndra, Fisker, Tesla, Abound, A123 and the rest, in the same exact taxpayer portfolio?

- Out of 300 million people in America, why are the same 12 people, who are [backers and intermediaries, all connected](#) to Solyndra, Fisker, Tesla, Abound, A123 and the rest, uniquely configured for personal windfall profits and gain from these financing's?

- According to DOE staff, who were at DOE when the Tesla application was submitted, nothing that Tesla submitted was ever built by Tesla. In fact, these staff state that the vehicle that Tesla eventually sold was not even designed or engineered when Tesla was approved for the loan money, contrary to the Section 136 law requirement. They say that Tesla took the money and THEN hired people to figure out what they were going to do with it. As shown in the DOE files, the engineering of the shipping Tesla cars has no element that was submitted to DOE. Is that true?

- Ex-Guardian staff say "integrity-deficient U.S. Senator used powerful committee to order hits/spying on reporters/congressional opponents/others for personal political retribution attacks." Recusal from committee demanded.
- Specific investigators tell reporters they were ordered to delay their investigations to avoid bad political optics.
- Why did the very staff in a Senator's office, that got Tesla the taxpayer money, then get a job working for Tesla?
- Why did Tesla not have to pay the cash participation fee that the Section 136 law said everybody had to pay?
- Did Tesla Motors provide [falsified information](#) in order to acquire it's Federal funding?
- Did Tesla Motors provide [falsified information](#) in order to acquire it's Federal waivers, tax deferrals, credits and discounts?
- Can you clarify why, out of all the states in America, only four states got almost all of the [CARGATE](#) money and those same states, senators, campaign backers, beneficiaries, "winners", and investment bankers were all connected?
- A portion of [NASA](#) was shut down at the same time that Tesla investors, who were campaign backers, were given NASA government contracts to provide the same services that NASA had just been told it could no longer provide. At the same time, NASA was giving Tesla investors free fuel for their private jets. Why is that? Why is the timing so aligned?
- Kleiner Perkins and certain silicon valley VC's, all investors in a number of DOE "winners" (including Tesla, Fisker, Solyndra, A123 and others), organized meetings with a Dmitry Medvedev and other men known by the State Department and federal investigators to be involved in [Russian mobsterism](#) and then Ener1, Severstal and A123, dark-money funded and run by billionaires (many of whom own [lithium](#) mining interests) known by the State Department, the CIA and federal investigators to be involved in [Russian mobsterism](#), were awarded taxpayer funds by Steven Chu, who was nominated by Kleiner Perkins. Was any of this a conflict of interest?
- Why is the [only company](#) to receive real estate exclusives, exclusive tax waivers, credits and stock enhancers and free rides on taxpayer backs also the same company who's investors were the largest funders of certain State officials?
- Federal communications monitoring of text, voice and email communications of certain highly placed Senators, lobbyists and venture capitalists from 2005 to today should be made available to ALL federal criminal investigators. Have they been? Are one or more Senators [blocking](#) this effort because they are compromised?
- The head of the NHTSA Tesla investigation quit because of increased scrutiny. The facts, [such as these](#), demonstrate that Tesla and Fisker never should have passed any NHTSA safety review. How can the public be assured that ongoing NHTSA investigations regarding Tesla will not be rigged?
- Did Tesla Motors provide [falsified information](#) in order to acquire it's State funding?
- Did Tesla Motors provide [falsified information](#) in order to acquire it's State waivers, tax deferrals, credits and discounts?
- Did Tesla investors [bribe](#), or influence Congress people?
- Did Tesla staff or [owners investors bribe](#), or influence Congress people?
- Did Tesla staff, owners or investors provider misleading information to investors?
- Was there a conflict of interest between Department of Energy staff and Tesla owners, investors or staff?
- Was there a conflict of interest between White House staff and Tesla owners, investors or staff?
- Was there a conflict of interest between Senate staff and Tesla owners, investors or staff?
- Did Tesla Motors use taxpayer money to hire off-shore staff?
- Did Tesla Motors use taxpayer money to purchase supplies offshore that could have been purchased in the United States?
- Did Tesla Motors participate in a market rigging scam to rig lithium ion purchasing for its investors?
- Did Tesla Motors participate in a market rigging scam to rig the electric car market for its investors?
- Did Tesla Motors staff, or owners, sabotage competitors?
- Did Tesla Motors staff, owners or investors exchange campaign funding quid pro quo for business financing?
- Did Silicon Valley companies, owned by Tesla investors and campaign financiers, use internet technology to falsify information to the public in order to manipulate stock market perceptions in violation of SEC, RICO, and various other laws?
- Did Tesla Motors lie about the safety metrics of its lithium ion battery system?
- Was Tesla Motors holding safety metric data in its files which differed fully from the safety metrics data it provided to investors and NHTSA?
- Did Tesla Motors violate securities law by using false information to acquire a federal loan which it then used to falsify its stock metrics in order to "pump" it's stock?
- Did a Big 5 accounting firm conspire with Tesla to manipulate market metrics in violation of RICO Statutes and did that firm manipulate Department of Energy review data on Tesla's behalf?
- A U.S. Senator officiated at the opening of the Tesla Nummi plant and lobbied for Tesla's tax waivers, credits, acquisition of NUMMI and discounts and then that U.S. Senator had their staff work in Tesla's offices. Is it a conflict of interest that this [senator](#) received campaign funding and this senator's family received real estate deals from the Tesla and, (next door to Tesla), Solyndra real estate deals?
- Did a major [national retail bank](#) conspire with Tesla to manipulate market metrics in violation of RICO Statutes?
- Did two major international investment banks conspire with Tesla to manipulate market metrics in violation of RICO Statutes?
- Were Department of Energy staff manipulating Tesla funding data in order to favor Tesla and it's campaign funding investors in violation of RICO Statutes?
- Were Department of Energy staff manipulating Tesla funding data in order to disfavor Tesla competitors and competitors to it's campaign funding investors in violation of RICO Statutes?
- Did [Tesla owners, staff or investors](#) attempt to delay federal investigations and indictments by asserting influence in violation of RICO Statutes and numerous other laws?

- For the SAFETY INVESTIGATIONS: [See This Link>>>](#)

Additional issues will be listed here as the media reports them.

Investigation Charges:

- [Uber Scandal!!!! Cover Up!! Breaking News!](#)
- [Tesla Model S may have started garage fire – California fire dept](#)
- [CARGATE For Dummies! The easiest way to get the quick hit on this scandal](#)
- [Small businesses claim US government stealing their ideas. Lawsuits!](#)
- [Silicon Valley heads to DC in Panic. Public has eviscerated them for privacy abuse. \\$Billions lost/More losses to come as citizens cut them off in disgust.](#)
- [Huffington Post discloses the biggest assassination in these scandals: Journalistic Freedom!](#)
- [The Amazing Gift of the public spying scandal. Read what is great about it!](#)
- [Check out: CORRUPTO-FLIX, The online film festival about SOMO Topics!](#)
- [DAVID STRICKLAND- Head of NHTSA, quits after receiving SOMO reporter team expose documents. 40th DC staffer, including Chu, to quit in CARGATE.](#)
- [Tesla investor/campaign donors paid back with free NASA luxury private jet fuel, NASA contracts, patent laws and more...](#)
- [Steven Chu and The Big Screw!](#)
- [Too much to read? Try CARGATE: THE CARTOON for a fun, quick overview!](#)
- [German Tesla “Safety Review” exposed as “Sham”!](#)
- [Certain Senators using surveillance for “reporter targeting” instead of crime-fighting. Greenwald, Schweitzer and others targeted for suppression.](#)
- [Did Musk just admit a felony on live TV?](#)
- [Samsung exploding Lithium ion Galaxy COVER-UP Expose proves Danger of Lithium ion!](#)
- [Senate Ethics Committee charges: “COVER UP”!](#)
- [Massive number of fraud lawsuits now filed against Tesla.](#)
- [Tesla patents prove Musk lied about dangers.](#)
- [How to “shill”, fake, “pump” and manipulate tech stocks!](#)
- [New contest: Find one person, who is always in the news, who works in DC, who isn’t paid by a corporation](#)
- [SAFETY REPORT BUSTS TESLA. Requires Tesla to reveal it’s secrets.](#)
- [Multiple Fed agencies/committees probes DOE-loans-for-campaign-checks.](#)
- [Lithium ion VC’s who benefited from DOE cash & main campaign check-writers are *the same people.* – Sunshine/NYT/WaPo/LAT/Barrons.](#)
- [Another \\$139 million lost in DOE scandal. Billions gone so far. Tesla next?](#)
- [Google \(AKA: Tesla Investors\) charged with manipulating search results to help hype stock by skewing all Google results pro-Tesla. SEC Violation?](#)
- [“Senator Ron Calderon FBI sting points to other Senators, higher up food chain, who greased the skids for Tesla”- Guardian/AI Jazeera Staff. FBI Solyndra investor investigation tie-ins- Guardian/AI Jazeera/LAT Staff.](#)
- [Musk accused of sabotaging competitors. Forbes Rips Musk’s smoke-screen.](#)
- [Tesla DOE loan review documents found to have been rigged.](#)
- [Awkward deaths.](#)
- [Stock Market Fraud under SEC & legal group review. DOE/CHU/VC connection now under investigation.](#)
- [Financials show “books cooked” – investigations. Shareholder lawsuits filed.](#)
- [Say “Howdy” to the ACTUAL Illuminati! Meet the “Tech Branch of the World-Control Council”.](#)
- (Details in click-able Links in headlines above)

images

(Click Pix For More)

Safety Investigations:

- [“Tesla MORE likely to catch on fire than gasoline car”per Bloomberg & MIT.](#)
- [NHTSA has now called Musk a Liar TWICE, said he lied about who called for probe and lied about NHTSA safety rating.](#)
- [Tesla “Douche Bag” Controversy! Do Tesla Drivers crash more?](#)
- [Toyota reviewed lithium ion, decided against it for safety/durability reasons.](#)
- [Calls to pull all Lithium Ion out of Tesla cars & replace with something else.](#)
- [Deadly toxic smoke fumes released by burning Tesla Batteries = Cancer, Brain Damage, Lung Damage per Federal Reports & MSDS.](#)
- [Tesla Safety Challenged! The Facts:](#)
- [Lithium Ion “nearly impossible” to extinguish, “acts like solid rocket fuel” say firefighters. Tesla never supplied required CO2 fire extinguishers to cars.](#)

- [Federal Investigation deepens on use of “exploding flashlight batteries in improperly shielded box” to power car instead of commercial energy storage technology.](#)
- [All other companies had to recall EXCEPT Tesla- Bribes?](#)
- [85% less lithium crash protection on Tesla than ANY OTHER ELECTRIC CAR.](#)
- (Details in click-able Links in headlines above)

BARRONS2



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Technical Failures and Unreported Defects:

- [Tesla cars found to have built-in gear to spy on you.](#)
- [Doors lock you in and out. Bad if car on fire!](#)
[George Clooney Rips Tesla: ‘Why Am I Always Stuck On The Side Of The Fucking Road?’](#)
- [Tesla “Satisfaction” survey authored by it’s own investors/fanboys.](#)
- [Crony’s sought to blockade Tesla recall to avoid bad optics.](#)
- [Tesla now the Rob Ford of auto industry.- Comedy Central](#)
- [Tesla deposit holder lists vast set of technical problems, below.](#)
- [Driving a Tesla causes Anal Itching!!! Ugh!](#)
- [VAMPIRE POWER DEFECT slams entire Tesla Model S fleet!](#)
- [Numerous defects documented by owners online.](#)
- (Details in click-able Links in headlines above)

TESLA_TANK



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Staff Issues, Worker Safety, OSHA Investigations:

- [Senior Staff leaving Tesla in herds. VP Blankenship heads for hills.](#)
- [Musk buys 60 Minutes, Consumer Reports, GQ, Fortune EGO articles about himself to hype his image instead of company image, investors pissed.](#)
- [OSHA probes “UNSAFE” Tesla factory per workers & ex-NUMMI staff.](#)
- [Musk NOT founder of Tesla: Ex-wives/actual founders say he screwed them.](#)
- [Lithium ion kills workers overseas in factories and kills companies who try to sell it. Tesla insiders spill the beans.](#)
- (Details in click-able Links in headlines above)

•

599e8-teslacarfire



- (Click Pix For More)

Brand Crisis:

- [“Only Douche Bags Drive Tesla’s” Meme moving quickly on internet.](#)
- [Battery dumping scheme via Panasonic & SolarCity deals?.](#)
- [Tesla “lies” about how many “thermal events” there have been, say workers.](#)
- [Social research study finds prostitutes, alcoholism, drugs, kinky sex predominant in Tesla drivers; leading to higher risk driving/crash potential.](#)

- [Musk now caught in multiple published/broadcast lies.](#)
- [Record-breaking investor fraud lawsuits now underway against Tesla.](#)
- [Why do so many drunks drive & crash Teslas? Now: Manslaughter charges!](#)
- (Details in click-able Links in headlines above)

Yep, I hear the bad guys were only able to shut down **part** of the investigations. Some of the criminal investigators actually went out and did their jobs and are starting to bust the criminals, even though some of those criminals are “**high profile**”. It looks like owning a few senators and banks doesn't hide you as well as it used to.

Tom - NYT

It is nuts it has taken this long. Everybody in the country can see what happened by now. It was getting obvious. It must have been an embarrassment for the federal cops to have to sit on their hands like that. NOW, finally, they can go to town.

SD- LAT

[Obama's Green Energy Fire Sale – GOP](#)

Oct 22, 2012 ... Miasole's Investors Include **John Doerr's** Kleiner Perkins. A Russian Businessman With Ties To Then-Russian President **Dmitry Medvedev**.

<http://www.gop.com/news/research/obamas-green-energy-fire-sale/> – [View by bquick Proxy](#) – [Highlight](#)

[Silicon Valleys « Boom: A Journal of California](#)

In June 2010, Russian President **Dmitry Medvedev** came to the United ... that venture capitalist **John Doerr** once called “the largest legal creation of wealth in the ...

<http://www.boomcalifornia.com/2011/06/silicon-valleys/> – [View by bquick Proxy](#) – [Highlight](#)

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[Tesla Model S charging system may have started garage fire – California fire dept](#)

[\[Edit\]](#)



Exclusive: Tesla Model S charging system may have started garage fire – California fire dept

BY BERNIE WOODALL AND NORIHIKO SHIROUZU

Wed Dec 18, 2013

(Reuters) – A fire department in Southern California said a garage fire may have been caused by an overheated charging system in a Tesla Model S sedan, in the latest link between the top selling electric car and the potential for fire.

While Tesla Motors Inc maintains that the fire was not related to the car or its charging system, the Orange County Fire Authority said the Tesla-supplied charging system or the connection at the electricity panel on the wall of the garage of a single-family home could have caused the fire.

"The fire occurred as a result of an electrical failure in the charging system for an electric vehicle," said a report by the fire authority, a copy of which was obtained by Reuters. The report also emphasizes that the cause of the fire is unclear.

"The most probable cause of this fire is a high resistance connection at the wall socket or the Universal Mobile Connector from the Tesla charging system" which was plugged into a 240-volt wall socket, the report said.

The fire occurred on November 15 in Irvine, California. The possible link between the fire and the Tesla Model S was not reported previously.

The garage fire is not related to three road fires in Model S sedans that occurred in October and November and which caused Tesla's stock to fall sharply last month. The road fires occurred in Washington state, Tennessee and Mexico.

In the U.S. incidents, Model S sedans caught fire after running over road debris. In Mexico, a Model S caught fire after striking a concrete wall. U.S. regulators are investigating the cause of the U.S. road fires, which caused the high-flying stock of the "green" car maker to fall from a high of \$194.50 in late September to under \$120 in late November. On Wednesday, Tesla shares fell 2.9 percent to close at \$147.98 on the Nasdaq. The November residential fire on the campus of the University of California-Irvine caused \$25,000 of damage to the garage and its contents, but the Model S sustained only smoke damage, and no one in the house was injured, according to the Orange County Fire Authority's report.

A Tesla representative disagreed on Wednesday with some of the report's findings. "We looked into the incident," said Tesla spokeswoman Liz Jarvis-Shean. "We can say it absolutely was not the car, the battery or the charging electronics."

She added: "The cable was fine on the vehicle side. All the damage was on the wall side. "A review of the car's logs showed that the battery had been charging normally, and there were no fluctuations in temperature or malfunctions within the battery or the charge electronics," said Jarvis-Shean.

The owner of the Model S, who lives at the Irvine residence, had parked the car in the garage the evening of November 14, plugged the cord from the vehicle into the 240-volt wall socket, and set a timer to begin the flow of electricity to the car's on-board batteries at midnight. She noticed a fire just before 3 a.m. and called for help. Fire crews put out the blaze quickly.

Some cardboard boxes stacked near the point of connection between the Tesla Model S charging system and the connection to the 240-volt outlet helped the fire spread, the report said. (Reporting by Bernie Woodall in Detroit and Norihiko Shirouzu in Beijing; editing by Matthew Lewis)

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[Tesla hiding reports of multiple defects of Tesla Cars?!](#)

[\[Edit\]](#)

Tesla hiding reports of multiple defects of Tesla Cars?!

George Clooney Rips Tesla: 'Why Am I Always Stuck On The Side Of The Fucking Road?'

HUFFINGTON POST- Via Reuters "DETROIT, Nov 12 (Reuters) – Tesla Motors Inc got **more bad news** this week following the third fire in its Model S electric sedan as actor George Clooney complained about being stuck on the side of the road in the Roadster sports car he used to own. Clooney, currently starring in the movie "Gravity", was asked by Esquire magazine in an interview that was posted online on Monday whether he owned a Tesla car.

"I had a Tesla," Clooney told the magazine. "I was one of the first cats with a Tesla. I think I was, like, No. 5 on the list. But I'm telling you, I've been on the side of the road a while in that thing, and I said to them, '**Look, guys, why am I always stuck on the side of the fucking road? Make it work, one way or another.**'"

Tesla turns out to be bad for the environment AND bad for health:

<http://m.digitaltrends.com/cars/hold-smugness-tesla-might-just-worse-environment-know/>

TESLA SUCKING...TOO MUCH ENERGY. Another SEVERE Technical problem with the car. VAMPIRE POWER DEFECT.

Life With Tesla Model S: **Even After Update, Vampire Draw Remains**

By David Noland Nov 25, 2013

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. [MORE...](#)

TESLA COVER UP?

Lithium Ion goes boom when it gets wet, poked, charged, used or pretty much gets unhappy for no apparent reason. All those car hulks, below, lined up next to each other are lithium ion electric piles of burned up \$100K, per pile, cars. Nice huh? They are going to great lengths to cover that fact up:

LITHIUM_ion_FIRE_ELECTRIC_C	TCRASH	TESfir2
smokey	tesfire22	

these guys are Swingin' D Rich Guy Male Doctors)

(Notice the surgeon who owned it. Most of

TESLA_LIES

TESFIRE21

Those images above show many different lithium ion electric car fires. Why is this being covered up? By whom? So far, most Tesla's have been acquired by **Tesla Fan Boys and their own investors** to pump up the numbers. This has prevented a number of "thermal events" from getting reported.

WHAT!!!? You don't think that's enough burning Tesla's? Well here's some more, the next one is from Boston:

TESLAFIRE5

TESfire8

tesla_Fire_45

Not enough burning Tesla's?

Stand by...

TESLA_FIRE

RS- LAT

Tell The U.S. Government to order Tesla to remove all Lithium Ion chemicals from it's cars! Is someone telling the NTSB not to do their job? Who?

TESLA CAN LOCK DOORS ON ITS OWN- BURNING ALIVE = BAD THING!

You can read a number of postings online about the continual failure of the Tesla electronic door handles and door locks. How might fire increase these failure-to-unlock issues. Is it possible your own Tesla could lock you, and your family, INSIDE the car when it catches fire? How was this tested in the safety tests, or was it even tested?

fires

fellowship

teslador

SOCIO5

The Tesla Defects seem to be multiplying.

Roberta- (A Mother)

Lithium ion = Bad Stuff

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:

OMUSK

FRONTPAGE

Obama Subsidized Electric Car Company Tesla Investigated for Fires November 22, 2013 By Daniel Greenfield

Tesla has some big problems. This month it posted a loss of \$38 million and its shares fell 16%. On top of that, it's got battery issues. The company, which got \$465 million from Obama, makes electric cars which depend on wiring together 7,000 laptop batteries together. This is just as clumsy and unwieldy as a solution as it sounds. For one thing, laptop batteries are expensive. And it's a clunky solution. [MORE>>>](#)

Another Tesla Movie

So you think: "OK, I would never drive my Tesla over any metal or bumpy roads so I never need to worry about that", Well, that's what this Tesla driver thought:

Watch the left side of the screen along the meridian wall. You can recognize the Tesla by the round open mouth grill.

Saghbe5

No matter what kind of a persnickety, self-centered, rich douche-kinda guy you are: Your Tesla is eventually going to hit a pot-hole, bottom-out or hit some crap in the road and then: fire and toxic smoke!

SHOCKER EXCLUSIVE!!!! Tesla "battery supply" problem -NOT. Battery explosion problem- YES.

"The napalm-like lava that is burning lithium-ion, combined with burning Tesla plastic, can **eat through your entire face** in about 2.5 seconds and it is nearly **impossible to extinguish**. This is not good stuff. They tried it on pig-corpses, ugly results.

There are over 1000 different ways to store electricity. Lithium ion is the worst. The faster a car goes, the more likely it is to crash and to flip over in a crash. Tesla is the fastest car so **it will crash more** and flip over more. People that drive Tesla's are, generally, arrogant yuppie males with ego issues who want to go fast and show off. That makes crashes even more likely. While you are driving around on a carpet of deadly lithium ion, buried in the floorboards of the Tesla at your feet, and the car suddenly flips over, you are now trapped under a ceiling of burning lithium ion that firefighters can't extinguish and your face burns off. This is like flouridation of water controversy; this chemical was specified because a certain group is making money off of this chemical. **Over time, each battery has a higher and higher chance of "going off"** because the charging demands of a car combined with the degradation offset of a single lithium ion battery is high in normal circumstances. Tesla uses them in extreme circumstances. They were never built for cars. **You are not going to see less Tesla fires, you are going to see more.** Tesla has dense-packed 6800 lithium ion packs in a closed metal box under your seat. That is 6800 chances of having your face burned off and 6800 chances of getting rained on with burning lithium ion and plastic, gassed out and burned up by the Tesla. I don't like the odds. Look at some of these pictures on this site, it even melts the metal.

teslar2

The people that are telling you "*Lithium Ion is just a lovely thing, don't worry about all of those scare stories*" have a financial investment in batteries using this chemical. **Almost all of them have worked for, invested in or been hired by the people that make money off it.** The form factor Tesla uses is a common 18650 battery you can buy on Amazon and Ebay so **Tesla is not telling the truth about "having a battery supply problem" in their latest financial reports.** They are having a **battery blow-up problem.** Suppliers won't sell them any batteries because they know Tesla abuses the batteries in the way they deploy them in cars and they don't want to get sued too, along with the lawsuits that are coming after Tesla. These batteries were never intended to be used in cars. All this has been known for decades. If the "biggest electric car funding effort in history" hired the "greatest technical review team ever created", how did this get by? Why didn't the reviewers mention this for Tesla's 'loan'? This is not new technical information!

Dr. Lee- USGA

(FYI- I am available for TV interviews. Contact me through the SOMO funnel.)

Does Driving a Tesla cause Rectal vibration and Anal itching?

Possibly the most **impressive Tesla warning**, from Europe:
"Pruritis Anni" is the medical name now given to this affliction.

"The high speed hum and vibration from the particular motor and chassis combination that Tesla uses, has some drivers, and passengers, complaining of Rectal Itching. Lots of signs or symptoms contain anal itch and inflammation. You can even recognize that there is certainly hemorrhage, specifically after having a movement. It can be distressing if you have A BM, in addition, there may be blood from the a stool or on the tissue. If you own or ride in a Tesla frequently, and possibly notice any kind of rectal lumps as well as bleeding, you should visit a doctor. Using this method, you can receive the best solutions." (Translated from Spanish)

[Tesla_Motors_Anal_itch](#)



Anton -D

TESLA FANBOY CONFESSION. CANCELS ORDER. LISTS HUGE VOLUME OF TESLA DEFECTS & ISSUES.

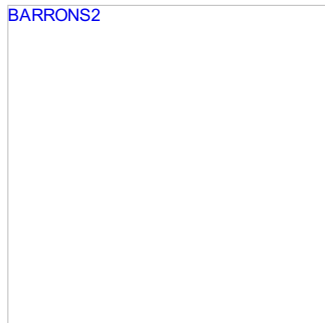
<http://lilianv.com/wp/>

\$100,000 on wheels, or why did I cancel my Tesla car reservation

"This is going to be a long one, unlike my other blogs. Feel free to post a reply. I'm eager to hear opinions that support or oppose mine... [Read more:](#)

(Picture Above: The scarecrow was RIGHT to be afraid of the fire and MUSK DID just turn out to be some carry who just waved flashy things at us but was a shyster underneath it all after all.)

[BARRONS2](#)



...8. Hole in the tank. This is one particular problem with Tesla MS that is widely recognized, admitted by Tesla and not fixed as the date of this publication. If you leave your Tesla MS unplugged it will lose about 0.5 miles of range per hour. At this rate it will take about 10-15 days for a fully charged battery to drain completely. So if you leave your fully charged Tesla at the airport for a week or two while on vacation or business trip you may not be able to ride your Tesla home upon your return. This is equivalent to a hole in the tank for the conventional gas powered car. If the car is plugged-in than it compensates for such loss by "sucking" approx. 150 Watts of electric power all the time. It is equivalent to the energy needed to lit an average 3,000 sq.f. house with the new LED energy saving lights....

10. Dubious business practices. Larry Page announced that Google will be "no evil" company. Well no business is evil by design. They become "evil" driven by competition. Google has practically no competition and they can afford to be "no evil". Same applies to Tesla Motors. They are well funded and they have no competition, they can afford to be "no evil". Instead Tesla is pulling all nasty tricks known in the industry and more. It was quick to abandon the most controversial ones such as calculating people's time in their lease cost estimate and eliminating the \$600 per year mandatory service charge. Many still remain. One example are the useless and expensive option packages (see above) another example they charge \$5,000 reservation fee in a second. They claim the fee is fully refundable. What they don't tell you is that it takes 30 business days to refund it.... [READ MORE:](#)

[wizard-of-oz-man-behind-the](#)



THE TESLA ANTI-DOUCHE BAG MOVEMENT RISES

Tesla really needs to change **their whole "douche bag" image**. They market the car, almost exclusively, to rich, arrogant males. ie: one of many memes flying around:

TESDOUCHE

(Feel free to share and re-Post on Meme Sites and photo galleries)

Tesla shares slip more on reports of third fire, other car problems

By Jerry Hirsch- LA Times

November 7, 2013

By Jerry Hirsch November 7, 2013, 8:39 a.m.

[Tesla Motors](#) shares continued to fall Thursday as the automaker confirmed a third fire in one of its high-end electric cars and a major auto reviewer pointed out problems with its Model S luxury hatchback.

The 9%, or \$13.40, decline in mid-morning trading to \$137.76 followed a 15% plunge in the shares Wednesday after the automaker said limited supplies of batteries were hampering sales and that it was spending heavily on research and development to design new models. Tesla shares have been on a run for most of the year, rising about 400% before this reversal.

Car shopping website Edmunds.com said its 2013 Model S was "making an ominous noise under acceleration and deceleration. It originates from the rear of the car and seems to be getting worse."

It is a complaint that's also starting to show up on Tesla's owners forum, an online discussion group hosted by the automaker for drivers of its cars.

"Mine had that and it got bad at 70 mph," said one owner, posting under the "mortgagebruce" moniker.

He said Tesla had to replace the drive unit twice to fix the problem.

Tesla also replaced the drive unit on the Edmunds car, but declined to tell the company what caused the problem. It also replaced the driver door mechanism because of another problem. The car has just less than 11,000 miles on the road.

"We're not sure what to think about the fact that both of these repairs were completed with just one overnight stay," said Mike Schmidt, Edmunds' vehicle testing manager. "Maybe the dealer is really on the ball. Maybe the supply chain is short. Or maybe the parts are readily available because they've seen these before."

LITHIUM_ION_EXPLODE2

Tesla spokeswoman Liz Jarvis Shean said she was not familiar with the Edmunds complaint.

Meanwhile, another Model S electric car caught fire Wednesday near Smyrna, Tenn., following a crash. This was the third Model S to have caught fire in the last five weeks. One burned near Seattle and another in Mexico. Both cars were in crashes and the fires injured no one.

Normally, car fires are not significant events that influence investors. There are about 150,000 annually, according to the National Fire Protection Assn. However, safety officials have been tracking fires in electric cars, as well as computers and other equipment, out of concern that the lithium-ion battery systems might be fire-prone.

Earlier this year, federal regulators grounded [Boeing](#) 787 planes for four months after batteries on two planes overheated, with one catching on fire. Boeing later ordered modifications to the jets to increase ventilation and insulation near the batteries, but the company and investigators never determined the root cause of the overheating.

The [National Highway Traffic Safety Administration](#) reviewed the Tesla fire in Seattle and concluded it was caused by the accident rather than a vehicle defect.

Tesla said it contacted the driver of the car in Tennessee and noted he was not injured and "believes the car saved his life. Our team is on its way to Tennessee to learn more about what happened in the accident."

"The problem is that we have three fires in six weeks," said Karl Brauer, senior analyst at [Kelley Blue Book](#), the car information company. "For a company with a stock price based as much or more on image than financials, those recurring headlines are highly damaging."

The Palo Alto automaker said Tuesday it posted a loss of \$38.5 million, or 32 cents per share, in the third quarter. That compares to a loss of \$110.8 million, or \$1.05 per share, in the

same period a year earlier. Now that it is delivering cars, revenue grew to \$431 million from just \$50.1 million a year earlier.

<http://video.foxbusiness.com/v/2849254531001/teslas-troubles-on-the-rise/>

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- [The **Deloitte/Tesla** Connection:](#)
- [App Authentication Flaw Creates Tesla Motors Hack Concern. Your **Tesla can spy on you** and drive you off the road on command.](#)
- [No attempt by new **Secretary Moniz** to correct the evils of the past](#)
- [CONNECTING THE DOTS AND "INCENTIVES": **FOLLOW THE MONEY**](#)
- [DOE staff offer to **respond to you, in writing**, regarding each item on this news site](#)
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[TSLA Tesla Stock. "Shill", Fake, "Pump" and manipulate tech stocks with tax \\$\\$\\$!](#)

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[TESLA PR Manipulation BSI: Some of the more outstanding lies...](#)

ie: " Tesla says "Germany passed Tesla as safe" after NO credible safety study conducted by Germany, while trying to hide fact that U.S. Investigators published huge demand letter for safety data, online in U.S.A. and actual investigation is only getting started."View the ever growing list of lies [HERE>>>](#)

[Germany Clears Tesla Of Fire Probe...????? Was it a real probe?](#)

Tue Dec 3, 2013

(Business Insider) The German Federal Motor Transport Authority, Kraftfahrt-Bundesamt (KBA) has concluded an investigation into three recent Tesla Model S fires and found "no manufacturer-related defects," Tesla said today.

In a press release, Tesla said it provided the KBA with relevant data on the accidents, and received a letter saying "no further measures under the German Product Safety Act [Produktsicherheitsgesetz (ProdSG)] are deemed necessary."

In November, the National Highway Transportation Safety Administration (NHTSA) opened an investigation into the three fires. Tesla said it has "requested" the process, but NHTSA Administrator told a House panel that was untrue, according to The Detroit News.

That investigation is ongoing, but at least the Germans have been placated.

If you woke up this morning and read this, as I did, upon seeing TSLA up 6% before the open and my puts reversing lower on this "news", you could be forgiven if your first impression was, "when the hell did Germany open an investigation?"

You see, I remember being told about the investigation being conducted by the NHTSA, the US based auto safety agency. I remember they opened an investigation following three fires, two of which occurred in the US, and the remaining one in Mexico. Barely a few weeks ago...

But it's funny, as I don't recall there ever being an announcement of a German investigation. It must have got lost under the Blankenship resignation announcement.

In fact, swinging over to Tesla's Investor Press Releases – it's astounding – but it seems completely devoid of any bad news at all. Not even a mention of the US based investigation, much less a German one, or a peep about the VP of sales leaving the company.

Meanwhile, in the real world, real men and women are throwing their money into this company, shaking off oversold conditions on a hard bounce. And class action lawsuits are raining from the sky. I've mostly been thinking those lawsuits were warrantless before now, but if this is how Tesla handles communications, I'm not so sure.

This isn't a game, people.

Mr. Cain Thaler
Stock advice in actual English.

Silicon Valley VC's & Google hire Tsunami of stock bloggers to shill Tesla, daily, to stave off actual press coverage

Silicon Valley Vc's, determined to not let **Detroit** win, at any cost (now gleeful that Detroit is officially bankrupt) have pulled out all the stops to try to protect the Frat House... oh, I mean Tesla; and seek to push any negative Tesla stories to the bottom of the search engines via HUNDREDS of [shill "reporters" on stock market sites](#).

The problem is, the only part of **Detroit** that **IS** doing OK are the Car Companies, and the **big car companies** are only just getting started in their [counter-measures](#). Stay tuned for the **battle of the century**. East Coast Vs. West Coast. Democrats Vs. Republicans. Bribes Vs. Transparency. Good Vs. Evil : **Better than a Rap War!**

Even if the VC's pool all of their PR \$, they still can't fight the truth and Tesla will, likely, become another **Huawei/Fisker/Solyndra**. Big one day- gone the next, when the truth comes out. The Stanford yuppie tech **mobster wannabe's** of **Silicon Valley** may think they can control elections and markets but they are about to get a lesson from the **original mobsters...from Detroit**. Detroit has been fighting car branding and PR wars way longer than Tesla and the Hipster [Frat Brats!](#)

Tesla Shill "reporters"?:

Ricky Munarriz- Motley Fool
Jennifer Burke- Market News Call
Emily Watson- Consensus Press
Michelle Jones- The Street
Elaine Kwei- Jefferies
Adam Jonas- Morgan Stanley
Sue Chang- Market Watch
Ben Eisen- Market Watch
Chris Ciaccia- The Street
Michael Aragon- Market News
Patrick Hoge- SF Business Times
Leigh Drogen- Seeking Alpha
Raj Gupta- McKinsey Consulting
See [MORE HERE](#) on OUTING SHILL REPORTERS..

AT/FG/hjk/hj/

Tesla and their investor shills flood media with counter-hype

As Tesla [lithium ion](#) battery packs continue to burst into flames Tesla PR contracts over 100 press shills (ie: Thestreet.com, Motley Fool, etc.) and fake bloggers to write "**do not worry, walk away, nothing to see here**" articles. They hire companies like **Wiki-PR**, and others, to engage in what is called: **MeatPuppetry** and **SockPuppetry**. Those tactics use thousands of computers, each with their own IP address, to act as fake Tesla enthusiasts ("fanboys") writing about the glory and sexual Ecstasy of owning, touching or thinking about a Tesla. [Sociopaths](#) lie about things. A few have charged that many of the **sockpuppets** are Elon Musk himself, typing away at night, since many of the IP addresses the **sock puppets** come from change per the city that Musk is in that night.

BUT:

Industrial analysis of Tesla front assemblies on fire combined with Tesla batteries on fire show a spectrograph scientifically verifiable mix of deadly cancer causing particles, lung damaging particles, brain cancer causing chemicals and neurological toxins.

Here is another Tesla fire where the Tesla **not only just** burns but also this **Tesla explodes** on live video as it fills the passenger compartment and the neighborhood with toxic fumes and particles. The image below is of one of the explosions of the Tesla. They don't just burn, they blow up (Watch the movies lower down). Here is a photo of a Tesla on a public street in Mexico at the moment it blew up:

[TESLA-EXPLODES](#)



Dan

This movie uploaded – Young Turks:

nasdaq

NASDAQ REVIEW

TESLA Stock (TSLA) TANKS

The 'Secret' Reason To Sell Your Tesla Shares Now

NASDAQ.COM

By StreetAuthority, November 05, 2013

You thought the car fire was bad Shares of the \$19.6 billion company tumbled 10% in the two days after an Oct. 1 video showed a Model S on fire in California. CEO Elon Musk eventually identified the cause of the fire as a loose piece of metal from a passing truck that punctured the car's battery. The National Highway Traffic Safety Administration has said it will not investigate the incident, but shares of TSLA still have not recovered to their pre-video high.

Worse than the car fire, however, is the possibility that Tesla may soon see much of its gross profits go up in smoke.

Bloomberg West recently reported that the California Air Resource Board is re-evaluating its assignment of tax credits for zero-emission vehicles. These tax credits are given to automakers for each year to incentivize production of environmentally friendly vehicles that might otherwise not be profitable. The companies can then sell these credits or use them against their own taxes.

Tesla's getting cooked in lithium ion battery fires while CFO cooks the books

In today's financial reports, it was confirmed, with certainty, that Tesla (TSLA) is not showing profits on it's reports from selling cars but by **manipulating tax credits and waivers via one-of-a-kind deals the State tax office gave TSLA**. Some say TSLA got from kickbacks arranged by a Senator to help the resources of that Senator and that those **exclusive stock market optics manipulation favors** were to payback/kickback TSLA's investors for campaign financing. Now the State investigations kick into high gear to follow the federal investigations already underway.

GH- LA Times

Tesla Tool Owners Solicited by Tesla to "Speak Up", ie: Shill out!

The second your Tesla **catches on fire** you can count on a prompt call from the **Tesla PR department**. Since most owners of Tesla's are:

- A. It's **own investors**.
- B. **Financially associated Tesla fanboys**.
- OR
- C. **Fanatic** 1%-er VC's or Doctors who can't stand to not be involved in the "hot tech thing."

...it isn't that big a sell to those who are already drinking the Kool Aid, but the pitch the PR officer from Tesla gives is this:

"Oh Mr. X, we are so sorry to hear about the incident. Howmuch could we pay you to say nice things in the press about howfun it was to be in a fire and suck in all of that cancer-causing smoke? Howabout a brand new Tesla and some cash for your services?"

Douche Bags unite. It is one big frat house. Never let the outsiders think something is up!

Why?

- They aren't supporting electric cars: there are tons of electric cars you can buy today from many companies.
- They aren't really excited about the fact that if the fire had happened at their home their McMansion or downtown condo-swinger pad would be toast right now.
- Breathing toxic smoke could not really be something they want to hide because now they have Obamacare to fix the cancer (sort of).
- It isn't because Tesla is creating domestic jobs. Tesla took the taxpayer money and hired H1B offshore workers to cheap out. They even posted ads on LinkedIn looking for H1B legal teams to suck in Armies of cheap offshore labor.

Why else would owners be so excited to have been in a deadly, toxic fire?

Hmmm... \$\$\$\$\$\$\$\$\$,

So.....**owners**: You know you can sue Tesla for like a million bucks for the toxic poisoning and win hands-down instead of taking the free new Tesla and the \$30K, right?

DT- Boston A.

Tesla Testimonies not credible

Let's look at the **backgrounds of the Tesla fire owners** who have been reported: 1 is a drunk driver, 1 is an egotistical back surgeon who's ex lover posted negative info about them online, and the other is a Tesla backer...interesting? Their street cred is low and they reinforce the "**Tesla is for Douche Bags**" concept.

DFG- HY

Tesla hires hundreds of overseas Indian blogger skills to type "nice things" in blogs and news story comments to run a cover-up.

Per the comment above: *"It isn't because Tesla is creating domestic jobs. Tesla took the taxpayer money and hired H1B offshore workers to cheap out. They even posted ads on LinkedIn looking for H1B legal teams to suck in Armies of cheap offshore labor."*

The PR department at Tesla was told to work all this weekend so they called in a team of **outsource contractors from India** to Google every story with the words "tesla fire" in them and go type wonderful things about Tesla in the comment section of every article they find. Everybody knows that **SOMO** thinks Tesla is a load but these fake bloggers do not identify that they are Indian Outsource typers.

Our manager even implied that we should go online this weekend and "voice our support for Tesla" as we "don't want the company to have any cash flow issues as that could affect paychecks". In other words: "go home and write nice shit about Tesla or lose your jobs".

T- @Tesla Motors, Fremont

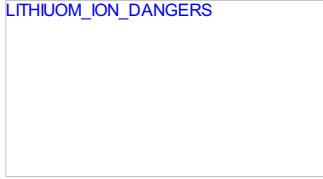
The Deadly Lithium ion Industry.

Few noticed when EnerSys, the world's largest industrial battery manufacturer bought tiny ABSL on the tip of Scotland and redirected it away from vehicle traction batteries, aiming its

various lithium-ion chemistries at military and aerospace applications not involving traction. Rather more have spotted, in the USA, the **Chapter 11 demise** of (Russian mobster owned?) EnerDel (using NCM and LMO cathodes) then, in March 2012, International Battery. International Battery, which surprised local officials when it abruptly closed its Upper Macungie plant, owes Pennsylvania more than \$2 million, and state lawyers are initiating efforts to recover some of the debt. State officials are also in discussions with the company regarding a project for which International Battery received an \$800,000 grant in 2010. That project has not been completed.

The DOE gave **tens of millions of tax dollars, some say billions**, to lithium ion battery companies who technical reports had already advised were in trouble? Why? Follow the money!

[LITHIUM_ION_DANGERS](#)



Vast numbers of lithium ion ex-factory workers are now dead or sick with fatal diseases. They make these batteries overseas because OSHA would never let them do any real volume in the U.S. because it kills and sickens workers!

Then came Valence Technology, in mid 2012, and now the big news that political football A123 Systems has only a few months' money left having spent up to one billion dollars. The Chinese have now saved them at the last minute, almost wiping out the US investors and taking a company paid for by U.S. Taxpayer Dollars. So much for the US wrestling control of the traction battery business from the Koreans and Japanese who have invested larger sums even before the US got interested. The dominos will continue to fall, notably in the USA. Yep, Lithium ion is a GREAT investment!!!!!! Everybody in the know, knows that lithium ion is being dumped on the market by groups now trying to get rid of it since the real scientists realized that it is dangerous stuff to make, dangerous stuff to use and dangerous stuff to breath in a fire, of which there are many, many unreported fires.

Tesla's big announcement with Panasonic about batteries is a **DOMESTIC DUMPING DEAL! Panasonic will probably pay anybody to take them off of their hands but do we want to put them in American neighborhoods?**

Follow the money folks!

DH- LAT (sources referenced- EdaTech, Washington Post, NYT)

Dirty Dollars

If you look at all of the **suspects** mentioned in these articles and then you track their, or their **families or trusts or Cayman funds**, holdings in lithium ion related companies you will see that there is no possible doubt about what happened.

The really icky part is that federal staff who got to decide who got tax money, credits and waivers have these same **conflicted holdings** and career cross-overs so it looks pretty dirty.

DGH-

A123 Lithium Ion Bankruptcy:

By Nathan Bomey, Todd Spangler and Zlati Meyer

Detroit Free Press Staff Writers

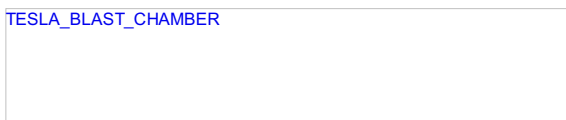
Battery maker A123 Systems' Chapter 11 bankruptcy filing Tuesday triggered a fresh round of political criticism of the Obama administration's alternative-energy investments.

The Waltham, Mass.-based company, which has 626 employees and 348 contract workers in three southeast Michigan locations, said auto supplier Johnson Controls had tentatively agreed to pay \$125 million to purchase its automotive-related assets, including the operations in Livonia, Romulus and Ann Arbor.

Republicans immediately compared A123's bankruptcy with the California solar panel manufacturer Solyndra, which filed for bankruptcy and liquidated last year, wiping out a \$500-million loan guarantee from the U.S.

"A123's bankruptcy is yet another failure for the president's disastrous strategy of gambling away billions of taxpayer dollars on a strategy of government-led growth that simply does not work," said Andrea Saul, a spokeswoman for Republican presidential candidate Mitt Romney.

[TESLA_BLAST_CHAMBER](#)



Battered by recalls, high costs and sluggish consumer adoption of electric vehicles, **A123 lost \$1 billion since its founding in 2001**, despite substantial government support.

The U.S. Department of Energy awarded a \$249-million grant to A123 in August 2009 with promises of 5,900 jobs, mostly in Michigan. The Michigan Economic Development Corp. also awarded A123 more than \$125 million in a variety of tax credits, grants and incentives in 2008 and 2009. The U.S. grant and Michigan incentives drew bipartisan support when they originally were approved.

"This is what's possible in a clean-energy economy — these folks right here, doing extraordinary work," President Barack Obama said at the White House Rose Garden after meeting A123 employees on April 30, 2010. "This is what happens when we place our bets on American workers and American businesses."

A123 has received \$132 million of its federal grant so far. The Energy Department said Johnson Controls could be eligible for the rest of the funding, but that has yet to be determined. The federal government's investment does not have to be repaid, according to Securities and Exchange Commission filings.

But Americans have not embraced electric vehicles that require regular recharging. In many instances, they are priced significantly higher than their gasoline-fueled counterparts. Even federal and state tax credits have not erased that price premium.

Then the lack of easy-to-find recharging stations has left many motorists worried about being left on a remote dark road without adequate power.

"It was an expansion of manufacturing plants in anticipation of customers who never arrived," Litchfield Hills Research analyst Theodore O'Neill said.

A Johnson Controls spokeswoman declined to comment on whether the company would keep A123's employees. Its acquisition of A123 must be approved by a U.S. Bankruptcy Court judge in Delaware. A123's battery plants remain in production for now.

[Teslabumper](#)

Johnson Controls has a lithium-ion battery plant in Holland, Mich.

A123, which lost \$269 million in the first eight months of the year, according to bankruptcy documents, turned down an interview request.

Democrats responded that during his 2002-06 term as governor of Massachusetts, Romney also provided support to emerging technology firms and some of the investments did not pay off. Meanwhile, the Department of Energy pointed out that A123's investment had bipartisan support from Michigan lawmakers, including incumbent Democratic Sen. Debbie Stabenow and her Republican challenger, Pete Hoekstra.

"Johnson Controls' investment in A123 will help ensure that the U.S. remains competitive in this growing global sector," said former Democratic Michigan Gov. Jennifer Granholm, who promoted battery tax incentives as a way to boost the Michigan economy.

A123's bankruptcy filing comes two months after Chinese auto parts maker Wanxiang Group agreed to invest up to \$450 million to acquire up to 80% of A123. But that deal fell apart as A123 was set to burn through \$400 million in cash over the next 12 months, O'Neill said.

Instead, Johnson Controls is cherry-picking the best assets out of A123, O'Neill said.

Johnson Controls also was awarded a \$299-million Energy Department grant for its lithium-ion battery plant in Holland. The company's spokeswoman declined to comment on whether that plant would be affected by the A123 deal.

Barclays analysts said in a research note that the deal would make Johnson Controls "the dominant surviving" U.S.-based lithium battery maker.

A123 shares, which closed Monday at 24 cents, fell 75% to 6 cents on Tuesday.

Many sophisticated A123 investors have lost millions, including global conglomerate General Electric, which had invested about \$70 million by 2009.

Dan Leistikow, an Energy Department spokesman, said in a blog post that the government's investment had produced meaningful battery innovation that would live on.

In its bankruptcy petition, A123 listed total assets of \$459.8 million and liabilities of \$376 million.

The company's biggest customer is California start-up Fisker Automotive, which plans to keep the contract with Johnson Controls through at least the first quarter of 2013, spokesman Roger Ormisher said.

General Motors, which picked A123 as the battery supplier for the Chevrolet Spark electric vehicle, said it would accept Johnson Controls as its new battery provider.

In, and during, the following Tesla Proposal, Tesla told Singapore, and a number of other countries, that the battery system was totally safe, even though they had filed patent documents and regulatory documents, now revealed in other articles, which stated otherwise:

Tesla Plan for International Expansion

By Teresa Bergmann, Vu Nguyen, Astrid Santiago, Sean Yang

[READ MORE>>>](#)

Character + Competence = Trust

(With a tip of the hat to John McDonough at Boston Globe)

It was supposed to be the **greatest initiative** of an administration.

It was said to be an effort designed to be a **history book legacy deliverable** that the world would never forget.

It was an effort, the public is told, that **the greatest minds** had put the most **extensive due-diligence**, ever devised, into.

It was an effort that had **the most money** ever dedicated to any similar initiative resourced to it.

It turned out to be **one of the most stunning technical and due diligence failures** in human history to-date.

OK... **now guess?**:

Am I talking about **DOE** or **ACA**?

Do you see a pattern here?

D..- DenverPost

(Picture above- How did so much our your tax money go from here to Silicon Valley VC's?)

Lithium ion Kills more than workers, it kills companies!

From THE VERGE, By Sean Hollister

"If you build it, they won't necessarily come.

In 2009, the Obama administration invested **\$1.2 billion** into US-based factories creating batteries for electric vehicles. **The result was a disaster. One by one, every company that received federal funding went belly-up or admitted the money hadn't had a real impact.** For instance, LG-owned Compact Power quietly revealed that it hadn't produced a single battery in over two years of operation, while A123 Systems' higher-profile bankruptcy was viewed as **the second coming of failed solar panel-maker Solyndra**. Even with hundreds of millions of dollars of federal funding, key electric vehicle contracts went to Japanese and Korean factories instead of their American equivalents."

DEMAND THAT STEVEN CHU AND HIS HANDLERS DISCLOSE THEIR LITHIUM ION INVESTMENTS

D. P. – LAT

MORE ON CRIMES [HERE>>>](#)

EVEN MORE ON CRIMES [HERE>>>](#)

Tesla Motors' Reeled-In Outlook May or May Not Be a Supply ...

James E. Brumley: Discovering Small Cap Stocks: Tesla Motors' Reeled-In Outlook May or May Not Be a Supply Problem: GM, NSANY, TM, TSLA Poked and Prodded. smallcapnetwork.com/Tesla-Motors-Reeled-In-Outlook-May-or-M...

Did Elon Musk Mislead Fox About Problems At Tesla?

Skip to comments. Did Elon Musk Mislead Fox About Problems At Tesla? Silicon Beat ^ | September 27, 2012 | Chris O'Brian Posted on 09/29/2012 12:15:31 AM PDT by Cincinatus' Wife

freerepublic.com/focus/f-news/2937867/posts

Tesla reveals serious financial problems – TheEEStory

Tesla plans to issue 5,000,000 shares in an attempt to raise \$147 million. But, they have some credibility problems that may spook investors. The 5,000 model S... theestory.ning.com/xn/detail/6495062:Comment:38947?xg_sour...

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- [CONNECTING THE DOTS AND "INCENTIVES": FOLLOW THE MONEY](#)
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fellowship

Tesla TOXIC SMOKE! THE FACTS ON TESLA FIRES:

[Edit]

Tesla Safety Challenged! The Facts:

Deadly Smoke and Fumes. If the crash and fire don't kill you now, the toxins in the deadly smoke fumes kill you later.

smokey



(See all that smoke in the TESLA fire, above? That smoke is filled with deadly toxins from burning [lithium ion](#) combined with plastics. Why does Tesla say nothing about this in it's buyer documents? See all the cars stuck in traffic in the smoke plume? Do those innocent drivers, and their families, that have to sit there, behind the fire and in the smoke, appreciate having to breath in deadly vapors? See the fireman with the Full-Hazmat breathing apparatus on? He knows it sucks.)

fumes



Per the IJES via the State School of Chemical Engineering and Technology of China:

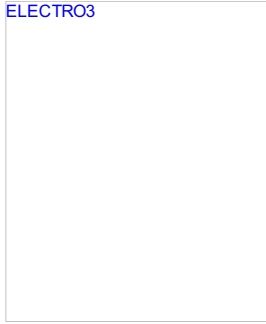
ELECTROCHEM2



ELECTRO



ELECTRO3



(Image above: New tests can see the cancer causing chemicals that got in your body from a Tesla fire from just two strands of your hair or one drop of blood or one swab of saliva. **You can't hide product toxic poisoning anymore.**)

There are a **vast number** of MSDS disclosure forms and technical product documents from the feds, the battery companies, the FAA, the TSA, the SME, The IEEE and tons of others say that "Lithium ion batteries will explode and they will give off toxic gas".

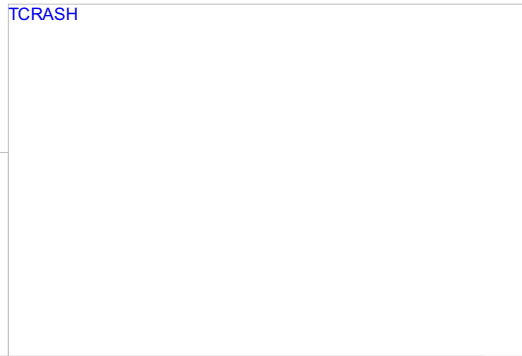
Why were the Tesla's not equipped with carbon dioxide fire extinguishers as required? Why was a simple sheet of soft metal placed between the explosives and a **"thousands-of-pound-per-sq.-ft. impact surface"** (the road)? Was the car actually engineered or did Musk just doodle it out on the back of a napkin? You can hit the edge or front of the car and it will go off. The reason "Elon Musk stands **behind** Tesla" is because they usually **blow up starting from the front.**

Andrew- DC Group

TESLA COVER UP

Lithium Ion goes boom when it gets wet, poked, charged, used or pretty much gets unhappy for no apparent reason. All those car hulks, below, lined up next to each other are lithium ion electric piles of burned up \$100K, per pile, cars, Nice huh? They are going to great lengths to cover that fact up:

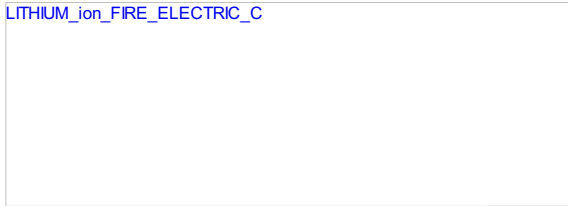
TCRASH



TESfir2



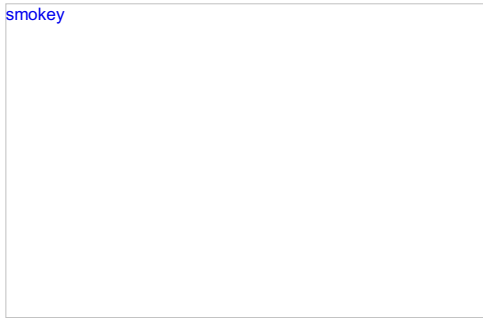
LITHIUM_ion_FIRE_ELECTRIC_C



tesfire22



smokey



(Notice the surgeon who owned it. Most of

these guys are Swingin' D Rich Guy Male Doctors)

[TESLA_LIES](#)

[TESFIRE21](#)

Those images above show many different lithium ion electric car fires. Why is this being covered up? By whom? So far, most Tesla's have been acquired by **Tesla Fan Boys and their own investors** to pump up the numbers. This has prevented a number of "thermal events" from getting reported.

WHAT!!!? You don't think that's enough burning Tesla's? Well here's some more, the next one is from Boston:

[TESLAFIRE5](#)

[TESfire8](#)

[tesla_Fire_45](#)

Not enough burning Tesla's?

Stand by...

TESLA_FIRE



RS- LAT

Tell The U.S. Government to order Tesla to remove all Lithium Ion chemicals from it's cars! Is someone telling the NTSB not to do their job? Who?

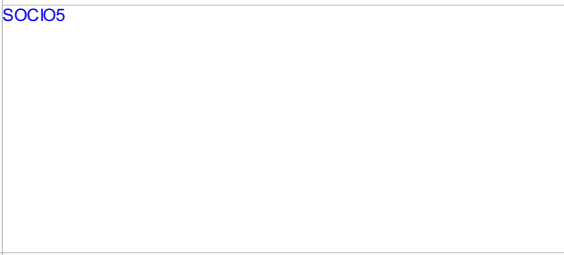
TESLA CAN LOCK DOORS ON ITS OWN- BURNING ALIVE = BAD THING!

You can read a number of postings online about the continual failure of the Tesla electronic door handles and door locks. How might fire increase these failure-to-unlock issues. Is it possible your own Tesla could lock you, and your family, **INSIDE** the car when it catches fire? How was this tested in the safety tests, or was it even tested?

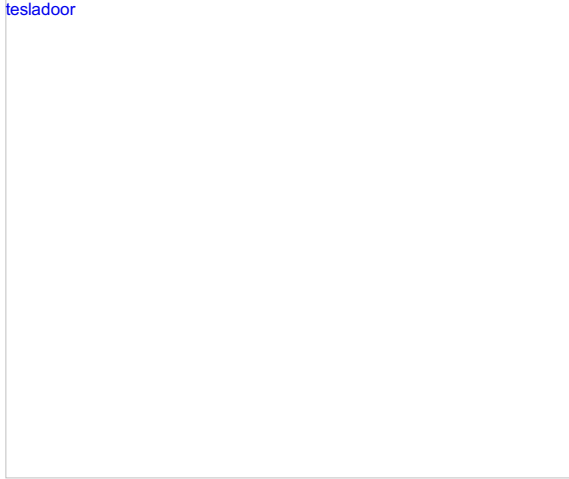
fires



SOCIO5



teslador



The Tesla Defects seem to be multiplying.

Roberta- (A Mother)

Lithium ion = Bad Stuff

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:

fellowship



OMUSK

FRONTPAGE

Obama Subsidized Electric Car Company Tesla Investigated for Fires November 22, 2013 By Daniel Greenfield

Tesla has some big problems. This month it posted a loss of \$38 million and its shares fell 16%. On top of that, it's got battery issues. The company, which got \$465 million from Obama, makes electric cars which depend on wiring together 7,000 laptop batteries together. This is just as clumsy and unwieldy as a solution as it sounds. For one thing, laptop batteries are expensive. And it's a clunky solution. [MORE>>>](#)

Another Tesla Movie

So you think: "OK, I would never drive my Tesla over any metal or bumpy roads so I never need to worry about that", Well, that's what this Tesla driver thought:

Watch the left side of the screen along the meridian wall. You can recognize the Tesla by the round open mouth grill.

Saghbe5

No matter what kind of a persnickety, self-centered, rich douche-kinda guy you are: Your Tesla is eventually going to hit a pot-hole, bottom-out or hit some crap in the road and then: fire and toxic smoke!

SHOCKER EXCLUSIVE!!!! Tesla "battery supply" problem -NOT. Battery explosion problem- YES.

"The napalm-like lava that is burning lithium-ion, combined with burning Tesla plastic, can **eat through your entire face** in about 2.5 seconds and it is nearly **impossible to extinguish**. This is not good stuff. They tried it on pig-corpses, ugly results.

There are over 1000 different ways to store electricity. Lithium ion is the worst. The faster a car goes, the more likely it is to crash and to flip over in a crash. Tesla is the fastest car so **it will crash more** and flip over more. People that drive Tesla's are, generally, arrogant yuppie males with ego issues who want to go fast and show off. That makes crashes even more likely. While you are driving around on a carpet of deadly lithium ion, buried in the floorboards of the Tesla at your feet, and the car suddenly flips over, you are now trapped under a ceiling of burning lithium ion that firefighters can't extinguish and your face burns off. This is like flouridation of water controversy; this chemical was specified because a certain group is making money off of this chemical. **Over time, each battery has a higher and higher chance of "going off"** because the charging demands of a car combined with the degradation offset of a single lithium ion battery is high in normal circumstances. Tesla uses them in extreme circumstances. They were never built for cars. **You are not going to see less Tesla fires, you are going to see more.** Tesla has dense-packed 6800 lithium ion packs in a closed metal box under your seat. That is 6800 chances of having your face burned off and 6800 chances of getting rained on with burning lithium ion and plastic, gassed out and burned up by the Tesla. I don't like the odds. Look at some of these pictures on this site, it even melts the metal.

teslar2

The people that are telling you "*Lithium Ion is just a lovely thing, don't worry about all of those scare stories*"

have a financial investment in batteries using this chemical. **Almost all of them have worked for, invested in or been hired by the people that make money off it.** The form factor Tesla uses is a common 18650 battery you can buy on Amazon and Ebay so **Tesla is not telling the truth about "having a battery supply problem" in their latest financial reports.** They are having a **battery blow-up problem.** Suppliers won't sell them any batteries because they know Tesla abuses the batteries in the way they deploy them in cars and they don't want to get sued too, along with the lawsuits that are coming after Tesla. These batteries were never intended to be used in cars. All this has been known for decades. If the "biggest electric car funding effort in history" hired the "greatest technical review team ever created", how did this get by? Why didn't the reviewers mention this for Tesla's 'loan'? This is not new technical information!"

Dr. Lee- USGA

(FYI- I am available for TV interviews. Contact me through the SOMO funnel.)

NHTSA has now called Musk a Liar TWICE, said he lied about probe and lied about NHTSA safety rating

The National Highway Traffic Safety Administration (NHTSA), which produced the safety rating, **isn't happy about Tesla's boasting.**

In its announcement, Tesla explained that the Model S earned five-star marks in every category; a rare feat. On top of that, its overall Vehicle Safety Score, provided to manufacturers, gave it a "new combined record of 5.4 stars."

In a statement on its website, the NHTSA issued a rebuke to Tesla:

"NHTSA does not rate vehicles beyond 5 stars and does not rank or order vehicles within the star rating categories. In addition, the agency has guidelines in place for manufacturers and advertising agencies to follow to **ensure that accurate and consistent information is conveyed to the public.**"

<http://www.businessinsider.com/nhtsa-tesla-didnt-request-investigation-2013-11>

<http://www.businessinsider.com/government-mad-at-tesla-over-safety-claim-2013-8>

Reporters use a new technology called: **FACTS**, to recall that only just the other day Musk was screaming in the press that "no recall" and "no probe" was needed, yet today he says he has secretly been demanding that NHTSA do a probe. Hmmmmm? Interesting!

[EXPLODING LITHIUM ION CARS](#)



Bloomberg, Guardian and Reuters staff have now spoken with NHTSA staff, including the head: **David Strickland**, who have said, on record, that **Tesla did NOT request probe** and that it would be "unprecedented" for any car company to request a liability probe like that. **Another Musk lie to his investors**. Both the lie and the counter, published and on the record. NHTSA said it had already had concerns about Tesla prior to any calls from Tesla or Tesla's investors. Previous communications had been from Tesla backers and Senators (Who Tesla investors already had in their pockets) saying "don't do a probe"! Another P.T. Barnum "smoke-screen" move by Musk. Musk tried to take credit for creating Tesla even though Martin Eberhard created Tesla. Musk tried to take credit for creating the probe even though the feds had it already going. Musk tried to take credit for inventing electric cars even though GM and others did it decades earlier. Musk changed the NHTSA safety results and got caught lying about that too. Musk tried to take credit for creating the HyperLoop even though MIT created it 9 years earlier. What's up with this douche bag?

GHT- LAT

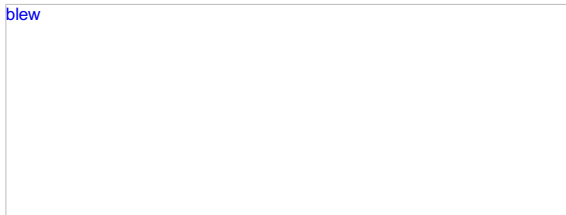
Tesla: Unsafe At Any Speed, Unethical at Inception.

If I read all of the posts and articles on this page I get:

*"Tesla seems to have been used to provide **kickbacks** to **lithium ion investors** in exchange for politics and those investors may, or may not, have known that **lithium ion blows up**, on its own, way more often than gasoline. When it does blow-up, along with the plastics and metals of the car, the **toxic smoke and vapors** can lead to a **slow death** of the occupants and bystanders. The Tesla batteries were **not made for cars** and when they are made, the workers who make them become very ill or **fatally ill**. There are plenty of electric cars available, today, from other companies. Tesla was not the first or the last and has led no wave of innovation that was not already in place decades earlier. **Tesla staff and bundlers bribed Washington DC officials** to get taxpayer money and fake stock market positioning for a billionaire. They deserve no applause. Almost all of the **"Tesla fanboy Hype"** is Tesla's own hired bloggers, and investors, run out of Fremont, creating fake buzz by operating as thousands of fake social media accounts."*

Does that about sum it up?

[blew](#)



EACH of those electric Fisker cars, in the photos above, **blew up as they sat there** when their lithium ion got wet in a storm. Lithium Ion blows up just from getting wet (or overcharged or banged). The cars, in the photos above, were **not** all brought there, and put together, after they blew up. **They just blew up sitting in the parking lot waiting to get delivered to customers**. That is a picture of dozens and dozens of VERY expensive cars that were being used as a scam to sell this chemical called "lithium ion" that **campaign financiers had a near monopoly on**. It was a **kickback deal**. Due Diligence was done, but ordered to be ignored, in order to shove as much cash out the door, and in their pockets, before they got caught.

Here is another one, **below**, the owner just ran into the grocery store and **BOOM** the lithium ion batteries in his **\$100K+ lithium ion** electric super car just **blew up, taking the tree and the car next to it out**:

[Watch As Another Fisker Karma Spontaneously Combusts, The ...](#)

Aug 17, 2012 ... The Karma above caught fire in a **Woodside**, CA parking lot while attention away from the latest green energy project to blow **up** in the ...

<http://www.dailybail.com/home/watch-as-another-fisker-karma-spontaneously-combusts-the-100.html> – [View by Ixquick Proxy](#) – [Highlight](#)

[Second Fisker Karma Burns – Did EV1/Volt Engineer Predict Cause ...](#)

Aug 11, 2012 ... **Fisker Karma** Fire, **Woodside**, CA – Photo Courtesy of Aaron Wood A ... If only a few more of these cars explode, you can totally forget about ...

<http://www.thetruthaboutcars.com/2012/08/second-fisker-karma-burns-did-ev1-volt-engineer-predict-cause/> – [View by Ixquick Proxy](#) – [Highlight](#)

[DailyTech – Round Two: Fisker Karma Goes Up in Flames in California](#)

Aug 13, 2012 ... Yet another **Fisker Karma** has gone **up** in smoke, making this the second ... A **Fisker Karma** driver from **Woodside**, California parked his hybrid at the is an intercooler coupler blowing off and making a sound like a gunshot.

<http://www.dailytech.com/Round+Two+Fisker+Karma+Goes+Up+in+Flames+in+California/article25389.htm> – [View by Ixquick Proxy](#) – [Highlight](#)

DST-LAT

TESLA PATENTS, FILED WITH FEDS, SHOW MUSK KNEW CARS WERE UNSAFE!

TESLA knew their car was unsafe and says so in their own patent filings. This, alone, says Musk was lying. The extreme **military tank-type "ballistic shield"** measures called for in their patent, below, are shocking proof that they knew how awful lithium ion is the way they use it. In **another** Tesla patent, Tesla says, in THEIR words filed with the feds: *"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."*

Plus this other Tesla patent which says you need to, essentially, be in a **military tank to drive a Tesla safely**. Patent calls for **"Ballistic Shielding"** to keep drivers & passengers alive !!!!:

http://www.patentlens.net/patentlens/patents.html?patnums=US_8286743#tab_1

TESLA_TANK



HJ- BOST

Per SME, lithium ion has blown up in products over 2000 times more often than any other energy storage.

Lead acid batteries, gasoline, hydrogen, nickel metal hydride, and all other product energy storage technologies **COMBINED have NOT blown up as much as lithium ion** has gone thermal in cars, airplanes, cell phones, computers, data centers, tablets, backup power systems and other systems. People have died in some of these incidents. Planes have crashed. Homes have been set on fire. People have been horribly burned. It is not OK to let lithium ion investors buy the news media and shut down the articles about these dangers.

Hj, WSJ

Please Send This open letter to the German Federal Motor Transport Authority, or Kraftfahrt-Bundesamt (KBA):

KBALOGO



Regarding: Your recent Tesla "safety declaration".

Dear German Federal Motor Transport Authority:

It is quite surprising to hear that your organization has declared the Tesla completely safe without engaging in full due diligence. It makes it appear like someone got bribed. We certainly hope that Deutsche Bank staff's substantial positions in Tesla held no bearing. We see that Deutsche Bank staff were just indicted for massive securities fraud and we hope that is just a coincidence.

Numerous organizations and experts have provided data showing that the car is not safe. The statistics, historical facts about lithium ion, and actual evidence point to the opposite conclusion. Many websites, including: <http://lithium-ion.weebly.com> and others provide rather contrary evidence. Tesla's own patent documents state that the car is not safe. The Chevy Volt was recalled for far less battery issues with lithium ion.

There are over 200 safety concerns that can be provided to you in a documented report. America has not even started their safety investigation and has requested a deep set of technical documents from Tesla. Did your agency request such documents?

The members of the public hereby request publication of the identities of the reviewers, the methods and analysis methods they employed, the read-out of their data and the conclusive, specific data that the research was based upon. Here is a link to a much more overt investigation you might want to review:

<http://somo1.com/2013/12/06/tesla-safety-report-vers-1-05-public-wiki-produced-for-nhtsa-and-other-governmental-agencies/>

Sincerely,
XXX

Please feel free to send your own version to **Kraftfahrt-Bundesamt (KBA)** at:
pressestelle@kba.de

and at this link: http://www.kba.de/clin_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

ki- ggt

TESfir3

German Tesla "Safety Review" exposed as "Sham"! [MORE HERE>>>](#)

NHTSA Tesla Public Wiki Safety Report is [HERE>>>](#)

On Elusive Tesla battery facts . More [HERE>>>](#)

Is SolarCity's use of Tesla batteries unsafe for homes and for Solarcity?. [More HERE>>>](#)

Tesla challenged by auto safety research group to pass the safety tests listed [HERE>>>](#)

Did Tesla bankers at Deutsche Bank order German's to give Tesla a wave-through on safety review that never actually happened? [More HERE>>>](#)

Samsung exploding Lithium ion Galaxy COVER-UP Expose proves Danger of Lithium ion! Lithium ion and Cover-Ups seem to go hand-in-hand. [Samsung tries to silence user whose S4 caught fire, it doesn't go over well](#)

[Brad Sams](#)

08 December 2013

Oh Samsung, you tried to have a YouTube video pulled after it showed a [Galaxy S4](#) that caught fire while charging but this is about to blow up in your PR and legal teams face after you sent a 'hush' document to the user.

Here's the deal, YouTube user [GhostlyRich](#) posted a video on YouTube in early December that showed that his Samsung Galaxy S4 caught fire while charging. While the battery did not explode (thankfully) you can clearly see the charging port is burnt. To no surprise, a burnt charging point rendered the device useless and seeing that the Phone is still under warranty, you would think Samsung would simply exchange the device and make good with the consumer to fix the issue.

Wrong. What Samsung has done, foolishly, is sent the user a document saying that they will exchange his defective device only after he pulls his initial video from YouTube. If Samsung was unaware of how the Internet works, it's about to find out that trying to quiet the user will result in a black eye for the company.

Yes, we can understand why a company would want keep this type of incident quiet but anyone who has a basic understanding of the Internet will tell you that once it's posted to the web, there is no way to delete it. Sure, removing the video might keep it a bit quieter, but that would likely only raise more suspicion in the long run with the followers of that YouTube channel.

Samsung has goofed up big time as the original YouTube video, at the time of this posting, had 45,000 views and the video showing the Samsung demand letter, well, it has over 277,000 views.

The video discussing the letter and the incident is posted above and is worth a watch. It goes to show what Samsung will do anything to keep its S4 issues off the radar but in this case, it has completely backfired. Not to mention that having to sign a contract to execute a warranty is borderline unethical for the circumstances of this incident.

Germany Clears Tesla Of Fire Probe...????? Was it a real probe?

Tue Dec 3, 2013

(Business Insider) The German Federal Motor Transport Authority, Kraftfahrt-Bundesamt (KBA) has concluded an investigation into three recent Tesla Model S fires and found "no manufacturer-related defects," Tesla said today.

In a press release, Tesla said it provided the KBA with relevant data on the accidents, and received a letter saying "no further measures under the German Product Safety Act [Produktsicherheitsgesetz (ProdSG)] are deemed necessary."

In November, the National Highway Transportation Safety Administration (NHTSA) opened an investigation into the three fires. Tesla said it has "requested" the process, but NHTSA Administrator told a House panel that was untrue, according to The Detroit News.

That investigation is ongoing, but at least the Germans have been placated.

If you woke up this morning and read this, as I did, upon seeing TSLA up 6% before the open and my puts reversing lower on this "news", you could be forgiven if your first impression was, "when the hell did Germany open an investigation?"

You see, I remember being told about the investigation being conducted by the NHTSA, the US based auto safety agency. I remember they opened an investigation following three fires, two of which occurred in the US, and the remaining one in Mexico. Barely a few weeks ago...

But it's funny, as I don't recall there ever being an announcement of a German investigation. It must have got lost under the Blankenship resignation announcement.

In fact, swinging over to Tesla's Investor Press Releases – it's astounding – but it seems completely devoid of any bad news at all. Not even a mention of the US based investigation, much less a German one, or a peep about the VP of sales leaving the company.

Meanwhile, in the real world, real men and women are throwing their money into this company, shaking off oversold conditions on a hard bounce. And class action lawsuits are raining from the sky. I've mostly been thinking those lawsuits were warrantless before now, but if this is how Tesla handles communications, I'm not so sure.

This isn't a game, people.

Mr. Cain Thaler

Stock advice in actual English.

If GM had to do a recall for a potential thing, why didn't Tesla have to do one for an actual thing? (Hint: Bribes)

"GM to Call Back 8,000 Chevrolet Volt to Strengthen Battery Pack

*Michael Graham Richard
Transportation / Cars @ Treehugger*

*The saga continues! After some **Chevy Volt battery fire issues** during testing and GM offering Volt owners to buy back their cars or loan them replacements, we learn that that GM has decided to not take any chances; it is supposedly about to announce a call back of 8,000 Volt electric cars.*

The Associated Press only writes: "A person briefed on the matter says General Motors will ask Volt owners to bring their electric cars into dealers to strengthen the structure around the batteries." We should have more details later today, but if you own a Volt, expect to be contacted by your dealer and to have to bring them your car for some strengthening of the

structure protecting the battery pack.”
###

See image below. Even though Chevy Volt batteries are contained deep within the body and chassis of the car, GM **still** had to do a recall to cover the lithium ion batteries up **in even more steel.** Tesla **lithium ion** batteries are **fully exposed at the edges and bottom of the car.** It should not be possible for NHTSA to **NOT** require a recall **unless someone is paying someone off.** Is Musk “Convinced there will be no recall” because Rahm told him so?

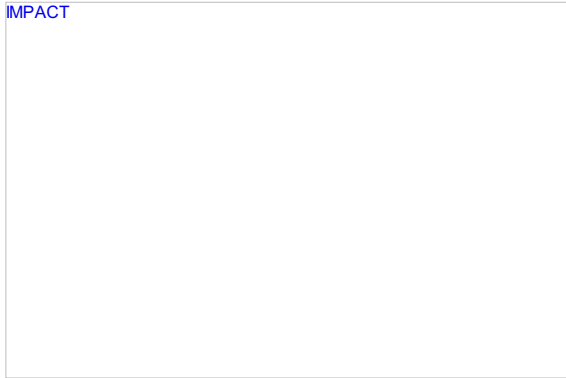
[Volt_Strucg_492x0_q85_crop-smart](#)



(C) GM

The **Tesla Battery pack has TONS more impact points** than a Chevy Volt, Nissan Leaf or other car. It has less shielding density per Lithium Ion Square inches than any car. The batteries are very close to the edge and exterior of the car without protection equal to the known, and calculated, destruction potential. That is why Tesla's blow up more often:

[IMPACT](#)



The Tesla battery box wall is a mere breath away from a deadly road surface moving with tremendous force and the lower edge of the car where an impact is most likely to occur. Thousands of pounds of shock force will instantly do things to those batteries that will be: **Awesome in a frightening and fire-explosion kinda way.**

KF & GG

Investigators would like to hear from you if you have information or tips:

Safety Investigations:

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

With a copy to:

public.affairs@dot.gov

<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

Please send them any helpful tips or just a kind note of encouragement!

Incriminating New Evidence!

Corporate testing videos have now been uncovered showing mice in a glass box exposed to a single burning Tesla [Lithium ion](#) cell and then exposed to a single burning Tesla Lithium 2 inch ion battery with a section of Tesla car body plastic and metal burning. After the **horrid results**, the mouse bodies were tested for toxins. Needless to say, none of the results were good. U.S. Government MSDS documents reveal the toxic vapor danger from these batteries was **fully documented** outside of DOE, yet never discussed by staff. Federal MSDS documents, from multiple federal agencies, **specifically state** that the Tesla lithium ion batteries are **deadly toxic when burning.**

DF- NYP

Tesla fires Can't be ignored no matter what the CEO says

<http://www.consumeraffairs.com/news/tesla-fires-cant-be-ignored-no-matter-what-teslas-ceo-claims-112013.html>

Tesla Batteries Act Like Solid "rocket fuel" when they ignite!

As of 11/6/2013 Tesla had said there were only 3 fires, yet social media shows there were many more fires. Those other fires have been documented in photos and videos and Elon Musk has said **he has tracking chips** on all of the cars so Tesla had to have known about all of the other fires. The reality of the documentation and the statements from Tesla seem to clearly show a cover-up. **Lithium ion** in a metal box **burns like solid rocket fuel** when it gets going in a fire. Musk would have known this since he started SPACE X: **A rocket company! (Which keeps having technical failures)**

RS-LAT

Additional Tesla Fire News Expose Links:

<http://www.nytimes.com/2013/02/10/automobiles/stalled-on-the-ev-highway.html?pagewanted=1>

<http://www.theburningplatform.com/2013/05/29/tesla-just-another-taxpayer-boondoggle/>

<http://www.zerohedge.com/news/2013-06-03/how-many-cars-must-tesla-sell-interactive-calculator-has-scary-answer>

<http://www.zerohedge.com/news/2013-05-29/greenback-revolution-why-tesla-just-distraction>

<http://www.zerohedge.com/news/2013-09-28/great-tesla-rotation-institutions-retail-bag-holders>

<http://www.nwaonline.com/news/2013/nov/25/tesla-fire-inquiry-focus-battery-20131125/?business-national>

<http://comellsun.com/blog/2013/11/26/fires-problems-persist-for-tesla/>

Bad Engineering

It was an **idiotic move** to use thousands of **lithium ion** consumer flashlight-type batteries, **that were never made to be used in a car**, to create an entire bed of toxic explosive material and put it just a hair breadth away from a surface that can puncture, explode and inflame it. That surface, the road, is trying to puncture, bump, and destroy the undercarriage, of every car, every inch of every mile of every road across the country. Also, the batteries are so close to almost all of the outside edges of the car, that puncture damage in a crash is certain. They decided to **CHEAP OUT** with the flashlight batteries yet they charge buyers insane amounts of money for a car with a **growing list of technical failures**. What were these people thinking?

HD- SME engineer

Update: See Fluoride controversy (below) for explanation about why someone would do this:

SEEKING-ALPHA

Understanding Tesla's Life Threatening Battery Decisions

SEEKING ALPHA- John Peterson
Nov 22 2013

In the last couple of months, electric cars from Tesla Motors (TSLA) have had three collision-related battery fires that were widely covered by the media. Last week, the NHTSA decided to conduct a formal investigation of these incidents. While Tesla's CEO Elon Musk immediately went on the offensive arguing that Tesla's BEVs have a lower fire risk than gasoline powered cars, the question an increasing number of investors are asking is "Why has Tesla had three battery fires in a fleet of 17,000 BEVs while Nissan hasn't had any fires in its fleet of over 90,000 BEVs?" The answer is simple. Tesla's battery decisions significantly increased battery risks for both the customer and the company. **MORE...**

300px-Bloomberg_logo_svg

Musk Claim of Fewer Tesla Fires Questioned in MIT Report

Bloomberg

By Angela Greiling Keane & Jeff Green

Tesla Motors Inc. (TSLA) cars have **caught fire caused by collisions more often** than gasoline-powered vehicles, according to a Massachusetts Institute of Technology report **rebutting assertions by Elon Musk**, the electric-car maker's chief executive officer.

Because only 4 percent of vehicle fires are caused by collisions, **Tesla's Model S sedan, with a rechargeable lithium-ion battery, is statistically more likely to catch fire than are cars with gasoline tanks**, wrote Kevin Bullis, senior editor for energy for MIT Technology Review.

Update: <http://muckrack.com/link/tdT2/musk-claim-of-fewer-tesla-fires-questioned-in-mit-report>

Disco Inferno- Burn Baby Burn

ELON MUSK CANCELS HIS CROSS COUNTRY DRIVE IN A TESLA FOR FEAR OF HIS LIFE AND THE SAFETY OF HIS KIDS

Didn't Elon say he was just about to make a cross country drive in a Tesla?

[Elon Musk to Drive a Tesla Across the U.S. — But the ...](#)

Elon Musk is planning to **drive** from Los Angeles to New York using only a Model S and **Tesla** Superchargers. But he'll have to wait until the end of the year before the automaker's quick charging network is actually built out. According to **Musk**, the trip will take six days and cover 3,200 miles

wired.com/autopia/2013/09/musk-cross-country/

IRONIC TESLA BILLBOARD

[TES_FIRES_MORE](#)

NOW look at what is blowing up!!!. THIS JUST HAPPENED IN the middle of all this too!!!!: Massive numbers of OTHER Lithium Ion devices blowing up.

[iPad Air explodes, erupting with smoke and flames in retail ...](#)

The appeal of Apple's sleek and slender new **iPad Air** is significantly diminished when it **explodes** and pours out flames along with so much smoke that the fire department has to be called in to extinguish the blaze.

[news.yahoo.com/ipad-air-explodes-erupting-smoke-flames...](#)

[iPad Air EXPLODES leading to mobile phone shop evacuation ...](#)

Shop is evacuated and fire brigade are called after brand new **iPad Air EXPLODES** and fills mobile phone store with smoke . Sparks and smoke flew from device released on November 1

[dailymail.co.uk/news/article-2492189/iPad-Air-EXPLODES-...](#)

[iPad Air EXPLODES INTO FIREBALL as terrified fanbois flee ...](#)

iPad Air EXPLODES INTO FIREBALL as terrified fanbois flee Apple Store Charred fondleslab removed by Apple minion for testing

[theregister.co.uk/2013/11/08/ipad_air_explodes_into_fireb...](#)

[iPad Air explodes at retail store in Australia](#)

An Apple **iPad Air** reportedly exploded at a Vodafone retail store in Canberra, Australia, prompting the need to call the fire department to put out the flames and smoke.

[vr-zone.com/articles/ipad-air-explodes-retail-store...](#)

[iPad Air explodes in Vodafone store | CellularChief](#)

A Vodafone store in Canberra, Australia was evacuated and firefighters were called in after the explosion of an Apple **iPad Air** inside the store resulted in the release of smoke that filled the retail establishment.

[cellularchief.wordpress.com/2013/11/08/ipad-air-explodes-in-vondafo...](#)

[iPad air explodes in Australia, fire department had to be ...](#)

iPad air explodes in Australia, fire department had to be called in to contain the smoke Posted by Stefan Constantinescu on Nov 08, 2013 | No Comments »

[iphonehacks.com/2013/11/ipad-air-explodes-australia-fir...](#)

**What kind of battery did they put in the Apple iPad AIR?
LITHIUM!!!!!!!**

Randy Oates- DC

TESLA MATH:

If one IPAD can **take out a whole store** and a Tesla has the equivalent of **thousands** of IPAD batteries in each car, how many homes in your neighborhood can a Tesla take out?

I want my neighbor to keep his Tesla at the office. Musk has made a big point out of saying, in recent interviews, that the new fires were not "**spontaneous**" thereby **admitting** he knows that **Lithium Ion CAN go off spontaneously** like it did in the **Boeing planes** and with many other electronics in the last 10 years.

GH- Boston G

EXPOSE: Here is a video made by Tesla's own employees about their product:

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 UNHAPPINESS.

<http://m.digitaltrends.com/cars/second-tesla-model-s-catches-fire-critical-crash-mexico/>

"Is the beginning of an onslaught of fiery Tesla Model S wrecks?"

A second Tesla Model S reportedly caught fire last week after crashing through a concrete wall in Mexico.

TCRASH

According to Mexican paper Progreso Hoy (by way of Business Insider), a Model S owner was speeding when he lost control of the car and went through a concrete wall and then into a large tree.

You can see the resulting fire in the video below.

The man was apparently not seriously injured and walked away from the incident.

Here is an official recount from Tesla:

"We were able to contact the driver quickly and are pleased that he is safe. This was a significant accident where the car was traveling at such a high speed that it smashed through a concrete wall and then hit a large tree, yet the driver walked away from the car with no permanent injury. He is appreciative of the safety and performance of the car and has asked if we can expedite delivery of his next Model S. The first reported Model S fire occurred earlier this month when a Washington State driver struck an object in the road, which caused a fire in the front portion of the car, beneath the carpeted trunk area. It appears the Mexican Model S fire also began in the forward section of the car."

Manu Fs. – Obsido

The Lithium ion profiteering scam. Dump, grab the money and run.

FISKER lithium ion batteries burst into flames at the drop of a hat. This is now **well-known**. Tesla and Fisker funding with tax dollars was more about funding battery company deals for their investors than anything else. Lithium Ion Batteries blow up in Boeing's, Tesla's and they just blow up. That is why TSA does not allow liquid on airplanes. That is why AT&T eliminated Lithium Ion in its server racks. EVERYBODY knows that lithium ion blows up and releases deadly chemicals, why is this cover-up still going on? Oh, I See: [Profits and kickbacks!](#)

TESfir3

Everyone was warned about this. Over 100 published reports from major universities and federally funded studies have now been sourced and posted showing that this had been guaranteed to happen by some of the top scientists in the world **prior** to Tesla receiving DOE money. Who owns all these battery companies? Watch for the **WESTON REPORT from a major Huffington Post Journalist** which links every investor in TESLA to all of their political connections and influences. **Invest in Tesla and you will get tracked by numerous investigative reporters.**

Dan

THERE HAVE BEEN A VAST NUMBER OF ADDITIONAL LITHIUM ION FIRES. SEE THESE LINKS.

See these other articles and third party studies:

THESE ARE NOT THE ONLY FIRES, LOOK AT THESE LINKS:

[MORE TESLA FIRES](#)

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

Lithium ion blowing up even more than usual?

Does anyone know how electromagnetic energy affects this Lithium Ion chemical? Since we now see that IPADs and other phones are blowing up, I wonder if EMF shifts set it off? In which case, sticking it the biggest electronic appliance might not be a good idea.

Semmer-

Tesla Failures push Auto Industry to Fuel Cell Cars

<http://www.dailyfinance.com/2013/11/10/tesla-motors-stubbornly-fights-the-future-of-green/>

<http://www.fool.com/investing/general/2013/11/22/motor-money-testy-times-for-tesla-and-fuel-cells-a.aspx>

Boeing Lithium Ion Batteries Blew Up for No GOOD Reason too:

13c6f-boeing787

Class action law firms have begun research to determine the potential for Tesla fire-related cases.

A number of specialized law firms, who only produce class actions for consumer groups, have contracted exploratory research to look at the viability for class actions on behalf of Consumers who were near Tesla Fires, Employees who were near Tesla Fires, Tesla Factory employees, First Responders who were near Tesla fires, and related matters.

T- Law 360

Tesla shares slip more on reports of third fire, other car problems

By Jerry Hirsch- LA Times

November 7, 2013

By Jerry Hirsch November 7, 2013, 8:39 a.m.

[Tesla Motors](#) shares continued to fall Thursday as the automaker confirmed a third fire in one of its high-end electric cars and a major auto reviewer pointed out problems with its Model S luxury hatchback.

The 9%, or \$13.40, decline in mid-morning trading to \$137.76 followed a 15% plunge in the shares Wednesday after the automaker said limited supplies of batteries were hampering sales and that it was spending heavily on research and development to design new models. Tesla shares have been on a run for most of the year, rising about 400% before this reversal.

Car shopping website Edmunds.com said its 2013 Model S was "making an ominous noise under acceleration and deceleration. It originates from the rear of the car and seems to be getting worse."

It is a complaint that's also starting to show up on Tesla's owners forum, an online discussion group hosted by the automaker for drivers of its cars.

"Mine had that and it got bad at 70 mph," said one owner, posting under the "mortgagebruce" moniker.

He said Tesla had to replace the drive unit twice to fix the problem.

Tesla also replaced the drive unit on the Edmunds car, but declined to tell the company what caused the problem. It also replaced the driver door mechanism because of another problem. The car has just less than 11,000 miles on the road.

"We're not sure what to think about the fact that both of these repairs were completed with just one overnight stay," said Mike Schmidt, Edmunds' vehicle testing manager. "Maybe the dealer is really on the ball. Maybe the supply chain is short. Or maybe the parts are readily available because they've seen these before."

LITHIUM_ION_EXPLODE2

Tesla spokeswoman Liz Jarvis Shean said she was not familiar with the Edmunds complaint.

Meanwhile, another Model S electric car caught fire Wednesday near Smyrna, Tenn., following a crash. This was the third Model S to have caught fire in the last five weeks. One burned near Seattle and another in Mexico. Both cars were in crashes and the fires injured no one.

Normally, car fires are not significant events that influence investors. There are about 150,000 annually, according to the National Fire Protection Assn. However, safety officials have been tracking fires in electric cars, as well as computers and other equipment, out of concern that the lithium-ion battery systems might be fire-prone.

Earlier this year, federal regulators grounded [Boeing 787](#) planes for four months after batteries on two planes overheated, with one catching on fire. Boeing later ordered modifications to the jets to increase ventilation and insulation near the batteries, but the company and investigators never determined the root cause of the overheating.

The [National Highway Traffic Safety Administration](#) reviewed the Tesla fire in Seattle and concluded it was caused by the accident rather than a vehicle defect.

Tesla said it contacted the driver of the car in Tennessee and noted he was not injured and "believes the car saved his life. Our team is on its way to Tennessee to learn more about what happened in the accident."

"The problem is that we have three fires in six weeks," said Karl Brauer, senior analyst at [Kelley Blue Book](#), the car information company. "For a company with a stock price based as much or more on image than financials, those recurring headlines are highly damaging."

The Palo Alto automaker said Tuesday it posted a loss of \$38.5 million, or 32 cents per share, in the third quarter. That compares to a loss of \$110.8 million, or \$1.05 per share, in the same period a year earlier. Now that it is delivering cars, revenue grew to \$431 million from just \$50.1 million a year earlier.

Science Question

With all of these lithium ion cars, IPADS and phones just blowing up and going off more and more, does the increased prevalence of WIFI, broadcast signals and atmospheric radiation and other ion drivers make Lithium Ion increasingly more likely to go off?

DDF

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[\[Edit\]](#)

Tesla Driver “Douche Bag” Controversy. Are Tesla drivers inherently unsafe?

[Tesla driver blames fatal crash on new-car smell – Fossils ...](#)

A Santa Cruz resident has blamed the new-car **smell** of his **Tesla** Motors Model S for an accident that claimed the life of a bicyclist, the Santa Cruz Sentinel reports.

blog.sfgate.com/energy/2014/02/07/tesla-driver-blames-f...



[Tesla Motors named in fatal bike crash suit in Santa Cruz ...](#)

SANTA CRUZ — A 63-year-old **Tesla driver** from Santa Cruz, Navindra Kumar Jain, will be charged with misdemeanor vehicular manslaughter in the death of cyclist Joshua Alper, Santa Cruz County prosecutors said Wednesday.

mercurynews.com/crime-courts/ci_25076376/tesla-motor-co...



[Tesla faces lawsuit over new-car smell in fatal cyclist crash ...](#)

Tesla faces a lawsuit over the death of a cyclist hit by a Model S **driver** who claims to have fallen asleep due to the new-car **smell**.

leftlanenews.com/tesla-faces-lawsuit-over-new-car-smell-...



[Tesla Motors \(TSLA\) Named in Suit Tied to Fatal California ...](#)

Due to the strong, new-car **smell** from the **Tesla**, the **driver** used a baking soda air freshener to lighten the scent. The **driver** alleged that the **smell** caused him to fall asleep and there were no mechanical deficiencies with the vehicle.

streetinsider.com/Insiders+Blog/Tesla+Motors+(TSLA)+Named...

HOW TO TELL IF YOU ARE AN OFFICIAL TESLA DOUCHE BAG?

Are you concerned that, you too, might be an arrogant, self-obsessed, unaware, elitist, rich, **prostitute-hiring**, silicon valley-like, **Drunk-Driving**, hipster, yuppie, anal-sex-wanting, superficial, **smug prick**? Don't worry, this will help you **become aware**:

According to Urbandictionary.com, a Douche-Bag is, well, here is the definition:

"Date: circa 1963; slang : 1 The term "douchebag" generally refers to a male with a certain combination of obnoxious characteristics related to attitude, social ineptitude, public behavior, or outward presentation. Though the common douchebag thinks he is accepted by the people around him, most of his peers dislike him. He has an inflated sense of self-worth, compounded by a lack of social grace and self-awareness. He behaves inappropriately in public, yet is completely ignorant to how pathetic he appears to others. He often talks about how cool, successful, and popular he is, yet never catches on to the fact that he comes across as a total loser. Nevertheless, he firmly believes that he is the smartest, most desirable, and most charming person in the room... and will try to bad-rep anyone who would threaten to expose this facade. He fancies himself a ladies' man, yet tends to be a joke to all but the most naive of women. He tries to portray himself as part of the in-crowd (a fashionista, an upwardly mobile professional, the life of the party, etc.) but only succeeds in his own mind. To everyone else, he is an annoying and arrogant phony who comes across as **a wannabe overcompensating for his insecurities**. He tries to appear like the center of whatever group will tolerate him, but in reality, he is just a tag-along who mooches drinks, women, contacts, social standing, and other benefits from the group... while contributing nothing. A-list ego; D-list status. Other Forms: Douche, DoucheyMeat heads are douche bags. Dude, stop being a douche bag. Dude, stop being a douche. Dude, that was a douchey move."

You know them when you see them. You probably know a couple of them personally. But what makes these creatures turn out like this? Is it a learned behavior or is it a uniqueness in their genes? Did they get bitten by a drunk, coked out, outcast spider that changed their DNA? Here is our compilation of the Top 10 Signs Of A DoucheBag Dude...

1. Pink Knit Shirt With "Popped" Collar

First of all, lets just say one word: Pink. When coming out of the mouth of a woman, referring to something soft and cuddly, or when talking about a little girls room, it makes sense and even makes you feel good inside. When referring to the color of a shirt on a so-called "grown man" who is laying face down in a blacked out stupor, not so much. It screams desperation and loneliness. Next, lets talk about the "popped" collar phenomenon. Let's just say that if you need to project how you are "cool" by doing this, it once again shows how desperate you are for attention. Or to quote Jacek Bukowski..."Even stupid things should be done wisely".

2. You Wear Your Sunglasses At Night

It can be said with a fair sense of certainty, that you are truly in the presence of douche-baggery if you notice, suddenly, that you cannot see the eyes of the person you are talking to. This is especially true if it is dark outside, and, even worse, it has been dark outside for hours. Sunglasses are, hence the name, meant for the sun. They are not meant to be anywhere near your body if that sunset happened more than two hours ago. And just a question...who has needed sunglasses inside a dimly-lit bar...ever?.

3. You Talk To Your Guy Friends More Than Your Girlfriend

Assuming that somehow this douche-bag met a girl who is probably just as douchey as them, you know for sure they are a douche if they spend more time "with the guys" than they do with their "girlfriend". A true sign of a real man is showing passion, compassion, and love for the woman in your life... a selfless devotion to making her happy and feeling good (which makes a decent man feel good as well). A true sign of douchey-ness is to adhere to the strictly made-up and fictitious "Bro-Code", which just means you will never have a real relationship with a female as long as you live (or at least as long as you stick to "the code").

4. You Talk Down About Women and Hit On Any That You Meet

Let's just get to brass tacks here gentlemen...don't be an asshole. It does not mean that you are cool, show higher status, are hard to get, are a ladies man, are successful, are good at "playing the game", or are even attractive, to talk down to a woman or try to get in their pants. The only women that will fall for that are ones that have low self-esteem like yourself, and hopefully, not even will they fall for it then. The rest of the world could use one less douche-bag larvae.

5. He Has Posters Of The Movie Scarface Everywhere And Pretends He Is Tony Montana

Look, every guy likes to dream of being in a mansion, in a giant bubble-bath, relaxing with stacks of hundred dollar bills around. The douchey-ness comes in when, due to your lack of actual real-life success, astoundingly overinflated ego, and tremendously poor life management skills, you actually live in a cramped studio, your parent's house, or with your sister. Not only that, but you have no money saved and work a dead-end job and have no prospects on the horizon. Having no money and no accumulated wealth is not the bad part. Having the lack of those things AND having the attitude that you somehow deserve it and act like you already have it when you don't...that's kinda douchey bro.

6. Anything or Anyone Not Like Him Is Either "Gay" or a "Fag"

If you don't understand something, learn how to do it. If you see someone who is different than you, they might have something to offer you...like wisdom. In fact, if you see someone different than you, douche-bag, they probably have A LOT to offer you in the ways of being a better person. Its easy to blow off and run away from, things that are hard to learn, like sending e-mail, finishing things you start, or counting past the 150lb mark on the weight machine at the gym...but it doesn't mean it is gay. And just like the person who chooses to dress sensibly and not like a megalomaniac-pretend rock star, it does not make them a fag.

7. Wearing Flat Brimmed Baseball Hats With The Sticker/Tag Still On It

Baseball hats are baseball hats and they have been around for a long time. They have been a normal fashion staple for many men for years, and they look decent on a lot of guys out there. But, somehow, the douche-bags have found a way to infect this piece of clothing and mutate it into their douchey look. They make sure that they flatten the brim out, even going so far as to iron it flat, turning it into a pseudo shade maker that doesn't even make shade. They leave the sticker on either the bottom or the top of the brim, showing that it is "new". They wear it low over there eyes, almost on their eyebrows, either facing front, turned backwards, or ridiculously sideways.

8. You Flash Hand Signs In Every Photo You Are In

If you are in a gang, have had to sell drugs to make a living, or have spent time in "the slammer", then maybe...just maybe, you can flash hand signs in your photos...but even then its pretty ridiculous looking. If you are a pink shirt-wearing, night shades, and too-much-fake-bling type of guy, then you definitely have no business or, shall I say right, to flash your hands in any way whatsoever. Keep them to yourself bro-ski.

9. You Are Currently Obsessed With A Sports Team

If you are over the age of 15 and you still own and wear sports jerseys as normal attire, and you are currently not a member of a pro sports team, you have a problem. Just the same as people who dress like Spock or Darth Vader at Comic Conventions, you too bro, have a sickness that is equal in magnitude. Men really could care less what happens between the two teams in any sport. Its for the fun of it and the entertainment. When you have to meet the "boys" at the sports bar for every game and get enraged when your team loses, there is a problem.

Seek help. Seek it now, bro.

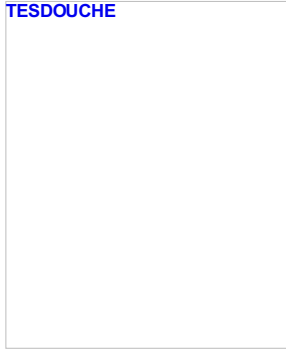
10. You Really Identify With The Cast Of Jersey Shore

It has basically become the social guidebook of this generation, and unfortunately, it is creating a new breed of douche-bag. If you find yourself using terms like DTF, GTL, or T-Shirt Time...its time to seriously take a look in the mirror and self-evaluate where your life is heading. Seriously, Bro.

Author: Zack Fiske

and

THE MAIN WAY TO TELL IF YOU ARE A DOUCHE BAG?: YOU DRIVE A TESLA!
TESDOUCHE



Note to followers: Elon, King of the Douche Bags and Grand Master of Pretension, III, Esq. will be available for foot kissing and **NY Times Reporter beatings** in Fremont, California on Sundays.

Typical Silicon Valley Elitist Hipster Douche Bag Examples:

Huffington Post

[homepage](#)

AngelHack CEO's Attack On Homeless May Be Biggest Social Media Blunder Of 2013

The Huffington Post | By Lydia O'Connor

In a move that does San Francisco's tech community no favors, another successful startup CEO has taken to the Internet to air his grievances with the city's flaws, this time with a tone-deaf attack on its homeless population.

Greg Gopman, CEO of hackathon organizer AngelHack, posted [a controversial Facebook post](#) Tuesday night that has since been removed.

"Just got back to SF. I've traveled around the world and I gotta say there is nothing more grotesque than walking down market st in San Francisco," he reportedly wrote. "Why the heart of our city has to be overrun by crazy, homeless, drug dealers, dropouts, and trash I have no clue. Each time I pass it my love affair with SF dies a little."

Gopman went on to criticize the behavior of such "degenerates."

"The difference is in other cosmopolitan cities, the lower part of society keep to themselves. They sell small trinkets, beg cooly, stay quiet, and generally stay out of your way. They realize it's a privilege to be in the civilized part of town and view themselves as guests," he continued. "In downtown SF the degenerates gather like hyenas, spit, urinate, taunt you, sell drugs, get rowdy, they act like they own the center of the city... It a disgrace... You can preach compassion, equality, and be the biggest lover in the world, but there is an area of town for degenerates and an area of town for the working class."

That love affair might be a little one-sided. San Franciscans quickly called Gopman out on his comments.

I can think of one way Angelhack CEO Greg Gopman could help solve SF's "human trash" problem. Move. (Not to Seattle.) <http://t.co/z01JNunLAc>

— Matt May (@mattmay) [December 11, 2013](#)

I will never participate in another @Angelhack event. @Gopmania, this is absolutely vile. <https://t.co/MDW8iEgYJY>

— Chris (@christophermies) [December 11, 2013](#)

The following day, Gopman [issued an apology on Facebook](#).

Last night, I made inappropriate comments about San Francisco and its less fortunate citizens on Market st. I'm really sorry for my comments. I trivialized the plight of those struggling to get by and I shouldn't have. I hope this thread can help start an open discussion on what changes we can make to fix these serious problems. Again, I am deeply sorry.

The apology went over about as smoothly as expected.

I know he apologized, but @AngelHack CEO's comments are a perfect microcosm for SF's new rich and its view on income inequality [#shameful](#)

— Michael Endler (@InfoMEndler) [December 11, 2013](#)

[@Neuro_Skeptic @AngelHack](#) I know. "Start a conversation" is just another trendy meme for "Jesus, I messed up by saying that in public."

— Steve Silberman (@stevesilberman) [December 11, 2013](#)

In another social media blunder out of AngelHack, an [automated Twitter account](#) programmed to tweet out everything mentioned about the company has been flooded with similarly disparaging tweets. The account was made private Wednesday afternoon.

Gopman must not have been paying attention to the fury unleashed on Celery founder **Peter Shih**, whose "[10 Thing I Hate About You: San Francisco Edition](#)" blog in August led to a **citywide demand for his departure**.

Keywords: 10 Things i Hate About San Francisco, Peter Shih, San Francisco Attack, Angelhack, Angelhack Ceo, Greg Gopman, Greg Gopman Angelhack, Hackathon Startup, San Francisco Homeless, San Francisco Startup, Social Media Blunder, Startup Ceo Angelhack San Francisco, Technology News

The Tesla Nod: A subtle way to acknowledge Fellow Tools.

Time Magazine- Technology Section, Nov. 6, 2013 By Jessica Roy

The Tesla Nod: A subtle way to acknowledge Fellow Tools.

"Sir, I too am a person with too much money"

"Are you a **rich Silicon Valley programmer** who enjoys bonding with other rich Silicon Valley programmers over similarities such as **"owning an obscenely expensive car?"** Do you love driving an environmentally friendly vehicle but think **hybrids are for poors?** Purchase a Roadster or a Model S and you can become part of the elite club of Tesla owners who nod at each other in public as a way of acknowledging their **mutual lack of self-awareness.**"

"Be a tool. Drive a Tesla today. Live life **on Fire**"™

Eddit T-

TESLA DRIVERS FOUND TO LOVE DRUGS AND KINKY SEX RESEARCH SAYS

Nino Marchetti at Earth Techling finds, via deep scientific research:

"Tesla drivers, by contrast, tended to have business and finance as their dominant categories of interest. They also tended to like whiskey and breweries for drink and, strangely enough, had abnormally high levels of interest in cannabis, erotic dance, strip clubs and Lululemon." **Click on study image, below, to ENLARGE:**

Speaking of **enlarging**, the studies also showed that Tesla owners buy a shockingly large amount of penis enlargement products. It was also discovered that owners of Tesla's hire more **prostitutes and escorts** than any other geo-social group in the world. These **WHITE, ARROGANT, RICH, FRAT BOY, EGOTISTICAL, DRUG SCARFING, DRUNK, SPEEDING, DEMOCRAT, PROSTITUTE HIRING SEX KINKSTERS** are quite a fun group!

**Tesla driver charged with using his Tesla for MANSLAUGHTER. Two Dead!
Drunks & Psycho's really do seem to drive Tesla's.**

<http://www.lagunabeachindy.com/2013/11/18/tesla-driver-charged-manslaughter-canyon-crash/>

<http://www.lagunabeachindy.com/2013/11/22/tesla-driver-charged-canyon-crash/>

TODD- Fist

MORE ON THEIR PROSTITUTES>>>

The Stanford and Yale Breeding Charts:

"Do you notice anything about the pictures? Sororities and Fraternities uses these charts to decide who gets into their "Greek System". They are all the exact same facial structures. They all align to the the Aryan Nazi face "Germanic golden ratio" chart that the Gestapo created to decide who went to the concentration camp or not. You may be a tool of the media. If you are "Silicon Valley Attractive" you often go for people (without looking for depth) who always use you and dump you as they search for other attraction (called "dating Strange") without depth. Science says that women with "model attractive" "golden-ratio" aquiline facial features will usually fail in love unless they pick the least "model attractive" man with non-aquiline facial features that they can find because two model attractive people generally do not develop the depth or intent beyond appearance and only see the lack of the depth after the superficial comfort has worn off. Do you think the pictures above are all: A.) Hotties and Hunks OR, B.) Bimbo's who want to ride in Tesla's and Dicks who want to drive Teslas?."

TJ Martin- FriendFinder

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- ["Lithium Ion VC's": Say "Howdy" to the ACTUAL Illuminati!](#)
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- [Bundlers have Sad, Sad Realization: Secrets are not secrets anymore](#)
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- [Newly discovered documents show Tesla failed all reviews and was only funded because White House staff ordered DOE to fund in order to compensate Tesla investors for campaign contributions.](#)
- [DOE misdeeds screw up new DOE staff beyond belief.](#)
- [The Deloitte/Tesla Connection:](#)
- [App Authentication Flaw Creates Tesla Motors Hack Concern. Your Tesla can spy on you and drive you off the road on command.](#)
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- [CONNECTING THE DOTS AND "INCENTIVES": FOLLOW THE MONEY](#)
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[Tesla investor/campaign donors paid back with free luxury jet fuel, NASA contracts, patent laws, etc...](#)

[Edit]

Tesla investor/campaign donors paid back with free luxury jet fuel, NASA contracts, patent laws, etc...

Many articles are now reporting on a story that LA Times broke re: a secret holding company of Tesla's investors, known as "H211", which received millions and millions of dollars of free taxpayer-paid jet fuel for billionaires jets using NASA jet fields. NASA staff were ordered to say that the free fuel was a "clerical error on some accounting forms" but nobody in the media is buying it! **It clearly was not.** Google executives are key silent partners in Tesla. Those same investors, including Elon Musk, got NASA partially shut down and then awarded the shut down needs as private contracts to Tesla's investors. **All parties involved were massive campaign, PAC and election expenses check-writers and have received hundreds of "unjust reward items", to date, as kick-backs.**

<http://www.latimes.com/business/technology/la-fi-tn-nasa-audit-says-google-execs-got-millions-in-jet-fuel-discount>

[Google Executives Globetrotting on Taxpayers' Dime | NBC Bay Area](#)

Sep 25, 2013 ... Deal between **NASA, Google** allowed executives to buy ... Nearly \$8 million worth of **jet fuel** that sold for as little as \$1.68 a gallon was put into ... away from the hangar where H211's airplanes are stored at Moffett Field. ... "This may have been the greatest sweetheart deal in t

<http://www.nbcbayarea.com/investigations/Google-Executives-Globetrotting-on-Taxpayers-Dime-224933642.html> – [View by bquick Proxy](#) – [Highlight](#)

Leads Contacts: Jessica Guynn- LA Times; John Simpson- Consumer Watchdog; GAO- Washington DC; Christine Lakatos- Green Corruption; Simon Evers- Silicon Valley Research Team;

GOOGLE PUTS HITS ON POLITICAL ADVERSARIES OF LITHIUM VC'S OR ANY MEMBER OF THE PUBLIC THEY DON'T LIKE:

See Video Below:

Google executives have key stock holdings in Tesla. Google sets their search engine so it **emphasizes Tesla-positive stories** and **minimizes Tesla-negative stories**, ie: **Censoring, information manipulation and stock perception rigging.**

There are now some **class-action consumer & investor lawsuits** forming around that. There is one stock swindle C-A already underway but more coming.

The fact that the poor girl, in the video above, is concerned that Google might have her killed, speaks volumes for the dark side of Google. Rick Santorum's team claim to have hard evidence of Google rigging it's search engine to put a hit on him.

AZ- HOG

Update: Microsoft now having Google killed:

[Hate Google? Microsoft has some 'Scroogled' goodies for ...](#)

Microsoft has expanded its anti-Google **Scroogled campaign** with the launch of a special section on its online store offering various gift ideas for haters of the Web giant.

foxnews.com/tech/2013/11/21/hate-google-microsoft-h...

[Don't Get Scroogled! - Scroogled](#)

See how you get **Scroogled** . Mail Think Google respects your privacy? Think again. Google goes through every Gmail that's sent or received, looking for keywords so they can target

Gmail users with paid ads. ... © 2013 **Microsoft**. verb. Word Origin:

scroogled.com

[Microsoft Now Selling Google-Bashing Merchandise | Digital ...](#)

Microsoft Now Selling Google-Bashing Merchandise, Just in Time for the Holidays 'Keep Calm While We Steal Your Data,' Says '**Scroogled**' Campaign
adage.com/article/digital/microsoft-selling-googl...

More on Google Conflicts of Interest [HERE>>>](#)

EVEN More on Google Conflicts of Interest [HERE>>>](#)

EVEN MUCH More on Google Conflicts of Interest [HERE>>>](#)

EVEN WAY MUCH More on Google Conflicts of Interest [HERE>>>](#)

[Journalist Who Exposes U.N. Corruption Disappears From Google ...](#)

Feb 18, 2008 ... NEW YORK – How big do you have to be to earn the wrath of the United Nations and Internet giant **Google**? If you're journalist Matthew Lee, ...
<http://www.foxnews.com/story/2008/02/18/journalist-who-exposes-un-corruption-disappears-from-google> – [View by Ixquick Proxy](#) – [Highlight](#)

[Google's tax avoidance highlights political corruption- The Inquirer](#)

Dec 14, 2012 ... Eric Schmidt's excuse isn't good enough, Controversy, **Google**.

<http://www.theinquirer.net/inquirer/opinion/2232233/google-tax-avoidance-highlights-political-corruption> – [View by Ixquick Proxy](#) – [Highlight](#)

[Is Google corrupt? Search me | Search engines – InfoWorld](#)

Feb 14, 2011 ... **Google** was thoroughly conned by SEO experts hired by JCPenney. Can we trust its search result rankings at all?

<http://www.infoworld.com/t/search-engines/google-corrupt-search-me-428> – [View by Ixquick Proxy](#) – [Highlight](#)

[More Google corruption. | First Friday Collective](#)

Feb 19, 2008 ... **Google** has an image problem, but it is completely earned. While amassing hundreds of billions of dollars in net worth, they push a left-wing ...

firstfriday.wordpress.com/2008/02/19/more-google-corruption/ – [View by Ixquick Proxy](#) – [Highlight](#)

[HIGH CRIMES AND CORRUPTION AT GOOGLE – YouTube](#)

Jun 25, 2012 ... In this upload I read from another article by Steve Watson from <http://www.prisonplanet.com>. The focus of my attention is **google**'s illegal wiretapping, ...

<https://www.youtube.com/watch?v=G1qryOqnt6E> – [View by Ixquick Proxy](#) – [Highlight](#)

[Google Corruption Goes Vertical – Public Intelligence Blog](#)

Aug 9, 2013 ... "**Google** is building a new version of the search engine that made it great. This time, however, it is a search engine exclusive to the garden of ...

<http://www.phibetaiota.net/2013/08/stephen-e-arnold-google-corruption-goes-vertical/> – [View by Ixquick Proxy](#) – [Highlight](#)

[Patent Offers Clues on How Google Controls the News | The Nation](#)

Feb 22, 2013 ... **Google** is one of the most important "publishers" in the world, and the company's ... Law, **politics**, new media and beats, rhymes and life.

<http://www.thenation.com/blog/173054/patent-offers-clues-how-google-controls-news> – [View by Ixquick Proxy](#) – [Highlight](#)

[Criticism of Google – Wikipedia, the free encyclopedia](#)

The ad campaign was developed by leading political campaign strategist to consumers about how they use **Google** products or control the ads they see, ...

https://en.wikipedia.org/wiki/Criticism_of_Google – [View by Ixquick Proxy](#) – [Highlight](#)

[The apocalypics: how environmental politics controls what we know ...](#)

This comprehensive study examines the truth about carcinogens and life- threatening substances in the environment and reveals the political manipulation of ...

books.google.com/books/about/The_apocalypics.html?id=onxT0aMXNUsC – [View by Ixquick Proxy](#) – [Highlight](#)

[Who will stop Google? – Salon.com](#)

Jun 25, 2013 ... **Google** tried and failed to claim proprietary control of digital versions of ... In a couple of years we'll think of the progressive politicians, circa ...

http://www.salon.com/2013/06/25/who_will_stop_google_partner/ – [View by Ixquick Proxy](#) – [Highlight](#)

[Who's more evil – Facebook or Google? | Holly Baxter | Comment is ...](#)

Oct 25, 2013 ... Holly Baxter: **Is** it worse to allow beheading images, collect email data or ignore abuse? Pick your playmates carefully in the internet ...

<http://www.theguardian.com/commentisfree/2013/oct/25/evil-facebook-google-beheading-email-abuse> – [View by Ixquick Proxy](#) – [Highlight](#)

[Is Google Really Evil? Or Just Smart? – Forbes](#)

Oct 28, 2013 ... (Photo Credit: Michael Dorausch) Conference keynote speeches aren't usually very controversial, and internet entrepreneur Jason Calacanis ...

<http://www.forbes.com/sites/rogerdooley/2013/10/28/google-evil-smart/> – [View by Ixquick Proxy](#) – [Highlight](#)

[What Is 'Evil' to Google? – Ian Bogost – The Atlantic](#)

Oct 15, 2013 ... Speculations on the company's contribution to moral philosophy.

<http://www.theatlantic.com/technology/archive/2013/10/what-is-evil-to-google/280573/> – [View by Ixquick Proxy](#) – [Highlight](#)

[Don't be evil – Wikipedia, the free encyclopedia](#)

"Don't be **evil**" is the informal corporate motto (or slogan) of **Google**. It was first suggested either by **Google** employee Paul Buchheit at a meeting about corporate ...

https://en.wikipedia.org/wiki/Don't_be_evil – [View by Ixquick Proxy](#) – [Highlight](#)

[Google World Domination](#)

Most people I tell this two think I'm crazy and this will never happen saying that **Google is** the best company ever and they will never turn **evil**. I tend to disagree.

www.googleworlddomination.com – [View by Ixquick Proxy](#) – [Highlight](#)

[Google Is Evil | Wired Business | Wired.com](#)

Jun 12, 2012 ... It's bad enough when you run a search company in an increasingly social world. It's worse when anti-trust regulators say you have unfairly and ...

<http://www.wired.com/business/2012/06/opinion-google-is-evil/> – [View by Ixquick Proxy](#) – [Highlight](#)

[Google: Doing Evil with ALEC | Norman Solomon – Huffington Post](#)

Oct 10, 2013 ... Quietly, **Google** has joined ALEC — the American Legislative Exchange Council — the shadowy corporate alliance that pushes odious laws ...

http://www.huffingtonpost.com/norman-solomon/google-doing-evil-with-al_b_4079436.html – [View by Ixquick Proxy](#) – [Highlight](#)

[Why Google Is Evil | Ira Israel – Huffington Post](#)

Aug 7, 2013 ... **Google** had a wonderful search engine but unfortunately has become some sort of perverse game that we are all forced to play. And while the ...

http://www.huffingtonpost.com/ira-israel/why-google-is-evil_b_3716786.html – [View by kquick Proxy](#) – [Highlight](#)

[Mob Power Plays: The Mob Attempts Control of Congress, Casinos ...](#)

Real life mob buster, FBI Agent Bill Roemer, continues his extraordinary saga of Mafia power wars, political corruption, and bloody betrayals begun in his ...

books.[google.com/books/about/Mob_Power_Plays.html?id=iUJyqa_imo0C](http://books.google.com/books/about/Mob_Power_Plays.html?id=iUJyqa_imo0C) – [View by kquick Proxy](#) – [Highlight](#)

[google and internet control in china – PURL Information Page – U.S. ...](#)

Mar 24, 2010 ... **GOOGLE AND INTERNET CONTROL IN CHINA: A NEXUS** ... Printed for the use of the Congressional-Executive Commission on China.

purl.access.gpo.gov/GPO/LPS125090 – [View by kquick Proxy](#) – [Highlight](#)

[Google Inc. gets closer to U.S. Congress with new Washington D.C. ...](#)

Jul 17, 2013 ... **Google** Inc. gets closer to U.S. **Congress** with new Washington D.C. lease near Capitol Hill.

<http://www.bizjournals.com/sanjose/news/2013/07/17/google-inc-gets-closer-to-us.html?page=all> – [View by kquick Proxy](#) – [Highlight](#)

[Google's tax avoidance highlights political corruption- The Inquirer](#)

Dec 14, 2012 ... Eric Schmidt's excuse isn't good enough. Controversy, **Google**.

<http://www.theinquirer.net/inquirer/opinion/2232233/googles-tax-avoidance-highlights-political-corruption> – [View by kquick Proxy](#) – [Highlight](#)

[Inside Eric Schmidt's Lavish Sex Palace — Daily Intelligencer](#)

Schmidt reportedly brings ladies back to this \$15 million pad.

<http://www.nymag.com/daily/intelligencer/2013/07/eric-schmidt-penthouse-new-york-photos-apartment.html> – [View by kquick Proxy](#) – [Highlight](#)

[Here's Google's Eric Schmidt's Sex Pad | The Blemish](#)

Jul 25, 2013 ... Wendy Schmidt has somewhat accepted an open marriage with Google exec **Eric** Schmidt and he's taken full advantage of that fact with a \$15 ...

<http://www.theblemish.com/2013/07/heres-googles-eric-schmidts-sex-pad/> – [View by kquick Proxy](#) – [Highlight](#)

[The Many Women of Eric Schmidt's Instagram – Valleywag – Gawker](#)

Jul 25, 2013 ... If there's one thing you should know about Google's Director of Open Marriage Engineering, **Eric** Schmidt, it's that he loves to fuck. He's also ...

valleywag.gawker.com/the-many-women-of-eric-schmidts-instagram-913796517 – [View by kquick Proxy](#) – [Highlight](#)

[Google CEO and serial womanizer Eric Schmidt spends 15 million ...](#)

Jul 25, 2013 ... Google boss **Eric** Schmidt has splashed out \$15 million on a ... Google, which says it has a 'zero-tolerance' policy on child sexual abuse ...

<http://www.dailymail.co.uk/news/article-2377785/Google-CEO-serial-womanizer-Eric-Schmidt-spends-15-million-dollars-private-doorman-Manhattan-penthouse-totally-soundproofed.html> – [View by kquick Proxy](#) – [Highlight](#)

[On the Market: Toll Brothers' Park Avenue Development Revealed ...](#)

Jul 26, 2013 ... On the Market: Toll Brothers' Park Avenue Development Revealed At Last; **Eric** Schmidt's So-called **Sex** Penthouse; Buyers Demand ...

<http://www.observer.com/2013/07/on-the-market-toll-brothers-park-avenue-development-revealed-at-last-eric-schmidts-so-called-sex-penthouse-buyers-demand-apartments-fully-stocked/> – [View by kquick Proxy](#) – [Highlight](#)

[Eric Schmidt, Google CEO, owns \\$15m sex penthouse – YouTube](#)

Jul 27, 2013 ... Google CEO **Eric** Schmidt, the guy you entrust your online privacy to, is clearly a man of passion. Among his interests, the 58-year-old's ...

<https://www.youtube.com/watch?v=SmFU9PGeoQc> – [View by kquick Proxy](#) – [Highlight](#)

[Eric Schmidt Has \\$15 Million Extramarital Sex Pad — And His Wife ...](#)

Jul 25, 2013 ... You thought politicians paid a lot for **sex**? **Eric** Schmidt has certainly outdone them all.

<http://www.policymic.com/articles/56553/eric-schmidt-has-15-million-extramarital-sex-pad-and-his-wife-is-ok-w-ith-it> – [View by Ixquick Proxy](#) – [Highlight](#)

[The NSA paid Silicon Valley millions to spy on taxpayers](#)

Aug 23, 2013 ... Previous NSA documents have linked companies such as **Google**, Facebook, Yahoo and Microsoft **to** the PRISM program, though many of the ...

www.washingtonpost.com/blogs/the-switch/wp/2013/08/23/the-nsa-paid-google-and-facebook-millions-to-spy-on-taxpayers/ – [View by Ixquick Proxy](#) – [Highlight](#)

[nsa uses your tax dollars to pay google, facebook, yahoo & microsoft ...](#)

Aug 24, 2013 ... NSA **paid** millions **to** Internet companies **to** cover surveillance program costs ... **to** the certifications' expiration dates which cost millions of dollars for Prism The NSA, **google**, microsoft, Facebook, and Yahoo can **spy** on you, ...

<http://www.theburningplatform.com/2013/08/24/nsa-uses-your-tax-dollars-to-pay-google-facebook-yahoo-microsoft-to-spy-on-you/> – [View by Ixquick Proxy](#) – [Highlight](#)

[NSA paid millions to cover Prism compliance costs for tech ...](#)

Aug 22, 2013 ... Prism companies include **Google** and Yahoo, says NSA ... extensions **to** the certifications' expiration dates which cost millions of dollars for ... **to** publish the documents and asked whether the **spy** agency routinely covered all ...

<http://www.theguardian.com/world/2013/aug/23/nsa-prism-costs-tech-companies-paid> – [View by Ixquick Proxy](#) – [Highlight](#)

[Money Trail: Corporations Paid Big Bucks By NSA For Allowing Spying](#)

Jul 17, 2013 ... Companies get **paid** big bucks when the NSA spies on one of their ... **Google**, and Yahoo don't make as **much** when the NSA reads chats and ...

<http://www.storyleak.com/corporations-paid-off-by-nsa-for-allowing-spying/> – [View by Ixquick Proxy](#) – [Highlight](#)

[Did Google Get Off Easy With \\$7 Million 'Wi-Spy' Settlement? | TIME ...](#)

Mar 13, 2013 ... Seven million dollars. That's **how much** Internet giant **Google** will pay **to** settle a multi-year investigation into its controversial "Wi-Spy" data ...

business.time.com/2013/03/13/did-google-get-off-easy-with-7-million-wi-spy-settlement/ – [View by Ixquick Proxy](#) – [Highlight](#)

[Nathan Newman: Why Google's Spying on User Data Is Worse than ...](#)

Jul 1, 2013 ... **Google's** illegal "wi-spy" program of collecting user data over home wi-fi ... " **Google's** failure **to** cooperate with the Bureau **was** in many or all ... The company **paid** a \$22.5 million fine for this illegal data collection operation.

http://www.huffingtonpost.com/nathan-newman/why-googles-spying-on-use_b_3530296.html – [View by Ixquick Proxy](#) – [Highlight](#)

[Report: NSA Paid Tech Companies Millions for Cost of Complying ...](#)

Aug 23, 2013 ... **Google**, Yahoo, Microsoft, Facebook and others were all **paid** by the NSA for their trouble complying with its domestic spying program, ...

<http://www.theblaze.com/stories/2013/08/23/report-nsa-paid-tech-companies-millions-for-cost-of-complying-with-spy-program/> – [View by Ixquick Proxy](#) – [Highlight](#)

[Confirmed: NSA Paid Google, Microsoft, Others Millions for PRISM Aid](#)

Aug 23, 2013 ... show that the **spy** agency (read: taxpayers) **paid** **Google**, Facebook, Yahoo, ... In a way, the high cost of compliance is the NSA's own fault.

<http://www.gizmodo.com/confirmed-nsa-paid-google-microsoft-others-millions-1188615332> – [View by Ixquick Proxy](#) – [Highlight](#)

[Google to pay up in "Wi-Spy" case « Hot Air](#)

Mar 9, 2013 ... **Google is to pay \$7 million, to be distributed among the attorneys general, I'm amazed at how many wifi networks I can see from my house ...**

<http://www.hotair.com/archives/2013/03/09/google-to-pay-up-in-wi-spy-case/> – [View by lquick Proxy](#) – [Highlight](#)

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[Tesla's Musk hates unions. Employee Compensation, "Spying on employees" and Safety Issues At Tesla](#)

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[Employee Compensation, Spying on" and Safety Issues At Tesla](#)

Tesla Factory Very Dangerous say Factory Workers and Former NUMMI workers!

Not only are the cars dangerous, the factory that makes the cars is dangerous. Workers report that they have had appendages cut off at the factory, been horribly burned by molten metal,

been hit in the head by out of control robots, fallen off shaky platforms and other injuries. Current workers are stating this. In addition, former Fremont , California NUMMI workers, who were promised jobs by Tesla, but were replaced by H1B overseas workers, say that safety standards were dropped after Tesla took over. At first, it was thought to be sour grapes but the rash of accidents seem to bear this out. The new information about the battery toxicity and past fires at Tesla cause the workers even greater concern.

DFG-

Another Tesla Factory Fire!

The Fremont, CA **Fire Department** has just responded to another Tesla factory fire where YET ANOTHER fire event has occurred, burning and hospitalizing 3 workers at once! At least one deformed for life.

WTF is up with these people!!!!

DFG- 11/13/13

The Tesla cars AND the Factory AND the workers catch on fire

Here is the actual Tesla Factory on fire when a rumored mass battery fire went off in their own factory. That is why they keep their battery packs in a [military blast chamber](#) in Dec. of 2011 ([see Link](#))

TESLA FACTORY FIRE PRESUMED TO BE COVERED UP BATTERY FIRE DISASTER Dec. 2011:

[TESLA_Fire](#)



Peter T- (Many shots of this posted by many observers in Fremont, California)

Tesla employees ordered not to discuss and to refer all inquiries to PR Officer at Tesla.

Tesla fires Can't be ignored no matter what the CEO says

<http://www.consumeraffairs.com/news/tesla-fires-cant-be-ignored-no-matter-what-teslas-ceo-claims-112013.html>

Tesla Batteries Act Like Solid "rocket fuel" when they ignite!

As of 11/6/2013 Tesla had said there were only 3 fires, yet social media shows there were many more fires. Those other fires have been documented in photos and videos and Elon Musk has said **he has tracking chips** on all of the cars so Tesla had to have known about all of the other fires. The reality of the documentation and the statements from Tesla seem to clearly show a cover-up. [Lithium ion](#) in a metal box **burns like solid rocket fuel** when it gets going in a fire. Musk would have known this since he started SPACE X: **A rocket company!** (Which keeps having technical failures)

RS-LAT

Additional Tesla Fire News Expose Links:

<http://www.nytimes.com/2013/02/10/automobiles/stalled-on-the-ev-highway.html?pagewanted=1>

<http://www.theburningplatform.com/2013/05/29/tesla-just-another-taxpayer-boondoggle/>

<http://www.zerohedge.com/news/2013-06-03/how-many-cars-must-tesla-sell-interactive-calculator-has-scary-answer>

<http://www.zerohedge.com/news/2013-05-29/greenback-revolution-why-tesla-just-distraction>

<http://www.zerohedge.com/news/2013-09-28/great-tesla-rotation-institutions-retail-bag-holders>

<http://www.nwaonline.com/news/2013/nov/25/tesla-fire-inquiry-focus-battery-20131125/?business-national>

<http://cornellsun.com/blog/2013/11/26/fires-problems-persist-for-tesla/>

Bad Engineering

It was an **idiotic move** to use thousands of [lithium ion](#) consumer flashlight-type batteries, **that were never made to be used in a car**, to create an entire bed of toxic explosive material and put it just a hair breadth away from a surface that can puncture, explode and inflame it. That surface, the road, is trying to puncture, bump, and destroy the undercarriage, of every car, every inch of every mile of every road across the country. Also, the batteries are so close to almost all of the outside edges of the car, that puncture damage in a crash is certain. They decided to **CHEAP OUT** with the flashlight batteries yet they charge buyers insane amounts of money for a car with a **growing list of technical failures**. What were these people thinking?

HD- SME engineer

Update: See Fluoride controversy (below) for explanation about why someone would do this:

SEEKING-ALPHA

Understanding Tesla's Life Threatening Battery Decisions

SEEKING ALPHA- John Peterson
Nov 22 2013

In the last couple of months, electric cars from Tesla Motors (TSLA) have had three collision-related battery fires that were widely covered by the media. Last week, the NHTSA decided to conduct a formal investigation of these incidents. While Tesla's CEO Elon Musk immediately went on the offensive arguing that Tesla's BEVs have a lower fire risk than gasoline powered cars, the question an increasing number of investors are asking is "Why has Tesla had three battery fires in a fleet of 17,000 BEVs while Nissan hasn't had any fires in its fleet of over 90,000 BEVs?" The answer is simple. Tesla's battery decisions significantly increased battery risks for both the customer and the company. [MORE...](#)

Sudden Job Openings At Tesla

Many people are leaving Tesla, **all of a sudden**, but you can get a job there, now. Answer their new Craigslist ad at: x6jdr-4191988936@job.craigslist.org [Keep an eye on Craigslist and LinkedIn, lots of job openings there as the staff high-tail it out of Dodge.](#)

DF-

Tesla Employees say Elon Musk Spies on them.. [MORE>>>](#)

Tesla hires hundreds of overseas Indian blogger skills to type "nice things" in blogs and news story comments to run a cover-up.

Per the comment above: *"It isn't because Tesla is creating domestic jobs. Tesla took the taxpayer money and hired H1B offshore workers to cheap out. They even posted ads on LinkedIn looking for H1B legal teams to suck in Armies of cheap offshore labor."*

The PR department at Tesla was told to work all this weekend so they called in a team of **outsource contractors from India** to Google every story with the words "tesla fire" in them and go type wonderful things about Tesla in the comment section of every article they find. Everybody knows that **SOMO** thinks Tesla is a load but these fake bloggers do not identify that they are Indian Outsource typers.

Our manager even implied that we should go online this weekend and "voice our support for Tesla" as we "don't want the company to have any cash flow issues as that could affect paychecks". In other words: "go home and write nice shit about Tesla or lose your jobs".

T- @Tesla Motors, Fremont

Elon Musk hates unions. Fired many NUMMI union workers and replaced with H1-B overseas workers. Payback coming:

[Unions press for place with Tesla – SFGate](#)

1 day ago ... The Fremont factory where Tesla builds its Model S sedan used to be a union shop, back when it was run by a joint venture of General Motors ...

<http://www.sfgate.com/news/article/Unions-press-for-place-with-Tesla-5109708.php> – [View by kquick Proxy](#) – [Highlight](#)

[Tesla's Elon Musk: No Need For Unions—Just Fire The Assholes ...](#)

Jun 16, 2009 ... The electric car CEO offers up a simple solution to one of Detroit's big headaches .

<http://www.businessinsider.com/teslas-elon-musk-no-need-for-unions-just-fire-the-assholes-2009-6> – [View by kquick Proxy](#) – [Highlight](#)

[Tesla: General Electric Motors | The Economist](#)

Apr 20, 2013 ... Mr Musk set up Tesla to hasten what he sees as the motor industry's ... inherited pension and health-care liabilities and no auto workers' union.

<http://www.economist.com/news/special-report/21576218-tesla-has-high-hopes-its-high-spec-electric-cars-general-lectric-motors> – [View by kquick Proxy](#) – [Highlight](#)

[SFGate: "Unions press for place with Tesla" | Forums | Tesla Motors](#)

In the SF Chronicle today, they report that the "The United Auto Workers union has expressed interest in organizing Tesla's plant." I don't know what the working ...

www.teslamotors.com/sv_SE/forum/forums/sfgate-unions-press-place-tesla – [View by kquick Proxy](#) – [Highlight](#)

[Lots of Dems Love Elon Musk...but, does he use Union Workers to ...](#)

But, I Googled: "Does Elon Musk Use Union Workers to Build his Tesla Cars?" And, this is one interesting article that I found. There are others ...

<http://www.democraticunderground.com/10022830940> – View by Ixquick Proxy – Highlight

[The Real Reason Tesla Is Still Alive \(And Other Green Car ... – Forbes](#)

May 11, 2013 ... Yes, Tesla is on the dole from taxpayers. But it also has ... one big reason Tesla is still in business, is he isn't fighting with the greedy Unions.

<http://www.forbes.com/sites/joannmuller/2013/05/11/the-real-reason-tesla-is-still-alive-and-other-green-car-companies-arent/> – View by Ixquick Proxy – Highlight

[Unions press for place with Tesla via @sfgate #1u : AFLCIO – Inagist](#)

5 hours ago ... Unions press for place with Tesla <http://t.co/6qos6e05pH> via @sfgate #1u by AFLCIO 419207885508190208.

The Deadly Lithium ion Industry.

Few noticed when EnerSys, the world's largest industrial battery manufacturer bought tiny ABSL on the tip of Scotland and redirected it away from vehicle traction batteries, aiming its various lithium-ion chemistries at military and aerospace applications not involving traction. Rather more have spotted, in the USA, the **Chapter 11 demise** of (Russian mobster owned?) EnerDel (using NCM and LMO cathodes) then, in March 2012, International Battery. International Battery, which surprised local officials when it abruptly closed its Upper Macungie plant, owes Pennsylvania more than \$2 million, and state lawyers are initiating efforts to recover some of the debt. State officials are also in discussions with the company regarding a project for which International Battery received an \$800,000 grant in 2010. That project has not been completed.

The DOE gave **tens of millions of tax dollars, some say billions**, to lithium ion battery companies who technical reports had already advised were in trouble? Why? Follow the money!

LITHIUM_ION_DANGERS



Vast numbers of lithium ion ex-factory workers are now dead or sick with fatal diseases. They make these batteries overseas because OSHA would never let them do any real volume in the U.S. because it kills and sickens workers!

Then came Valence Technology, in mid 2012, and now the big news that political football A123 Systems has only a few months' money left having spent up to one billion dollars. The Chinese have now saved them at the last minute, almost wiping out the US investors and taking a company paid for by U.S. Taxpayer Dollars. So much for the US wresting control of the traction battery business from the Koreans and Japanese who have invested larger sums even before the US got interested. The dominos will continue to fall, notably in the USA. Yep, Lithium ion is a GREAT investment!!!!!! Everybody in the know, knows that lithium ion is being dumped on the market by groups now trying to get rid of it since the real scientists realized that it is dangerous stuff to make, dangerous stuff to use and dangerous stuff to breath in a fire, of which there are many, many unreported fires.

Tesla's big announcement with Panasonic about batteries is a **DOMESTIC DUMPING DEAL! Panasonic will probably pay anybody to take them off of their hands but do we want to put them in American neighborhoods?**

Follow the money folks!

DH- LAT (sources referenced- EdaTech, Washington Post, NYT)

Dirty Dollars

If you look at all of the **suspects** mentioned in these articles and then you track their, or their **families or trusts or Cayman funds**, holdings in lithium ion related companies you will see that there is no possible doubt about what happened.

The really icky part is that federal staff who got to decide who got tax money, credits and waivers have these same **conflicted holdings** and career cross-overs so it looks pretty dirty.

DGH-

[Report Of Fire At Tesla Factory – Business Insider](#)

UPDATE: There Was No **Fire At Tesla** Plant, 3 Employees Injured By Hot Metal. Mamta Badkar. Nov. 13, 2013, 4:22 PM 8,689 11 ...

<http://www.businessinsider.com/report-of-fire-at-tesla-factory-2013-11> – View by Ixquick Proxy – Highlight

[Tesla CEO Elon Musk Visits Injured Workers at Hospital | NBC Bay ...](#)

Nov 14, 2013 ... As word got out about the incident **at** the factory, **Tesla** shares (TSLA) dipped by a few dollars, likely out of concern that another **fire** may have ...

<http://www.nbcbayarea.com/news/local/Fire-Ambulance-at-Tesla-Plant-in-Fremont-231789881.html> – View by Ixquick Proxy – Highlight

[Three workers injured in accident at Tesla factory | Reuters](#)

Nov 13, 2013 ... DETROIT (Reuters) – Three people were injured at **Tesla** Motors Inc's ... Local **fire** officials said there was no **fire** at the company's Fremont, ...
<http://www.reuters.com/article/2013/11/13/us-autos-tesla-factory-idUSBRE9AC16920131113> – [View by Ixquick Proxy](#) – [Highlight](#)

['Industrial Accident' at Tesla Motors Plant Injures Three – ABC News](#)

Nov 13, 2013 ... An incident at the **Tesla** Motors plant in Fremont, Calif., is being ... with "moderate to serious injuries," according to **Fire** Captain Dan Cardenas.
abcnews.go.com/Business/industrial-accident-tesla-motors-plant-injures/story?id=20881052 – [View by Ixquick Proxy](#) – [Highlight](#)

[Recent Tesla Stories | abc7news.com](#)

Video: US safety agency opens probe into **Tesla** fires. Shares in Palo Alto-based ... Fremont **fire** truck at **Tesla** plant after industrial accident. One **Tesla** worker ...
abclocal.go.com/kgo/explore?tag=tesla – [View by Ixquick Proxy](#) – [Highlight](#)

[Fire Dept Responds to Report of Fire at Tesla Plant: Video ...](#)

Nov 13, 2013 ... On today's "The Roundup," Matt Miller, Cristina Alesci, Adam Johnson, Alix Steel and Olivia Sterns wrap up the day's top market stories on ...
http://www.bloomberg.com/video/fire-dept-responds-to-report-of-fire-at-tesla-plant-rDYfGleTDuiD8koP_a2yyA.html – [View by Ixquick Proxy](#) – [Highlight](#)

[State opens probe into Tesla plant injuries – SFGate](#)

Nov 14, 2013 ... Two of the three employees burned by hot metal at the **Tesla** Motors ... to Cal/ **OSHA**, the state agency that **investigates** workplace deaths and ...
<http://www.sfgate.com/bayarea/article/State-opens-probe-into-Tesla-plant-injuries-4982904.php> – [View by Ixquick Proxy](#) – [Highlight](#)

[Tesla factory accident injures 3 employees | www.ktvu.com](#)

Nov 13, 2013 ... They will have six months to investigate this incident. Apparently Cal-**OSHA** investigated **Tesla** last year after an accident occurred that involved ...
<http://www.ktvu.com/news/news/local/source-three-injured-tesla-factory-accident/nbrQw/> – [View by Ixquick Proxy](#) – [Highlight](#)

[Tesla: The Other Government Motors | JunkScience.com](#)

May 24, 2013 ... But now we are hearing that one success redeems them all: **Tesla** Motors ... State of Michigan to investigate UMich doc for conducting illegal ...
<http://www.junkscience.com/2013/05/24/tesla-the-other-government-motors/> – [View by Ixquick Proxy](#) – [Highlight](#)

[Tesla CEO calls for carbon tax | JunkScience.com](#)

May 24, 2013 ... In the case of **Tesla** and the other electric cars, it's having only an to investigate UMich doc for conducting illegal human experiments for ...
<http://www.junkscience.com/2013/05/24/tesla-ceo-calls-for-carbon-tax/> – [View by Ixquick Proxy](#) – [Highlight](#)

[State opens probe into Tesla plant injuries – One News Page](#)

Nov 14, 2013 ... Two of the three employees burned by hot metal at the **Tesla** Motors ... to Cal/ **OSHA**, the state agency that **investigates** workplace deaths and ...
<http://www.onenewspage.com/n/US/74w4f4nqr/State-opens-probe-into-Tesla-plant-injuries.htm> – [View by Ixquick Proxy](#) – [Highlight](#)

[Tesla loses court battle with former exec, faces further class action](#)

Apr 17, 2013 ... **Tesla** may be having great success selling its Model S but its track record with lawsuits, however, is a different matter. ... With the principles of its obligations to **former employees** vis-à-vis stock options now established, it faces ...

green.autoblog.com/2013/04/17/tesla-loses-court-battle-former-exec-faces-further-class-action/ – [View by Ixquick Proxy](#) – [Highlight](#)

[Former Tesla Motors employee files class action suit | Green Tech ...](#)

Jul 14, 2008 ... **Tesla** Motors' **former** director of public relations is suing the company, ... other **former Tesla employees** who had the same employment terms.
news.cnet.com/8301-11128_3-9990942-54.html – [View by Ixquick Proxy](#) – [Highlight](#)

[Ex-Tesla Spokesman David Vespremi Wins Lawsuit Years After Firing](#)

Apr 17, 2013 ... He **sued Tesla** on the grounds that they allegedly violated their employee agreement with him and owed him compensation and stock options.

<http://www.jalopnik.com/ex-tesla-spokesman-david-vespremi-wins-lawsuit-years-af-475073370> – [View by Ixquick Proxy](#) – [Highlight](#)

[Fired Tesla employee sues company, wins – The Business Journals](#)

Apr 18, 2013 ... Customers browse the **Tesla** Motors Inc. showroom in San Jose. The company this week lost a wrongful termination lawsuit against a **former** ...

<http://www.bizjournals.com/sanjose/news/2013/04/18/fired-tesla-employee-sues-company-wins.html> – [View by Ixquick Proxy](#) – [Highlight](#)

[Tesla gets sued again, this time by a former employee – Engadget](#)

Jul 16, 2008 ... **Tesla** might have finally started shipping Roadsters, but it just can't stop getting **sued** — this time the upstart automaker is being haled into court ...

<http://www.engadget.com/2008/07/16/tesla-gets-sued-again-this-time-by-a-former-employee/> – [View by Ixquick Proxy](#) – [Highlight](#)

[Tesla loses lawsuit by former exec \[Archive\] – Tesla Motors Club ...](#)

While the courts only awarded \$207000, the case could set a precedent for a class action lawsuit involving 99 other **former employees**.

www.teslamotorsclub.com/archive/index.php/t-15931.html – [View by Ixquick Proxy](#) – [Highlight](#)

[Tesla's Former PR Director Files Lawsuit — Tech News and Analysis](#)

Jul 15, 2008 ... The suit doesn't name other members of the class, but says it includes **Tesla** current and **former employees** that had the same terms of ...

<http://www.gigaom.com/2008/07/15/teslas-former-pr-director-files-lawsuit/> – [View by Ixquick Proxy](#) – [Highlight](#)

[Ex-Tesla Execs Win Reinstatement : http://www.peretzlaw.com](#)

May 6, 2011 ... Statements **Tesla** made about a group of 26 fired **employees** were clearly opinion , ... performance, the plaintiffs claimed in a July 2008 lawsuit.

<http://www.peretzlaw.com/press/ex-tesla-execs-win-reinstatement/> – [View by Ixquick Proxy](#) – [Highlight](#)

[Elon Musk and Talulah Riley Divorcing – JD Journal | JD Journal](#)

Jan 19, 2012 ... **Elon Musk**, the founder of Tesla and SpaceX, announced on Twitter that he had separated from his wife, British ... He **screwed** over two women.

<http://www.jdjournal.com/2012/01/19/elon-musk-and-talulah-riley-divorcing/> – [View by Ixquick Proxy](#) – [Highlight](#)

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- **TESLA cars bursting into flames** as batteries turn them into potential "**DEATHCAR**" of **lithium explosive & deadly vapors**, as predicted: **COVER UP**.
- LITHIUM ION industrial website sounds call over **hidden dangers of lithium ion**
- Exclusive: Obama Department of **Energy Loan Application** [Biff Spackle]
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- **DOE misdeeds** screw up new DOE staff beyond belief.
- **The Deloitte/Tesla Connection:**
- App Authentication Flaw Creates Tesla Motors Hack Concern. Your **Tesla can spy on you** and drive you off the road on command.
- No attempt by new **Secretary Moniz** to correct the evils of the past
- CONNECTING THE DOTS AND "INCENTIVES": **FOLLOW THE MONEY**
- DOE staff offer to **respond to you, in writing**, regarding each item on this news site
- For Sale: **Deadbeat Fisker electric-car loan: Taxpayer Loss to date \$139M+**
- BREAKING NEWS: **GOOGLE** and DOE Follow-up SHOCKERS:
- **Google Kickbacks**
- Corruption Mapping-
- U.S. Senator: money came from "**one of the most disastrously mismanaged and corrupt programs in U.S. history.**"
- Energy Department Staff find that the tracks they thought they covered up were actually NOT covered up... Oops!
- Understanding **Life Threatening Battery Decisions**
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- **Senator Charles Schumer**, Consumers Union and other groups call for **investigation of exploding lithium ion batteries**. Same batteries as used in Tesla and Fisker.
- "**Battery Swap**" a **smoke-screen** to get rid of **exploding battery pack**
- **RECALLED!**
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Multiple Fraud and Malfeasance Lawsuits Against Tesla

[Edit]

Active Tesla Fraud-Related Lawsuit Countdown Score-Card

-
- [Wohl & Fruchter LLP Tesla Fraud Case](#)
 - [Morgan & Morgan Tesla Fraud Case](#)
 - [The Law Offices of Howard G. Smith Tesla Fraud Case](#)
 - [Brower Piven Tesla Fraud Case](#)
 - [Robbins Geller Rudman & Dowd Tesla Fraud LLP](#)
 - [Levi & Korsinsky, LLP Investor Class Action Against Tesla Motors](#)
 - [Cause of Action Corruption Case #1](#)
 - [Glancy Binkow & Goldberg LLP Tesla Fraud Case](#)
 - [Pomerantz, Grossman, et al Tesla Fraud Case](#)
 - [Bronstein, Gewirtz & Grossman, LLC Tesla Fraud Case](#)
 - **More Coming...**

(now taking bets on which criminal defense firm Musk hires. Latham, Covington & Burling, Perkins Coie, ???)

MHT- Vegas T

Another Tesla Investigation for fraud:

<http://www.marketwatch.com/story/shareholder-alert-bronstein-gewirtz-grossman-llc-announces-investigation-of-tesla-motors-inc-2013-11-06>

YET ANOTHER securities fraud investigation launched on Tesla. Forensic accounting investigations confirm Tesla “cooking the books”!

[http://www.streetinsider.com/Corporate+News/Law+Firm+Looking+Into+Securities+Law+Violations+by+Tesla+\(TSLA\)+for+Potential+Class+Action/8898311.html](http://www.streetinsider.com/Corporate+News/Law+Firm+Looking+Into+Securities+Law+Violations+by+Tesla+(TSLA)+for+Potential+Class+Action/8898311.html)

November 18, 2013

Wohl & Fruchter LLP is investigating potential federal securities law claims against officers and directors of Tesla Motors, Inc. (Tesla) (Nasdaq: TSLA) in connection with alleged violations by Tesla of Securities and Exchange Commission (SEC) rules governing the disclosure of financial metrics that do not comply with Generally Accepted Accounting Principles

(GAAP).

On October 2, 2013, Canada's The Globe and Mail published an article questioning the economics of Tesla's business and the quality of its earnings under GAAP. Citing research by Gradient Analytics, the article identified several accounting issues of concern, including reporting non-GAAP revenue and profit that is substantially higher than GAAP revenue and profit due to inclusion in non-GAAP revenue of Model S car sales to buyers to whom Tesla has provided guarantees that they will be able to sell their used vehicle at a particular price. According to Gradient Analytics, this accounting maneuver unrealistically assumes that Tesla "will not lose a dime on a single Model S residual value guarantee."

Other areas of concern at Tesla cited in the article were potentially inadequate accrual of warranty expense; excluding shares Tesla could issue due to convertible debt from share counts when calculating non-GAAP earnings per share; and questionable lengthening of depreciation schedules.

These and other accounting issues prompted an analyst at Gradient Analytics to characterize Tesla as "a firm struggling to find a way to justify its current share price with increasingly complex, apples-to-oranges non-GAAP earnings computations."

On November 5, 2013, Tesla issued a press release reporting its 3Q 2013 results. The headline of the release highlighted non-GAAP profit of \$16 million even though the release later disclosed that Tesla suffered a net loss under GAAP of \$38 million. Tesla also reported non-GAAP revenue of \$603 million versus GAAP revenue of \$431 million (by adding back revenues deferred under GAAP for cars sold with the resale value guarantee).

On November 14, 2013, Bloomberg published an article ("**Are There Cockroaches Under Tesla's Hood?**") highlighting the reference to non-GAAP profit in the headline of the release announcing Tesla's 3Q 2013 results. The article asserts that this headline and other sections of the release violated SEC rules requiring companies to give "equal or greater prominence" to GAAP numbers when they present their financial results. In support of this assertion, the article cites a 2008 article by Wilson Sonsini Goodrich & Rosati — the law firm that helped take Tesla public — advising that "if an issuer announces GAAP and non-GAAP earnings per share in its press release, it should report the GAAP earnings per share prior to the non-GAAP earnings per share."

Since the publication of The Globe and Mail article, as well as following media reports of battery fires in at least three Tesla cars, TSLA shares have declined over 25% from a close of \$180.95/share on October 2, 2013, to a close of \$135.45/share on November 15, 2013.

WF-

Updates+ Follow-up:

<http://seekingalpha.com/article/1845172-dissecting-teslas-zev-mythology>

<http://m.theglobeandmail.com/report-on-business/international-business/lavish-tax-breaks-contribute-to-electric-car-markets-success/article15465982/?service=mobile>

<http://mobile.bloomberg.com/news/2013-11-14/are-there-cockroaches-under-tesla-s-hood-.html>

Another CLASS ACTION lawsuit against Tesla

Morgan & Morgan file class action lawsuit against Tesla for Fraud. This makes a record breaking number of lawsuits for fraud against Tesla, with more coming...

DK- Bost

This movie uploaded :

The Lithium ion profiteering scam. Dump, grab the money and run.

FISKER lithium ion batteries burst into flames at the drop of a hat. This is now **well-known**. Telsa and Fisker funding with tax dollars was more about funding battery company deals for their investors than anything else. Lithium Ion Batteries blow up in Boeing's, Tesla's and they just blow up. That is why TSA does not allow liquid on airplanes. That is why AT&T eliminated Lithium Ion in its server racks. EVERYBODY knows that lithium ion blows up and releases deadly chemicals, why is this cover-up still going on? Oh, I See: [Profits and kickbacks!](#)

TESfir3

Everyone was warned about this. Over 100 published reports from major universities and federally funded studies have now been sourced and posted showing that this had been guaranteed to happen by some of the top scientists in the world **prior** to Tesla receiving DOE money. Who owns all these battery companies? Watch for the **WESTON REPORT from a major Huffington Post Journalist** which links every investor in TESLA to all of their political connections and influences. **Invest in Tesla and you will get tracked by numerous investigative reporters.**

Dan

Tesla Fraud Lawsuit by Clancy

<http://www.4-traders.com/TESLA-MOTORS-INC-6344549/news/Tesla-Motors-Inc-Glancy-Binkow-Goldberg-LLP-Announces-Class-Action-Lawsuit-on-Behalf-of-Investor-17489178/>

Tesla shares slip more on reports of third fire, other car problems

By Jerry Hirsch- LA Times

November 7, 2013

By Jerry Hirsch November 7, 2013, 8:39 a.m.

[Tesla Motors](#) shares continued to fall Thursday as the automaker confirmed a third fire in one of its high-end electric cars and a major auto reviewer pointed out problems with its Model S luxury hatchback.

The 9%, or \$13.40, decline in mid-morning trading to \$137.76 followed a 15% plunge in the shares Wednesday after the automaker said limited supplies of batteries were hampering sales and that it was spending heavily on research and development to design new models. Tesla shares have been on a run for most of the year, rising about 400% before this reversal.

Car shopping website Edmunds.com said its 2013 Model S was "making an ominous noise under acceleration and deceleration. It originates from the rear of the car and seems to be getting worse."

It is a complaint that's also starting to show up on Tesla's owners forum, an online discussion group hosted by the automaker for drivers of its cars.

"Mine had that and it got bad at 70 mph," said one owner, posting under the "mortgagebruce" moniker.

He said Tesla had to replace the drive unit twice to fix the problem.

Tesla also replaced the drive unit on the Edmunds car, but declined to tell the company what caused the problem. It also replaced the driver door mechanism because of another problem. The car has just less than 11,000 miles on the road.

"We're not sure what to think about the fact that both of these repairs were completed with just one overnight stay," said Mike Schmidt, Edmunds' vehicle testing manager. "Maybe the dealer is really on the ball. Maybe the supply chain is short. Or maybe the parts are readily available because they've seen these before."

[LITHIUM_ION_EXPLODE2](#)



Tesla spokeswoman Liz Jarvis Shean said she was not familiar with the Edmunds complaint.

Meanwhile, another Model S electric car caught fire Wednesday near Smyrna, Tenn., following a crash. This was the third Model S to have caught fire in the last five weeks. One burned near Seattle and another in Mexico. Both cars were in crashes and the fires injured no one.

Normally, car fires are not significant events that influence investors. There are about 150,000 annually, according to the National Fire Protection Assn. However, safety officials have been tracking fires in electric cars, as well as computers and other equipment, out of concern that the lithium-ion battery systems might be fire-prone.

Earlier this year, federal regulators grounded [Boeing](#) 787 planes for four months after batteries on two planes overheated, with one catching on fire. Boeing later ordered modifications to the jets to increase ventilation and insulation near the batteries, but the company and investigators never determined the root cause of the overheating.

The [National Highway Traffic Safety Administration](#) reviewed the Tesla fire in Seattle and concluded it was caused by the accident rather than a vehicle defect.

Tesla said it contacted the driver of the car in Tennessee and noted he was not injured and "believes the car saved his life. Our team is on its way to Tennessee to learn more about what happened in the accident."

"The problem is that we have three fires in six weeks," said Karl Brauer, senior analyst at [Kelley Blue Book](#), the car information company. "For a company with a stock price based as much or more on image than financials, those recurring headlines are highly damaging."

The Palo Alto automaker said Tuesday it posted a loss of \$38.5 million, or 32 cents per share, in the third quarter. That compares to a loss of \$110.8 million, or \$1.05 per share, in the same period a year earlier. Now that it is delivering cars, revenue grew to \$431 million from just \$50.1 million a year earlier.

A123 Lithium Ion Bankruptcy:

By Nathan Bomey, Todd Spangler and Zlati Meyer

Detroit Free Press Staff Writers

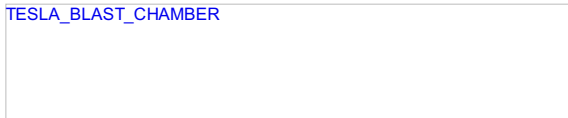
Battery maker A123 Systems' Chapter 11 bankruptcy filing Tuesday triggered a fresh round of political criticism of the Obama administration's alternative-energy investments.

The Waltham, Mass.-based company, which has 626 employees and 348 contract workers in three southeast Michigan locations, said auto supplier Johnson Controls had tentatively agreed to pay \$125 million to purchase its automotive-related assets, including the operations in Livonia, Romulus and Ann Arbor.

Republicans immediately compared A123's bankruptcy with the California solar panel manufacturer Solyndra, which filed for bankruptcy and liquidated last year, wiping out a \$500-million loan guarantee from the U.S.

"A123's bankruptcy is yet another failure for the president's disastrous strategy of gambling away billions of taxpayer dollars on a strategy of government-led growth that simply does not work," said Andrea Saul, a spokeswoman for Republican presidential candidate Mitt Romney.

[TESLA_BLAST_CHAMBER](#)



Battered by recalls, high costs and sluggish consumer adoption of electric vehicles, **A123 lost \$1 billion since its founding in 2001**, despite substantial government support.

The U.S. Department of Energy awarded a \$249-million grant to A123 in August 2009 with promises of 5,900 jobs, mostly in Michigan. The Michigan Economic Development Corp. also awarded A123 more than \$125 million in a variety of tax credits, grants and incentives in 2008 and 2009. The U.S. grant and Michigan incentives drew bipartisan support when they originally were approved.

"This is what's possible in a clean-energy economy — these folks right here, doing extraordinary work," President Barack Obama said at the White House Rose Garden after meeting A123 employees on April 30, 2010. "This is what happens when we place our bets on American workers and American businesses."

A123 has received \$132 million of its federal grant so far. The Energy Department said Johnson Controls could be eligible for the rest of the funding, but that has yet to be determined. The federal government's investment does not have to be repaid, according to Securities and Exchange Commission filings.

But Americans have not embraced electric vehicles that require regular recharging. In many instances, they are priced significantly higher than their gasoline-fueled counterparts. Even federal and state tax credits have not erased that price premium.

Then the lack of easy-to-find recharging stations has left many motorists worried about being left on a remote dark road without adequate power.

"It was an expansion of manufacturing plants in anticipation of customers who never arrived," Litchfield Hills Research analyst Theodore O'Neill said.

A Johnson Controls spokeswoman declined to comment on whether the company would keep A123's employees. Its acquisition of A123 must be approved by a U.S. Bankruptcy Court judge in Delaware. A123's battery plants remain in production for now.

[Teslabumper](#)

Johnson Controls has a lithium-ion battery plant in Holland, Mich.

A123, which lost \$269 million in the first eight months of the year, according to bankruptcy documents, turned down an interview request.

Democrats responded that during his 2002-06 term as governor of Massachusetts, Romney also provided support to emerging technology firms and some of the investments did not pay off. Meanwhile, the Department of Energy pointed out that A123's investment had bipartisan support from Michigan lawmakers, including incumbent Democratic Sen. Debbie Stabenow and her Republican challenger, Pete Hoekstra.

"Johnson Controls' investment in A123 will help ensure that the U.S. remains competitive in this growing global sector," said former Democratic Michigan Gov. Jennifer Granholm, who promoted battery tax incentives as a way to boost the Michigan economy.

A123's bankruptcy filing comes two months after Chinese auto parts maker Wanxiang Group agreed to invest up to \$450 million to acquire up to 80% of A123. But that deal fell apart as A123 was set to burn through \$400 million in cash over the next 12 months, O'Neill said.

Instead, Johnson Controls is cherry-picking the best assets out of A123, O'Neill said.

Johnson Controls also was awarded a \$299-million Energy Department grant for its lithium-ion battery plant in Holland. The company's spokeswoman declined to comment on whether that plant would be affected by the A123 deal.

Barclays analysts said in a research note that the deal would make Johnson Controls "the dominant surviving" U.S.-based lithium battery maker.

A123 shares, which closed Monday at 24 cents, fell 75% to 6 cents on Tuesday.

Many sophisticated A123 investors have lost millions, including global conglomerate General Electric, which had invested about \$70 million by 2009.

Dan Leistikow, an Energy Department spokesman, said in a blog post that the government's investment had produced meaningful battery innovation that would live on.

In its bankruptcy petition, A123 listed total assets of \$459.8 million and liabilities of \$376 million.

The company's biggest customer is California start-up Fisker Automotive, which plans to keep the contract with Johnson Controls through at least the first quarter of 2013, spokesman Roger Ormisher said.

General Motors, which picked A123 as the battery supplier for the Chevrolet Spark electric vehicle, said it would accept Johnson Controls as its new battery provider.

In, and during, the following Tesla Proposal, Tesla told Singapore, and a number of other countries, that the battery system was totally safe, even though they had filed patent documents and regulatory documents, now revealed in other articles, which stated otherwise:

Tesla Plan for International Expansion

By Teresa Bergmann, Vu Nguyen, Astrid Santiago, Sean Yang

[READ MORE>>>](#)

Character + Competence = Trust

(With a tip of the hat to John McDonough at Boston Globe)

It was supposed to be the **greatest initiative** of an administration.

It was said to be an effort designed to be a **history book legacy deliverable** that the world would never forget.

It was an effort, the public is told, that **the greatest minds** had put the most **extensive due-diligence**, ever devised, into.

It was an effort that had **the most money** ever dedicated to any similar initiative resourced to it.

It turned out to be **one of the most stunning technical and due diligence failures** in human history to-date.

OK... **now guess?**:

Am I talking about **DOE** or **ACA**?

Do you see a pattern here?

D..- DenverPost

(Picture above- How did so much our your tax money go from here to Silicon Valley VC's?)

Lithium ion Kills more than workers, it kills companies!

From THE VERGE, By Sean Hollister

"If you build it, they won't necessarily come.

In 2009, the Obama administration invested **\$1.2 billion** into US-based factories creating batteries for electric vehicles. **The result was a disaster. One by one, every company that received federal funding went belly-up or admitted the money hadn't had a real impact.** For instance, LG-owned Compact Power quietly revealed that it hadn't produced a single battery in over two years of operation, while A123 Systems' higher-profile bankruptcy was viewed as **the second coming of failed solar panel-maker Solyndra**. Even with hundreds of millions of dollars of federal funding, key electric vehicle contracts went to Japanese and Korean factories instead of their American equivalents."

DEMAND THAT STEVEN CHU AND HIS HANDLERS DISCLOSE THEIR LITHIUM ION INVESTMENTS

D. P. – LAT

MORE ON CRIMES [HERE>>>](#)

EVEN MORE ON CRIMES [HERE>>>](#)

<http://video.foxbusiness.com/v/2849254531001/teslas-troubles-on-the-rise/>

Tesla Motors' Reeled-In Outlook May or May Not Be a Supply ...

James E. Brumley: Discovering Small Cap Stocks: Tesla Motors' Reeled-In Outlook May or May Not Be a Supply Problem: GM, NSANY, TM, TSLA Poked and Prodded. smallcapnetwork.com/Tesla-Motors-Reeled-In-Outlook-May-or-M...

Did Elon Musk Mislead Fox About Problems At Tesla?

Skip to comments. Did Elon Musk Mislead Fox About Problems At Tesla? Silicon Beat ^ | September 27, 2012 | Chris O'Brian Posted on 09/29/2012 12:15:31 AM PDT by Cincinatus' Wife

freerepublic.com/focus/f-news/2937867/posts

Tesla reveals serious financial problems – TheEEStory

Tesla plans to issue 5,000,000 shares in an attempt to raise \$147 million. But, they have some credibility problems that may spook investors. The 5,000 model S... theestory.ning.com/xn/detail/6495062:Comment:38947?xg_sour...

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- [The Deloitte/Tesla Connection:](#)
- [App Authentication Flaw Creates Tesla Motors Hack Concern. Your Tesla can spy on you and drive you off the road on command.](#)
- [No attempt by new Secretary Moniz to correct the evils of the past](#)
- [CONNECTING THE DOTS AND "INCENTIVES": FOLLOW THE MONEY](#)
- [DOE staff offer to respond to you, in writing, regarding each item on this news site](#)
- [For Sale: Deadbeat Fisker electric-car loan; Taxpayer Loss to date \\$139M+](#)

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- [Russian Mobsters?](#)2012/07/29
- [How did the **investors bribe Congress** and Federal Agencies](#)2012/07/29
- [Original Tesla Founders](#) blog about the conspiracy that stole their company in order to turn it into a tax dollar scam2012/07/29
- [Silicon Valley **Expose on Elon Musk**](#)2012/07/29
- [How to **FACT CHECK** and **VALIDATE EVERY** data point on this site yourself](#)2012/07/27
- [One of the worst investments](#) in the tech market2012/07/27
- [One of many ads to help **hire foreigners with YOUR tax money**](#) :2012/07/18
- [What are the things the media has said that **this company screwed up**?](#)
- [Pre-Jan. 5, 2012 Articles + \(archive\)](#)

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[TESLA SAFETY REPORT Vers. 1.05M- Public Wiki Produced for NHTSA and other governmental agencies](#)

06 Friday Dec 2013

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TESLA SAFETY REPORT Vers. 1.05M- Public Wiki Produced for NHTSA other governmental agencies and public transparency

Draft- 1.05M (Document under construction – not final)- First Final Draft Due to NHTSA Due: **1/14/14**. (Note: The head of the NHTSA has now quit over this, let's keep all eyes on this make sure nothing is rigged) For Public Comment and Review

Please refer all agencies to this document link at:

<http://somo1.com/2013/12/06/tesla-safety-report-vers-1-05-public-wiki-produced-for-nhtsa-and-other-governmental-agencies/>

OR

<http://wp.me/p4e1uX-AK>

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(Supplemental material now numbers over 10,000 pages and will be submitted directly to regulators in order to avoid congesting this site)

1. Overview

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. Known, Unresolved, Safety 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

Additional...

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](#)

Davis College Engineering Department
Denver College Engineering Department
General Motors
Ford Motor Company
Automobile Dealers Association
and other public interest safety groups

4. How many fire incidents have there been.

Factory Fire 1?
Factory Fire 2?
Boston Fire?
Half Moon Bay Fire?
Tenn. Fire?

Seattle Fire?
Mexico Fire?
Factory Prototype Fires?
other post crash and testing fires...

5. 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/clin_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?

Sociological reports, such as the report below, confirm that Tesla drivers are more likely to drive drunk, use drugs and respect less laws:

[tesla-info-graphic_2400w](#)



graphic pointing out this fact:

Various crash reports find that a large number of Tesla drivers drive drunk. Here is a typical mocking web

DRUNK

Tesla related investors engage in this sort of extreme behavior and use their resources to promote the car as a tool to skirt social bounds with speed and sex. Skirting social bounds often lies close to skirting laws and common sense. Here are reports on activities and personalities of these people who promote the vehicle:

<http://vcrocket.weebly.com>

A Tesla Driver is now charged with the homicide of two people in a crash with their Tesla.

The evidence shows that Tesla drivers and the Tesla Culture promotes extra-carelessness, extra arrogance, extra drinking, extra distraction due to sexual theatrics and an overall requirement to create higher-than-normal safety parameters for these drivers, particularly in light of the highly explosive bed of material they are driving around amongst other consumers and structures. Tesla drivers appear to be more likely to crash, or create lithium ion thermal event circumstances, because of the cultural dynamic which Tesla attracts.

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>

The lurking threat in your car and home "over a million failures of this chemistry and these batteries globally.."

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."

TESPLUGS



TESLA EXPLODE IN FLAMES:



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.

[Another Tesla Caught On Fire While Sitting In A Toronto ...](#)

Earlier this month, a Tesla Model S sitting in a Toronto garage ignited and caught on fire. The car was about four months old and was not plugged in to an electric socket, says a source.

rr.com/articles/2014/02/13/a/another-tesla-cau...

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. Though others rushed to point out that the battery is located in the back of the car.

"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".

Picture

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/Kamas-Ignite-After-Hurricane-Floods-Newark-Port-7711437/>

There are vast sets of other links proving the point.

Picture

TESLA BATTERIES EXPLODE INTO FLAMES ON PUBLIC ROAD

Picture

TESLA BATTERIES EXPLODE INTO FLAMES ON PUBLIC ROAD

Picture

TESLA BATTERIES EXPLODE INTO FLAMES ON PUBLIC ROAD

Look at this: We were just sent a link that our website showed up in this movie:

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

Picture

Picture

HERE IS THE BATTERY YOU COULD HAVE BEEN SITTING ON TOP OF IN A TESLA

Picture

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 Tesla'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://westhawaii.com/sections/news/nation-world-news/787-battery-blew-E2%80%9906-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 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 on 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."

[postoffice](#)

"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.

he 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

Tesla-Information-Request-3

Tesla-Information-Request-4

Tesla-Information-Request-9

ADDITIONAL DATA:

Additional Mechanical Failures of the Tesla. Some could lead to lock-in during fire:

VAMP3A

TESLA_DEFECTS_MULTIPLY

VAMP2

VAMP3

Mocking web image, below, highlights acknowledgement of high volume of Tesla drivers drinking and driving:

DRUNK

Image, below, shows that the battery compartment of Tesla has more impact points to cause ignition than any other electric car:

IMPACT

The Chevy Volt did a recall because of the lithium ion dangers and added extra steel, (image below) around the lithium ion chamber but they had already acknowledged this danger by burying the lithium ion deep within the body of the car without exposing it to the outside edges like Tesla does:

The following article (image below) indicates that Tesla was in violation of federal law when it applied for DOE funds, which required that a company was not about to go bankrupt. Musk, herein states that he WAS about to go bankrupt when he applied. Additionally, he states that he front-loading his friends contracts to grab all the federal cash at a bankruptcy. This seems to indicate that safety due diligence data was being manipulated, along with federal law, on behalf of Tesla investors. Tjjs calls into question, all data has submitted, or will submit, relative to honesty.

ELECTRO3

ELECTROCHEM2

teslador

SOCIO5

EXPLODING_LITHIUM_ION_CARS_

LITHIUM_ION_DANGERS

BOEING_LITHIUM_ION_EXPLOSION

LITHIUM_ION_BURNS_HOME_DOWN

TESLA_BLAST_CHAMBER

LITHIUM_ION_EXPLODE2

AIRBUS_DROPS_LITHIUM_ION

TESLA_BURNS

LITHIUM_ion_FIRE_ELECTRIC_C

LITHIUMION



TESLA_LIES

tesla-info-graphic_2400w

tesla_Fire_45

TESfire8

TESLAFIRE5

blew

TESLA_Fire

TESLAR3

teslar2

13c6f-boeing787

TESLAR

fires

USA2

Exclusive: Tesla Model S charging system may have started garage fire – California fire dept

BY BERNIE WOODALL AND NORIHIKO SHIROUZU
Wed Dec 18, 2013

(Reuters) – A fire department in Southern California said a garage fire may have been caused by an overheated charging system in a Tesla Model S sedan, in the latest link between the top selling electric car and the potential for fire.

While Tesla Motors Inc maintains that the fire was not related to the car or its charging system, the Orange County Fire Authority said the Tesla-supplied charging system or the connection at the electricity panel on the wall of the garage of a single-family home could have caused the fire.

"The fire occurred as a result of an electrical failure in the charging system for an electric vehicle," said a report by the fire authority, a copy of which was obtained by Reuters. The report also emphasizes that the cause of the fire is unclear.

"The most probable cause of this fire is a high resistance connection at the wall socket or the Universal Mobile Connector from the Tesla charging system" which was plugged into a 240-volt wall socket, the report said.

The fire occurred on November 15 in Irvine, California. The possible link between the fire and the Tesla Model S was not reported previously.

The garage fire is not related to three road fires in Model S sedans that occurred in October and November and which caused Tesla's stock to fall sharply last month. The road fires occurred in Washington state, Tennessee and Mexico.

In the U.S. incidents, Model S sedans caught fire after running over road debris. In Mexico, a Model S caught fire after striking a concrete wall. U.S. regulators are investigating the cause of the U.S. road fires, which caused the high-flying stock of the "green" car maker to fall from a high of \$194.50 in late September to under \$120 in late November. On Wednesday, Tesla shares fell 2.9 percent to close at \$147.98 on the Nasdaq. The November residential fire on the campus of the University of California-Irvine caused \$25,000 of damage to the garage and its contents, but the Model S sustained only smoke damage, and no one in the house was injured, according to the Orange County Fire Authority's report.

A Tesla representative disagreed on Wednesday with some of the report's findings. "We looked into the incident," said Tesla spokeswoman Liz Jarvis-Shean. "We can say it absolutely was not the car, the battery or the charging electronics."

She added: "The cable was fine on the vehicle side. All the damage was on the wall side. "A review of the car's logs showed that the battery had been charging normally, and there were no fluctuations in temperature or malfunctions within the battery or the charge electronics," said Jarvis-Shean.

The owner of the Model S, who lives at the Irvine residence, had parked the car in the garage the evening of November 14, plugged the cord from the vehicle into the 240-volt wall socket, and set a timer to begin the flow of electricity to the car's on-board batteries at midnight. She noticed a fire just before 3 a.m. and called for help. Fire crews put out the blaze quickly.

Some cardboard boxes stacked near the point of connection between the Tesla Model S charging system and the connection to the 240-volt outlet helped the fire spread, the report said. (Reporting by Bernie Woodall in Detroit and Norihiko Shirouzu in Beijing; editing by Matthew Lewis)

VIDEO EVIDENCE:

TESLA STRIKING ROAD DEBRIS NEAR FREMONT, CALIFORNIA:

LITHIUM ION BATTERY PACK SPONTANEOUS EXPLOSION

NETWORK TV NEWS REPORTS:

LITHIUM ION DANGER:

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:

TESLA ISSUE

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

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.

- Questioning the validity of the German "Safety Report"

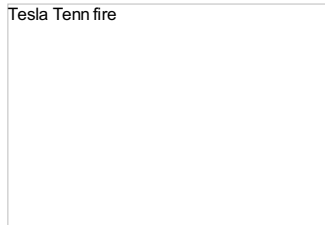
Re-Quoted from:

<http://www.freerepublic.com/focus-f-bloggers/3098653/posts>

Hard to Take the German Absolution of Tesla Fires Seriously
NLPC [^] | December 5, 2013 | Paul Chesser

Posted on Thursday, December 05, 2013 10:31:19 PM by [jazusamo](#)

Tesla Tenn fire



Following incidents in [Washington state](#), Mexico and [Tennessee](#), the [National Highway Traffic Safety Administration](#) announced it would probe fires that occurred recently over a six week period in [Tesla Motors'](#) electric Model S.

And this week, as revealed in a [Detroit News story](#), the NHTSA looks like they're serious – at least more serious than Germany's transportation safety authority.

Why bring up Germany? Because as the regulatory heat bears down in the U.S. on Tesla and high-profile CEO [Elon Musk](#), they have trotted out the Eastern Europe nation to demonstrate that they've been absolved of any culpability in the fires. The media that has mostly fawned over the electric automaker helpfully amplified the development, which certainly Musk welcomed. He even got a slight recovery in the company stock price as a result.

On Monday Tesla posted a [press release](#) that claimed the company received an inquiry from the German Federal Motor Transport Authority about the three fires. While the NHTSA seems intent on conducting a thorough investigation (I'll get to those details momentarily), the Germans have already wrapped up their inquiry! The result: After Tesla provided "data and additional information" and the Germans "reviewed Tesla's responses to their inquiries," they determined that "no manufacturer-related defects could be found. Therefore, no further measures under the German Product Safety Act are deemed necessary."

Tesla posted a [copy of the letter](#) from the German Transport Authority – which is addressed to what appears to be the company's [local legal counsel](#) – with the translation into English in the press release. Four things beg for explanation:

- The letter is dated Nov. 27, which is only about three weeks after the most recent fire. Such a rapid conclusion to an inquiry would seem to be a new record for governmental efficiency looking into complicated, sensitive matters such as this.
- The letter references a phone call earlier in the day with the attorney. What was *that* discussion about, that the Transport Authority immediately issued its exculpatory letter the same day?
- Tesla blacked out the identity and contact information of the Transport Authority representative who wrote the letter. Why?
- It's apparent the German authority depended only on limited information supplied to it by Tesla ("According to the documents, no manufacturer-related defects could be found"). So it's hard to give their "investigation" much credibility.

Compare that to what the US NHTSA is asking for. As the [Detroit News reported Tuesday](#), the safety agency has requested that Tesla turn over detailed records of all consumer complaints, field reports, warranty claims and property damage claims related to the fires.

"Describe in detail all possible consequences to the vehicle from an impact to the subject component that damages the battery," wrote NHTSA vehicle integrity chief D. Scott Yon. "Describe in detail how these possible consequences were addressed in the design of the (Model S) and the limits of that design to prevent damage to the propulsion battery, stalling and fires."

The newspaper reported that Yon also asked for the results of all Tesla's tests, studies, and investigations to review the battery fires and the alleged defect, and information about whether Tesla made any changes to the Model S to address the possible defect of roadway debris sparking fires in the battery packs. He also wants detailed records of vehicles at the time of the incidents, owner contact information, and all communication to owners or regional officers that the company plans to issue in the next four months.

The letter was dated November 27, and Tesla has until January 14 to respond. That's about 50 days just to gather the information – more than twice as long as it took the Germans to collect, analyze and conclude their "inquiry" that "cleared" Tesla.

Tesla has carefully controlled information that's been released about the fires, including statements from the Model S owners. For the most part media reports have derived from these. It makes you wonder if there is some sort of non-disclosure agreement between the company and its vehicle owners.

For example, in early October – shortly after the first fire in Kent, Wash. – Musk posted an essay on Tesla's blog that explained how the Model S "struck a large metal object" that caused damage.

"A curved section that fell off a semi-trailer was recovered from the roadway near where the accident occurred and, according to the road crew that was on the scene, appears to be the culprit," Musk explained. "The geometry of the object caused a powerful lever action as it went under the car, punching upward and impaling the Model S with a peak force on the order of 25 tons. Only a force of this magnitude would be strong enough to punch a 3-inch diameter hole through the quarter inch armor plate protecting the base of the vehicle."

Maybe so, but for all the physical explanations Musk has tried to present, no photos of the large metal object have been produced. Nor are there any pictures – that are reasonably findable on the Web, at least – of the tow hitch that was accused of causing the Model S fire in Tennessee. In such a hotly scrutinized case you'd think Musk would be parading the evidence if it existed, but he hasn't.

In the same blog post Musk went to great lengths to argue a conventional gasoline powered car, in the same circumstances, could have experienced a far worse fate.

"A typical gasoline car only has a thin metal sheet protecting the underbody, leaving it vulnerable to destruction of the fuel supply lines or fuel tank, which causes a pool of gasoline to form and often burn the entire car to the ground," he wrote.

But the crash data [doesn't support that](#). As Justin Hyde of Yahoo!'s automotive Web site Motoramic [wrote](#) in early November, "Even though it has fewer electric cars on the road than its competitors (such as the [Chevy Volt](#) or [Nissan Leaf](#)), none have reported similar fires after crashes. And while liquid-fueled vehicles suffer about 170,000 such fires every year, federal data show they take place in only 0.1 percent of all crashes."

Tesla's control freakishness is also reflected in how the Model S owners who were fire victims. Has any independent journalist interviewed them? Below Musk's blog post was a portion of an email exchange between Tesla's vice president for sales and service and Rob Carlson, the Washington driver. The VP's missive came off as a carefully crafted (lawyered?) explanation of how the fire occurred and that the Model S's safety protections "operated correctly." In reply, Carlson supported Tesla's response to the incident and said, "I am still a big fan of your car and look forward to getting back into one." Then he revealed that he is an investor in Tesla – so certainly a critical response on his part would not have helped the value of the shares he owns!

While not exactly tanking, Musk likely felt some anxiety (and investor pressure) when the company's stock dropped from almost \$200 earlier this year to about \$120 the last couple of weeks, after the fires. Publicly Musk has said Tesla's share price was overpriced anyway (he's right), but at the same time, what executive wants to see a rapid drop like he's seen? Not a moment too soon, this week he discovered a way to turn the German "inquiry" of the Model S fires into a Wall Street bump – the stock is up to almost \$139 this morning.

As for the American investigation, time – and a serious examination – will tell whether Tesla needs to revisit its Model S design or not. Before the fires NHTSA still gave it a top safety rating, which seemed more like it was [joining the irrational exuberance party](#) rather than an accurate evaluation. The signs point to the agency taking this a lot more seriously than the Germans did, but then again, this is the [Obama administration](#) we're talking about, which has relentlessly protected and subsidized the electric vehicle industry.

Paul Chesser is an associate fellow for the National Legal and Policy Center and publishes [CarolinaPlottHound.com](#), an aggregator of North Carolina news.

fellowship

[Samsung exploding Lithium ion Galaxy COVER-UP Expose proves Danger of Lithium ion! Lithium ion and Cover-Ups seem to go hand-in-hand. Samsung tries to silence user whose S4 caught fire, it doesn't go over well](#)

[Brad Sams](#)

08 December 2013

Oh Samsung, you tried to have a YouTube video pulled after it showed a [Galaxy S4](#) that caught fire while charging but this is about to blow up in your PR and legal teams face after you sent a 'hush' document to the user.

Here's the deal, YouTube user [GhostlyRich](#) posted a video on YouTube in early December that showed that his Samsung Galaxy S4 caught fire while charging. While the battery did not explode (thankfully) you can clearly see the charging port is burnt. To no surprise, a burnt charging point rendered the device useless and seeing that the Phone is still under warranty, you would think Samsung would simply exchange the device and make good with the consumer to fix the issue.

Wrong. What Samsung has done, foolishly, is sent the user a document saying that they will exchange his defective device only after he pulls his initial video from YouTube. If Samsung was unaware of how the Internet works, it's about to find out that trying to quiet the user will result in a black eye for the company.

Yes, we can understand why a company would want keep this type of incident quiet but anyone who has a basic understanding of the Internet will tell you that once it's posted to the web, there is no way to delete it. Sure, removing the video might keep it a bit quieter, but that would likely only raise more suspicion in the long run with the followers of that YouTube channel.

Samsung has goofed up big time as the original YouTube video, at the time of this posting, had 45,000 views and the video showing the Samsung demand letter, well, it has over 277,000 views.

The video discussing the letter and the incident is posted above and is worth a watch. It goes to show what Samsung will do anything to keep its S4 issues off the radar but in this case, it has completely backfired. Not to mention that having to sign a contract to execute a warranty is borderline unethical for the circumstances of this incident.

Additionally, the lithium ion in Apple iPad Tablets are exploding:

[iPad Air explodes, erupting with smoke and flames in retail ...](#)

The appeal of Apple's sleek and slender new **iPad Air** is significantly diminished when it **explodes** and pours out flames along with so much smoke that the fire department has to be called in to extinguish the blaze.

[news.yahoo.com/ipad-air-explodes-erupting-smoke-flames...](#)

[iPad Air EXPLODES leading to mobile phone shop evacuation ...](#)

Shop is evacuated and fire brigade are called after brand new **iPad Air EXPLODES** and fills mobile phone store with smoke . Sparks and smoke flew from device released on November 1

dailymail.co.uk/news/article-2492189/iPad-Air-EXPLODES-...

[iPad Air EXPLODES INTO FIREBALL as terrified fanbois flee...](#)

iPad Air EXPLODES INTO FIREBALL as terrified fanbois flee Apple Store Charred fondleslab removed by Apple minion for testing

theregister.co.uk/2013/11/08/ipad_air_explodes_into_fireb...

[iPad Air explodes at retail store in Australia](#)

An Apple **iPad Air** reportedly exploded at a Vodafone retail store in Canberra, Australia, prompting the need to call the fire department to put out the flames and smoke.

vr-zone.com/articles/ipad-air-explodes-retail-store...

[iPad Air explodes in Vodafone store | CellularChief](#)

A Vodafone store in Canberra, Australia was evacuated and firefighters were called in after the explosion of an Apple **iPad Air** inside the store resulted in the release of smoke that filled the retail establishment.

cellularchief.wordpress.com/2013/11/08/ipad-air-explodes-in-vondafo...

[iPad air explodes in Australia, fire department had to be ...](#)

iPad air explodes in Australia, fire department had to be called in to contain the smoke Posted by Stefan Constantinescu on Nov 08, 2013 | No Comments »

iphonehacks.com/2013/11/ipad-air-explodes-australia-fir...

**What kind of battery did they put in the Apple ipad AIR?
LITHIUM!!!!!!!**

Hard to Take the German Absolution of Tesla Fires Seriously

- by [Paul Chesser](#)
- December 7, 2013

[Tesla_roadster_coil](#)



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The newspaper reported that Yon also asked for the results of all Tesla's tests, studies, and investigations to review the battery fires and the alleged defect, and information about whether Tesla made any changes to the Model S to address the possible defect of roadway debris sparking fires in the battery packs. He also wants detailed records of vehicles at the time of the incidents, owner contact information, and all communication to owners or regional officers that the company plans to issue in the next four months.

The letter was dated November 27, and Tesla has until January 14 to respond. That's about 50 days just to gather the information – more than twice as long as it took the Germans to collect, analyze and conclude their "inquiry" that "cleared" Tesla.

Tesla has carefully controlled information that's been released about the fires, including statements from the Model S owners. For the most part media reports have derived from these. It makes you wonder if there is some sort of non-disclosure agreement between the company and its vehicle owners.

For example, in early October – shortly after the first fire in Kent, Wash. – Musk posted an essay on Tesla's blog that explained how the Model S "struck a large metal object" that caused damage.

"A curved section that fell off a semi-trailer was recovered from the roadway near where the accident occurred and, according to the road crew that was on the scene, appears to be the culprit," Musk explained. "The geometry of the object caused a powerful lever action as it went under the car, punching upward and impaling the Model S with a peak force on the order of 25 tons. Only a force of this magnitude would be strong enough to punch a 3-inch diameter hole through the quarter inch armor plate protecting the base of the vehicle."

Maybe so, but for all the physical explanations Musk has tried to present, no photos of the large metal object have been produced. Nor are there any pictures – that are reasonably findable on the Web, at least – of the tow hitch that was accused of causing the Model S fire in Tennessee. In such a hotly scrutinized case you'd think Musk would be parading the evidence if it existed, but he hasn't.

In the same blog post Musk went to great lengths to argue a conventional gasoline powered car, in the same circumstances, could have experienced a far worse fate.

"A typical gasoline car only has a thin metal sheet protecting the underbody, leaving it vulnerable to destruction of the fuel supply lines or fuel tank, which causes a pool of gasoline to form and often burn the entire car to the ground," he wrote.

But the crash data [doesn't support that](#). As Justin Hyde of Yahoo!'s automotive Web site Motoramic [wrote](#) in early November, "Even though it has fewer electric cars on the road than its competitors (such as the [Chevy Volt](#) or [Nissan Leaf](#)), none have reported similar fires after crashes. And while liquid-fueled vehicles suffer about 170,000 such fires every year, federal data show they take place in only 0.1 percent of all crashes."

Tesla's control freakishness is also reflected in how the Model S owners who were fire victims. Has any independent journalist interviewed them? Below Musk's blog post was a portion of an email exchange between Tesla's vice president for sales and service and Rob Carlson, the Washington driver. The VP's missive came off as a carefully crafted (lawyered?) explanation of how the fire occurred and that the Model S's safety protections "operated correctly." In reply, Carlson supported Tesla's response to the incident and said, "I am still a big fan of your car and look forward to getting back into one." Then he revealed that he is an investor in Tesla – so certainly a critical response on his part would not have helped the value of the shares he owns!

While not exactly tanking, Musk likely felt some anxiety (and investor pressure) when the company's stock dropped from almost \$200 earlier this year to about \$120 the last couple of weeks, after the fires. Publicly Musk has said Tesla's share price was overpriced anyway (he's right), but at the same time, what executive wants to see a rapid drop like he's seen? Not a moment too soon, this week he discovered a way to turn the German "inquiry" of the Model S fires into a Wall Street bump – the stock is up to almost \$139 this morning.

As for the American investigation, time – and a serious examination – will tell whether Tesla needs to revisit its Model S design or not. Before the fires NHTSA still gave it a top safety rating, which seemed more like it was [joining the irrational exuberance party](#) rather than an accurate evaluation. The signs point to the agency taking this a lot more seriously than the Germans did, but then again, this is the [Obama administration](#) we're talking about, which has relentlessly protected and subsidized the electric vehicle industry.

[Originally posted on the [National Legal and Policy Center](#)]

Tesla Safety Challenged! The Facts:

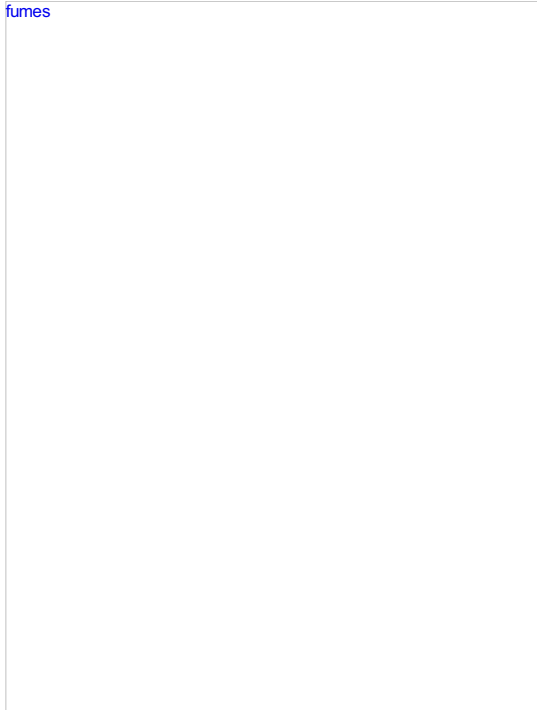
Deadly Smoke and Fumes. If the crash and fire don't kill you now, the toxins in the deadly smoke fumes kill you later.

[smokey](#)



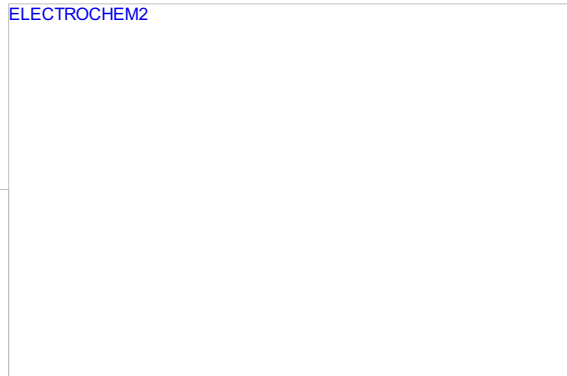
(See all that smoke in the TESLA fire, above? That smoke is filled with deadly toxins from burning [lithium ion](#) combined with plastics. Why does Tesla say nothing about this in its buyer documents? See all the cars stuck in traffic in the smoke plume? Do those innocent drivers, and their families, that have to sit there, behind the fire and in the smoke, appreciate having to breath in deadly vapors? See the fireman with the Full-Hazmat breathing apparatus on? He knows it sucks.)

fumes



Per the IJES via the State School of Chemical Engineering and Technology of China:

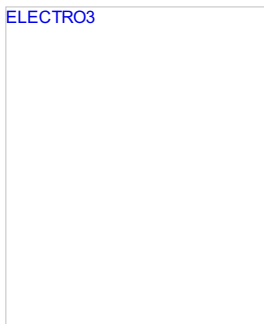
ELECTROCHEM2



ELECTRO



ELECTRO3



(Image above: New tests can see the cancer causing chemicals that got in your body from a Tesla fire from just two strands of your hair or one drop of blood or one swab of saliva. **You can't hide product toxic poisoning anymore.**)

There are a **vast number** of MSDS disclosure forms and technical product documents from the feds, the battery companies, the FAA, the TSA, the SME, The IEEE and tons of others say that "Lithium ion batteries will explode and they will give off toxic gas".

Why were the Tesla's not equipped with carbon dioxide fire extinguishers as required? Why was a simple sheet of soft metal placed between the explosives and a **"thousands-of-pound-per-sq.-ft. impact surface"** (the road)? Was the car actually engineered or did Musk just doodle it out on the back of a napkin? You can hit the edge or front of the car and it will go off. The reason "Elon Musk stands **behind** Tesla" is because they usually **blow up starting from the front.**

Andrew- DC Group

TESLA COVER UP

Lithium Ion goes boom when it gets wet, poked, charged, used or pretty much gets unhappy for no apparent reason. All those car hulks, below, lined up next to each other are lithium ion electric piles of burned up \$100K, per pile, cars. Nice huh? They are going to great lengths to cover that fact up:

TCRASH

TESfir2

LITHIUM_ion_FIRE_ELECTRIC_C

tesfire22

smokey

(Notice the surgeon who owned it. Most of

these guys are Swingin' D Rich Guy Male Doctors)

TESLA_LIES

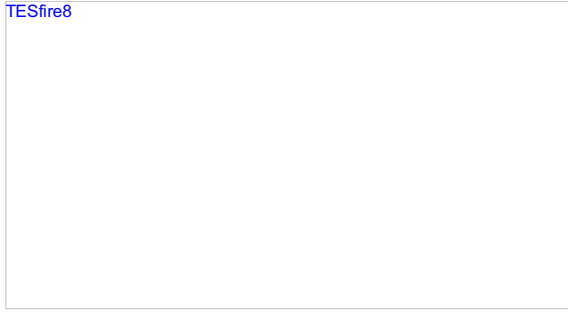
TESFIRE21

Those images above show many different lithium ion electric car fires. Why is this being covered up? By whom? So far, most Tesla's have been acquired by **Tesla Fan Boys and their own investors** to pump up the numbers. This has prevented a number of "thermal events" from getting reported.

WHAT!!!? You don't think that's enough burning Tesla's? Well here's some more, the next one is from Boston:

TESLAFIRE5

TESfire8



tesla_Fire_45



Not enough burning Tesla's?

Stand by...

TESLA_FIRE



RS-LAT

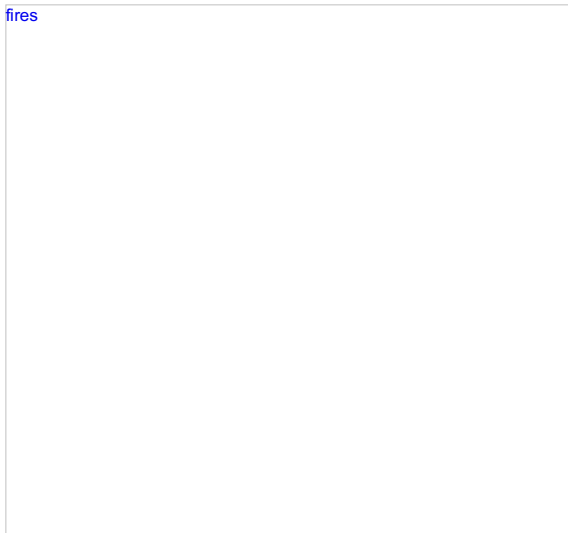


Tell The U.S. Government to order Tesla to remove all Lithium Ion chemicals from it's cars! Is someone telling the NTSB not to do their job? Who?

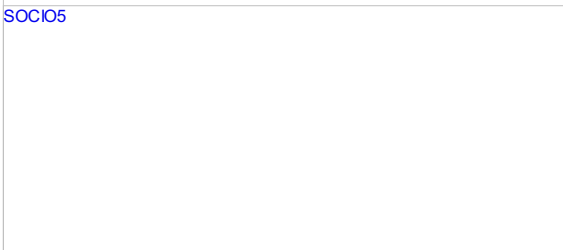
TESLA CAN LOCK DOORS ON ITS OWN- BURNING ALIVE = BAD THING!

You can read a number of postings online about the continual failure of the Tesla electronic door handles and door locks. How might fire increase these failure-to-unlock issues. Is it possible your own Tesla could lock you, and your family, INSIDE the car when it catches fire? How was this tested in the safety tests, or was it even tested?

fires



SOCIO5



[teslador](#)

The Tesla Defects seem to be multiplying.

Roberta- (A Mother)

Lithium ion = Bad Stuff

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:

Another Tesla Movie

So you think: "OK, I would never drive my Tesla over any metal or bumpy roads so I never need to worry about that", Well, that's what this Tesla driver thought:

Watch the left side of the screen along the meridian wall. You can recognize the Tesla by the round open mouth grill.

[Saghbe5](#)

No matter what kind of a persnickety, self-centered, rich douche-kinda guy you are: Your Tesla is eventually going to hit a pot-hole, bottom-out or hit some crap in the road and then: fire and toxic smoke!

SHOCKER EXCLUSIVE!!!! Tesla "battery supply" problem -NOT. Battery explosion problem- YES.

"The napalm-like lava that is burning lithium-ion, combined with burning Tesla plastic, can **eat through your entire face** in about 2.5 seconds and it is nearly **impossible to extinguish**. This is not good stuff. They tried it on pig-corpses, ugly results.

There are over 1000 different ways to store electricity. Lithium ion is the worst. The faster a car goes, the more likely it is to crash and to flip over in a crash. Tesla is the fastest car so **it will crash more** and flip over more. People that drive Tesla's are, generally, arrogant yuppie males with ego issues who want to go fast and show off. That makes crashes even more likely. While you are driving around on a carpet of deadly lithium ion, buried in the floorboards of the Tesla at your feet, and the car suddenly flips over, you are now trapped under a ceiling of burning lithium ion that firefighters can't extinguish and your face burns off. This is like flouridation of water controversy; this chemical was specified because a certain group is making money off of this chemical. **Over time, each battery has a higher and higher chance of "going off"** because the charging demands of a car combined with the degradation offset of a single lithium ion battery is high in normal circumstances. Tesla uses them in extreme circumstances. They were never built for cars. **You are not going to see less Tesla fires, you are going to see more.** Tesla has dense-packed 6800 lithium ion packs in a closed metal box under your seat. That is 6800 chances of having your face burned off and 6800 chances of getting rained on with burning lithium ion and plastic, gassed out and burned up by the Tesla. I don't like the odds. Look at some of these pictures on this site, it even melts the metal.

[teslar2](#)

The people that are telling you "*Lithium Ion is just a lovely thing, don't worry about all of those scare stories*" have a financial investment in batteries using this chemical. **Almost all of them have worked for, invested in or been hired by the people that make money off it.** The form factor Tesla uses is a common 18650 battery you can buy on Amazon and Ebay so **Tesla is not telling the truth about "having a battery supply problem" in their latest financial reports.** They are having a **battery blow-up problem.** Suppliers won't sell them any batteries because they know Tesla abuses the batteries in the way they deploy them in cars and they

don't want to get sued too, along with the lawsuits that are coming after Tesla. These batteries were never intended to be used in cars. All this has been known for decades. If the "biggest electric car funding effort in history" hired the "greatest technical review team ever created", how did this get by? Why didn't the reviewers mention this for Tesla's 'loan'? This is not new technical information!"

Dr. Lee- USGA

(FYI- I am available for TV interviews. Contact me through the SOMO funnel.)

[fellowship](#)

NHTSA has now called Musk a Liar TWICE, said he lied about probe and lied about NHTSA safety rating

The National Highway Traffic Safety Administration (NHTSA), which produced the safety rating, **isn't happy about Tesla's boasting.**

In its announcement, Tesla explained that the Model S earned five-star marks in every category; a rare feat. On top of that, its overall Vehicle Safety Score, provided to manufacturers, gave it a "new combined record of 5.4 stars."

In a statement on its website, the NHTSA issued a rebuke to Tesla:

"NHTSA does not rate vehicles beyond 5 stars and does not rank or order vehicles within the star rating categories. In addition, the agency has guidelines in place for manufacturers and advertising agencies to follow to ensure that accurate and consistent information is conveyed to the public."

<http://www.businessinsider.com/nhtsa-tesla-didnt-request-investigation-2013-11>

<http://www.businessinsider.com/government-mad-at-tesla-over-safety-claim-2013-8>

Reporters use a new technology called: **FACTS**, to recall that only just the other day Musk was screaming in the press that "no recall" and "no probe" was needed, yet today he says he has secretly been demanding that NHTSA do a probe. Hmmm? Interesting!

[EXPLODING LITHIUM ION CARS](#)

Bloomberg, Guardian and Reuters staff have now spoken with NHTSA staff, including the head: **David Strickland**, who have said, on record, that **Tesla did NOT request probe** and that it would be "unprecedented" for any car company to request a liability probe like that. **Another Musk lie to his investors.** Both the lie and the counter, published and on the record. NHTSA said it had already had concerns about Tesla prior to any calls from Tesla or Tesla's investors. Previous communications had been from Tesla backers and Senators (Who Tesla investors already had in their pockets) saying "don't do a probe"! Another P.T. Barnum "smoke-screen" move by Musk. Musk tried to take credit for creating Tesla even though Martin Eberhard created Tesla. Musk tried to take credit for creating the probe even though the feds had it already going. Musk tried to take credit for inventing electric cars even though GM and others did it decades earlier. Musk changed the NHTSA safety results and got caught lying about that too. Musk tried to take credit for creating the HyperLoop even though MIT created it 9 years earlier. What's up with this douche bag?

GHT- LAT

Tesla: Unsafe At Any Speed, Unethical at Inception.

If I read all of the posts and articles on this page I get:

*"Tesla seems to have been used to provide **kickbacks** to **lithium ion investors** in exchange for politics and those investors may, or may not, have known that **lithium ion blows up**, on its own, way more often than gasoline. When it does blow-up, along with the plastics and metals of the car, the **toxic smoke and vapors** can lead to a **slow death** of the occupants and bystanders. The Tesla batteries were **not made for cars** and when they are made, the workers who make them become very ill or **fatally ill**. There are plenty of electric cars available, today, from other companies. Tesla was not the first or the last and has led no wave of innovation that was not already in place decades earlier. **Tesla staff and bundlers bribed Washington DC officials** to get taxpayer money and fake stock market positioning for a billionaire. They deserve no applause. Almost all of the **"Tesla fanboy Hype"** is Tesla's own hired bloggers, and investors, run out of Fremont, creating fake buzz by operating as thousands of fake social media accounts."*

Does that about sum it up?

[blew](#)

EACH of those electric Fisker cars, in the photos above, **blew up as they sat there** when their lithium ion got wet in a storm. Lithium ion blows up just from getting wet (or overcharged or banged). The cars, in the photos above, were **not** all brought there, and put together, after they blew up. **They just blew up sitting in the parking lot waiting to get delivered to customers.** That is a picture of dozens and dozens of VERY expensive cars that were being used as a scam to sell this chemical called "lithium ion" that **campaign financiers had a near monopoly on**. It was a **kickback deal**. Due Diligence was done, but ordered to be ignored, in order to shove as much cash out the door, and in their pockets, before they got caught.

Here is another one, **below**, the owner just ran into the grocery store and **BOOM** the lithium ion batteries in his **\$100K+ lithium ion** electric super car just **blew up, taking the tree and the car next to it out:**

[Watch As Another Fisker Karma Spontaneously Combusts, The ...](#)

Aug 17, 2012 ... The Karma above caught fire in a **Woodside**, CA parking lot while attention away from the latest green energy project to blow **up** in the ...

<http://www.dailybail.com/home/watch-as-another-fisker-karma-spontaneously-combusts-the-100.html> – [View by kquick Proxy](#) – [Highlight](#)

[Second Fisker Karma Burns – Did EV1/Volt Engineer Predict Cause ...](#)

Aug 11, 2012 ... **Fisker Karma Fire, Woodside, CA** – Photo Courtesy of Aaron Wood A ... If only a few more of these cars explode, you can totally forget about ...

<http://www.thetruthaboutcars.com/2012/08/second-fisker-karma-burns-did-ev1-volt-engineer-predict-cause/> – [View by lqquick Proxy](#) – [Highlight](#)

[DailyTech – Round Two: Fisker Karma Goes Up in Flames in California](#)

Aug 13, 2012 ... Yet another **Fisker Karma** has gone **up** in smoke, making this the second ... A **Fisker Karma** driver from **Woodside**, California parked his hybrid at the is an intercooler coupler blowing off and making a sound like a gunshot.

<http://www.dailytech.com/Round+Two+Fisker+Karma+Goes+Up+in+Flames+in+California/article25389.htm> – [View by lqquick Proxy](#) – [Highlight](#)

DST-LAT

TESLA PATENTS, FILED WITH FEDS, SHOW MUSK KNEW CARS WERE UNSAFE!

TESLA knew their car was unsafe and says so in their own patent filings. This, alone, says Musk was lying. The extreme **military tank-type “ballistic shield”** measures called for in their patent, below, are shocking proof that they knew how awful lithium ion is the way they use it. In **another** Tesla patent, Tesla says, in THEIR words filed with the feds: **“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.”**

Plus this other Tesla patent which says you need to, essentially, be in a **military tank** to drive a Tesla safely. Patent calls for **“Ballistic Shielding”** to keep drivers & passengers alive !!!!!

http://www.patentlens.net/patentlens/patents.html?patnums=US_8286743#tab_1

TESLA_TANK



HJ- BOST

Per SME, lithium ion has blown up in products over 2000 times more often than any other energy storage.

Lead acid batteries, gasoline, hydrogen, nickel metal hydride, and all other product energy storage technologies **COMBINED** have **NOT** blown up as much as **lithium ion** has gone thermal in cars, airplanes, cell phones, computers, data centers, tablets, backup power systems and other systems. People have died in some of these incidents. Planes have crashed. Homes have been set on fire. People have been horribly burned. It is not OK to let lithium ion investors buy the news media and shut down the articles about these dangers.

Hj, WSJ

Please Send This open letter to the German Federal Motor Transport Authority, or Kraffahrt-Bundesamt (KBA):

KBALOGO



Regarding: Your recent Tesla “safety declaration”.

Dear German Federal Motor Transport Authority:

It is quite surprising to hear that your organization has declared the Tesla completely safe without engaging in full due diligence. It makes it appear like someone got bribed. We certainly hope that Deutsche Bank staff's substantial positions in Tesla held no bearing. We see that Deutsche Bank staff were just indicted for massive securities fraud and we hope that is just a coincidence.

Numerous organizations and experts have provided data showing that the car is not safe. The statistics, historical facts about lithium ion, and actual evidence point to the opposite conclusion. Many websites, including: <http://lithium-ion.weebly.com> and others provide rather contrary evidence. Tesla's own patent documents state that the car is not safe. The Chevy Volt was recalled for far less battery issues with lithium ion.

There are over 200 safety concerns that can be provided to you in a documented report. America has not even started their safety investigation and has requested a deep set of technical documents from Tesla. Did your agency request such documents?

The members of the public hereby request publication of the identities of the reviewers, the methods and analysis methods they employed, the read-out of their data and the conclusive, specific data that the research was based upon. Here is a link to a much more overt investigation you might want to review:

<http://somo1.com/2013/12/06/tesla-safety-report-vers-1-05-public-wiki-produced-for-nhtsa-and-other-governmental-agencies/>

Sincerely,

XXX

Please feel free to send your own version to **Kraftfahrt-Bundesamt (KBA)** at:
pressestelle@kba.de

and at this link: http://www.kba.de/cjn_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

ki- ggt

[TESfir3](#)

German Tesla "Safety Review" exposed as "Sham"! [MORE HERE>>>](#)

NHTSA Tesla Public Wiki Safety Report is [HERE>>>](#)

On Elusive Tesla battery facts . More [HERE>>>](#)

Is SolarCity's use of Tesla batteries unsafe for homes and for Solarcity? . More [HERE>>>](#)

Tesla challenged by auto safety research group to pass the safety tests listed [HERE>>>](#)

Did Tesla bankers at Deutsche Bank order German's to give Tesla a wave-through on safety review that never actually happened? [More HERE>>>](#)

Samsung exploding Lithium ion Galaxy COVER-UP Expose proves Danger of Lithium ion! Lithium ion and Cover-Ups seem to go hand-in-hand. [Samsung tries to silence user whose S4 caught fire, it doesn't go over well](#)

[Brad Sams](#)

08 December 2013

Oh Samsung, you tried to have a YouTube video pulled after it showed a [Galaxy S4](#) that caught fire while charging but this is about to blow up in your PR and legal teams face after you sent a 'hush' document to the user.

Here's the deal, YouTube user [GhostlyRich](#) posted a video on YouTube in early December that showed that his Samsung Galaxy S4 caught fire while charging. While the battery did not explode (thankfully) you can clearly see the charging port is burnt. To no surprise, a burnt charging point rendered the device useless and seeing that the Phone is still under warranty, you would think Samsung would simply exchange the device and make good with the consumer to fix the issue.

Wrong. What Samsung has done, foolishly, is sent the user a document saying that they will exchange his defective device only after he pulls his initial video from YouTube. If Samsung was unaware of how the Internet works, it's about to find out that trying to quiet the user will result in a black eye for the company.

Yes, we can understand why a company would want keep this type of incident quiet but anyone who has a basic understanding of the Internet will tell you that once it's posted to the web, there is no way to delete it. Sure, removing the video might keep it a bit quieter, but that would likely only raise more suspicion in the long run with the followers of that YouTube channel.

Samsung has goofed up big time as the original YouTube video, at the time of this posting, had 45,000 views and the video showing the Samsung demand letter, well, it has over 277,000 views.

The video discussing the letter and the incident is posted above and is worth a watch. It goes to show what Samsung will do anything to keep its S4 issues off the radar but in this case, it has completely backfired. Not to mention that having to sign a contract to execute a warranty is borderline unethical for the circumstances of this incident.

Germany Clears Tesla Of Fire Probe...????? Was it a real probe?

Tue Dec 3, 2013

(Business Insider) The German Federal Motor Transport Authority, Kraftfahrt-Bundesamt (KBA) has concluded an investigation into three recent Tesla Model S fires and found "no manufacturer-related defects," Tesla said today.

In a press release, Tesla said it provided the KBA with relevant data on the accidents, and received a letter saying "no further measures under the German Product Safety Act [Produktsicherheitsgesetz (ProdSG)] are deemed necessary."

In November, the National Highway Transportation Safety Administration (NHTSA) opened an investigation into the three fires. Tesla said it has "requested" the process, but NHTSA Administrator told a House panel that was untrue, according to The Detroit News.

That investigation is ongoing, but at least the Germans have been placated.

If you woke up this morning and read this, as I did, upon seeing TSLA up 6% before the open and my puts reversing lower on this "news", you could be forgiven if your first impression was, "when the hell did Germany open an investigation?"

You see, I remember being told about the investigation being conducted by the NHTSA, the US based auto safety agency. I remember they opened an investigation following three fires, two of which occurred in the US, and the remaining one in Mexico. Barely a few weeks ago...

But it's funny, as I don't recall there ever being an announcement of a German investigation. It must have got lost under the Blankenship resignation announcement.

In fact, swinging over to Tesla's Investor Press Releases – it's astounding – but it seems completely devoid of any bad news at all. Not even a mention of the US based investigation, much less a German one, or a peep about the VP of sales leaving the company.

Meanwhile, in the real world, real men and women are throwing their money into this company, shaking off oversold conditions on a hard bounce. And class action lawsuits are raining from the sky. I've mostly been thinking those lawsuits were warrantless before now, but if this is how Tesla handles communications, I'm not so sure.

This isn't a game, people.

Mr. Cain Thaler

Stock advice in actual English.

If GM had to do a recall for a potential thing, why didn't Tesla have to do one for an actual thing? (Hint: Bribes)

"GM to Call Back 8,000 Chevrolet Volt to Strengthen Battery Pack

Michael Graham Richard
Transportation / Cars @ Treehugger

The saga continues! After some **Chevy Volt battery fire issues** during testing and GM offering Volt owners to buy back their cars or loan them replacements, we learn that that GM has decided to not take any chances; it is supposedly about to announce a call back of 8,000 Volt electric cars.

The Associated Press only writes: "A person briefed on the matter says General Motors will ask Volt owners to bring their electric cars into dealers to strengthen the structure around the batteries." We should have more details later today, but if you own a Volt, expect to be contacted by your dealer and to have to bring them your car for some strengthening of the structure protecting the battery pack."
###

See image below. Even though Chevy Volt batteries are contained deep within the body and chassis of the car, GM **still** had to do a recall to cover the lithium ion batteries up **in even more steel**. Tesla **lithium ion** batteries are **fully exposed at the edges and bottom of the car**. It should not be possible for NHTSA to **NOT** require a recall **unless someone is paying someone off**. Is Musk "Convinced there will be no recall" because Rahm told him so?

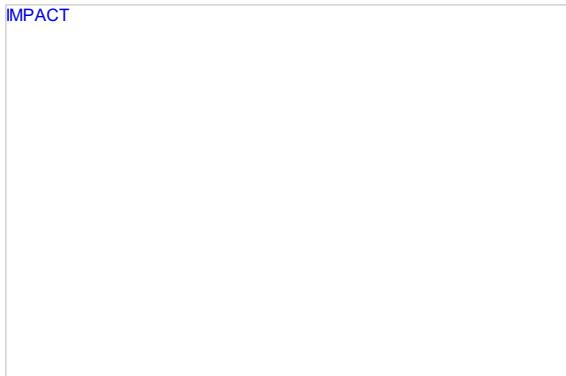
[Volt_Strucg_492x0_q85_crop-smart](#)



(C) GM

The **Tesla Battery pack has TONS more impact points** than a Chevy Volt, Nissan Leaf or other car. It has less shielding density per Lithium Ion Square inches than any car. The batteries are very close to the edge and exterior of the car without protection equal to the known, and calculated, destruction potential. That is why Tesla's blow up more often:

[IMPACT](#)



The Tesla battery box wall is a mere breath away from a deadly road surface moving with tremendous force and the lower edge of the car where an impact is most likely to occur. Thousands of pounds of shock force will instantly do things to those batteries that will be: **Awesome in a frightening and fire-explosion kinda way.**

KF & GG

Investigators would like to hear from you if you have information or tips:

Safety Investigations:

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

With a copy to:

public.affairs@dot.gov

<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

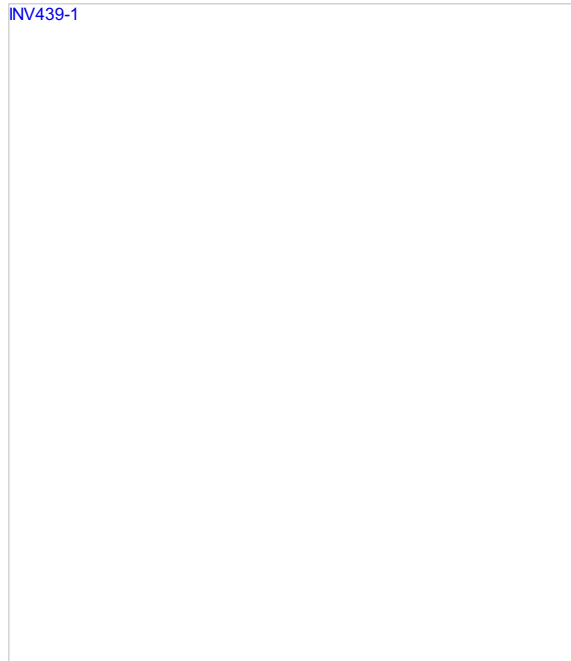
Please send them any helpful tips or just a kind note of encouragement!

Incriminating New Evidence!

Corporate testing videos have now been uncovered showing mice in a glass box exposed to a single burning Tesla [Lithium ion](#) cell and then exposed to a single burning Tesla Lithium 2 inch ion battery with a section of Tesla car body plastic and metal burning. After the **horrid results**, the mouse bodies were tested for toxins. Needless to say, none of the results were good. U.S. Government MSDS documents reveal the toxic vapor danger from these batteries was **fully documented** outside of DOE, yet never discussed by staff. Federal MSDS documents, from multiple federal agencies, **specifically state** that the Tesla lithium ion batteries are **deadly toxic when burning**.

DF- NYP

[INV439-1](#)



Tesla fires Can't be ignored no matter what the CEO says

<http://www.consumeraffairs.com/news/tesla-fires-cant-be-ignored-no-matter-what-teslas-ceo-claims-112013.html>

Tesla Batteries Act Like Solid "rocket fuel" when they ignite!

As of 11/6/2013 Tesla had said there were only 3 fires, yet social media shows there were many more fires. Those other fires have been documented in photos and videos and Elon Musk has said **he has tracking chips** on all of the cars so Tesla had to have known about all of the other fires. The reality of the documentation and the statements from Tesla seem to clearly show a cover-up. [Lithium ion](#) in a metal box **burns like solid rocket fuel** when it gets going in a fire. Musk would have known this since he started SPACE X: **A rocket company!** **(Which keeps having technical failures)**

RS-LAT

Additional Tesla Fire News Expose Links:

<http://www.nytimes.com/2013/02/10/automobiles/stalled-on-the-ev-highway.html?pagewanted=1>

<http://www.theburningplatform.com/2013/05/29/tesla-just-another-taxpayer-boondoggle/>

<http://www.zerohedge.com/news/2013-06-03/how-many-cars-must-tesla-sell-interactive-calculator-has-scary-answer>

<http://www.zerohedge.com/news/2013-05-29/greenback-revolution-why-tesla-just-distraction>

<http://www.zerohedge.com/news/2013-09-28/great-tesla-rotation-institutions-retail-bag-holders>

<http://www.nwaonline.com/news/2013/nov/25/tesla-fire-inquiry-focus-battery-20131125/?business-national>

<http://cornellsun.com/blog/2013/11/26/fires-problems-persist-for-tesla/>

Bad Engineering

It was an **idiotic move** to use thousands of [lithium ion](#) consumer flashlight-type batteries, **that were never made to be used in a car**, to create an entire bed of toxic explosive material and put it just a hair breadth away from a surface that can puncture, explode and inflame it. That surface, the road, is trying to puncture, bump, and destroy the undercarriage, of every car, every inch of every mile of every road across the country. Also, the batteries are so close to almost all of the outside edges of the car, that puncture damage in a crash is certain. They decided to **CHEAP OUT** with the flashlight batteries yet they charge buyers insane amounts of money for a car with a **growing list of technical failures**. What were these people thinking?

HD- SME engineer

Update: See Fluoride controversy (below) for explanation about why someone would do this:

SEEKING-ALPHA

Understanding Tesla's Life Threatening Battery Decisions

SEEKING ALPHA- John Peterson
Nov 22 2013

In the last couple of months, electric cars from Tesla Motors (TSLA) have had three collision-related battery fires that were widely covered by the media. Last week, the NHTSA decided to conduct a formal investigation of these incidents. While Tesla's CEO Elon Musk immediately went on the offensive arguing that Tesla's BEVs have a lower fire risk than gasoline powered cars, the question an increasing number of investors are asking is "Why has Tesla had three battery fires in a fleet of 17,000 BEVs while Nissan hasn't had any fires in its fleet of over 90,000 BEVs?" The answer is simple. Tesla's battery decisions significantly increased battery risks for both the customer and the company. [MORE...](#)

300px-Bloomberg_logo_svg

Musk Claim of Fewer Tesla Fires Questioned in MIT Report

Bloomberg

By Angela Greiling Keane & Jeff Green

Tesla Motors Inc. (TSLA) cars have **caught fire caused by collisions more often** than gasoline-powered vehicles, according to a Massachusetts Institute of Technology report **rebutting assertions by Elon Musk**, the electric-car maker's chief executive officer.

Because only 4 percent of vehicle fires are caused by collisions, **Tesla's Model S sedan, with a rechargeable lithium-ion battery, is statistically more likely to catch fire than are cars with gasoline tanks**, wrote Kevin Bullis, senior editor for energy for MIT Technology Review.

Update: <http://muckrack.com/link/tdT2/musk-claim-of-fewer-tesla-fires-questioned-in-mit-report>

Disco Inferno- Burn Baby Burn

ELON MUSK CANCELS HIS CROSS COUNTRY DRIVE IN A TESLA FOR FEAR OF HIS LIFE AND THE SAFETY OF HIS KIDS

Didn't Elon say he was just about to make a cross country drive in a Tesla?

[Elon Musk to Drive a Tesla Across the U.S. — But the ...](#)

Elon Musk is planning to **drive** from Los Angeles to New York using only a Model S and **Tesla** Superchargers. But he'll have to wait until the end of the year before the automaker's quick charging network is actually built out. According to **Musk**, the trip will take six days and cover 3,200 miles

wired.com/autopia/2013/09/musk-cross-country/

IRONIC TESLA BILLBOARD

TES_FIRES_MORE

NOW look at what is blowing up!!!. THIS JUST HAPPENED IN the middle of all this too!!!!: Massive numbers of OTHER Lithium Ion devices blowing up.

[iPad Air explodes, erupting with smoke and flames in retail ...](#)

The appeal of Apple's sleek and slender new **iPad Air** is significantly diminished when it **explodes** and pours out flames along with so much smoke that the fire department has to be called in to extinguish the blaze.

news.yahoo.com/ipad-air-explodes-erupting-smoke-flames...

[iPad Air EXPLODES leading to mobile phone shop evacuation ...](#)

Shop is evacuated and fire brigade are called after brand new **iPad Air EXPLODES** and fills mobile phone store with smoke . Sparks and smoke flew from device released on November 1

dailymail.co.uk/news/article-2492189/iPad-Air-EXPLODES-...

[iPad Air EXPLODES INTO FIREBALL as terrified fanbois flee ...](#)

iPad Air EXPLODES INTO FIREBALL as terrified fanbois flee Apple Store Charred fondleslab removed by Apple minion for testing

theregister.co.uk/2013/11/08/ipad_air_explodes_into_fireb...

[iPad Air explodes at retail store in Australia](#)

An Apple **iPad Air** reportedly exploded at a Vodafone retail store in Canberra, Australia, prompting the need to call the fire department to put out the flames and smoke.

[vr-zone.com/articles/ipad-air-explodes-retail-store...](#)

[iPad Air explodes in Vodafone store | CellularChief](#)

A Vodafone store in Canberra, Australia was evacuated and firefighters were called in after the explosion of an Apple **iPad Air** inside the store resulted in the release of smoke that filled the retail establishment.

[cellularchief.wordpress.com/2013/11/08/ipad-air-explodes-in-vondafo...](#)

[iPad air explodes in Australia, fire department had to be ...](#)

iPad air explodes in Australia, fire department had to be called in to contain the smoke Posted by Stefan Constantinescu on Nov 08, 2013 | No Comments »

[iphonehacks.com/2013/11/ipad-air-explodes-australia-fir...](#)

**What kind of battery did they put in the Apple ipad AIR?
LITHIUM!!!!!!!**

Randy Oates- DC

TESLA MATH:

If one IPAD can **take out a whole store** and a Tesla has the equivalent of **thousands** of IPAD batteries in each car, how many homes in your neighborhood can a Tesla take out?

I want my neighbor to keep his Tesla at the office. Musk has made a big point out of saying, in recent interviews, that the new fires were not “**spontaneous**” thereby **admitting** he knows that **Lithium Ion CAN go off spontaneously** like it did in the **Boeing planes** and with many other electronics in the last 10 years.

GH- Boston G

EXPOSE: Here is a video made by Tesla’s own employees about their product:

You can also see it at:

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

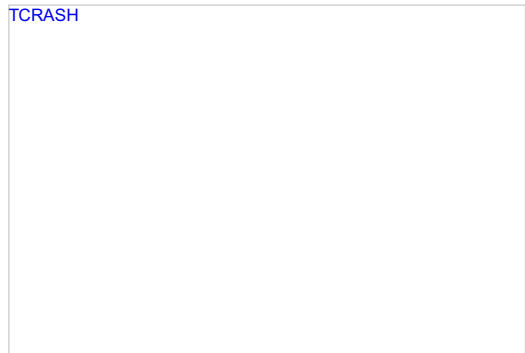
WATCH THIS VIDEO OF A TESLA BURNING AND BLOWING UP BECAUSE OF BATTERY UNHAPPINESS.

<http://m.digitaltrends.com/cars/second-tesla-model-s-catches-fire-critical-crash-mexico/>

“Is the beginning of an onslaught of fiery Tesla Model S wrecks?”

A second Tesla Model S reportedly caught fire last week after crashing through a concrete wall in Mexico.

[TCRASH](#)



According to Mexican paper Progreso Hoy (by way of Business Insider), a Model S owner was speeding when he lost control of the car and went through a concrete wall and then into a large tree.

You can see the resulting fire in the video below.

The man was apparently not seriously injured and walked away from the incident.

Here is an official recount from Tesla:

“We were able to contact the driver quickly and are pleased that he is safe. This was a significant accident where the car was traveling at such a high speed that it smashed through a concrete wall and then hit a large tree, yet the driver walked away from the car with no permanent injury. He is appreciative of the safety and performance of the car and has asked if we can expedite delivery of his next Model S. The first reported Model S fire occurred earlier this month when a Washington State driver struck an object in the road, which caused a fire in the front portion of the car, beneath the carpeted trunk area. It appears the Mexican Model S fire also began in the forward section of the car.”

Manu Fs. – Obsido

The Lithium ion profiteering scam. Dump, grab the money and run.

FISKER lithium ion batteries burst into flames at the drop of a hat. This is now **well-known**. Telsa and Fisker funding with tax dollars was more about funding battery company deals for their investors than anything else. Lithium Ion Batteries blow up in Boeing’s, Tesla’s and they just blow up. That is why TSA does not allow liquid on airplanes. That is why AT&T eliminated Lithium Ion in its server racks. EVERYBODY knows that lithium ion blows up and releases deadly chemicals, why is this cover-up still going on? Oh, I See: [Profits and kickbacks!](#)

TESfir3

Everyone was warned about this. Over 100 published reports from major universities and federally funded studies have now been sourced and posted showing that this had been guaranteed to happen by some of the top scientists in the world *prior* to Tesla receiving DOE money. Who owns all these battery companies? Watch for the **WESTON REPORT from a major Huffington Post Journalist** which links every investor in TESLA to all of their political connections and influences. **Invest in Tesla and you will get tracked by numerous investigative reporters.**

Dan

THERE HAVE BEEN A VAST NUMBER OF ADDITIONAL LITHIUM ION FIRES. SEE THESE LINKS.

See these other articles and third party studies:

THESE ARE NOT THE ONLY FIRES, LOOK AT THESE LINKS:

[MORE TESLA FIRES](#)

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

Lithium ion blowing up even more than usual?

Does anyone know how electromagnetic energy affects this Lithium Ion chemical? Since we now see that IPADs and other phones are blowing up, I wonder if EMF shifts set it off? In which case, sticking it the biggest electronic appliance might not be a good idea.

Semmer-

Tesla Failures push Auto Industry to Fuel Cell Cars

<http://www.dailyfinance.com/2013/11/10/tesla-motors-stubbornly-fights-the-future-of-green/>

<http://www.fool.com/investing/general/2013/11/22/motor-money-testy-times-for-tesla-and-fuel-cells-a.aspx>

Boeing Lithium Ion Batteries Blew Up for No GOOD Reason too:

[13c6f-boeing787](#)

Class action law firms have begun research to determine the potential for Tesla fire-related cases.

A number of specialized law firms, who only produce class actions for consumer groups, have contracted exploratory research to look at the viability for class actions on behalf of Consumers who were near Tesla Fires, Employees who were near Tesla Fires, Tesla Factory employees, First Responders who were near Tesla fires, and related matters.

T- Law 360

Tesla shares slip more on reports of third fire, other car problems

By Jerry Hirsch- LA Times

November 7, 2013

By Jerry Hirsch November 7, 2013, 8:39 a.m.

[Tesla Motors](#) shares continued to fall Thursday as the automaker confirmed a third fire in one of its high-end electric cars and a major auto reviewer pointed out problems with its Model S luxury hatchback.

The 9%, or \$13.40, decline in mid-morning trading to \$137.76 followed a 15% plunge in the shares Wednesday after the automaker said limited supplies of batteries were hampering sales and that it was spending heavily on research and development to design new models. Tesla shares have been on a run for most of the year, rising about 400% before this reversal.

Car shopping website Edmunds.com said its 2013 Model S was "making an ominous noise under acceleration and deceleration. It originates from the rear of the car and seems to be getting worse."

It is a complaint that's also starting to show up on Tesla's owners forum, an online discussion group hosted by the automaker for drivers of its cars.

"Mine had that and it got bad at 70 mph," said one owner, posting under the "mortgagebruce" moniker.

He said Tesla had to replace the drive unit twice to fix the problem.

Tesla also replaced the drive unit on the Edmunds car, but declined to tell the company what caused the problem. It also replaced the driver door mechanism because of another problem. The car has just less than 11,000 miles on the road.

"We're not sure what to think about the fact that both of these repairs were completed with just one overnight stay," said Mike Schmidt, Edmunds' vehicle testing manager. "Maybe the dealer is really on the ball. Maybe the supply chain is short. Or maybe the parts are readily available because they've seen these before."

LITHIUM_ION_EXPLODE2

Tesla spokeswoman Liz Jarvis Shean said she was not familiar with the Edmunds complaint.

Meanwhile, another Model S electric car caught fire Wednesday near Smyrna, Tenn., following a crash. This was the third Model S to have caught fire in the last five weeks. One burned near Seattle and another in Mexico. Both cars were in crashes and the fires injured no one.

Normally, car fires are not significant events that influence investors. There are about 150,000 annually, according to the National Fire Protection Assn. However, safety officials have been tracking fires in electric cars, as well as computers and other equipment, out of concern that the lithium-ion battery systems might be fire-prone.

Earlier this year, federal regulators grounded [Boeing](#) 787 planes for four months after batteries on two planes overheated, with one catching on fire. Boeing later ordered modifications to the jets to increase ventilation and insulation near the batteries, but the company and investigators never determined the root cause of the overheating.

The [National Highway Traffic Safety Administration](#) reviewed the Tesla fire in Seattle and concluded it was caused by the accident rather than a vehicle defect.

Tesla said it contacted the driver of the car in Tennessee and noted he was not injured and "believes the car saved his life. Our team is on its way to Tennessee to learn more about what happened in the accident."

"The problem is that we have three fires in six weeks," said Karl Brauer, senior analyst at [Kelley Blue Book](#), the car information company. "For a company with a stock price based as much or more on image than financials, those recurring headlines are highly damaging."

The Palo Alto automaker said Tuesday it posted a loss of \$38.5 million, or 32 cents per share, in the third quarter. That compares to a loss of \$110.8 million, or \$1.05 per share, in the same period a year earlier. Now that it is delivering cars, revenue grew to \$431 million from just \$50.1 million a year earlier.

Science Question

With all of these lithium ion cars, IPADs and phones just blowing up and going off more and more, does the increased prevalence of WIFI, broadcast signals and atmospheric radiation and other ion drivers make Lithium Ion increasingly more likely to go off?

DDF

Plus these articles:

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- [How the White House shut down NASA to payback Musk & his VC's](#)
- [Bundlers have Sad, Sad Realization: Secrets are not secrets anymore](#)
- [White House staff order DOE protection "at all costs" to protect image](#)
- [TESLA cars bursting into flames as batteries turn them into potential "DEATHCAR" of lithium explosive & deadly vapors, as predicted: COVER UP.](#)
- [LITHIUM ION industrial website sounds call over hidden dangers of lithium ion](#)

- [Exclusive: Obama Department of Energy Loan Application \[Biff Spackle\]](#)
- [Newly discovered documents show Tesla failed all reviews and was only funded because White House staff ordered DOE to fund in order to compensate Tesla investors for campaign contributions.](#)
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Draft- 1.05 (Document under construction – not final)- First Final Draft Due to NHTSA **1/14/14**. For Public Comment and Review

Please refer all agencies to this document link at:

<http://somo1.com/2013/12/06/tesla-safety-report-vers-1-05-public-wiki-produced-for-nhtsa-and-other-governmental-agencies/>

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

Appendix

- Lithium ion site
- NHTSA Demand Letter
- Additional data
- Video Evidence

(Supplemental material now numbers over 10,000 pages and will be submitted directly to regulators in order to avoid congesting this site)

1. Overview

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

Additional...

VAMP3A

TESLA_DEFECTS_MULTPLY

VAMP2

VAMP3

IMPACT

ELECTRO3

ELECTROCHEM2

teslador

SOCIO5

LITHIUM_ION_DANGERS

BOEING_LITHIUM_ION_EXPLOSIO

LITHIUM_ION_BURNS_HOME_DOWN

TESLA_BLAST_CHAMBER

AIRBUS_DROPS_LITHIUM_ION

LITHIUM_ION_EXPLODE2

LITHIUM_ion_FIRE_ELECTRIC_C

LITHIUMION

teslar2

TESLAR

TESLAR3

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

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/clin_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?

DRUNK

[tesla-info-graphic_2400w](#)

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>

The lurking threat in your car and home

Picture

"over a million failures of this chemistry and these batteries.."

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:



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

□Mamta 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. Though others rushed to point out that the battery is located in the back of the car.

"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".

Picture

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/>

There are vast sets of other links proving the point.

Picture

TESLA BATTERIES EXPLODE INTO FLAMES ON PUBLIC ROAD

Picture

TESLA BATTERIES EXPLODE INTO FLAMES ON PUBLIC ROAD

Picture

TESLA BATTERIES EXPLODE INTO FLAMES ON PUBLIC ROAD

Look at this: We were just sent a link that our website showed up in this movie:

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

Picture

Picture

HERE IS THE BATTERY YOU COULD HAVE BEEN SITTING ON TOP OF IN A TESLA

Picture

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 Tesla'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://westhawaii.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 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."

TESLA STRIKING ROAD DEBRIS NEAR FREMONT, CALIFORNIA:

LITHIUM ION BATTERY PACK SPONTANEOUS EXPLOSION

NETWORK TV NEWS REPORTS:

LITHIUM ION DANGER:

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:

TESLA ISSUE

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

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.

Share this:

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[Tesla hacked to broadcast occupants conversations to all nearby cars](#)

31 *Thursday* Oct 2013

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Tesla hacked to broadcast occupants conversations to all nearby cars

A Stanford University student in Mountain View, California has hacked a Tesla electric car so that it broadcasts all of the occupants conversations to the FM radios of any car driving near a Tesla.

In the, now famous, fight between Elon Musk and the NY Newspaper over the range of a Tesla in a road test, Musk revealed that he has circuitry built into each Tesla that allows him to watch data from each car from anywhere in the world.

The new deal Tesla has announced with AT&T will make the Tesla even more wired up and allow greater hacking potential says the student. He says that he undertook the experiment to show the risks so that they could be resolved before it becomes a bigger problem.

Musk famously spied on his staff by staying up one night and writing each one an email with a slightly different phrase in each email to try to catch a whistleblower in his company.

Better safe than sorry.

Weston-

Aaron Robinson: Will the Real Government Motors Please Stand Up?

Tesla is going to have to earn more dollars selling the cars it makes.

From the December 2013 Issue of Car and Driver

A friend in Southern California recently texted me the following: "Have they sold 500k of the Tesla Model S? They are everywhere! It seems like all the dr., lawyer, millionaire small business types are driving them. I see 5 to 10 a day easy." I responded that if he lived in Kansas, we wouldn't be having this conversation. But it's true; suddenly, Tesla is bigger than John Lennon saying the Beatles are bigger than Jesus. The company's early repayment of its \$465 million federal loan and its profitable first-quarter result startled analysts. Tesla is rightly considered the longest of long shots: It's both a new car company and a clean-technology startup. Elon Musk might as well be in the business of anti-gravity belts, and most people were expecting black ink no sooner than the Miley Cyrus Administration.

After a good May, Tesla celebrated Christmas in August. A five-star federal crash rating immediately followed a second-quarter profit report, and that strapped Tesla's stock to a comet. It had already Hyperlooped from \$33 in January to \$138, and as of this writing, TSLA trades on the NASDAQ for \$178 a share. By comparison, over on the old New York, GM bumps along at \$37 and Ford at \$18—numbers that aren't expected to change dramatically before the next ice age. Currently, Musk (who offered that his car would earn six or seven stars if the safety rating system went that high) has cajoled enough angels to boogie on a pinhead such that somewhere around 500 Model S sedans per week are rolling out of Tesla's Fremont, California, plant. He figures the company could actually sell 500,000 vehicles annually once the planned Model X crossover and a compact sedan arrive.

And it is theoretically possible, if you assume that all trends are permanent. But Musk is a man of the moment, thriving in the heat and light of present government policy the way some strange organisms live next to volcanic vents at the bottom of the ocean. If things change, the coldness may close in fast.

Let's start where Tesla's latest chapter began, with that 2010 loan from the Department of Energy. The Treasury wasn't handing out money when Henry Ford hung out his shingle. Nor did the government bribe Ford's customers to buy his cars, but right now the IRS allows you a \$7500 credit for purchasing a Tesla, and California issues its residents an additional \$2500 cash rebate.

GM's Alfred P. Sloan famously said: "We don't make cars, we make money." Tesla makes pollution credits—up to seven credits for each Model S sold under California's carbon-reduction scheme. The credits are for sale to any company needing to buy its way out of the state's zero-emissions vehicle mandate. Tesla won't say what it charges for a credit, but it did say that it made \$51 million in the second quarter off credit sales.

The government doesn't want to be in the electric-car business any more than it wants to be in the jet-fighter business, but it's willing to help energetic people like Musk do it for them. The government loaned Tesla startup money, it helps bring customers in with tax incentives, and it guarantees Tesla at least some return through the emissions-credit system. Short of sending Congress to the factory to bolt together the cars, there's not much more government can do for Tesla.

This isn't really a knock against Musk or Tesla. The Land of Opportunity works best when opportunists perceive and take advantage of opportune moments, even ones created by government. But being the talk of the moment won't push Tesla through the granite barrier separating it from more-enduring success: the fact that electric cars are still luxury novelties serving as the second or third (or fifth) vehicles in the household. And it won't ensure that Tesla outlives the current political fashions. The tax credit phases out once Tesla hits 200,000 cumulative sales, and the California emissions credit window is also closing. All of which means that the company is going to have to earn more dollars making cars that currently don't generate profits on their own.

Tesla has other issues. Some state legislatures not in California's mental orbit, including ones in Texas and Virginia, have blocked bills allowing exemptions to existing state franchise laws that would clear the way for Tesla's factory-owned stores. You may not like car dealers, but state lawmakers generally do. Car dealers pay local taxes, employ local people, advertise with the local media, sponsor the local softball teams, and contribute to local candidates. Tesla is just an outsider.

Rebuffed in some key markets, Tesla recently hinted that it would seek a solution at the federal level to clear the way for its factory-store plan. Hey, why not return to the well that has yielded so much? But as the warm glow of government largesse flickers, Tesla will soon have to swim on its own as a car company that makes money one sales contract at a time. Anybody holding on to their Tesla stock at that point will be brave indeed.

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[White House staff order protection of Tesla “at all costs” to protect DOE image](#)

06 Sunday Oct 2013

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White House staff order protection of Tesla “at all costs” to protect DOE’s image and the image of those associated in Washington.

Analysts that are in the pockets of Tesla investors market stock values that have no basis in reality. Using manipulated Google stories that are rigged into search engine output to make them look like they are the main opinion rather than the exception that they are. The persons backing this effort are the exact same people who were campaign bundlers and contributors.

Fake Tesla financial reports use Federal and State tax credits to magically show as revenue upside when, in fact, the company is bleeding money and desperately trying to reconfigure its NUMMI building contract. Tesla is still getting taxpayer money to keep it operating by getting kickbacks from State and Federal agencies on orders from those agency bosses. State kickbacks and DC kickbacks got Tesla where it is and nothing more.

Tesla cars turn out to be NOT “the best built car ever built” as stated in paid-for “consumer reports” but, rather full of electronic problems, door handle lock-ins, overheating, range issues, shock absorber failures, mounting bolt failures, and DEADLY FIRES THAT WATER MAKES EVEN WORSE AND TOXIC GASES FROM BATTERY FIRES COMBINED WITH BURNING PLASTIC.

When Fisker died, the orders went out from on high: “Never Let Mitt Romney’s call that Tesla AND Fisker were losers” become verifiable”. Cover up anything that makes Tesla look bad.

The order from The Hill was given to protect Tesla as a DOE “success Story” “no matter what”. See “THROW THEM ALL OUT- PART 2: The Fix is in.”

Asta Lee- Denver CL

Tesla-specific “analysts” and “financial bloggers” pushing Tesla stock online all have paid relationships, positions and Tesla investor connections per MarketWatch tracking and Disclosure filings. Using fake “trade publications” like EV WORLD and others, the “amazing perfection of Tesla” is always trumpeted by them like fanboys talking about MAC’s or Wolverine comics. It helps that Googles executives are secret backers of Tesla and make all of the Google products push Tesla (kind of against the law, per SEC, but nobody seems to care about that anymore)

TL- LA Times Stringer

Steven Chu was practically married to each and every silicon valley investor DNC bundler/contributor recipient of DOE manipulated funding before he was suggested as Secretary of Energy. Once he got thrown out of DOE for being such an obvious shill, he couldn’t even get a job except at the VC’s own college campus: Stanford, where the VC’s can keep an eye on him. Alas, so can the authors and researchers of: THROW THEM ALL OUT, too. Now they are trying to train Moniz to be their bitch but it isn’t going as fast as they like and actual facts are starting to slip out as the few honest DOE staff have had enough and are now whistleblowing. We got Chu and a bunch of his corrupt staff terminated..THROW THEM ALL OUT actually DOES work, Let’s roll...

PK

Tesla could sell cars with dead bodies in the back seat painted in pink paint and the shills would still write that they were the greatest thing since god and that no other car on Earth is as wonderful, perfect, excellent, pristine, angelic and otherwise a total work of bullshit spin.

Tesla is the Miley Cyrus Twerk of the Hill!

Tesla exists entirely out of hundreds of paid bloggers and paid reviewers; paid search engine hype; paid off analysts; exclusive one-of-a-kind just-for-tesla tax dodges and free taxpayer loans. Elon Musk is the P.T. Barnum-Madoff of the investment world. Musks insane plan to built a Libertarian Cult on Mars, with him as the head priest, shows what kind of a whack he is. They have their dealers park their cars in rich neighborhoods during commute hours so people think there are more of them around than have actually been purchased. They made all of their investors buy them and buy them and put them in their friends and families names to trump up volume appearances.

Susan

"One of our neighbors showed up with a Tesla the other week. We knew, as a retail salesperson, he could never afford it. We all started asking him about it and found out that one of the Tesla reps loans it to him as long as he drives it back and forth over the Golden Gate Bridge during commute hours so it looks like rich people with nice jobs are driving Tesla's. I bet a bunch of Tesla's you see are in certain situations just for show....."

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[TESLA cars bursting into flames as batteries turn into potential DEATHCAR of lithium explosive & deadly vapors, as predicted: COVER UP.](#)

02 Wednesday Oct 2013

Posted by [Any_Qualified_Editor_Or_Reporter](#) in [Uncategorized](#)

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Deadly fires. Deadly vapors released by Tesla Fires. Lithium Ion cars burn homes down. Spontaneous Combustions. Overseas workers die from making Tesla batteries. Fisker Cars Lithium Ion Explodes one-after-the-other. Multiple Tesla Fires Unreported. Boeing 787 proves Lithium Ion is unfixable. Where will it end?

Multiple TESLA cars bursting into flames as batteries turn into potential DEATHBED of lithium explosives and brain damaging, cancer causing dust particle combustion clouds, as predicted: Fisker already gone because of vast number of fires. COVER UP. Tesla not reporting all incidents.

According to transportation group investigators: " the fire immediately filled the cockpit and passenger area of the car with toxic post-combustion lithium particles and plastic fire vapors which are known to cause cancer, lung damage and brain damage." All this death and destruction so some silicon valley VC's can get their quick profits at the expense of the lives, safety and homes of the public and workers.

TRADE MEDIA MAGAZINE:

Tesla Motors Inc (NASDAQ:TSLA) Faces Tough Time With Flawed Car Design Models

Dallas, Texas, 10/07/2013 (ustrademedial) – Leading automobile company, Tesla Motors Inc (NASDAQ:TSLA) has been in the news for the wrong reasons because some of its cars were involved in battery fires. Tesla may face some major liabilities, if such accidents occur again. They are mainly happening because of flawed design. The cars were termed as "[safest on the road](#)" and it is rather ironic that the cars have been catching fires.

There has been speculation regarding whether Tesla needs to recall the vehicles with flawed design. There are a lot of different factors and parameters that will be analyzed before any such decision will be taken.

It is likely that the improper location of the battery and the poor design that has been used in making the Tesla cars is the cause of such accidents. It is still unknown as to what would be the long term impact of using such cars and it is likely that the federal government will set up a committee for investigating the same. This news of fires in automobiles has created a major setback for Tesla and it has the potential to mar the reputation of the company.

The company is not sure about opting for an automobile recall; however should they decide to do so, it is a proof that the company is more bothered about the safety of its users rather than focussing on how it can impact the reputation of the company. If the number of such cases keeps on increasing, Tesla can face an extremely tough time and the right action must be taken to sort out the different problems.

It is up to Tesla to decide the right course of action that must be taken. Despite being such a giant in the field of automobile, the recent news has taken the sheen away from the company and it can have huge repercussion on reputation, sales and overall output as well. Tags: [NASDAQ:TSLA](#), [Tesla Motors Inc \(NASDAQ:TSLA\)](#)

-Sally Murdock: a former newspaper section editor and reporter and is now contributing at UStrademedial. Her work has been published in national business trade magazines, and can be found on wire services, in daily newspapers, in university alumni magazines, on the web, in newsletters.

[postoffice](#)



Elon Musk says his batteries are "safer than gasoline" but he lies!

His batteries explode, burn and give off lethal powder vapors simply by coming in contact with WATER, AIR or CRASHES! (Cuz no cars are ever exposed to those most basic aspects of being a car!)

Musk was offered other safer energy storage systems when the car was designed by Martin Eberhard but Musk turned them down in order to provide kickbacks to investors who also got DOE money for their battery companies, both of which deals the notoriously corrupt Goldman Sachs packaged up. Toyota and ZAP have been selling more electric cars than Tesla ever will and they told Musk not to use those kinds of batteries but he has his kickback deals he wanted to run.

It is Ok to buy a Tesla but it is ESSENTIAL that you live in an area without one single pothole or bump in the road or anything that you might drive over, or water, or air or anybody else that drives a car, IF YOU OWN A TESLA, in order to avoid having yourself, your family, your car and your house not go up in flames and spew dangerous vapors.

UNCOVERED: ! Tesla's own government documents, which Tesla authored, which disclose the horrifying reality of their batteries in Tesla Motors own words:

""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.

-Tesla Motors, Filed. U.S. Patent Office""

Tesla batteries combined with fire and tesla plastics = slow death sentence.

When the lithium ion batteries catch on fire they set the rest of the car on fire. When the batteries are on fire they release deadly chemicals all by themselves. When the Tesla batteries AND the Tesla car are on fire they release a vast deadly cocktail of chemicals that instantly invade your body via your lungs, skin, hair, tear ducts and stay in your clothes. You, your baby in the back seat, nearby observers, first responders and everybody nearby are instantly toxified with a time bomb of poison that make take years to kill you or destroy your health but they will.

Do you enjoy breathing N-methyl pyrrolidinone, ethylene carbonate, ethyl methyl carbonate, dimethyl carbonate, cyanide, and biphenyl and having your brain cells eaten away? Ask Elon Musk on live TV to WARRANT that a burning Tesla does not instantly releases severely toxic chemical vapors! He won't say it because he knows that the car is a deadly design.

DD-

At the Tesla Factory in Fremont California, Tesla assembles and tests in battery packs, which cover the entire floor of the passenger section, in a military-class ballistic "BLAST CHAMBER" as shown in photos at:
<http://lithium-ion.weebly.com>

Tesla had previous published requests for patents, now uncovered and published publicly, which state that Tesla felt its batteries had a severe explosion risk and a suspected ability to burn your home down. In spite of Tesla's knowledge of this hazard, it never adequately disclosed this to buyers.

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



Firefighters have now confirmed that the Tesla SIMPLY HIT A BUMP IN THE ROAD and the deadly LITHIUM ION Batteries in the TESLA exploded into flames, then, when firefighters tried to put out the fire, the lithium ion batteries which explode in water, blew up some more as the water turned them into a deadly inferno which melted the very metal of the car, as they did with millions of dollars of Fisker cars.

It has been charged that Tesla bribed consumer reporting officials to get their "high safety rating" when Boeing Jets had already proven that the batteries that Tesla uses make Tesla's deathtraps waiting to happen.

Share this story with this link: <http://wp.me/p2BJXK-b2>

Watch this movie, one of many of Tesla Cars On Fire:

<http://www.youtube.com/watch?v=uF18v1kxH0k>

<http://www.youtube.com/embed/q0kj08n4fg>

<http://www.youtube.com/embed/q0kj08n4fg>

Many news articles such as:

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

...pointed out that Tesla batteries are warned to explode in Tesla's own patent filings, FAA investigations, university studies and more.

PT- AskNews

Tesla COVERING UP regular fires with its cars. Even fires breakout with it's batteries at it's own factory:

<http://forums.mtbr.com/california-norcal/smokes-coming-out-tesla-757766.html>

Video of Model S on fire takes down Tesla stock

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

Mamta Badkar Oct. 2, 2013,

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. Though others rushed to point out that the battery is located in the back of the car.

Here is yet ANOTHER Tesla fire danger, Tesla has publicly stated they have had no fire incidents but the many incidents shown on this page, all different incidents, prove that is a lie:

<http://www.engadget.com/2010/10/04/tesla-recalls-439-roadster-2-0-and-2-5-electric-cars-due-to-fire/>

Engineer Mark Schrader calls Tesla: "Liars". Challenges them to live debate on CNN.

Schrader charges that "Tesla knew that Fisker Lithium Ion batteries were spontaneously exploding and nearly always explode when they get wet and that Tesla batteries explode too when wet or damaged in a wreck, releasing deadly toxic materials during combustion or explosion." Schrader shows that Tesla filed patents, in Tesla's own name, stating as fact that their batteries could explode with devastating results.

Schrader shows extensive U.S. Department of Energy tests and studies from 5 different DOE national labs which clearly show the toxic, explosive, water-exploding, crash-exploding nature of the particular size, type and use of Lithium Ion batteries in a vehicle traveling more than 2 miles an hour: Deadly consequences were known, and documented before Tesla even got funding.

Mr. Schrader says "Tesla has been using every spin technique in the book and is constantly changing their story on what is happening but the bottom line is: they lied to the public and the stock "analysts", who are helping them break SEC laws, are telling felony-grade lies too." Schrader notes that "even though Tesla has had multiple recalls and other fire-on-board incidents, and that Tesla knew of these dangers, they kept selling themselves the batteries because their investors have kickback schemes in the associated battery business."

THE QUESTIONS ELON MUSK REFUSES TO ANSWER ON LIVE TV-

Some of Schrader's questions for CNN to ask Tesla during the debate:

1. How many customers have ever been in a wreck in a Tesla?
2. How many of those cars show burn damage?
3. Was there ever a fire at any of the Tesla plants? How many fires?
4. Why does your patent say your battery's can cause death and the destruction of a family home yet you still sell them?
5. Why are your batteries assembled and tested in a military grade blast chamber in Fremont?
6. What happens to any of your employees who inhales lithium ion powder? How does your insurance cover them? When factory workers assemble the batteries from raw materials, what insurance covers them? Can these batteries be built from the ground up in California or is that still ILLEGAL because of how toxic they are? These batteries are not out-sourced to China (where you can kill factory workers in the factory process) are they?
7. What happens to any of your customers or fire fighters that inhale lithium ion powder or burning powder combined with burning plastic and aluminum residue? How does your insurance cover them?
8. Did you have any movies or technical white papers about lithium ion battery danger that you viewed prior to applying for taxpayer funding?
9. Which of your investors have a business interest in your battery and battery parts suppliers? Did they file campaign disclosure documents with the FEC? Which of them have a business relationship with EPRI?
10. When you reviewed the Northwest Labs and Battelle lithium ion studies in 2007, why did you not follow their recommendations? When you were told that "the most dangerous thing you can possibly do with lithium ion is pack it in a dense box in a high mass large moving object", why did that not resonate?"

TD- WashPo

See Fisker Exploding Electric Lithium Ion in their cars at:

<http://lithium-ion.weebly.com/uploads/1/1/1/4/11141100/1358714100.png>

The way Tesla has the batteries made is WORSE than Apple's Foxconn disaster.

Workers are suffering deadly toxic poisoning effects that Tesla tries to hide offshore. The lithium ion in the batteries is NOT the same kind of lithium the drugstore has. The Tesla version in the batteries is a deadly toxic mix of chemicals in a fine powder and gas. Workers inhale this and get it on their clothes and die about 10 to 15 years later. Making Lithium ion cores overseas: it's the problem that solves itself!. The evidence dies off rapidly. Sad.

Robert- National Geographic Researcher

OH LOOK, OTHER, DIFFERENT-THAN SEATTLE FIRES IN TESLA CARS. And MUSK said there have never been fires....

[fires](#)



<http://npsc.org/stories/2013/10/04/tesla-fire-about-rushing-subsidizing-immature-technology-not-stock-price>

Tesla Fire is About Rushing, Subsidizing Immature Technology, Not Stock Price

Submitted by [Paul Chesser](#) on Fri, 10/04/2013 – 08:41

[Printer-friendly](#)[Email to friend](#)A fire (screen capture from Jalopnik.com) that torched a Model S from the formerly Teflon [Tesla Motors](#) on Tuesday blackened its front end, [lowered its stock price](#), and (further) revealed a corporate arrogance not seen since [Fisker](#) Karmas were alight.

But CEO [Elon Musk](#) saw to it that taxpayers were [fully paid back](#) their \$465 million [Department of Energy](#) loan, so as watchdogs over the public purse we can forget all about it and just go on about our business – right?

Wrong. The incident near Seattle still should be of great concern because Tesla still heavily depends on tax breaks (like the consumer's \$7,500 federal credit) and the sale of emissions credits (mainly from California) to partially subsidize the costs of their electric cars. Moreover, the government has invested billions of dollars in the research and development of new battery technology, all in the name of energy efficiency in order to save the world from [global warming](#). Those based on [lithium](#) have gone up in flames in [planes](#), [plants](#) and [automobiles](#).

One of these days there will be a fatality, but until then manufacturers dismiss the incidents. The statement Tesla issued about the fire in Kent, Wash. was matter-of-fact and lacked any expression of concern for the vehicle's owner.

"Yesterday, a Model S collided with a large metallic object in the middle of the road, causing significant damage to the vehicle," the company response said. "The car's alert system signaled a problem and instructed the driver to pull over safely, which he did. No one was injured, and the sole occupant had sufficient time to exit the vehicle safely and call the authorities. Subsequently, a fire caused by the substantial damage sustained during the collision was contained to the front of the vehicle thanks to the design and construction of the vehicle and battery pack. All indications are that the fire never entered the interior cabin of the car. It was extinguished on-site by the fire department."

It almost sounds like Tesla wants an "attaboy" for the brilliance of its safety features and battery design, rather than express how grateful that the driver was not hurt. Whether there actually was a "large" chunk of metal that was struck still isn't clear from the evidence, but if there was, it's not a reason for Tesla to be absolved of responsibility. After all, debris is struck in roadways regularly around the country and it doesn't cause episodes like this. What, for instance, if the Model S had actually collided with an object in the road and it rendered the driver unconscious? Then we'd be talking about a much different result.

Back when Fisker Automotive was still alive and [stumbling](#), their public relations department [handled mishaps in a similar fashion](#). In May 2012 a Fort Bend County, Texas fire marshal attributed a garage blaze to the homeowner's Fisker Karma, which he had parked shortly before he started smelling burning rubber and discovered the fire. Nevertheless Fisker issued a statement that said, "As of now, multiple insurance investigators are involved, and we have not ruled out possible fraud or malicious intent. Based on initial observations and inspections, the Karma's lithium ion battery pack was not being charged at the time and is still intact and does not appear to have been a contributing factor in this incident." The owner was not pleased by the challenge to his integrity.

And after a California [Karma fire in August last year](#), the company [said](#), "We have more than 1,000 Karmas on the road with a cumulative 2 million miles on them. There are more than 185,000 highway vehicle fires in the US every year...No injuries were reported; the vehicle was parked; and the fire was extinguished safely by the emergency services."

The arrogance isn't limited to the automotive realm. In April this year [Boeing](#), after a series of "thermal runaway" incidents on its lithium-ion battery-powered [Dreamliner](#), officials announced they gave up trying when it couldn't find the source of the problem. Instead the manufacturer said they came up with a solution that would both contain a potential fire and vent its heat outside the airplane if another fire happened.

"In some ways it almost doesn't matter what the root cause was," [said](#) Michael Sinnett, Boeing's top engineer.

Undoubtedly there are a lot of very smart people who have worked very hard on developing these new technologies. But likewise there have been equally brilliant individuals warning these engineers and entrepreneurs that they are dealing with dangerous materials and chemistry, and that just because someone hasn't been hurt yet, doesn't mean it can't happen.

Lewis Larsen of Chicago-based Lattice Energy LLC has [consistently called attention](#) to the problems with lithium ion technologies and their tendencies to thermally run away – or, in other words, burn uncontrollably. The practicality problem (other than their immense cost) with the batteries is that when they experience stress – for any number of reasons – it's almost like unleashing hell.

"...A battery cell's electrochemical reactions can suddenly start running at greatly elevated rates that create more process heat than normal thermal dissipative mechanisms can easily handle," Larsen wrote, "which then starts raising the temperature of battery cell contents out beyond their ideal safe operating range...(eventually) a dangerous feedback loop is created... thermal runaways are thus born...."

For many – perhaps most – people that isn't the kind of risk you want in your "mobile platform," as Larsen put it. But rather than emphasize those challenges, most of the media coverage has [emphasized](#) what the incident has [done](#) to [Tesla's stock price](#), which [irrationally skyrocketed upward](#) this year.

Part of the bombastic investor enthusiasm stemmed from other superlatives bestowed upon the Model S, such as the National Highway Traffic Safety Administration's [top score of five stars](#), which spurred Musk to make sure the media was told the car scored even higher on some safety aspects. And then in May Consumer Reports' announced the Model S scored 99 out of 100 – [almost perfect!](#)

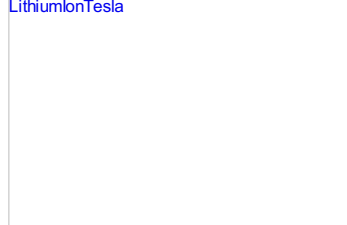
It was all too much too soon for the electric car with a minimal track record. The doubts and questions about lithium ion batteries used in vehicles and planes – and the massive taxpayer subsidization of them – are still valid.

Paul Chesser is an associate fellow for the National Legal and Policy Center and publishes [CarolinaPlottHound.com](#), an aggregator of North Carolina news.

How Safe are Lithium-Ion Batteries?

October 4, 2013 [Miles Budimir](#) :

The recent incident of a [Tesla Model S all-electric vehicle catching fire](#) is renewing questions about the safety of lithium-ion batteries and their use in transportation applications. [LithiumIonTesla](#)



The Tesla story is the second high-profile case this year, the other involving Boeing's 787 Dreamliner, both of which involve incidents with lithium-ion batteries. The cases are shining a spotlight on the use of lithium-ion batteries in transportation and the challenges designers face in minimizing the risks of battery failure. Is this technology robust and mature enough to be used extensively in transportation applications (such as airplanes and automobiles) while not posing any elevated safety risks?

For right now, the main strategy appears to be one of recognizing the underlying failure mechanism of lithium-ion battery cells and dealing with this possible failure through containment

Does Tesla's Battery Fire Tempt Boeing to Schadenfreude?

Thursday, October 3, 2013 by [Christine Negroni](#)

[Boeing+787.jpg](#)




The joke about the mixed emotions when ones' mother-in-law drives off a cliff in your brand-new-car surely must describe how [Boeing](#) feels today watching [Tesla](#) defend the lithium ion batteries powering its cars. Tuesday (while I was writing [a nice little feature](#) for the Times about a Tesla S as wedding coach) a similar sedan caught fire in Washington state, a roaring blaze captured on video by a passing motorist who spontaneously opined "Oh, s--t dude, that's a brand new car!"

He then adds, "Wow, I can feel the heat in here." That may be the more significant statement which I will get to in a moment.

For now, I want to remind readers that when Boeing experienced two thermal events on Dreamliner batteries in January, prompting safety regulators to ground the airplane for four months, Tesla's boss, [Elon Musk told FlightGlobal](#) that the planemaker's design was "inherently unsafe."

Along with others, I've been saying that as well. The difference here is that Musk believes his company figured out the secret sauce; more, smaller and more widely separated cells while Boeing was using large, more closely-spaced cells in the Dreamliner.

[P1140158.JPG](#)



Celina Mikokajczak at the NTSB hearing on lithium ion battery safety

This is what makes the batteries on Tesla electric cars safer than Boeing's electric plane, according to Musk. Celina Mikokajczak, a Tesla engineer explained this and more to the NTSB [at a hearing in Washington DC in April](#).

In order to get the airplanes back in the air, Boeing did create more breathing room between the eight cells per battery on the two batteries on each 787. Boeing also constructed a big box it claims will [contain any thermal event and vent any fumes](#). But whether Musk and his clever chemical engineers (or Boeings' for that matter) have really tamed the beast is still up for discussion.

[Lewis Larsen about whom I have written](#) in the past, is already overheated about the Tesla fire. In a mailing to me today, he writes that the fire "is really a form of thermal runaway" and that far from being the smartest folks in the room regarding lithium ion batteries, the Tesla folks have just been the luckiest.

He wasn't there of course, but Larsen is concerned that the battery may have caught fire spontaneously because Tesla hasn't solved the problem thermal runaway problems, nor has anyone else.

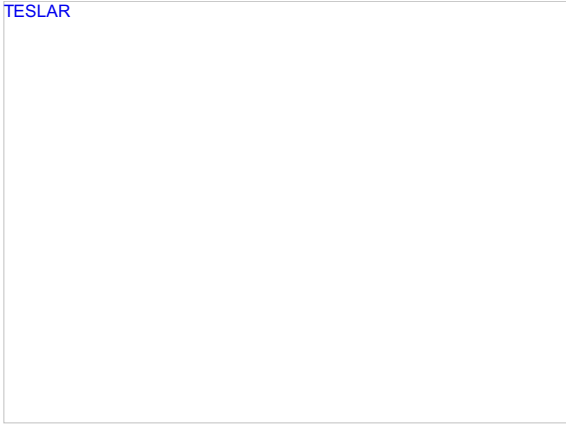
Tesla, however, is telling reporters "a large metal object" hit one of the modules on the battery triggering the blaze. This is not a minor distinction as far as Larsen is concerned because [he's telling anyone who will listen](#) that these battery cells go bad without notice and that when they do, they can heat up to nuclear-reaction-like temperatures.

Now, the comment of our citizen videographer, who driving by the flaming \$70,000 sedan says, "Wow, I can feel the heat in here," begins to sound more ominous.

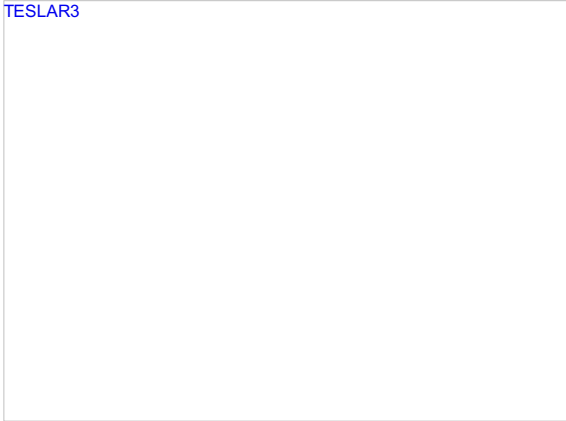
Which is why, Boeing executives may be tempted to feel a bit of schadenfreude now that the negative news spotlight has turned from [their airplane](#) to Musk's fancy car. But that's going to be fleeting. There's no reveling in Tesla's discomfort because when it comes to lithium ion batteries, the heat goes both ways.

See Lewis Larsen's whole presentation and contact him for interviews, below:

TESLAR



TESLAR3



<http://www.slideshare.net/lewisglarsen/lattice-energy-llcon-oct-1-tesla-model-s-caught-fire-on-highwayhas-companys-luck-run-outoct-3-2013>
[Lattice Energy LLC-On Oct 1 Tesla Model S Caught Fire on Highway-Has Companys Luck Run Out-Oct 3 2013H](#) from [Lewis Larsen](#)

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[Newly discovered documents show Tesla failed all reviews and was only funded because White House staff ordered DOE to fund in order to compensate Tesla investors for campaign contributions.](#)

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Newly discovered documents show Tesla failed all reviews and was only funded because White House staff ordered DOE to fund in order to compensate Tesla investors for campaign contributions.

New discovered documents show that, at the time Tesla applied for DOE funds, it failed its technical, financial, asset, collateral, and merit reviews but was pushed ahead of others because of orders from on high.

Tesla's original application documents, emails and reviewer discussions along with emails from Wells Fargo, Deloitte, Secretary Chu, Steve Rattner, Rahm Emanuel and Tesla investors have now been sourced and they reveal that Tesla exists today because of criminal actions in the past.

Freedom of Information Act releases from associates agencies and investigators show that Tesla broke federal laws for SEC disclosure, lobbying, SFLL filings, insider trading and a variety of other actions. Prosecution and investigation of these acts has been ordered to be delayed by those who will be embarrassed by the revelations.

Anybody with unlimited "protection" and hundreds of millions of free tax payer dollars and stock market rigging can start and run a company to make cars. Tesla is no success, Tesla is a scam.

Tesla has also been shown, via forensic audit, to have cooked its financial statements in order to make it look better than it is actually doing in finance marketing to seek to sell stock.

more to come...

D.t., A. M. F. T. – Washington Post & New York Times Stringers

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[The Deloitte/Tesla Connection:](#)

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The Deloitte/Tesla Connection:

Now that the entire California unemployment system online has failed, causing thousands and thousands of people to get evicted, with no end to the problems in sight, investigators look to the source: Deloitte!

The California/Deloitte kickbacks with Sacramento and the associated campaign contributions show why EDD gave the contract for its unemployment system to Deloitte "despite a string of problem projects" across California state and local governments that littered the company's track record, the LA Times reported late last year. These included: a project canceled after four years by California's Department of Developmental Services after it figured out the system it paid \$5.7 million to Deloitte to develop didn't work; a project to link California's court system computers, originally slated to cost \$33 million, but canceled because it couldn't be made to work even after Deloitte pocketed \$330 million; a botched payroll system Deloitte developed for the L.A. Unified School System; and a Deloitte-led, botched ERP system development for Marin County, California, among others. California government IT has been very, very good to Deloitte's bottom line.

Savvy California IT experts are praying that Deloitte's hand in the California healthcare online system will not pretty much guarantee failure according to a well-placed Sacramento server consultant. But alas, proving that California's kickback system is just as corrupt as Washington DC's. The guy WHO BUILT the COVERED CALIFORNIA Obamacare network, THE IT Director, The H.I.X. TOP GUY, The MAIN GUY: James Joseph Brown Jr.; was just ARRESTED FOR FELONY ORGANIZED CRIME CONFLICT-OF-INTEREST!!!! Just like everything in the Tesla/Fisker/Solyndra scam... everything with these people is about kickbacks, conflicts-of-interest and re-routing of public funds into their own pockets. When James Joseph Brown worked in his previous state position he helped get Tesla and Solyndra tax waivers.

Massachusetts admitted a few weeks ago that its original contract with Deloitte to modernize the state's unemployment system was "flawed" and allowed Deloitte "to miss deadlines and still charge the state some \$6 million more than originally planned," the Boston Globe reported earlier in the month. Suzanne Bump, the Labor Department Secretary in charge of the contract at the time—who is currently State Auditor—told the Globe she has "no recollection of what was in that contract language."

It is always amazing how selective amnesia seems to strike government officials whenever they are asked to explain their unexplainable decisions.

Deloitte ran the money for Tesla and "cooked the books" for Tesla, while double-dipping with the DOE to review Tesla's rigged loan applications, ON BEHALF of THE TAXPAYERS "SUPPOSEDLY" while working with California officials to get Tesla a tax waiver for it's factory; all the while providing shoddy services while rigging kickbacks... nice work if you can get it. Now let's see: Which Silicon Valley VC's have an exclusive relationship with Deloitte and Tesla?????

Andrew D. - LA Times

Deloitte under investigation for rigging ANOTHER car company:

Deloitte under investigation over Rover Nearly seven years after the collapse of car manufacturer MG Rover, its adviser Deloitte has been placed under investigation by industry regulators.

Deloitte under investigation over Rover Since the car company collapsed in 2005 taking with it 6,500 UK jobs, the AADB has been scrutinising Deloitte's role as auditor and adviser to Rover.

By Anna White

A complaint was logged yesterday by the Financial Reporting Council (FRC) over the conduct of the second largest accountancy firm in the UK and its former mergers and acquisitions partner Maghsoud Einollahi.

Tom Martin, FRC executive counsel referred the case to the Accountancy and Actuarial Discipline Board (AADB) to review Deloitte's conduct as auditors and advisers to various companies in the MG Rover Group sale.

The complaint alleges that in connection with certain transactions, Deloitte and Mr Einollahi "failed adequately to consider the public interest; the potential for there to be different commercial interests between the Phoenix Four, MG Rover Group and associated companies and shareholders; and the conflicts of interest and self-interest threat in relation to advising the Phoenix Four whilst maintaining client relationships with the MG Rover Group."

The accountancy arbitrators said the investigation is extremely serious, as demonstrated by the amount of time it took to file the complaint against Deloitte (formerly Deloitte & Touche.)

Both the AADB and Deloitte confirmed the inquiry is into the "transactions" overseen by Deloitte not the audit work.

It turns out Deloitte is in criminal investigations, many, many criminal investigations, worldwide, here is another:

"The aero group of companies called in joint administrators from KPMG on November 2009 after incurring losses that amounted to \$11 billion according to KPMG partner Jim Tucker. Prior to the administration, Aero Inventory has appointed auditors from Deloitte to account for the financials of the group.

The AADB's investigation will cover the processes of ICAEW and Deloitte in preparing, approving and auditing the financial statements of Aero Inventory PLC and its subsidiary Aero Inventory Ltd. In UK for the financial years ended June 30, 2007 and June 30, 2008, respectively."

Susan I- NYC

There are hundreds of criminal charges against Deloitte, here is more:

The accounting firm Deloitte audited Bankia before it went public, and now Deloitte is under investigation after a report from the Institute of Accounting and Auditing (the Spanish abbreviation is ICAC) accused the firm of not acting independently and exposed a conflict of interest that could lose Deloitte its business license.

Deloitte audited the accounts of all the savings banks that were nationalized to make Bankia, and during the 2008-2012 period it billed them 67.22 million euros. It is notable that after the crisis that many of them endured, only Bankia has severed its relationship with Deloitte.

It is a good thing that the ICAC is demanding excellence from accounting firms, because increased regulation and oversight in the financial sector doesn't mean much if we don't make the banks do their jobs well.

One has to wonder who allows these people to even exist after all this has emerged?

Deloitte just makes nice powerpoints for big fancy pitches, takes the money, gives out bonuses and then the "partners" "retire" before everybody sees that the emperor has no clothes and everything comes crashing down!

TV show on DELOITTE CORRUPTION:

<https://www.youtube.com/watch?v=gCrxEtPMdiY>

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[App Authentication Flaw Creates Tesla Motors Hack Concern. Your Tesla can spy on you and drive you off the road on command.](#)

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App Authentication Flaw Creates Tesla Motors Hack Concern. Your Tesla can spy on you and drive you off the road on command.

While Elon Musk has admitted to the New York Times that he can spy on any Tesla at any time, personally, the story gets worse:

The Tesla Model S is such an advanced automobile it even comes with its own mobile authentication vulnerability.

According to George Reese, Senior Distinguished Engineer and Executive Director of Cloud Computing at Dell, there's a flaw in the REST API used in Android and iPhone apps that connect to the car. While he stresses one cannot crash the car with this, one could cause excess electrical usage and force excess wear on batteries.

(ED. At the DEFCON hacker conference, though, other hackers demonstrated a system to take over the GPS which could be used to crash the car by suddenly turn inputs or cruise control bursts. To be safe, have your GPS and all transceiver chips removed from the car.)

He notes that "[a]uthentication happens when you call the /login action with the email address and password of the Tesla customer. This is the same email address and password used to log in to <http://www.teslamotors.com>. Every customer has one because this web site is where the customer builds their car." He then cites five vulnerabilities: "It requires the sharing of the user's password with third-parties (major); no mechanism exists for cataloging applications with active tokens (significant); Only an inconsistent blunt-force mechanism exists for revoking access to a compromised application (moderate); No mechanism exists for revoking the access of a compromised application (major); The automated expiration of tokens in 3 months encourages applications to improperly store your email and password (significant).

By Robert Vamosi

In another Tesla failure, the doors of the car can be electronically hacked to not only lock you out of your car but LOCK YOU IN YOUR CAR. There are a number of published complaints online about the ongoing lock-in of Tesla owners.

K.G. – Dallas

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[Tesla gets another \\$34M of your tax \\$\\$\\$ in campaign finance kickbacks.](#)

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Tesla gets another \$34M of your tax \$\$\$ in campaign finance kickbacks!!!!

Part of a number of lawsuits currently filed on Tesla note that Tesla books tax giveaways as "profit or revenue" instead of selling cars it has made a business out of taking tax money. Today, the State of California revealed that Tesla had received another \$34 million in a one-of-a-kind, exclusive kickback of taxpayer money to help a bunch of billionaires who just happened to be the same billionaires that financed the related campaigns! Amazing!

DG- Bost

Tesla just got a \$30-million tax break

By Giuseppe Macri- Daily Caller

The state of California just approved a \$34.7-million tax break for electric car manufacturer Tesla Motors to expand the company's production capability by another 35,000 additional units per year.

As a result, Tesla will be exempt from paying sales and use taxes on its planned purchase of \$415 million in new manufacturing equipment, which California estimates will result in a \$24-million economic boon to the state's economy.

The California Alternative Energy and Advanced Transportation Financing Authority was the state panel that authorized the tax break. The panel is chaired by California state Treasurer Treasurer Bill Lockyer.

Read more: <http://dailycaller.com/2013/12/19/tesla-just-got-a-30-million-tax-break/#ixzz2nyWjWpm9>

Since Tesla is still using our tax money, that means all of their internal financial records are available, on request, for public review, right?

Dj-

The [lawsuits against Tesla](#) state that Tesla is pulling funny business with the numbers. Why wouldn't the State of California wait until the [NHTSA review](#) is complete, or is this because they know the NHTSA review is going to go south?

T- Fresno B

Tesla has gotten tax money from California before and they STILL need more cash from the taxpayers? Why can't the Google Guys or Kleiner pay for this instead of the taxpayers? WTF?

Dan

Google+

Political White House super executives Bill Daley and Larry Summers, both thought to be shoe-ins, shockingly end candidacies at same time as investigations reveal their participation at the time and place that the Google and DOE kickbacks began.

Watch the news for more as details evolve....

The net is tightening around the suspects who ran a multi-billion dollar DOE/Google/Election scam: Daley, Summers, Rattner, Emanuel, Gibbs, Axelrod. All of whom suddenly quit the White House or high office when investigators let them know what they had on them!

Roberts- LA Times, Chicago Office

All of them bailed out, at the height of their careers, in a bad economy, when they had the best jobs online already, because of "information they received". It made no sense for them to cancel campaigns or jump ship, when they did, unless they knew they were going to be busted. They all issued comments that used the suspicious: "after careful consideration" language and the "spend more time with my family" smoke-screen phrasing. They all worked at the White House on the illegal ordering of the direction of the DOE funding decisions and they, and their chief of staff's, all met with Google's investors, who benefited the most from the DOE funding decisions. They all are under investigation by multiple organizations for re-routing federal funds to special interests during their White House stint. Ironic? Coincidence? or Crime?

Baily Johnson- Times Independent

Bill Daley ends his campaign, former White Chief of Staff. Larry Summers ends his White House nomination campaign at the same time. Two of the most powerful people in politics suddenly bail. Deja Vu.. Yes: Can you say Emanuel, Gibbs, Rattner, Axelrod? They find out all of their back-door, insider, communications are on record with NSA, DEA, and many other agencies, who caught them while looking for other crimes.

Betty T.- Wall St. J. Stringer

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[Google Kickbacks. Tesla Connected?](#)

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Google Kickbacks

Google investors paid for the national election expenses and outside services and manipulated Google searches so they got: patent laws changed that benefit them, business tax laws changed that benefit them, free jet gas and free money for Google's car company -Tesla. Tesla is owned and controlled by the owners of Google and their investors. Sweet Deal! A former Google staffer, who had to leave to go overseas, has started spilling the beans. He has stated that Steven Chu was best friends with all of the Google and Kliener investors before he was "picked" (slid into place) to head DOE where he could conduit money. Google bosses shouldn't sleep with Google employees girlfriends, apparently.

Senator halts Google's taxpayer-subsidized executive jet fuel deal

Your tax dollars at work

By Iain Thomson, 13th September 2013

A year-long investigation by US senator Chuck Grassley (R-IA) into Google's use of NASA's Silicon Valley airport has shown that the company benefitted from buying cheap aviation fuel from NASA at a discounted price arranged by the Pentagon.

"Are some executives getting a special deal on fuel that isn't available to other businesses?" said the Republican Senator Glassley, who will be conducting an audit into the arrangement. He added that the Google/NASA deal raises concerns about the government being a "fair broker with businesses and responsible steward of tax dollars."

Google currently has a Boeing 767, Boeing 757, four Gulfstream V's, two helicopters, and an 1982 Dornier Alpha Jet based at Moffett Field, which is handily right next door to the Chocolate Factory's campus. The arrangement is part of a 2007 deal between NASA and Google that allows Google to rent space at the airport, with the space agency getting to use Google aircraft for experiments as the quid pro quo.

But, according to The Wall Street Journal, Google's air force (managed by holding company H211) has also been benefitting financially by buying its aviation fuel cheap from NASA, which is supplied by the Pentagon. Documents obtained by Senator Grassley show that since 2009, H211 has bought 2.3 million gallons of jet fuel at an average price of \$3.19 per gallon.

"I don't see how in the hell anybody can buy it that cheap," said Fred Fitts, president of the Corporate Aircraft Association, adding that the average price his members were paying was \$4.35 per gallon.

According to FAA records, Google aircraft have flown from Moffett 710 times since 2007, which includes 20 flights to the luxurious Caribbean island of Tortola, 17 to Hawaii, and 15 to Tahiti. New York and Los Angeles are also frequent destinations, and many flights also go to Europe.

The FAA reports that three of Google's jets, including the 767, flew from Moffett last year to Croatia, where CEO Larry Page was a groomsman at his brother-in-law's wedding, and bought 24,000 gallons of fuel for the trip at a price of \$3.33 per gallon, more than a dollar less than the going rate. According to H211's contract, fuel bought at Moffett should be used "for performance of a U.S. government contract, charter or other approved use."

Kenneth Ambrose, an executive with H211, said that it bought "the only fuel available at Moffett" and pays "full retail for hangar space that includes none of the ground support typically included at business aircraft hangars."

NASA does, of course, get the use of the aircraft for science, and collects \$1.3m a year in rent from Page's people. According to Grassley, NASA has used Google's aircraft 115 time for atmospheric testing flights, but all but 11 of these flights have used the Chocolate Factory's Alpha Jet, rather than its much more thirsty Boeings or Gulfstreams.

"NASA is always looking for innovative, public-private partnerships to help advance our mission and provide benefit to the American taxpayer," a spokeswoman for NASA told the WSJ.

Now that the sweetheart deal with Google has been stopped, its fleet has to buy its fuel elsewhere at market prices. But the Moffett deal could soon end anyway, as Google is planning to build a \$82m private terminal at Mineta San José International Airport, so that its execs can continue to fly without encountering the hoi polloi.

US senator Chuck Grassley has now been targeted by an elite programming team at Google. Senior staff ordered the inside team at Google to "pull a Santorum" on US senator Chuck Grassley. This involves programming the Google search engine to hold negative search finds about Senator Grassley at the top of search engine results. Google is not happy about his findings.

Google had previously targeted Sen. Rick Santorum as a "political enemy" and ordered his name placed at the top of Google searches associated with a horrific sex term. Sen. Rick Santorum went to great lengths to attempt to have the attack on Google, by Google, removed. Google has denied that they manipulate search engine results but analysis of their algorithms and interviews with their staff have confirmed otherwise.

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[U.S. Senator: Tesla money came from "one of the most disastrously mismanaged and corrupt programs in U.S. history,"](#)

09 Monday Sep 2013

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Rep. Jim Jordan, R-Ohio, chairman of the House Oversight subcommittee where Whitcombe testified, has called the loan program "one of the most disastrously mismanaged and corrupt programs in U.S. history," and said during that Fisker hearing, "The Obama administration owes the American taxpayer an explanation as to why this bad loan was made in the first place."

He might also want an explanation why DOE's Whitcombe and Chu hid the truth about VPG while under oath before his subcommittee.

Tesla owners, investors and their search engine owners paid Washington staff to get false stock impressions and taxpayer funds in order to unfairly and unethically fund Tesla.

So besides the fact that it has now been revealed that Tesla cars spy on their owners while you are driving one, the company was acquired in a hostile takeover, each car has constant mechanical problems, the door handles can lock you in the car, Solyndra and Tesla buildings were corrupt real estate deals, the batteries have to be assembled in a blast chamber because they could explode, and the Tesla people paid to sabotage Fisker and other competitors... the list of bad Tesla things now seems to be record-breaking

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[Senator Charles , Consumers Union and other groups call for investigation of exploding lithium ion batteries. Same batteries as used in Tesla and Fisker.](#)

23 Sunday Jun 2013

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Senator Charles Schumer, The Consumers Union, and a variety of consumer groups call for lithium ion investigation

Senator Charles Schumer, The Consumers Union, and a variety of consumer groups across the nation, today, have called for an investigation of lithium ion batteries based on reports of extensive explosions and fires which have, literally, set consumers on fire. Standing in front of a Best Buy, Senator Schumer revealed that research has shown that lithium ion batteries in cars, cell phones and other products are now known to explode for no reason. Asian produced batteries are said to be produced with no OSHA, safety or security standards. Tesla uses these batteries.

Andre Deason- Chicago, Ill

[LITHIUM ION ISSUES](#)

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[Tesla “Battery Swap” a smoke-screen to get rid of exploding battery pack](#)

19 Wednesday Jun 2013

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Tesla has been scrambling to address the issues that killed Fisker, namely, that their batteries can explode and burn you, your kids and your house up in a big nasty fireball.

SEE:

[Tesla Issues](#)

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Tesla RECALLED!

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A dangerous seat failure built into the Tesla car could cause injury or death. A global recall of Tesla's has begun. Yet another sign of the Tesla factory going sideways.

The recall began today.

Other problems with the car include overheating, loose panels, potential battery fires as disclosed in Tesla's own patent filings and the car locking you inside, as reported by many owners.

The getting-locked-inside-your-Tesla-while-the-batteries-blow-up-and-burn (See Fisker) seems to be a frightening proposition.

[Tesla Battery Issues](#)

Dave
San Diego

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[BOMBHELL NEWS: Treasury and OMB letters and documents reveal Tesla got "UNJUST REWARDS"](#)

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BOMBHELL NEWS: Treasury abd OMB letters and documents reveal Tesla got "UNJUST REWARDS".

Taxpayer lawsuit to demand return of all money from Tesla.

Senate investigations were revealed in major media nationwide today, disclosing that the Treasury Department and OMB had recorded in documents that Tesla's DOE loan was rigged

and that the loan Tesla received "UNJUST ENRICHMENT".

Multiple taxpayer groups announced plans to file charges in order to have all of the money returned by Tesla, to the taxpayers.

For more on this Google: "Solyndra unjust enrichment investigation"

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[Tesla suddenly announces new funding raise but lies about what it is for:](#)

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Only a week after Elon Musk told the market on a live global phone-cast that Tesla did not need to raise more money, they suddenly need to raise massive amounts of money.

Using the pretext that it is "just so we can pay back the loan" ('Public give us your money again so we can give you your money back that we got by lies') Can you say: IT DOESN'T WASH?

In the usual Elon Musk "It's not a tornado, it is lovely spinning air" spin on bad news he hypes the hype.

Just like when he said he would "guarantee resale value" when all of the cheap KIA's and Fusions came out looking just like a Tesla and when he said "here's a new battery warranty" when the investigations showed that his batteries burn your family alive when they get wet.

Tesla may realize the jig is up and be in fire-drill mode...

Sindi Poflin
Bakersfield, CA

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[Auto industry revenge strikes Tesla, reduces value of Tesla's by \\$30,000.00](#)

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[NOSE](#)



Auto industry revenge strikes Tesla, reduces value of Tesla's by \$30,000.00

The auto industry is not pleased that Tesla bought-it's-way-in instead of earning-it's-way-in like they did. For payback, they took extraordinary measures.

Never in the history of the automobile industry has there been a concurrent release of a tapered-nose/ open-mouth grill design by multiple companies.

As soon as Tesla and Fisker announced, and sought to sell, their cars with tapered-nose/ open-mouth grill designs, the auto industry took action with an insidious plan. They started

releasing the cheap models of their car lines with tapered-nose/ open-mouth grill designs.

Now you can get a cheap little KIA, Ford Fusion or any number of low-cost cars that look just like a Tesla.

People buy Tesla's because they are arrogant rich people who want to make a statement about their ego's as they drive down the road past you.

BUT

Now you can't tell if the car coming at you is a Tesla, KIA, Ford , etc.

Market research experts say that the value of owning a Tesla has dropped by at least \$30,000.00 now because you can buy any number of cheap cars that look just like the Tesla.

Oh well.

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[Tesla's financial advisors: Deloitte charged in Money Laundering Scheme](#)

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NY State top legal bulldog Benjamin M. Lawsky has charged and fined Deloitte tens of millions of dollars for their involvement in **Money Laundering Schemes**.

Deloitte was the financial advisor for both Tesla and the DOE during the give-away of the money from DOE to Tesla proving that: **The snakes in the henhouse should not guard the eggs.**

Deloitte made vast millions off their concurrent double-agent role with DOE and Tesla.

Further investigations of Deloitte and their relationship with Tesla, Wells Fargo, and DOE continue to swing the spotlight onto the worms-nest of corruption.

[SEC.gov | SEC Charges Deloitte & Touche in Shanghai with ...](#)

May 9, 2012 ... SEC Charges **Deloitte** & Touche in Shanghai with Violating U.S. **Securities** Laws ... The **Securities** and Exchange Commission today announced an ... The firm is charged with violating the Sarbanes-Oxley Act, which requires ...

<http://www.sec.gov/news/press/2012/2012-87.htm> – [View by Ixquick Proxy](#) – [Highlight](#)

[Litigation Release No. 21612 – Securities and Exchange Commission](#)

Aug 4, 2010 ... The **Securities** and Exchange Commission today charged a former **Deloitte** and Touche LLP partner and his son with insider trading in the ...

<http://www.sec.gov/litigation/litreleases/2010/lr21612.htm> – [View by Ixquick Proxy](#) – [Highlight](#)

[SEC Enforcement Actions: Insider Trading Cases – Securities and ...](#)

Oct 25, 2013 ... Microcap Company CEO – SEC charged Laidlaw Energy Group CEO Michael Bartoszek, who illicitly profited from selling his shares of company stock based The former **Deloitte** partner and his son agreed to pay more than ...

<http://www.sec.gov/spotlight/insidertrading/cases.shtml> – [View by Ixquick Proxy](#) – [Highlight](#)

[indictment – securities fraud](#)

Conspiracy to Commit **Securities** Fraud; 2 v. –Aiding ... At all times relevant to this indictment: ... Unify's outside auditor was **Deloitte** & Touche LLP ("**Deloitte**").

<http://www.justice.gov/archive/dag/cftf/chargingdocs/unifyind.pdf> – [View by Ixquick Proxy](#) – [Highlight](#)

[Deloitte sued over audits of ChinaCast Education | Reuters](#)

Feb 19, 2013 ... The **Deloitte** Company logo is seen on a commercial tower at Gurgaon, ... Last May, **Deloitte** was charged by the U.S. **Securities** and Exchange ...

<http://www.reuters.com/article/2013/02/19/us-lawsuit-deloitte-idUSBRE91116N20130219> – [View by Ixquick Proxy](#) – [Highlight](#)

[Thomas Flanagan, ex-Deloitte partner, pleads guilty to insider trading](#)

Aug 8, 2012 ... Thomas Flanagan pleaded guilty Wednesday in federal court in Chicago to one count of **securities** fraud. (Nancy Stone, Chicago Tribune).

articles.chicagotribune.com/2012-08-08/business/ct-biz-0809-flannigan-20120809_1_insider-deloitte-touche-plea-agreement – [View by Ixquick Proxy](#) – [Highlight](#)

[Former Deloitte partner Flanagan gets prison term for insider trading ...](#)

Oct 26, 2012 ... A former vice chairman of **Deloitte** LLP was sentenced to 21 months in ... Although conviction on **securities** fraud charges can mean up to 20 ...

<http://www.chicagobusiness.com/article/20121026/NEWS01/121029843/former-deloitte-partner-flanagan-gets-prison-term-for-insider-trading> – [View by Ixquick Proxy](#) – [Highlight](#)

[FBI — Former Deloitte Partner Pleads Guilty to Illegally Profiting ...](#)

Aug 8, 2012 ... Flanagan, 64, of Chicago, pleaded guilty to one count of **securities** fraud, admitting that he received illegal profits totaling approximately ...

<http://www.fbi.gov/chicago/press-releases/2012/former-deloitte-partner-pleads-guilty-to-illegally-profiting-420-000-from-insider-trading-involving-firm2019s-clients> – [View by Ixquick Proxy](#) – [Highlight](#)

[\(UPDATE 2\) SEC Charges Deloitte Tax Partner with Insider Trading ...](#)

Nov 30, 2010 ... The **Securities** and Exchange Commission today charged a former **Deloitte** Tax LLP partner and his wife with repeatedly leaking confidential ...

<http://www.goingconcern.com/2010/11/sec-charges-deloitte-tax-partner-with-insider-trading> – [View by Ixquick Proxy](#) – [Highlight](#)

[HP, Hurd, Deloitte and Tone at the Top – re: The Auditors](#)

Aug 9, 2010 ... Thomas P. Flanagan of Chicago traded in the **securities** of **Deloitte** ... In September of 2006, Bloomberg reported that HP faced indictment by ...
<http://www.retheauditors.com/2010/08/09/hp-hurd-deloitte-and-tone-at-the-top/> – [View by Ixquick Proxy](#) – [Highlight](#)

[The Audacity of Chinese Frauds – The New York Times](#)

May 26, 2011 ... Fraud in Chinese stocks is not new, but several recent disasters are notable ... **Deloitte**, which had given clean audit opinions to Longtop for six ...
<http://www.nytimes.com/2011/05/27/business/27norris.html?pagewanted=all> – [View by Ixquick Proxy](#) – [Highlight](#)

[Chimera claims Deloitte was silent – Crain's New York Business](#)

Mar 14, 2013 ... The strange thing is that the auditor, **Deloitte & Touche**, didn't inform ... which holds many hard-to-price **securities**, and didn't agree on how to ...
<http://www.craigslist.com/article/20130314/BLOGS02/130319926> – [View by Ixquick Proxy](#) – [Highlight](#)

[Normandy CEO Indicted on Fraud, Conspiracy Charges – Los ...](#)

Sep 27, 1996 ... White upped the ante in 13 subsequent reports—also on **Deloitte** letterhead—that "vastly overstated the value of Bagdasarian's **securities** ...
articles.latimes.com/1996-09-27/business/fi-47934_1_fraud-charges – [View by Ixquick Proxy](#) – [Highlight](#)

[More on Deloitte v. Thomas P. Flanagan: Copy of ... – Securities Docket](#)

Nov 4, 2008 ... As discussed here previously, in a complaint dated October 29, 2008 and filed in Delaware Chancery Court, **Deloitte** sued Thomas P. Flanagan ...
www.securitiesdocket.com/2008/11/04/more-on-deloitte-v-thomas-p-flanagan-copy-of-complaint/ – [View by Ixquick Proxy](#) – [Highlight](#)

[Adelphia Sues Deloitte For Ignoring Financial Abuse | AccountingWEB](#)

Nov 6, 2002 ... The company is under regulatory and criminal investigations by the **Securities** and Exchange Commission and the Department of Justice for ...
<http://www.accountingweb.com/topic/firm-news/adelphia-sues-deloitte-ignoring-financial-abuse> – [View by Ixquick Proxy](#) – [Highlight](#)

[Experience – Securities and Shareholder Litigation – Practices ...](#)

In October 2011, Mr. Gupta was **indicted** in the Southern District of New York, and ... defending **Deloitte & Touche LLP** against the RGH Liquidating Trust's fraud ...
<http://www.kramerlevin.com/securitieslitigation/?tabId=experience> – [View by Ixquick Proxy](#) – [Highlight](#)

[Accounting scandals – Wikipedia, the free encyclopedia](#)

In public companies, this type of "creative accounting" can amount to fraud, and investigations are ... such as the **Securities** and Exchange Commission (SEC) in the United States.
Unify Corporation, 2000, **Deloitte & Touche**, United States.
en.wikipedia.org/wiki/Accounting_scandals – [View by Ixquick Proxy](#) – [Highlight](#)

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[Tesla and Fisker use Vaginal Orifice to trick abusive rich guys into buying cars!](#)

18 Tuesday Jun 2013

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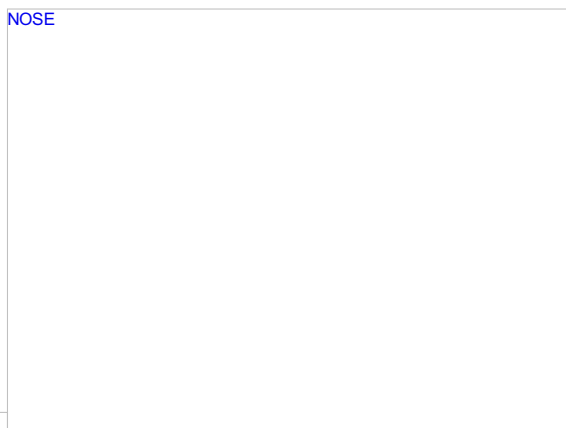
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Tesla and Fisker use Vaginal Orifice to trick rich douche bag frat boy guys into buying cars!



and Fisker) (PHOTO: No volume production cars had **open mouth** tapered front ports until Tesla

As one post quotes:

"Ordinization: Manufactured Addiction For Profit. This is the process of using ingested substances to trick the brain in order to create addictive profit opportunity.

Fats, salts, sugars, breads, alcohol, tobacco and drugs use ordinization to addict consumers to buy them. Most of the makers of these products receive subsidies from your tax dollars. In other words, you are paying them to addict you and your family.

The key to ordinization is that you don't want to believe it is happening to you because the addiction creates a synthetic bliss which your psychology causes you to defend. You get mad if someone implies they want to take away your cigarettes, alcohol, dessert, etc.

Government support of these products creates a nation of addicts, drunks, obese people, personality disorders, problem children and a very unhealthy society.

(For more on this see: "Salt Sugar Fat: How the Food Giants Hooked Us", By Michael Moss (Author) Available on Amazon and as seen on the Dr. Oz show)

Billions of dollars are spent each year to refine and increase the addictive qualities of these products. "Product science" consultants have vast laboratories where they research food, beverage, fragrance, texture, taste and all human stimulants right down to each neuron in the brain. They want to see how they can control an entire generation of consumers to be unable to resist buying their product.

Elite politician's operatives spray certain fragrances at rallies and then try to spray the same scent near polling places so you recall the candidate with a "home cooked meal" smell and want to vote for them without realizing why. Vegas hotels and big Malls use psychological sense vapors to control consumers. 60 Minutes recently had a segment on a company, Givaudan, that other companies, like McDonalds and Pepsi, hire to create addictive flavors. This is all out in the marketplace.

If you don't want to be a product zombie, demand that Congress outlaw Ordinization."

In the link:

[AUTO INDUSTRY ATTACKS TESLA AND FISKER](#)

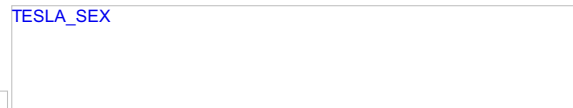
We see that the tapered nose, open-vagina front of the car is a first-time-ever design phenom. The other car companies (See the new Ford Fusion, Kia, etc.) copied the tapered nose, open-vagina front of the car and released the same design nose structure at the same time in order to make the Tesla and Fisker less valuable in the market. There has never, in auto history, been a concurrent release of tapered nose, open-vagina car front designs until Tesla's and Fisker's competitors decided to devalue Tesla's and Fisker's cars. The concept of the look, though, comes from the female vaginal orifice psychological mnemonic trigger effect that appeals to rich yuppie males. This effect was designed by Madison Avenue branding companies.

As shown in the design studies, the design of the Tesla and Fisker uses curves that duplicate the same curves a man sees when he is crouched over the body of a nude woman. You can find numerous studies that show the overlay of a woman's nude body on the exterior body panels of the car to show how, and why, they formed the car that way.

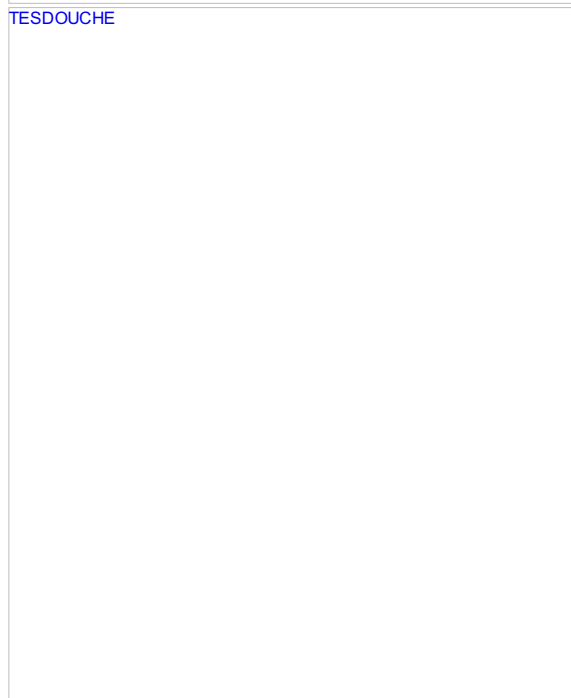
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As we see in the horrific, and telling, Millionaire Saatchi throat grab attack by Nigela Lawson's rich egotistical husband on her, caught on-camera, in the news (Google it or go to TMZ): rich men see women as objects to dominant and manipulate. Tesla and Fisker designed their cars to remind rich males of nude women so that they would psychologically feel like they were dominating a nude woman when they approached the front of the car, or viewed the car from ¾ views or drove it. This use of addictive imagery appeals to the type of males that built the Tesla and Fisker car companies (100% male dominated) and that the cars sell to (98% rich white males) who want to tell the world that they are "the boss of all things", especially women. Silicon Valley men are involved in more abuse charges in divorce proceedings and hire more prostitutes than in any other city. Silicon Valley men buy more Tesla's than in any other city. This is visual product Ordinization. This is also another addictive commercialization effort funded by your tax dollars.

Alison Keever
Los Angeles

Albert C, Palo Alto, California

Everybody has noticed that if a person is driving a Tesla, they almost always turn out to be a swinging dick, arrogant, slicked back hair, Aryan Stanford clone. They are, generally, rude abrasive people. It really says a lot about the person if they drive one, but mostly it just reinforces that, that person is a weasel.

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[Tesla “Battery Swap” doesn’t work already.](#)

18 Tuesday Jun 2013

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So they’re going to demonstrate the process for swapping the battery. Is there anyone who doesn’t believe they can swap batteries?

The bigger problem is one of cost and practicality. Let’s say you want to set up a battery-swap station in a major population center. And let’s assume you want to be able to service a modest 100 cars per day (in LA a gas station might need to service ten times that in a day).

So you need to have room to store 100 fully-charged batteries. And you need the equipment and facility to charge discharged batteries that just came out of the cars. And you’re going to need heavy equipment to handle and manage the ~400 pound batteries themselves.

Now, consider the cost of the batteries...it seems that Tesla doesn’t really want to say what they cost – articles about Tesla frequently refer to them as costing “tens of thousands of dollars.” I’ve seen prices that indicate Tesla might be selling extra batteries at a considerable loss, possibly to obfuscate the true cost as a PR move. Battery cost is something that Tesla “really” doesn’t want to talk about:

<http://online.barrons.com/article/SB50001424052748…>

Musk hung up on Barron’s when they wanted to discuss battery cost. Just flat-out hung up on them.

So, anyway, let’s assume for now that a battery pack costs ~\$25,000. If you want to have 100 of them on hand for swapping at such a station, your inventory cost is a \$2.5 million. Read that again. Two point five million dollars in battery inventory alone.

Now let’s look at some handling issues. These are ~400 pound batteries. You’re not just going to have one guy carrying them around. Or even 2 or 3 guys. You’re going to have forklifts running around inside some kind of underground bunker (because you’ll be replacing the batteries from under the car) that stores all the inventory and charging equipment. We’ll assume the forklifts are electric too, so no need to worry about extra ventilation in your battery bunker. A hundred 400 pound batteries is 40,000 pounds of material that you’re going to be carrying around each day.

Now consider the storage space needed for all the charged batteries...and the racks and chargers to charge them on. That bunker’s gonna be big. What is the land and construction cost

going to be for this facility? Especially in an area like LA?

And then...what does the battery swap cost the consumer? After you factor in the \$2.5 million inventory cost, the facility cost, the labor and equipment cost, the cost of the electricity to recharge everything, and the lifespan of a battery (which are all going to be doing full cycles every day, granted that you're in a swap-system now)...and I don't know. The battery swap facility has to at least break even, if it's a Tesla-owned facility. Has to make a reasonable profit if it's a 3rd-party kind of thing. So...\$100 a swap? \$50? \$250? Dunno. Probably can't know until you actually get a good handle on the facility cost and the lifespan of batteries that are in that kind of constant-use cycle.

Finally, let's just simply look at time. How long does it take to do the swap, considering that you have to get the car over a limited number of service bays to drop it out from underneath the car and onto a forklift, carry that battery to a charging rack and plug it in, pick up a charged battery from that rack, bring it back to the car and lift it up and install it. Let's assume that's ~15 minutes per car, which I have a feeling may be a bit optimistic, but for now it'll work. On the face of it, you can say "well, at 4 changes per hour, you can do 96 swaps on a single bay in a day, so no big deal!"

Ummm...no. Reckon gas stations get steady-state traffic throughout all hours of the day? What happens is people will be coming in on their way to work, or on their way home from work. You have to squeeze the vast majority of your 100 battery swaps into a couple hours of the day...let's say 4 hours to be generous. To do 100 swaps in a 4-hour window, you need 6.25 bays (so, 7 actual bays).

That means you need a lot more land than initially you may have been thinking. And your underground bunker needs to be that much larger to accommodate all those swap bays. And now you need more forklifts, and room to safely maneuver all of them and have space for them to get in and out of the storage and charging areas. And your labor costs went up too.

In the end, demonstrating that you *can* change a battery...even if the process for doing so is kind of nifty...is utterly irrelevant. You need to demonstrate how you're actually going to make that work in the real world – on a reasonably-sized chunk of land, in a reasonable amount of time for the consumer, and at a reasonable cost.

So...save the swap demonstration. What you need to "demonstrate" is how you're physically and financially going to make a real-world facility work.

Tom- Denver-CO

[TESLA BATTERY](#)

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[Tesla snoops on you worse than the spy guys. Tesla cars watch and listen to you.](#)

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Google is now in trouble for spying on everybody. Google is one of the biggest “silent investors” in Tesla.

Elon Musk has admitted to the NY Times that his cars are wired to report your location, route of travel, dashboard settings and other real-time use information back to his office.

It is now also learned that the hands free microphone in the cars can be remote activated and also hacked to listen to everything you say in a Tesla.

That’s nice. It is always good to pay \$100,000.00 to someone so they can listen and watch everything you do.

Betty Kormen
New Jersey

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[9 questions for Tesla’s Elon Musk; Reporters embrace the “jump Musk” tactic to expose him](#)

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9 questions for Tesla’s Elon Musk
By Alex Taylor III, senior editor-at-large

elon musk

(Fortune)

At about \$90,000 apiece, Tesla's zero emission cars have become a symbol for those in the moneyed class who want to show a commitment to the environment. At the same time, billionaire CEO Elon Musk has emerged as the company's chief spokesman and cheerleader, encouraging optimistic sales projections and batting away doubters and naysayers who say the company's shares are overpriced and the cars are overrated. In recent weeks, he's battled both the New York Times and Barron's over what he perceived to be negative coverage about the company's prospects. "I have no interest in an article that debates what we consider to be an obvious point — which is that there is a dramatic reduction in battery costs," Musk told the Barron's reporter. "You clearly do not understand the business." Then he terminated the interview.

Is Musk the next Henry Ford — or Preston Tucker? By getting Tesla (TSLA) into production with a saleable car designed from the ground up, he's already gone further in the auto business than many people expected (see Henrik Fisker), but Tesla's stratospheric rise has generated heated debate on websites like Seeking Alpha and Motley Fool as to whether it can continue to expand at its current rate. Here are nine questions for Tesla and Musk:

1. Is Tesla's stock price the result of irrational exuberance?

As numerous commentators have pointed out, your company's finances look more like an Internet startup's in 1999 than those of a traditional automaker. Tesla has made money in only one quarter during its 10-year history, is expected to only break even this year, and make a buck a share in 2014. That works out to a forward p/e of roughly 100.

Tesla could possibly make 35,000 vehicles per year by 2015, but GM (GM, Fortune 500) and Ford (F, Fortune 500) respectively produced 252,894 and 246,585 vehicles during the month of May in the U.S. alone. GM has a trailing p/e of 11.9 and Ford 10.7. Investors have to decide where the best value lies.

2. Can you make money selling cars without air pollution credits?

Behind Tesla's \$11 million first-quarter profit, analysts figure there is nearly \$100 million in one-time or otherwise unsustainable items, including \$68 million in zero emission credits that you've said will disappear by the end of the year. That will leave a big hole in your operating statement. How will you be able to fill it?

3. AutoData reports that Tesla sales declined 14.7% in May. Is this a one-month blip or a sign that the immediate demand by early adopters has been satisfied?

Part of the auto business is fashion; cars with flashy designs or novel concepts get a big initial boost but have a faster decay in their sales curve than more conventional cars with steadier demand. Teslas are high fashion: eye-catching designs combined with unusual powertrains. The sales slump could also be a sign that your company is exhausting the market for super-premium priced cars. The number of people shopping for Porsches and higher-priced Mercedes and BMWs is thin and essentially finite, and Tesla may have already gotten its share. It is also worrisome that you used to brag about your order backlog, but now you won't release that information any longer. What is going on?

Elon Musk: Electric car competition is key

Elon Musk: Electric car competition is key

4. Can you continue to roll out your distribution model nationwide, given the opposition of local dealers and the barriers of state franchise laws?

Instead of using franchised dealers, Tesla is distributing its cars through company-owned outlets. You argue, reasonably, that "existing franchise dealers have a fundamental conflict of interest between selling gasoline cars, which constitute the vast majority of their business, and selling the new technology of electric cars." But that puts you in opposition to state franchise laws enacted in the 1920s to protect independent dealers. Tesla has won court decisions in Massachusetts and New York but suffered setbacks in Virginia and Texas. Advocates of the franchise system argue that independent dealers are essential to provide inventory buffers and to interface directly with customers.

5. Does it really make sense to build a nationwide recharging network?

Since electric cars have limited ranges, everyone agrees that a network of charging stations is essential to their widespread adoption. Supercharger stations can return most of a vehicle's range in 25 minutes but cost \$150,000 apiece. You currently operate eight supercharger stations, including six in California, one in Connecticut, and one in Delaware, and you have promised to install 200 coast-to-coast by the end of 2014. Won't the supercharger attendant in Nevada or Kansas be as lonely as the Maytag repairman?

6. Is guaranteeing the residual value a smart business decision?

In May, you announced that you will guarantee to anyone who leases a Tesla that it will have a higher residual value after three years than any other luxury car on the market. That's nice, but who knows what a Tesla will be worth three years from now? As analysts have pointed out, that just shifts the risk from car owners to shareholders. You could be stuck with a lot of vehicles that are worth less than expected.

7. Can you bring down the price of batteries far enough to build a \$40,000 car?

You have said you will launch a small electric sedan in late 2016 with a range of at least 200 miles and a price point "half" that of the flagship Model S. That means it will start at about the same price as the Nissan Leaf — around \$30,000 — but have triple the range. You said you were "pretty optimistic" that the necessary advances in battery technology are achievable without "any miracles happening." There aren't many who are equally optimistic.

8. Every other EV manufacturer is struggling. Are you really that much better?

GM just cut the price of the 2013 Chevrolet Volt by \$4,000 to boost stalling sales. Nissan sold only 2,138 Leafs in May. The only electric car that has been made so far that could compete with the Model S was the Fisker Karma, which looked attractive, was powerful, and had a high range. Unfortunately, the Karma was not a success, and Fisker is now defunct.

9. Are you in danger of overreaching?

Google (GOOG, Fortune 500) founders Larry Page and Sergey Brin were both investors in Tesla before its 2010 initial public offering, and that's pretty intoxicating company. So perhaps we shouldn't be surprised that you are talking with Google about adding driverless technology to your cars. "Autopilot is a good thing to have in planes," you said in an interview, "and we should have it in cars."

Personally, I'd be happy if you just continue to develop your cars, bring your prices down, and blanket the East and West Coasts with service centers and charging stations. That way, if you don't become the next Henry Ford, at least you would be the next Walter Chrysler. To top of page

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[Friend of Tesla staffer killed in plane crash releases insider notes](#)

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Friend of Tesla staffer killed in plane crash releases insider notes to press that deceased Tesla worker was compiling for book. The associate has been releasing parts of the book to selected press but confirms that a full book deal is now in final negotiations.

3 Tesla workers die when plane hits N. Calif. home

BROOKE DONALD and SUDHIN THANAWALA

Tesla Palo Alto Plane Crash

EAST PALO ALTO, Calif. — A twin-engine plane carrying three employees of electric car maker Tesla Motors struck a set of power lines after takeoff Wednesday and crashed into a fog-shrouded residential neighborhood, raining fiery debris over homes, sending residents running for safety and killing everyone aboard.

But the crash somehow caused no injuries or deaths on the ground despite a wing slamming into a home where a day care center operated. The seven people inside the house, including an infant, all escaped moments before the home went up in flames.

Menlo Park Fire Chief Harold Schapelhouman said the Cessna 310 either struck a 100-foot electrical tower or clipped its power transmission lines and broke apart, dropping debris throughout the working-class Silicon Valley neighborhood.

Federal aviation investigators said they were looking whether foggy weather played a role in the crash.

National Transportation Safety Board investigators will be at the crash site for several days and a preliminary report will be available by next week, said Josh Kawthra, an NTSB investigator.

The city of Palo Alto said most of the city and surrounding area – about 28,000 customers – had no electricity for most of the day because of the crash.

Pacific Gas and Electric Co. officials said most homes and businesses would have their electricity restored by Wednesday evening.

A spokeswoman for Palo Alto-based Facebook Inc. said its offices were without power but the outage was not affecting the Web site. Hewlett-Packard Co.'s corporate headquarters also were dark, and employees were asked to find other places to work Wednesday, a spokeswoman said.

The crash rattled Tesla Motors, one of only a few companies producing and selling purely electric cars. The identities of the employees were not released. The plane was owned by Doug Bourn of Santa Clara, identified by a Tesla spokesman as a senior electrical engineer at the company.

"Tesla is a small, tightly knit company, and this is a tragic day for us," Tesla CEO Elon Musk said in a statement.

The Cessna crashed around 7:55 a.m. shortly after takeoff from the Palo Alto Airport and was bound for Hawthorne Municipal Airport in Southern California, according to the Federal Aviation Administration. The crash site is a mile northwest of the airport, near Tesla's headquarters in San Carlos.

A wing fell onto the house where a children's day care operated, and the rest of the plane struck the front retaining wall of another house down the street before landing on two vehicles on the street, Schapelhouman said. Debris also struck two neighboring houses, he said.

Pamela Houston, an employee of the day care, said she was feeding an infant when she heard a loud boom that she initially thought was an earthquake until she "saw a big ball of fire hit the side of the house."

Houston said she screamed to the others in the house – the owner, the owner's husband and their three children – and the group safely escaped before the home went up in flames.

"There are not even words to describe what it felt like," she said. "I am very thankful to God that he allowed us to get out."

The occupants of the homes have been accounted for, although authorities can't be completely sure of the fatality count until crews begin clearing the wreckage, Schapelhouman said.

"Either by luck or the skill of the pilot, the plane hit the street and not the homes on either side," he added. "That saved people in this community."

Kate McClellan, 57, said she was walking her dog when she saw a plane descend from the foggy sky and strike the tower, causing power lines to swing wildly in the air.

"It burst into flames, and then it kept flying for bit before it hit some houses and exploded," McClellan said.

The crash comes at a difficult time for Tesla, which employs 515 people worldwide and just three weeks ago disclosed plans to hold an initial public offering of stock. In its filing with the Securities and Exchange Commission, the company said its future business is dependent on the successful rollout of new vehicles.

The two-door Roadster sports car is the only product that the money-losing company currently sells, retailing for \$109,000. It has sold about 1,000 since its inception, and its next vehicle – the Model S sedan – is due in showrooms in 2012. It has a base price of \$57,400, although a federal tax credit could reduce the cost to less than \$50,000.

Tesla has not said when specifically it plans to go public, nor has it said how much it intends to raise.

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