

THE GREAT TESLA SAFETY COVER-UP

'Self-driving' in spotlight again as China sees Tesla autopilot crash



BEIJING | By [Jake Spring](#)

Tesla ([TSLA.O](#)) said on Wednesday that one of its cars had crashed in Beijing while in 'autopilot' mode, with the driver contending sales staff sold the function as 'self-driving', overplaying its actual capabilities.

Tesla said it had reviewed data to confirm the car was in autopilot mode, a system that takes control of steering and braking in certain conditions.

The company, which is investigating the crash in China's capital last week, also said it was the driver's responsibility to maintain control of the vehicle. In this case, it said, the driver's hands were not detected on the steering wheel.

The crash, Tesla's first known such incident in China, comes months after a fatal accident in Florida, which turned up pressure on auto industry executives and regulators to tighten rules on automated

driving technology.

A 33-year-old programmer at a tech firm, Luo Zhen was driving to work and engaged the autopilot function as he often does on Beijing's highways, he told Reuters in his first interview with international media.

Luo, who filmed the incident with a dashboard camera, said his car hit a vehicle parked half off the road. The accident sheered off the parked vehicle's side mirror and scraped both cars, but caused no injuries.

"The driver of the Tesla, whose hands were not detected on the steering wheel, did not steer to avoid the parked car and instead scraped against its side," a Tesla spokeswoman said in an emailed response to Reuters.

"As clearly communicated to the driver in the vehicle, autosteer is an assist feature that requires the driver to keep his hands on the steering wheel at all times, to always maintain control and responsibility for the vehicle, and to be prepared to take over at any time."

Luo, however, blamed the crash on a fault in the autopilot system and said Tesla's sales staff strongly promoted the system as 'self-driving'.

"The impression they give everyone is that this is self-driving, this isn't assisted driving," he said.

Interviews with four other unconnected Tesla drivers in Beijing, Shanghai and Guangzhou also indicated the message conveyed by front-line sales staff did not match up with Tesla's more clear cut statements that the system is not "self-driving" but an advance driver assistance system (ADAS).

These Tesla owners all said salespeople described the cars' function in Chinese as "self-driving", a term the company generally avoids using in English, and took their hands off the wheel while demonstrating it.

"They all described it as being able to drive itself," said Shanghai resident Mao Mao, who bought a Tesla Model S last year.

Related Video



[China sees Tesla autopilot crash](#)

The term "zidong jiashi" appears several times on Tesla's Chinese portal, which is most literally translated to mean "self-driving". It is also the term for airplane autopilot, leaving room for confusion among consumers.

"We have never described autopilot as an autonomous technology or a 'self-driving car,' and any third-

party descriptions to this effect are not accurate," the Tesla spokeswoman said.

CHINA WOES Tesla does not regularly announce its sales data for China, where it has faced tough local competition, and it is not clear how many cars in the country have autopilot, an add-on feature that costs more than 27,000 yuan (\$4,000) extra.

The company struggled to sell its high-tech electric cars in China at first due to distribution issues and widespread concerns about charging vehicles.

There is no clear regulation on self-driving cars in China as the country is in the midst of drafting its policy toward the technology. Under current Chinese law, drivers must keep two hands on the wheel at all times.

China's Ministry of Industry and Information Technology did not respond to faxed questions asking about the legality of self-driving cars, including Tesla's autopilot function. The Ministry of Transportation did not reply to a request for comment.

Unsatisfied with Tesla's initial response to his crash, Luo posted pictures and a video of the crash on Chinese social media platform Weibo describing the incident and criticizing the company.

The pictures show damages to his blue Tesla Model S and a parked Volkswagen, while the dashboard camera video captures the lead up to the crash and the car subsequently stopping.

Luo, who said he had used autopilot for more than a month, said he was looking at his phone or the in-car navigation at the time of the accident, only looking up every several seconds - but blamed Tesla's hard sell.

"They use this immature technology as a sales and promotion tactic...but they don't take responsibility for the safety of the function," he said.

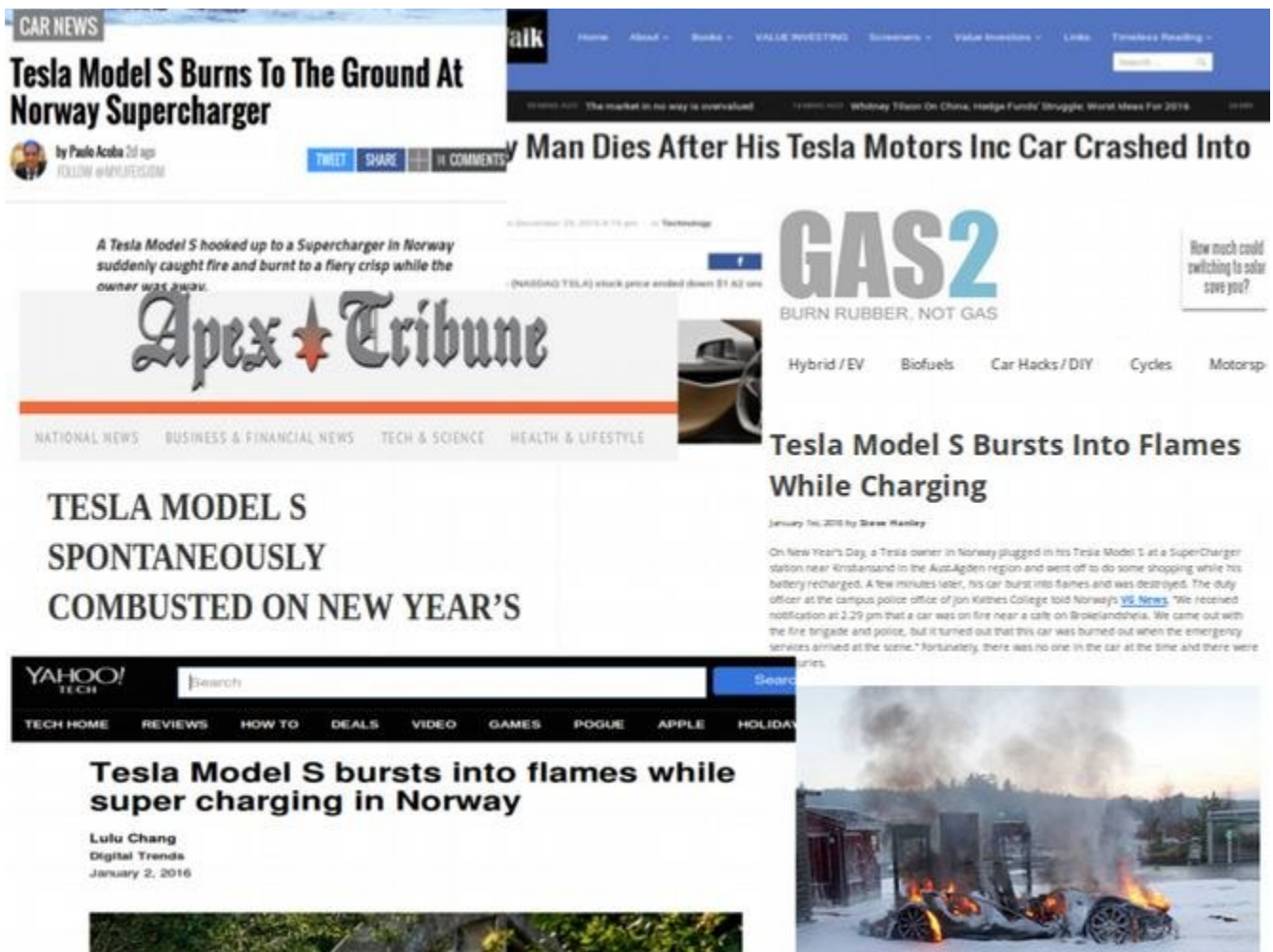
Tesla does provide safeguards. If a driver has not touched the wheel in a certain amount of time, the autopilot system will remind drivers to place their hands on the wheel and will automatically come to a stop if drivers do not heed the warning.

(Reporting by Jake Spring and Beijing newsroom; Editing by Lincoln Feast)

People visit a Tesla Model S car during the Auto China 2016 in Beijing, China, April 25, 2016.
Reuters/Jason Lee/File Photo

Department of Transportation and Department of Energy officials run cover-ups (putting the public in danger) for Tesla Motors, because Tesla Motors finances White House and DNC

elections.



Hackers prove it is “easy” to hack Tesla’s and make them kill people

Hackers show how they tricked a Tesla into hitting objects in its path

Extreme hackers thought to now be “making a game” out of killing Tesla drivers and innocent bystanders and oncoming cars with Tesla’s...many deaths already under investigation



- [Paul Szoldra](#) Paul Szoldra/Business Insider

LAS VEGAS — A group of researchers presenting at last week's Def Con hacker conference showed how they were able to overwhelm or deceive Tesla's sophisticated sensors to make a car hit an object it would normally detect in its path.

"Normally the car will not move. However, when we jam the sensor it moves," Chen Yan said in a talk on Friday while playing a demo video of a Tesla Model S attack.

"It hit me," he added, to audience laughter.

It's important to note that the demonstration was a proof-of-concept that did not mimic real-world conditions today. Researchers were working on cars that were usually stationary with what was sometimes very expensive equipment. They noted that the "sky wasn't falling."

But the experiment suggests that theoretically, a few years from now, somebody could make a device that could jam certain sensors in a nearby car.

The group, which consisted of Chen Yan, a PhD student at Zhejiang University, Jianhao Liu, a senior security consultant at Qihoo 360, and Wenyuan Xu, a professor at Zhejiang University and The University of South Carolina, presented a variety of new findings. They discovered methods for "quieting" sensors to diminish or hide obstacles in a car's path, "spoofing" them to make an object appear farther or closer than it actually is, and jamming, which, Yan said, renders the sensor useless as it's "overwhelmed by noise."

"This is definitely interesting and good work," Jonathan Petit, the principal scientist at Security Innovations, who has also presented research on deceiving autonomous vehicles, [told](#) Wired. "They need to do a bit more work to see if it would actually collide into an object. You can't yet say the Autopilot doesn't work." [atthew DeBord](#)/Business Insider

There are a number of sensors on a Tesla Model S that are used for a variety of functions. It has radar to detect objects in front of it, GPS for location tracking, and cameras to detect speed limit signs and lane markings, for example. As the talk showed, many of these things can be tricked by a determined attacker.

"What would happen if there is an intentional malicious attacker?" asked Liu.

Much of their presentation focused on the Tesla Model S, but they also successfully jammed sensors on cars from Audi, Volkswagen, and Ford.

In a video demonstrating an attack, the researchers jammed sensors in the rear of the Model S, so the car did not know it was about to hit a person standing behind it. In another, they "spoofed" its Autopilot to trick it into thinking it would drive into something that was not actually there.

Jamming Attack – Results

- On ultrasonic sensors
- On cars with parking assistance
- On Tesla Model S with self-parking and summon



Tesla Normal



Tesla Jammed



Audi Normal



Audi Jammed

27

DEF CON

They also used off-the-shelf lasers to defeat the onboard cameras, and, in one of the most low-tech demonstrations, they wrapped objects up in cheap black foam that rendered them invisible to the car's sensors.

"[It was the] same effect as jamming," said Yan. He told Business Insider after the talk that Tesla reacted positively when they disclosed their research, and it was researching ways to mitigate these types of attacks.

"They appreciated our work and are looking into this issue," he said.

The full presentation of their findings is [available at Def Con's website](#).

The Many Covered-up Deaths Of Tesla Motors

Another Tesla driver killed in crash By His Tesla: This time while using car's 'Autopilot'

□

June 30, 2016



FILE - In this Monday, April 25, 2016, file photo, a man sits behind the steering wheel of a Tesla Model S electric car on display at the Beijing International Automotive Exhibition in Beijing. 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. (AP Photo/Mark Schiefelbein, File)

WASHINGTON (AP) -- The first 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.

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. Human error 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.

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

The Many Covered-up Deaths Of Tesla Motors

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

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

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

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

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

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

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

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

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

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

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

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

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

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



PHOTO: PETRUS:ERREDT

Illustration 1: Deadly toxic, cancer-causing, smoke rises from another Tesla explosion

Death By Tesla

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

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

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

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

Then the gates of hell opened up...

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

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

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

First, lithium ion battery number 862, in the floor pan of the car, experienced the collapsing housing of the lightweight aluminum box housing that surrounded it. The collapsing metal pierced the skin of the first battery. This was caused by the first rock that the lower corner of the Tesla floor pan slammed into. The rapid compression, and distortion of the 3 inch long Tesla battery caused that battery to buckle and forced the metal compounds inside, the lithium ion core battery chemicals, to experience the force as a pyrotechnic trigger. This, then caused that battery to release vapors, while at the same time, igniting those vapors like a little hand-grenade.

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

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

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

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

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

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

NEARLY 8000 EXPLODING BATTERIES.

Let us stop and consider this fact.

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

In our slow motion analysis, we have only crossed the half-way point in the accident. The front of the car is crumpling, the heavy batteries are being thrown upwards, through the floor of the car, to cover

the driver in exploding lithium metal particles, and the cockpit of the car is filling up with some of the most toxic fumes you can legally produce.

Still, the worst is yet to come.

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

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

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

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

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

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

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

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

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

- **Doug Bourn**, *The senior electrical engineer at Tesla*, **Andrew Ingram** of Palo Alto, a top systems

electrical engineer at Tesla; and **Brian M. Finn** the senior manager of interactive electronics, at Tesla, had deep knowledge of financial misdeeds and technical cover-ups at Tesla Motors. They were key parts of the Tesla operation. For some reason, they all got into a private airplane, in perfect health, and then the airplane plowed into the ground, killing all three at once. It helps certain people that they can no longer talk. They wrote, and helped describe, in Tesla's own federal patent filings, the fact that Tesla's batteries would kill you, maim you and/or burn your house down. Tesla did not realize this when they paid the federal patent filing fees. When Tesla, later realized this, they were forced to give all of their patents away for free. These three senior engineers had deep inside knowledge of the Tesla Motors operations. Their aircraft suffered an "Engineering failure".

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

“Elon Musk is a Lying Scumbag” say critics!

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

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?

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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Want to bet? What is YOUR life worth?

SCRAPPY STARTUP NO MORE

Tesla ends \$100 flat fee service promise



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

Fixing the flat fee

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

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

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

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

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

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

Source: Tesla Motors

[Gabe Nelson](#) - 

Automotive News

November 2, 2015 - 12:01 am ET

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

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

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

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

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

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

But that was then.

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

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

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

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

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

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

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

"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."

Brian Manke
Tesla Model S owner

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

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

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

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

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

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

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

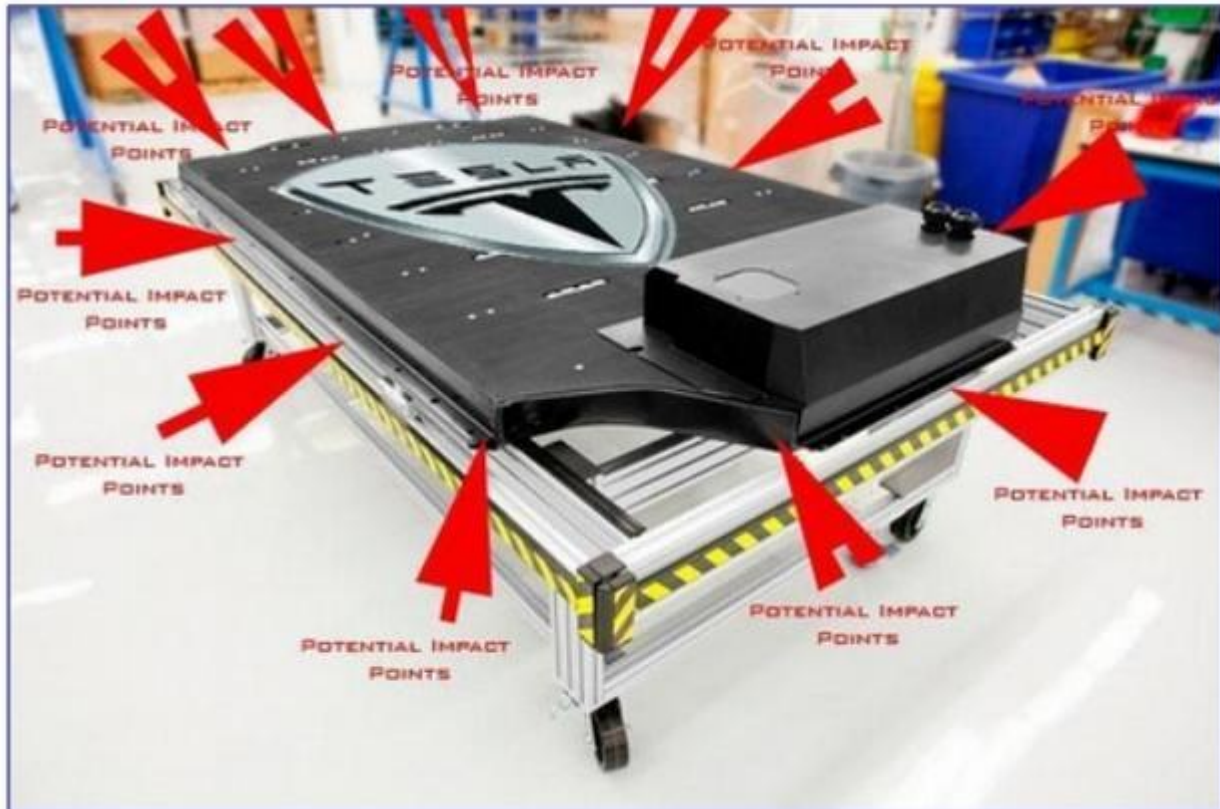


Illustration 2: The Tesla Battery Pack Has More Ways To Be Caused To Explode Than Any Other Car In The World

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

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

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

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

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

When shopping for his car, Green asked Tesla what would happen if the car broke down on the remote

Canadian island. Tesla told him about the \$100 Ranger service, and Green got the promise in writing. But when his Model S broke down on the side of the road this summer, Tesla asked for more than \$800 to dispatch a Ranger.

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

Jeffrey Katzenberg funded Obamas campaign.

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

Katzenberg got a Tesla as a “sweet gift”.

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

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



TESLA BATTERIES EXPLODE INTO FLAMES ON PUBLIC ROAD



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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

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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.

Illustration 3: Federal agencies won't enforce laws against Tesla because Tesla pays for DNC political campaigns

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You must be so proud!"

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



Elon Musk's Space Dream Almost Killed Tesla

By Ashlee Vance | FOR BLOOMBERG

Illustrations by The Red Dress

SpaceX started with a plan to send mice to Mars. It got crazier from there.

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

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

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

TESLA'S CAN BE EASILY HACKED AND DRIVEN OFF CLIFFS, OR INTO PEDESTRIANS, REMOTELY:

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

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

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

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

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

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

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

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

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

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

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