

The Unofficial History Of Tesla Motors

Edited By Rory Scheider & Pamela West

Update 2.3



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**DRIVING A TESLA IS NOT COOL!
IT IS CRIMINAL!**

**Tesla Motors is a CRIMINALLY
CORRUPT, UNSAFE, Car Company.**

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Forward

The evidence clearly indicates that Tesla Motors and Elon Musk's three crony corruption funded companies (Tesla Motors, Solar City and SpaceX) exist because of cover-ups by elected officials and covert payola schemes between Musk and those elected officials.

This book, and the ongoing series of associated books, examines how these crimes begin and operate. You, the reader, can now be part of how such corruption is terminated. By spreading the word, demanding action, voting the bad guys out and the good guys in and educating others you can fix these kinds of broken policy boondoggles.

Don't embarrass yourself by driving a Tesla. The world thinks "*there goes a douchebag*" when you drive past them in a Tesla. Tesla and Google work together to defraud the public. They own stock in each other and work together to hype stock market valuation marketing falsehoods. When damaging news about Tesla emerges, Tesla and Google investors place multiple stock-buy orders from multi-billion dollar slush funds 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"? That is felony-class stock market manipulation. Don't support that kind of crime and corruption.

Now, read the facts in the following materials.

The material in these volumes contains absolute proof of corruption, cover-ups and a definitive risk to public safety and public policy.

The hard facts in this document has been researched and investigated by some of the leading journalists, law enforcement experts, forensic analysts, Senate staff and data reviewers in the world.

Tesla Spies On You

The Tesla has more 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? *Elon Likes To Spy On People*. 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 any of Musk's corrupt activities.

Tesla's Elon Musk Reminds Media His Cars Can Spy On Them

[Kashmir Hill](#) , - Forbes Staff

Welcome to The Not-So Private Parts where technology & privacy collide



As [noted](#) by my colleague Joann Muller, electric car maker Tesla is experiencing some road rage over a review in the New York Times that faulted its model S's performance in cold weather. [Reports Muller:](#)

In a series of tweets and then in a phone call to CNBC, [CEO Elon] Musk blasted reporter John Broder's [damaging review](#) of the plug-in sedan in last Friday's New York Times, saying the car died because the reporter didn't follow the company's test-drive instructions. And Musk claims he has proof: "Vehicle logs tell true story that he didn't actually charge to max & took a long

detour,” according to one tweet. Musk [told CNBC](#) that Broder took “an extended tour through Manhattan” and at times drove “10 miles or above the speed limit.”

The most interesting tweet to me was [the one](#) captured above, where Musk refers to Tesla’s ability to monitor [everything that a driver does in one of its cars](#) — at least when it comes to the car’s operation. “Tesla data logging is only turned on with explicit written permission from customers,” tweeted Musk. “But after Top Gear BS, we always keep it on for media.”

(“Top Gear BS” refers to a 2008 BBC review of a Tesla car that the company also disputed and eventually [sued over](#).)

Thanks to more and more of our belongings being “smart” — or “tethered” as Jonathan Zittrain [calls them](#) — they’re constantly capturing data about us and in some cases reporting back to the companies that made them how we’re using them. It means your car might keep a log of how you drove it or that your Xbox [might be tracking every person in the room](#) and watching their facial expressions to [decide which ads](#) to show them.

Tesla says it always asks for customers’ permission [before doing this](#) — even if that’s not [made clear in the owner’s manual](#) — but journalists taking a car for a free spin don’t get that same courtesy. While journos are recording their impression of the car’s performance, it’s doing the same thing to them.

Tesla says it’s planning a blog post about the Times piece for Tuesday or Wednesday but would not say whether it will include the log of Broder’s drive.

Tesla has [released the drivers private logs](#)

Tesla, or any hacker, can also hack into any of two microphones inside the vehicle and listen to all of the secrets being discussed inside the car.

Tesla's are SUPER EASY to hack and take-over

More Teslas have suddenly swerved and driven off cliffs and killed the drivers, or innocent bystanders, than any other car in the world. Hackers are taking over Teslas and killing people and Tesla covers this up.

There have been multiple deaths from Tesla "Autopilot" activated cars.

ANY hacker from ANYWHERE in the world can scan the airwaves for the ID data that says that a Tesla is connected to ANY network and take over the Tesla and drive it over a cliff, or into oncoming traffic or into a wall and kill the driver or innocent bystanders.

Some of the authors of this book have contacted Tesla as early as 2014 to advise Tesla that ANY hacker with a notebook or Android phone can kill people using a Tesla. As of July 6, 2016, Tesla drivers were still dying in autopilot and Sudden-Swerve deaths!



A Chinese University group had a contest to see how long it took to do a remote take-over of the Tesla. It took 5 hours the first time and 5 minutes the second time.

Tesla refuses to publicly acknowledge these dangers even though a detailed 60 Minutes episode showed how it was done.

Tesla refuses to publicly acknowledge any of it's many safety defects in order to avoid "political embarrassment" for the corrupt political officials who funded Tesla.

Tesla has, again, chosen political cover-ups over public safety!

[Tesla hackers explain how they did it at Defcon - Roadshow](#)

At the digital security conference, Kevin Mahaffey and Marc Rogers explain how they hacked a Tesla Model S -- and why you shouldn't be too alarmed.

[http://www.cnet.com/roadshow/news/tesla\[...\]explain-how-they-did-it-at-def-con-23/](http://www.cnet.com/roadshow/news/tesla[...]explain-how-they-did-it-at-def-con-23/)

Tesla Model S Electric Motor Gets Hacked - Inside EVs

This is certainly more impressive than the EVTV spin-up of the motor. If I understand correctly, that was just recording the data from Tesla's own CAN (Controller ...

<http://insideevs.com/tesla-model-s-electric-motor-gets-hacked-video/>

Tesla's Model S can be located, unlocked, and burglarized ...

Most Tesla owners are technically savvy and use passwords longer than 6 characters. Tesla can also prevent multiple password attempts via their centralized ...

[http://www.extremetech.com/extreme/179\[...\]ked-and-burglarized-with-a-simple-hack](http://www.extremetech.com/extreme/179[...]ked-and-burglarized-with-a-simple-hack)

Tesla Model S hacked: Researchers discover six security ...

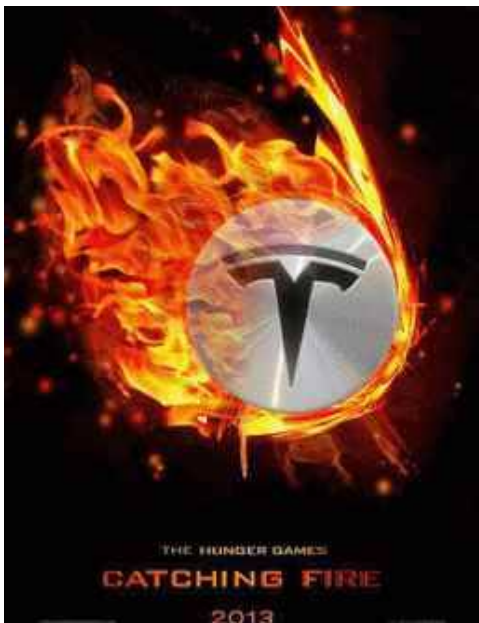
Security researchers have hacked a Tesla Model S electric car allowing them to remotely shut off the car's systems. They did however praise the Elon Musk company for ...

[http://www.ibtimes.co.uk/tesla-model-s\[...\]lity-flaws-popular-electric-car-1514352](http://www.ibtimes.co.uk/tesla-model-s[...]lity-flaws-popular-electric-car-1514352)

Most of the "Swerve-deaths" by Tesla drivers are most likely from hacks into the car systems

The Afghanistan War Was For Elon Musk's Lithium

Elon Musk and his partners pushed for War in Afghanistan in order to try to get lithium mining contracts from Russian mobster-connected companies. American taxpayers have lost over \$6 trillion from the Afghan War. Web search “Afghan lithium” and see the truth about blood-for-batteries. Elon Musk got our soldiers and Afghan civilians killed in order to get his lithium mining Cartel set-up! Musk's partners in corruption, Goldman Sachs, sent out hundreds of news stories saying that “Afghanistan is the Saudi Arabia of Lithium”; and that there was a “trillion dollars of lithium in Afghanistan” to hype the invasion of Afghanistan.



An Overview
By DK Lester

On 2008, shortly after trillions of dollars of [lithium and indium were discovered in Afghanistan](#), DOE sent out a request for American companies to build new energy and automotive solutions to help the nation.

The long-term contract was granted to only a few campaign backers on a sole-source basis without any transparent competition from other providers.

Applicants are not seeking to be awarded contracts for these monies. We are simply seeking the right to fairly compete without rigging.

Most Americans have probably never heard of the ATVM/LG program. It was implemented by The Department of Energy in to reduce the dependence on foreign energy by 25–50%, to improve reliability over the heritage energy system, and to create a more ‘commercial-like’ procurement process. Initially there were three competitors-- GM, Chrysler & Ford with the Detroit System.

However, the BIG-3 three companies put aside their claims against each other and formed a conspiracy, citing the real issue as competition itself and asserting the new monopoly would save US taxpayers \$100-150M per year.

Since the [Detroit "Club"](#) was formed, not only have there been no savings but costs have skyrocketed. Vehicle costs are up from approximately \$10K per vehicle to \$40K per vehicle—making Detroit's vehicles the most expensive not just in the US, but the world. In addition, the United States pays

Detroit nearly \$1 billion dollars per year in subsidies just to maintain the ability to get more campaign influence—regardless of whether or not they launch a single ethical candidate. The DOE program is now the fourth largest line item in the country's entire Energy budget, with Losses now projected at nearly \$150 billion through 2030.

This legal action seeks to shine a spotlight on an issue that has gone unchecked since 2006, when the Detroit monopoly was formed creating the lack of competition in the national security auto and energy market.

The decision to file was not entered into lightly, and made only after all other avenues were exhausted.

In a Acquisition Decision Memorandum, as part of an effort to fundamentally restructure the DOE program, The GAO directed the DOE to “aggressively” bring competition into the Program and expressly stated his intent was to “obtain the benefits of competition as quickly as possible.”

Importantly, in a follow-on letter to the Government Accountability Office issued in 2013, many American's also expressly made clear that New Entrants would be in a position to compete once all forms had been filed. “The Department [of Energy] will allow new entrants to compete for launch awards as soon as the new entrant delivers the data from their final certification.” By design, certification is meant to run in parallel to the competition—with certification required just prior to the actual contract award.

The Tesla contract with DOE was negotiated and executed outside of public view and all communications around it have never been made public. Reporters, and investigators, have requested the contract using the Freedom of Information Act (FOIA) but has not yet received a response. As a result, to this day, no one except Steven Chu and the government really knows precisely what the inside deal says or what it requires.

What we did learn, the day after the Senate hearings on the DOE "competition", was that Tesla was nearly broke when they applied and that this violated the law regarding this ATVM/LGP Congressional funding; That senate staff and Senators were working For Tesla; That Tesla

stated numerous lies in it's DOE application; that the Tesla car submitted was not even designed or engineered; That a real-estate scheme involving Tesla and Solyndra was underway and hundreds of other facts which appear to be criminal.

Clearly the block crony contract is in direct opposition with the very notion of competition. It maintains the Detroit and [Silicon Valley VC \(See This link too\) \(And this One\) \(And this One\)](#) monopoly until at least 2018, perhaps well beyond. And it will needlessly cost taxpayers hundreds of billions of dollars and has already cost American lives in Afghanistan and elsewhere.

The contract is made even more egregious in light of deteriorating U.S. relations with Russia, who Silicon Valley VC's had partnered with to mine the Afghan minerals for Tesla and Solyndra.

The majority of DOE launches are performed by Fisker, Tesla, , A123, Enerdel, Solyndra and Abound launch vehicles, which use the toxic, exploding chemicals from Afghanistan that explode when they get wet or banged, release cancer-causing smoke in combustion, and continue the dependence on foreign energy sources. Enerdel, Severstal and many of the DOE funded entities hadowners who, themselves are owned and controlled by the Russian government.

Some of these people are on the United States' sanctions list. As the U.S. contemplates additional sanctions against the Russian defense sector, it is incongruous and damaging that DOE continued to send millions of dollars to Russian controlled entities to support U.S. national security and energy.

Given international events, this seems like the wrong time to send hundreds of millions of dollars to the Kremlin and Silicon Valley Oligarchs – especially considering there are domestic alternatives available and qualified to compete today that do not rely on components from countries that pose a national security risk.

Each [DOE failure costs American taxpayers roughly \\$400 million](#)– four times as much as Senators get in bribes, and at least twice as much as any provider in the world.

It's a false premise to suggest that a more expensive car is a more reliable car. Prices have increased because there is no competition.

The American Independent Auto and Energy Industry is better able to control costs because our factories are built in the 21st century and take advantage of both new design innovations and new manufacturing techniques. As a private company with no government subsidies, our business only succeeds when we deliver our customers' payloads safely and reliably to orbit. We stand ready and able to reliably provide launch services at an estimated cost savings of 75%.

To be clear, "The American Independent Auto and Energy Industry who did not bribe Senators" is not seeking to be awarded any contracts. We are simply seeking the opportunity to fairly and transparently compete — for any qualified company to fairly compete. If we compete and we lose fairly, that's ok too. But to not be given the opportunity to compete at all,

especially in light of the U.S. Governments stated interest in competition and current dependence on Russia and Silicon Valley Oligarchs for national security land energy, just doesn't make any sense.

The NUMMI Real Estate Scam

- 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? It turns out it was a real estate kick-back scam to benefit Feinstein's family.
- Dianne Feinstein's husband is a railroad baron. Railroad property abuts the Solyndra/Tesla land he has his fingers in. Elon Musk and Dick Blum are working on the "Hyperloop" railroad project with stealthed JV funds.
- The Feinstein's control the construction interests for those properties.
- The Feinstein's in-law runs the HR contracting for those properties.
- Solyndra and Tesla land touches each other (like butt cheeks).
- Solyndra was raided by the FBI after losing \$500 million dollars of taxpayer cash, spent mostly on Feinstein's real estate building construction.

[Feinstein: Solyndra, Tesla and Greenwald. | THE GLOBAL NEWS WIKI](#)

Tesla: 45500 Fremont Blvd., Fremont, CA 94538 & Solyndra: 47488 Kato Road,

[http://capoliticalnews.com/2013/06/03/more-dianne-feinstein-corruption- ...](http://capoliticalnews.com/2013/06/03/more-dianne-feinstein-corruption-...)

[https://lithiumgate.wordpress.com/inve\[...\]/feinstein-solyndratesla-and-greenwald/](https://lithiumgate.wordpress.com/inve[...]/feinstein-solyndratesla-and-greenwald/)

[THE GREEN CORRUPTION FILES : How Democrats Say "Crony ...](#)

My introduction teased California Senator Dianne Feinstein's involvement in Abengoa. Solyndra is just the tip of this "CORRUPT" iceberg.

[http://greencorruption.blogspot.com/20\[...\]/democrats-say-crony-corruption-in.html](http://greencorruption.blogspot.com/20[...]/democrats-say-crony-corruption-in.html)

The Real Green in Fedgov's "Green Energy" - The New American

Solyndra filed for bankruptcy August 31, 2011, when it laid off all 1,100 of its including \$10,600 to Barack Obama and \$6,000 to Dianne Feinstein. With billions being wasted on corrupt crony-capitalists, Washington is ...

[http://www.thenewamerican.com/tech/ene\[...\]he-real-green-in-fedgov-s-green-energy](http://www.thenewamerican.com/tech/ene[...]he-real-green-in-fedgov-s-green-energy)



Chronicle / Chris Stewart

Illustration 1: DIANNE FEINSTEIN GETS STEERED TO THE NEXT BOONDOGLE BY DICK BLUM HER CRONY BILLIONAIRE HUSBAND



[LiveLeak.com - Obama's Crony Capitalism: What the Solyndra ...](#)

The administration fast-tracked Solyndra's loan guarantee through the Kevin Williamson Discusses Diane Feinstein's Corruption with Beck ...

http://www.liveleak.com/view?i=d5d_1315598852

WSJ. Friday, December 5, 2008

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DECEMBER 5, 2008 3:47 PM ET

Tesla Opposes Redirection of ATVM Funds

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By Michael Hering




The Facts Remain

The [Congress](#) update: You won't see Tesla Motors among the U.S. automakers currently awaiting before Congress for a bailout. The Silicon Valley company, whose cars do not use gas at all, did, however, apply in mid-November for a grant from the Department of Energy's Advanced Technology Vehicle Manufacturing Incentive Program, known as ATVM. This is a \$25 billion fund earmarked for makers of ultra-fuel-efficient cars that push technology beyond the internal combustion engine.

Congress established the program in December 2007, when it passed the Energy Independence and Security Act. It became a reality in September 2008—a month before sales of U.S. cars dove to near-record levels. When Detroit automakers began jostling for stop-gap cash, the ATVM funds caught their eye, and U.S. carmakers urged Congress to redirect the funds to prop them up.

Tesla—(that early, a solvent American car company)—opposes the redirection, which its Vice President for Business Development, Bernard O'Connell, calls an attempt to “pervert the intended purpose of the ATVM program.” Now it's up to Congress to decide. —*M.H. Lenz*

PHOTOGRAPHY: JEFFREY MAYER
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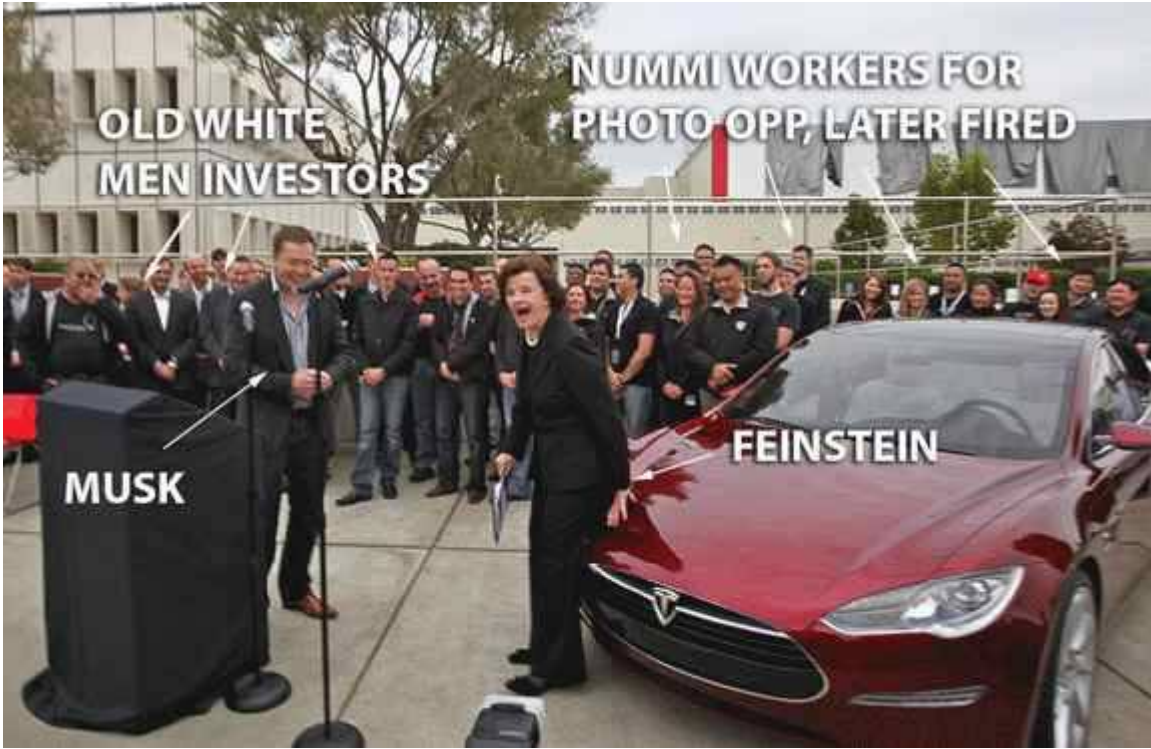
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WSJ Today Magazine 257 The Futurist 8

<http://blogs.wsj.com/magazine/2008/12/05/tesla-opposes-redirection-of-atvm-funds/>

Illustration 2: THE LIARS AT TESLA SAID THEY "DIDN'T NEED" THE ATVM DOE TAXPAYER CASH YET TESLA SPENT MILLIONS OF DOLLARS TRYING TO PREVENT THE ATVM FROM BEING CUT OFF



\$olyndra Received More \$timulus \$\$\$ than 35 States Received for Highways, Roads, and Bridges

\$olyndra's Bill: \$535,000,000

State	Total Distribution	State	Total Distribution
Alabama	513,692,083	Mississippi	354,564,343
Alaska	175,461,487	Montana	211,793,391
Arizona	521,958,401	Nebraska	235,589,279
Arkansas	351,544,468	Nevada	201,352,460
Colorado	403,924,130	New Hampshire	129,440,556
Connecticut	302,053,956	New Mexico	252,644,377
Delaware	121,828,650	North Dakota	170,126,497
D.C.	123,507,842	Oklahoma	464,655,225
Hawaii	125,746,380	Oregon	333,902,389
Idaho	181,934,631	Rhode Island	137,095,725
Iowa	358,162,431	South Carolina	463,081,483
Kansas	347,817,167	South Dakota	183,027,359
Kentucky	421,094,991	Utah	213,545,653
Louisiana	429,859,427	Vermont	125,791,291
Maine	130,752,032	Washington	492,242,337
Maryland	431,034,777	West Virginia	210,852,204
Massachusetts	437,865,255	Wisconsin	529,111,915
Minnesota	502,284,177	Wyoming	157,616,058



Illustration 3: THE FEINSTEINS OWN A HUGE PORTION OF THE TESLA/SOLYNDRA ASSET POOL YET FEINSTEIN GOT THE TAXPAYER CASH FOR TESLA/SOLYNDRA: CORRUPTION?



[FBI Raids Solar Energy Firm Solyndra - ABC News](#)

The FBI has confirmed to ABC News that federal agents are conducting a search this morning at the offices of Solyndra, the now-bankrupt ...

[http://abcnews.go.com/Blotter/fbi-raid\[...\]energy-firm-solyndra/story?id=14473051](http://abcnews.go.com/Blotter/fbi-raid[...]energy-firm-solyndra/story?id=14473051)

[FBI Raids Solar-Panel Maker Solyndra - WSJ](#)

The FBI raids the offices of solar-panel company Solyndra, days after ... Agents from the Federal Bureau of Investigation on Thursday raided the ...

<http://www.wsj.com/articles/SB10001424053111903285704576558560085902774>

[FBI Raid on Solyndra May Herald Escalation of Watchdog Probe ...](#)

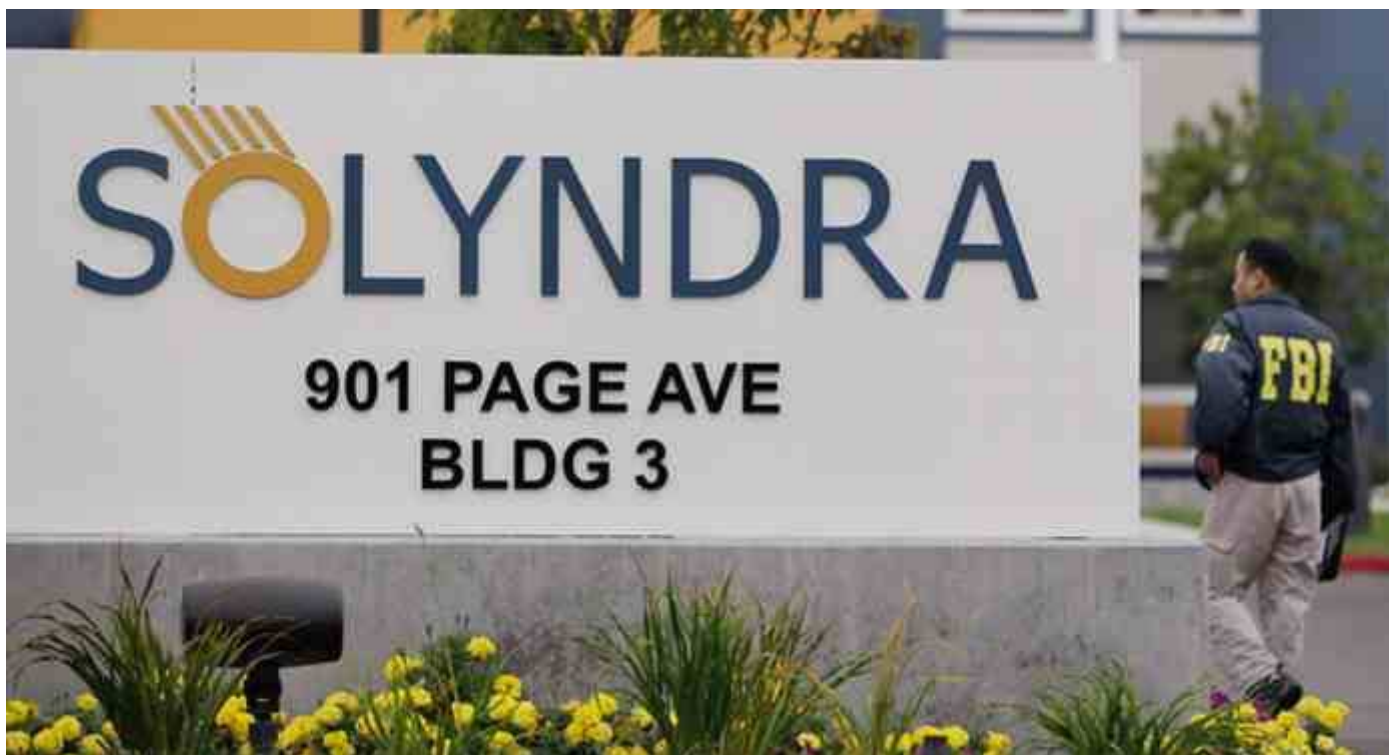
An FBI raid on Solyndra Inc., a solar-panel maker that failed after receiving a \$535 million loan guarantee from the U.S. Energy Department, ...

[http://www.bloomberg.com/news/articles\[...\]raided-by-fbi-agency-spokeswoman-says](http://www.bloomberg.com/news/articles[...]raided-by-fbi-agency-spokeswoman-says)

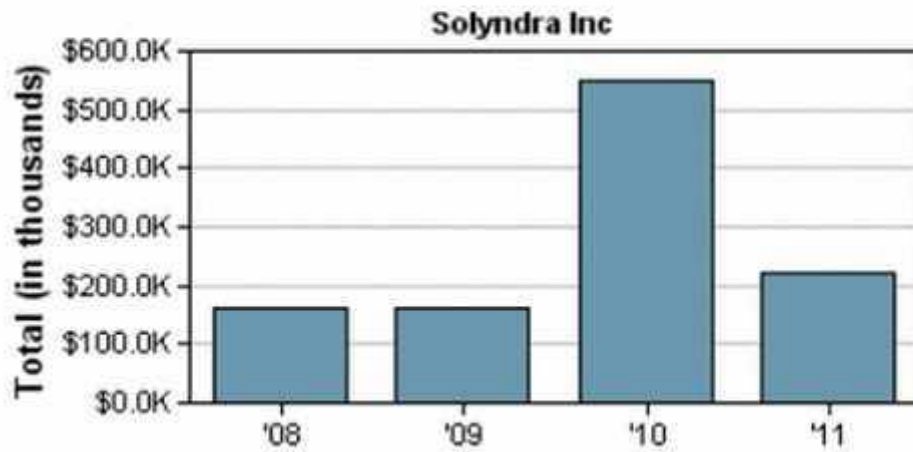
[FBI raids solar panel firm Solyndra after bankruptcy filing - latimes](#)

The FBI and Department of Energy's Office of Inspector General confirmed that their agents were involved in the raid Thursday at Solyndra's ...

[http://articles.latimes.com/2011/sep/0\[...\]business/la-fi-solyndra-raid-20110909](http://articles.latimes.com/2011/sep/0[...]business/la-fi-solyndra-raid-20110909)

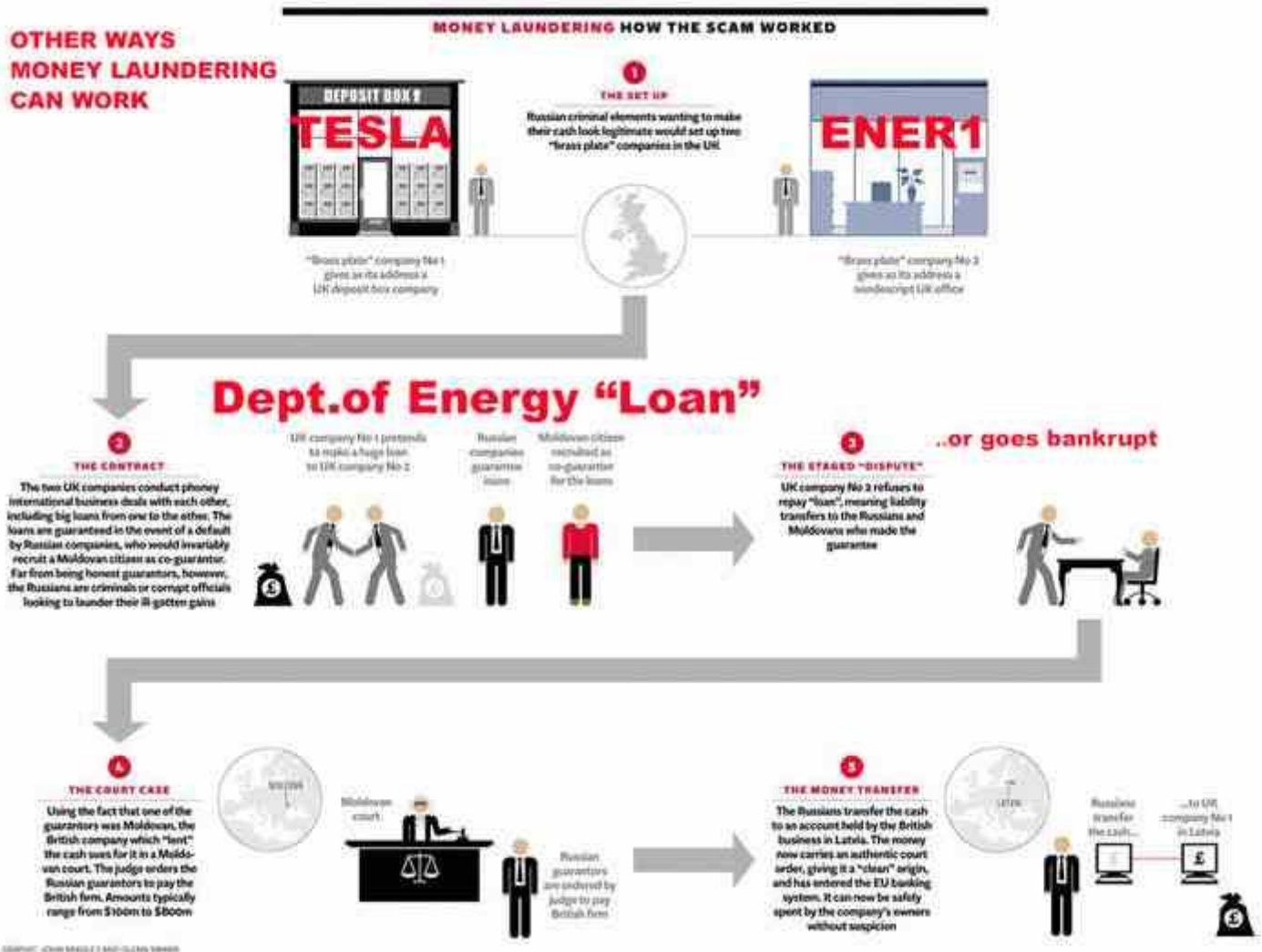


Annual Payments To Feinstein Crony's By Solyndra



Tesla Investor Collusion

Google and Tesla motors share the same venture capital investor groups and alliances. Tesla investors and associates participate collusion as reported in the “AngelGate” and “Silicon Valley No Poaching Lawsuit”? That is a felony.



[Category:Anti-competitive behaviour - Wikipedia, the ...](#)

Pages in category "Anti-competitive behaviour" The following 69 pages are in this category, out of 69 total. This list may not reflect recent changes

https://en.wikipedia.org/wiki/Category:Anti-competitive_behaviour

[Angelgate - Wikipedia, the free encyclopedia](#)

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

<https://en.wikipedia.org/wiki/Angelgate>

[AngelGate: Is collusion between angel investors to gain an - Quora](#)

AngelGate: Is collusion between angel investors to gain an advantage in investing in startups illegal? From TechCrunch today: <http://techcrunch.com/2010/09/21/> ...

google [cached](#)

<https://www.quora.com/AngelGate-Is-collusion-between-angel-investors-to-gain-an-advantage-in-investing-in-startups-illegal>

[Gigaom | AngelGate Update: What the Web is Saying](#)

AngelGate Update: What the Web is Saying ... meanwhile, argued on his blog that there is no collusion in the angel community — not because ...

<https://gigaom.com/2010/09/22/angelgate-update-what-the-web-is-saying/>

[So A Blogger Walks Into A Bar... | TechCrunch](#)

Collusion and price fixing, that's what. It is absolutely unlawful for ... On Fellow Angels · AngelGate: Chris Sacca Responds To Ron Conway ...

<https://techcrunch.com/2010/09/21/so-a-blogger-walks-into-a-bar/>

[Crooked Angels: Blogger Accuses Top Tech Investors of Collusion ...](#)

Crooked Angels: Blogger Accuses Top Tech Investors of Collusion ... "If there are any collusion efforts among angel investors, then it would be a ... angel price fixing · angelgate · Bryce Roberts · conspiracy of angels · Dave ...

[http://www.aol.com/article/2010/09/22/\[...\]lusion-conspiracy-techcrunch/19644454/](http://www.aol.com/article/2010/09/22/[...]lusion-conspiracy-techcrunch/19644454/)

[High-Tech Employee Antitrust Litigation - Wikipedia, the free ...](#)

High-Tech Employee Antitrust Litigation is a 2010 United States Department of Justice (DOJ) antitrust action and a 2013 civil class action against several Silicon Valley companies for alleged "no cold Lucasfilm Ltd. The Silicon Valley Anti- Poaching Conspiracy · Docket for In re: High-Tech Employee Antitrust Litigation ...

https://en.wikipedia.org/wiki/High-Tech_Employee_Antitrust_Litigation

[Apple Google Silicon Valley No Cold Calling Anti-Poaching](#)

High Tech Employees Class Action Lawsuit. ... On September 2, 2015, the Court approved a \$415 million settlement with Apple, Inc., Google, Inc., Intel Corporation, and Adobe Systems, Inc. ... The consolidated complaint seeks lost compensation and treble damages for the alleged anti ...

<http://www.lieffcabraser.com/antitrust/high-tech-employees/>

[Silicon Valley's \\$415 million poaching settlement finalized - San ...](#)

Warriors no longer cute; they are now the villains · Stories for Merc ... Silicon Valley's \$415 million poaching settlement finalized. By Howard ...

[http://www.mercurynews.com/crime-court\[...\]415-million-poaching-settlement-final](http://www.mercurynews.com/crime-court[...]415-million-poaching-settlement-final)

[Apple, Google, Intel, Adobe will pay \\$415 million in anti-poach deal ...](#)

The long-running anti-poaching saga is finally over and now we know ... Koh, non-compete, antitrust, Intel, Adobe, talent wars, Silicon Valley.

<http://fortune.com/2015/09/03/koh-anti-poach-order/>

[Apple, Google and others to pay \\$415m to settle Silicon Valley 'no ...](#)

The case focused on a "no-poaching" pact prohibiting Apple, Google ... Silicon Valley employers now regularly raid each other's workforces in ...

[http://www.telegraph.co.uk/technology/\[...\]ilicon-Valley-no-poaching-lawsuit.html](http://www.telegraph.co.uk/technology/[...]ilicon-Valley-no-poaching-lawsuit.html)

[Silicon Valley: What do tech engineers think about non-poaching ...](#)

I'm genuinely curious to see how it shakes out. Beyond that, I won't speculate. When you consider the amount of money at stake in Silicon Valley, it is inter...

[https://www.quora.com/Silicon-Valley-W\[...\]rs-think-about-non-poaching-agreements](https://www.quora.com/Silicon-Valley-W[...]rs-think-about-non-poaching-agreements)

[Silicon Valley no-poaching deals burned Google shareholders, suit ...](#)

Apple, Google, Adobe, and Intel made headlines three weeks ago when they agreed to a combined \$415 million settlement for thousands of ...

[http://arstechnica.com/tech-policy/201\[...\]burned-google-shareholders-suit-says/](http://arstechnica.com/tech-policy/201[...]burned-google-shareholders-suit-says/)

The Tesla Time-line That Elon Musk Does Not Want You To See

Things are not as the PR says. Elon Musk had nothing to do with starting Tesla. He took it away in a hostile takeover from the Martin Eberhard the guy who really started it.

The Tesla Motors History Time-line

If you've found this page you probably already know what Tesla Motors is, and if you don't know you will in a near future understand why you should keep an eye on the company. Tesla Motor's history can be described as a roller coaster as there have been many ups and downs, including a near death experience in late 2008. This time-line will be continuously updated until Tesla Motors has achieved its vision (or gone bankrupt) to

THE FORBIDDEN TESLA TIME-LINE THAT THE COVER-UP PEOPLE DON'T WANT YOU TO SEE:

- 1880's - Detroit Electric sells Electric cars commercially. The Tesla of today has the same basic layout as the car from the 1880's. There is nothing overtly novel or "special" about the engineering of a Tesla.
- 1900 - 38 percent of US automobiles are powered by electricity, but as Henry Ford designed the much cheaper T-Ford, the electric cars began to disappear.
- 1970s. The price of gasoline hits record because of a series of energy crises, so the interest in electric cars increased again.
- June 1971. Elon Musk was born.
- 1996-1999. General Motors produced an electric car called EV1 and leased it to customers.
- 1999 - Elon Musk sold his company Zip2 and made \$22 million. He founded X.com that would become PayPal.
- October 2002. eBay acquired PayPal and Elon Musk made \$165 million.
- 2003. General Motors cancelled the lease program and removed the last EV1 from the streets. They said they couldn't sell enough of the cars to make the EV1 profitable.
- July. Martin Heberhard and Marc Tarpenning incorporated Tesla Motors. They had earlier made a feasibility study to see if they could make an electric car. They now made a feasibility study together with AC Propulsion to see if the batteries would work. Elon Musk has no connection to Tesla and later decided he wanted to take over Tesla to help his buddies at Kleiner and Google monopolize the lithium mining industry.
- November. The 2 employees searched for a partner to build the rest of the car. Lotus became their choice. Lotus engineers, from England, agree to provide chassis of car.
- 2004 - February. Ian Wright, who had met Martin Eberhard while on a plane, joined the company. They finished business plan 1.0. Ian later leaves Tesla in disgust when he realizes what they are up to

- March. Starting a car company is expensive, so they began to look for outside investors. Silicon Valley VC's discuss having Elon Musk take-over Tesla and get rid of the founders
- April. Series A funding where Elon Musk was the main investor. Elon Musk had earlier aligned with JB Straubel who had friends at AC Propulsion, and the company told Elon Musk to contact Tesla. Other investors included SDL Ventures and Compass Technology Partners. JB Straubel joined the company as employee number 5.
- May. An early styling study began at Tesla.
- June. A technology implementation study began.
- July. Tesla had 9 employees and moved to an office in San Carlos, California. They also made a "mule" which is a car that doesn't reproduce but you can see if the concept works. To design Mule 1 they bought an old Lotus Elise.
- October. The 15 employees began to design the drivetrain component.
- November. They installed the drivetrain in the Mule 1.
- December. Tesla couldn't use the same design as the Lotus Elise, so they had a contest where Barney Hatt made the best design by copying most of the Lotus Elise.
- 2005 - January. They made a 1/4 scale model in clay of the design Barney Hatt had made. Tesla had now 18 employees and they also took out Mule 1 for a test drive.
- February. The now 23 employee strong company needed more money, so they made a series B funding. Not only Elon Musk invested more money, but also Valor Equity Partners. Tesla also opened an office in UK close to the Lotus office.
- April-June. Tesla made a full-scale model in clay of the Tesla Roadster.
- July. With 38 employees, they now tested a plastic model of the Roadster in a wind tunnel.
- August. Some of the 41 employees began developing a motor.
- December. 63 employees and they began to build the Mule 2 in fiberglass.
- 2006 - January. A drivable Mule 2 was finished.
- April. The engineers thought the Roadster was finished so they made 10 engineering prototypes (EP), which compared to a Mule can (in theory) be produced.
- May. 92 employees and they finished the first EP, called EP 1. Tesla raised a series C round led by Vantage Point Partners and Elon Musk.
- July. Almost no-one knew that Tesla existed, until now when Tesla showed EP 1 and EP 2 in Santa Monica, California.

- August. 100 employees. Tesla crash tests and technical reports reveal fire dangers. Tesla senior staff orders the reports shredded. Tesla had earlier crashed a few virtual cars, but they needed to know if the computer models were accurate. They also began to show the Roadster at events to market it.
- August. Elon Musk, John Doerr, Rahm Emanuel, Robert Gibbs and David Axelrod discuss a quid-pro-quo scheme to advance money for the Presidential and Senate campaigns and get paid back in spades from TARP and Dept. of Energy "Loans", tax credits, stock perks and monopolies.
- September. 120 employees. They made more tests, including radiated emissions and susceptibility testing. EMF emissions during charging were high and those reports were ordered shredded
- October. They made a durability test, which consists of driving the Roadster on a cobblestone racetrack. The idea is to simulate 100,000 miles in 6 months. It would have taken much longer time to drive the same distance on a smooth road. Tesla realized that their computer models were inaccurate - the Roadster's transmission didn't survive the durability test. First lithium ion fires are seen by Tesla staff in Roadsters.
- November 2004. 144 employees, and more tests, including driving through a saltwater bath.
- December. They showed the EP 2 at the Los Angeles Auto Show.
- 2007 - January. Tesla brought the Roadster to Arvidsjaur, Sweden, to see if it could survive winter conditions.
- February. 205 employees. Tesla began to build a validation prototype (VP), where they took everything they learned from the engineering prototype. Tesla says it will build a \$35 million plant in Albuquerque, to produce the Model S. They lied.
- March. 230 employees and they finished the VP 1.
- April. Raised more money - a series D round led by Elon Musk, Technology Partners, and Vantage Point.
- June. Tesla's motor factory in Taiwan was finished and it began producing parts.
- July. A new transmission was finished.
- August. Tesla finished the VP 10. CEO Martin Eberhard was replaced by Tesla investor Michael Marks, who would work as an interim-CEO until Tesla found a long-term CEO.
- September. Tesla delayed the launch of the Roadster because they needed more time to test its durability.
- October. It turned out that also the new transmission failed in the durability test. Tesla needed yet another transmission.
- November. Martin Eberhard is forced out of the company after confronting Elon Musk regarding Musk's manipulations.

- December. Interim CEO Michael Marks see the lies and leaves and is replaced by interim CEO Ze'ev Drori. Bernard Tse is contracted, by Tesla, to hide the Tesla battery explosion documents that have been uncovered.
- December. Tesla says it will build it's factory in Southern California. They lied.
- 2008 - January. 260 employees. The VPs survived the new tests, so the Roadster was finished - except for the transmission. Tesla accountants notify Musk of impending bankruptcy
- March. Tesla began production of the Roadster.
- April. Tesla can't get fleet orders or sell. Bankruptcy imminent. Short term cash put in by a idge financing led by Elon Musk and Valor Equity Partners.
- May. Opened a retail store in Los Angeles, and they also finished a new transmission.
- June. Opened a second retail store in Menlo Park, California, and they also delivered the first Roadster to the customers. Marc Tarpenning is sickened by the Musk plot and resigns from Tesla after getting a payout to keep quiet. The Model S was announced in a press release.
- August. Franz von Holzhausen joined Tesla Motors as Chief Designer.
- October. Elon Musk became the CEO so as to control all information in and out of tesla and prevent disclosure of organized crime funding. Tesla bankrupt on paper but cooking books to hide financial disaster.
- October. Tesla tells White House and DOE, In writing, it will sell 200,000 cars by 2010
- December. White House staff order Dept. of Energy to only fund companies from their "special list" of campaign backers
- December. Google investirs and executives become key shareholders in Tesla and agree to control all media to benefit Tesla
- December. Tesla says it will build it's factory in San Jose, CA. It lied and it is discovered that all of the different failed factory location announcements have to do with Senator
- Senator Dianne Feinstein's husband's CBRE company take over Solyndra and Tesla real estate deals, her in-law: Herb Newman takes over the Solyndra/Tesla HR services. Her family construction company receives construction contracts for Solyndra/Tesla and her staff gets revolving door jobs at Solyndra/Tesla while her family receives stock in Solyndra/Tesla and their suppliers.



- November. Tesla revealed it had requested about \$400 million in loans for the Model S and powertrain manufacturing, under the Department of Energy's Advanced Technology Vehicles Manufacturing (ATVM) program.
- 2009 - March. Tesla unveiled two Model S prototypes at the Los Angeles headquarters of Tesla CEO Elon Musk's other startup, SpaceX. Tesla had decided to build a design studio at the factory. Tesla began taking reservations for the Model S. More than 500 people reserved a car in the first week.
- June. Tesla gets approval for \$465 million in low-interest loans from the Department of Energy in exchange for campaign funding provided by Tesla and Google VC's. Tesla has written over 30 lies in it's Dept. of Energy Application, which Steven Chu is aware of, yet ignores, at White House request.

- 2010 - January. Tesla registered for an initial public offering of stock. Tesla uses "free" taxpayer loan to exploit taxpayer dollars to fake the value of it's stock while also receiving free tax credits which it sells at a profit in exchange for campaign funds, thus fully qualifying as an organized crime operation.
- February- Dianne Feinstein and Her real estate mogul husband manipulate the Solyndra and NUMMI/Tesla factory properties for personal profit in exchange for campaign funding
- May. Tesla bought NUMMI with taxpayer money - the former Toyota and General Motors factory in Fremont (manipulated by Feinstein), California, for \$42 million. Toyota Motor and Tesla announced they will cooperate on electric vehicle development. Toyota purchased Tesla shares.
- June. 800 employees. Tesla shares began trading on the Nasdaq Stock Exchange. They gained 40.5 percent.
- 2011 – Tesla and Google accelerate their stock market/websearch/news rigging to pump TSLA stock synchronized with Google internet manipulations and context rigging in order to hide bad news about Tesla and Musk and hype fluff news that promotes Tesla
- 2012 - January. Tesla ended production of the Roadster to focus on the Model S.
- February. Tesla revealed the Model X - a small SUV and says it will go on sale in early 2014.
- June. 2000 employees. The Model S was officially launched at the Fremont factory. Retail deliveries of the Model S started in the United States.
- September. Unveiled the Supercharger network.
- 2013 - May. 4000 employees.
- August. First Model S in Europe.
- September. Shadow team of special investigators document over 30 federal crimes that Tesla, and Tesla investors, engaged in. Federal law enforcement is ordered to: "Leave Tesla alone for now".

Bribing the NHTSA

How does Elon avoid federal investigations from the massive number of safety defects Tesla has developed? Is it nothing a bribe or two can't fix? Musk has bribed federal regulators and is a White House shill who is protected by WH staff...for now....

Some of the authors of this book contacted Eric Strickland of the NHTSA with the charges in this book. He quit his job at the NHTSA 48 hours later.

Tesla Lied and Cheated On It's "Safety Reports"

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? Tesla must be ordered to do safety test with fully charged battery packs immersed in water and with the car flipped upside down as in a real crash. 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. Gary D. Conley, Doug Bourn, The senior electrical engineer at Tesla, Andrew Ingram of Palo Alto, a top systems electrical engineer at Tesla; and Brian M. Finn and David Bird of the Wall Street Journal tried to expose this. Ask Gary, Doug, Andrew, Brian and David about it!

The following document was authored by some of the creators of this book. It is a request for a safety investigation that was never conducted! That is correct! Tesla bribed it's way out of ever getting this safety inspection. Additionally, Tesla bribed to have certain water tests and roll-over tests, with fully charged batteries, removed from this list:



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

Nov. 27, 2013

1200 New Jersey Avenue SE
Washington, DC 20590

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

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

NVS-212
PE13-037

Dear Mr. Chen:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

12. Describe in detail all possible consequences to the vehicle from an impact to the subject component that damages the battery. Describe in detail how these possible consequences were addressed in the design of the subject vehicle and the limits of that design to prevent damage to the propulsion battery, stalling and fires.
13. Furnish Tesla's assessment of the alleged defect in the subject vehicle, including:
 - a. The causal or contributory factor(s);
 - b. The failure mechanism(s);
 - c. The failure mode(s); and,
 - d. The risk to motor vehicle safety that it poses.

Legal Authority for This Request

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

Civil Penalties

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

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

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

Confidential Business Information

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

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

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

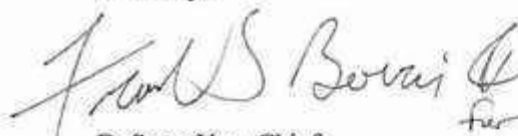
Due Date

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "D. Scott Yon". The signature is fluid and cursive, with a small flourish at the end.

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

TESLA SAFETY REPORT- Public Wiki Produced for NHTSA and other governmental agencies in dispute of Tesla Motors Safety Claims

PROVIDED TO NHTSA ON 1/14/14

CONTENTS:

1. Overview
2. Issues
3. Safety tests that were never conducted and must now be conducted.
4. How many fire incidents have there been.
5. Contacts to follow-up on investigations
6. Are Tesla drivers more likely to get in accidents than mainstream drivers?
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. Tesla has LOST a LEMON LAW defective manufacturing lawsuit. The safety dangers of Tesla can no longer be ignored!

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...

TESLA_DEFECTS_MULTIPLY VAMP3A VAMP3 VAMP2 IMPACT Volt_Strucg_492x0_q85_crop-smart
ELECTRO3 ELECTRO ELECTROCHEM2 teslador SOCIO5 LITHIUM_ION_DANGERS
BOEING_LITHIUM_ION_EXPLOSIO LITHIUM_ION_BURNS_HOME_DOWN
TESLA_BLAST_CHAMBER LITHIUM_ION_EXPLODE2 AIRBUS_DROPS_LITHIUM_ION
LITHIUM_ion_FIRE_ELECTRIC_C LITHIUMION fumes 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 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

Tesla Lied and Cheated On It's "Safety Reports"

4. How many fire incidents have there been.

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/cln_031/nn_540136/EN/Service__en/Contact/Contact__node__en.html?__nnn=true

and by hard-copy mail to:

Kraftfahrt-Bundesamt

Stabsstelle (Office of Interdepartmental functions)

Mr. Thomas Meyer

24932 Flensburg

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

(Note: 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

"over a milion 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:

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

<http://www.youtube.com/watch?v=uFl8v1lxH0k>

Treats for Erick but no Treats beyond the stock warrant payola

The head of the NHTSA (Erick 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? How could such audaciously obvious safety violations go ignored unless the White House had ordered a cover-up of epic proportions?

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

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/>

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>

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://westhawaiiitoday.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:

"\93Lithium ion explosion\94 or \93lithium battery and water\94 or \93lithium ion water\94 and any related derivation and you will find hundreds of videos about how dangerous these batteries are. There are numerous videos of Tesla's 18650 batteries blowing up."

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

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

"Lithium Ion batteries go thermal in peoples pockets, in your notebook, especially in your Tesla and Fisker car and everywhere else. There are thousands and thousands of articles documenting this and there is a cover-up by the VCs 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

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.

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.

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 r 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..."



THIS IS AN ACTUAL BOEING BATTERY

THIS IS AN ACTUAL BOEING LITHIUM ION BATTERY AFTER IT BLEW UP IN-FLIGHT

"2006 fire under NTSB scrutiny

Carli Brosseau Arizona Daily Star

When a test of a lithium-ion battery charger turned into an inferno at Securaplane Technologies Inc. in 2006, temperatures reached as high as 1,200

degrees and three waves of firefighters failed to save the building. An employee of the Oro Valley company blasted the flaming battery with a fire

extinguisher to no effect. Two hours later, the galvanized metal roof collapsed, and the 10,000 square-foot building was a total loss.

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

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

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

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

"The fire stands as a graphic illustration of the power stored within energy-dense lithium-ion batteries and the potential consequences if something

goes awry. It also highlights the importance and delicacy of the quality-control measures applied to a novel - and potentially explosive - technology, a technology now allowed, under special conditions, to be used as the main and auxiliary power source of certain aircraft.

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

"Whistleblower: Dreamliner LITHIUM ION Batteries Could Explode

He says he was fired after warning about battery problems

By Christopher Freeburn, InvestorPlace Writer

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

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

" Lithium-ion batteries are heat intolerant, according to a potential whistleblower familiar with...

Lithium-ion batteries are heat intolerant, according to a potential whistleblower familiar with their technology. "Too much heat on those things,

they will go into a thermal runaway, they will explode." The informant, a former senior engineering technician of Securaplane Technologies, was fired in 2007 for repeated misconduct, but he says it was in retaliation for voicing concerns about the batteries. The NTSB acknowledges that the lithium-ion batteries in Boeing's (BA) Dreamliner experienced a thermal runaway, but insists there's no connection between the incident and the whistleblower's claims. "

"The Japan Transport Safety Board makes a number of interim points. This battery, unlike one that burst into flames in a Japan Airlines 787 earlier in

January, did not actually ignite. It experienced a thermal runaway, as a result of a build up of heat, yet the materials affected did not start burning. While the semantics might escape the casual observer the safety investigator said:-

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

But it is still not known what caused the uncontrollable high temperature\94.

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

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

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

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

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

"One aspect that may confuse some people relates to the decision to use this particular type of battery. The danger posed by it has been evident by a lengthy and documented list of disturbing events in recent years. They include many thousands of batteries used in laptops being recalled, because of

determined risks of fire or explosion. General Motors were also placed in the battery limelight. In 2011, the 400 pounds Lithium ion battery in their Chevrolet Volt apparently was subject to spontaneous combustion when it burst into flames, while reportedly in a parked vehicle. In 2010, a UPS-operated Boeing 747 crashed

just after take-off from Dubai. Investigators placed the blame on a cargo hold that contained Lithium ion batteries, for a fire that caused the incident."

A number of incidents of cell phones with lithium ion batteries blowing up in peoples pockets, notebook computers blowing up in peoples briefcases and other shocking fires have been deeply documented.

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..."

Video Evidence:

TESLA STRIKING ROAD DEBRIS NEAR FREMONT, CALIFORNIA:

LITHIUM ION BATTERY PACK SPONTANEOUS EXPLOSION

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

<http://www.youtube.com/watch?v=7jlEjk3Qu4A>

NETWORK TV NEWS REPORTS:

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

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

LITHIUM ION DANGER:

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

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

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

TESLA ISSUE

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

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

<http://youtu.be/cTqnP0McPcs>

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

You can also see it at:

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

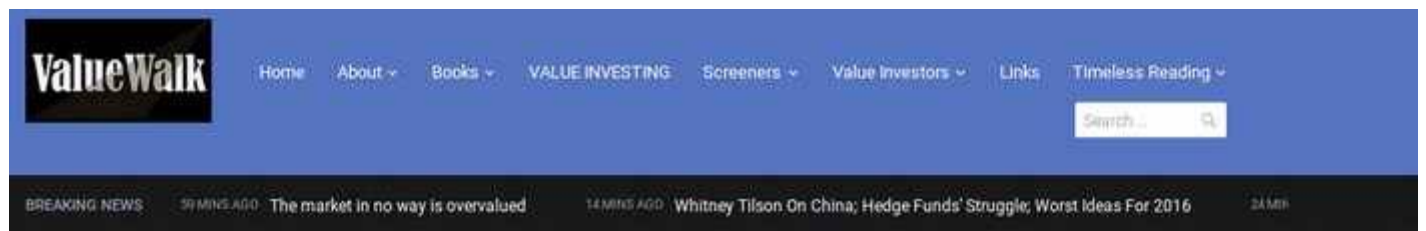
WATCH THIS VIDEO OF A TESLA BURNING AND BLOWING UP BECAUSE OF BATTERY SHOCK IN A CRASH.

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

<http://youtu.be/RCn1CufaCYc>

The Many DEATHS of Tesla Motors

Key Tesla staff suddenly died. Top reporters suddenly died. Drivers and innocent bystanders were killed by Teslas. Why are so many bizarre deaths connected to Tesla Motors? Far more people have been killed in, and by, a Tesla than you have been told!



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

By Mark Melin on December 29, 2016 8:19 am in Technology



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

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

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

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



Tesla continues to insist the car is safer than internal combustion engines, although neither the electric Nissan Leaf nor Chevrolet's gas-electric hybrid, Volt has suffered from the same issue.

Illustration 4: ANOTHER DEAD TESLA DRIVER



Illustration 5: THE TESLA MALIBU CRASH BURNED THE DRIVER INTO AN "UNRECOGNIZABLE LUMP OF MELTED METAL AND PLASTIC"

THE SICKENING RESULTS OF THE TESLA MALIBU CRASH AND FIRE DEATH

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

6 months ago by Tom Ichniowski 11/17



Photo courtesy S.E. County Fire & Operations

Malibu Times is reporting that at least one 2012 Tesla Model S drove over the edge of a steep, plunging cliff to catch fire and burn for hours. The 60-mile drive continues.

It is unclear how long it took after 11 a.m. on Monday, June 21, when a 2012 Tesla registered in an 80-year-old town of Malibu was driven over the edge of the canyon, falling at least 100 feet. The car then caught fire, quickly engulfing the surrounding area.

It said the fire burned a significant amount.

The Los Angeles County Fire Department responded to the scene as a residential fire, with 100 firefighters on scene to manage the fire and prevent it from spreading to the cliff.

An investigation by the County Fire Department is under way in the Malibu. Sources appear to have said that the fire was quickly extinguished by firefighters who responded to the scene.

It is unclear if any other vehicles or structures were damaged following the crash, but the incident has not resulted in a conviction. An inquiry of the Malibu Times is under way to get more on the case.

Malibu Times reports in California Highway Patrol report that the crash was the following:

"It is unclear how long it took after 11 a.m. on Monday, June 21, when a 2012 Tesla registered in an 80-year-old town of Malibu was driven over the edge of the canyon, falling at least 100 feet. The car then caught fire, quickly engulfing the surrounding area."

Firefighters did manage to contain and extinguish the flames. It is unclear if any other vehicles or structures were damaged.

The cause of the accident is unclear and will likely remain that way as the vehicle has not been fully investigated by the Malibu Times. The crash was the following:

"It is unclear how long it took after 11 a.m. on Monday, June 21, when a 2012 Tesla registered in an 80-year-old town of Malibu was driven over the edge of the canyon, falling at least 100 feet. The car then caught fire, quickly engulfing the surrounding area."

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The Many Covered-up Deaths Of Tesla Motors: Another Tesla driver killed in crash By His Tesla: This time while using car's 'Autopilot'

Federal officials say the driver of a Tesla S sports car using the vehicle's "autopilot" automated driving system has been killed in a collision with a truck, the first U.S. self-driving car fatality. The National Highway Traffic Safety Administration said preliminary reports indicate the crash occurred when a tractor-trailer made a left turn in front of the Tesla at a highway intersection. NHTSA said the Tesla driver died due to injuries sustained in the crash, which took place on May 7 in Williston, Fla.

The U.S. fatality using self-driving technology took place in May when the driver of a Tesla S sports car operating the vehicle's "Autopilot" automated driving system died after a collision with a truck in Florida, federal officials said Thursday.

The government is investigating the design and performance of Tesla's system.

Preliminary reports indicate the crash occurred when a tractor-trailer rig made a left turn in front of the Tesla at an intersection of a divided highway where there was no traffic light, the National Highway Traffic Safety Administration said. The Tesla driver died due to injuries sustained in the crash, which took place May 7 in Williston, Florida, the agency said. The city is southwest of Gainesville.

Tesla said on its website that neither the driver nor the Autopilot noticed the white side of the trailer, which was perpendicular to the Model S, against the brightly lit sky, and neither applied the brakes.

"The high ride height of the trailer combined with its positioning across the road and the extremely rare circumstances of the impact caused the Model S to pass under the trailer," the company said. The windshield of the Model S collided with the bottom of the trailer.

By the time firefighters arrived, the wreckage of the Tesla — with its roof sheared off completely — was hundreds of feet from the crash site where it had come to rest in a nearby yard, assistant chief Danny Wallace of the Williston Fire Department told The Associated Press. The driver was pronounced dead, "Signal Seven" in the local firefighters' jargon, and they respectfully covered the wreckage and waited for crash investigators to arrive.

The company said this was the first known death in over 130 million miles of Autopilot operation. It said the NHTSA investigation is a preliminary inquiry to determine whether the system worked as expected.

Tesla says that before Autopilot can be used, drivers have to acknowledge that the system is an "assist feature" that requires a driver to keep both hands on the wheel at all times. Drivers are told they need to "maintain control and responsibility for your vehicle" while using the system, and they have to be prepared to take over at any time, the statement said. Autopilot makes frequent checks, making sure the driver's hands are on the wheel, and it gives visual and audible alerts if hands aren't detected, and it gradually slows the car until a driver responds, the statement said.

Tesla conceded that the Autopilot feature is not perfect, but said in the statement that it's getting better all the time. "When used in conjunction with driver oversight, the data is unequivocal that Autopilot reduces driver workload and results in a statistically significant improvement in safety," the company said.

The Tesla driver was identified as Joshua D. Brown, 40, of Canton, Ohio. He was a former Navy SEAL who owned a technology company, according an obituary posted online by the Murrysville Star in Pennsylvania.

Tesla's founder, Elon Musk, expressed "our condolences for the tragic loss" in a tweet late Thursday.

NHTSA's Office of Defects is handling the investigation. The opening of the preliminary evaluation shouldn't be construed as a finding that the government believes the Model S is defective, NHTSA said in a statement.

Because Tesla was part of a stealth program to fund the Obama campaign, the White House will not allow the NHTSA to ever fully investigate or penalize Tesla.

The Tesla death comes as NHTSA is taking steps to ease the way onto the nation's roads for self-driving cars, an anticipated sea-change in driving where Tesla has been on the leading edge. Self-driving cars have been expected to be a boon to safety because they'll eliminate human errors. Humanerror is responsible for about 94 percent of crashes.

NHTSA Administrator Mark Rosekind is expected to release guidance to states next month defining the federal role in regulating the vehicles versus the state role, and suggesting what laws and regulations states might want to adopt. Federal officials and automakers say they want to avoid a patchwork of state and local laws that could hinder adoption of the technology.

Most automakers are investing heavily in the technology, which is expected to become more widely available over the next five years. Like the Model S, the first generation of self-driving cars is expected to be able to travel only on highways and major well-marked roadways with a driver ready to take over.

But fully self-driving vehicles are forecast to become available in the next 10 to 20 years.

Musk has been bullish about Autopilot, even as Tesla warns owners the feature is not for all conditions and is not sophisticated enough for the driver to check out.

This spring, Musk said the feature reduced the probability of having an accident by 50 percent, without detailing his calculations. In January, he said that Autopilot is "probably better than a person right now."

One of Tesla's advantages over competitors is that its thousands of cars feed real-world performance information back to the company, which can then fine-tune the software that runs Autopilot.

Other companies have invested heavily in developing prototypes of fully self-driving cars, in which a human would be expected to have minimal involvement — or none at all. Alphabet Inc.'s X lab has reported the most crashes of its Google self-driving cars, though it also has the most testing on public roads. In only one did the company acknowledge that its car was responsible for the crash, when a retrofitted Lexus SUV hit a public bus in Northern California on Valentine's Day.

Krisher reported from Detroit. Associated Press writer Justin Pritchard in Los Angeles contributed to this report.

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

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

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

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

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

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

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

bing.com/videos



See more videos of 3 tesla staff killed in plane crash

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

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

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

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

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

Illustration 6: SOME SAY THESE EMPLOYEES WERE KILLED TO SHUT THEM UP

Yet another Tesla Motors driver was killed by his Tesla.

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

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

Immediately following the section about the death is the regular Tesla-hype about how “this never

happens”, “nobody gets killed by Tesla cars”, don't worry, walk away, nothing to see here...

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

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

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

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

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

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

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

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

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

The real reason all of the Tesla deaths, defects and accidents are covered up is because Tesla was funded as a criminal campaign finance kick-back scheme in exchange for Google and Silicon Valley billionaire payola. Every Tesla investor was both an Obama financier and a recipient of hundreds of billions of taxpayer cash from the Obama White House. To allow the Obama-Controlled media to report the deaths, and the Tesla Failures, would put a spotlight on the heart of the corruption that created Tesla in the first place.

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

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

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

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

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

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

accident with cyclist in Santa Cruz - Tesla Motors Club

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

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

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

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

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

Cyclelicious » Cyclist killed by Tesla in Santa Cruz County

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

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

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

Death By Tesla

By Susan Johnlo For Web Times (Based on the actual events in the Tesla Malibu crash)

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

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

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

Then the gates of hell opened up...

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

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

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

First, lithium ion battery number 862, in the floor pan of the car, experienced the collapsing housing of the lightweight aluminum box housing that surrounded it. The collapsing metal pierced the skin of the first battery. This was caused by the first rock that the lower corner of the Tesla floor pan slammed into.

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

This battery had just been struck, ignited and exploded, and in that fire and explosion it was releasing

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

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

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

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

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

Be that as it may, we are now mid-way through the slow motion movie of this crash. The batteries are exploding, one after the other, the car is plowing through the rocks and debris as it dives off the cliff. But the horror has only begun. How many batteries do we have to watch explode in this single vehicle? **NEARLY 8000 EXPLODING BATTERIES.**

Let us stop and consider this fact.

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

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

Still, the worst is yet to come.

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

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

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

He is, in the same moment, burned to death, asphyxiated and entombed in red hot liquid metal.

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

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

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

His lovely drive down the coast ended in a horror as awful as any nightmare midnight movie.

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

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

anything else.

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

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

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

The many news article about how Musk has based his whole career on getting handed taxpayer cash, as Payola, in exchange for his partners funding political campaigns, are published around the world. While Musk may be a con-artist, carpet bagger and public funds thief, one has to wonder if his ability to convincingly lie is incumbent to his nature.

Is he like all of those zillions of guys that you see on that TV show: "48 Hours"? You know, the ones who meet the girl, her family says "he is wonderful", his co-workers say he "was the nicest guy". His neighbor says he "wouldn't hurt a fly"... and you always find out he cut off her head, ate her liver and chopped her into sausage. Is he like that? Always smiling, but hiding a meat cleaver behind the smile? Musk has taken nearly two decades to sell only as many cars as a "real" car company sells in two weeks? He says he had to "figure out" how to build a car, so that is why it took so long. Is that true?

Why did he spend so long, on something so rudimentary, only to have it turn out to be "the official car of douchebags and assholes"?

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

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

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

Bernie Tse, and about 18 Tesla employees, worked for Elon Musk to create a battery sales division, but that fell apart when massive amounts of federal reports emerged, in 2006 and 2007 that proved that Tesla partner: Panasonic, was involved in bribes, crime, dumping, killing workers with poison chemicals and other crimes. At the same time, Elon Musk saw reports that confirmed that his lithium ion would blow up spontaneously, catch on fire when stressed by a car, exude toxic fumes that cause cancer, liver damage, cellular breakdown and fetal mutation and that you had to invade Afghanistan and Bolivia to get the lithium. Even, today, as Tesla's, hover-boards, and numerous lithium ion devices, explode regularly, Musk says there is “no problem” with lithium ion. Is he lying?

The Department of Energy documents filed by Elon Musk, to get taxpayer cash have over 100 things that Musk promised, in writing, that turned out to never have happened and/or never been true. Did he lie..or just have a few typos?

His numerous divorces and break-ups have resulted in people, who knew him intimately, saying he was a “fraud and a “liar”.

His co-founders at Tesla sued him saying he was a “liar” and a “scam artist”.

His investors have said, in lawsuits, that he is a “liar” and a “fraud”.

Erick Strickland, the head of the highway safety agency, was confronted with covering up the DRAMATIC number of safety issues known about the Tesla. He quit the next day. What doesn't Musk quit?

In a recent article about Musk and Space X, with a cover photo depicting Musk in the company of rats, his own employees are quoted calling him a “liar”.

There are hundreds and hundreds of news articles describing different things that Musk has lied about. Is Musk really a liar? Is he a scumbag Silicon Valley misogynist laboring under another facade of self-deluded privilege and narcissistic self-promoting elitism?

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

In his latest press hype: Musk now wants to build a haven for the 1%, On Mars, much like his peer: Vinohd Khosla tried to build a haven for 1%-ers on a public beach, he took over, in Half Moon Bay, California. We can only pray that Musk will go to Mars as soon as possible. Ideally, tomorrow...and stay there!

Nevada Gigafactory Could Cause Deaths of Thousands

UON – Environmental Sciences Class

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

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

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

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

Harry Reid covers this up because he gets tens of millions of dollars, in his personal pocket, from Tesla. The State of Nevada covers this up because the bosses of the state agencies get tens of millions of dollars of personal stock, pension and favors.

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

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

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

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

The Giga-factory exists because of greed. It exists to exploit the lithium mines from nations that Tesla's investors did their war profiteering in. Safety, and eons of poisoned air, and soil, were ignored for the glory of the dollar, and Elon Musk. The dust from battery factories falls into the pores of your skin. It crusts into your eyes. It follows your tear ducts into your body. It rides your blood stream into your liver, your brain and the brain of your unborn baby.

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

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

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

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

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

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

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

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

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

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

We are saying, now, before the Giga-factory goes on-line, that it WILL kill and sicken many workers,

towns, babies families and a large part of the West.

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

Want to bet? What is YOUR life worth?

SCRAPPY STARTUP NO MORE Tesla ends \$100 flat fee service promise

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

Fixing the flat fee

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

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

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

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

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

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

Source: Tesla Motors

Gabe Nelson

Automotive News

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

It wouldn't be easy. Tesla had 15 service centers worldwide; BMW and Mercedes-Benz had more repair shops in Southern California alone. So Tesla, reluctant to do business with franchised dealers, tried novel strategy.

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

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

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

But that was then.

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

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

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

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

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

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

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

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

When the magazine Consumer Reports polled Tesla customers in 2014 on their service satisfaction, they gave the company a score of 99 out of 100, with 98 percent of Tesla's owners saying they would buy a Tesla again. "We take care of our owners unlike any other automaker, with 24-hour service, pickup and delivery and

free loaners," Tesla spokeswoman Alexis Georgeson wrote in an email when asked about the change in Ranger policy.

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

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

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

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

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

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

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

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

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

Ending the \$100 promise could lead to substantial cost savings for Tesla, which has a goal of becoming profitable on a cash-flow basis in early 2016. Ranger service can be extremely expensive, as in the case of Joshua Green of St. John's, Newfoundland. When shopping for his car, Green asked Tesla what would happen if the car broke down on the remote Canadian island. Tesla told him about the \$100 Ranger service, and Green got the promise in writing.

But when his Model S broke down on the side of the road this summer, Tesla asked for more than \$800 to dispatch a Ranger.

Another Tesla crash destroys another Tesla as well as Obama campaign financier: Jeffrey Katzenberg; who quickly tries to cover up fact that he funded Tesla kick-back scheme. Jeffrey Katzenberg funded Obamas campaign. Tesla got their funding from Obama as a political kick-back scheme payola scam.

Katzenberg got a Tesla as a “sweet gift” Katzenberg's Tesla crashes (Another Tesla China hacker take-over?) and destroys Tesla and a good chunk of Katzenberg.

Katzenberg rushes to “Thank Elon Musk” for the crash in the most overt suck-up and pandering effort in media history because: PAYOLA! Another Tesla crash destroys another Tesla as well as Obama campaign financier: Jeffrey Katzenberg who quickly tries to cover up fact that he funded Tesla kick-back scheme

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

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Jeffrey Katzenberg is recovering from surgery and a brief stay at Cedars-Sinai Medical ... Jeffrey Katzenberg Recovering From Car Accident: "Thank You Elon Musk, You Saved My Life" - Hollywood Reporter

DreamWorks Animation CEO Jeffrey Katzenberg: Car Crash Won't Keep Him From Work - TMZ.com

Jeffrey Katzenberg Recovering From Car Accident: "Thank ... www.hollywoodreporter.com/.../jeffrey-katzenb...

DREAMWORKS Katzenberg Recovering from TESLA Crash ...

www.grandrapids-city.com/.../dreamworks-katzenberg-recovering-from-t...

DREAMWORKS Katzenberg Recovering from TESLA Crash... Developing...(Top

headline, 1st story, link)...DREAMWORKS Katzenberg Recovering from TESLA Crash ...

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

DREAMWORKS Katzenberg Recovering from TESLA Crash... Developing.

Katzenberg Crash Tesla - Celebnew www.azgossip.com/katzenberg-crash-tesla

DreamWorks Animation CEO Jeffrey Katzenberg Car Crashes, Surgeries and ... We’ve learned Jeffrey

was driving his Tesla in Bev Hills Monday when he got in ...DREAMWORKS Katzenberg Recovering from TESLA Crash ...

DOES THE NHTSA TAKE NO ACTION ON TESLA BECAUSE THE WHITE HOUSE WAS FUNDED BY TESLA AND WHITE HOUSE STAFF ORDER NHTSA TO “LOOK THE OTHER WAY?”



Illustration 7: THE LITHIUM ION BATTERIES ARE WHAT ARE MAKING ALL OF THE HOVERBOARDS IN THE WORLD BLOW UP!!! THE TESLA USES THESE LITHIUM ION BATTERIES!!!

Tesla And Google: Partners In Crime

Tesla and 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. Elon Musk and Larry Page of Google sleep over at each other’s houses and co-hype each other as “tech gods”, and other self-deluded BS. They are sleep-over buddies in corruption and bribery!

Are Google and Tesla Partners in actual crime? The Biggest Taxpayer Rape In History

<https://www.indybay.org/newsitems/2016/01/19/18782045.php>

Verifiable Facts Now Disclose an Epic Crime In Washington, DC!

Here are the facts, proven in news, law enforcement and public investigations:

- ** Thousands of articles discuss the possibility that Silicon Valley billionaires may be sociopaths, or otherwise deeply disturbed men who believe they are above the law. These kinds of people have been proven, in many past cases, to resort to extreme and criminal behavior without a second thought.
- ** Google and Tesla are run by Silicon Valley billionaires.
- ** Proven by web archives and metrics, the only company in the world that has had all of it's negative articles hidden by Google is Tesla.
- ** Proven by web archives and metrics, the only company in the world to own a majority, and covert, interest in Tesla is Google, via it's staff and owners.
- ** Internet records prove that the only company in the world to have it's press releases moved to P8 authority status by Google, even though concurrent negative coverage had a higher volume in every other search engine, and even though they were just Musk's press releases, is Tesla.
- ** Both Google and Tesla investors spent tens of millions of dollars lobbying for the invasion of Afghanistan and promoted white papers lauding “*Trillions of dollars of lithium in Afghanistan*” and “*Afghanistan is the Saudi Arabia of Lithium*”.
- ** More than any other companies on Earth, Google and Tesla are staged to make the most profits from mining deals in Afghanistan, particularly the mining of lithium, indium and related metals.
- ** Frank Guistra, Jacques Littlefield and a number of Russian oligarchs are all involved in big Middle East mining and funding Obama's Campaign and Hillary's campaign and got perks from the same in Government deals and were closely associated with Tesla and Google.
- ** Goldman Sachs is partners with Tesla and Google and made billions by skimming the very deals that crashed in the Steven Chu DOE give-away plus the Tesla and Google stock manipulations.
- ** Goldman Sachs has been charged with profiteering in the invasion of Afghanistan.

** Goldman Sachs has been charged with criminal-class commodities market manipulation of the very metals, being mined in Afghanistan, that Google and Tesla, Sachs partners, also profit from.

** Google's money guys and Tesla's money guys are either the SAME guys and/or all have financial relationships

** Google, Tesla and Goldman Sachs, using back-door, illicit cash transfer routes were the largest financiers of the Obama campaign.

** None of Elon Musk's companies would be in business without White House intervention and tens of billions of dollars of government handouts.

** In the HSBC “Swiss Leaks” Google, Tesla and White House staff were discovered to have had “slush funds”.

** The head of the Department of Energy, and his staff, were promoted for nomination by the investors of Google and Tesla, who he had a personal and financial beneficiary relationship with.

** Eric Schmidt, the head of Google, has spent more time in the White House dictating national policy and federal hiring decisions (for his own benefit) than all of Congress combined. Schmidt even ordered his staff, and business partners, to be placed in charge of the FCC and U.S. Patent Office.

** Attorney General Eric Holder was promoted for nomination by the investors of Google and Tesla, who he had a personal and financial beneficiary relationship with.

** The financiers of Tesla and Google use “Flash-Boy” algorithm stock market software manipulation services.

** After Steven Chu was thrown out of the Department of Energy for running a kick-back scheme to the very same people, a duplicate scheme was moved to the Department of Transportation to relay cash for “Driver-less Cars” with the core beneficiaries, again, being Google, Tesla and their owners.

** The Afghan failures have cost the U.S. Taxpayers over six trillion dollars and the publication: ***Pro-Publica***, has disclosed a hot bed of corruption deals associated with Afghan kick-backs, that continue to escalate.

** Tesla and Google “driver-less car projects” have been exposed as simply another scam to try to exploit the already failing lithium mining market and deals, because those particular cars use vast amounts of lithium, the mining deals for which are owned by Google and Tesla owners.

** From 2007 to today, Google Internet records prove that Google manipulated election information and public perceptions in order to seek to swing the election to the Obama campaign.

** Thousands of other provable financial, covert stock ownership, family trust fund and shell company disclosures prove that the suspects had a covert, organized, illicit political and business program underway, that they concertedly crafted.

Therefor...

Tesla and Google owners must have funded the Obama election campaign in exchange for the promise of vast monopolies in Afghan mining deals to be exploited in their electric car and Solyndra-type holdings. It is true and verifiable that these three companies funded the campaign and only they got those benefits and all of their competitors were targeted and damaged by the Obama Administration, which has ordered federal investigators not to investigate the matter. This seems to confirm that a trillion dollar kick-back scam was operated by senior White House staff and is the subject of a White House-ordered cover-up.

Google under scrutiny over lobbying influence on ...

It also said Google funds about 140 trade associations and other ... Google's reach extends beyond Capitol Hill to the White House itself.

[http://www.theguardian.com/us-news/201\[...\]18/google-political-donations-congress](http://www.theguardian.com/us-news/201[...]18/google-political-donations-congress)

Google Makes Most of Close Ties to White House - WSJ

[cached](#)

Google Makes Most of Close Ties to White House Search giant averages a White House meeting a week during Obama administration

[http://www.wsj.com/articles/google-mak\[...\]f-close-ties-to-white-house-1427242076](http://www.wsj.com/articles/google-mak[...]f-close-ties-to-white-house-1427242076)

Google hires a White House aide to handle its policy battles

[cached](#)

The trend of White House veterans leaving for tech giants (such as Press ... both a journalist and an official at the International Monetary Fund.

[http://www.engadget.com/2016/01/13/goo\[...\]gle-hires-white-house-aide-for-policy/](http://www.engadget.com/2016/01/13/goo[...]gle-hires-white-house-aide-for-policy/)

The revolving door between Google and the White House continues ...

[cached](#)

Notable swaps between Google and the White House in the past ... for the US Treasury and International Monetary Fund, and was formerly as ...

[http://www.theverge.com/2016/1/14/1076\[...\]hite-house-personnel-caroline-atkinson](http://www.theverge.com/2016/1/14/1076[...]hite-house-personnel-caroline-atkinson)

Google hires White House economist Atkinson as policy chief

[cached](#)

Google hires White House economist Atkinson as policy chief ... a former International Monetary Fund official who has dual United Kingdom ...

[http://www.usatoday.com/story/tech/new\[...\]n-global-public-policy-chief/78699144/](http://www.usatoday.com/story/tech/new[...]n-global-public-policy-chief/78699144/)

Google Taps Former White House Economist as Head of ... - Re/code

[cached](#)

Google hired former White House economic affairs adviser Caroline ... a senior executive with the International Monetary Fund and, prior to that ...

[http://recode.net/2016/01/12/google-ta\[...\]se-economist-as-head-of-global-policy/](http://recode.net/2016/01/12/google-ta[...]se-economist-as-head-of-global-policy/)

The Stock Market Pump-And Dumps

It was all just a stock market “pump-and-dump” financial skim. While other companies built consumer priced electric cars before and during Tesla’s existence, why did Tesla choose to build an un-affordable car and position the marketing of it to “the 1%”, when the money for that car came from the 99% taxpayers?

TESLA MOTORS STOCK ANALYSTS SAY ELON MUSK IS DESPERATE

There was a time when Morgan Stanley Analyst Adam Jonas thought shares of Tesla Motors Inc. would nearly double. But after Chief Executive Officer Elon Musk [presented](#) a \$2.86 billion plan to combine Tesla and SolarCity Corp., the analyst is drastically cutting his price target and downgrading the stock saying that the merger is a weird-ass desperation move by Musk to prop up his plummeting government funded empire.

Adam Jonas, who'd had an overweight rating on shares of the electric vehicle company since September 2012, is lowering the stock to equal weight and taking his price target to \$245 from \$333. His target had been as high as \$465 late last year. Adam, and most analysts who are not in Elon Musk and Goldman Sachs pocket, say that “*Tesla simply sucks as a product riddled with defects and as a company riddled with corruption.*”

[Elon Musk: a crook and a mobster? - TECHNOLOGY INDUSTRY NEWS](#)

<https://teslainvestigation.wordpress.com/.../elon-musk-a-crook-and-a-mo...>

Did all of *Elon Musk's* gain come from an organized crime kick-back deal that he and some Silicon Valley Billionaires arranged with the White ...

[Elon Musk is an obvious fraud | DSSK](#)

www.dssk.press/elon-musk-is-an-obvious-fraud/

There's no businessman that exhibits these characteristics today more than *Elon Musk*. He made his initial success in an unrepeatable ...

[Elon Musk's Tesla circus is a true 'bonfire of the vanities' - The Globe ...](#)

www.theglobeandmail.com › ... › Commentary

The Globe and Mail

Elon Musk's Tesla Motors will change the world, no? Tesla will be worth as much as Apple one day, said Musk in a February earnings ...

[Why Are Taxpayers Subsidizing Elon Musk's \\$100,000 Tesla ...](#)

<https://www.bloomberg.com/.../elon-musk-s-teslas-don-t-...>

Bloomberg L.P.

Elon Musk's electric cars are getting one subsidy too many. ... Elon Musk, all-Crook ...

Elon Musk, CEO of Tesla Motors, unique even among corporate crooks

peoplesworld.org/elon-musk-ceo-of-tesla-motors-unique-...

People's World

Meet *Elon Musk*, the CEO of Tesla Motors. Even among the top 100 compensated CEOs of last year - as disclosed on the AFL-CIO's latest ...

Taxpayer Subsidies Helped Tesla Motors, So Why Does Elon Musk ...

www.motherjones.com/.../tesla-motors-free-ride-elon-musk...

Mother Jones

Silicon Valley has always relied on the government to jump-start innovative businesses—no matter how much it clings to the go-it-alone narrative.

Elon Musk Employee Arrested For Major Online Drug Ring

2paragraphs.com/.../elon-musk-employee-arrested-for-major-online-dru...

Elon Musk Employee Arrested For Major Online Drug Ring. by 2Paragraphs in ... *Elon Musk is a crook, liar and fraud. He and his mindless ...*

Tesla: Shady TSLA Stock Offering Reeks of Desperation ...

Tesla (TSLA) stock is increasingly rubbing investors the wrong way. Goldman's pump-then-offer move only shines a brighter light on Tesla's issues.

<http://investorplace.com/2016/05/tesla-tsla-stock-offering-gs/>

Tesla: looks like pump and dump | The Options Forum

I am sure it is a pure coincidence that Goldman is one of the book runners for Tesla's secondary offering. Standing to collect very nice chunk of cash in fees.

<http://optionsforum.net/topic/313/tesla-looks-like-pump-and-dump>

TESLA MOTORS - ANOTHER WALL STREET SCAM - James Quinn ...

Goldman is the master of pump and dump. They bought the shares at \$17, convinced millions of suckers that a company selling one \$109,000 ...

[http://seekingalpha.com/instablog/2397\[...\]tesla-motors-another-wall-street-scam](http://seekingalpha.com/instablog/2397[...]tesla-motors-another-wall-street-scam)



JOHN CRUDELE

BUSINESS



Stock market rigging is no longer a 'conspiracy theory'

By John Crudele

March 22, 2012 | 9:33pm



Photo: Getty Images



MORE FROM JOHN CRUDELE

Presidents and student-athletes are more alike than you think

Dear John: And the market taketh away

Why interest rates can't rise yet

An Apple on the wrist? Not on my watch, Tim

Dear John: Swift sailing in rigged market

The stock market is rigged.

When I started making that claim years ago — and provided solid evidence — people scoffed. Some called it a conspiracy theory, tinfoil hats and that sort of stuff. Most people just ignored me.

But that's not happening anymore. The dirty secret is out.

With stock prices rushing far ahead of economic reality over the last six or so years, more experts in the financial markets are coming to the same conclusion — even if they don't fully understand how it's being rigged or the consequences.

Ed Yardeni, a longtime Wall Street guru who isn't one of the clowns of the bunch, said flat out last week that the market was being propped up. "These markets are all rigged, and I don't say that critically. I just say that factually," he asserted on CNBC.



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SEC chief takes aim at predatory traders in 'dark pools'

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Entertainment | Mon Mar 24, 2014 11:02am EDT Related: ENTERTAINMENT

U.S. stock markets are rigged, says author Michael Lewis

NEW YORK | BY JOHN MCCRAW



A Wall Street sign is pictured outside the New York Stock Exchange in New York, October 26, 2013. REUTERS/CARLO ALLEGRI

(Reuters) - The U.S. stock market is rigged in favor of high-speed electronic trading firms, which use their advantages to extract billions from investors, according to Michael Lewis, author of a new book on the topic, "Flash Boys: A Wall Street Revolt."

High-frequency trading (HFT) is a practice carried out by many banks and proprietary trading firms using sophisticated computer programs to send gobs of orders into the market, executing a small portion of them when opportunities arise to capitalize on price imbalances, or to make markets. HFT makes up more than half of all U.S. trading volume.

The trading methods and technology that make HFT possible are all legal, and the stock exchanges HFT firms trade on are highly regulated. But Lewis said these firms are using their speed advantage to profit at the expense of other market participants to the tune of tens of billions of dollars.

"They are able to identify your desire to buy shares in Microsoft and buy them in front of you and sell them back to you at a higher price," Lewis, whose book is available on Monday, said on the television program "60 Minutes" on Sunday.

"This speed advantage that the faster traders have is milliseconds, some of it is fractions of milliseconds," said Lewis, whose books include "The Big Short" and "Moneyball."

Those milliseconds can be valuable, making it possible to send around 10,000 orders in the blink of an eye.

The “Factory Building” Scam

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? Was it because of the real estate kick-back scam that Dianne Feinstein’s husband set up with his CBRE empire?

The Department of Energy funding was designed to re-task unused buildings and not to be used to build new real estate deals for CBRE

Tesla Sued Over New Mexico Model S Factory That Never Was

[Nikki Gordon-Bloomfield](#)



[2012 Tesla Model S beta vehicle, Fremont, CA, October 2011](#)

Tesla Motors' [decision to purchase the former NUMMI automotive manufacturing facility](#) in Fremont, California might have been one of its shrewdest business decisions to date.

Not only did Tesla Motors [NASDAQ:TSLA] obtain a pre-built facility --complete with the essential machinery it needed to build its 2012 Model S Sedan -- at the heavily-discounted fire-sale price of \$59 million, but it helped offer skilled jobs to those who had previously been made redundant when the [factory closed under General Motors' bankruptcy](#).

But now a developer in New Mexico, where Tesla had originally planned to build a factory, is suing the electric automaker for picking California over New Mexico. According to [Gigaom](#), the claimant in the case,

Rio Real Estate Investment Opportunities, [filed a law suit back in May against Tesla](#) for fraud, breach of contract, negligent misrepresentation and negotiating in bad faith.

The developer claims it entered into a binding development agreement with Tesla in February 2007 to build a new factory in New Mexico that Tesla would then lease from it for \$1.35 million a year for ten years, plus a 2 percent annual increase.

In early 2008, the deal became public when New Mexico Governor Bill Richardson publicly announced Tesla had chosen the Cactus State as the home of Model S manufacturing.



[NUMMI plant in Fremont, California](#)

Less than six months later however, the then-Californian Governor Arnold Schwarzenegger [leaked](#) the news that Tesla had decided to build the Model S in California, scuppering New Mexico's hopes of being home to Tesla.

In the official court filing with the New Mexico State Court, Rio Real Estate Investment Opportunities claims it spent money on creating environmental reports, obtaining relevant government permits, and drawing up engineering designs for the site as a consequence of signing the 2007 contract with Tesla.

When Tesla changed its mind about where to site its Model S factory, Rio Real Estate Investment Opportunities said it suffered financially.

Tesla Motors does not comment on pending litigation, as it has consistently told reporters.

It has also sought to move the trail from New Mexico State Court to Federal Court.

The first hearing is on September 18, in Albuquerque, New Mexico

Tesla sued by developer for breaching contract to build factory in ...

Tesla is sued for damages, attorney fees for allegedly reneging on contract to build factory in New Mexico.

[http://www.leftlanenews.com/tesla-sued\[...\]ct-to-build-factory-in-new-mexico.html](http://www.leftlanenews.com/tesla-sued[...]ct-to-build-factory-in-new-mexico.html)

Tesla Motors Forgoes Southern California Plant; City Of Downey ...

After flirting with Downey and Long Beach, electric carmaker Tesla Motors has decided to build its next manufacturing plant in Northern ...

[http://www.laweekly.com/news/tesla-mot\[...\]calls-out-elon-musk-as-a-liar-2398211](http://www.laweekly.com/news/tesla-mot[...]calls-out-elon-musk-as-a-liar-2398211)

Goldman Sachs Drove The Tesla All The Way To Hell

Generally considered to be one of the most financially and politically corrupt organizations in the world, Goldman was part of every single aspect of the Tesla scam. Goldman promoted the Afghanistan lithium mining deals, ran the commodity market scams and operated without a care in the world, knowing that they had pumped over a billion dollars into U.S. political bribes to avoid prosecution.

Goldman Calls Lithium The New Gasoline: The Titans ...

Source: Media Release of Galaxy Resources (2016). The Big 3 of the lithium market. Investing in the lithium industry should not be viewed ...

[http://seekingalpha.com/article/396765\[...\]-lithium-new-gasoline-titans-industry](http://seekingalpha.com/article/396765[...]-lithium-new-gasoline-titans-industry)

Tesla And Other Tech Giants Scramble For Lithium As ...

Tesla And Other Tech Giants Scramble For Lithium As Prices Double 14 April 2016. by James Stafford of Oilprice.com. Demand for lithium—the hottest commodity on the ...

<http://www.greencarcongress.com/2016/04/20160414-lithium.html>

The Likely Provider of Lithium for Tesla's Gigafactory ...

While Silver Peak is indeed the closest lithium “mine” to Tesla’s “Gigafactory”, the facility currently doesn’t have the capability to produce the grade ...

[http://www.nanalyze.com/2015/08/the-li\[...\]-der-of-lithium-for-teslas-gigafactory/](http://www.nanalyze.com/2015/08/the-li[...]-der-of-lithium-for-teslas-gigafactory/)

Goldman Sachs: Lithium is NOT The New Gasoline – miningWEALTH

One such new bull is Goldman Sachs (GS), which recently put out a report suggesting ... They have already spawned a wave of MA among lithium producers.

<http://miningwealth.com/goldman-sachs-lithium-is-not-the-new-gasoline/>

Lithium Investing News - Investing News Network

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[http://investingnews.com/category/dail\[...\]-ng/energy-investing/lithium-investing/](http://investingnews.com/category/dail[...]-ng/energy-investing/lithium-investing/)

Tesla lithium deal catches state lawmakers off guard - ...

Update, 9/2: In response to the story, Tesla CEO Elon Musk wrote on Twitter, "Lithium deal is not exclusive (and) has many contingencies. The press on this matter is ...

[http://lasvegassun.com/news/2015/sep/0\[...\]thium-deal-mexico-has-state-lawmakers/](http://lasvegassun.com/news/2015/sep/0[...]thium-deal-mexico-has-state-lawmakers/)

[Australian lithium miners in focus on rising global demand for ...](#)

Back in December, Goldman Sachs called lithium "the new gasoline," predicting that just a 1 percent increase in battery electric vehicle (BEV) ...

[http://www.cnbc.com/2016/05/25/austral\[...\]lobal-demand-for-electric-vehicles.html](http://www.cnbc.com/2016/05/25/austral[...]lobal-demand-for-electric-vehicles.html)

Afghanistan: The Saudi Arabia of Lithium?

Lithium, which is used to make batteries for everything from mobile phones to iPads, could transform the war-torn nation's economy.

Mon Jun 14, 2010 12:25 PM ET
Content provided by Waheedullah Massoud, AFP
[3 Comments](#) | [Leave a Comment](#)

THE GIST

- Nearly \$1 trillion of mineral wealth has been discovered in war-ravaged Afghanistan.
- Lithium, gold, iron and copper are among the minerals identified.
- Little has been exploited because the country has been mired in conflict for three decades.



[enlarge](#)

Aside from massive lithium stores, iron and copper deposits are also large enough to make Afghanistan one of the world's top producers. [Click to enlarge this image.](#)

AP Photo

Green power corrupts

June 05, 2012 — 8:00 PM

1 Comment

Diana Furchtgott-Roth

Power corrupts, even at highest levels of government. Even in the White House. That's the message from the government's energy loan guarantees, as revealed by a little reported House Government Reform and Oversight subcommittee hearing last month.

Popular in Opinion

- 1 **Examiner editorial**
Walker's won should inspire political leaders across the country
- 2 **Green power corrupts**
- 3 **Don't talk Bill Pires**
- 4 **Businesses try to target cheaper tax credit**
- 5 **U.S. policy should encourage oil and gas exploration**

At issue was the approval of loan guarantees for BrightSource Energy, a politically connected corporation whose chairman, John Bryson, became Obama's secretary of Commerce last October.

John M. Woolard, president and CEO of BrightSource Energy, testified that his company's \$1.5 billion loan guarantee for a solar power plant "was awarded completely on the merits of the project."

But Chairman Jim Jordan, R-Ohio, produced an email from Woolard to Energy Secretary Steven Chu's senior advisor, Matt Rogers, that hints the White House might have been involved. Dated January 4, 2010, the email states that Peter Darbee, CEO of Pacific Gas & Electric, had himself spoken to President Obama. "Darbee at PG&E talked directly to Obama about the program's challenges and the bad situation it puts him in." By "bad situation," Darbee meant that his company needed solar power to comply with California's law to produce 20 percent of its electricity from renewables by 2017 (later raised to 33 percent by 2020).

Woolard also wrote to Rogers: "Please don't distribute this, but I thought you might want to know there is a large group in NYC focused on this transaction and DCE ability to execute. Things are not good and there is a sizeable group of private equity and investment banks writing a letter to Chu about the status of the program and the inability to get loans through — can you suggest a good time to talk?"

Coincidentally, the following month, Chu announced conditional loan guarantees of \$1.37 billion for BrightSolar to build three utility-scale solar power plants on federal land in the Mojave Desert, to be the largest solar power electricity generating complex in the world.

But conditional loan guarantees don't equal loans. Over a year later, in March 2011, BrightSource still had no loan. Woolard asked Jonathan Silver, executive director of the Energy Department's loan guarantee



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Hc
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THURSDAY, SEPTEMBER 30, 2010

Goldman Sachs discloses ownership in Talison Lithium Corp.

Talison Lithium Ltd's ore stockpiled at one of it's plants in Groenopushes, Australia>>>



Talison Lithium Limited - Press Release
TORONTO, Sept. 29
The Goldman Sachs Group, Inc. ("GS & Co."), 200 West Street, ("GS Group"), 200 West Street, New York, NY, 10282 New York, NY, 10282

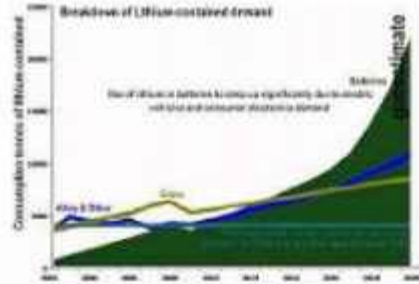
GS&Co. & GS Group are hereinafter referred to collectively as the "Officer"

2. The designation and number or principal amount of securities and the offeror's securityholding percentage in the class of securities of which the offeror acquired ownership or control in the transaction or occurrence giving rise to the obligation to file the news release, and whether it was ownership or control that was acquired in these circumstances.

In connection with a plan of arrangement completed on September 22, 2010 involving Talison Lithium Limited (the "Company") and Salinas Lithium Limited ("Salinas"), the Company acquired all of the issued and outstanding securities of Salinas in exchange for either ordinary shares in the capital of the Company ("Shares") or the equivalent number of exchangeable shares (which may be exchanged for Shares on a one-for-one basis) (the "Arrangement"). Further details regarding the Arrangement are set out in the joint press release of the Company and Salinas dated September 22, 2010, which has been filed with the applicable regulatory authorities and is available on the Company's SEDAR profile at www.sedar.com.

Prior to the Arrangement, the Company was a private issuer and the Officer and certain direct or indirect subsidiaries of GS Group beneficially owned and controlled 11,270,431 Shares (the "Officer Shares"). The Officer did not acquire any additional Shares in connection with the Arrangement. On September 23, 2010, in connection with the Arrangement, the Shares commenced trading on the Toronto

Goldman Sachs: Americas: Clean Energy: Energy Storage TNR.v, CZX.v, RM.v, LJV, WLC.v, CLQ.v, TSLA, HEV, XONE, FUX, RTP, BHP, SQM, FMC, ROC, F, GM.



We have another report on Energy Storage space which provides a view from Goldman Sachs on the sector this time. In Lithium space we have our own fast developing story, when Japanese Trading Houses are in a rush to secure Lithium supply.

'Asian lithium rush continues. One more Junior in Lithium is gone from the market for potential deals. We were not following geothermal as source of lithium as close as it is more risky than well defined extraction from brines and hard rock lithium deposits. Chemistry should be right and the process is much more complicated, but this move by Dochu shows that Japanese conglomerates are ready to go the distance in order to secure Lithium supply from different sources. After Korean Korea deal with lithium One we have on our radar screens two juniors involved in Lithium Brines in Argentina and Nevada are left for J/V deals: International Lithium and Koolha Minerals. Japanese are using recent soft markets to grab all available lithium projects on the development stage and with this rate of deal announcement all reliable Canadian Juniors in Lithium could be engaged by the end of this summer.'

Goldman Sachs: Americas: Clean Energy: Storage: Batteries

Posted by Duffy at 1:30 PM

Tags:

Labels: Alternative Energy, Batteries, CleanTech, Electric Cars, Global Warming, Green Energy, Green Mobility Revolution, Hybrid Cars, Lithium

1 comments:

Batteries add...



Thought you would like to know that, yesterday, Sept 29th 2010, Goldman Sachs disclosed a 12.5% ownership share of Talison Lithium (TSL:TLI)

Cheers

The Christian Science Monitor - CSMonitor.com

Goldman Sachs culture 'toxic'? Letter confirms suspicions about Wall Street.

Polls show that Americans hold a very low opinion of Wall Street, and a damning public letter of resignation from a Goldman Sachs executive could only amplify that perception.



A Goldman Sachs sign is seen at the New York Stock Exchange. A Goldman Sachs executive director published a withering resignation letter in The New York Times, saying the investment bank is a 'toxic and destructive' place where managing directors referred to their own clients as 'muppets.'

(Brendan McDermid/REUTERS/File)

By Ron Scherer, Staff writer
posted March 14, 2012 at 4:47 pm EDT

New York

The opinion article in The New York Times has a simple headline: "Why I am leaving Goldman Sachs," written by Greg Smith, identified as a former executive director.

Mr. Smith, with more than decade at the firm, then goes on to describe the culture at Goldman Sachs "as toxic and destructive as I have ever seen it."

He says he knew it was time to leave when he could no longer look students being recruited by Goldman Sachs in the eye and tell them

Energy & Genius

The Saudi Arabia of Lithium

Brendan I. Koerner, 10.30.08, 06:00 PM EST
Forbes Magazine dated November 24, 2008

The gas engine made petroleum the world's biggest commodity. The electric car could do the same for the third element on the periodic table.



© Zhang Guolin / Achromatic / iStockphoto.com

Mounds of magnesium chloride ring SQM's mine, creating the illusion of snow in the ultra-arid *salar*.

The gas engine made petroleum the world's biggest commodity. The electric car could do the same for the third element on the periodic table.

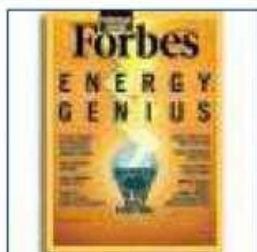
Nothing grows in the heart of the Salar de Atacama, this ancient Chilean lake bed 700 miles north of Santiago may be the driest place on Earth, a wasteland strewn with salt-encrusted rocks that resemble cow pies. Annual rainfall on the *salar* (which in Spanish means "salt lake") rarely tops a few millimeters. The cloudless skies combine with the high altitude, 1.4 miles above sea level, to produce punishing solar radiation, capable of frying exposed flesh in minutes.

Humans would steer clear of the Salar de Atacama were it not for the precious brine that bubbles 130 feet below its surface. When first pumped from the ground, the brine looks like slushy, dirt-stained snow, of the sort that piles up on Manhattan sidewalks after a spring flurry. But when left to broil beneath the desert sun, the water in the brine slowly evaporates, leaving behind a yellowy mineral bath that could easily be mistaken for olive oil.



[The Lithium Gold Rush](#)
[Saudi Arabia's Next Act](#)
[Mr. Ethanol Fights Back](#)
[Beaker Fuel](#)
[A Mighty Wind/Carbon Hangover](#)
[Shell's Radical Rig](#)

Special Report:
ENERGY+GENIUS



[Energy & Genius](#)
[The Saudi Arabia of Lithium](#)
[The Octopus](#)
[Complete Contents](#)

This greasy solution yields the substance that makes modern life possible: lithium. The lightest of all metals, lithium is the key ingredient in the rechargeable batteries that keep cell phones and laptops humming. Chile is the Saudi Arabia of lithium. According to the U.S. Geological Survey, this single ancient lake bed contains 27% of the world's reserve base of the metal.

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U.S. Identifies Vast Mineral Riches in Afghanistan



Tyler Hicks/The New York Times

A bleak Ghazni Province seems to offer little, but a Pentagon study says it may have among the world's largest deposits of lithium.

By JAMES RISEN
Published: June 13, 2010

WASHINGTON — The United States has discovered nearly \$1 trillion in untapped mineral deposits in [Afghanistan](#), far beyond any previously known reserves and enough to fundamentally alter the Afghan economy and perhaps the Afghan war itself, according to senior American government officials.

At War

Notes from Afghanistan, Pakistan, Iraq and other areas of conflict in the post-9/11 era.

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Multimedia



Graphic

[Minerals in Afghanistan](#)

Readers' Comments

Readers shared their thoughts on this article.

The previously unknown deposits — including huge veins of iron, copper, cobalt, gold and critical industrial metals like [lithium](#) — are so big and include so many minerals that are essential to modern industry that Afghanistan could eventually be transformed into one of the most important mining centers in the world, the United States officials believe.

An internal Pentagon memo, for example, states that Afghanistan could become the “Saudi Arabia of lithium,” a key raw material in the manufacture of batteries for laptops and BlackBerrys.

The vast scale of Afghanistan’s mineral wealth was discovered by a small team of Pentagon officials and American geologists. The Afghan government and

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**In Theaters
Now**

Goldman Sachs, Citi, Recruit Iraq and Afghanistan Vets

Citi and Goldman among other banks were recruiting at a job fair aboard the USS Intrepid.

Tags: Goldman Sachs, Citi, career management, Wall Street jobs,

By Melanie Rodier [@mrodier](#)

JUNE 24, 2011

As jobs decline on Wall Street, banks like Citi and Goldman are actively recruiting veterans of the Iraq and Afghanistan wars, according to Bloomberg News.

Citi and Goldman, together with Credit Suisse, Bank of America and Deutsche Bank were recruiting at a job fair hosted yesterday by the U.S. Chamber of Commerce for service personnel aboard the USS Intrepid, a museum in the Hudson River, Bloomberg said.

Last year, WS&T reported that Wall Street firms and hedge funds were actively recruiting former CIA and military intelligence officers in a bid to boost their security and risk management practices by looking for expertise outside the corporate world.

Former Afghan and Iraq war vets with intelligence operations experience are particularly in demand since they can bring new technology and techniques to research and analysis, Michael Bagley, founder and president of Washington D.C.-based financial intelligence firm, The OSINT Group, told WS&T.

From Bloomberg:

Former Marine Corps captain Christopher Perkins, now head of Citigroup's derivatives operation in the Americas, said he dealt with budgets and negotiation while stationed in Japan, his first education in business practices. Citigroup hired him based on skills obtained in the military, not to burnish the firm's image, he said.

"It's not about charity work," Perkins said. "It's about making the firm better."

Still, despite their skills the road to civilian work in the financial industry could be a very tough one for the veterans:

Financial sector layoffs are up 21 percent this year. Banks, insurance firms and brokers said they planned to eliminate 11,413 positions through May, according to Challenger, compared with 9,431 during the same period in 2010.

Lithium and Obama's Electrification of America

[Commodities / Metals & Mining](#) Aug 13, 2009 - 02:50 PM

By: [Richard Mills](#)



Commodities



America's future energy course is being charted today because of the ramifications of peak oil, because cars pollute too much, because of global warming, because America wishes to end her dependence on foreign supplied energy and to be blunt... Americans need jobs.

Will Bernanke's Secret Debt Solution End The Financial Crisis?

[Commodities/NewsDaily.com](#)

"A new energy economy is going to be part of what creates the millions of new jobs that we need," President Obama.

Because of these reasons a whole new industry, a domestic automotive and industrial lithium-ion battery industry, is going to be built.

President Obama recently said, when announcing US\$2.4 billion in grants to accelerate the manufacturing and use of next-generation car batteries and electric vehicles, "I'm committed to a strategy that ensures America leads in the design and the deployment of the next generation of clean-energy vehicles. This is not just an investment to produce vehicles today; this is an investment in our capacity to develop new technologies tomorrow."

Obama's plan is to have one million electric cars on U.S. roads by 2015. JPMorgan predicts hybrid sales will reach 9.6 million cars three years later. Global Strategic Analysts predicts that the market for lithium-ion batteries is likely to grow at a compound annual growth rate of over 32% through 2010. With an increased demand for hybrid automobiles this growth rate will continue.

Commodity rules rule! Will electrification ignite a lithium boom?

Only time will tell. But with lithium batteries going to play a key role in the auto industry and eventually appearing throughout the electrical grid it's entirely plausible, in this author's humble opinion, that lithium is the next break out investment.

The Washington Post

[Back to previous page](#)



E-mails about clean-energy loans provide new details on White House involvement

By [Carol D. Leonnig](#) and [Joe Stephens](#), Published: August 8 | Updated: Thursday, August 9, 7:23 AM

President Obama's staff arranged for him to be personally briefed last summer on a loan program to help clean-energy companies, two months before the program was thrust into headlines by the collapse of its flagship, the solar company [Solyndra](#), records show.

About the same time, then-White House Chief of Staff [William Daley](#) resolved a dispute among administration officials over another project in the program, clearing the way for a \$1.4 billion loan, according to documents and sources familiar with the situation.

The documents, a series of e-mails among Energy Department staff members involved in managing the program, provide new details about the level of White House involvement in the controversial initiative. White House officials have said in the past that final decisions about which companies would receive the loan guarantees were made by career staff members at the Energy Department, not political appointees.

Administration officials said Wednesday that the e-mails show that the White House involvement was appropriate and that there was no pressure on agency officials.

That loan program, a signature piece of the Obama administration's effort to stimulate the economy, has become a major issue in this year's [presidential campaign](#). Republicans have charged that the program wasted critical stimulus money meant to create jobs, spending it instead on ill-advised projects that

"Let's Go Get Some Lithium!"



Article

13 Battery Startups Hitting the Road With Lithium-ion

Mon Jul 20, 2008 2:00am EDT

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By Josie Garthwaite - Earth2Tech

With billions of dollars in government funds coming down the pipeline for advanced batteries courtesy of the stimulus package, and the auto industry gearing up to make its first real go at marketing plug-in vehicles for the masses, the race to build lithium-ion batteries for vehicles has never been hotter.

Massive international battery makers may dominate the mobile device and laptop markets for lithium-ion batteries, but a growing number of companies — some founded just in the last year, others that have been around for over a decade — are hoping to carve out a piece of the battery vehicle market. They have their work cut out for them, however, as more established companies such as Sanyo, Hitachi and NEC are eying the same prize.

As the money rolls out and competition heats up, here are 13 battery startups you should know about:

A123Systems: Massachusetts-based A123Systems, working with nanoscale materials licensed from MIT, has attracted big-name backers including General Electric, Motorola and Qualcomm. The startup had raised \$132 million by late 2007, and last year filed for an IPO. But A123 has since revised its registration with the SEC several times (taking into account turmoil on Wall Street and in the auto industry, and most recently the introduction of new government incentives) and has yet to go public.



Runner-up to supply cells for General Motors' Chevy Volt and winner of a deal with Chrysler to make modules and battery packs for the struggling automaker's planned plug-in vehicles, A123 is also working on energy storage systems for electric utilities and got its start with batteries for power tools. The company has its eye on at least two DOE programs, and has won state-level support as part of Michigan's efforts to lure battery manufacturing jobs.

ActaCell: Having raised \$5.8 million in a Series A round led by DFJ Mercury and joined by Google.org last summer, ActaCell has been working toward a 2010 commercial launch. ActaCell's devices, which it expects to have a longer cycle life at lower costs than the competition, are based on technology developed at the University of Texas at Austin. The company has joined the National Alliance for Advanced Transportation Battery Cell Manufacture, a group of 50 U.S. companies that plan to invest more than \$600 million in a battery R&D center in Kentucky, if DOE funds come through.

Boston-Power: Massachusetts-based laptop battery maker Boston-Power unveiled a new battery for plug-in vehicles in May 2009. The 4-year-old company hasn't released many details about this "Swing" model, other than to say that it will deliver "industry-leading capabilities" in areas such as energy density, lifespan, safety, cost savings and environmental sustainability.

While Boston-Power says it has enough manufacturing capacity to produce millions of cells per month in Asia, it aims to build a new lithium-ion battery factory within three years in Auburn, Mass., for both laptop and vehicle battery cells — if it wins approval from the DOE for about \$100 million in grants. Otherwise Boston-Power plans to continue to grow and open more factories to meet demand, but probably not stateside.

CFX Battery: Co-founded less than a year ago by Rachid Yazami, research director of France's National Center for Scientific Research, Caltech professor Robert H. Grubbs and French chemist Andrew Hamiel,



**Economics/Emerging
Business Opportunities in
Energy Storage**

McKinsey & Company
Dickon Pinner
October 23, 2008

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Illustration 8: REPORT GIVEN TO CONGRESS AND PAID FOR BY GOLDMAN SACHS AND TESLA

Investing in Lithium Mining Stocks

How To Profit from the Lithium Boom

By Brian Hicks

Friday, October 16th, 2009

Editor's Note:

While Western Lithium remains a buy, the *Pure Asset Trader* team tells me they have 2 rare earth trades — and possibly a third — they're looking to issue over the next two weeks... with an opportunity to double if not triple your money in mere months.

Ian Cooper heads up this team. And when they talk energy, our readers are all ears. That's because they've closed 33 winners in 35 tries this year. The gains have been exceptional.

For more information on the *Pure Asset Trader's* next move, [click here](#).

For now, here's the lithium piece I wrote a few months ago. This market is just heating up. And as you'll see below, it's a call that's already made readers a quick 30% gain.

Warren Buffett stunned the market back in September 2008 when he announced that he was investing \$250 million in a Chinese electric car company.

I say *stunned* because Warren Buffett seemed to violate one of his own rules of investing: invest in companies you understand.

He admitted that he doesn't know a thing about electric cars.

So why did he invest?

Because maybe, just maybe, he knows that electric cars are a guaranteed winner.

I'm not recommending GM, Nissan, or any other automobile stock that's developing electric cars. ...

Instead, I'm going to recommend the commodity that is vital to the battery technology that'll be used in electric cars: **lithium**.

My play is a tiny mining outfit called Western Lithium (WLC.V: WLCDF). The stock currently trades for about \$1.08 a share.



If you're skeptical or concerned that fuel efficiency alone is not enough to entice Americans to buy electric cars, consider the Silicon Valley company Tesla Motors (pictured above). While their roadster is the first production automobile to use lithium-ion battery cells and travel more than 200 miles per charge, it is also capable of going from 0-60mph in under four seconds.

Not only will the Roadster leave most sports cars in the dust, the car recently set a distance record in April 2009 when it completed the 241-mile Rallye Monte Carlo d'Energies Alternatives with 36 miles left on the charge.

Even though the Roadster is probably too pricey for the average consumer at just over \$100,000, Tesla has taken more than 1,000 reservations for the car and expects to begin production of an all-electric and more affordable sedan starting in late 2011.

But just remember, the Tesla - as well as every other electric car - needs lithium. And [demand for lithium](#) is skyrocketing.

Lithium prices have nearly tripled over the past decade with 22% compound annual growth since 2000 for use in laptops, cell phones, and other electronics.

Demand is expected to continue rising, the recent lithium mania has been ignited by the fact that [electric cars](#) require about 3,000 times the lithium needed for an average cell phone, or 100 times the lithium used in a computer battery.

This huge spike in demand should propel lithium prices much higher over the next few years.

The best way to profit from the lithium boom is [Western Lithium](#), which owns the largest known lithium deposit in North America. Take a look: ...

Illustration 9: HYPE PROMOTED BY TESLA AND GOLDMAN SACHS

POLICY: NATIONAL SECURITY



John Boehner and seven GOP lawmakers back from secret Afghanistan trip

BY SUSAN FERRECHIO | APRIL 14, 2014 | 12:00 AM

TOPICS: CONGRESS THE PENTAGON JOHN BOEHNER AFGHANISTAN NATIONAL SECURITY

PENNAVE



House Speaker John Boehner, R-Ohio, traveled to Kabul, Afghanistan, this past weekend with seven...

House Speaker John Boehner, R-Ohio, traveled to Kabul, Afghanistan, this past weekend with seven other House Republican lawmakers to get a first-hand look at the political situation in the country after the recent democratic elections, Boehner's office announced Monday.

The trip was not announced until now to maintain security, according to a spokesman.

The message from lawmakers was "that the House of Representatives wants to maintain a right-sized presence in Afghanistan" following the years-long war and American involvement in the country to steer it toward democracy.

Lawmakers met with U.S. military troops, Ambassador James B. Cunningham and General Joseph F. Dunford Jr., commander of the International Security Assistance Force and U.S. Forces

• [Contact](#)

Filed in archive [Companies](#), [Startups](#), [Strategy](#) by Drea on June 15, 2009 | [No Comments](#)

[Ener1 Wants to Win Lithium Ion Battery Race](#)

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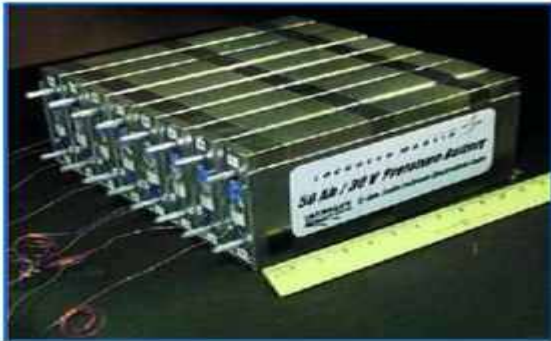


Image: [CarSpace](#)

RUSSIAN OWNED

Lithium ion battery manufacturer Ener1 (HEV) could become the country's first lithium ion battery mass producer—if it wins a \$480M Department of Energy loan. [CNNMoney](#) has more:

Ener1's newly opened production facility near Indianapolis could employ 3,000 workers. Like other renewable energy companies popping up in the Midwest, people are hoping Ener1 can replace some of the fast-disappearing auto and other manufacturing jobs.

Its lithium-ion battery technology is praised for being one of the best available. But Ener1 must compete for big contracts against larger, mostly Asian firms with much more experience in this field. The company has applied

for a \$480 million government loan to expand its facility and hopefully allow it to land a big contract. If that happens, Ener1 says it will go on a hiring spree.

Many of its competitors, including Japan's Panasonic and NEC, South Korea's LG, and a joint venture between U.S.-based Johnson Controls (JCI, Fortune 500) and the French company Saft, have been making batteries in high volumes for decades. (Ed, [The WSJ](#) reports that these are mainly for small devices like laptops and mobile devices. The lithium ion specialty remains a new one.)

If Ford or General Motors are going to buy batteries for an electric car, they need confidence the company they're buying from can deliver. The lack of experience may be one reason why GM decided to go with LG when choosing a battery supplier for its much-hyped Volt.

As the automobile industry prepares to shift from gas to electric power, grant-hungry battery manufacturers are lining up to gather \$2.4 billion worth of loans and grants from the Department of Energy. [The WSJ](#) has more:

At the (application) deadline last week, the department said it had received 165 (grant and loan) applications. Companies vying for the federal money include General Motors Corp., Dow Chemical Co., Johnson Controls Inc. and A123 Systems, a closely held battery maker backed by General Electric Co. and others. States including Michigan, Kentucky and Massachusetts are also weighing in with applications, usually in alliance with their favored battery makers.

When the winners are decided, as soon as the end of July, the Energy Department may anoint Livonia, Mich., or Indianapolis or Glendale, Ky., as the future U.S. hub of car batteries. A 2008 study by researchers at Alliance Bernstein forecast the current \$9 billion-a-year auto-battery market, based on lead-acid batteries, could reach more than \$150 billion by 2030.

The Obama administration is trying to position the United States to become the world's foremost manufacturer of lithium ion batteries. If the plan works, Ener1's domestic first-mover advantages could poise it to control the global LI battery industry. "Ener1 estimates it could win 5-12% of a million-vehicle battery market, creating \$2.1B in annual revenue with 15% margins," according to [Seeking Alpha](#). As it stands, nobody knows yet whether the DOE will give it the necessary grant.

There's an interesting twist to this potentially All-American story. [Seeking Alpha](#) reports that ...

... 66% of Ener1 Group is held by a company whose "indirect beneficial owner" is Boris Zingarevich, a Russian businessman with close ties to Russian President Dmitry Medvedev and Prime Minister Vladimir Putin. Foreign control theoretically shouldn't matter to the Department of Energy, but it is looking to foster an American advanced-battery industry, not a Russian-controlled one. This is especially true since advanced batteries are likely to have military uses in addition to civilian ones.

For now, Ener1 remains optimistic. And the lithium ion battery story is just beginning.

Illustration 10: THE CONNECTION BETWEEN RUSSIAN MOBSTERS, AFGHAN LITHIUM MINES AND TESLA VIA GOLDMAN SACHS

The Deadly Toxic Battery Fumes Cover-Up

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 does Tesla not inform the public of this danger in your literature?





Illustration 11: THIS TOXIC TESLA SMOKE POISONED FIRE FIGHTERS, BYSTANDERS, NEIGHBORS AND INNOCENT NEARBY DRIVERS

The Many Dead Workers Tesla Does Not Want You To Know About

Lithium ion production kills and terminally sickens workers overseas. Multiple Tesla workers have been burned alive at their factory. OSHA has launched an investigation. What has Tesla done to prevent the accidental and long term injuries to their staff and contractors? Is Panasonic a lying and corrupt partner of Tesla Motors? Why does Tesla avoid talking about the dead workers and poisoned towns in Asia where it's batteries are made? **Battery factories kill workers and nearby cities!**

[2 Workers Killed In Explosion, Fire At Battery Factory . - Google News](#)

LEBANON, Tenn. - An explosion yesterday ripped through a battery company plant, killing two workers and injuring three, authorities said. The blast started a ...

[http://news.google.com/newspapers?nid=\[...\]AIBAJ&sjid=3gIEAAAIBAJ&pg=3608,639621](http://news.google.com/newspapers?nid=[...]AIBAJ&sjid=3gIEAAAIBAJ&pg=3608,639621)

[About 100 Workers Walk Out at Tesla Battery Plant ... - Bloomberg](#)

workers at the construction site for Tesla Motors Inc.'s battery factory ... "I don't understand why he's trying to kill these high end jobs in the ...

[http://www.bloomberg.com/news/articles\[...\]-at-tesla-battery-plant-building-site](http://www.bloomberg.com/news/articles[...]-at-tesla-battery-plant-building-site)

[New Batteries Are Toxic, Cancer-Causing and Kill Workers In The ...](#)

New Batteries Are Toxic, Cancer-Causing and Kill Workers In The Factory About 100 Workers Walk Out at Tesla Battery Plant Building Site.

[http://mynewsbeat.org/globe/new-batter\[...\]-using-and-kill-workers-in-the-factory/](http://mynewsbeat.org/globe/new-batter[...]-using-and-kill-workers-in-the-factory/)

[Former Exide Worker Dies Of Cancer He Feared Came About From ...](#)

at the Exide battery recycling plant in Boyle Heights took a massive toll on his health. ... Former Exide Worker Dies Of Cancer He Feared Came About From ... 2 Killed In Fiery 101 Freeway Wreck Identified As Pro Billiards ...

[http://losangeles.cbslocal.com/2016/03\[...\]-died-came-about-from-working-at-plant/](http://losangeles.cbslocal.com/2016/03[...]-died-came-about-from-working-at-plant/)

[China: 2 dead, 18 injured after blast at battery plant - Anadolu Agency](#)

A plant worker and a firefighter have been killed and 18 others injured after an explosion rocked a battery storehouse in an eastern Chinese ...

[http://aa.com.tr/en/asia-pacific/china\[...\]-died-after-blast-at-battery-plant/582366](http://aa.com.tr/en/asia-pacific/china[...]-died-after-blast-at-battery-plant/582366)

[The Deadly Cargo Inside MH370: How Exploding ...](#)

The Deadly Cargo Inside MH370: Exploding Batteries Explain the ... up the batteries were manufactured at a Motorola Solutions plant in Bayan ...

[http://www.thedailybeast.com/articles/\[...\]ing-batteries-explain-the-mystery.html](http://www.thedailybeast.com/articles/[...]ing-batteries-explain-the-mystery.html)

[BATTERY FACTORIES KILLING FOREIGN WORKERS and CITIES ...](#)

THE DEADLY BATTERY FACTORY IMMIGRATION COVER-UP COMING TO THE U.S. BATTERY FACTORIES KILLING FOREIGN WORKERS ...

[https://teslainvestigation.wordpress.c\[...\]mmigration-cover-up-coming-to-the-u-s/](https://teslainvestigation.wordpress.c[...]mmigration-cover-up-coming-to-the-u-s/)

[China Factories Story 5 - Deadly Dust - The Salt Lake Tribune](#)

The factory, now called the Huizhou Advanced Battery Technology (ABT) Co. Ltd. , is one of 13 battery factories Gold Peak owns in China. The 400 or so workers ...

<http://extras.sltrib.com/china/printstory5.htm>

[Here are the reasons why so many hoverboards are ...](#)

Here are the reasons why so many hoverboards are catching fire. Buying a self-balancing scooter? You might want to think twice.

<http://www.cnet.com/news/why-are-hoverboards-exploding-and-catching-fire/>

[Spent batteries shipped from US proving to be deadly for workers in ...](#)

Spent batteries shipped from U.S. proving to be deadly for workers in ... Company doctors where he worked — a battery recycling plant set ...

[http://www.thedailynewsonline.com/nati\[...\]s-in-mexican-recycling-plants-20160229](http://www.thedailynewsonline.com/nati[...]s-in-mexican-recycling-plants-20160229)

[Days of deadly fumes pass off at long last | The Daily Star](#)

A banner on the Lucas battery factory reads 'Thanks for cooperation for the last 50 ... The unit that emitted deadly fumes, was shifted from West ...

<http://www.thedailystar.net/news-detail-70717>

Raping The Taxpayers

Elon Musk Took Billions Of Your Tax Dollars For “American Jobs”, yet hires underpaid workers from overseas. Elon Musk’s labor scam uses cheap overseas labor to put billions in Musk’s bank vaults, after taking taxpayer cash from YOU: The taxpayer!

[Silicon Valley imported cheap labor - San Jose Mercury ...](#)

Tesla's urgent upgrade of its Fremont factory benefited from cheap, imported workers, but did the companies involved flout visa and labor laws? — Mercury News

<http://extras.mercurynews.com/silicon-valley-imported-labor/>

[Quinn: Tesla, do the right thing - San Jose Mercury News](#)

As my colleague Louis Hansen reported Sunday in "The Hidden Workforce Expanding Tesla's Factory," overseas contractors are shipping foreign ...

http://www.mercurynews.com/michelle-quinn-ci_29900023/quinn-tesla-do-right-thing

[Tesla factory's expansion helped by cheap foreign labor - San Jose ...](#)

A Bay Area News Group investigation has found overseas contractors are shipping workers from impoverished countries to American factories, ...

http://www.mercurynews.com/business/ci_29900023/force-expanding-teslas-fremon

[Tesla Motors Misuses B-1 Visas To Import Cheap Labor ...](#)

The companies misrepresented the foreign workers in order to obtain the visas so they could import cheaper, foreign labor instead of hiring ...

<https://www.numbersusa.com/news/tesla-misuses-b-1-visas-import-cheap-labor>

[Tesla's New Factory Project Imported Foreign Laborers - Slashdot](#)

For example, "About 140 workers from Eastern Europe, mos. ... is still paid well considering hype literal billions of cheap labor outside America.

<https://tech.slashdot.org/story/16/05/2016-05-20-tesla-factory-project-imported-foreign-laborers>

Documents Prove That Tesla Knew The Batteries Were Deadly

Elon Musk and Tesla Motors “Point-Blank Lied About Battery Safety...”. 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 in which Tesla intended. They stated that the batteries were “not intended for use in cars”. Tesla used these dangerous batteries out of greed because it had control of the Afghanistan lithium mines. 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? Tesla Motors lied about the safety metrics of it’s lithium ion battery system! When lithium ion batteries vent fumes, the U.S. Government and Panasonic say that they cause cancer, mutated babies, brain damage, liver damage and neurological damage! This is a fact!

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

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

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

Why is this being covered up?

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

GREED!

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

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

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

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

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

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

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

The related 300+ page documentation report, (Federal Demand Report Re: Tesla Motors 2.1 .pdf) associated with this call for justice and consumer protection reveals, in stunning detail, the vast number of highly documented incidents, reports, lab tests and expert studies that prove that Tesla Motors is, notonly, a scam; but a severe public safety hazard that has been systematically covered up by corrupt politicians.

The facts are clear.

- The following facts are now documented in numerous broadcast, and published, news reports; federal reports, university studies and investigation field reports. The FBI, GAO, NHTSA, SEC and Congressional authorities have now received all of the confirming evidence, in writing:
- Tesla Motors batteries were promoted by those who wished to exploit the Afghanistan War for personal profit by controlling the Afghan lithium mining fields
- Tesla Motors batteries blow up on their own
- Tesla Motors batteries blow up when they get wet
- Tesla Motors batteries fires cannot be put out by any common fire-fighting resources
- Tesla Motors batteries set themselves on fire
- Per MSDS documents, Tesla Motors batteries emit cancer-causing vapors when they burn
- Tesla Motors Vehicles toxicity poison bystanders, nearby vehicular passengers, airline passengers in planes carrying said batteries in their holds, and environments where such incidents occur
- Fires in Tesla Motors vehicles turn the entire car into a slag pile of melted metal and plastic and turn the bodies, inside the Tesla, into “unrecognizable lumps”
- Tesla Motors batteries blow up when bumped by the same level of car incident that would, otherwise, only dent a normal car bumper
- In an accident, when a Tesla rolls over, molten metal and plastic can drip on and burn the occupants alive
- Per MSDS documents, Tesla Motors batteries emit brain damaging chemicals when they burn

- Per MSDS documents, Tesla Motors batteries emit chemicals, burning, or not, that can damage an unborn fetus
- Per MSDS documents, Tesla Motors batteries emit chemicals that can cause lung damage
- Per MSDS documents, Tesla Motors batteries emit chemicals that can cause liver damage
- Per published lawsuits and news reports, the factories that make Tesla Motors batteries have been charged with the deaths, and potentially fatal illness, of over 1000 workers and the poisoning of nearby towns
- Panasonic, Tesla's battery partner, has been charged with corruption, toxic poisoning, dumping and price fixing by, at least, two different nations, including the U.S.
- Tesla Motors batteries become even more dangerous over time, particularly when tasked by electric transportation systems like Hover-boards and Tesla's.
- Tesla Motors batteries were never designed to be used in automobiles. Tesla used non- automotive batteries in one of the most dangerous configurations possible
- Tesla Motors occupants experience higher EMF radiation exposure than gasoline vehicle occupants
- Elon Musk's Space X vehicles and Tesla Motors vehicles have both had a higher-than-average number of explosions. This has caused outside experts to doubt Musk's ability to place safety considerations over his need for hyped-up PR
- Leaked Sandia National Labs and FAA research videos dramatically demonstrate the unstoppable, horrific, “re-percussive accelerating domino-effect” explosive fire effect of the Tesla Motors batteries
- Tesla's own “Superchargers” and home 3-prong chargers have set Tesla's, homes and businesses on fire
- Consumer rights groups contacted Erick Strickland, the head of the NHTSA, and charged him with a cover-up. He quit days later. The NHTSA then issued a safety investigation request to Tesla Motors, which would have more publicly exposed these dangers, but the safety investigation was never undertaken due to White House requests and lobbyist bribes, from Tesla, which got the investigation shut down
- NEPA regulations for the Tesla NUMMI factory in California and the Nevada Tesla “Gigafactory” have been violated relative to environmental safety standards
- Tesla Motors vehicles are not “Factory Built” “like Ford” builds cars, as Tesla professes. They are hand built in small volumes and subjected to numerous defects. Blogs have documented hundreds of defects, as listed by Tesla owners. Tesla has lost at least one LEMON CAR LAWSUIT for defective manufacturing
- Tesla's “showrooms” are often “pop-up” retail storefronts that are in tight-proximity retail centers, putting it's neighbors at risk of total loss from fire damage

- Tesla Motors vehicles have been hacked and taken over. Their doors, steering, listening devices and navigation have been taken over by outside parties. Multiple Tesla have suddenly swerved off the road, over cliffs and into other vehicles, killing bystanders and Tesla drivers
- Three Tesla top engineers and two competing senior executives, all of whom had whistle-blown on Tesla, who were in perfect health one day, suddenly died mysteriously the next day
- Multiple employees, founders, investors, marital partners, suppliers and others have sued Tesla Motors, and/or it's senior executives for fraud
- The above, and over 30 additional safety issues with Tesla Motors vehicles, have been documented, yet investigations have been covered up, and/or manipulated by public officials with a financial and political investment in Tesla Motors and lithium ion batteries. This level of cover-up is said to be a felony-level crime
- Not all public officials have been implicated. Senator Chuck Schumer once publicly called for a safety review of lithium ion batteries but was shouted down by his peers. The public is encouraged to seek out public officials who will take action, on behalf of the public. The public is also encouraged to sue Tesla Motors in order to call attention to these outrages.
- Members of the public are taking this news article to staff at Tesla show-rooms, and factories, world-wide, as well as the landlords, adjacent retail merchants and each of their insurance companies, globally. It is hoped that all adjacent parties will adjust their insurance coverage, accordingly, relative to these now, widely documented, issues.

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



Tesla Investors Stand-in as “Customer” Shills

Tesla Sells It's Cars To It's Own Investors Who Buy Them As Shills To “Pump The Stock Valuation” It is a fact that a majority of Tesla cars have been sold to it's own investors or associates who act as “fluffers” against any bad PR.

Elon Musk asked Google investors in Tesla and all of his VC's to put in orders on his cars so he could book the orders to cook the books on his financial reports.

The Tesla Trolls: A World of Fake Bloggers To Hype “*The Emperors New Clothes*”

Elon Musk and Tesla Motors have puit together a global “MEDIA COVER-UP TEAM”.

These compensated shill news outlets and reporters write false hype about Elon Musk and his companies in exchange for “favors”.

Tesla controls news shill sites like Value Walk, Think Progress, and a very specific list of hired shills that blog Elon Musk’s fake PR hype. The Trolls of Tesla. Elon Musk hires armies of trolls, meat-puppets and click-farms to create a fake impression that there is hype about Tesla and Musk. Which media outlets cover-up Tesla Motors misdeeds and abuses?

Which ones are run, or directed, by Tesla's investors seeking to manipulate stock values?

Let’s track, chart and document which media outlets are willfully smoke-screening Tesla Motors. Which outlets publish counter-stories when other outlets publish negative disclosure about Tesla to try to cover-up, or flood-out, the Tesla issues and charges?

Some reporters are compensated by Tesla's IR Department, PR contractors, founders, VC and banking groups with either cash, discounts, tickets, jobs, advertising contracts, sex workers, meals, travel and/or political access.

Send in your submissions...

Which outlets now have documented tracking evidence, that can be exhibited in court?:

Google (Investors)

- Hundreds of online news outlets
- Also via web routing manipulation
- Plus the ability to rig search results, context perceptions, superimposition, deletions and mood manipulation across the entire internet

Hearst Communications (Investors)

- SF Gate
- SF Chronicle
- Houston Chronicle
- San Francisco Chronicle
- San Antonio Express-News
- Albany Times Union

- Good Housekeeping
- Cosmopolitan
- ELLE
- O - The Oprah Magazine
- 29 television stations, which reach a combined 18 percent of U.S. viewers; ownership in leading cable networks, including Lifetime, A&E, HISTORY and ESPN; significant holdings in automotive, electronic and medical/pharmaceutical business information companies
- a 50 percent stake in global ratings agency Fitch Group
- Internet and marketing services businesses
- television production

Gawker Media (White House & DNC Character Attack Conduit)

- Gawker
- Gizmodo
- Jalopnik
- Kinja
- Deadspin
- Kotaku
- Jezebel
- Valleywag
- Lifehacker
- 109
- Plus other assets controlled by Nick Denton



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The A.L.I.C.E. Alliance (Investor-Synchronized Reporters)

- Stands for: American Legislative and Issue Campaign Exchange
- 1400 coordinated reporters using the "Alice News Alerts" in order to seek to cover up campaign backer crimes with synchronized story releases, include:

- The top two political reporters for The Huffington Post
- A Reuters reporter
- The editor of The Nation magazine
- A producer for Al Jazeera America television
- A U.S. News & World Report columnist
- Approximately two dozen Huffington Post contributors
- All of "Gamechanger Salon"
- Sally Kohn, formerly a Fox News contributor, now works for CNN
- Amanda Terkel, the “Senior Political Reporter and Politics Managing Editor at The Huffington Post
- The Huffington Post’s Washington bureau chief, Ryan Grim.
- A former New York Times freelance columnist who now works as an energy and commodities reporter for Thomson Reuters is also a member of Gamechanger Salon.
- Anna Louie Sussman is listed as an “investigative reporter and journalist” on the Gamechanger Salon membership list, and while her beat focuses on energy issues, she has also writes about “local and international human rights and social justice issues” according to her website.
- Katrina vanden Heuvel is the editor and publisher of The Nation magazine, a prominent and well-known periodical of leftwing political and social thought. She is also a member of Gamechanger Salon and a regular opinion writer for the online edition of The Washington Post.
- Lisa Graves, who leads the Madison, Wisconsin-based Center for Media and Democracy, is also a member of Gamechanger Salon, and – according to e-mails reviewed by Media Trackers – regularly promotes material developed by CMD to attack ALEC and the right-of-center lawmakers who tend to make up the majority of ALEC’s active legislative membership.

- Vanden Heuvel suggested in her column that liberals support the efforts of the American Legislative and Issue Campaign Exchange – ALICE (a leftwing counterpart to ALEC) – and the Progressive States Network.
- Jordan Flaherty was, as of last year, a producer for Al Jazeera America television. He is also listed as a member of Gamechanger Salon and for a while he occasionally blogged for The Huffington Post.
- David Brodwin writes an online column for U.S. News & World Report.

Special Trolls:

- Motley Fool
- The Street
- The San Jose Mercury News
- Think Progress
- New America Foundation

Blogger & Pundit Shills: (Noise For Hire)

- 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

- Max Greenberg at Media Matters
- John Volker at Green Car
- Tamara Rutter on Motley Fool
- CNN's Paul Lamonica
- John Rosevear at the Motley Fool
- Leilani Munter AKA Carbon Free Girl
- Kevin Bullis at MIT Technology Review



Illustration 12: THE MOTLEY FOOL TAKES COMPENSATION FROM TESLA AND TESLA VC'S IN EXCHANGE FOR HYPING TESLA STOCK ON THE WEB

The Department of Energy Lies

Tesla and Musk lied on their Department of Energy Application and, in fact, never legally qualified for the Section 136 funds. 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? 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. Why did Tesla Motors provide falsified information in order to acquire it’s Federal funding?

not apply directly to DOE but instead work with financial institutions satisfying the qualifications of an eligible lender which may apply directly to DOE to access a loan guarantee. The solicitation invites applications from eligible lenders for partial, risk-sharing loan guarantees from DOE. The guarantee percentage will be no more than 80% of the maximum aggregate principal and interest during a loan term, and the project debt must obtain a credit rating of at least ‘BB’ or an equivalent with a nationally recognized credit rating agency.

This solicitation marks the eighth round of solicitations issued by the Department’s Loan Guarantee Program since its inception.

Read more information on this solicitation and the Department’s Loan Guarantee Program at www.lgprogram.energy.gov.

Illustration 13: DOE REQUIRED AN ACTUAL BB RATING. TESLA, IN ACTUAL FORENSIC INVESTIGATIONS, LIED ABOUT ITS RATING METRICS



United States Department of Energy
Office of Public Affairs
Washington, D.C. 20585

News Media Contact(s):
(202) 586-4940

For Immediate Release
March 20, 2009

Obama Administration Offers \$535 Million Loan Guarantee to Solyndra, Inc.

Investment Could Lead to Thousands of New Jobs

Washington, DC – Energy Secretary Steven Chu today offered a \$535 million loan guarantee for Solyndra, Inc. to support the company's construction of a commercial-scale manufacturing plant for its proprietary cylindrical solar photovoltaic panels. The company expects to create thousands of new jobs in the U.S. while deploying its solar panels across the U.S. and around the world.

"This investment is part of President Obama's aggressive strategy to put Americans back to work and reduce our dependence on foreign oil by developing clean, renewable sources of energy," Secretary Chu said. "We can create millions of new, good paying jobs that can't be outsourced. Instead of relying on imports from other countries to meet our energy needs, we'll rely on America's innovation, America's resources, and America's workers."

Secretary Chu is moving aggressively to accelerate important Department of Energy investments that can create jobs and transform the way America uses and produces energy. This allows the Department of Energy to offer its first loan guarantee within the first two months of the Obama Administration. This loan guarantee will be supported through the President's American Recovery and Reinvestment Act, which provides tens of billions of dollars in loan guarantee authority to build a new green energy economy.

Solyndra's photovoltaic systems are designed to provide the lowest installed cost and the highest solar electricity output on commercial, industrial and institutional roof tops, which are a vast, underutilized resource for the distributed generation of clean electricity. Solyndra's proprietary design transforms glass tubes into high performance photovoltaic panels which are simple and inexpensive to install. By replacing power generated from fossil fuel sources, the electricity produced from the solar panels will reduce emissions of greenhouse gases.

Based in Fremont, CA, Solyndra is currently ramping up production in its initial manufacturing facilities. Once finalized, the DOE loan guarantee will enable the company to build and operate its manufacturing processes at full commercial scale.

Solyndra estimates that:

- The construction of this complex will employ approximately 3,000 people.
- The operation of the facility will create over 1,000 jobs in the United States.
- The installation of these panels will create hundreds of additional jobs in the United States.
- The commercialization of this technology is expected to then be duplicated in multiple other manufacturing facilities.

Secretary Chu is offering the loan guarantee by signing a "conditional commitment" today, following approval this week by the Department of Energy's Credit Review Board. Just as homebuyers who have been approved for a loan are

required to meet certain conditions before closing, the conditional commitment will require Solyndra to meet an equity commitment as well as other conditions prior to closing. Today's action signals the Department's intent to move forward on Solyndra's application for \$535 million loan guarantee provided the company meets its obligations.

Before offering a conditional commitment, DOE takes significant steps to ensure risks are properly mitigated for each project prior to approval for closing of a loan guarantee. The Department performs due diligence on all projects, including a thorough investigation and analysis of each project's financial, technical and legal strengths and weaknesses. In addition to the underwriting and due diligence process, each project is reviewed in consultation with independent consultants.

Secretary Chu initially set a target to have the first conditional commitments out by May – three months into his tenure – but today's announcement significantly ~~outpaces that aggressive timeline~~. Secretary Chu credited the Department's loan team for their work accelerating the process to offer this conditional commitment in less than two months, demonstrating the power of teamwork and the speed at which the Department can operate when barriers to success are removed.

U.S. Department of Energy, Office of Public Affairs, Washington, D.C.

<http://www.lgprogram.energy.gov/print/032009.html>

5/19/2009

Illustration 14: THE ONLY "DUE DILIGENCE" DOE ENGAGED IN WAS TO DILIGENTLY MAKE SURE THAT NONE OF TESLA'S COMPETITORS WERE FUNDED UNLESS THEY WERE PART OF THE SAME CAMPAIGN FINANCING GROUP



U.S. DEPARTMENT OF
ENERGY

Advanced Technology Vehicles Manufacturing Loan Program

Effective Date: April 13, 2010

GUIDANCE FOR APPLICANTS TO



U.S. DEPARTMENT OF
ENERGY

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The U.S. Department established under Se arrange loans from ti advanced technology

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NEWS MEDIA CONTACT:
b) F (202) 586-4940

FOR IMMEDIATE RELEASE:
June 23, 2009

Obama Administration Awards First Three Auto Loans for Advanced Technologies to Ford Motor Company, Nissan Motors and Tesla Motors

Washington, DC – Today, the Obama Administration announced \$8 billion in conditional loan commitments for the development of innovative, advanced vehicle technologies that will create

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Tesla

Tesla Motors will receive \$465 million that will also advance electric vehicles. The first loan will finance a manufacturing facility for the Tesla Model S sedan. This vehicle demonstrates how the emerging electric car is becoming more affordable: the Model S is expected to be roughly \$50,000 cheaper than Tesla's first vehicle, the Roadster. The all-electric sedan consumes no gasoline and runs entirely on electricity from any conventional 120V or 220V outlet. It will get the equivalent of more than 250 miles per gallon, far exceeding the 32.7 mpg minimum efficiency required for large sedans. Production of the Model S will begin in 2011 and ramp up to 20,000 vehicles per year by the end of 2013. This integrated facility expects to create 1,000 jobs in Southern California.

\$\$ AWARDED TO TESLA TO DO NONE OF THE THINGS THEY SAID!!???

The second part of the loan will support a facility to manufacture battery packs and electric drive trains to be used in Teslas and in vehicles built by other automakers, including the Smart For Two city car by Daimler. This project demonstrates how Tesla's early technology will support electric projects at larger companies. Early pilot battery pack production will begin in 2011, reaching about 10,000 by 2012 and 30,000 packs in 2013. The new facility expects to employ 650 people in the Bay area of Northern California.

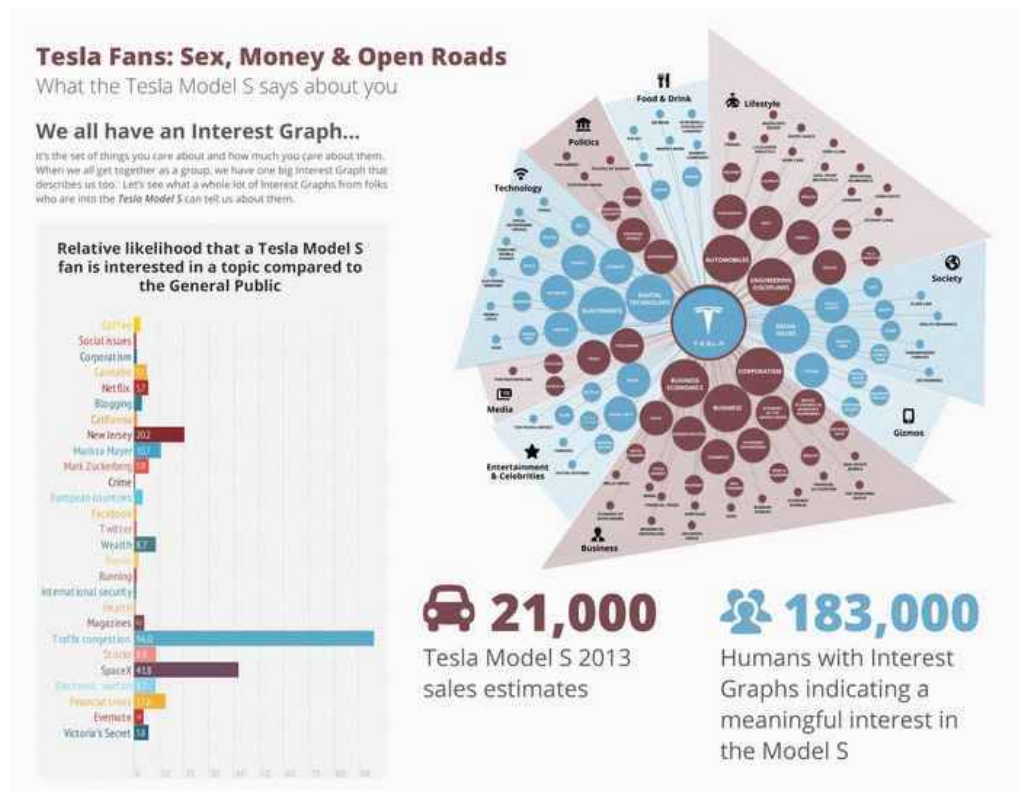
-DOE-

To unsubscribe to DOE's press release distribution list, please send a plain-text email to unsubscribe@doe.gov with the following command in the body of the email: Unsubscribe DOENEWS first-name last-name.

Illustration 15: TE WAIVED THROU CAMPAIGN FINA

the potential to increase US fuel efficiency dramatically over the next several years.

The Tunnel Vision, Tone Deaf, Douchebags That Drive Tesla's



Does Having A Round Oval On The Front Of Your Sports Car Make A Driver Not Realize He is a “Douchebag”? Tesla owners get in more wrecks while they are drunk or on drugs than any other car brand. Studies show that have a higher volume of sex addiction and megalomania issues too. 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”? What is Wrong With Tesla Drivers? In a national Psych report involving Psychographic, demographic and marketing studies it has been proven that Tesla drivers have a higher-than-average inclination towards drugs, strange sexual behavior and risk.



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



The Dirty Senator

Senator Dianne Feinstein's Family Has A Profiteering Scheme With Tesla and Solyndra. They are the property holders and lease-owners of the Tesla and Solyndra, past and current, real-estate. The Feinsteins owned the real estate, construction, stock and Herb, Dianne's relative in Sausalito, had all of the HR contracts. Feinstein arranged for Tesla's and Solyndra's tax payer handouts, officiated at the opening of the Tesla NUMMI plant and lobbied for Tesla's tax waivers, credits, acquisition of NUMMI and discounts and the that U.S. Senator had their staff work in Tesla's offices. 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. It IS a crime!



Dianne Feinstein

United States Senator for California

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Oct 27 2010

Senator Feinstein Celebrates Formal Unveiling of Tesla Motors Factory, Lauds Creation of Manufacturing Jobs

Fremont, Calif. -- U.S. Senator Dianne Feinstein (D-Calif.) today attended the formal unveiling of the Tesla Motors factory here, hailing a manufacturing enterprise that will mass-produce electric cars and create hundreds of jobs.

"This factory marks the dawning of a new day for manufacturing in Fremont and the East Bay," Senator Feinstein said.

"When the old NUMMI plant closed earlier this year, it seemed that manufacturing at this site was headed for extinction. But thanks to the Tesla Motors team, this factory will be creating jobs and building clean energy automobiles that can travel 300 miles per charge without a drop of gasoline."

"This is proof of what's possible in California. Clean-energy jobs and an electric car – produced here at the new Tesla Factory – will soon be a reality in California."

After Toyota chose to close down the NUMMI factory in 2009, Senator Feinstein wrote to top Toyota executives in hopes of finding a way to keep the plant open. This effort led to discussions resulting in Tesla Motors and Toyota finding common ground to ensure that manufacturing stayed in Fremont.

Tesla Motors agreed to purchase the NUMMI factory for \$42 million in May. Since then, Tesla Motors has hired 70 workers and begun retooling the facility to produce the Tesla Model S sedan.

Production is expected to begin in mid-2012; an estimated 500 workers, including former NUMMI employees, will be hired for this work. Initially about 20,000 vehicles a year are expected to be produced, with the possibility of ramped up production in the future.

###

Related Links

- Press Releases
- Commentary
- Feinstein in the News
- Video Library
- Official Photo

<http://www.feinstein.senate.gov/public/index.cfm/home>

The Hell The Elon Musk Puts Women Through According To His Ex-Women

Elon Musks wives and founders have filed lawsuits and made public statements that he is a fraud and coerced them into participation. Musk is a misogynist according to his own wives and girl friends!

[Elon Musk and Actress Talulah Riley to Divorce, Again](http://www.thewrap.com/elon-musk-and-a[...]ctress-talulah-riley-to-divorce-again/)

Billionaire Elon Musk and actress Talulah Riley are planning to divorce for the second (or possibly third,

[http://www.thewrap.com/elon-musk-and-a\[...\]ctress-talulah-riley-to-divorce-again/](http://www.thewrap.com/elon-musk-and-a[...]ctress-talulah-riley-to-divorce-again/)

[Elon Musk's British wife Talulah Riley files to divorce ...](http://www.dailymail.co.uk/news/articl[...]ks-wife-files-divorce-billionaire.html)

Elon Musk's British wife Talulah Riley files to divorce the billionaire - 15 months after the pair's previous split. Pair first wed in 2010 and first divorced in 2012

[http://www.dailymail.co.uk/news/articl\[...\]ks-wife-files-divorce-billionaire.html](http://www.dailymail.co.uk/news/articl[...]ks-wife-files-divorce-billionaire.html)

[Elon Musk Divorce - Elon Musk Talulah Riley Divorce](http://www.townandcountrymag.com/socie[...]a5499/elon-musk-talulah-riley-divorce/)

Tesla and SpaceX CEO Elon Musk is getting divorced from his actress wife Talulah Riley for the second time —and it could make a serious dent ...

[http://www.townandcountrymag.com/socie\[...\]a5499/elon-musk-talulah-riley-divorce/](http://www.townandcountrymag.com/socie[...]a5499/elon-musk-talulah-riley-divorce/)

[PayPal Co-Founder Elon Musk's Divorce Settlement Revealed ...](http://blogs.findlaw.com/celebrity_jus[...]musks-divorce-settlement-revealed.html)

In typical tech fashion, Elon Musk announced his divorce from actress Talulah Riley earlier this year via Twitter. Musk, the co-founder of PayPal ...

[http://blogs.findlaw.com/celebrity_jus\[...\]musks-divorce-settlement-revealed.html](http://blogs.findlaw.com/celebrity_jus[...]musks-divorce-settlement-revealed.html)

[Elon Musk Divorce - Huffington Post](http://www.huffingtonpost.com/news/elon-musk-divorce/)

Elon Musk announced via Twitter Wednesday that he and his wife, British actress Talulah Riley, ... Justine

<http://www.huffingtonpost.com/news/elon-musk-divorce/>

[Elon Musk Paying Almost Nothing In Divorce Settlement - The Inquisitr](http://www.inquisitr.com/308340/elon-m[...]]-almost-nothing-in-divorce-settlement/)

SpaceX and Tesla founder Elon Musk will pay his ex-wife just \$4.2 million to ... Details from the lawsuit were obtained through the L.A. County ...

[http://www.inquisitr.com/308340/elon-m\[...\]\]-almost-nothing-in-divorce-settlement/](http://www.inquisitr.com/308340/elon-m[...]]-almost-nothing-in-divorce-settlement/)

[Elon Musk's Ex-Wife on What She Learned Living With an Extreme ...](#)

Justine Musk reveals what she observed, from her courtside seat, about those destined for great success.

<https://www.entrepreneur.com/article/245286>

[Elon Musk - 2016 divorce - RadarOnline.com](#)

RESPONDENT:ELON MUSK. Petitioner requests that the ... _2210,231U23,t2) a. I Divorce or E Legal separation or the man You have been sued. Read the ...

[http://radaronline.com/wp-content/uplo\[...\]6/03/elon-musk-divorce-docs-signed.pdf](http://radaronline.com/wp-content/uplo[...]6/03/elon-musk-divorce-docs-signed.pdf)

[Billionaire and Millionaire: Divorce and Lawsuits](#)

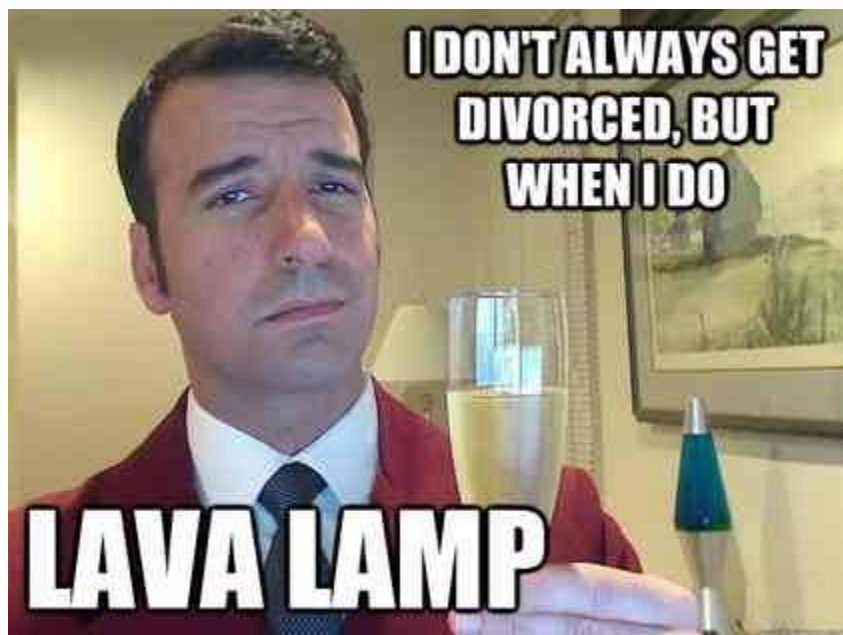
Billionaire Divorce and other Revealing Lawsuits of the Wealthy in this look inside ... Billionaire internet entrepreneur, and PayPal co-founder, Elon Musk and his ...

<http://www.billionaireworldnews.com/divorce-s>

[Sexual Abuse legal definition of Sexual Abuse](#)

Sexual Abuse. Illegal sex acts performed against a minor by a parent, guardian, relative, or...

<http://legal-dictionary.thefreedictionary.com/Sexual+Abuse>





[Why Narcissism, Greed and Power Go Hand in Hand ...](https://www.psychologytoday.com/blog/s[...]nism-greed-and-power-go-hand-in-hand)

The new gilded age and our culture of narcissism have much in common.

[https://www.psychologytoday.com/blog/s\[...\]nism-greed-and-power-go-hand-in-hand](https://www.psychologytoday.com/blog/s[...]nism-greed-and-power-go-hand-in-hand)

[Elon Musk is probably a sociopath... : Showerthoughts - Reddit](#)

that is not necessarily a bad thing, though. Seriously! We need more sociopaths that believe and invest their lives in humanity's capacity for...

[https://www.reddit.com/r/Showerthought\[...\].p/jy/elon_musk_is_probably_a_sociopath/](https://www.reddit.com/r/Showerthought[...].p/jy/elon_musk_is_probably_a_sociopath/)

[Is Elon Musk “a sociopathic, narcissistic, Senator-bribing, lying ...](#)

Is Elon Musk “a sociopathic, narcissistic, Senator-bribing, lying, government funding fraud, stock swindling, woman-abusing, ego-maniacal, ...

[http://www.nasamoonhoax.com/is-elon-mu\[...\].omoting-attention-whore-like-the-laws/](http://www.nasamoonhoax.com/is-elon-mu[...].omoting-attention-whore-like-the-laws/)

Tesla Screwed Taxpayers By Not Paying It's Fee's and It's Actual Loan Payments

Tesla DID NOT pay back it's federal funds! The Department of Energy PR team and Elon Musk agreed to "say" that Tesla paid it's money back but, in fact, Tesla received over \$10 Billion dollars of taxpayer money from OTHER state and federal conduits in order to prop up Tesla Motors. This was a series of desperation payments to try to keep Tesla from failing during the Obama Administration because the crony payola scheme was set-up by the Obama Administration and a Tesla failure would have highlighted this fact. Tesla not have to pay the federal cash participation fee that the Section 136 law that everybody else had to pay? Tesla staff stated, at numerous documented Silicon Valley open meetings that they got a "special applicant participation waiver" because Tesla was a "campaign financier".

Tesla and Its Subsidies

by Phil Kerpen

Most of the taxpayers who are subsidizing Tesla cars cannot afford to buy one. It's natural to assume the enemy of your enemy is your friend, especially when the enemy in question is big government. So it should come as no surprise that many conservatives have rallied to the side of Elon Musk and his electric-car company, Tesla Motors, in their fights to change state auto-retailing laws so they can sell vehicles directly to consumers, without using franchised auto dealerships. Bans on direct sales don't make much sense, and it would be great to have a less regulated automotive market. But it is dangerous to allow Tesla to portray itself as a free-market champion, because the company is actually a prodigious harvester of government favors and handouts. Tesla's flagship automobile, the Model S, would not only fail to make money in a free market, it would likely bankrupt any company that tried. As the Los Angeles Times reported, Tesla's "cars themselves aren't making the company any money." A Model S with a typical options package sells for more than \$100,000, but that is literally tens of thousands of dollars less than it costs to manufacture and sell. How, then, does Tesla make its money? The direct subsidies for purchasers, to encourage them to buy "clean-energy" vehicles, are fairly well-known: a \$7,500 federal tax credit and a wide variety of state-level incentive programs. (Tesla has them all listed conveniently here.) Less well-known are the hidden subsidies that flow directly to Tesla, thanks to "zero-emission vehicle" (ZEV) credits. ZEV credits are a mandate dreamed up by the bureaucrats at the California Air Resources Board (CARB), which requires manufacturers to build and dealers to sell an arbitrary number of "zero-emission" vehicles each year. (Note that these vehicles are actually "zero-emission" only in the unlikely event that the electricity used by the car comes from a zero-emission source — which, of course, would also be heavily subsidized.) Tesla's Model S generates four credits per unit sold. This means the company can sell \$20,000 in ZEV credits to other manufacturers for each Model S sold — a cost borne by purchasers of other cars. And that amount used to be even higher. Because ZEV law is so arcane, Tesla was able to game the system for additional credits; for example, it was able to generate an additional three credits per vehicle when it demonstrated to CARB that its batteries could theoretically be rapidly swapped. But in fact the battery-swapping pilot program is more than a year late getting started. Nonetheless, those extra credits netted the company an additional \$15,000 per car sold — and

the company is now trying to get them reinstated. In 2013, ZEV credits to Tesla totaled \$129.8 million — to a company that lost \$61.3 million for the year on its actual manufacturing and selling operations. In 2014, Nevada lavished the company with one of the biggest corporate-welfare packages in history: In exchange for building a battery-manufacturing facility near Reno, Tesla will pay no payroll or property taxes for ten years and no sales taxes for 20 years, and will receive \$195 million in cash via “transferable tax credits,” which can be sold to other companies to satisfy their Nevada tax bills. All of this amounts to a \$1.3 billion giveaway. Tesla and its apologists constantly tout the fact that the company paid off its hefty \$465 million taxpayer-subsidized loan from the Department of Energy early, but they don’t explain why: Had the loan not been paid early, the U.S. Treasury stood to grab a significant portion of the company’s increased stock price by exercising warrants. Capitalizing on the subsidy-stoked electric-car mania that pumped its stock to record levels, Tesla issued \$450 million in new stock to pay the loan early and cancel those warrants. The shrewd deal cost taxpayers about a billion dollars, leading Scott Woolley to conclude: “Tesla is worse than Solyndra.” Tesla has effectively socialized its costs through subsidized loans, tax credits, abatements, and regulatory schemes while privatizing its gains by canceling the warrants owned by taxpayers. Every time a Tesla is sold, we witness a transfer of wealth to a rich hobbyist (most Teslas are their owners’ third or fourth car), while average Americans are on the hook for at least \$30,000 in federal and state subsidies. Tesla is more a regulatory arbitrageur than an auto manufacturer. In its 2014 annual report, Tesla made clear that continued special tax benefits are critical to the company’s business plan: “Our growth depends in part on the availability and amounts of government subsidies and economic incentives.” Yet the company and Musk are now free-market heroes because they want to disrupt the franchised-dealer system? Sorry, but no. Prohibitions on direct vehicle sales are restraints of trade that shouldn’t exist, but I have mixed feelings at best about repealing them for the purpose of making it easier for Tesla to fleece taxpayers. As Mike Jackson, CEO of AutoNation, the largest U.S. auto-retailing company, aptly put it: “There’s a certain irony here that as Elon Musk complains about government intervention and government protectionism, he wouldn’t exist without the government.” When Tesla paid back its loan early to extinguish the warrants, Musk stated that he wanted to thank “the American taxpayer, from whom these funds originate. I hope we did you proud.” They didn’t, and nobody should mistake Tesla for a friend of the free market.

Read more at: <http://www.nationalreview.com/article/397162/tesla-and-its-subsidies-phil-kerpen>

Elon Musk and Steven Chu – The Dirty Duo

Tesla bribed politicians, like the Secretary Of Energy: Steven Chu, helped Tesla lie to the Government. Tesla Motors provided falsified information in order to acquire it's Federal waivers, tax deferrals, credits and discounts and had it's bribed staff at the Energy Department run cover-ups. Steven Chu Defunded Fuel Cells and Hydrogen Electric Energy Because It Competed With His Stock Portfolio and Fuel Cells obsolete Elon Musk's lithium ion batteries.

Ten Most Wanted Corrupt Politicians -

“The final decisions on Solyndra were mine,” said Secretary of Energy Steven Chu in his testimony before the ...

google yahoo [cached](#)

[http://www.judicialwatch.org/press-roo\[...\]-t-wanted-corrupt-politicians-for-2012/](http://www.judicialwatch.org/press-roo[...]-t-wanted-corrupt-politicians-for-2012/)

The Green Corruption Files | Exposing the largest, most ...

The Green Corruption Files. Exposing the largest, most expensive and deceptive case of crony capitalism in American history...

<http://greencorruption.com/>

Steven Chu | The Green Corruption Files

Carol-Browner-Stephen-Chu. This a portion of a much longer article entitled “ Podesta Power and Center for American Progress: The dark, driving force behind ...

<http://greencorruption.com/tag/steven-chu/>

Barack Obama's Culture of Corruption - A K Dart

Barack Obama has built his presidential campaign on a huge pack of lies. He and his minions engage in prevarication, double-talk, deceptiveness, secrecy, chicanery ...

<http://www.akdart.com/obama111.html>

Charles Homans: How Steven Chu Lost his Battle with Washington ...

How Steven Chu lost his battle with Washington. In August ... Everything that I know about [Chu] is that he is not a corrupt guy. He would not ...

<https://newrepublic.com/article/100037/steven-chu-energy-obama-solyndra>

Was Steven Chu "The Secretary of Corruption"? Where did that ...

A large number of applicant's were targeted and terminated by Steven Chu and his XP has Sued DOE for “corruption” for their car project (which was NOT an ...

[http://www.londonworldwide.com/was-ste\[...\]rillion-dollars-of-taxpayer-losses-go/](http://www.londonworldwide.com/was-ste[...]rillion-dollars-of-taxpayer-losses-go/)

WHO IS STEVEN CHU - THE DEPARTMENT OF ENERGY ...

Steven Chu | The Green Corruption FilesThe Green Corruption Files. THE BIG GREEN CON: Exposing the largest, most expensive and deceptive case of crony ...

<http://xyzcase.weebly.com/who-is-steven-chu.html>

An Open Letter To Steven Chu- Secretary Of Energy – USA: – The ...

Steven Chu: “The final ... of Chu's incompetence and corruption in a Tag: Steven Chu Corruption WHITE HOUSE STAFF, TESLA ...

[https://atvmdoe.wordpress.com/2015/07/\[...\]to-steven-chu-secretary-of-energy-usa/](https://atvmdoe.wordpress.com/2015/07/[...]to-steven-chu-secretary-of-energy-usa/)

Judicial Watch Ten Most Wanted Corrupt Politicians” for 2012 ...

A few special Judicial Watch notes on some of the “corrupt:”. Rep. Vern Buchanan ... “Mr. Solyndra,” Secretary of Energy Steven Chu: “The final ...

[http://calwatchdog.com/2013/01/03/judi\[...\]t-wanted-corrupt-politicians-for-2012/](http://calwatchdog.com/2013/01/03/judi[...]t-wanted-corrupt-politicians-for-2012/)

Articles: Solar Energy: Popular but Corrupt - American Thinker

Solar Energy: Popular but Corrupt that DOE Secretary Dr. Steven Chu be fired to counter GOP attacks that surely are coming over Solyndra ...

[http://www.americanthinker.com/article\[...\]es_are_used_for_political_payback.html](http://www.americanthinker.com/article[...]es_are_used_for_political_payback.html)

House Oversight investigation reveals politics and corruption at the ...

For a change, he doesn't blame them on George Bush, but instead on Energy Secretary Steven Chu, who is academically gifted, but an ...

[http://humanevents.com/2012/11/01/hous\[...\]d-corruption-at-the-energy-department/](http://humanevents.com/2012/11/01/hous[...]d-corruption-at-the-energy-department/)

The Silicon Valley Cartel

Tesla's mobsters of Stanford University. 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 and Tesla investors to give them kick-backs.

Tesla Falls After Executives Leave Before Electric Model S Debut

Alan Ohnsman, ©2012 Bloomberg News

Tesla Motors Inc. plunged a record 19 percent after saying two senior engineers on the new Model S luxury sedan left the U.S. electric-car maker just months before the auto goes on sale.

Peter Rawlinson, Tesla's vice president and chief engineer, and Nick Sampson, who supervised vehicle and chassis engineering, departed this month, according to Ricardo Reyes, a spokesman for the Palo Alto, California-based company.

"Having completed conceptual and design engineering work on Model S, Peter has decided to step away to tend to personal matters in the U.K.," Reyes said yesterday. Sampson had "fully transitioned" off the Model S at the time of his departure, Reyes said without elaborating.

Tesla, which received a \$465 million U.S. loan to build its rechargeable models at a plant in Fremont, California, plans to begin producing and selling Model S cars by midyear. The company said last month that initial versions, able to travel as far as 300 miles (480 kilometers) per charge, will sell for as much as \$92,400 before a \$7,500 tax credit.

The departures "may be for personal reasons, but it doesn't look good," said Jim Hall, principal of 2953 Analytics Inc., an automotive consulting firm in Birmingham, Michigan. "And for Tesla, looks are very important at this point."

The Model S is Tesla's second vehicle, following its \$109,000 Roadster, and is intended to expand the company's sales volume with a base model starting at \$57,400, before the tax credit. That version will go as far as 160 miles per charge.

Tesla tumbled to \$22.79 yesterday at the close in New York, the biggest slide since the shares began trading on June 29, 2010. The stock rebounded to \$24.56 in after-hours trading.

'Much Diminished'

"The uncertainty around Model S is now much diminished, as anyone who has seen the beta vehicles and toured the factory will appreciate," Elon Musk, Tesla's chief executive officer and biggest shareholder, said yesterday in an e-mailed statement. "There is no question in my mind that we will start delivering vehicles in July, if not sooner."

Jerome Guillen, formerly with Daimler AG, will assume Rawlinson's duties, and Tesla hired a former Volkswagen AG executive, Eric Bach, "to help in the final stretch of bringing Model S into production,"

Musk said. Bach ran small-vehicle programs at VW and "has a lot of high-volume expertise," Musk said. "Eric reports to Jerome." Rawlinson, a former chief engineer at U.K.-based sports-car maker Group Lotus Plc and head of vehicle engineering at consulting firm Corus Automotive, joined Tesla in 2009. Sampson, who joined Tesla in 2010, also previously worked for Lotus and Jaguar Cars Ltd. Tesla investors include Daimler, Toyota Motor Corp. and Panasonic Corp. --Editors: Bill Koenig, Stephen West

The California State Corruption Connection

The California State Politicians Who Enabled The Tesla and Solyndra Scams are criminals. 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? 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? Tesla investors bribe and trade illegal influence perks with Congress people! Senator Calderon has been arrested and indicted, along with other Senators, showing that Senator's, like Feinstein, do engage in felony crimes. James Brown Jr., the head of the California Obamacare programs was arrested for racketeering and corruption, proving that California agency leaders engage in felony crimes.

Amazing Number Of Fraud Lawsuits Against Tesla and Musk

An extraordinary number of fraud lawsuits been filed against Elon Musk and Tesla Motors by the wives, investors, partners, employees, suppliers and others for dirty lies engaged in by Musk and Tesla staff.



[Tesla shareholder suit claims Elon Musk and other board members lied about car safety](#)

- DOZENS OF FRAUD LAWSUITS NOW PRODUCED OVER TESLA FRAUD BY SHAREHOLDERS AND INSIDERS. CHARGES ERIC HOLDER WITH RUNNING COVER-UP TO PROTECT THE WHITE HOUSE! CHARGES TESLA IS "A TOTAL CRIMINAL ENTERPRISE CREATED TO KICK-BACK FUNDS TO SILICON VALLEY CAMPAIGN FUNDING VC'S!"

By [Paul Carr](#)

Out of the battery fire, into the shareholder lawsuit.

Tesla shareholder Ross Weintraub has filed a derivative suit against the company and its board members — including CEO Elon Musk — alleging that a series of dishonest statements made about safety and profitability caused Tesla's stock price to drop on multiple occasions.

A derivative suit is a legal tool used by shareholders who want to force a company to take corrective action against its own executives or, in this case, to take action directly if board members are unlikely to act. It should be noted that, to many, shareholder lawsuits are like patent trolls: An unfortunate cost of doing big business and not something that inherently bodes badly. Also, in Tesla's case, their stock isn't that far off its 52 week high (Chart via Google):

In the complaint, filed in Northern California District Court, and embedded below, Weintraub alleges a long history of dishonesty by the company and by Musk himself, including allegations that Tesla board members:

...allowed the Company to embark on a campaign of false and misleading statements designed to convince the market that the Model S was literally the safest car in existence.”

...allowed the Company to misrepresent the low height and configuration of the Model S battery pack as enhancing the vehicle's safety, without disclosing its very significant vulnerabilities for high-intensity fires.”

...egregiously allowed the Company to misrepresent the Model S's history of fire incidents which included at least three very significant fires requiring first responder intervention.

And that Elon Musk himself...

...falsely claimed that “[t]hroughout all our crash tests, throughout all similar incidents with vehicles on the road, never once has there been a fire.” When a Model S fire later occurred during the relevant time period, a Tesla spokesperson falsely stated, “This is the first fire.” Thus, by the third Model S fire, the Individual Defendants were still causing or allowing Tesla to represent that there were low probabilities of such fires while simultaneously denying that a recall was necessary.

...gave several interviews during which he downplayed this Model S fire and worse, failed to disclose that another Model S had been consumed by fire in Mexico on October 18, 2013... According to allegations in the Federal Securities Action, defendant E. Musk, with knowledge of the fire and inspection, unilaterally determined that the fire was not relevant to investors due to the circumstances under which it arose.

The lawsuit further claims that Musk and his fellow board members' conduct “has significantly and materially damaged the Company. By virtue of the Individual Defendants' breaches of fiduciary duties, the Company faces a lawsuit alleging violations of the federal securities laws and Tesla has suffered significant disruption of, and damage to, its business, its reputation and goodwill.”

It then goes on to list various conflicts held by board members which would make it unlikely that they would take action against Musk of their own volition. These include the fact that board member Steve Jurvetson of DFJ is an investor in other Musk companies including Solar City and Space X.

The suit demands a jury trial. The company has until the end of this week to respond or face a judgement by default.

Updated: A Tesla spokesperson told Pando “We believe this lawsuit is without merit and intend to defend against it vigorously.”

[Tesla lawsuit](#)

[Tesla lawsuit summons](#)

[Paul Carr](#)

Paul Carr is editorial director of Pando. Previously he was founder and editor in chief of NSFWCORP.

 Advanced S

Ex-Tesla Execs Win Reinstatement Of Contract Claims

By Leigh Kamping-Carder

Law360, New York (May 06, 2011, 8:05 PM ET) -- A California appeals court on Thursday dismissed the defamation claims of two Tesla Motors Inc. executives fired in a round of layoffs in 2008 but reinstated claims that the electric-car maker breached a stock options agreement.

Statements Tesla made about a group of 26 fired employees were clearly opinion, not fact, and did not name former Director of Communications David Vespremi and former Chief Information Officer Gene Glauzell directly, entitling the company to free speech protections, the appeals court ruled.

Vespremi and Glauzell joined Tesla in...

IT IS NO SECRET THAT ELON MUSK CAME IN AND ENGAGED IN A HOSTILE TAKE-OVER OF TESLA MOTORS FROM THE FOUNDERS. HERE IS THE STORY FROM INSIDE TESLA:

TESLA SACKINGS A "BLOODBATH" : COMPANY'S CO-FOUNDER, MANY MORE GONE



Say what you will about Carroll Shelby (and we've said plenty of uncomplimentary things along with the good; there are at least two sides to every story), but something he told me a long time ago holds true today, even more than it did 50 years ago. "Steve," he said, while we were sitting in some hotel suite in some city, "it's just as tough and expensive to make one car as it is to make a million." His point is an old story: The costs of R&D, manufacturing, tooling, marketing, advertising and emissions testing and crash-testing are enormous, and not anywhere near the total of what real car-making costs. And only people who know what they are doing should get involved in such an undertaking. And an "undertaking" it has, quite unfortunately, but not unexpectedly, turned-out to be for California start-up EV venture Tesla Motors. (Photo - A Tesla "roadster" on LA's streets).

When we saw the sad, sorry "exhibit" which featured Tesla at the recent Los Angeles Auto Show, it was obvious that either the company was "in-between" PR and marketing people, or, worse (and true, as we found) the company itself was going through some terrible divisions. (Photo - Tesla's LA Auto Show exhibit was part of the Yokohama Tire display in the LA Convention Center lobby; how far --- and how quickly --- the mighty had fallen).



And we've seen some shlocky "car companies" come and go; we know plenty of "car-builders" who somehow bolt-together one version of the earth-shaking "car" they're trying to raise money for, and they re-paint it every few weeks so it appears that he or she has more than one car already built.

Talked-up to the world's media by no less an odd couple of American politics than Condoleezza Rice and Arnold Schwarzenegger, Tesla, heavy on cash and brainpower but low on car-industry experience (like, none at all) seems now on the verge of shutting down ... but maybe reappearing, we'd hope, as a company which might actually be able to deliver on its promises.

Elsewhere on this blog, we've detailed the close connections between Tesla, the Bush Administration and Republican heavyweights. Is it possible that, as many say General Motors did with their "EV1", Tesla was organized in order to "prove" once more that a true battery-powered electric vehicle is untenable given today's technology? That oil-fueled internal combustion engines still make the most sense? (Photo - Martin Eberhard, a co-founder of Tesla, was fired by the company).



We're all entitled to an opinion (last time I checked ... the Supreme Court hasn't changed that yet, have they?), but the co-founder of Tesla, Bernhard Eberhard, and other "Tesla Founders", have a thing or two to say about Tesla on their blog. Even though going to that blog today has this message from Eberhard about some specific entries of his: "This blog entry has been taken down at the strong request of Tesla's management. By taking it down, I am in no way admitting that anything I wrote was in violation of any agreement I signed with Tesla Motors, and I stand behind the truth of what I wrote. But it was explained to me that Tesla and its financial backer(s) can spend far more than I can on a lawsuit... Most of the comments on this blog entry have also been taken down; sorry for the inconvenience", we at SteveParker.com have found the original postings by Eberhard and others (Tesla can't fire us); the numbers of those fired by Tesla are between 26 and 40, depending on the source, and offices in Detroit and possibly Washington, DC, have been shuttered. With all that, here's what at least some of the "Tesla Founders" have to say:

"As you may have heard, the ax has been steadily chopping away at Tesla. I don't pretend to understand the choices being made and honestly wouldn't even be surprised to learn if I was next on the list. At this point, I'm not even sure if that would necessarily be a bad thing."

"The company has changed so tremendously since I started. It's very secretive and cold now. It's like they're trying to root out and destroy any of its heart that might still be beating."

"I came to Tesla with a great deal of optimism to work for a company with a noble purpose that had a real chance to make a difference in the world. That sense of mission and hope generated incredible energy and determination to overcome the many challenges of producing a great EV. This energy has been drained by the cold, irrational bloodletting that has been going on there. Everyone understands necessary, rational cost management actions in startups, but this was neither necessary nor rational. No thought has been given to the immediate and long term impact on the future of Tesla. Entire departments are stumbling around stunned, bleeding, and headless." (Photo - California Arnold Schwarzenegger and Tesla's Martin Eberhard give Tesla the "walkaround" treatment at a Santa Monica, CA, media event in 2006).



these could have been better managed and, to a certain extent, anticipated since what you have started was a major paradigm shift in the industry. It was well understood that a revolutionary movement always comes with major challenges and costs. What Tesla has now become is a mere profit-loss centric company—and with a poor chance of making even that—unless someone absorbs it for its remaining core value that you have left behind. Tesla lost its true evangelist and the leader..." (end of blog quotes)



So, what do you think happened at and/or to Tesla Motors? One thing we can probably rule out, and that's the forming of Tesla to rip-off people's money. Even though the company demanded (and got) 100% down-payments of \$100,000, or more, from each potential buyer just to get on a list of those wanting a car, the founders of Tesla already had tens and maybe hundreds of millions of their own dollars; many of them came to Tesla after retiring at young ages from their various Silicon Valley success stories.

That's where the mystery deepens, the part of the story when people shake their heads and force themselves to wonder: Was Tesla simply the modern iteration of what used to be called "planned obsolescence"? Were the Tesla EVs always destined for the dump, their real purpose to "prove" to the world that even the money and minds of Silicon Valley are unable to build and market an EV?

These and other questions will probably never be satisfactorily answered. For our money, we bet Tesla will not be an exhibitor at the 2008 Los Angeles Auto Show.

[Elon Musk Companies, are they are just scams? | Wall Street Oasis](#)

I have been interested in some of the ideas that **Elon Musk** has, so I have I been looking into his companies. I have come to the conclusion that ...

[www.wallstreeoasis.com/ forums/ elon-musk-companies-are-they-are-just-scams](http://www.wallstreeoasis.com/forums/elon-musk-companies-are-they-are-just-scams) -

[Tesla Co-Founder Eberhard Sues **Elon Musk**, Tesla - Jalopnik](#)

Tesla Co-Founder Eberhard Sues **Elon Musk**, Tesla. 7,151. 1. raywert Is **Elon Musk** an asshole, and a **fraud**? Yes, and maybe. All I know for ...

[www.jalopnik.com/ 5286654/ tesla-co-founder-eberhard-sues-elon-musk-tesla](http://www.jalopnik.com/5286654/tesla-co-founder-eberhard-sues-elon-musk-tesla) - [Viewy by Ixquick Prox - Highlight](#)

[The Character Assassination of Martin Eberhard by **Elon Musk** ...](#)

"Silicon Valley VC's arranged for the take-over of Tesla, using **Elon Musk** as their ... **Elon Musk** was a take-over thug who was sent to Tesla to get control of it on Short Squeeze2013/06/04 · CHALLENGED TO EXPLAIN **FRAUD**:2013/05/30 ...

[boycotttesla.wordpress.com/ reporters-and-editors-group/ directory-of-articles/ topic-1-doetarp-manipulations/ the-tesla-investigation/ the-character-assassination-of-martin-eberhard-by-elon-musk/](http://boycotttesla.wordpress.com/reporters-and-editors-group/directory-of-articles/topic-1-doetarp-manipulations/the-tesla-investigation/the-character-assassination-of-martin-eberhard-by-elon-musk) - [Highlight](#)

[Why is Peter Thiel considered the leader of "Paypal Mafia" when ...](#)

An alternate history according to **Elon Musk** He does several hundred, built the customer service & **fraud** center, added debit card & money market funds and ...

[www.quora.com/ Elon-Musk/ Why-is-Peter-Thiel-considered-the-leader-of-Paypal-Mafia-when-clearly -Elon-Musk-is-much-more-accomplished-a-bigger-visionary-has-taken-more-risks-and-is-a-greater-entrepreneur](http://www.quora.com/Elon-Musk/Why-is-Peter-Thiel-considered-the-leader-of-Paypal-Mafia-when-clearly-Elon-Musk-is-much-more-accomplished-a-bigger-visionary-has-taken-more-risks-and-is-a-greater-entrepreneur) - [H](#)

Is Elon Musk "a sociopathic, narcissistic, Senator-bribing, lying, government funding fraud, stock swindling, woman-abusing, ego-maniacal, wife-cheating, company stealing, self-promoting attention whore" like the lawsuits against him by his wives, customers, suppliers, and shareholders claim?

Link: <http://wp.me/p4y3uU-2j4>

[Elon Musk Unveils His Latest Taxpayer Boondoggle - Minx.cc](#)

But **Elon Musk** has a big heart, and he will generously make this project 29 Space-X is a scam that hires some clever engineers but Burt ...

www.minx.cc/?post=342411 -

[Tesla's Elon Musk: "I Ran Out Of Cash" - Business Insider](#)

Tesla Motors CEO **Elon Musk** seems to have it all. The electric-car entrepreneur is the toast of Silicon Valley, Sacramento, and Tokyo after ...

www.businessinsider.com/teslas-elon-musk-i-ran-out-of-cash-2010-5-2 – [Highlight](#)

[Carney: Green stimulus profiteer comes under IRS scrutiny ...](#)

Musk, as he cashes in on his solar investment by taking his company ... company owned by leading Obama donor and subsidy recipient **Elon Musk**. ... re-election campaign, including two gifts of more than \$30,000 each to the ...

Douchebag Report Rating System

- Level 5:** A passing blip on the radar. Harmless today, gone tomorrow.
- Level 4:** Harmless but annoying... and unlikely to be going anywhere soon.
- Level 3:** Minorly influential... and hell-bent on being a douchebag.
- Level 2:** Has a lot of potential to make societal change for the worse, either through personal influence, or by precedent.
- Level 1:** Douchebag of the highest order. Not only a complete douchebag, but powerful and influential nationally or globally. Generally reserved for heads of state or large corporations/organizations.

[www.washingtonexaminer.com/carney-green-stimulus-profiteer-comes-under-irs-scrutiny/ article/ 2510619 -](http://www.washingtonexaminer.com/carney-green-stimulus-profiteer-comes-under-irs-scrutiny/article/2510619)
[The **Tesla Patent Giveaway SMOKE SCREEN!** | SOMO NEWS: A ...](#)

Tesla has announced that they are giving their patents away, patents which state, in no uncertain ... THE AFGHANI-SCAM INVESTIGATION.

[somosnark.wordpress.com/ 2014/ 06/ 13/ the-tesla-patent-giveaway-smoke-screen/ -](http://somosnark.wordpress.com/2014/06/13/the-tesla-patent-giveaway-smoke-screen/)

[IRS Investigating Green Stimulus Recipient And Obama Donor | The ...](#)

Elon Musk, one of President Obama's big-time **campaign** donors is also ... OBAMA **campaign** donors getting **kickbacks** by (Stimulus) invested in ...

[www.lonelyconservative.com/ 2012/ 10/ irs-investigating-green-stimulus-recipient-and-obama-donor/ -](http://www.lonelyconservative.com/2012/10/irs-investigating-green-stimulus-recipient-and-obama-donor/)

[SpaceX Files Suit Against US Air Force - Slashdot](#)

. Today **Elon Musk** announced that SpaceX has decided to challenge the ... It reeks of corruption and **kickbacks**. On the positive side for SpaceX and **Elon Musk** in particular, he was a major donor to the Obama campaigns in ...

[science.slashdot.org/ story/ 14/ 04/ 25/ 1858221/ spacex-files-suit-against-us-air-force -](http://science.slashdot.org/story/14/04/25/1858221/spacex-files-suit-against-us-air-force)

[Elon Musk's SolarCity Sues Government For More Subsidies | Zero ...](#)

Second, the chairman of SolarCity is **Elon Musk**, who is also a large owner ... the US attorney and asking them to review your evidence of **fraud**.

[www.zerohedge.com/ news/ 2013-05-08/ elon-musks-solarcity-sues-government-more-subsidies - H](http://www.zerohedge.com/news/2013-05-08/elon-musks-solarcity-sues-government-more-subsidies)

[Customers tell horror stories of solar company that gets \\$422M in tax ...](#)

By Tori Richards | Watchdog.org. AP photo. SUPER STOCK? CEO **Elon Musk** at the NASDAQ stock exchange brings SolarCity public in 2012.

[www.watchdog.org/130098/solarcity-horror-stories/ -](http://www.watchdog.org/130098/solarcity-horror-stories/)

[Come Saturday Morning: Yup, Hyperloop's a Joke | Firedoglake](#)

Now why is **Elon Musk**, who is not stupid, pushing a plan that looks ... If you use your own cash then its probably not a **scam** because you get ...

[www.firedoglake.com/ 2013/ 08/ 17/ come-saturday-morning-yup-hyperloops-a-joke/ -](http://www.firedoglake.com/2013/08/17/come-saturday-morning-yup-hyperloops-a-joke/)

[Dmitri Grishin is like a Russian **Elon Musk** — He's Got Big Ambitions ...](#)

He immediately reminded me of **Elon Musk** and Peter Thiel, which became more Healbe scampaign asks for \$200k more in presales.

[www.pando.com/ 2012/ 06/ 15/ dmitri-grishin-is-like-a-russian-elon-musk-hes-got-big-ambitions-for-real-problems/ -](http://www.pando.com/2012/06/15/dmitri-grishin-is-like-a-russian-elon-musk-hes-got-big-ambitions-for-real-problems/)

[Why **Elon Musk** is a Poor Person's Worst Nightmare | Santa Cruz ...](#)

The future, if left to **Elon Musk**, bears an eerie resemblance to Elysium. Customers had no way of knowing whether they would be scammed ...

[www.gtweekly.com/ index.php/ santa-cruz-columns-commentary-oped/ santa-cruz-good-times-opinion-columns/ 5275-why-**elon-musk**-is-a-poor-persons-worst-nightmare.html](http://www.gtweekly.com/index.php/santa-cruz-columns-commentary-oped/santa-cruz-good-times-opinion-columns/5275-why-elon-musk-is-a-poor-persons-worst-nightmare.html) -

[More Than Half Of Green Car Companies Receiving Stimulus ...](#)

or kickback). Anonymous ... David Axelrod: Obama **campaign** manager. Hired by ... **Elon Musk**: Obama donor, DNC donor. Tesla Motors ...

[www.sayanythingblog.com/ entry/ more-than-half-of-green-car-companies-receiving-stimulus-subsidies-have-failed/](http://www.sayanythingblog.com/entry/more-than-half-of-green-car-companies-receiving-stimulus-subsidies-have-failed/) -

[** CARGATE: The Dept. of Energy/VC Billionaire Epic Cluster-F*ck ...](#)

Fireside Chat- **Elon Musk** and Dr Steven Chu_HIGH not one of the kickback, revolving door, market monopoly, **campaign** funding, insider secret discussions ...

www.meetslife.com/cargate-dept-energyvc-billionaire-epic-cluster-fck/ -

[The Obama you don't know .. By Mark Tapscott and Richard Pollock ...](#)

Even in the midst of a historically dirty **campaign** for re-election, his Once his associates were appointed, Rezko sought **kickbacks** from Rogers of Duke Energy, Tesla Motors' **Elon Musk** and CNN founder Ted Turner.

[www.saveamericafoundation.com/ 2012/ 10/ 16/ the-obama-you-dont-know-by-mark-tapscott-and-richard-pollock-of-the-washington-examiner/](http://www.saveamericafoundation.com/2012/10/16/the-obama-you-dont-know-by-mark-tapscott-and-richard-pollock-of-the-washington-examiner/) -

[The Green Corruption Files : Top D.C. Lobbyist McBee Strategic ...](#)

In 2007, Senator Barack Obama, on the **campaign** trail said, "I'm in this race to McBee Strategic Consulting "green **kickbacks**" thus far is close to \$9 This brings me to another **Elon Musk** company, where he remains the ...

[greencorruption.blogspot.com/ 2013/ 09/ top-dc-lobbyist-mcbee-strategic.html](http://greencorruption.blogspot.com/2013/09/top-dc-lobbyist-mcbee-strategic.html) -

[HOT!!!! THE TESLA INVESTIGATIONS!!!!: RICO, Safety, Tax Fraud ...](#)

Did **Tesla** Motors participate in a market rigging **scam** to rig lithium ion ... back with free NASA luxury private jet fuel, NASA contracts, **patent** laws and more...

[boycotttesla.wordpress.com/ reporters-and-editors-group/ directory-of-articles/ topic-1-doetarp-manipulations/ the-tesla-investigation/](http://boycotttesla.wordpress.com/reporters-and-editors-group/directory-of-articles/topic-1-doetarp-manipulations/the-tesla-investigation/) -

[Analysis: Tesla may have made over \\$100 million off the CARB ...](#)

And this is how a clever corporate crony monetizes his “**campaign** donations” thru the **kickbacks** from motels where they are located, or the sale of “premium It's not like Tesla's billionaire backer **Elon Musk** can't afford it.

www.wattsupwiththat.com/ 2014/ 03/ 12/ analysis-tesla-may-have-made-over-100-million-off-the-carb-enabled-battery-swap-scheme/ -

[A management mess in the Obama administration? - The Arena ...](#)

Ninety days in a **campaign** is a lifetime, so I think it's hard to tell if this will be a ... that there are ongoing Inspector General investigations into bribes, **kickbacks**, ... by a mega-donor to his **campaign**, **Elon Musk**, the 63rd richest man in the world, ...

www.politico.com/ arena/ archive/ vegas-spending-spree-an-administration-embarrassment.html -

[Green Explored](#)

The corrupt politicians and supposed public servants simply are the his gangrene **Tesla** which hogs lithium and really is not a **green** vehicle.

www.greenexplored.com -

[Tesla Motors, Inc. Gets Frustrated: "This Is an Affront to the Very ...](#)

Please forward to: **Elon Musk** ... Don't wanna give up them **kickbacks**. ... Was the price paid to him directly or to his **campaign** fund(s)? The truly ...

www.fool.com/ investing/ general/ 2014/ 03/ 11/ tesla-motors-inc-gets-frustrated-this-is-an-affron.aspx -

[Obama Contributors and the Stimulus Scandal page 2](#)

Some of the deals involving stimulus funding for **campaign** contributions are more ... **Elon Musk**: Obama donor, DNC donor. ... of government in America, it's not even called what some say it really is – bribes and kick-backs.

www.whiteoutpress.com/ articles/ q12012/ obama-contributors-and-the-stimulus-scandal-page-244/ -

[BBC News - Tesla head **Elon Musk**'s 'high-risk' patent gamble](#)

Elon Musk sets his electric car patents free, Canada's ... of Fifa partner firm Match as part of #WorldCup ticket **scam** probe <http://t.co/B26Ou0f...>

www.bbc.com/news/blogs-echochambers-27823166 - [H](#)

[Tesla CEO **Elon Musk** expects 'hundreds' of battery gigafactories](#)

Tesla CEO **Elon Musk** says that 200 gigafactories will need to be built ... As such it seems quite plausible and does not sound like a **scam** to me.

green.autoblog.com/ 2014/ 05/ 15/ tesla-ceo-**elon-musk**-expects-hundreds-battery-gigafactories/ -

[Tesla entangled in delivery, trademark disputes in China | Economy ...](#)

Elon Musk, Tesla's CEO, said the delay was caused by the construction of related facilities in China, which were made to ensure the best user ...

www.wantchinatimes.com/ news-subclass-cnt.aspx?id=20140629000004 &cid=1102 -

[Elon Musk | SOMO NEWS: A Fact-Swarming Wiki](#)

Posts about **Elon Musk** written by Any_Qualified_Editor_Or_Reporter. ... How businesses can avoid 'honeytrap' scams – Tech Page One – Dell.

<https://somosnark.wordpress.com/tag/elon-musk/> -

[Elon Musk's SolarCity Sues Government For More Subsidies | Zero ...](#)

Second, the chairman of SolarCity is **Elon Musk**, who is also a large owner ... the US attorney and asking them to review your evidence of fraud.

www.zerohedge.com/news/2013-05-08/elon-musks-solarcity-sues-government-more-subsidies - [H](#)

[Tesla - Capitalism and Carmageddon - Death by Car](#)

Musk: “In other news, George Clooney reports that his iPhone 1 had a bug ... A few weeks ago, the publicly maintained scam artist **Elon Musk** ...

www.deathbycar.info/tag/tesla/ -

[Elon Musk — Obama's Triple Dipper \[Reader Post\] | Flopping Aces](#)

ts Chairman, **Elon Musk**, is an Obama supporter who has used taxpayer ... on **Elon Musk** as I am on many others in the Green Scam Economy.

www.floppingaces.net/2012/12/23/elon-musk-obamas-triple-dipper-reader-post/ - [H](#)

[Loopy Ideas Are Fine, If You're an Entrepreneur | Pedestrian ...](#)

a loopy intercity rail transit idea proposed by Tesla Motors' **Elon Musk**, ... which suggests either reckless disregard for the research or **fraud**.

pedestrianobservations.wordpress.com/2013/08/13/loopy-ideas-are-fine-if-youre-an-entrepreneur/ - [H](#)

[“RIGHT TO BUILD” Campaign against ELON MUSK and Tesla ...](#)

"RIGHT TO BUILD" Campaign against ELON MUSK Launches! (This is a re-write of **Musk's** Press Release, wherein he turns the tables on what he did in the DOE scandal) “This is not ... THE AFGHANI-SCAM INVESTIGATION.

somosnark.wordpress.com/2014/04/30/right-to-build-campaign-against-elon-musk-and-tesla-launches/ -

[What is Stock Fraud? | Visual Capitalist](#)

However, these instances of stock **fraud** and ponzi schemes also... ... this # infographic about @elonmusk's Hyperloop! <http://t.co/u8RpiqwCkP>.

www.visualcapitalist.com/stock-fraud/ -

[Romance and Reality for SpaceX - Satellite Spotlight - TMCnet](#)

African PayPal (News - Alert) founder **Elon Musk** shops around for a ... is a sham and a **fraud** and is A) hiding technical problems with rockets ...

satellite.tmcnet.com/topics/satellite/articles/239395-romance-reality-spacex.htm -

[CALIFORNIA: **Elon** and Justine **Musk** Divorce at a glance | Divorce ...](#)

Who they are: **Elon** and Justine **Musk** are a married couple who are in ... The case has to do with **fraud**, basically — what was disclosed, what ...

[www.divorcesaloon.com/2010/05/07/california-**elon**-and-justine-**musk**-divorce-at-a-glance/](http://www.divorcesaloon.com/2010/05/07/california-elon-and-justine-musk-divorce-at-a-glance/) -

[If **Tesla** Would Stop Selling Cars, We'd All Save Some Money - Forbes](#)

The public is still on the hook for **Tesla**, and will be for the ... we can break down this industry wide scam easily and early for our kids. Permalink ...

[www.forbes.com/sites/patrickmichaels/2013/05/27/if-**tesla**-would-stop-selling-cars-wed-all-save-some-money/](http://www.forbes.com/sites/patrickmichaels/2013/05/27/if-tesla-would-stop-selling-cars-wed-all-save-some-money/) -

[Sen. Paul Amendment Bars Revolving-Door **Corruption** in Federal ...](#)

This corrupt relationship has led to billions in wasted taxpayer dollars-money ... board, an Obama campaign bundler and a major investor in **Tesla** Motors boasted of his proximity to the Administration's interest in **green** energy.

www.paul.senate.gov/?id=437&p=press_release -

[PJ Media » **Green Tesla** Motors: Another Day, Another Solyndra](#)

The resignation of Jonathan Silver, the U.S Energy Department's top loan officer, over the Solyndra scandal may be the tip of the iceberg.

[www.pjmedia.com/blog/**green-tesla**-motors-another-day-another-solyndra/](http://www.pjmedia.com/blog/green-tesla-motors-another-day-another-solyndra/) -

[Socialism for the Rich: CEO of Bailed Out **Green** Energy Co. **Tesla** ...](#)

Tesla Buys \$17M Mansion ... **Green** energy scamufacturer **Tesla** Motors is the latest case-in-point. The recipient ... **Corruption** at its finest!!!!!!!!!!!!!!

[www.minutemennews.com/2012/12/socialism-for-the-rich-ceo-of-bailed-out-**green**-energy-co-**tesla**-buys-17m-mansion/](http://www.minutemennews.com/2012/12/socialism-for-the-rich-ceo-of-bailed-out-green-energy-co-tesla-buys-17m-mansion/) -

[Google: They Spy On You - Privacy Abuse and **Corruption** | IS ...](#)

For today's Google, evil isn't tied to malevolence or moral **corruption**, the customary senses Silicon Valley Vc's want total control of “**Green** Energy”, but only their version! ... Your **Tesla** can spy on you and drive you off the road on command.

googlespieson.wordpress.com -

[Obama's **Green** Energy Crony Corporatism - Breitbart](#)

The story extends well beyond Solyndra to a string of other **green** ... told Marc Tarpenning, founder of Westly Group investment **Tesla** Motors.

www.breitbart.com/Big-Government/2012/07/19/Markay-On-Venture-Corporatism -

[Tesla investor/campaign donors paid back with free luxury jet fuel ...](#)

Microsoft has expanded its anti-Google Scroogled **campaign** with the launch of a 9 questions for **Elon Musk**; Reporters embrace the “jump **Musk**” tactic to ... Publicly states the kickback scheme that got him his Stanford job as part of his ...

boycotttesla.wordpress.com/ reporters-and-editors-group/ directory-of-articles/ topic-1-doetarp-manipulations/ the-tesla-investigation/ tesla-investor**campaign**-donors-paid-back-with-free-nasa-private-jet-fuel-and-nasa-contracts/ -

[THE TESLA INVESTIGATION | A Complete Compilation of the ...](#)

Is **Elon Musk** the Prima Donna poster boy of the 1%? Did he fund Tesla via **campaign kickbacks**? DOE Documents show he lied on DOE funds application.

teslainvestigation.wordpress.com -

[The **Tesla** battery swap is the hoax of the year | Watts Up With That?](#)

What California says about zero-emission vehicles, and why **Tesla** is committing **fraud** Guest essay by Alberto Zaragoza Comendador I didn't ...

www.wattsupwiththat.com/ 2013/ 12/ 21/ the-**tesla**-battery-swap-is-the-hoax-of-the-year/ -

[Watts Up With That - Accuses TM of Battery Swap **Fraud** - **Tesla** Motors](#)

Forums. Join The Community. RegisterLogin. Watts Up With That - Accuses TM of Battery Swap **Fraud**. Pungoteague_Dave | February 8, 2014.um/ forums/ watts-accuses-tm-battery-swap-**fraud** -

[How **Tesla** Motors Really Makes Money... From Taxpayers ...](#)

Tesla isn't actually making money selling cars. ... things that are used for the ' carbon credits' scam – everyone who thinks there's a meal for free ...

www.frontpagemag.com/ 2013/ dgreenfield/ how-**tesla**-motors-really-makes-money-from-taxpayers/ -

[**Tesla** \(TSLA\) Securities **Fraud** Class Action Lawsuit | Class Actions ...](#)

Tesla shareholders can learn about pending securities **fraud** class action here.

www.classactionsnews.com/ investments/ **tesla**-tsla-securities-**fraud**-class-action-lawsuit -

[Multiple **Fraud** and Malfeasance Lawsuits Against **Tesla** | Bipartisan ...](#)

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

boycotttesla.wordpress.com/ reporters-and-editors-group/ directory-of-articles/ topic-1-doetarp-manipulations/ the-**tesla**-investigation/ **fraud**-and-malfeasance-lawsuits-against-**tesla**/ -

[**Tesla** is Overrated - Debunking the Cult of **Tesla** | Metabunk](#)

Angier finishes deciphering Borden's diary to discover it was a **fraud** supplied by Olivia, but an angry confrontation with **Tesla** reveals that his ...

<https://www.metabunk.org/threads/tesla-is-overrated-debunking-the-cult-of-tesla.894/> -

[CARGATE -HOT!!!! THE TESLA/SOLYNDRA/A123 ... - SOMO NEWS](#)

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

somosnark.wordpress.com/crime-files-cargate/the-tesla-investigation/ -

[White Collar **Fraud**: Did Tesla violate S.E.C. rules by failing to ...](#)

23 Nov 2013 ... **Tesla** finally gets around to filing an 8-K report, will it claim that ...

whitecollarfraud.blogspot.com/2013/11/did-tesla-violate-sec-rules-by-failing.html -

[Tesla CEO Elon Musk Visits China Amid Customer Complaint ...](#)

Tesla is accused of consumer **fraud** or false advertising for changing the shipment order of the preordered automobiles without noticing the ...

www.technode.com/2014/04/21/tesla-ceo-elon-musk-visits-china-amid-customer-complaint-turmoil/ -

[Siry Departed Tesla On Deposit **Fraud** Fears | The Truth About Cars](#)

Gawker reports that **Tesla** spinmeister Daryl Siry left the Silicon Valley startup because CEO Elon Musk (above) was pushing to accept deposits ...

www.thetruthaboutcars.com/2009/02/siry-departed-tesla-on-deposit-fraud-fears/ -

[Elon Musk Is Playing With Fire — and Tesla May Get Badly Burned ...](#)

Shareholders have applauded **Tesla** (TSLA) CEO Elon Musk for ... owners who set their own cars on fire to scam insurance companies. Musk's ...

finance.ya/blogs/the-exchange/tesla-is-playing-with-fire%E2%80%94and-could-get-badly-burned-210435781.html -

[NYT reviewer fires back at Tesla - Blogs at SFGate.com](#)

The spat between **Tesla** and the Times has been simmering ever since ... immediately slammed the review as fraudulent, going on CNBC and ...

blog.sfgate.com/energy/2013/02/14/nyt-reviewer-fires-back-at-tesla/ -

[Are There Cockroaches Under Tesla's Hood? - Bloomberg View](#)

Tesla Motors Inc. shareholders have had much to fret about lately, from a nosebleed valuation and sagging stock price to periodic YouTube ...

www.bloombergtview.com/articles/2013-11-14/are-there-cockroaches-under-tesla-s-hood- -

[Tesla Motors Inc. TSLA Securities **Fraud** - Class Action](#)

San Francisco, CA: A securities class action lawsuit has been filed in the United States District Court for the Northern District of California on ...

www.bigclassaction.com/lawsuit/tesla-motors-inc-tsla-securities.php -

[A Peek Beneath Tesla's Non-GAAP Hood Reveals Nothing But ...](#)

That TESLA's earnings were an epic non-GAAP adjustment joke was only to merge with GM ...they got the same accounting (**fraud**) going on.

www.zerohedge.com/news/2013-11-18/peek-beneath-teslas-non-gaap-hood-reveals-nothing-cockroaches -

[Why I'm Thinking About Shorting Tesla \(TSLA\) - The Motley Fool](#)

Tesla has turned in an incredible performance this year. But while the ... But a discovery of accounting **fraud** is best. Valuation is the only real ...

www.fool.com/investing/general/2013/08/15/why-im-thinking-about-shorting-tesla.aspx -

[Elon Musk on 60 Minutes: "I didn't really think Tesla would be ...](#)

Musk says he never thought Tesla would be successful, but that "we at Michael Lewis's expose on **Fraud** Street, and the magical musician, ...

www.siliconbeat.com/2014/03/30/elon-musk-on-60-minutes-i-didnt-really-think-tesla-would-be-successful/ -

[In lawsuit, FDIC accuses 16 big banks of fraud, conspiracy - The ...](#)

14 Mar 2014 ... remedies" to fight the ruling, chief executive Elon Musk said in a sharply ...

www.washingtonpost.com/business/economy/in-lawsuit-fdic-accuses-16-big-banks-of-fraud-conspiracy/2014/03/14/d976d7d2-abb0-11e3-adbc-888c8010c799_story.html -

[Truth About Tesla Exposed | Motrolix](#)

esla has multiple lawsuits currently filed against it for multiple deaths of bystanders, **fraud**, lemon law violations, and stock **fraud**... Google, the ...

www.motrolix.com/2014/05/strange-tesla-happenings-in-san-francisco/ -

[New Mexico developer suing Tesla over lost electric car factory ...](#)

Remember back in 2008 when Tesla decided to move the production ... to build the facility -- they're suing Tesla for breach of contract and **fraud**.

www.gigaom.com/2012/07/31/new-mexico-developer-suing-tesla-over-lost-electric-car-factory/ -

[How The Government Is Holding Elon Musk And Tesla Back From ...](#)

How The Government Is Holding **Elon Musk** And Tesla Back From Changing The World ... able to put their millions of dollars in **campaign** contributions to use, **Elon Musk** is a political donor kickback recipient of billions in ...

www.elitedaily.com/money/government-holding-tesla-back-changing-world/ -

[Tesla banned from New Jersey | Tech Always](#)

Elon Musk is on public record telling the news media that, after money in exclusive **campaign** finance **kickbacks** for billionaires from the State ...

techalways.wordpress.com/2014/03/12/tesla-banned-from-new-jersey/ -

[More Green Energy Equals More Green-Car Buying – The Great ...](#)

Elon Musk is on public record telling the news media that, after money in exclusive **campaign** finance **kickbacks** for billionaires from the State ...

energyblog.nationalgeographic.com/2013/07/17/more-green-energy-equals-more-green-car-buying/ -

1.

[If Tesla Would Stop Selling Cars, We'd All Save Some Money - Forbes](#)

The public is still on the hook for **Tesla**, and will be for the ... we can break down this industry wide **scam** easily and early for our kids. Permalink ...

www.forbes.com/sites/patrickmichaels/2013/05/27/if-tesla-would-stop-selling-cars-wed-all-save-some-money/ -

[The Tesla battery swap is the hoax of the year | Watts Up With That?](#)

What California says about zero-emission vehicles, and why **Tesla** is committing fraud Guest essay by Alberto Zaragoza Comendador I didn't ...

www.wattsupwiththat.com/2013/12/21/the-tesla-battery-swap-is-the-hoax-of-the-year/ -

[Tesla Secret is a Scam. Tesla Secret is a fraud - NLCPR.com](#)

Product: **Tesla** Secret: How To Build Nikola **Tesla**'s Fuelless Generator \$47 ... name plus "**scam**" such as this one: teslageneratorscom.com which is registered in ...

www.nlcpr.com/Deceptions15.php -

[How Tesla Motors Really Makes Money... From Taxpayers ...](#)

Tesla isn't actually making money selling cars. ... things that are used for the ' carbon credits' **scam** – everyone who thinks there's a meal for free ...

www.frontpagemag.com/2013/dgreenfield/how-tesla-motors-really-makes-money-from-taxpayers/ -

[Battery Swapping a Fraud? | Forums | Tesla Motors](#)

saw with their own eyes. You know, just like the live moon landing hoax? He said "kinda make the battery swap disappear from their website.

www.teslamotors.com/en_EU/forum/forums/battery-swapping-fraud -

[Elon Musk Is Playing With Fire — and Tesla May Get Badly Burned ...](#)

Shareholders have applauded **Tesla** (TSLA) CEO Elon Musk for ... owners who set their own cars on fire to **scam** insurance companies. Musk's ...

finance.ya/ blogs/ the-exchange/ **tesla-is-playing-with-fire%E2%80%94and-could-get-badly-burned-2104357** 81.html -

[California Car Dealers Say Tesla Is “Misleading” Consumers ...](#)

(Tesla Store in Santa Monica) Tesla is disrupting the conventional auto dealership ... Dealerships are a pyramid scam and are unnecessary.

www.pluginCars.com/ **california-car-dealers-say-tesla-misleading-consumers-128346**.html -

[Tesla's Elon Musk & NY Times: Disturbing Discrepancies On Model ...](#)

He described his attempt to drive a Tesla Model S all-electric luxury shut down tesla motors scam, before the hydrogen fuel cell vehicles ...

www.greencarreports.com/ news/ 1082296_ **teslas-elon-musk-ny-times-disturbing-discrepancies-on-model-s-range-reporting** -

[THE AFGHANI-SCAM INVESTIGATION | SOMO NEWS: A Fact ...](#)

Silicon Valley VC's, Goldman Sachs, Tesla, Batteries and Afghanistan = Afghani- Scam Intro: A \$1 Trillion insider market-monopoly scheme that "blew up!

somosnark.wordpress.com/ silicon-valley-vcs-goldman-sachs-tesla-batteries-and-afghanistan/ -

Is Elon Musk "a sociopathic, narcissistic, Senator-bribing, lying, government funding fraud, stock swindling, woman-abusing, ego-maniacal, wife-cheating, company stealing, self-promoting attention whore" like the lawsuits against him by his wives, customers, suppliers, and shareholders claim?

[Multiple Fraud and Malfeasance Lawsuits Against Tesla | Bipartisan ...](#)

Active Tesla Fraud-Related Lawsuit Countdown Score-Card ... The Law Offices of Howard G. Smith Tesla Fraud Case The Lithium ion profiteering scam.

boycotttesla.wordpress.com/ reporters-and-editors-group/ directory-of-articles/ topic-1-doetarp-manipulations/ the-tesla-investigation/ fraud-and-malfeasance-lawsuits-against-tesla/ -

[Elon Musk Has A History Of Mismanaging Money And Why Tesla ...](#)

When we first heard about Elon Musk, we were told that he was a lid off the fraud that occurred at that election he was promised a campaign ...

www.wizardofstocks.com/ **elon-musk-has-a-history-of-mismanaging-money-and-why-tesla-shares-are-at-a-major-top**/ -

[Elon Musk on 60 Minutes: "I didn't really think Tesla would be ...](#)

1 Elon Musk is worth more to the world than a thousand Donald Trumps. Michael Lewis's expose on Fraud Street, and the magical musician, ...

www.siliconbeat.com/ 2014/ 03/ 30/ **elon-musk-on-60-minutes-i-didnt-really-think-tesla-would-be-successful**/ -

[Video: **Elon Musk** Tells Fox Business That “Tsunami of Hurt Coming ...](#)

Elon Musk of Tesla, never one to pull punches, really let loose on this interview that Fox Business just ... How is he getting away with this scam?

www.siliconbeat.com/2012/09/13/video-elon-musk-tells-fox-business-that-tsunami-of-hurt-coming-for-those-shorting-tesla/ -

[Elon Musk's SolarCity Sues Government For More Subsidies | Zero ...](#)

Second, the chairman of SolarCity is **Elon Musk**, who is also a large owner ... the US attorney and asking them to review your evidence of **fraud**.

www.zerohedge.com/news/2013-05-08/elon-musks-solarcity-sues-government-more-subsidies -

[GUNDLACH: **Elon Musk** Is Still In The Wrong ... - Business Insider](#)

Musk is not focusing more exclusively on the potentially explosive technology underlying two of the four firms he's invested in: batteries.

www.businessinsider.com/gundlach-elon-musk-is-still-in-the-wrong-business-2014-7 -

[The Character Assassination of Martin Eberhard by **Elon Musk** ...](#)

“Silicon Valley VC's arranged for the take-over of Tesla, using **Elon Musk** as Have FACTS proving EPIC **FRAUD** and TAXPAYER MONEY SCAM by TESLA!

somosnark.wordpress.com/investigations/the-tesla-investigation/the-character-assassination-of-martin-eberhard-by-elon-musk/ -

[Tesla's **Elon Musk** & NY Times: Disturbing Discrepancies On Model ...](#)

'Revenge of the Electric Car' premiere: **Elon Musk** arrives in a Tesla in political news but this isn't a small tweaking of words this is **fraud**, ...

www.greencarreports.com/news/1082296_teslas-elon-musk-ny-times-disturbing-discrepancies-on-model-s-range-reporting -

[Tesla Co-Founder Eberhard Sues **Elon Musk**, Tesla - Jalopnik](#)

. **Elon Musk** having a more favorable separation agreement with Paypal is irrelevant to the conditions ... Is **Elon Musk** an asshole, and a **fraud**?

www.jalopnik.com/5286654/tesla-co-founder-eberhard-sues-elon-musk-tesla -

[Tesla's **Elon Musk** posts data from disastrous New York Times test ...](#)

After a spat with Top Gear, **Elon Musk's** Tesla made sure that it ... of lying and **fraud** and a rapidly ballooning media and technology scandal.

www.theguardian.com/technology/2013/feb/14/tesla-post-data-times-review -

[Elon Musk Companies, are they are just scams? | Wall Street Oasis](#)

I have been interested in some of the ideas that **Elon Musk** has, so I have I been looking into his companies. I have come to the conclusion that ...

[www.wallstreetoasis.com/ forums/ elon-musk-companies-are-they-are-just-scams](http://www.wallstreetoasis.com/forums/elon-musk-companies-are-they-are-just-scams) -

[Elon Musk Loves This Tesla Ad, Even Though It's Fake - Mashable](#)

How do you capture the attention of billionaire entrepreneur **Elon Musk** and catapult your budding advertising agency into the spotlight?

www.mashable.com/2014/03/20/elon-musk-tesla-ad-fake/ -

[Elon Musk Unveils His Latest Taxpayer Boondoggle - Minx.cc](#)

But **Elon Musk** has a big heart, and he will generously make this project 29 Space-X is a scam that hires some clever engineers but Burt ...

www.minx.cc/?post=342411 -

[The Tesla battery swap is the hoax of the year | Watts Up With That?](#)

What California says about zero-emission vehicles, and why **Tesla** is committing fraud Guest essay by Alberto Zaragoza Comendador I didn't ...

[www.wattsupwiththat.com/ 2013/ 12/ 21/ the-tesla-battery-swap-is-the-hoax-of-the-year/](http://www.wattsupwiththat.com/2013/12/21/the-tesla-battery-swap-is-the-hoax-of-the-year/) -

[How Tesla Motors Really Makes Money... From Taxpayers ...](#)

Tesla isn't actually making money selling cars. ... things that are used for the ' carbon credits' scam – everyone who thinks there's a meal for free ...

[www.frontpagemag.com/ 2013/ dgreenfield/ how-tesla-motors-really-makes-money-from-taxpayers/](http://www.frontpagemag.com/2013/dgreenfield/how-tesla-motors-really-makes-money-from-taxpayers/) -

[Battery Swapping a Fraud? | Forums | Tesla Motors](#)

saw with their own eyes. You know, just like the live moon landing hoax? He said "kinda make the battery swap disappear from their website.

www.teslamotors.com/en_EU/forum/forums/battery-swapping-fraud -

[Elon Musk Is Playing With Fire — and Tesla May Get Badly Burned ...](#)

Shareholders have applauded **Tesla** (TSLA) CEO Elon Musk for ... owners who set their own cars on fire to scam insurance companies. Musk's ...

[finance.ya/ blogs/ the-exchange/ tesla-is-playing-with-fire%E2%80%94and-could-get-badly-burned-2104357 81.html](http://finance.ya/blogs/the-exchange/tesla-is-playing-with-fire%E2%80%94and-could-get-badly-burned-210435781.html) -

[California Car Dealers Say Tesla Is “Misleading” Consumers ...](#)

(**Tesla** Store in Santa Monica) **Tesla** is disrupting the conventional auto dealership ... Dealerships are a pyramid scam and are unnecessary.

[www.plugincars.com/ california-car-dealers-say-tesla-misleading-consumers-128346.html](http://www.plugincars.com/california-car-dealers-say-tesla-misleading-consumers-128346.html) -

[Tesla CEO **Elon Musk** Visits China Amid Customer Complaint ...](#)

Tesla Founder & CEO **Elon Musk** at a Beijing Event Today ... Tesla is accused of consumer **fraud** or false advertising for changing the shipment ...

www.technode.com/2014/04/21/tesla-ceo-elon-musk-visits-china-amid-customer-complaint-turmoil/ -

[Can **Elon Musk** code? - Quora](#)

"**Elon** taught himself computer programming and at age 12 sold the computer code for a video ... **Elon Musk**: Bruce Hillman, liar, cheat, aspiring scam artist.

www.quora.com/Elon-Musk/Can-Elon-Musk-code -

Is Elon Musk "*a sociopathic, narcissistic, Senator-bribing, lying, government funding fraud, stock swindling, woman-abusing, ego-maniacal, wife-cheating, company stealing, self-promoting attention whore*" like the lawsuits against him by his wives, customers, suppliers, and shareholders claim?

Tax Evasions and Tax Waivers

Tesla reports 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. Tesla hides billions of dollars in potential community tax money in covert overseas bank accounts. The Panama Papers and the HSBC Swiss Leaks show that Tesla and it's partners and investors were just one huge offshore tax evasion scam

Is Elon Musk a “Narcissist”, “Megalomaniac” or “Self-aggrandizing Corrupt Billionaire” as the Media Says?





Illustration 16: MUSK ONLY ALLOWS PHOTOS TO BE RELEASED WHERE HE IS POSED LIKE A PREACHER OR SAVIOR



Illustration 17: DOUCHEBAG POSE

Elon Musk Bribes PR Publications For Good “Reviews”

Those “great Tesla Reviews” were bought and paid for. 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.

Taxpayer Cash Used For Musk's Offshore Schemes

Tesla Motors uses taxpayer money to purchase supplies offshore that could have been purchased in the United States. Tesla Motors participated in a market rigging scam to rig lithium ion purchasing for its investors using offshore influence-buying. Tesla Motors participate in a market rigging scam to rig the electric car market for its investors and engage in anti-trust actions against competitors! Visa involved in Tesla factory expansion sparks debate

IS TESLA RUNNING AN ORGANIZED CRIME OPERATION? (SEE: <https://ricotsla.wordpress.com>)

By Louis Hansen

[Tesla contractor launches probe into pay, conditions for foreign workers](#)

[Mercury News editorial: Tesla worker betrayal brings call for actionTesla responds to 'The Hidden Workforce Expanding Tesla's Factory'](#)[Tesla factory's expansion helped by cheap foreign labor](#)

- Even as Silicon Valley and lawmakers quarrel over expanding visa quotas for high-skilled workers, millions of foreign workers take an easier path to the country -- the simple business visa. The visa, at the heart of an investigation by this newspaper into at least 140 Eastern European workers building a paint shop at Tesla's Fremont plant, is easy to obtain and widely available. Critics say it allows workers to go largely untracked and unnoticed in the U.S. Even as it eases the flow of commerce between countries, they say, the federal government has limited power to police and prosecute violations. "Who's checking up on them once they're here?" asked Daniel Costa, director of immigration law and policy research at the Economic Policy Institute. "No one." Cars are lined up near the Tesla Motors complex in Fremont, Calif., on Thursday, Jan. 28, 2016. (LiPo Ching/Bay Area News Group) (LiPo Ching) The B-1/B-2 visa is a hybrid that allows both business and pleasure travel. It was used by the workers imported by a subcontractor to the Tesla plant, according to interviews and a lawsuit brought by an injured worker. While foreign workers can obtain the visa for supervisory duties, workers at the Tesla plant were installing pipes and welding parts -- hands-on work banned by the terms of their visas, according to immigration experts and court documents. Workers told this newspaper in the story "The Hidden Workforce Expanding Tesla's Factory" that they had worked on jobs under similar arrangements around the country. Immigration experts say abuse of the B-1/B-2 visa system raises persistent questions of oversight and regulation for a popular program. In 2014, about 6.2 million foreign visitors received B-1/B-2 visas, which allow visits for business conferences, some short-term advisory projects and tourism. Costa said the Tesla construction project highlighted several common regulatory flaws, including vetting and oversight of foreign workers. Consular officials screen visa-seekers for "immigration intent," a term for how likely the person is to illegally overstay his or her visa in the U.S. Costa said the consular officers have little training or guidelines to evaluate what the workers will be doing once they are in the country.

Regulators also lack information about employment conditions and wages, often leaving them dependent on whistle-blowers for enforcement, he said.

Muzaffar Chishti, a lawyer and immigration researcher at the Migration Policy Institute, said federal authorities lack strong enforcement laws. Federal officials rarely bring criminal charges, he said. Civil penalties and fines are the typical punishment. "Charging these people a fine is not going to do anything," he said. "This is part of their business model."

But even as experts point to the flaws in the system, companies may see the B-1 as a way to bring a trusted workforce into the U.S. for complex projects.

Eisenmann, a German manufacturer of industrial systems, won a bid for the project worth more than \$100 million to build Tesla Motors' new paint shop. The company said it employed domestic and foreign subcontractors, including Slovenian company ISM Vuzem, to complete the job.

The lawsuit by injured Slovenian worker Gregor Lesnik claims as many as 200 foreign employees working for Vuzem and other subcontractors came over on B-1/B-2 visas, backed by letters of support from Eisenmann.

In a statement Friday, Eisenmann said it chose Vuzem because the companies had a long-standing relationship and the firm did quality work. Eisenmann said subcontractors are responsible for hiring workers and arranging visas. Sometimes, the company said, it helps out with immigration papers.

"In exceptional cases, Eisenmann supports the visa process of workers named by the qualified subcontractors with invitation letters to the U.S. Consulate -- always in conjunction with a dedicated project," the company said. Eisenmann said it supported the visa for Lesnik for a different project.

Eisenmann said this week it is reviewing its suppliers for compliance to wage and visa laws. It has also hired an outside accounting firm to review Vuzem's wage and work conditions at the Tesla site.

The imported workers at the Tesla paint factory told this newspaper they made around \$10 an hour -- Lesnik said he received as little as \$5 -- and worked up to seven days a week. Tesla and its contractor, Eisenmann, said the contract with Vuzem specified a \$55 hourly labor rate.

The common business visa has drawn little government scrutiny outside of a few, vocal members of Congress.

In 2011, Sen. Chuck Grassley, R-Iowa, asked the State and Homeland Security departments to eliminate loopholes in the B-1 visa system. Grassley said some companies were using the B-1 visa to evade the annual quota of 85,000 H-1B visas.

"It appears the B-1 visa program has become a subterfuge for companies wanting to avoid the cap and wage requirements of the H-1B visa," Grassley said in 2011. "We should be focusing our oversight efforts on employers who are taking advantage of the system and importing foreign workers to the detriment of Americans."

Grassley noted that the two departments need to compile statistics on which companies are using the B-1, how applications are processed, and the amount of time visa holders are spending in the country.

Costa said much of that data remains buried in embassies around the globe. The extent of B-1 visa abuse is difficult to gauge, he said.

"It's morphed into something," Costa said, "that Congress didn't intend."

Tesla and Solyndra as political campaign “Slush funds

Was Tesla Just A Front To Illegally Fund political Campaigns? Tesla Motors staff, owners and investors exchange campaign funding quid pro quo for business financing. It is believed that John Doerr and Kleiner Perkins, Larry Page and Eric Schmidt of Google and a small Frat Boy Club of Silicon Valley campaign finance billionaires traded “GREEN CLEANTECH CASH” for illicit crony taxpayer funding for their venture capitol portfolios.

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SILICON VALLEY KICKBACKS

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



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

By **JERRY HIRSCH**
contact the reporter

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Elon Musk: Government's \$5 Billion Man

83 Comments

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

Tesla's Dirty Venture Capitalists

Tesla's VC insiders at Kleiner-Perkins And Draper-Fisher Rig The System. 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?

Elon Musk Says Autopilot Death 'Not Material' to Tesla Shareholders

- by
- [Carol J. Loomis](#) FOR Fortune Magazine

The company and its founder knew about the fatal crash when it sold \$2B of stock in May.

When Joshua Brown crashed and died in Florida on May 7 in a [Tesla that was operating on autopilot](#)—that is, Brown's hands were not on the wheel—the car company knew its duty. “Following our standard practice,” Tesla said in a statement issued last Thursday, it “immediately” informed the National Highway Traffic Safety Administration about the accident.

So much for immediacy. The NHTSA sat on that news—of possible interest to the driving public, wouldn't you say?—until announcing it late last Thursday, June 30. That was almost eight weeks after the accident.

Tesla [TSLA](#) 0.22% did something even more astounding. On May 18, eleven days after Brown died, Tesla and CEO Elon Musk, in combination (roughly three parts Tesla, one part Musk), [sold more than \\$2 billion of Tesla stock in a public offering at a price of \\$215 per share](#)—and did it without ever having released a word about the crash.

To put things baldly, Tesla and Musk did not disclose the very material fact that a man had died while using an auto-pilot technology that Tesla had marketed vigorously as safe and important to its customers.

That the fact was indeed “material” can be at least mildly suggested by the immediate fall in Tesla's stock price on Friday morning. In a market that was then generally rising, Tesla stock dropped from Thursday's close of \$212 to a low of \$206. But then the market reversed itself. By the end of the trading day, the stock had climbed above \$216.

Deciding to publish this story this morning, *Fortune* tried most of yesterday—yes, the Fourth of July—to reach someone at Tesla to a) inform them as to what the story would say and b) see if Tesla wished to comment. Ultimately, we reached a public relations executive choosing to emphasize the action of the stock last Friday, when the stock closed up for the day despite the bad news announced on Thursday. That outcome, the executive said, proves that the crash news was not a material fact.

(Read more from *Fortune* on Musk: [Why Tesla and SolarCity Have an Elon Musk Problem](#))

Then Elon Musk himself suddenly entered the email conversation. He first thought, mistakenly, that *Fortune* was criticizing the price at which Tesla and he had sold stock. This writer replied that was not the case and that the issue was the non-disclosure of a material fact. That, Musk replied in a second e-mail, “is not material to the value of Tesla.”

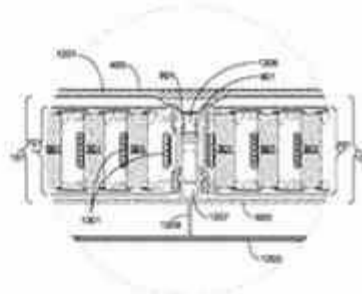
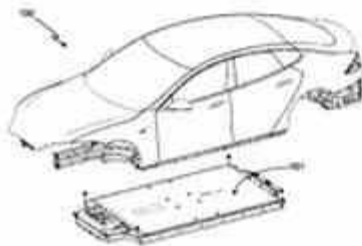
He continued, “Indeed, if anyone bothered to do the math (obviously, you did not) they would realize that of the over 1M auto deaths per year worldwide, approximately half a million people would have been saved if the Tesla autopilot was universally available. Please, take 5 mins and do the bloody math before you write an article that misleads the public.”

“Mislead”—a good word to think about in this matter. Lawsuits may ultimately settle the question of whether Tesla and Musk withheld a material fact when they sold Tesla stock in May. The plaintiffs’ bar, if no one else in this drama, has a way of moving fast.

Tesla EXPOSED In It's Own Patent Filings

Tesla's Patent Filings Reveal It's Lies. Tesla Motors is holding safety metric data in its files which differed fully from the safety metrics data it provided to investors and NHTSA. Read Tesla's own patent filings on record with the federal government. They state, in Tesla's engineers own words, that their batteries are a horrific safety issue!

(12) United States Patent Rawlinson	(10) Patent No.: US 8,286,743 B2
	(45) Date of Patent: Oct. 16, 2012
(34) VEHICLE BATTERY PACK BALLISTIC SHIELD	5,534,364 A * 7/1990 Watanabe et al. 429.01
(75) Inventor: Peter Dore Rawlinson, Playa Del Rey, CA (US)	5,630,057 A * 4/1997 Klomen et al. 180.08.5
(73) Assignee: Tesla Motors, Inc., Palo Alto, CA (US)	5,639,571 A * 4/1997 Waters et al. 429.71
(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 0 days.	5,681,668 A * 10/1997 Raaf et al. 429.100
(21) Appl. No.: 13/011,405	6,094,927 A * 8/2000 Antonov et al. 62.239
(22) Filed: Dec. 5, 2011	6,254,998 B1 * 5/2004 Benson et al. 429.100
(55) Prior Publication Data	6,227,322 B1 * 5/2003 Nishikawa 180.08.5
US 2012/0160088 A1 Jan. 28, 2012	6,547,020 B2 * 4/2003 Maus et al. 180.08.5
Related U.S. Application Data	6,632,560 B1 * 10/2003 Zhou et al. 429.99
(63) Continuation of application No. 13/311,343, filed on Dec. 5, 2011.	6,662,891 B2 * 12/2003 Maus et al. 180.08.1
(60) Provisional application No. 61/3426,234, filed on Dec. 22, 2010.	7,427,093 B2 * 9/2008 Watanabe et al. 290.37.13
(31) Int. Cl. B60R 16/04 (2006.01)	7,684,352 B2 * 2/2010 Takasaki et al. 180.08.5
(32) U.S. Cl. 180/08.5	7,713,207 B2 5/2010 Watanabe et al.
(38) Field of Classification Search 180/08.5; 429/96, 400; 105/31; 224/400; 248/500 See application file for complete search history.	7,770,525 B2 * 8/2010 Kumar et al. 105.31
(56) References Cited	8,037,960 B2 10/2011 Kiya
U.S. PATENT DOCUMENTS	8,093,669 B2 * 1/2012 Tanaka et al. 180.08.5
4,170,014 A * 11/1979 Hopkins 180.08.5	2001/0630669 A1 * 10/2001 Mine et al. 180.08.1
4,386,644 A * 8/1982 Mullis 28/401.1	2002/0167096 A1 * 11/2002 Maus et al. 180.08.5
4,352,316 A * 10/1982 Mullis 89/36.02	2004/0165580 A1 * 1/2004 Kuznetsov et al. 180.08.5
5,080,800 A * 2/1992 Francis et al. 180.08.5	2006/0005695 A1 * 1/2006 Hindinger et al. 89/36.08
5,205,313 A * 4/1994 Tschal et al. 29/402.08	2009/0216162 A1 * 1/2009 Kato 290.203.01
	(Continued)
	FOREIGN PATENT DOCUMENTS
	WO 01/2012063303 A1 * 5/2012
	<i>Primary Examiner</i> — Han Phan
	<i>Assistant Examiner</i> — Jacob Meyer
	(74) <i>Attorney, Agent, or Firm</i> — Patent Law Office of David G. Beck
	(57) ABSTRACT
	An improved protection system for a battery pack mounted between the passenger cabin floor panel of an electric vehicle and the driving surface is provided, the system utilizing a ballistic shield mounted under the electric vehicle and interposed between the battery pack enclosure and the driving surface, where the ballistic shield is spaced apart from the enclosure bottom panel. A layer of a compressible material may be interposed between the ballistic shield and the battery pack enclosure.
	20 Claims, 14 Drawing Sheets



"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!!!!!!

The Tesla Patent Giveaway SMOKE SCREEN!

Tesla has announced that they are giving their patents away, patents which state, in no uncertain terms, that their batteries can "kill you", "burn you and your family", "set your house on fire", "set your office or parking structure on fire" (Not to mention the cancer-causing fumes they release). Tesla own engineers wrote that in the their patents and Musk signed off on those patents.

So that's nice, they are giving them away. Who does this benefit?

Since 2006, EVERY SINGLE new electric car company has been sabotaged by Musk and his Silicon Valley investors, The Detroit Big 3 ([SEE THIS LINK](#)) !!! and/or the Department of Energy. Over 200 electric car companies tried to launch and every single one got lied to and stonewalled by the DOE, sabotaged

by outsider take-overs who offered an investment and then generated a take-over **EXACTLY like Musk did**; Blockaded, by mutual agreement by the VC's; and/or regulated into non-operation by laws which were written so only the Detroit Big 3 could pass them.

So, Musk appears to be making all nice-nice by "giving away" the patents but in reality, they can't be used by anyone but the Detroit Big 3 because anybody else will be forced to endure the above-mentioned sabotage efforts. The Detroit Big 3 already have tons of their own patents and avoid any NIH (Not Invented Here) outsider technologies. So, what good are they?

There is no possible way to start, or run, an electric car company in America because Musk and his VC's along with DOE and Detroit have built **a cartel that kills off any competitors. (With a little help from Robert Gibbs and Jay Carney)**

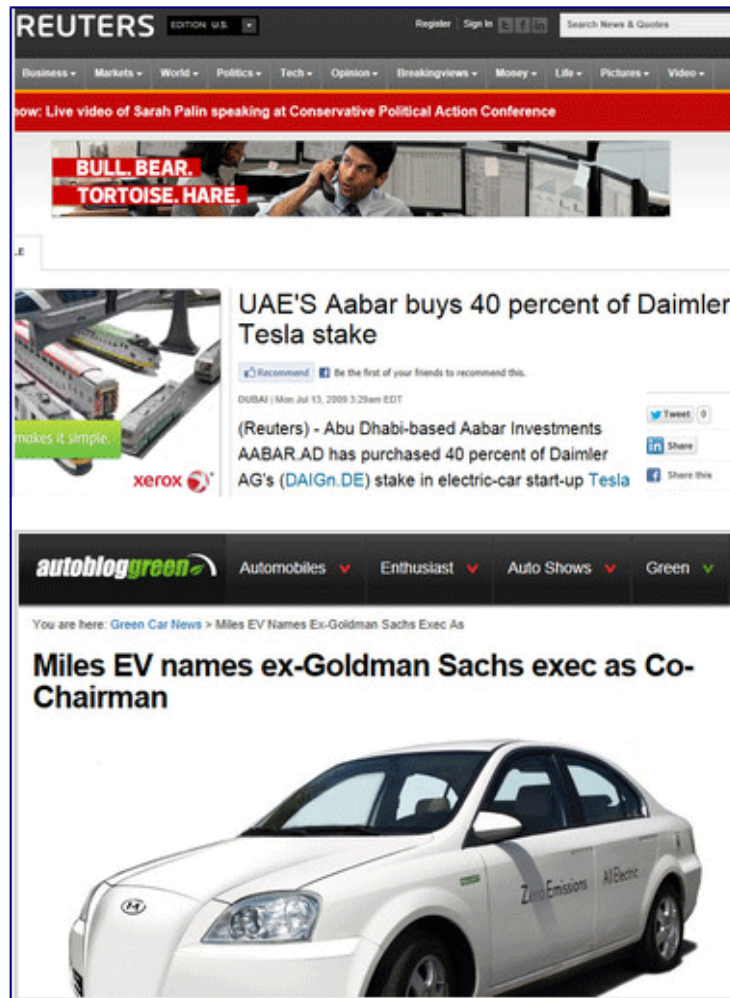
Does President Obama care that they made him look like a fool for destroying his "Million Electric Cars on America's roads" promise to the Public? The sabotage was intentional! They used taxpayer money to do it! Shouldn't the WHITE HOUSE be a little bit pissed off? Yet, another thing, the President has to first find out about by reading about it in the paper?

So could this be the precursor to a Tesla bankruptcy? We have seen that they "cook the books", are we in for another "cleantech" shocker?

The Takeover Game- ANOTHER REASON WHY THE TESLA PATENTS ARE WORTHLESS...

Almost every electric car company that starts to get traction has a hostile takeover attempt. Later stage parties create a dispute which causes the founder to be forced out, bought out, quit or otherwise stop providing the impetus to deliver a disruptive technology. The process has now occurred so many times that it is beginning to look like an intentionally crafted standardized strategy by third-parties who fear market diffusion. It happened to XP but they overcame it. The "new management" usually "accidentally" tanks the company. Let's try to guess who the "third-parties" might be...BUT:

What better way to control a market than to control all of the funding for that market and then have all that controlled funding administrated by "your people" who have been placed in, and around, a federal agency! It's the "Takeover Game" on a whole new level. Do people really do these sorts of things? Imagine megalomaniac car, energy and materials company heads with billions of dollars that want to control hundreds of billions of dollars and have insane egos...



[Tesla is worse than Solyndra: How the U.S. government bungled its ...](#)

May 29, 2013 ... In 2009, as the financial crisis raged and General Motors and Chrysler plunged toward **bankruptcy**, Tesla Motors faced a seemingly impossible ...

www.slate.com/ articles/ business/ moneybox/ 2013/ 05/ **tesla**_is_worse_than_solyndra_how_the_u_s_government_bungled_its_investment.html -

[Tesla Motors expects first profit; Fisker Automotive eyes **bankruptcy** ...](#)

Apr 1, 2013 ... Tesla Motors announced late Sunday it exceeded its sales target for its Model S ... competitor, Fisker Automotive, is exploring filing for **bankruptcy**.

www.csmonitor.com/ Environment/ Energy-Voices/ 2013/ 0401/ **Tesla-Motors-expects-first-profit-Fisker-Automotive-eyes-bankruptcy** -

[Elon Musk: Tesla Almost Gave Me a Nervous Breakdown | Daily ...](#)

Nov 13, 2013 ... Both **Tesla** and SpaceX were losing cash and Musk had to make a tough decision: try to rescue both of his projects from **bankruptcy** or devote ...

finance.ya/blogs/daily-ticker/elon-musk-tesla-almost-gave-nervous-breakdown-182711842.html -

[Electric Car Maker Files for **Bankruptcy** Protection - NYTimes.com](#)

May 1, 2013 ... The filing with the federal **Bankruptcy** Court in Delaware will allow Coda ... Automotive and **Tesla** Motors, seeking to build emission-free electric ...

www.nytimes.com/2013/05/02/business/global/02iht-coda02.html -

[Fisker's Billionaire Chinese Owner Will Go Bankrupt To Beat **Tesla**](#)

May 19, 2014 ... The billionaire that waged a **bankruptcy** bidding war and scooped up Fisker Automotive has pledged to beat Elon Musk at his own game: ...

www.jalopnik.com/fiskers-billionaire-chinese-owner-will-go-bankrupt-to-1578341600 -

[A123 Systems Files for **Bankruptcy** | Forums | **Tesla** Motors](#)

A123 Systems Files for **Bankruptcy**. aaronw2 | October 16, 2012. A123 Systems, the battery manufacturer for Fisker, has declared chapter 11 **bankruptcy**. Brian H ...

www.teslamotors.com/forum/forums/a123-systems-files-bankruptcy -

[Elon Musk discusses **Tesla** and Space X's near-bankruptcies during ...](#)

Aug 8, 2013 ... On Thursday, Elon Musk and Richard Branson sat down for a Hangout video chat with Google for Entrepreneurs to talk about the struggles and ...

www.theverge.com/2013/8/8/4602772/elon-musk-richard-branson-google-hangout-offers-startup-ceo-advice - [Highlight](#)

The Stock Market “Flash Boys” Skims

Tesla Motors violates securities law by using false information to acquire government funds which it then used to falsify its stock metrics in order to “pump” its stock and harm the public interest in the stock market!

Tesla shares fall after Barron's article

36 Comments



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By Laura Mandaro

SAN FRANCISCO (MarketWatch) -- Tesla Motors Inc. **TSLA +3.45%** shares fell 3.2% premarket Monday, to \$98.54, after Barron's featured the company in a cover story. The article noted that one big driver behind the stock's tripling in value this year was a powerful short squeeze. "With the shorts in retreat, Tesla should trade more in line with its fundamentals," notes the article. The author argues there will have to be a break-through in battery technology for sales to take off. ■

TSLA

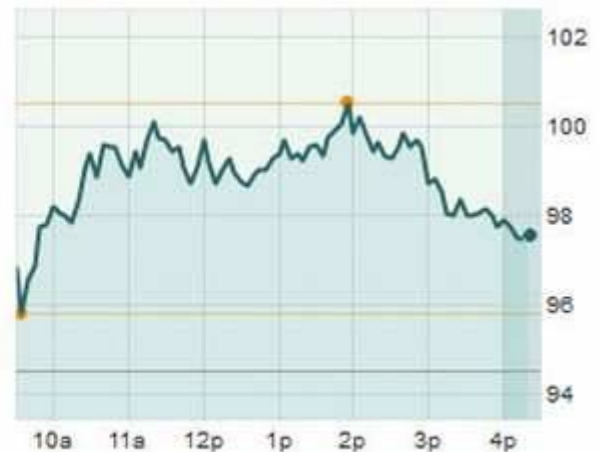


Illustration 18: ...BUT MYSTERIOUSLY RECOVER AFTER TESLA VC'S PUMP THE STOCK

Deloitte and Wells Fargo

The Mechanics of Corruption. Contracts and leaks show that the Deloitte accounting firm conspired with Tesla to manipulate market metrics in violation of RICO Statutes and that firm manipulated Department of Energy review data on Tesla's behalf in direct conflict-of-interest. Wells Fargo & Co ([WFC.N](#)) admitted to deceiving the U.S. government into insuring thousands of risky mortgages, as it formally reached a record \$1.2 billion settlement of a U.S. Department of Justice lawsuit. The settlement with Wells Fargo, the largest U.S. mortgage lender and third-largest U.S. bank by assets, was filed in Manhattan federal court. It also resolves claims against Kurt Lofrano, a former Wells Fargo vice president. According to the settlement, Wells Fargo "admits, acknowledges, and accepts responsibility" for having from 2001 to 2008 falsely certified that many of its home loans qualified for Federal Housing Administration insurance. The San Francisco-based lender also admitted to having from 2002 to 2010 failed to file timely reports on several thousand loans that had material defects or were badly underwritten, a process that Lofrano was responsible for supervising. Thus: Wells Fargo Admits To U.S. Government That It Was Lying Cheating Weasel That Helped Crash the U.S. Economy. Wells Fargo admitted this deception of \$1.2 billion in court. Wells Fargo is Tesla's bank and is known to have helped Tesla launder funds. Deloitte was BOTH Tesla's CPA AND The U.S. Department of Energy's Applicant Reviewer for DOE Cash. It was an incredible conflict-of-interest.

Administrative staff leads for Deloitte's San Francisco Manager: Brian Goncher, say that "Deloitte was running one of the best Ponzi schemes and political payola scams ever devised!"

The Revolving Doors

Department of Energy staff manipulated Tesla funding data in order to favor Tesla and its campaign funding investors in violation of RICO Statutes. Those people then got revolving door crony payola jobs from Tesla's investors. That is a felony.

This story begins in 2006 when Eric Schmidt, the Silicon Valley Cartel's "handler" of Google, met with the Chicago executive team of a young, black, Senator with the gift-of-gab. With Eric's servers, the Senator's unlimited capacity to free-style warm and cozy speeches and the Cartel's cash, said Schmidt, they would be "unstoppable". Years later, a political disclosure site called: *THE INTERCEPT*, would start to break the full story open with this article:



[The Android Administration - Google's Remarkably Close Relationship With the Obama White House, in Two Charts](#)

Illustration by The Intercept. Photo: Emmanuel Dunand/AFP/Getty Images



By [David Dayen](#)

When [President Obama](#) announced his support last week for a Federal Communications Commission plan to open the market for cable set-top boxes — a big win for consumers, but also [for Google](#) — the cable and telecommunications giants who used to have a near-stranglehold on tech policy were furious. AT&T chief lobbyist Jim Cicconi [lashed out](#) at what he called White House intervention on behalf of “the Google proposal.”

He’s hardly the first to suggest that the Obama administration has become too close to the Silicon Valley juggernaut.

Over the past seven years, Google has created a remarkable partnership with the Obama White House, providing expertise, services, advice, and personnel for vital government projects.

Precisely how much influence this buys Google isn’t always clear. But consider that over in the European Union, Google is now facing [two major antitrust charges](#) for abusing its dominance in mobile operating systems and search. By contrast, in the U.S., a strong case to sanction Google was quashed by a presidentially appointed commission.

It’s a relationship that bears watching. “Americans know surprisingly little about what Google wants and gets from our government,” said Anne Weismann, executive director of [Campaign for Accountability](#), a nonprofit watchdog organization. Seeking to change that, Weismann’s group is spearheading a data transparency project about Google’s interactions in Washington.

The Intercept teamed up with Campaign for Accountability to present two revealing data sets from that forthcoming project: one on the number of White House meetings attended by Google representatives, and the second on the revolving door between Google and the government.

As the interactive charts accompanying this article show, Google representatives attended White House meetings more than once a week, on average, from the beginning of Obama’s presidency through October 2015. Nearly 250 people have shuttled from government service to Google employment or vice versa over the course of his administration.

(NOTE: Larry Page, The Founder of Google, and Elon Musk, have sleep-overs at each other’s places. They both fund Tesla and bribe White House executives.)



**Google lobbyist
Johanna Shelton
visited the Obama
White House 128
times, far outpacing
her counterparts at
other companies.**

Photo: Paul Morigi/Getty Images

No other public company approaches this degree of intimacy with government. According to an analysis of White House data, the Google lobbyist with the most White House visits, Johanna Shelton, visited 128 times,

far more often than lead representatives of the other top-lobbying companies — and more than twice as often, for instance, as Microsoft’s Fred Humphries or Comcast’s David Cohen. (The accompanying chart reflects 94 Shelton visits; it excludes large gatherings such as state dinners and White House tours.)

The information, Weismann said, “will help the public learn more about the company’s influence on our government, our policies, and our lives.”

Asked to respond, Google spokesperson Riva Litman referred *The Intercept* to a [blog post](#) written when the *Wall Street Journal* [raised similar questions](#) a year ago. In that post, Google said the meetings covered a host of topics, including patent reform, STEM education, internet censorship, cloud computing, trade and investment, and smart contact lenses. The company also claimed to have counted similar numbers of visits to the White House by Microsoft and Comcast — but it did not explain its methodology for parsing the data.

Google’s dramatic rise as a lobbying force has not gone unnoticed. The company paid almost no attention to the Washington influence game prior to 2007, but [ramped up steeply thereafter](#). It [spent \\$16.7 million](#) in lobbying in 2015, according to the Center for Responsive Politics, and has been at or near the top of public companies in lobbying expenses since 2012.

But direct expenditures on lobbying represent only one part of the larger influence-peddling game. Google’s lobbying strategy also includes throwing [lavish D.C. parties](#); making [grants to trade groups, advocacy organizations, and think tanks](#); offering [free services and training](#) to campaigns, congressional offices, and journalists; and [using academics as validators](#) for the company’s public policy positions. Eric Schmidt, executive chairman of Alphabet, Google’s parent company, was an enthusiastic supporter of both of Obama’s presidential campaigns and has been a major Democratic donor.

For its part, the Obama administration — attempting to project a brand of innovative, post-partisan problem-solving of issues that have bedeviled government for decades — has welcomed and even come to depend upon its association with one of America’s largest tech companies.

The Stone-walling and Investigation Cover-Ups

The Stone-walling projects to “Lois Lerner” the investigations. Tesla owners, staff or investors attempted to delay federal investigations and indictments by asserting influence in violation of RICO Statutes and numerous other laws.

When the following issues with Tesla were called into investigation, Tesla delayed, “lost files”, stone-walled and obfuscated the facts:

- * Elon Musk did not create Tesla Motors. Elon Musk took over Tesla Motors and was sued for fraud by the actual founder.
- * Senator Dianne Feinstein arranged for Tesla Motors to get free State & Federal funding along with Solyndra. She, and her family, received stock benefits, HR contracts, construction contracts, supplier contracts, staff jobs and sales contracts for her efforts.
- * Tesla cars can be remotely hacked, and taken over, from anywhere in the world per a 60 Minutes, Fox & MSNBC newscast.
- * A Tesla suddenly swerved off a cliff in Sonoma, California and killed the driver.
- * A Tesla swerved into a bicyclist near Santa Cruz, California and killed the rider.
- * A Tesla crashed into a wall in Los Angeles, California and killed the driver.
- * A Tesla in California swerved into oncoming traffic and killed the oncoming occupants.
- * Tesla has been sued for homicide.
- * Tesla has been sued for fraud many times.
- * Elon Musk has been sued for fraud many times.
- * Tesla employees have been burned alive.
- * The batteries in the Tesla were never designed to be used in automobiles.
- * Tesla had to give away it's patents because Tesla executives discovered that Tesla engineers had actually described, in gory detail, in the federally filed patent papers, how Tesla batteries will spontaneously kill you and burn your house down.
- * Tesla batteries are so sensitive that they can ignite and explode if they become wet or are knocked. Over 2000 published technical papers and lab test videos prove this as fact. Fisker, is out of business because millions of dollars of it's cars, using the same lithium ion battery solution, got wet and burned into slag heaps.
- * The U.S. FAA has issued a film and report that proves that Tesla batteries can not only spontaneously ignite but also explode like a bomb.
- * Tesla's have been recalled, at least, twice for starting fires. One time the battery chargers needed to be replaced for starting fires. The other time the entire floor of all of the cars needed a titanium shield to help reduce fires from bumps.

- * After claiming that sales in China would save Tesla, Tesla only sold 120 cars and had to fire its Chinese staff. China sees Tesla as a conduit to Obama's funding and not only wants to cut off his funding but even got their university to demonstrate how easily the Tesla can be hacked.
- * The primary beneficiaries of Tesla were the campaign backers of the first Obama campaign.
- * Elon Musk had to divorce one ex-wife twice and pay her two different hush-money amounts.
- * Tesla has been sued for "Lemon Law" violations which stated that the car was shoddilylt by inexperienced workers.
- * Per Federal MSDS documents, when the Tesla batteries are on fire, they release toxic smoke which can give the occupants and by- standers brain cancer, liver cancer and toxilogical poisoning.
- * Fire Departments are ordered to wear the highest level of HazMat gear when dealing with a Tesla on fire.
- * Tesla booked its free state and federal tax credits as "profit" when it issued its investor reports.
- * Tesla was caught sending emails to its staff and potential buyers stating that it wanted to book potential sales as fully received revenue.
- * Tesla has paid bloggers to act as "meat puppet" promoters on the web to make it appear that there is a large group of supporters when, in fact, these "meat puppets" are hired shells.
- * Tesla investors have personal, and financial relationships with CBS Bay Area, Reddit, Google, San Jose Mercury News, Hearst Corporation, and other media outlets, and forbid them from publishing negative articles about Musk or Tesla.
- * Google investors and staff own part of Tesla.
- * Tesla analysts have engaged in the process called "pumping the stock."
- * Tesla is so frightened of owners publicly disclosing the many problems with the car that they require buyers to sign non-disclosure agreements.
- * Every major Tesla investor was a campaign contributor.
- * At the time that the U.S. Department of Energy was reviewing Tesla's application for funding, Tesla was technically bankrupt, as disclosed by Tesla staff, and had the worst debt-ratio of any applicant. According to the federal section 136 law, this made it illegal to give Tesla the money but they were given the money based on "special orders".
- * At the time that the U.S. Department of Energy was reviewing Tesla's application for funding, Erick Strickland of the NHTSA was reviewing documents that said that the Tesla batteries would explode. He later quit the NHTSA on 48 hours notice.
- * 80% of the Tesla investors owned stock interest in Afghanistan lithium and indium mining used for Tesla and Solyndra. As of 1/1/15, The Afghan war has cost U.S. taxpayers \$6 Trillion.
- * Without free non-competitive federal cash and credits, in a fair-market layout with special-interest protections, Elon Musk's 3 companies would not exist today.

- * No documentation, for buyers of the Tesla, ever disclosed the fire danger, hacking danger or lethal fumes toxicity issues.
- * Panasonic, the maker of the Tesla battery cells, has been charged with corruption, price fixing, dumping and the deaths of thousands of it's employees in battery factories and nearby towns, from toxic materials.
- * Elon Musk spends more per month, on personal PR and promotion than any other billionaire in America.
- * On 60 Minutes, while Elon Musk was being interviewed about his rockets, he cried when the interviewer told him that real astronauts thought he was a poser. So far, Space X has had three times more explosions and failures than NASA ever had in the same point in their agency history.
- * When part of NASA's budget was gutted and many NASA staff were fired, Space X immediately received a contract for the same services that had just been curtailed at NASA.
- * The NUMMI plant, that Tesla took over, next door to Solyndra, was said to "not ever be a possibility for Tesla to use" in the news, by Elon Musk. Dianne Feinstein arranged for Tesla to use NUMMI and told NUMMI workers they would all be employed. Most were not hired and Tesla hired off-shore workers to replace many of them.
- * There are thousands of news articles online that charge that Tesla Motors was funded as a political kickback operation and that it was about skimming the funding fees more than building the cars.
- * Even though the federal funding discouraged applicants from using taxpayer money to build buildings, due to the glut of empty factories, in America, at the time, Tesla tried to build buildings in multiple cities, got sued for fraud by some of the cities and then went to NUMMI. In every city deal, the property rights deals were designed as tax write-off profits for Tesla investors.
- * Tesla owners have blogged about over 150 defects with the car ranging from noise, to thermal issues, to range issues to get getting locked in the car and getting locked out of the car.
- * Goldman Sachs was involved in every part of the Tesla deals. Goldman Sachs is under investigation by Congress, and others for minerals commodity manipulations of minerals used in Solyndra and Tesla. Solyndra Afghan chemicals, in the Solyndra solar tubes spontaneously caught fire when installed on rooftops.
- * Elon Musk once spied on all of his employees by sending each one a different email with a slightly different secret in it to try to find out who was ratting him out.
- * Tesla told the U.S. Department of Energy, in it's writtem submission, that their car would cost 40% less and sell 2000% more than it actually did.
- * Tesla had no actual design for the Model S when it submitted it's materials to the U.S. Department of Energy. What was submitted by Tesla was artists ideas. Tesla then used the taxpayer money to figure out what it was going to do. The Tesla Model S has no engineering in it that was submitted to the U.S. Department of Energy.

* Bright Automotive, a competing applicant against Tesla in the Department of Energy funding, beat Tesla on every financial and engineering metric and had more customers demanding the car yet Bright Automotive got sabotaged by DOE staff because Bright did not make campaign contributions.

* Most of the Department of Energy "reviewers" had a financial and/or political connection to Tesla Motor's investors.

* Tesla Motors staff had personal relationships with all of the key White House staff of the first Obama White House. They all quit the White House mid-term.

* Emails and whistle-blower documents reveal that White House staff coordinated the Department of Energy Funding and that Steven Chu had a personal relationship with almost every Tesla investor and advisor. Steven Chu's nomination documents are mostly authored by Tesla investors and their associates.

* During the Tesla application process with the DOE, the Tesla design was \$200,000.00, PER CAR, overbudget, yet this was not disclosed.

The Facts Vs. Tesla Hype Jobs

Documents show there have been more Tesla fires that actually occurred than Tesla has reported in the media. Demand a public record of all actual Tesla factory fires, test car fires and Tesla battery fires that have actually occurred!

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



Elon Musk's Space Dream Almost Killed Tesla

By Ashlee Vance | [FOR BLOOMBERG](#)

Illustrations by [The Red Dress](#)

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

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

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

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



Illustration 19: The News Media Characterize Musk as A "Charleton", "P.T. Barnum" Man-Behind-The-Curtain Huckster

Rigging The White House and Department of Energy Hiring Rosters

The Secretary of energy was friends with all of Tesla's investors and co-owned their assets. 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. That is overt corruption.

The Federal MSDS Documents

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. Tesla does not disclose this to their buyers. MSDS documents are federal disclosure reports that detail each chemical in the Tesla plastics and the Tesla batteries that will kill, damage and mutate you. The details are horrific.

The Epic Engineering Screw-ups

The Epic Engineering Screw-ups And Cover-ups of Those Bad Decisions. 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 unless there were bribes involved?

The White House Rat Pack

The White House Rat Pack That Made The Illegal Crony Deals With Musk. 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.

The California Kickbacks

A Break-down of the California kick-backs. Tesla got over \$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 Slice of the Tesla Scam

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 Musk’s bankers at Deutsch Bank! Tesla did not disclose that the German’s conducted no testing of their battery system of any nature. The largest number of German investment bankers in history recently committed suicide after being confronted by these facts. This is widely documented in the news.

What The Experts Say

The Expert Organizations That Say Tesla Motors is Lying. Tesla is “*MORE likely to catch on fire than gasoline car*” per Bloomberg & MIT.

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

Text Size Print E-mail Reprints

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

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

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

0

Comments

Weigh In > Corrections? >

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Gallery



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

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

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

The firebomb sitting one inch under your whole family

The fire-bomb under your car seat in a Tesla. 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?

CAR NEWS
Tesla Model S Burns To The Ground At Norway Supercharger
by Paolo Acosta 2d ago
FOLLOW @NYFINANCE

MarketWatch
Home About Stocks VALUE INVESTING Economics Value Investors Links Trendless Reading
The market is no way to overvalued
Follow: Tison On China, Hedge Funds' Struggle, Worst Case For 2016

Man Dies After His Tesla Motors Inc Car Crashed Into

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

TESLA MODEL S SPONTANEOUSLY COMBUSTED ON NEW YEAR'S

GAS2
BURN RUBBER, NOT GAS
Hybrid / EV Biofuels Car Hacks / DIY Cycles Motorsp

Tesla Model S Bursts Into Flames While Charging
January 1st, 2016 by Steve Hanley
On New Year's Day, a Tesla owner in Norway plugged in his Tesla Model S at a SuperCharger station near Kjosstrand in the Aust-Agder region and went off to do some shopping while his battery recharged. A few minutes later, his car burst into flames and was destroyed. The duty officer at the campus police office of Jon Kårbres College told Norway's [YS News](#) "We received notification at 2.29 pm that a car was on fire near a cafe in Broklandsøra. We came out with the fire brigade and police, but it turned out that this car was burned out when the emergency services arrived at the scene." Fortunately, there was no one in the car at the time and there were no injuries.

YAHOO! TECH
TECH HOME REVIEWS HOW TO DEALS VIDEO GAMES POGUE APPLE HOLIDAY

Tesla Model S bursts into flames while super charging in Norway
Lulu Chang
Digital Trends
January 2, 2016

- Web
- Images
- Video
- Shopping
- Blogs
- More

- Anytime
- Past day
- Past week
- Past month

[The Blog of Cars - Tesla to recall Roadster 2.0 and 2.5 due ...](#) 

theblogofcars.com/2010/10/tesla-to-recall-roadster-2-0... Cached

Tesla will be recalling the Roadster 2.0 and 2.5 due to a **fire hazard**. The issue is that the 12V low voltage auxiliary cable, located behind the passenger side ...

[Tesla Model S Catches Fire: Is This Tesla's 'Toyota' Moment?](#) 

www.thecarconnection.com/news/1087401_tesla-model-s... Cached

What's far less clear is the effect that the **fire** will have on Tesla in the near ... **fire** battery pack Toyota Recall Fire risk ... About the 2010 Tesla Roadster;

[Tesla recalls 439 Roadster 2.0 and 2.5 electric cars due to ...](#) 

www.engadget.com/2010/10/04/tesla-recalls-439-roadster-2... Cached

Tesla Motors is pretty proud of the fact that it decided to recall 439 Roadster 2.0 and 2.5 vehicles after a single one saw "a short, smoke and possible ...

[Tesla Roadster recall over fire hazard | Ultimate Car Blog](#) 

www.ultimatecarblog.com/tesla-roadster-recall...fire-hazard Cached

If you're concerned about the fuel burning part you should go electric and in recent days there's quite a choice and the most exciting version of it is the **Tesla** ...

[Tesla Motors - Wikipedia, the free encyclopedia](#) 

en.wikipedia.org/wiki/Tesla_Motors Cached

[Overview](#) | [Corporate...](#) | [History and...](#) | [Car models](#)

Tesla Motors, Inc. is a California-based company that designs, manufactures and sells electric cars and electric vehicle powertrain components. **Tesla** ...

[Top Speed - Tesla Roadster Being Recalled Due To Potential ...](#) 

www.topspeed.com/cars/car-news/tesla-roadster-being... Cached

Tesla Roadster being recalled due to potential **fire hazard** ... The California-based electric carmaker has issued a voluntary safety recall of the Roadster 2.0 ...

Exploding Apple iPhone crisis covered up to protect Silicon Valley campaign financiers

By Andrew Miesner- London

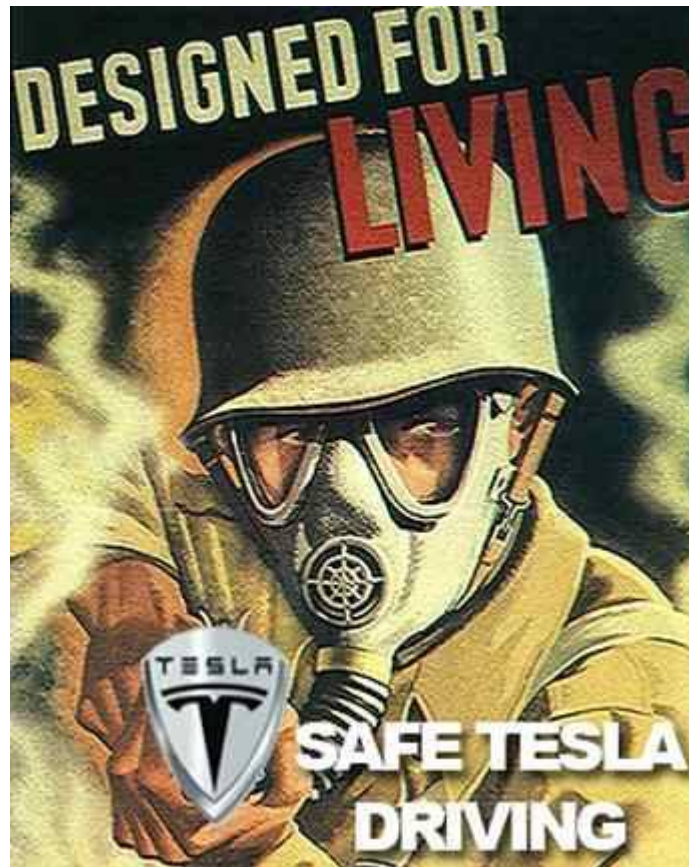
As if Apple does not have enough problems with the revelation that any Apple product can now be broken into to spy on you, a new threat-in-your-pocket has emerged: The lithium ion batteries in Apple products explode far more often than has been reported.

Children have been set on fire, Apple stores have gone up in flames and passenger compartments on planes have been turned into toxic-smoke-filled chambers thanks to the volatile iphone battery.

Government cash mooch Elon Musk and his Silicon Valley billionaires own the lithium ion industry.

They want you to practice more “walk away, nothing to see here” and less introspection. A search for the phrase “smoke in cabin” in FAA and other aviation databases reveals thousands of incidents, though.

Lithium ion batteries are a toxic combination of metals mined from Bolivia and Afghanistan that become more unstable over time and emit toxic fumes when they go off.



The Silicon Valley billionaires took a monopolistic interest in them when they found that political benefactors would give them tens of billions of dollars of taxpayer handouts in exchange for campaign support with their search engines.

The Silicon Valley VC's didn't do their homework. The Tesla and Fisker lithium ion electric car fireballs are testaments to their failures. According to federal documents, the fumes that come from from burning lithium ion batteries cause cancer, fetal mutation and brain damage.

In an election year, the Silicon Valley-ites will do anything to cover these facts up. Fox News, though, not so much...

A woman on an Alaska Airlines flight last week was terrified when her lithium ion iPhone burst into flames during a flight to Hawaii.

According to Mitch Pittman of KomoNews.com, the Alaska Airlines flight from Bellingham, Washington, to Hawaii was en route when Anna Crail's iPhone 6 caught fire while she was watching a movie. Crail released a statement to KomoNews.com, saying, "When it started I thought we were going down,

and I was like, 'Oh my god, there's a fire on the plane.' All of the sudden there was like 8-inch flames coming out of my phone. And I flipped it off onto the ground and it got under someone's seat, and the flames were just getting higher and a bunch of people stood up."

The flight was carrying 163 passengers when the fire broke out, but crew members onboard handled the situation quickly by extinguishing the flames. Unlike the recently banned hoverboards, airlines weren't nearly as concerned about fires related to cell phones, but that could change after this incident. Aviation expert John Nance also told KomoNews.com, "First of all, it would have to be an occurrence on a daily basis before that would ever be tolerated by the flying public. This is not the sort of situation where you have a hoverboard in the overhead, or stuffed in baggage, which is a big concern. The iPhones are almost universal on your person or right by you, so this is not something that's not going to be discovered until it's a problem." iPhone up in Smoke on Plane, Australian Air Safety ... -

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



posted on Feb 3rd 2014 by Kevin Krause [Share This Story](#) [Tweet](#)



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

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

An iPhone began **smoking and partly melted** aboard an Australian plane, leading to an investigation by the Australian Transportation ... [http://www.foxnews.com/tech/2011/11/29\[...\]d-by-australian-air-safety-bureau.html](http://www.foxnews.com/tech/2011/11/29[...]d-by-australian-air-safety-bureau.html)

Girl says **iPhone burst into flames** mid-flight - FOX 8 WVUE New A spring-breaker says her iPhone burst into flames mid-air on a flight to Hawaii, startling passengers.
[http://www.fox8live.com/story/31519605\[...\]ys-iphone-burst-into-flames-mid-flight](http://www.fox8live.com/story/31519605[...]ys-iphone-burst-into-flames-mid-flight)

Girl's **iPhone bursts into flames mid-flight**: 'I thought we were going Girl's iPhone bursts into flames mid-flight: 'I thought we were going including Fox network news,
[http://myfox28columbus.com/news/offbea\[...\]e-were-going-down-03-20-2016-231613347](http://myfox28columbus.com/news/offbea[...]e-were-going-down-03-20-2016-231613347)

Report: **iPhone Catches Fire** Mid-Flight - Alaska Airlines flight from Bellingham, Washington, to Hawaii was en route when Anna Crail's iPhone 6 ... [https://news.google.co.uk/news/more?nc\[...\]IrSikM8WaYjNFVNf2NwM&authuser=0&ned=uk](https://news.google.co.uk/news/more?nc[...]IrSikM8WaYjNFVNf2NwM&authuser=0&ned=uk)

Lithium batteries brought down MH370, says investigator ...KUALA LUMPUR: One investigator, Bruce Robertson, has taken to his website to give a novel analysis of what happened to Malaysia Airlines Flight MH370 which ...[http://www.freemalaysiatoday.com/categ\[...\]brought-down-mh370-says-investigator/](http://www.freemalaysiatoday.com/categ[...]brought-down-mh370-says-investigator/)

MH370: Deadly Carbon Monoxide **From Burning Lithium-Ion** MH370 search A woman walks past placards highlighting the missing Malaysia Airlines flight MH370, during a remembrance event in Kuala ... [http://www.ibtimes.com/mh370-deadly-ca\[...\]tteries-filled-cabin-crash-new-1987491](http://www.ibtimes.com/mh370-deadly-ca[...]tteries-filled-cabin-crash-new-1987491)

MH370: Lithium mobile phone batteries on board ... MH370 mystery solved? 'Explosive batteries' could have downed plane which vanished A DEADLY cargo of mobile phone batteries caught fire and caused a catastrophic ...[http://www.express.co.uk/news/world/61\[...\]lone-batteries-missing-Boeing-777-crash](http://www.express.co.uk/news/world/61[...]lone-batteries-missing-Boeing-777-crash)

The “Worst Possible Engineering Concept For Batteries”!

Federal

The image shows a USPS advertisement with a dark blue background. At the top, the text reads "IS YOUR PACKAGE SAFE TO MAIL? You could be mailing hazardous materials and not even know it." Below this, a red-bordered box contains the USPS logo and the text "SAYS LITHIUM BATTERIES ARE DANGEROUS!!". In the center, various household items are displayed, including a mercury thermometer, household cleaner, a mobile phone, paint or varnish, fireworks, and aerosols. A red circle highlights a mobile phone with the text "CONTAINS LITHIUM BATTERY" next to it. At the bottom, there is a warning section and a URL for more information.

IS YOUR PACKAGE SAFE TO MAIL?
You could be mailing hazardous materials and not even know it.

UNITED STATES POSTAL SERVICE
SAYS LITHIUM BATTERIES ARE DANGEROUS!!

MERCURY
Household Cleaner
BATTERY
CONTAINS LITHIUM BATTERY
PAINT OR VARNISH
FIREWORKS
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BATTERY
CONTAINS LITHIUM BATTERY

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

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

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

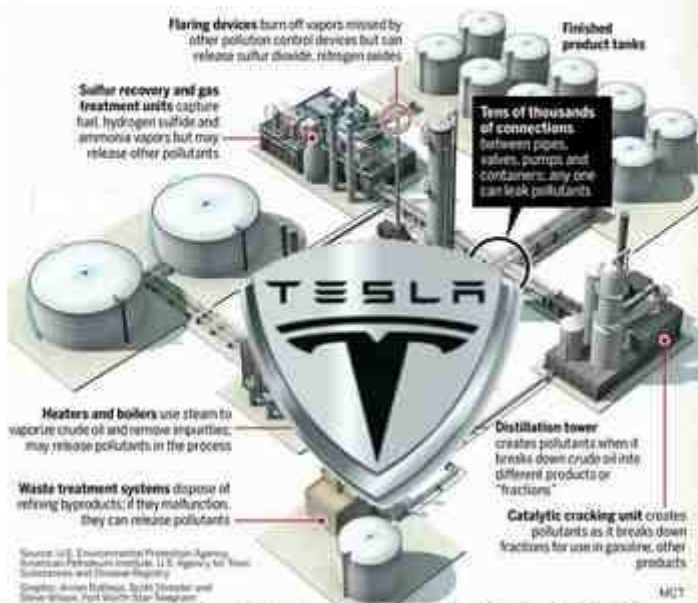
Visit usps.com/ship/can-you-ship-it.htm for more information.

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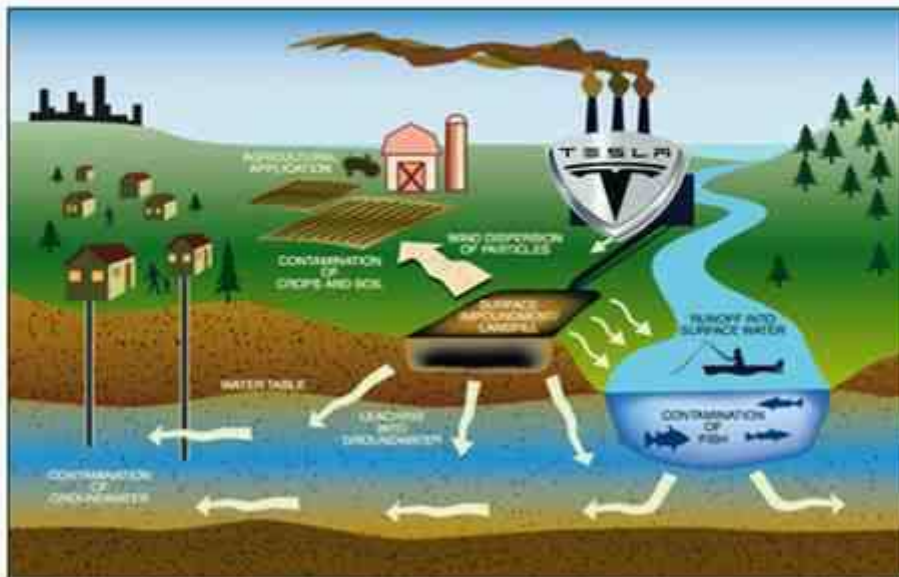
Investigators say Tesla is using “exploding flashlight batteries that were never intended to be used in cars, in an improperly shielded box” to power the car instead of commercial energy storage technology. They say Tesla has “85% less lithium crash protection on the Tesla than ANY OTHER ELECTRIC CAR”. All other companies had to recall EXCEPT Tesla.

The Toxic Tesla Gigafactory

How the Tesla Gigafactory Can Pollute The Air



TESLA SOIL POISONING:



The Gigafactory: Death In The Desert

When reporter Andy Barron was attacked and beat-up by Elon Musk's hench-men at the construction site for the Nevada Tesla “Gigafactory”, the toxic secret about Tesla's dirty plans started to unravel.

Was the death of Gary D. Conley, the Cleantech CEO found with a bullet in his head, in the scrub brush behind the Air Force base, also connected to this? Conley blew the whistle on side-by-side federal funding scammers Solyndra (Raided by the FBI) and Tesla.

There are quite a large number of beat-up, harassed and dead bodies in this tale!

To understand why a “green car company” might go to such lengths you need to go to the drugstore and buy a big sponge and a little bottle of black India ink.

Get a one inch, or thicker, sponge that is super dry, not one of those slightly moist kinds. Try to find one about 4 inches by 6 inches.

Now take a dinner plate and pour about a quarter inch of ink on it.

Now drop the perfectly dry sponge on top of the ink and OBSERVE!

The black stain starts at the bottom of the sponge and creeps UP, through the whole sponge, until the entire sponge is black. That was interesting but...wait, something isn't right, you say to yourself...GRAVITY! Huh?

Yes, you just watched something seem to “defy gravity”. A material, on it's own, seemed to go up, and left and right, against the flow of gravity. But, wait, that's not what you were taught in school!

That plate full of black goo is the Tesla Gigafactory and it's run-off, that dry sponge 500 miles of the dry desert soil of Nevada. The black goo, itself, is one of the most lethal cocktails of chemicals that mankind has ever attempted to commercialize.

The reason the Tesla Gigafactory is hidden behind sand-swept berms in the desert is because they don't want you to notice it. They want it to deliver it's toxic package to the soil, air and workers of Nevada in a tidy, hidden package.

Those toxins can move through hundreds and hundreds of miles of the air.

Those toxins can move DOWN through miles and miles of soil and then SIDEWAYS, in every direction, for over 500 miles! Yes, solid soil has toxic rivers that creep through it, and never stop spreading. Tesla is a Death Factory.

In China and other parts of Asia, the same kind of battery factories have killed thousands of workers, poisoned hundreds of towns and inflicted tens of thousands of people with deadly diseases and mutated babies. Elon Musk and Harry Reid knew that these dangers existed by they wanted the tens of millions of dollars in profit, that they plan to make off of this factory.

All of the current Tesla batteries and every future planned Tesla batteries using chemicals which are proven, without question, and by the U.S. Government, to be deadly. When mixed together they become worse. While mixing them together, as a worker, they kill you in an amazing number of ways. This is not speculation. Read the federal MSDS sheets on each chemical and combination of chemicals.

Look at what happens to a worker even 100 feet from the dust created by the powders used in the batteries. Those powders can travel to Reno and Las Vegas, on the wind, in minutes.

Elon Musk says: “Don't worry”, walk away, nothing to see here. He says that the only immediate neighbors are “funky whorehouses”, why worry? Know will care about a few poisoned hookers. He lies.

The toxic air and water from the Tesla Gigafactory will reach all of Nevada and Utah and California and keep on going.

Green advocates wring their hands at “Climate deniers” and cry that “Those who ignore scientific facts and historical documentation of damage to humans should be put in jail!”

In the case of the Tesla Gigafactory, The U.S. Government, and every major University has released deeply peer-reviewed scientific proof that Tesla's battery chemicals explode, cause fires, kill, cause cancer, kill towns, poison crops, travel vast distances in the air and soil, cause brain damage, cause liver damage and mutate the fetus. The indisputable historical facts about these factories in China and Southeast Asia has proven that those dangers always happen.

The scientific proof is rock-solid. To allow the corrupt Tesla operation to continue is a crime against humanity. Elon Musk, and his partners, may even kill to hide this trillion dollar lethal secret.

The Technical Background:

Let's begin by looking closely at the soil. Because chemical transport, interactions and transformations occur in soil, soil composition is important in water and chemical movement. Soils are composed of three phases; solid, liquid and gas. The solid phase includes primary particles of sand, silt, and clay, organic matter, and rocks and minerals too large to be classified as sand. Soil water is the liquid phase, and air is the gaseous phase. Water and air fill the void space in soils. The amount of air and water in the void space influences microbial activity, water movement and chemical movement in soils. In saturated soils, the void space is filled with water.

Although saturated flow conditions may occur, under prolonged saturation, anaerobic processes begin to prevail. As water cycles through the environment, it carries dissolved Tesla chemicals. Water movement is generally the most important process that transports chemicals through soil.

Tesla's manufacturing activities contribute to chemicals in water and soils. These chemicals may come from Tesla's cars, factory transport trucks, applied compounds, waste products, or accidental spills. Specific examples include sewage, wastes, cleaning processing wastes, industrial chemicals, dry cleaning solvents, landfill leachate, fuel, motor oil and factory equipment cleaning products. Chemicals are seldom put in water to intentionally degrade water quality. Rather, as water moves from the soil surface to groundwater (or surface water bodies) it contacts chemicals in the soil and dissolves some of them.

The water carries those dissolved chemicals with it as it moves. The major processes that move chemicals through soil are diffusion, convection and hydrodynamic dispersion.

Diffusion

Diffusion is the movement of Tesla's toxic chemicals from areas of high concentration to areas of low concentration. Diffusion occurs due to the random movement of chemical molecules. This motion is due to nonuniform, random collisions of molecules. An example may help us visualize this concept. The billiard balls act as individual molecules would, by distributing themselves more evenly within the available space.

Since the number of collisions tends to be greater where many billiard balls are located, the collisions tend to move a ball away from other balls. Similarly, molecular collisions result in molecules moving from regions of high concentrations to regions of low concentrations. Compared with other transport processes, diffusion is a relatively slow process. You can see an example of gaseous diffusion utilizing a glass tube with cotton batting stuffed in both ends. Hydrochloric acid is added to one end of the tube, while the opposite end receives ammonium hydroxide. Both substances produce gases that diffuse from the ends of the tube toward the middle. Where the two gases meet, they react chemically producing ammonium chloride, visible as the white powder being formed at the location where the gases meet.

Because diffusion is slow compared to chemical transport in convecting water, diffusion is not readily apparent when viewing water and chemicals moving through soil.

Convection

Convection is fluid motion caused by external forces. An example of convection is water flowing along a stream bed. This flow occurs when water moves from higher elevation to lower elevation. This flow is due to a difference in energy levels at the two elevations. Water at the higher elevation (point A) has a greater potential energy than water at the lower elevation (point B). This potential energy difference causes the water to move from point A to point B. When the potential energy difference is large and occurs over a short distance, the water moves quickly. We see this in rapidly flowing surface runoff water, streams and waterfalls.

When the gradient of the soil surface elevation is small, the flow of water down a stream is fairly slow. Movement of water and chemicals in soil occurs due to differences in the potential energy of water in the soil. The potential energy level is usually due to gravity and attractive forces associated with small pores between soil particles.

In a demonstration, the potential energy of soil water is much larger in the wet soil near the soil surface than it is in the dry soil below. As infiltration begins, the distance between the soil surface and underlying dry soil is small, so the soil water potential energy gradient is relatively large. Consequently, water moves fairly rapidly into and through the soil. Later, when the same soil is wetted to a much deeper depth, the distance between the soil surface and underlying dry soil is larger. The soil water potential gradient is now much smaller. Consequently, water moves into and through the soil much more slowly.

Whether it moves rapidly or slowly, this flow of soil water is called convection. The transport of chemicals in soil water is called **advection**.

Hydrodynamic Dispersion

When water moves through soil, it travels around soil particles and rocks, following flow paths that act like a bundle of capillary tubes of different lengths. Water and chemicals following these tortuous paths create a phenomenon called hydrodynamic dispersion. (1) Two water molecules may follow different flow paths, so the actual distances they travel may be quite different. So, they may arrive at the same destination at substantially different times. (2) Since the actual water flow paths in most soils must curve around solid soil particles and air space, water and dissolved chemicals follow a tortuous path. This demonstration helps us see how the length of the flow path affects the arrival time of water and chemicals. The two tubes represent two different flow paths water may take when leaving point (A). Both tubes begin at the same point, but one is fairly short, and the water leaving (A) arrives at (B) quickly. The second tube curves frequently, creating a tortuous path for the water to follow. Consequently, the distance water must travel to arrive at point B is greater if it travels through the tube on the left. Saturated flow through soil is similar to flow through different length tubes. Therefore, chemicals entering the soil at the same time arrive at a given depth at different times. When a chemical first appears at a point below the soil surface, its concentration in the soil water will be less than the concentration at which the chemical was first applied. This is because of dilution, which occurs independently from any interaction of the chemical with soil particles.

This model helps us begin to understand some of the important concepts of how water and chemicals move through soil. Water movement in real soil is not so ideal, however. Soils are not uniform in texture or structure; or in the distribution of their organic matter. Some pore spaces between soil particles may be blocked, SLOWING water and chemical movement. Large cracks, animal burrows and former root channels may exist which allow rapid movement of water and dissolved chemicals.

When water and dissolved chemicals move in a non-uniform manner through soil, the movement is often called preferential flow. Soil layers of differing textures and densities can also cause the flow of water and chemicals to vary.

Interactions

Chemical characteristics influence the ability of substances to be transported. Characteristics of particular interest include solubility, sorption and density. Chemicals that are more soluble at the soil's pH tend to move more easily with water than chemicals that are less water soluble. In contrast, chemicals with lower water solubilities will tend to attach to clay particles and organic matter near the soil surface. Some of these will form chemical precipitates. If soil particles are moved by water or wind erosion, attached chemicals will move with them. In this way, chemicals are carried across the soil surface away from their point of application, and sometimes into surface water. Chemicals that are only slightly water soluble can still reach surface or ground waters. However, their rates of movement will tend to be slowed through interactions with soil particles.

Adsorption often refers to the process where molecules are attracted to the surface of soil particles.

True adsorption occurs when molecular layers form on a soil particle surface. When molecules commingle with another substance, we refer to the process as absorption. Most soils absorb water and chemicals, although in amounts much less than those adsorbed. In practice, it is difficult to distinguish between absorption, adsorption and other processes. Desorption is the process by which molecules are detached from the surface of soil particles. Adsorption and desorption usually occur simultaneously. Molecules and ions are continually transferred between the soil solution and soil particle surface.

Since the specific process is difficult to measure, the more general term, sorption, can be used to describe how a chemical is held in the soil. Clay particles and organic matter are the most chemically active soil solids. They are the major soil components to which chemicals sorb. Most chemicals are subject to forces of sorption. Examples include simple inorganic ions such as calcium, sodium, and ammonium. Complex organic chemicals such as humus, many pesticides and industrial solvents are also sorbed onto soil. Chemicals such as phosphorus, and similar Tesla chemicals, that are strongly sorbed to soil particles near the surface of most soils will tend to contaminate surface water if erosion is a problem.

Chemicals, such as nitrate, that are more water soluble and less strongly sorbed to soil particles, will tend to contaminate ground water if rainfall or irrigation exceeds plant water use. Positively charged ions (called cations) are attracted to a negatively charged site on clay or organic particles. The movement of cations between clay or organic particles and the surrounding soil water is called **cation exchange**. It is an important process. It controls the mobility of many chemicals through the soil profile. Cation exchange is seldom observed with most organic chemicals that might be added to the soil, because few organic chemicals carry positive charges at a normal soil pH. However, some examples do exist. The pesticides Paraquat and Diquat are examples of cationic pesticides that can be sorbed onto soil particles through cation exchange. A number of other bonding mechanisms exist by which organic compounds are sorbed to soil surfaces.

For any given Tesla manufacturing or cleaning compound (organic or inorganic), it is likely that a combination of mechanisms is responsible for sorption onto soil. Whatever the mechanism, soil organic

matter is the principal sorbent for many nonionic organic chemicals. It is important to know a particular chemical's attraction to organic matter, and the amount of organic matter available in a particular soil. Then one can estimate the leaching potential of various chemicals used in a management system.

Many demonstrations show two chemicals, one is sorbed to the soil, the other is not. A yellow solution, like nitrate, is not sorbed to the soil, while a red, like ammonium, is sorbed. Because it is not sorbed, the yellow solution reaches the bottom of the soil column fairly rapidly, while the red solution is sorbed to the soil surface, restricting its downward movement. It should be noted that while the soil retains red solution, the soil does not prevent it from moving downward. The soil merely slows the rate of the red dye movement, relative to the rate of the water movement. Obviously, the same amount of water moving through the soil would affect the depth of movement of these two chemicals quite differently. Chemicals applied to land surfaces are not the only source of contaminants affecting ground and surface waters. Fluids that leak from underground storage tanks can also move to ground water, and can move to nearby surface water. Frequently such chemicals do not mix with water. Their transport is less predictable than transport of chemicals that are more soluble in water. One interesting aspect of chemical transport involves whether chemicals are more or less dense than water. This demonstration shows a chemical developing fingers because it is more dense than water. These fingers of concentrated chemical sink to the bottom of the water column before they appreciably mix with the water. Spilled chemicals that are more dense than water will tend to sink to the lower depths of a ground water aquifer.

Chemicals that are less dense than water (for example, gasoline) will tend to float near the top of a ground water aquifer. Without significant mixing due to groundwater movement, chemicals that are approximately the same density as water tend to remain near the top of a groundwater aquifer. So, chemical sorption to soil particles, chemical solubility and chemical density all affect the rate of chemical transport.

Transformation

Tesla chemicals undergo numerous transformations in both soil and water. Hydrolysis, photolysis, oxidation, and reduction are some of the most common transformations. Hydrolysis is the cleavage of molecules by water, and is one of the most important reactions in breaking down pesticides. Hydrolysis can occur in the soil with or without microorganisms. Photolysis is the process where ultraviolet or visible light supplies the energy for decomposition of chemical compounds. Photolysis can be a very important chemical transformation process. Oxidation is the process where a chemical loses electrons, such as rust forming on iron. Reduction is the process where a chemical gains electrons. Reduction can be a non-biological process, or a biological process as in anaerobic sewage treatment.

The transformation frequently simplifies the chemical nature of the substance. Degradates or metabolites are the terms used for products transformed from the original chemical.

These products may be sorbed to soil more or less strongly than the original compounds. They may also be more or less hazardous than the original compound. For example, Malathion is an organophosphate insecticide commonly used both in agriculture and in and around commercial and private residences. Soil bacteria may chemically convert Malathion into a closely related compound called Malaoxon, which is more toxic than the Malathion itself.

One demonstration shows how chemical transformations can occur in soils. The rate at which such transformation occurs depends upon the location of the chemical in the soil. If a transformation is biological, and it is enhanced by aerobic conditions, it is likely to occur more rapidly near the soil surface. The soil surface has more nutrients and oxygen available for microorganisms to grow. One demonstration also shows that two different chemicals, represented by red and yellow colors, may be transformed at different rates. The red dye is rapidly degraded and becomes colorless, while the yellow dye is only slightly degraded during this demonstration. For transformations that involve organic chemicals, such as most pesticides, we use the term half-life in discussing the rate of transformation. This simply describes the length of time required to transform 50% of the existing chemical. The amount of chemical remaining reflects an exponential decrease over time, since after one half-life time period, 50% of the original chemical remains. After two half-life time periods, 25% of the original chemical remains. After three half-life time periods, 12.5% of the original chemical remains, and so forth. The “model” used to describe the disappearance of the original chemical over time creates the perception that: (1) the chemical never is completely transformed, and (2) the transformation rate is well defined. Neither is completely true, although experimental data are often reasonably well described by this exponential decay model.

The combined effects of water movement, soil interaction and transformations determine chemical concentrations below the root zone. Let’s look at examples of two toxic Tesla chemicals as they move through soil. In the first example, a chemical that is strongly sorbed to a soil is compared with one that is only moderately sorbed. We assume rainfall or irrigation exceeds crop water use, for at least some of the days during the growing season. We also assume the half-life of each chemical is the same and the water table is well below the root zone of the crop. The moderately sorbed chemical moves noticeably deeper into the soil profile after rainfall. The strongly sorbed chemical moves much more slowly. Half way through the season, the moderately sorbed chemical is below the active root zone of the crop, while the strongly sorbed chemical is still near the soil surface. The strongly sorbed chemical is less likely to contaminate the ground water. However, if substantial soil erosion occurs, we would expect to find the strongly sorbed chemical and sediment in nearby surface water. Depending upon the depth to ground-water, the moderately sorbed chemical may be degraded before reaching the water table. Conversely, if the water table is near the bottom of the root zone, it is likely that the moderately sorbed chemical will find its way into ground water before it is completely degraded. The second example includes two chemicals that are moderately sorbed to soil. The first chemical has a relatively long half life; the second chemical has a short half life. When they move below the root zone near mid-season, the first chemical is still present in fairly high concentrations. The second chemical with the shorter half-life is present in low concentrations. The chemical fronts tend to broaden as they move downward. This is due primarily to hydrodynamic dispersion, although some diffusion also occurs. Hydrodynamic dispersion spreads out the chemical and reduces its maximum concentration at a particular point in the soil.

Summary:

Summary Point #1: The concepts of diffusion, convection, and hydrodynamic dispersion relate to the transport of Tesla's toxic chemicals through the soil.

Summary Point #2: Solubility, sorption and density are the characteristics that have the most influence on the way toxic Tesla chemical substances interact with soil.

Summary Point #3: As toxic Tesla chemicals are transported through soil, they can be altered by biological or chemical processes, or remain relatively unchanged.

Summary Point #4: Transformations may form new substances which may be more or less environmentally hazardous than the original Tesla chemical. Transformations may also produce substances that have different characteristics than the original chemical. These characteristics may affect the ability of the substance to be sorbed, degraded or dissolved. Tesla has no plans, systems or technology planned, or in place, to measure these chemical changes between their factories and the borders of various cities and states

It is a total lie, by Elon Musk, for him to say that the poisons from the Tesla factory will not soon end up in every structure in Las Vegas, with a concrete foundation. Concrete is a sponge. While Harry Reid, Dianne Feinstein and Elon Musk, who all own stock and other financial assets in this, and related ventures, would like these facts covered up, they are now available for your introspection.

How To Document These Dangers:

Previously- You needed to hire a deep drilling truck, an entire testing lab and drill out a grid across many miles of land at massive expense per drill site. That is no longer needed. You can now test counties and neighborhoods with handheld test devices that are far less expensive. Many groups buy their own systems and have parents swap neighborhood testing duties supervised by a technical aid.

Devices to self test include, but are not limited to:

<http://www.bruker.com/products/x-ray-diffraction-and-elemental-analysis/handheld-xrf/s1-turbo-sdr/s1-turbo-sdr-overview.html>

http://ieeexplore.ieee.org/xpl/login.jsp?tp=&arnumber=4997968&url=http%3A%2F%2Fieeexplore.ieee.org%2Fxppls%2Fabs_all.jsp%3Farnumber%3D4997968

<http://cwmi.css.cornell.edu/soilquality.htm>

<http://www.sciencedaily.com/releases/2010/06/100609201310.htm>

and many hundreds of other devices.

Once generalized testing has targeted problems, limited testing can be conducted and the test cores can be tested on-site with the hand-held devices.

Many outsourced testing companies are controlled by your opposition, so be careful. Try to do it all yourself and control everything.

The Most Toxic Box In The World is a Tesla Battery Pack

An unprecedented alliance of leading scientists, health professionals, and children's and environmental health advocates agree for the first time that today's scientific evidence supports a link between exposures to toxic Tesla lithium ion chemicals in air, water, food and everyday products and children's and fetal risks for neurodevelopmental disorders. U.S. federal MSDS documents prove Tesla lithium ion batteries to be deadly.



TOXIC FUMES FROM TESLA FIRES

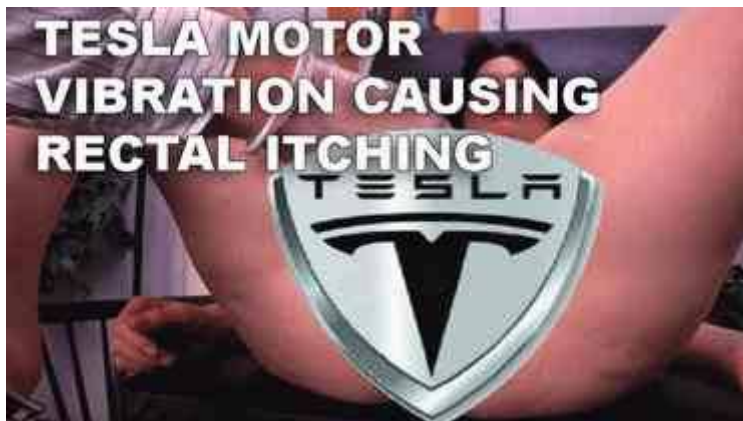
Tesla Covers-Up Defects

The NDA. 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 Tesla bought brand new robots, why did the Tesla cars get worse in a pre-configured factory with billions of dollars of past car preparation? Is it because Tesla has no clue about what they are doing?



**George Clooney Tells Tesla:
“Why am I always stuck on
the side of the F*CKING
road...make it work!”**





As other have noted, this has not been a secret, every Tesla owner knows about this. Second, most reports I have seen, and my own experience, puts the previous vampire loss at about 3kWh, not 4.5. With the latest update, that has been reduced to about 1 kWh. And they are not done optimizing yet.

I think the idea of it being a "secret" comes from the fact that this is a weakness that the general media doesn't cover. Not yet anyway. I think if it were common knowledge that every Tesla born is like plugging in a couple of incandescent light bulbs forever whether you use the car or not, its reputation might be just a little less rosy. Lord knows if it were the Volt with this kind of issue, it would be top headlines on the hour on Fox News.

You may know this author better than I, but I didn't see any evidence that he used an inaccurate methodology. He was very clear about how it was done, and acknowledged that he could use a larger sample size to draw more accurate conclusions. Rather, it seems to me it's *your* claim that the latest update reduces daily vampire drain to 1 kWh that could use some evidence. I certainly wouldn't take it from a Tesla forum or Tesla corporate, which should automatically come with questions about objectivity. And this 1 kWh figure seems directly in contradiction to the author's findings by a wide margin.

IMO, a lot of time has passed with a known and significant issue (actually a set of related issues it seems), and despite promises and a concerted effort, what seems like it should be an eminently solvable problem has not been solved at all. As someone who's worked in IT for over 30 years, If I were in charge of R&D there, I'd be feeling like I should maybe offer my resignation! There is a tendency to look at Tesla with rose-colored glasses, something I'm seeing even in this thread, and IMO this issue is potentially more of a problem for Tesla than the recent spate of road-incident fires.

Originally Posted by **MrEnergyCzar**
How many KWH per day does a plugged in Tesla draw? 2? What amount are we talking about here? Thanks...
MrEnergyCzar

According to the article, he's seeing an average of 3.5 kWh per day after the latest software update.

Last edited by volt11; 15 Hours Ago at 11:53 PM.

Reply With Quote

8 Hours Ago

#13

richard13
Member

Join Date: Oct 2013
Location: Mill Creek, WA
Posts: 68

Originally Posted by **bonaire**
I love my 2011 hold mode. It is called mountain mode. Works great for my long distance trips.
I personally don't consider Tesla vehicles as green. From 10,000 miles out of rear 21" tires to more kWh per mile than other cars to the excess power from the motor and far too large a battery subsystem. Add to that the vampire drain and it just isn't conservative enough for my tastes.

I agree with this. To me the Tesla is less of a green automobile and more of a wasteful alternative fuel sports car.

Yesterday, 06:08 PM

#7

zete

GMI Staff Member



Join Date: Dec 2005
Location: NCR, Great White North
Posts: 8,761
Thanks: 0
Thanked 2 Times in 2 Posts

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

What interests me most is that the 23-25 mile loss overnight the writer of the article mentions is in line with what the NY Times mentioned and yet Musk claimed it wasn't so. It's recently been "improved" to a 15 mile loss, but that's still substantial.

Others have pointed out the loss overnight and were pooh-poohed by Silicon Valley types claiming biased reporting. But it seems there is a problem and losing 20 or so miles overnight could be the difference between getting home and getting stranded.

Yesterday, 02:24 PM

#1

LovelyMoon

2.4 Liter SIDI ECOTEC



Join Date: Oct 2013

Posts: 254

Thanks: 14

Thanked 57 Times in 41 Posts

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

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

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

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

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

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

Wasted power

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

Read more: <http://www.greencarreports.com/news/...#ixzz2fsLv4ftz>

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

Dear Model S Owner,

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

REASON FOR THIS RECALL

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

WHAT TESLA MOTORS WILL DO

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

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

**YET ANOTHER WAY
TO SET YOUR
TESLA ON FIRE!**







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



ConsumerReports.org Find Ratings

Consumer Reports' Tesla Model S P85D breaks—before testing begins
A broken power door handle is one of the most common Tesla problems

10/14/2016 10:15:10 AM EDT

BROKEN?

Find Ratings
Hybrid/EV
Door Handle Problem

A new car doesn't have problems when you're about to go for a test drive. But Consumer Reports' 2017 Best Used Cars Honor S P85D, with the long-range battery pack, has a broken door handle that is so common, it's a problem. (More: Why the Bug got a Year's Best?)

After we'd driven the P85D for a few 100 miles, we got our 1,000 miles on the odometer. The broken door handle broke. The door handle in the front is connected electrically to the car's body with the side of the car when they're not in use. That's up to the car with the way the car is built, and the handle broke out.

to allow you to grab them

Always use the side of the car to grab the door of our P85D when it's not in use. We're on the way to repair the door from the outside.

Illustration 20: CONSUMER REPORETS: "TESLA MODEL S BREAKS"

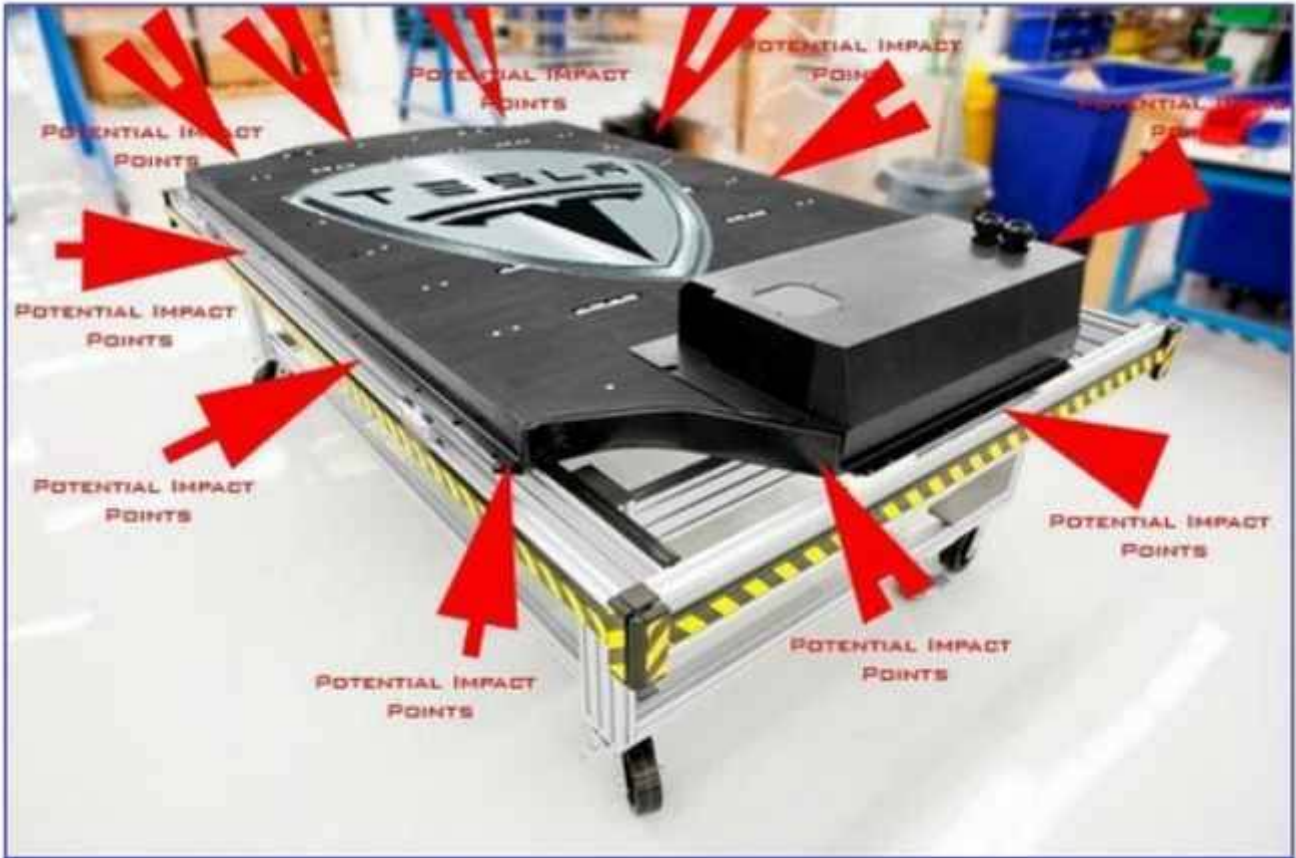


Illustration 21: THE TESLA BATTERY PACK HAS MORE PLACES TO BE STRUCK AND FORCED INTO AN EXPLOSION THAN ANY OTHER CAR ON EARTH



Illustration 22: MANY OF THESE FIRES WERE NEVER REPORTED TO REGULATORS. TESLA RUNS COVER-UPS!



Illustration 23: MULTIPLE ENGINEERING COMPANIES SAY TESLA IS A "FAILED TECHNOLOGY"

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

1. INTRODUCTION

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

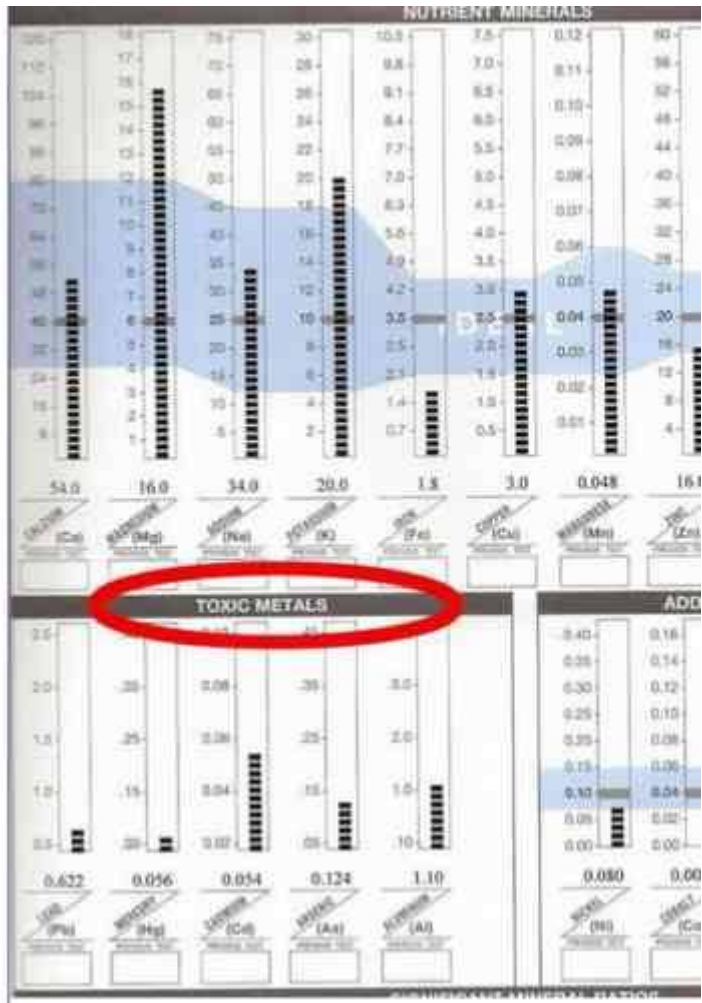


Illustration 25: THOUSANDS OF SCIENTIFIC TESTS PROVE THAT THE CHEMICALS IN TESLA BATTERIES ARE FULL OF DEADLY TOXINS



▶ 00:24 · 11/19/2013 · By USA News

YouTube · 28 views



▶ 00:23 · 11/19/2013 · By CBSTV Videos

YAHOO! NEWS



▶ 02:36 · 11/19/2013 · By CNBC Videos

YAHOO! NEWS



▶ 11/2/2013 · By Russ Finley

THE CHRISTIAN SCIENCE MONITOR



Tesla car fires under investigation



Elon Musk on Tesla charger recall



Feds investigate Tesla fires



Tesla Fires Raise Doubts About Seemingly Untouchable

By TOM KRISHER, AP Auto Writer
Updated 2:09 pm, Thursday, November 7, 2013

VIEW: LARGER | HIDE

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◀ PREV NEXT ▶



In this Wednesday, Nov. 6, 2013 photo provided by the Tennessee Highway Patrol, emergency workers respond to a fire on a Tesla Model S electric car in Smyrna, Tenn. Spokeswoman Liz Jarvis Shean says Tesla has sent a team to Tennessee to investigate the fire. Two other Model S cars have caught fire in the past five weeks, one near Seattle and the other in Mexico. Photo: Tennessee Highway Patrol, AP



Illustration 26: TESLA EXPLODES IN MEXICO CITY



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

Who Bricked The Electric Car? You Did! ²

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

By Leo Joxter, February 23, 2012 @ 11:22am



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

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

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

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

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

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

So who is culpable here?

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

Door handle problems | Forums | Tesla Motors

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

Door Problem | Forums | Tesla Motors

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

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

The Tesla Model S is now Consumer Reports Recommended. The Model S isn't perfect, according to its owners, but none have reported any **problems with** the car's battery-powered electric drive system or with the enormous iPad-like touch screen inside the cabin.
money.cnn.com/2013/10/28/autos/tesla-model-s-consumer...

Tesla Model S: Glitches, Quirks, and Peccadilloes Roundup

Door locks are electronic on many cars. If a solenoid misfires, the **door** unlocks. ... the **door problems** are a lie despite Tesla's publicly acknowledging the **problem**, etc... When people write good things, they are true and you don't question them.
greencarreports.com/news/1081935_tesla-model-s-glitches-qui...

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

So I got my Tesla S Performance and was so excited to show it off to as many people ... Do you have 4.2 (1.19.42) installed? I had **problems with** this exact **door**. It only worked randomly. I did the update and it hasn't failed to work. The **door** seemed to get better (before my update) the more ...
teslamotorsclub.com/showthread.php/13213-Door-Won-t-Open!

Caltrans spokesman Philip Havins said the plan is to run both directions of the freeway on the westbound bridge.

The severed link was already stranding motorists. One driver making the journey from Arizona to Redondo Beach in an electric car became marooned after exhausting the 270 miles of charge on his Tesla. He was unaware of the freeway closure and lengthy detour.



Fires followed by floods: California faces dramatic climate year with El Nino, drought

MAROONED BY TESLA



What Can You Do To End This Corruption?

- 1.) Write the FBI, Congress and News Desks and demand that they all work towards the immediate arrest of Tesla executives.
- 2.) Promote these facts on your social media.
- 3.) Put a flyer on every Tesla you see and mail it to every person that has a Tesla parked in front of their house to inform them that they driving the **“Official Car of Modern Corruption”**.
- 4.) Do everything you can to make certain that the whole world knows about this travesty of justice and this ongoing corruption!
- 5.) Promote the books and full reports which go into great detail about the facts, above.
- 6.) Demand that the U.S. Congress appoint a “Special Prosecutor” to publicly investigate these charges!

Tesla is a criminal crony-corruption funded slap in the face to democracy, justice and ethics. It is a danger to the population and the self-aggrandizing toy of a misogynistic self-promoting megalomaniac. It must be shut down!



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- United States Senate Ethics Committee Reporting Procedures
- United States Inspector General Reporting Procedures
- EU Privacy and Press Freedoms Standards
- Common Law
- News publisher SLAPP rights

This is a “live book” on the internet. Grammer, typos, spelling errors to be corrected in the final edition. The final version of this book will be a box set of multiple volumes of over 2000 pages cummulative.

This book has been submitted to every known United States and EU law enforcement, securities market and investigative journalism office.

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Films Relative This Case:

In addition to the many films linked on this WIKI, a number of feature films detail the exact methods and actions that took

place in this matter, among them:

THE BIG SHORT

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

TOO BIG TOO FAIL

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

INSIDE JOB

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

MERCHANTS OF DOUBT

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

Automated mass internet manipulation attack “Troll Farm” Tactics used by Musk and The Silicon Valley Cartel to hype Tesla:

<http://www.news.com.au/technology/online/columbia-chemical-hoax-tracked-to-troll-farm-dubbed-the-internet-research-agency/story-fnjwnhzhf-1227383608441>

<http://www.freerepublic.com/focus/news/3297994/posts?page=17>

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Tesla’s Venture Capital Collusion, Market Rigging, Blacklisting and Valuation Fixing:

Silicon Valley cartel : Apple, Google, and others Conspire: A group of 60,000 Silicon Valley workers got clearance today to move ahead with a lawsuit based on an explosive allegation that Apple, Google, Adobe, and ... slate.com/blogs/moneybox/2014/01/15/silicon_valley_...

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