

Tesla Employees Warn of Defective Model 3 Batteries & Safety Defects

Lithium ion batteries: Cause wars in the Congo, Afghanistan and Bolivia; are owned by ex-CIA bosses; mutate fetuses when they burn; destroy your brain, lungs and nervous system when they burn; kill the factory workers who make them; cause Panasonic to be one of the most corrupt companies in the world; poison the Earth when disposed of; can't be extinguished by firemen; poison firemen; are based on criminally corrupt mining schemes like URANIUM ONE; Have over 61 toxic chemicals in them; come from an industry that spends billions on internet shills and trolls used to nay say all other forms of energy; are owned by corrupt U.S. Senators who are running a SAFETY COVER-UP about their dangers; have their dangers hidden by CNN and MSM because pretty much only the DNC people profit from them; are the heart of Elon Musk's stock market scam; the Obama Administration promised Silicon Valley oligarchs the market monopoly on lithium ion batteries and the sabotage of fuel cells in exchange for campaign financing and search engine rigging; United States Senators that are supposed to protect us from these deadly products own the stock market assets of them so they protect them and stop the FDA, OSHA, DOT & NHTSA from outlawing them...

By Ryan Whitwam

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Tesla Model 3

Tesla has made a number of fancy electric cars, but making them so fancy also means they're incredibly expensive. The Model 3 is supposed to be Tesla's mainstream "budget" offering, though production has been **slow to get underway**. Part of the problem may be the battery packs, which are manufactured at the huge Gigafactory in Nevada. Some former Tesla employees report that many Model 3 batteries were assembled by hand, and there could be quality issues that make them more prone to failure. Tesla, however, denies this.

The Tesla Model S and X both start between \$60,000 and \$70,000, and a lot of people simply won't pay that much for a car no matter how good it may be. However, the Model 3 is supposed to start at around \$35,000, making it a much more palatable option. Indeed, more than 400,000 people have paid a refundable \$1,000 fee to reserve one of the vehicles. CEO Elon Musk admits Model 3 production has been slow going.

According to current and former Tesla engineers, Tesla was still making Model 3 batteries partly by hand in the Gigafactory as recently as the middle of December. Production is supposed to be entirely automated,

so the company had to “borrow” dozens of workers from lithium-ion cell supplier Panasonic to complete work on the batteries.

It won't necessarily matter to people how their batteries were assembled, assuming they work correctly. However, some **Tesla** engineers have **told** CNBC that the batteries coming out of the Gigafactory could be flawed. They claim some batteries were manufactured without enough space between the individual lithium-ion cells. That can lead to shorts that damage the battery; in a worst case, it could cause the battery to catch fire.



Gigafactory-Feature

Tesla's Deadly Toxic Gigafactory.

A spokesperson notes that Model 3 battery manufacturing has not reached full production, and thus “by definition some elements of the production process will be more manual.” Sources now say Tesla is closer to fully automating Model 3 battery construction, but they still have concerns about quality control.