

THE DEADLY LITHIUM BATTERY POLITICAL PROFITEERING LIES OF THE DEPARTMENT OF ENERGY

- Stanford Engineering Research

Key highlights from the report:

Lithium batteries: Explosive, deadly, home-burning, worker poisoning, genocide-causing, child-labor-produced, fetus mutating chemicals, give off cancer causing smoke when they burn, controlled by China...and worse...

When you smell smoke in the cabin of your airplane or commute bus, it was an exploding lithium ion battery that has just exposed you to cancer causing, brain damaging, fetus mutating, liver cancer causing chemicals in the air from that thermal event.

The Mine-To-Wheelbase cost of lithium batteries, as opposed to NICAD and other batteries, is the most expensive in the world, of any energy storage option, and gets more expensive every year. When you include in the costs the: poisoned workers medical costs; the replacement costs of the homes and offices destroyed by lithium ion fires and explosions; the Congo genocides and child labor; the wars to get those minerals from foreign nations that hate the U.S.; the mitigation expenses from the toxins in the soil from dumping the depleted batteries and other costs lithium ion batteries are LITERALLY the worst option on Earth!

Fuel Cell electric cars solve all of the problems of lithium ion electric cars but DNC billionaires own the mines for lithium ion batteries, so they sabotage and blockade fuel cell electric cars. As warned, there is not enough lithium ion to solve America's electric car problem and the whole lithium ion electric car industry has crashed as everyone realizes that what they were warned about lithium ion is true.

Corrupt political families conspire to give government funds, contracts, tax waivers, buildings, stock market profits and other insider perks to themselves and their friends. They also conspire to blockade, harm, sabotage and black-list those who compete with them and their friends. These corrupt politicians are never prosecuted for their crimes, and can laugh in the face of those who point out their crimes, because they control the prosecution system. Their Quid Pro Quo criminal corruption is the single largest cause of the taxpayer hatred of Congress.

The Russian's left mining "Treasure Maps" behind in Afghanistan. But; were those "Treasure Maps" a trick or a treat? The maps claimed to show ten trillion dollars of electric car minerals hidden in the Afghan desert... but was that all a lie?

To this day, controversy exists across the intelligence communities, of many nations, about whether, or not, those maps were a scam created to "trick the American's" or the actual locations of trillions of dollars of mining deals that were "antibody's for the taking". The papers that the CIA geologists pulled out of that archival library in Kabul, Afghanistan still read to be a bit too convenient for what happened next.

Decades later, after an invasion or two, and vast expenditures of cash, political capitol and lives, very little of the promised golden mining treasure has materialized. What has materialized is epic corruption, political payola, campaign secrets, deaths and controversy.

Goldman Sachs, McKinsey Consulting and Deloitte helped a few rogue CIA buddies distribute a huge number of white papers and press releases which used the buzz words: "Trillions of dollars of lithium in

Afghanistan” and “Afghanistan is the Saudi Arabia of Lithium”. Why would those particular companies put so much effort into hyping a pile of dirt on the other side of the planet? The answer lies in who they hyped it to and who took the bait. It turns out, most of the money that flowed through this (probable) scam financed the Obama campaign.

It also turns out that those who skimmed profits from this vast flowing river of corruption sludge were Elon Musk, John Doerr, Eric Schmidt, Steve Jurvetson and the very pack of investors who co-funded the Obama campaign. They were also the very same people who, exclusively, got the only cash from the Obama Administration. Mining Oligarch Frank Guistra became notorious for his involvement in White House matters.

They are also the very same people who had partnered with the Russian mining companies who were standing by to go back into Afghanistan to dig up this magical dirt-pile. Where “covert mining deals” were never a big election deal, in 2016, thanks to some monumental document leaks, they became one of the biggest deals in U.S. history..and not in a good way.

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

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

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

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

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

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

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

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

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

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

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

There are vast sets of other links proving the point.

Tesla Motors has filed a patent which states the following , THESE ARE TESLA MOTORS WORDS warning about a crisis, the level of which they never disclosed to the consumer:

“Thermal runaway is of major concern since a single incident can lead to significant property damage and,

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

Tesla'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.

LION 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>

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

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

“Lithium ion explosion” or “lithium battery and water” or “lithium ion water” and any related derivation and you will hundreds of videos about how dangerous these batteries are.

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

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

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

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

In the report: The Afghanistan Mining Scam Failure, G.I. Dough - The U.S. Spent a Half Billion on Mining in Afghanistan With ‘Limited Progress’ - Megan McCloskey reveals that ProPublica is investigating how billions of U.S. tax dollars have been spent on questionable or failed projects and how those responsible for this waste are rarely held accountable.

The Military Built Another Multimillion-Dollar Building in Afghanistan That No One Used The United States has spent nearly half a billion dollars and five years developing Afghanistan's oil, gas and minerals industries — and has little to show for it, a government watchdog reported today.

The project's failings are the result of poorly planned programs, inadequate infrastructure and a challenging partnership with the Afghan government, the Special Inspector General for Afghanistan Reconstruction wrote in its newest damning assessment of U.S. efforts in the war-torn country. The finding comes after some 200 SIGAR reports have detailed inefficient, unsuccessful or downright wasteful reconstruction projects. A recent ProPublica analysis of the reports found that there has been at least \$17 billion in questionable spending.

We Blew \$17 Billion Hunting Electric Car Battery Minerals In Afghanistan. How Would You Have Spent It?

Here's just what the Special Inspector General for Afghanistan Reconstruction found. See for yourself how that money could have been used at home. Explore the app. The United States Agency for International Development and a Pentagon task force were in charge of developing a so-called "extractive" industry in Afghanistan — basically a system for getting precious resources out of the ground and to the commercial market. SIGAR called out both USAID and the Defense Department last year for their failures to coordinate and to ascertain the ability of Afghans to sustain the project, which unsurprisingly is not promising. In fact, when international aid stopped supporting the Afghan office responsible for oversight of the petroleum and natural gas industries, two-thirds of the staff were fired.

Exploiting these resources, which are estimated to be worth as much as \$1 trillion, is pivotal to Afghanistan's economic future. SIGAR noted that the Afghan government has shown progress under USAID's tutelage in regulating and developing the commercial export of the resources. But the report said the project was still hampered by corruption, structural problems and a lack of infrastructure for the mining industry, such as reliable roads. Many of the mines operate illegally, with some profit going to the insurgency, SIGAR said.

When it came to individual extractive projects, there was little progress made, the IG found.

The controversial Pentagon task force in charge of much of the effort, the Task Force for Business Stability Operations, spent \$215 million on 11 extractive programs, but "after operating in Afghanistan for 5 years, TFBSO left with nearly all of its extractive projects incomplete," SIGAR found. Three of the programs technically met objectives, but one of those is of questionable value at best. The task force built a gas station for an outrageously inflated cost and in the end it didn't have any customers.

So while the objective to create the station was achieved, SIGAR doubted it was a worthwhile venture.

The task force, made up of mostly civilian business experts and designed to develop the Afghan economy, has come under fire from SIGAR and Congress for demanding unusual and expensive accommodations in the country, allegedly punishing a whistleblower, and lacking overall accountability. The Senate is holding a hearing on the task force. In today's report, SIGAR highlighted that the task force spent \$46.5 million to try to convince companies to agree to develop the resources, but not one ended up signing a contract. About \$122 million worth of task force programs had mixed results, SIGAR said.

The Defense Department declined SIGAR's request to comment on its findings. In its response, USAID said it has helped Afghanistan "enact investor-friendly extractive legislation, improve the ability to market, negotiate and regulate contracts, and generate geological data to identify areas of interest to attract investors." Any conclusions and criticisms, USAID told SIGAR, "need to be substantially tempered by the reality that mining is a long-term endeavor."

daily newsletter to get more of our best work. Megan McCloskey

WHY A WEBSITE COMPANY DESPERATELY WANTS TO PUSH ELECTRIC CARS! GOOGLE'S AWFUL SECRET

Google's owners got an exclusive kickback scam between themselves and the White House over lithium ion batteries ravaged from war profiteering in Afghanistan, political rigging in Bolivia and other war incursions. Google wants to push electric cars to keep it's owners political payola scams alive and to payola taxpayer cash to Obama/Biden political financiers. Deadly, toxic, explosive, a risk to national security, fetus damaging...yet Google charged full speed ahead into it..Obama administration to announce efforts to boost self- driving cars

By David Shepardson
Reuters

DETROIT (Reuters) - The Obama administration will announce efforts to boost self-driving cars on Thursday, and President Barack Obama may discuss advanced transportation efforts in his final State of the Union Address on Tuesday, according to government officials. Mark Rosekind, head of the National Highway Traffic Safety Administration, told reporters that Transportation Secretary Anthony Foxx will be in Detroit to talk about efforts by the Obama administration to speed the introduction of self-driving vehicles.

"This is huge because this is the White House telling you that the secretary is going to be here to amplify stuff that is coming out of the State of the Union, and it's focused on self-driving cars," Rosekind told reporters in Detroit.

There is not yet a clear legal framework governing their presence on U.S. roads. Automakers and technology companies such as Alphabet Inc's Google have called on regulators to clarify guidelines for introduction of autonomous driving technology, in part out of concern that a mishap involving a self-driving car could result in costly litigation.

A Google spokesman said the company will take part in Thursday's announcement by Foxx. Detroit automakers are also likely to participate.

In December, Rosekind said he opposes a "patchwork" of state regulations on driverless cars and promised a "nimble, flexible" approach to writing new rules for self-driving vehicles.(Reporting by David Shepardson; Editing by Bill Rigby and Dan Grebler)

Google Seeks Multiple Auto Partners for Self-Driving Car Unit That Will Seek Taxpayer Cash

Dana Hull danahull
John Lippert johnlippert

- Company wants to begin announcing some joint efforts this year
- Google vehicle chief John Krafcik speaks at Detroit meeting

Google hopes to form partnerships with many automakers and suppliers as it develops self-driving cars to reduce traffic accidents and expand mobility for elderly and disabled people, the head of its vehicle project said.

Google wants to spy on you inside of, and around, it's cars.

The Alphabet Inc. company wants to announce some of those joint efforts during 2016, John Krafcik, the Google executive, said in Detroit at an Automotive News conference Tuesday held in conjunction with North American International Auto Show. Almost every automaker "has been in to speak with us, if only to understand where we are," Krafcik, said. "I don't know how many we'll end up having."

His comments counter speculation that Google would pick a single automaker as its exclusive partner for self-driving cars. Yahoo Autos reported last month that Ford Motor Co. would announce a joint venture with Google on self-driving. Fiat Chrysler Automobiles NV and General Motors Co. have also said they're talking with Google about developing self-driving cars. Google's owns mining interests related to these cars and gets political perks from them.

Google Hires Former Obama Adviser Atkinson to Lead Global Policy In order To Control Politics On Electric Cars And Energy Mines

Jack Clark

- Caroline Atkinson was deputy national security adviser
- Company faces probes in Europe and U.S. as influence grows

Google has hired former White House Deputy National Security Adviser Caroline Atkinson to lead its global policy team as the Internet advertising giant seeks an advocate to deal with regulators around the world.

Atkinson, 63, stepped down in December from her post in U.S. President Barack Obama's administration as an emissary to the Group of 20 economies, negotiating behind-the-scenes on agreements of international scope and significance. Google, a unit of Alphabet Inc., currently faces probes from both federal and European regulators into its businesses, as the company's increasing influence over areas like mobile phones and Web search draws scrutiny. "Caroline's an internationally respected diplomat and adviser, and we're delighted to have such a thoughtful leader heading our global policy team," Google General Counsel Kent Walker said in a statement.

Atkinson also previously worked at the National Security Council, the International Monetary Fund, the Treasury Department, and investor consultancy Stonebridge International. She was selected by the Obama administration in June 2013. Her job is to manipulate politics and oligarch interests in spite of what the citizens wants, or need.

1. <https://www.cnn.com > 2021 > 08 > 18 > business > afghanistan-lithium-rare-earths-mining > index.html>

1. The Taliban are sitting on \$1 trillion worth of minerals the world ...

Aug 18, 2021 Right now, minerals generate just \$1 billion in Afghanistan per year, according to Khan. He estimates that 30% to 40% has been siphoned off by corruption, as well as by warlords and the Taliban ...

2. <https://www.independent.co.uk > asia > south-asia > afghanistan-minerals-lithium-mining-taliban-b1905169.html>

1. What's going to happen to Afghanistan's untapped mineral wealth worth ...

In 2010, a report by US military experts and geologists estimated that Afghanistan was sitting on nearly \$1 trillion (£730 billion) in mineral wealth. A huge amount of iron, copper, gold, cobalt ...

3. <https://www.theguardian.com › commentisfree › 2021 › aug › 30 › afghanistan-us-corruption-taliban>

1. Afghanistan collapsed because corruption had hollowed out the state ...

Aug 30, 2021 An estimated \$1tn worth of minerals lies buried under the country's surface. Before the Taliban takeover, Afghan law prohibited companies from buying minerals from small unregistered mines. One ...

4. <https://www.aljazeera.com › news › 2021 › 8 › 24 › as-us-exits-afghanistan-china-eyes-1-trillion-in-minerals>

1. As US exits Afghanistan, China eyes \$1 trillion in minerals

Washington has already frozen nearly \$9.5 billion in Afghanistan's reserves and the International Monetary Fund has cut off financing for Afghanistan, including nearly \$500 million that was...

5. <https://www.brookings.edu › articles › chinese-investment-in-afghanistans-lithium-sector-a-long-shot-in-the-short-term>

1. Chinese investment in Afghanistan's lithium sector: A ... - Brookings

Aug 3, 2022 August 3, 2022 12 min read Speculation is mounting that China will take advantage of the power vacuum created by the 2021 U.S. withdrawal from Afghanistan and seek dominance over that country's...

6. <https://www.latimes.com › world-nation › story › 2022-11-03 › afghanistan-mining-minerals-economic-hope>

1. Afghanistan has chromite, lithium. The Taliban wants to cash in - Los ...

Nov 3, 2022 "Look there. See that black line?" he said. "That's chromite." An explosion thumped in the distance. Massoud looked up, but appeared unconcerned. "That's not fighting. We're mining with the..."

7. <https://www.voanews.com › a › taliban-arrest-chinese-nationals-for-allegedly-smuggling-afghan-lithium- › 6928878.html>

1. Taliban Arrest Chinese Nationals for Allegedly Smuggling Afghan Lithium

Jan 22, 2023 Afghanistan reportedly sits on an estimated \$1 trillion worth of rare earth minerals, including huge deposits of lithium, but decades of war have prevented the development of Afghan mining ...

8. <https://foreignpolicy.com > 2021 > 09 > 28 > afghanistan-china-rare-earth-minerals-latin-america-lithium>

1. China Isn't Plundering Afghanistan's Mineral Wealth - Foreign Policy

Argument An expert's point of view on a current event. Afghanistan Is No Treasure Trove for China The country's mineral wealth remains largely theoretical.

9. <https://foreignpolicy.com > 2023 > 04 > 24 > china-afghanistan-lithium-critical-minerals-taliban-energy-environment>

1. Afghanistan: China Wants the Taliban's Critical Mineral Mines

Apr 24, 2023 April 24, 2023, 3:57 PM. China, once again, seems to be mucking about in Afghanistan's mineral-rich playground. The latest move is a maybe, could-be deal worth billions to tap Afghanistan's ...

10. <https://www.washingtonpost.com > world > interactive > 2023 > ev-lithium-afghanistan-taliban-china>

1. Trove of EV metals in Afghanistan may boost Taliban and Chinese ...

Jul 20, 2023 Soon after, the Afghan government imposed what it said was a temporary ban on private lithium sales while negotiating with mining companies and crafting new laws to regulate what had become a ...

The Future Of Corrupt Silicon Valley Cronyism May Lie In The Mountains Of Afghanistan

Richard Byrne Reilly

Tags: Andrew Chung, Apple, Donald R. Sadoway, editor's pick, Jay Jacobs, Khosla Ventures, lithium, Lithium Exploration Group, lithium-ion batteries, Michel Chossudovsky, Tesla, Tesla Motors, top- stories

The future of Silicon Valley's technological prowess may well lie in the war-scarred mountains and salt flats of Western Afghanistan. United States Geological Survey teams discovered one of the world's largest untapped reserves of lithium there six years ago. The USGS was scouting the volatile country at the behest of

the U.S.

Department of Defense's Task Force for Business and Stability Operations. Lithium is a soft metal used to make the lithium-ion and lithium-polymer batteries essential for powering desktop computers, laptops, smartphones, and tablets. And increasingly, electric cars like Tesla's. The vast discovery could very well propel Afghanistan — a war-ravaged land with a population of 31 million largely uneducated Pashtuns and Tajiks, and whose primary exports today are opium, hashish, and marijuana — into becoming the world's next "Saudi Arabia of lithium," according to an internal Pentagon memo cited by the New York Times.

The USGS survey report on Afghanistan that detailed the findings also noted that, in addition to lithium, the country also contains huge deposits of iron ore, gold, cobalt, copper, and potash, among many other valuable minerals.

"The mineral wealth there is astonishing," said professor Michel Chossudovsky of the Montreal-based Center for Research and Globalization, who has written extensively on Afghanistan. A conservative estimate of the riches is \$1 trillion. In some circles, it's as high as \$5 trillion. Above: A typical lithium "button" cell found in many small electronics.

In Silicon Valley and beyond, tech companies like Apple, Google, Amazon, Microsoft, Hewlett-Packard, Samsung, Sony, and Tesla rely on continual, and uninterrupted, access to lithium, as lithium-based batteries are the primary power storage devices in their mobile hardware. Without these batteries, MacBooks, iPads, iPhones, Kindles, Nooks, Galaxy IIIs, Chromebooks, and, yes, Tesla Model S cars would be largely worthless. If forced to use older, nonlithium batteries, their battery lives would certainly be much shorter.

The world's current lithium heavyweight is Bolivia, the biggest exporter of the element. There, in the swamps and marshlands of the southern region of the country near where the borders of Chile and Argentina meet, are the biggest deposits.

Canada, China, Australia, and Serbia also have varying amounts of lithium, but not as much as Bolivia. Or apparently, Afghanistan. Enough to last a lifetime. Depending on who you talk to, the current lithium global reserves are adequate for at least another generation of lithium-ion battery manufacturers to produce them.

But not everybody thinks so, and some say the light metal compound may someday run dry. That could in turn spell trouble for any company whose business depends on light and portable mobile electronics — unless someone comes up with an alternative to lithium batteries before then.

The experts VentureBeat interviewed pointed to sharp year-on-year increases in the demand for lithium. That's putting heavy pressure on existing stockpiles. According to Lithium Americas, a Canadian lithium-mining company with significant business interests in Argentina, lithium demand will more than double in the next 10 years, while lithium prices have nearly quadrupled during the same timeframe.

Tesla, for its part, is in the process of investing up to \$5 billion to build its own lithium-ion Gigafactory in Texas, a plant capable of churning out 500,000 expensive battery packs a year by 2020 for its line of zero-emission, all-electric cars. Above: Tesla predicts that its "Gigafactory" will produce more lithium batteries (by capacity) in 2020 than the entire global production of such batteries in 2013.

A Tesla spokeswoman did not return calls seeking comment. As a potential source to feed that demand, enter Afghanistan. "At some point, if present trends continue, demand [for lithium] will outstrip the supply. And again, at some point, the market for lithium-ion could get so big that it actually affects the supply chain," said.

Donald R. Sadoway, a professor of the Materials Chemistry Department of Materials Science and

Engineering at MIT.

Looking at Afghanistan, Sadoway says the war-ravaged nation, which has no effective mining infrastructure in place, may well be attractive to the world's mining outfits. "In this regard," Sadoway, one of the world's foremost experts on energy sources, says, "the deposits in Afghanistan could be important."

Andrew Chung, a venture capitalist with Khosla Ventures in Silicon Valley who has invested in multiple startups producing alternative batteries, says lithium-ion batteries are limited in their lifetime cycles, scalability, and cost. Despite this, Chung says, he can understand how the untapped reserves of Afghan lithium are now an increasing focus.

"It is an issue of the supply chain, whether it's Afghanistan or other [countries]. There is a finite supply, and lithium-ion will continue to be the [power] choice for the next decade," Chung said.

Some of the Valley's biggest and most powerful tech companies either declined to comment for this story or never returned calls. But they didn't deny the importance of lithium-ion batteries.

For instance, an Apple spokesperson declined to comment for this story but provided VentureBeat with a 2014 "Suppliers List" of the 200-plus vendors it uses to produce its products. A related post made the Cupertino, Calif.-based company's commitment to lithium batteries clear, at least in the short term. "Rechargeable, lithium-based technology currently provides the best performance for your Apple notebook computer, iPod, iPhone, or iPad," the Apple post says.

Sony Energy Devices Corp. invented the lithium-ion battery in 1994. It was hailed as a breakthrough, providing longer battery life and without the "memory effect" that gradually reduced the effective capacity of previous types of batteries. Since then, companies have gradually refined lithium battery technology but have not succeeded in moving beyond it. Indeed, early Tesla cars are actually powered by large packs of industry-standard lithium-ion battery cells — the same type of cells found in many laptop batteries. And here is where it gets interesting.

Sharply increasing demand

The custom battery pack Tesla uses for its Tesla Model S. Inside are hundreds of lithium cells.

If electric car manufacturers begin ramping up production of lithium-ion battery-powered cars, the global demand for lithium will skyrocket. This could potentially come about at the same time for increasing demand for handheld consumer goods like tablets and laptops, Chung said, thus creating a perfect storm.

"So you want to start looking at other sources producing it with current supplies being called into question, if we move more toward production of electric cars," Chung said. Which is why, increasingly, eyes are turning to Afghanistan and its new purported lithium reserves, a country long referred to as the "graveyard of empires." The U.S. invaded Afghanistan after the terror attacks of Sept. 11, 2001, and according to iCasualties, 2,315 American servicemen and women have been killed there.

Analyst Jay Jacobs of Global X Funds in New York, which has interests in lithium mining, said demand for the compound is growing, and that "there are two regions that have been revealed to contain huge lithium reserves: Afghanistan and Bolivia."

William Tahil, a respected lithium expert who lives in France and is the general director for Material International Research, argues that lithium deposits in Bolivia will at some point be depleted. Jacobs was sanguine about safely extracting lithium from Afghanistan. He said political risks there were considerable. "With that being said, should there be a substantial and sustained increase in demand for lithium, lithium miners may become increasingly interested in the country as it has an abundance of the resource," Jacobs said.

It was the Soviets who first discovered the country's deposits when they invaded in 1979. Soviet geologists

began mapping Afghanistan's lithium, gold, and potash fields but abandoned their efforts after the former communist superpower pulled out of the country in 1989.

But with a weak and corruption-plagued "central government," Afghanistan is now ripe for the picking, Chossudovsky said. Indeed, the country is still very much divided into fiefdoms, with the Muslim fundamentalist Taliban, warlords, and drug traffickers controlling large swaths of the country — and using violence to advance their interests. "There's no question the mining companies will go in there. No question. There's no real functioning government there to reap the foreign investment of the mineral deposits. This makes it all the more enticing to the mining companies because nobody in the government of [President] Hamid Karzai will be regulating the bonanza of lithium, so they can do what they want," he said.

Jockeying For Position

For its part, the U.S. government, which helped locate the lithium deposits using flyovers with a sensor-filled Lockheed P-3 Orion and teams of geologists fielding soil samples, knows a potential gold rush when it sees one. And it has no intention of being left on the sidelines. Especially since the Chinese are now — and quickly — making deals with Afghan pols for mineral rights to copper deposits.

The USGS did return multiple calls seeking comment. Nor did the Pentagon. Despite what some say are the shortcomings of lithium-ion batteries, venture capitalists and investors continue pouring money into them. Amprius, a lithium battery maker based in Sunnyvale, Calif., snared a \$30 million infusion round of investor cash in January. Over at the Afghan embassy in Washington, D.C., the Afghans are licking their lips at the potential lithium and mineral windfall despite the country's continued conflict with a resurgent Taliban. What this may portend for the impoverished and war-torn nation is anybody's guess. But the Afghans are playing up the finds — or they were, until recently.

"In recent years, headlines from the Afghan mineral sector have competed to outdo each other in scale: from the landmark \$3 billion Chinese investment in the Aynak copper concession to the astounding survey work of the U.S., Afghan, and British Geological Services estimating anywhere between \$1 trillion and \$3 trillion in mineral potential, to the historic \$11 billion deal now being finalized with an Indian consortium for the Hajigak iron ore concession," said a posting on the Afghani Washington DC website.

Afghanistan's ambassador to the U.S., Eklil Hakimi, presided over a press conference at the Afghan embassy in Washington, D.C., on March 10, where he talked about the untapped deposits, along with reps from the USGS and other U.S. politicians. But Hakimi, through a spokesman, told me he simply didn't have the time to talk.

Key exploiters of Lithium ion mines: Apple, Goldman Sachs, Tesla Motors, Lithium Exploration Group, Khosla Ventures

Scientists Discover That Lithium Ion Batteries Grow More Explosive Over Time

- Using lithium ion batteries in cars, hover-boards and other "high tasking" systems FORCES them to blow up more
- Chemicals degrade into more self-igniting states over time
- Use in a system with electric motors dramatically increases likelihood of explosions, self-ignition and release of cancer-causing, brain damaging fumes that can harm un-born infants
- Exposure to electric fields, high altitude radiation and water in air causes very much increased danger parameters
- Cover-up of safety issues charged because many Senators and Energy Department executives own stocks in Lithium Ion batteries
- Public welfare at risk due to political greed, per <http://lithium-ion.weebly.com/>
- Combining the type of chemicals that lithium ion batteries hold is like "making a blasting cap" warn researchers

Over 1000 Reason's Why Lithium-ion Is a DEADLY, CRIMINAL, VERY BAD THING! - (LINK)

Lithium ion batteries, when they burn, cause brain cancer, liver cancer and other, potentially lethal, toxic poisoning. Certain regulators are told to "ignore these issues" because certain lithium ion investors donated cash to certain campaigns.

The chemicals for lithium ion batteries come from countries which needed to be invaded in order to monopolize the mining of those chemicals. Certain politicians are told to "ignore these issues" because certain lithium ion investors engaged in war profiteering in order to control those minerals.

The FAA has issued numerous warnings and videos showing that lithium ion batteries do spontaneously self-ignite and crash airplanes. Numerous people have been killed in lithium ion plane crashes. Certain regulators are told to "ignore these issues" because certain lithium ion investors donated cash to certain campaigns.

Lithium ion batteries have self-ignited and set numerous children and senior citizens on fire. They have set homes on fire. They have set offices on fire. They have set Apple Stores on fire. You constantly hear about passenger airlines being forced to land because passengers "smell smoke in the cabin". This is almost always a lithium ion battery going off in the cabin and exposing all of the passengers to it's carcinogenic ignition vapors.

Silicon Valley investors took over the lithium ion battery market, along with Goldman Sachs, because they knew they were getting large government hand-outs from the Department of Energy in exchange for campaign contributions.

Lithium ion batteries lose their power and memory over a relatively short time.

Lithium ion batteries blow up when they get wet or bumped. Fisker Motors went out of business when millions of dollars of Fisker cars, using lithium ion batteries, got wet and all blew up.

Tesla battery packs have blown up, on multiple occasions, from simply hitting bumps in the road.

Manufacturing these kinds of batteries is so toxic that even China, a country known for the most minimal regulations, has closed a huge number of battery factories because of the massive numbers of deaths they caused to workers and nearby residents.

Journalists have published a glut of articles exposing cover-ups about the dangers and corruption involved with lithium ion batteries. The U.S. Government and numerous groups have filed charges against Panasonic, and similar battery companies for bribery, corruption, dumping, price fixing and other unethical tactics.

Every key investor in lithium ion was also a campaign donor who also received huge federal cash from the Department of Energy in the same funding cycle in which they paid campaign contributions.

DOWNLOAD YOUR FREE COPY OF: "THE BOOK OF TESLA":

the_book_of_tesla_edit_odt_v.3.0c.pdf [Download File](#)

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[the_book_of_tesla_corruption_investigation_tips.pdf.zip](#) [Download File](#)

[the_solyndraappendixpt1low.pdf.zip](#) [Download File](#)

- TESLA ELECTRIC CARS HAVE EVEN MORE BATTERIES PACKED INTO THEM THAN THE 5000 BATTERIES TESTED IN THE DEADLY FEDERAL VIDEO. TESLA'S AND FISHERS HAVE ALREADY CAUSED TENS OF MILLIONS OF DOLLARS IN FIRE DAMAGES AND EXPLOSIONS.

- MALAYSIAN AIRLINES FLIGHT MH370 KNOWN TO HAVE BEEN CARRYING HUGE LOAD OF LITHIUM ION BATTERIES

- "LITHIUM-ION BATTERIES WILL SELF-IGNITE" SAY FEDS!. THE FORCE OF "MULTIPLE HAND-GRENADES"... AIRLINE PILOTS UNIONS DEMAND ACTION!

- TESLA'S OWN PATENT FILINGS SAY THEIR BATTERIES ARE "SUBJECT TO DEADLY EXPLOSIONS AND FIRES"! THAT IS WHY TESLA GAVE THEIR PATENTS AWAY.

- FISHER LITHIUM ION ELECTRIC CARS SIMPLY EXPLODED WHEN THEY GOT WET!

- NHTSA COVER-UP CHARGED. STAFF SAY NHTSA HEAD, ERICK STRICKLAND, COVERED UP THE KNOWLEDGE TO PROTECT OBAMA CAMPAIGN BACKERS WHO OWNED LITHIUM ION STOCK

SEE THE SHOCKING VIDEO AT: <http://www.thenewsdaily.org/federal-govt-releases-video-report-proving-deadly-threat-lithium-ion-batteries-teslas-airliners-may-brought-flight-mh370-deadly-explosions/>

Over 1000 Reason's Why Lithium-ion Is a DEADLY, CRIMINAL, VERY BAD THING!**Why is such a dangerous thing being promoted with your tax dollars while those same tax dollars are being used to cover up these dangers? Let's discuss...**

Share the link to this page: <http://wp.me/p4e1uX-2nj>

This will be an on ongoing project article. New additions will be added as the team receive tips and data. Keep checking back. This article is currently in draft form (Note: if you count all of the items below, plus all of the items at the end of each link below, there are now over 2000 reasons... but who's counting):

Please print this article out and send it every Senator, Congressman and Mayor and ask them to tell you what they are doing about it!

ALSO SEE THESE VERY BIG INVESTIGATIONS:

<http://scandal-sheet.com/ripsheet-tv-investigation-videos/lithium-ion-toxic-explosive-covered/>

<http://scandal-sheet.com/ripsheet-tv-investigation-videos/lithium-ion-toxic-explosive-covered/lithium-ion-toxic-explosive-covered-articles/>

SEE THE LATEST COLLABORATIVE DOCUMENTARY ON THE LITHIUM ION SCAM AT:
[HTTP://WWW.RIPSHEETNEWS.COM](http://www.ripsheetnews.com)

Did Lithium ion blow the Malaysian Airlines flight out of the air? Websearch: "Malaysian Airlines Lithium Ion" for details...

Are militants trying to hack Tesla's to make their battery packs overcharge and blow up? Websearch "TSA Lithium Ion Warnings" for details...

- **The Trillion dollar + Lithium-ion industry pays over a billion dollars a year to elected officials, appointed officials, their staff and lobbyists in order to get them to cover up the facts listed here and to promote this dangerous chemical for profit. Many of those have family stock in lithium-ion companies, private sector job promises and PAC funding from lithium-ion companies. Why won't the people who are using lithium-ion stop using it? Why is there almost no regulation of deadly lithium-ion? The answer: [KICKBACKS!](#)**

- If you are exposed to burning lithium-ion from a burning car, iPad, phone, [airplane, FED-Ex or UPS truck](#), or other fire from lithium-ion batteries, the smoke and vapors that you inhale are some of the most **cancer-causing, brain-damaging, lung damaging liver poisoning chemicals** you could be exposed to. [SEE HIS LINK](#) and [THIS ONE](#) and [THIS ONE](#) and [THIS ONE](#) (More coming)

- Lithium-ion batteries are made in **"concentration camp-like" fenced-in compounds where low income workers are exposed to poison gas and powders** from the lithium-ion manufacturing process. **A dramatically large group of these workers die from the cancers and toxic poisoning from these factories.** They have always been made in overseas, impoverished, regions because there is little or **no occupational safety regulation there.** Tesla's factory has been fined by OSHA for setting workers on fire. This is a very deadly business. Now they are trying to build these factories in the American southwest to try to **exploit Mexican workers like they do overseas.** Some argue that large "white man owned" corporations "fighting for immigration rights" are really fighting to relax laws to allow cheap labor into these kinds of camp-factories in the desert. Some of the factory owners have even purchased multiple lots, in multiple southern states, and told investors that they will **"build on the one where we can buy control of the most local politicians"**.

- The makers of lithium ion batteries have issued a document called the "MSDS". It states known facts about the batteries. The MSDS warns firefighters they can get cancer. It warns that the batteries are toxic. It clearly states the very great dangers of spontaneous, or easily caused fire from bumps or moisture. Why did Panasonic kill it's MSDS web links the day the first Tesla fires hit the news? Look at the facts [HERE](#).

- Lithium-ion batteries seem to have caused some wars. At [THIS LINK](#), you will see hundreds of facts, films and links showing the direct connection between lithium ion investors in Silicon Valley and wars for ore in middle east countries.

- [Silicon Valley Lithium-ion investors signed deal with Russian "businessmen"](#) to create an international lithium ion cartel.

- Lithium ion battery companies Enerdel, and A123, and others, went bankrupt, after being funded with your tax dollars, from corruption, explosions and spontaneous fires. Facts that were well known by the people that funded them.

- Less compromised Senators have railed against the dangers of lithium-ion has shown [HERE](#) and [HERE](#)

- IPAD Lithium-ion batteries have blown up setting entire stores on fire.

- Samsung lithium-ion batteries in cell phones have set a number of people, including many children, on fire.
- Lithium-ion does not even work as well as other lower-cost, safer energy solutions:
 - The charge-keeping capability of a typical lithium-ion battery degrades steadily over time and with use. After only one or two years of use, the runtime of a laptop or cell phone battery is reduced to the point where the user experience is significantly impacted. For example, the runtime of a typical 4-hour laptop battery drops to only about 2.5 hours after 3,000 hours of use. By contrast, the latest fuel cells continue to deliver nearly their original levels of runtime well past the 2,000 and 3,000 hour marks and are still going strong at 5,000+ hours.
 - The electrical capacity of batteries has not kept up with the increasing power consumption of electronic devices. Features such as W-LAN, higher CPU speed, “always-on”, large and bright displays and many others are important for the user but severely limited by today’s battery life. Lithium ion batteries, and lithium-polymer batteries have almost reached fundamental limits. A laptop playing a DVD today has a runtime of just above one hour on one battery pack, which is clearly not acceptable.
 - Silicon Valley [Lithium-ion billionaires](#) try to exploit the lack of public awareness with disinformation campaigns linking anti-lithium-ion to saying that you are anti-environment. In fact: Lithium ion use and manufacturing is one of the most toxic industries on the planet.
 - Lithium-ion battery companies have actually been charged with, and sued for organized crime. [HERE IS AN EXAMPLE](#)
 - AT&T ‘s U-verse TV service now had a exploding battery problem, making it necessary for the firm to replace 17,000 backup batteries in its nationwide network.
 - Lithium-ion batteries might have crashed the Malayasian airlines flight. SEE DETAILS HERE.

TESLA SAFETY REPORT Vers. 1.05M- Public Wiki Produced for NHTSA other governmental agencies and public transparency

Draft- 1.05M (Document under construction – not final)- First Final Draft Due to NHTSA Due: **1/14/14**. (Note: The head of the NHTSA has now quit over this, let’s keep all eyes on this make sure nothing is rigged) For Public Comment and Review

Please refer all agencies to this document link at:

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

OR

<http://wp.me/p4e1uX-AK>

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- 1. Overview**
- 2. Known, Unresolved, Safety 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**
- **Questioning the validity of the German “Safety Report”**

- **Demand for identification matrix showing campaign backers who were lithium ion investors who had had their contacts exert influence over NHTSA decisions!**

(Supplemental material now numbers over 10,000 pages and will be submitted directly to regulators in order to avoid congesting this site)

1. Overview

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

2. Known, Unresolved, Safety Issues.

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

Additional...

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

The continued failure to engage in these tests, and/or provide the results from these tests, continues to call into question the efficacy and conflicts of interest of the original testing. The batteries used by Tesla were never designed, or created, to be used in automobiles and this short-cut to cost reduction must be mitigated by the relative increase in safety reduction.

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

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

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

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

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

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

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

- Filling the battery compartment, with **fully charged batteries**, with water, draining it and observing for 4 hours to analyze spontaneous lithium ion combustion.

- Pouring 18 Oz. soft drinks into the battery compartment, with **fully charged batteries**, and observing for 4 hours to analyze spontaneous lithium ion combustion.

- Impacting the lower quarter panel of Tesla with **fully charged batteries** on the side of the car, on each side, at the lower center of the passenger door and two feet to either side at 20MPH, 25MPH, 30MPH, 35MPH,

40MPH, 45MPH, 50MPH, 55MPH, 60MPH, 65MPH, 70MPH, 75MPH at 3", 4", 5", 6", 7" 8" so as to penetrate the battery chamber at least 4 inches and then saturating the damaged area with water and waiting four hours to analyze spontaneous lithium ion combustion.

- Forced ignition of lithium ion cells in flipped over (vehicle resting upside down on it's roof) with **fully charged batteries** and timing of penetration of smoke and flames to occupants simulated as contained within.
- Spectrograph analysis and complete full-range chemical read-out of the front metal and plastics of a Tesla on fire with **fully charged batteries** along with the lithium ion batteries. Disclosure of all known harmful chemicals in said smoke.
- Manually cutting 10 (ten) **fully charged** lithium ion Tesla battery cells in half long-ways in open air at average humidity and videotaping the results followed by dropping them in a bucket of water 60 seconds after cutting them. With the large number of lithium ion cells in a Tesla, physics and the law of averages predict that at least 10 cells will be fully ruptured in a high speed accident.

Plus such additional tests to be specified by:

The Center for Auto Safety

Davis College Engineering Department
Denver College Engineering Department
General Motors
Ford Motor Company
Automobile Dealers Association
and other public interest safety groups

4. How many fire incidents have there been.

Factory Fire 1?
Factory Fire 2?
Boston Fire?
Half Moon Bay Fire?
Tenn. Fire?
Seattle Fire?
Mexico Fire?
Factory Prototype Fires?
other post crash and testing fires...

5. Contacts to follow-up on investigations

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

With a copy to:

public.affairs@dot.gov

The Center for Auto Safety

Organization that informs consumers about auto safety issues.

www.autosafety.org

1825 Connecticut Ave, NW

Suite 330

Washington, DC 20009-5708

(202) 328-7700<http://www.autosafety.org/fileacomplaint>

Criminal Investigations:

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

with a copy to:

askdoj@usdoj.gov

antitrust.complaints@usdoj.gov

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

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

For German Investigations:

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

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

Tesla Drivers More Likely To Get In Accidents, With Their Exploding Cars, Than Mainstream Drivers?

Sociological reports, such as the report below, confirm that Tesla drivers are more likely to drive drunk, use drugs and respect less laws:

Various crash reports find that a large number of Tesla drivers drive drunk. Here is a typical mocking web graphic pointing out this fact:

Tesla related investors engage in this sort of extreme behavior and use their resources to promote the car as a

tool to skirt social bounds with speed and sex. Skirting social bounds often lies close to skirting laws and common sense. Here are reports on activities and personalities of these people who promote the vehicle:

<http://vcracket.weebly.com>

A Tesla Driver is now charged with the homicide of two people in a crash with their Tesla.

The evidence shows that Tesla drivers and the Tesla Culture promotes extra-carelessness, extra arrogance, extra drinking, extra distraction due to sexual theatrics and an overall requirement to create higher-than-normal safety parameters for these drivers, particularly in light of the highly explosive bed of material they are driving around amongst other consumers and structures. Tesla drivers appear to be more likely to crash, or create lithium ion thermal event circumstances, because of the cultural dynamic which Tesla attracts.

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

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

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

Appendix: Reference Data:

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

The lurking threat in your car and home “over a million failures of this chemistry and these batteries globally..”

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

“LITHIUM ION BATTERIES ARE MADE OVERSEAS BY CHEAP LABOR WHERE OSHA CAN’T WATCH. POOR PEOPLE MAKE LITHIUM ION BATTERIES OFF SHORE WHERE THEY ARE NOT TOLD ABOUT THE TOXIC CANCER, LIVER AND LUNG DISEASES THEY GET FROM THE MANUFACTURING PROCESS. SILICON VALLEY VC’S PUSH LITHIUM ION BECAUSE THEY CAN MAKE A HUGE PROFIT ON THE CHEAP LABOR BUILDING A BATTERY THAT SELF DESTRUCTS BUILT BY WORKERS WHO DIE FROM TOXIC POISONING. CHINESE, MALAY, MEXICAN AND OTHER WORKERS, SHOULD FILE CLASS ACTION LAWSUITS AGAINST SILICON VALLEY VC’S WHO PUSH THESE BATTERIES.”

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

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

Another **Tesla** Caught On Fire While Sitting In A **Toronto** ...

Earlier this month, a **Tesla** Model S sitting in a **Toronto** garage ignited and caught on fire. The car was about four months old and was not plugged in to an electric socket, says a source.
rr.com/articles/2014/02/13/a/another-tesla-cau...

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

MMamta Badkar

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/>

THE UNDERPAN OF THE TESLA MAGIC CARPET OF DOOM. THIS WHOLE THING IS FULL OF LITHIUM. YOUR WHOLE FAMILY IS SUPPOSED TO SIT ON TOP OF THIS!!!
TESLA HAS TO TEST THEIR BATTERIES IN a BLAST CHAMBER!!!!!!!:

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%99906-lab-test-burned-down-building.html>

“Tesla and Fisker have only sold a few hundred cars, (thank god) because nobody but dicks want these overpriced eliteist toys. A regular car company sells hundreds of thousands of cars per model. Every single

Tesla or Fisker sold increases the likelihood of a burn up. Those burn-ups will affect the homes, cars and lives of the people next door who never even bought one.”

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

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

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

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

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

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

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

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

Lithium Battery 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.

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

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

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

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

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

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

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

It's a fire that federal safety regulators are taking another look at now, since Securaplane provides two key battery components to the Boeing 787 Dreamliner, the start-power and battery-charger units. Records from local Golder Ranch Fire Department, the first of three fire departments to respond to the blaze, describe "an uncontrolled thermal reaction (that) caused the battery to vent and this venting caused the ignition to various items and fixtures throughout the test lab area."

"The electrical technician who was performing a test on the battery when it exploded likened the experience to being near a jet after-burner. Electrolytes from inside the battery were shooting 10 feet into the air, the former Securaplane employee, Michael Leon, said in an interview Friday. "The magnitude of that energy is indescribable."

"The fire stands as a graphic illustration of the power stored within energy-dense lithium-ion batteries and the potential consequences if something goes awry. It also highlights the importance and delicacy of the quality-control measures applied to a novel – and potentially explosive – technology, a technology now allowed, under special conditions, to be used as the main and auxiliary power source of certain aircraft. The Boeing 787 Dreamliner, the company's newest and most energy-efficient plane, uses two lithium-ion batteries. After two battery-related incidents in the past month, the 50 Dreamliners distributed so far have been grounded."

“Whistleblower: Dreamliner LITHIUM ION Batteries Could Explode

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NHTSA DEMAND LETTER

ADDITIONAL DATA:

Additional Mechanical Failures of the Tesla. Some could lead to lock-in during fire:

Mocking web image, below, highlights acknowledgement of high volume of Tesla drivers drinking and driving:

Image, below, shows that the battery compartment of Tesla has more impact points to cause ignition than any other electric car:

The Chevy Volt did a recall because of the lithium ion dangers and added extra steel, (image below) around the lithium ion chamber but they had already acknowledged this danger by burying the lithium ion deep within the body of the car without exposing it to the outside edges like Tesla does:

The following article (image below:) indicates that Tesla was in violation of federal law when it applied for DOE funds, which required that a company was not about to go bankrupt. Musk, herein states that he WAS about to go bankrupt when he applied. Additionally, he states that he front-loading his friends contracts to grab all the federal cash at a bankruptcy. This seems to indicate that safety due diligence data was being manipulated, along with federal law, on behalf of Tesla investors. Tjis calls into question, all data has submitted, or will submit, relative to honesty.

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

BY BERNIE WOODALL AND NORIHIKO SHIROUZU

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

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

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

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

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

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

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

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

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

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

Some cardboard boxes stacked near the point of connection between the Tesla Model S charging system and the connection to the 240-volt outlet helped the fire spread, the report said. (Reporting by Bernie Woodall in

Detroit and Norihiko Shirouzu in Beijing; editing by Matthew Lewis)

You can also see it at:

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

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

- **Questioning the validity of the German “Safety Report”**

Re-Quoted from:

<http://www.freerepublic.com/focus/f-bloggers/3098653/posts>

Hard to Take the German Absolution of Tesla Fires Seriously

[NLPC](#) ^ | December 5, 2013 | Paul Chesser

by [jzusamo](#)

Following incidents in [Washington state](#), Mexico and [Tennessee](#), the [National Highway Traffic Safety Administration](#) announced it would probe fires that occurred recently over a six week period in [Tesla Motors](#)' electric Model S.

And this week, as revealed in a *Detroit News* [story](#), the NHTSA looks like they're serious – at least more serious than Germany's transportation safety authority.

Why bring up Germany? Because as the regulatory heat bears down in the U.S. on Tesla and high-profile CEO [Elon Musk](#), they have trotted out the Eastern Europe nation to demonstrate that they've been absolved of any culpability in the fires. The media that has mostly fawned over the electric automaker helpfully amplified the development, which certainly Musk welcomed. He even got a slight recovery in the company stock price as a result.

On Monday Tesla posted a [press release](#) that claimed the company received an inquiry from the German Federal Motor Transport Authority about the three fires. While the NHTSA seems intent on conducting a thorough investigation (I'll get to those details momentarily), the Germans have already wrapped up their inquiry! The result: After Tesla provided “data and additional information” and the Germans “reviewed Tesla's responses to their inquiries,” they determined that “no manufacturer-related defects could be found. Therefore, no further measures under the German Product Safety Act are deemed necessary.”

Tesla posted a [copy of the letter](#) from the German Transport Authority – which is addressed to what appears to be the company's [local legal counsel](#) – with the translation into English in the press release. Four things beg for explanation:

- The letter is dated Nov. 27, which is only about three weeks after the most recent fire. Such a rapid conclusion to an inquiry would seem to be a new record for governmental efficiency looking into complicated, sensitive matters such as this.

- The letter references a phone call earlier in the day with the attorney. What was *that* discussion about, that the Transport Authority immediately issued its exculpatory letter the same day?
- Tesla blacked out the identity and contact information of the Transport Authority representative who wrote the letter. Why?
- It's apparent the German authority depended only on limited information supplied to it by Tesla ("According to the documents, no manufacturer-related defects could be found"). So it's hard to give their "investigation" much credibility.

Compare that to what the US NHTSA is asking for. As the *Detroit News* [reported Tuesday](#), the safety agency has requested that Tesla turn over detailed records of all consumer complaints, field reports, warranty claims and property damage claims related to the fires.

"Describe in detail all possible consequences to the vehicle from an impact to the subject component that damages the battery," wrote NHTSA vehicle integrity chief D. Scott Yon. "Describe in detail how these possible consequences were addressed in the design of the (Model S) and the limits of that design to prevent damage to the propulsion battery, stalling and fires."

The newspaper reported that Yon also asked for the results of all Tesla's tests, studies, and investigations to review the battery fires and the alleged defect, and information about whether Tesla made any changes to the Model S to address the possible defect of roadway debris sparking fires in the battery packs. He also wants detailed records of vehicles at the time of the incidents, owner contact information, and all communication to owners or regional officers that the company plans to issue in the next four months.

The letter was dated November 27, and Tesla has until January 14 to respond. That's about 50 days just to gather the information – more than twice as long as it took the Germans to collect, analyze and conclude their "inquiry" that "cleared" Tesla.

Tesla has carefully controlled information that's been released about the fires, including statements from the Model S owners. For the most part media reports have derived from these. It makes you wonder if there is some sort of non-disclosure agreement between the company and its vehicle owners.

For example, in early October – shortly after the first fire in Kent, Wash. – Musk posted an essay on Tesla's blog that explained how the Model S "struck a large metal object" that caused damage.

"A curved section that fell off a semi-trailer was recovered from the roadway near where the accident occurred and, according to the road crew that was on the scene, appears to be the culprit," Musk explained. "The geometry of the object caused a powerful lever action as it went under the car, punching upward and impaling the Model S with a peak force on the order of 25 tons. Only a force of this magnitude would be strong enough to punch a 3-inch diameter hole through the quarter inch armor plate protecting the base of the vehicle."

Maybe so, but for all the physical explanations Musk has tried to present, no photos of the large metal object have been produced. Nor are there any pictures – that are reasonably findable on the Web, at least – of the tow hitch that was accused of causing the Model S fire in Tennessee. In such a hotly scrutinized case you'd think Musk would be parading the evidence if it existed, but he hasn't.

In the same blog post Musk went to great lengths to argue a conventional gasoline powered car, in the same circumstances, could have experienced a far worse fate.

"A typical gasoline car only has a thin metal sheet protecting the underbody, leaving it vulnerable to destruction of the fuel supply lines or fuel tank, which causes a pool of gasoline to form and often burn the entire car to the ground," he wrote.

But the crash data [doesn't support that](#). As Justin Hyde of Yahoo!'s automotive Web site Motoramic [wrote](#) in early November, "Even though it has fewer electric cars on the road than its competitors (such as the [Chevy Volt](#) or [Nissan Leaf](#)), none have reported similar fires after crashes. And while liquid-fueled vehicles suffer about 170,000 such fires every year, federal data show they take place in only 0.1 percent of all crashes."

Tesla's control freakishness is also reflected in how the Model S owners who were fire victims. Has any independent journalist interviewed them? Below Musk's blog post was a portion of an email exchange between Tesla's vice president for sales and service and Rob Carlson, the Washington driver. The VP's missive came off as a carefully crafted (lawyered?) explanation of how the fire occurred and that the Model S's safety protections "operated correctly." In reply, Carlson supported Tesla's response to the incident and said, "I am still a big fan of your car and look forward to getting back into one." Then he revealed that he is an investor in Tesla – so certainly a critical response on his part would not have helped the value of the shares he owns!

While not exactly tanking, Musk likely felt some anxiety (and investor pressure) when the company's stock dropped from almost \$200 earlier this year to about \$120 the last couple of weeks, after the fires. Publicly Musk has said Tesla's share price was overpriced anyway (he's right), but at the same time, what executive wants to see a rapid drop like he's seen? Not a moment too soon, this week he discovered a way to turn the German "inquiry" of the Model S fires into a Wall Street bump – the stock is up to almost \$139 this morning.

As for the American investigation, time – and a serious examination – will tell whether Tesla needs to revisit its Model S design or not. Before the fires NHTSA still gave it a top safety rating, which seemed more like it was [joining the irrational exuberance party](#) rather than an accurate evaluation. The signs point to the agency taking this a lot more seriously than the Germans did, but then again, this is the [Obama administration](#) we're talking about, which has relentlessly protected and subsidized the electric vehicle industry.

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

Samsung exploding Lithium ion Galaxy COVER-UP Expose proves Danger of Lithium ion! Lithium ion and Cover-Ups seem to go hand-in-hand

[. Samsung tries to silence user whose S4 caught fire, it doesn't go over well](#)

[Brad Sams](#)

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

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

and make good with the consumer to fix the issue.

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

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

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

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

Additionally, the lithium ion in Apple iPad Tablets are exploding:

iPad Air explodes, erupting with smoke and flames in retail ...

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

news.yahoo.com/ipad-air-explodes-erupting-smoke-flames...

iPad Air EXPLODES leading to mobile phone shop evacuation ...

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

dailymail.co.uk/news/article-2492189/iPad-Air-EXPLODES-...

iPad Air EXPLODES INTO FIREBALL as terrified fanbois flee ...

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

theregister.co.uk/2013/11/08/ipad_air_explodes_into_fireb...

iPad Air explodes at retail store in Australia

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

vr-zone.com/articles/ipad-air-explodes-retail-store...

iPad Air explodes in Vodafone store | CellularChief

A Vodafone store in Canberra, Australia was evacuated and firefighters were called in after the explosion of

an Apple **iPad Air** inside the store resulted in the release of smoke that filled the retail establishment.

cellularchief.wordpress.com/2013/11/08/ipad-air-explodes-in-vondafo...

iPad air explodes in Australia, fire department had to be ...

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

iphonehacks.com/2013/11/ipad-air-explodes-australia-fir...

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

Hard to Take the German Absolution of Tesla Fires Seriously

- by [Paul Chesser](#)

Following incidents in [Washington state](#), Mexico and [Tennessee](#), the [National Highway Traffic Safety Administration](#) announced it would probe fires that occurred recently over a six week period in [Tesla Motors'](#) electric Model S.

And this week, as revealed in a *Detroit News* [story](#), the NHTSA looks like they're serious – at least more serious than Germany's transportation safety authority.

Why bring up Germany? Because as the regulatory heat bears down in the U.S. on Tesla and high-profile CEO [Elon Musk](#), they have trotted out the Eastern Europe nation to demonstrate that they've been absolved of any culpability in the fires. The media that has mostly fawned over the electric automaker helpfully amplified the development, which certainly Musk welcomed. He even got a slight recovery in the company stock price as a result.

On Monday Tesla posted a [press release](#) that claimed the company received an inquiry from the German Federal Motor Transport Authority about the three fires. While the NHTSA seems intent on conducting a thorough investigation (I'll get to those details momentarily), the Germans have already wrapped up their inquiry! The result: After Tesla provided "data and additional information" and the Germans "reviewed Tesla's responses to their inquiries," they determined that "no manufacturer-related defects could be found. Therefore, no further measures under the German Product Safety Act are deemed necessary."

Tesla posted a [copy of the letter](#) from the German Transport Authority – which is addressed to what appears to be the company's [local legal counsel](#) – with the translation into English in the press release. Four things beg for explanation:

- The letter is dated Nov. 27, which is only about three weeks after the most recent fire. Such a rapid conclusion to an inquiry would seem to be a new record for governmental efficiency looking into complicated, sensitive matters such as this.
- The letter references a phone call earlier in the day with the attorney. What was *that* discussion about, that the Transport Authority immediately issued its exculpatory letter the same day?
- Tesla blacked out the identity and contact information of the Transport Authority representative who wrote the letter. Why?
- It's apparent the German authority depended only on limited information supplied to it by Tesla ("According to the documents, no manufacturer-related defects could be found"). So it's hard to give

their “investigation” much credibility.

Compare that to what the US NHTSA is asking for. As the *Detroit News* [reported Tuesday](#), the safety agency has requested that Tesla turn over detailed records of all consumer complaints, field reports, warranty claims and property damage claims related to the fires.

“Describe in detail all possible consequences to the vehicle from an impact to the subject component that damages the battery,” wrote NHTSA vehicle integrity chief D. Scott Yon. “Describe in detail how these possible consequences were addressed in the design of the (Model S) and the limits of that design to prevent damage to the propulsion battery, stalling and fires.”

The newspaper reported that Yon also asked for the results of all Tesla’s tests, studies, and investigations to review the battery fires and the alleged defect, and information about whether Tesla made any changes to the Model S to address the possible defect of roadway debris sparking fires in the battery packs. He also wants detailed records of vehicles at the time of the incidents, owner contact information, and all communication to owners or regional officers that the company plans to issue in the next four months.

The letter was dated November 27, and Tesla has until January 14 to respond. That’s about 50 days just to gather the information – more than twice as long as it took the Germans to collect, analyze and conclude their “inquiry” that “cleared” Tesla.

Tesla has carefully controlled information that’s been released about the fires, including statements from the Model S owners. For the most part media reports have derived from these. It makes you wonder if there is some sort of non-disclosure agreement between the company and its vehicle owners.

For example, in early October – shortly after the first fire in Kent, Wash. – Musk posted an essay on Tesla’s blog that explained how the Model S “struck a large metal object” that caused damage.

“A curved section that fell off a semi-trailer was recovered from the roadway near where the accident occurred and, according to the road crew that was on the scene, appears to be the culprit,” Musk explained. “The geometry of the object caused a powerful lever action as it went under the car, punching upward and impaling the Model S with a peak force on the order of 25 tons. Only a force of this magnitude would be strong enough to punch a 3-inch diameter hole through the quarter inch armor plate protecting the base of the vehicle.”

Maybe so, but for all the physical explanations Musk has tried to present, no photos of the large metal object have been produced. Nor are there any pictures – that are reasonably findable on the Web, at least – of the tow hitch that was accused of causing the Model S fire in Tennessee. In such a hotly scrutinized case you’d think Musk would be parading the evidence if it existed, but he hasn’t.

In the same blog post Musk went to great lengths to argue a conventional gasoline powered car, in the same circumstances, could have experienced a far worse fate.

“A typical gasoline car only has a thin metal sheet protecting the underbody, leaving it vulnerable to destruction of the fuel supply lines or fuel tank, which causes a pool of gasoline to form and often burn the entire car to the ground,” he wrote.

But the crash data [doesn’t support that](#). As Justin Hyde of Yahoo!’s automotive Web site Motoramic [wrote](#) in early November, “Even though it has fewer electric cars on the road than its competitors (such as the [Chevy Volt](#) or [Nissan Leaf](#)), none have reported similar fires after crashes. And while liquid-fueled vehicles suffer about 170,000 such fires every year, federal data show they take place in only 0.1 percent of all crashes.”

Tesla’s control freakishness is also reflected in how the Model S owners who were fire victims. Has any

independent journalist interviewed them? Below Musk's blog post was a portion of an email exchange between Tesla's vice president for sales and service and Rob Carlson, the Washington driver. The VP's missive came off as a carefully crafted (lawyered?) explanation of how the fire occurred and that the Model S's safety protections "operated correctly." In reply, Carlson supported Tesla's response to the incident and said, "I am still a big fan of your car and look forward to getting back into one." Then he revealed that he is an investor in Tesla – so certainly a critical response on his part would not have helped the value of the shares he owns!

While not exactly tanking, Musk likely felt some anxiety (and investor pressure) when the company's stock dropped from almost \$200 earlier this year to about \$120 the last couple of weeks, after the fires. Publicly Musk has said Tesla's share price was overpriced anyway (he's right), but at the same time, what executive wants to see a rapid drop like he's seen? Not a moment too soon, this week he discovered a way to turn the German "inquiry" of the Model S fires into a Wall Street bump – the stock is up to almost \$139 this morning.

As for the American investigation, time – and a serious examination – will tell whether Tesla needs to revisit its Model S design or not. Before the fires NHTSA still gave it a top safety rating, which seemed more like it was [joining the irrational exuberance party](#) rather than an accurate evaluation. The signs point to the agency taking this a lot more seriously than the Germans did, but then again, this is the [Obama administration](#) we're talking about, which has relentlessly protected and subsidized the electric vehicle industry.

[Originally posted on the [National Legal and Policy Center](#)]

Tesla Safety Challenged! The Facts:

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

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

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

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

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

will explode and they will give off toxic gas”.

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

Andrew- DC Group

TESLA COVER UP

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

(Notice the surgeon who owned it. Most of these guys are Swingin’ D Rich Guy Male Doctors)

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

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

Not enough burning Tesla’s?

Stand by...

RS- LAT

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

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

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

The Tesla Defects seem to be multiplying.

Roberta- (A Mother)

Lithium ion = Bad Stuff

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

Another Tesla Movie

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

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

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

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

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

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

The people that are telling you “*Lithium Ion is just a lovely thing, don’t worry about all of those scare stories*” have a financial investment in batteries using this chemical. **Almost all of them have worked for, invested in or been hired by the people that make money off it.** The form factor Tesla uses is a common

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

Dr. Lee- USGA

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

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

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

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

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

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

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

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

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

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

GHT- LAT

Tesla: Unsafe At Any Speed, Unethical at Inception.

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

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

Does that about sum it up?

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

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

[Watch As Another Fisker Karma Spontaneously Combusts, The ...Aug 17, 2012 ...](#) The Karma above caught fire in a **Woodside**, CA parking lot while attention away from the latest green energy project to blow **up** in the ...

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

[Second Fisker Karma Burns – Did EV1/Volt Engineer Predict Cause ...Aug 11, 2012 ...](#) **Fisker Karma Fire, Woodside**, CA – Photo Courtesy of Aaron Wood A ... If only a few more of these cars explode, you can totally forget about ...

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

[DailyTech – Round Two: Fisker Karma Goes Up in Flames in California](#)Aug 13, 2012 ... Yet another **Fisker Karma** has gone **up** in smoke, making this the second ... A **Fisker Karma** driver from **Woodside**, California parked his hybrid at the is an intercooler coupler blowing off and making a sound like a gunshot.

DST-LAT

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

TESLA knew their car was unsafe and says so in their own patent filings. This, alone, says Musk was lying. The extreme **military tank-type “ballistic shield”** measures called for in their patent, below, are shocking proof that they knew how awful lithium ion is the way they use it. In **another** Tesla patent, Tesla says, in THEIR words filed with the feds: *““Thermal runaway is of major concern since a single incident can lead to significant property damage and, in some circumstances, bodily harm or loss of life. When a battery undergoes thermal runaway, it typically emits a large quantity of smoke, jets of flaming liquid electrolyte, and sufficient heat to lead to the combustion and destruction of materials in close proximity to the cell. If the cell undergoing thermal runaway is surrounded by one or more additional cells as is typical in a battery pack, then a single thermal runaway event can quickly lead to the thermal runaway of multiple cells which, in turn, can lead to much more extensive collateral damage. Regardless of whether a single cell or multiple cells are undergoing this phenomenon, if the initial fire is not extinguished immediately, subsequent fires may be caused that dramatically expand the degree of property damage. For example, the thermal runaway of a battery within an unattended laptop will likely result in not only the destruction of the laptop, but also at least partial destruction of its surroundings, e.g., home, office, car, laboratory, etc. If the laptop is on-board an aircraft, for example within the cargo hold or a luggage compartment, the ensuing smoke and fire may lead to an emergency landing or, under more dire conditions, a crash landing. Similarly, the thermal runaway of one or more batteries within the battery pack of a hybrid or electric vehicle may destroy not only the car, but may lead to a car wreck if the car is being driven or the destruction of its surroundings if the car is parked.”*

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

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

HJ- BOST

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

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

Hj, WSJ

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

Regarding: Your recent Tesla “safety declaration”.

Dear German Federal Motor Transport Authority:

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

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

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

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

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

Sincerely,
XXX

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

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

ki- ggt

German Tesla “Safety Review” exposed as “Sham”! MORE HERE>>>

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

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

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

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

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

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

[Brad Sams0](#)

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

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

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

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

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

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

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

Tue Dec 3, 2013

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

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

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

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

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

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

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

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

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

This isn’t a game, people.

Mr. Cain Thaler

Stock advice in actual English.

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

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

Michael Graham Richard

Transportation / Cars @ Treehugger

The saga continues! After some Chevy Volt battery fire issues during testing and GM offering Volt owners to buy back their cars or loan them replacements, we learn that that GM has decided to not take any

chances; it is supposedly about to announce a call back of 8,000 Volt electric cars.

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

###

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

(C) GM

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

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

KF & GG

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

Safety Investigations:

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

With a copy to:

public.affairs@dot.gov

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

Criminal Investigations:

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

with a copy to:

askdoj@usdoj.gov

antitrust.complaints@usdoj.gov

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

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

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

Incriminating New Evidence!

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

DF- NYP

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

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

Tesla Batteries Act Like Solid “rocket fuel” when they ignite!

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

RS-LAT

Additional Tesla Fire News Expose Links:

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

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

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

[scary-answer](#)

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

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

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

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

Bad Engineering

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

HD- SME engineer

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

Understanding Tesla's Life Threatening Battery Decisions

SEEKING ALPHA- John Peterson

Nov 22 2013

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

Musk Claim of Fewer Tesla Fires Questioned in MIT Report

Bloomberg

By Angela Greiling Keane & Jeff Green

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

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

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

Disco Inferno- Burn Baby Burn

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

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

Elon Musk to Drive a Tesla Across the U.S. — But the ...

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

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

IRONIC TESLA BILLBOARD

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

iPad Air explodes, erupting with smoke and flames in retail ...

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

news.yahoo.com/ipad-air-explodes-erupting-smoke-flames...

iPad Air EXPLODES leading to mobile phone shop evacuation ...

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

dailymail.co.uk/news/article-2492189/iPad-Air-EXPLODES-...

iPad Air EXPLODES INTO FIREBALL as terrified fanbois flee ...

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

theregister.co.uk/2013/11/08/ipad_air_explodes_into_fireb...

iPad Air explodes at retail store in Australia

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

vr-zone.com/articles/ipad-air-explodes-retail-store...

iPad Air explodes in Vodafone store | CellularChief

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

cellularchief.wordpress.com/2013/11/08/ipad-air-explodes-in-vondafo...

iPad air explodes in Australia, fire department had to be ...

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

iphonehacks.com/2013/11/ipad-air-explodes-australia-fir...

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

Randy Oates- DC

TESLA MATH:

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

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

GH- Boston G

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

You can also see it at:

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

WATCH THIS VIDEO OF A TESLA BURNING AND BLOWING UP BECAUSE OF BATTERY

UNHAPPINESS.

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

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

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

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

You can see the resulting fire in the video below.

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

Here is an official recount from Tesla:

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

Manu Fs. – Obsido

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

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

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

Dan

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

LINKS.

See these other articles and third party studies:

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

MORE TESLA FIRES

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

Lithium ion blowing up even more than usual?

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

Semmer-

Tesla Failures push Auto Industry to Fuel Cell Cars

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

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

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

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

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

T- Law 360

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

By Jerry Hirsch- LA Times

November 7, 2013

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Palo Alto automaker said Tuesday it posted a loss of \$38.5 million, or 32 cents per share, in the third

quarter. That compares to a loss of \$110.8 million, or \$1.05 per share, in the same period a year earlier. Now that it is delivering cars, revenue grew to \$431 million from just \$50.1 million a year earlier.

Science Question

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

DDF

"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=uF18v1lxH0k>

October 2, 2013, 4:27 PM

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

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

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

tesla
Aj Gill via YouTube

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

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

Some speculated that the video highlights problems with the car's battery. Though others rushed to point out that the battery is located in the back of the car.

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

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

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

"A group of silicon valley venture capitalists forced/leveraged the government to buy and pay for these specific batteries, that they have stock in, in order to benefit their profit margins. Other batteries don't have these problems. They knew about this from day one but put greed ahead of safety. There are thousands and thousands of reports of spontaneous lithium ion fires but the VC's who back lithium ion pay to keep this information hushed up.

Millions of these batteries have been recalled for fire risk. The VC's tried to push as many as they could before they got caught. Now they are caught. These VC's own stock in lithium mining companies too."

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

These links show vast sets of Fisker electric cars that burst into flames just because they GOT WET:
<http://updates.jalopnik.com/post/34669789863/more-than-a-dozen-fisker-karma-hybrids-caught-fire-and>
<http://green.autoblog.com/2012/08/12/fisker-flambe-second-karma-spontaneously-combusts-w-video/>
<http://www.autoblog.com/2012/11/05/how-sandy-may-have-set-17-plug-in-hybrids-on-fire/>
<http://www.digitaltrends.com/cars/fisker-karma-spontaneously-combusts/>
<http://cbdakota.wordpress.com/2012/11/07/fisker-karmas-catch-fire-following-inundation-by-sandy/>
<http://www.engadget.com/2012/08/12/fisker-karma-hybrid-ev-second-fire/>

<http://www.techfever.net/2012/08/fisker-karma-hybrid-ev-ignites-while-parked/>
<http://evmc2.wordpress.com/2012/11/04/fisker-karma-fire-report/>
<http://fellowshipofminds.wordpress.com/2012/05/12/karma-burns-owners-mansion/>
<http://www.carbuzz.com/news/2012/11/1/Karmas-Ignite-After-Hurricane-Floods-Newark-Port-7711437/>
There are vast sets of other links proving the point.

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>

HERE IS THE BATTERY YOU COULD HAVE BEEN SITTING ON TOP OF IN A TESLA

THIS IS THE TESLA MAGIC CARPET OF DOOM. THIS WHOLE THING IS FULL OF LITHIUM.
YOUR WHOLE FAMILY IS SUPPOSED TO SIT ON TOP OF THIS!!!
TESLA HAS TO TEST THEIR BATTERIES IN a **BLAST CHAMBER!!!!!!!**:

IF TESLA SAYS THIS THING IS SO SAFE WHY DO THEY TEST IT IN A STEEL ENCLOSED
EXPLOSION ROOM WITH WIRES COMING IN THROUGH BLAST HOLES!!!!??????
"TESLA ELECTRIC CARS HAVE 6800 CHANCES OF "GOING THERMAL".
"TESLA ELECTRIC CAR BATTERIES ARE MORE LIKELY TO BLOW UP." SAYS STANFORD
ENGINEER, "USING LITHIUM ION IN AN ELECTRIC CAR DOUBLES THE CHANCES IT
WILL EXPLODE OR GO THERMAL BECAUSE AN ELECTRIC CAR PUSHES IT FURTHER
THAN ANYTHING ELSE. BOEING HAD MANY SAFETY CIRCUITS AND EVEN THOSE
FAILED. THERE IS NO WAY THE TESLA SAFETY CIRCUITS WILL NOT EVENTUALLY FAIL"

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

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

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

"WTF!!!!!!

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

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

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

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

"AS A DEMONSTRATION OF HOW DANGEROUS LITHIUM IS, NASA IS GOING TO MAKE IT BURN IN OUTER SPACE:

"If you're along the Eastern Seaboard tonight, it might be worth your while to look at the sky this evening. NASA's Wallops Flight Facility is scheduled to launch a sounding rocket that will release "two red-colored lithium vapor trails in space."

As Space.com reports, those trails might be seen across the Mid-Atlantic and perhaps as far north as Canada and as far south as

northern Florida. Space.com explains how these trails will produce a "night sky show:"

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

embedded in a thermite cake. The thermite is ignited and produces heat to vaporize the lithium.

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

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

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

Lithium Ion batteries blow up and burn down commercial building:

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

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

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

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

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

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

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

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

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

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

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

- By [Stephanie Mlot](#)

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

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

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

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

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

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

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

Boeing 787 Dreamliner woes put spotlight on lithium ion battery risks
BY KEN BENSINGER, Los Angeles Times

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

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

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

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

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

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

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

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

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

Lithium ion batteries enabled Boeing to swap out heavy hydraulic systems in the airframe for lightweight electronics and electric motors to operate systems like wing de-icers. That's a key reason

the Dreamliner burns 20% less fuel than other wide-body aircraft.

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

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

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

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

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

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

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

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

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

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

Eskra, the battery fire investigator, said he's seen fires started by Chinese-made toys that use lithium

ion batteries hooked up to chargers designed for nickel cadmium 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..."

LITHIUM ION BATTERIES BLOW UP THE VEHICLES THEY POWER

By Carli Brosseau Arizona Daily Star

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

It's a fire that federal safety regulators are taking another look at now, since Securaplane provides two key battery components to the Boeing 787 Dreamliner, the start-power and battery-charger units. Records from local Golder Ranch Fire Department, the first of three fire departments to respond to the blaze, describe "an uncontrolled thermal reaction (that) caused the battery to vent and this venting caused the ignition to various items and fixtures throughout the test lab area."

"The electrical technician who was performing a test on the battery when it exploded likened the experience to being near a jet after-burner. Electrolytes from inside the battery were shooting 10 feet into the air, the former Securaplane employee, Michael Leon, said in an interview Friday. "The magnitude of that energy is indescribable."

"The fire stands as a graphic illustration of the power stored within energy-dense lithium-ion batteries and the potential consequences if something goes awry. It also highlights the importance and delicacy of the quality-control measures applied to a novel - and potentially explosive - technology, a technology now allowed, under special conditions, to be used as the main and auxiliary power source of certain aircraft. The Boeing 787 Dreamliner, the company's newest and most energy-efficient plane, uses two lithium-ion batteries. After two battery-related incidents in the past month, the 50 Dreamliners distributed so far have been grounded."

"Whistleblower: Dreamliner LITHIUM ION Batteries Could Explode

He says he was fired after warning about battery problems

By Christopher Freeburn, InvestorPlace Writer

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

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

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

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

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

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

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

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

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

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

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

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

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!

"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 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..."

What Went Wrong With The Electric Car Industry?

Only men seem to start car companies. Most psychologists say that this is because men see cars as dick insecurity emblems.

Elon Musk is known to be a wildly insecure narcissist who feels that he must get every woman, that he can find, pregnant in order to prove his manhood to his abusive father, who got his sister pregnant.

Musk embodies the ultimate expression of 'car-as-dick' thinking because Musk was not only molded by his purse-swinging, kept-woman, mother, abusive father and crooked brother but also by the Silicon Valley frat boy rape-culture.

Silicon Valley is, of course, the Eden of modern misogyny and tech-bro douche-baggery.

Musk dragged all of the biggest assholes from Silicon Valley, The DNC and Goldman Sachs into his Tech Cartel. Together they created a temporary monopoly in the electric car industry by exchanging stock market payola with Senators and White House staff who, in exchange, locked off the electric car and space industries just for Musk.

But that scheme was not sustainable. It was amazingly crooked and lucrative but, it could not last. It was Big Tech's Roman Empire and it was doomed to fail spectacularly.

Musk counted on Obama and Biden to stick with his original quid-pro-quo deal to trade government cash for election rigging via his boyfriends at Google and Facebook. Tesla was the money conduit for a bunch of political scammy.

Biden and his cheerleader actress front girl: Jennifer Granholm, bounced into office with a Wizard of Oz promise to give everybody electric cars. They were so wrong about the pitfalls of their plan and they hired so many idiot sex freaks and unicorn fart unaware fools that their scheme blew up...instantly and literally. Elon Musk and the Senators he owns: Pelosi, Harris and Feinstein, will lie, until their dying day about these batteries that they all own stock in! -

--- Lithium ion batteries: Cause wars, rape and genocide in the Congo, Afghanistan and Bolivia from the corrupt mining deals involved with mining lithium and cobalt; are insider trading-owned by ex-CIA boss Woolsey and DOE Boss Chu; excrete chemicals that 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 when they burn; 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 insider-trading owned by corrupt U.S. Senators who are running a SAFETY COVER-UP about their dangers.

---- Apple products with lithium ion batteries have been exploding and setting people on fire; over time the chemical dendrites inside each battery grow worse and increase the chances of explosion as they age

- LITHIUM ION BATTERIES BECOME MORE AND MORE LIKELY TO EXPLODE AS TIME GOES ON AND AS THEY AGE; "Bad Guys" have figured out how to make them explode remotely; 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 and NHTSA from outlawing them. WRITE YOUR ELECTED REPRESENTATIVE AND DEMAND THAT LITHIUM ION BATTERIES BE MADE ILLEGAL TO SELL! NiCAD and Hundreds of other battery chemistries DO NOT have all of these problems but Lithium Ion batteries get a monopoly because of politician insider trading ownerships.

---- A recent fire on U.S. Highway 101 near Mountain View, CA, burned the driver alive and killed him. In Florida two kids died in a Tesla, burned alive, screaming in agony. A man died in agony in a Tesla crash in Malibu that set Malibu Canyon on fire. A young woman, at the start of life, and her boyfriend were burned alive in their crashed Tesla.

---- There are many more deaths and crashes than you have heard about. The deaths and the cover-ups are endless. Senators Dianne Feinstein, Harry Reid, Nancy Pelosi, Kamala Harris and their associates own the stock in Tesla Motors and/or it's suppliers and mining companies and they cover-up and halt investigations and laws designed to save the public. They, and their crony's, spend over \$1B a year to shill and troll hype about lithium ion batteries and cover-up the dangers. Lithium ion EVs are more prone to battery fires. Experts say that their lithium-ion batteries can fuel hotter fires that release toxic fumes and are more difficult to put out.

---- Lithium ion fires keep reigniting which explains why it takes so long and requires copious amounts of water or foam (it is an electric fire, after all) to smother the flames. Tesla employee Bernard Tse and his team warned Elon Musk about these dangers in 2008 and they got fired and/or warned to "say nothing" by Musk. Three top Tesla engineers died in a plane crash next to Tesla offices in San Carlos after two of them agreed to become whistle-blowers. Elon Musk exists because he bribed DNC politicians and Senators Feinstein, Reid,

Boxer, Harris, Clinton and Pelosi to give him free taxpayer cash and government resources from the Dept. of Energy and the Calif treasury.

---- DOE has been covering-up organized crime activities at DOE in which DOE funds are being used as a slush-fund to pay off DNC campaign financiers and to pay for CIA/GPS Fusion-Class attacks on Silicon Valley business competitors of those DNC campaign financiers who DOE staff share stock market holdings with. Elon Musk is a criminal, a mobster, an asshole, a bald fake-hair wearing, plastic surgery-addicted, douchebag, woman-abusing, sex addicted, tax evader.

---- Musk exploits poor people and child slaves in the Congo and Afghanistan to mine his lithium and Cobalt. Musk spends billions per year to hire Russian trolls, fake blogger fan-boys and buy fake news self-aggrandizement articles about himself. Musk thinks he is the 'Jesus' of Silicon Valley. Fake News manipulator Google is run by Larry Page and Larry is Musk's investor and bromance butt buddy.

---- Musk uses massive numbers of shell companies and trust funds to self-deal, evade the law and hide his bribes and stock market insider trading. A huge number of Tesla drivers have been killed; pedestrians and oncoming drivers have also been killed, and Musk covers it up.

---- The DNC and the MSM refuse to allow any articles about Musk's crimes to be printed because they benefit from Musk's crimes. Musk has been professionally diagnosed as a 'psychotic narcissist.' A 'Silicon Valley Mafia; cartel of frat boy sociopath venture capitalists like Steve Jurvetson, Tim Draper, Eric Schmidt, et al; threaten those who do not support the cult of Tesla or their political candidates.

---- In EVERY blog that you read that mentions 'Musk', at least 1/3 of the comments have been placed their by Musk's paid skills. Musk holds the record for getting sued for fraud by his investors, wives, former partners, employees, suppliers and co-founders.

---- Elon Musk has gone out of his way to hire hundreds of ex-CIA staff and assign them to "dirty tricks teams" to attack his competitors and elected officials who Musk hates. Musk never founded his companies. Musk's "Starlink" satellites are domestic spy and political manipulation tools – never get your internet from one. Musk stole Tesla in a hostile ownership take-over from Marty the true inventor of the Tesla.

---- The same kind of EMF radiation proven to cause cancer from cell phones exists in massive amounts in a Tesla. Musk can't fix a car or build a rocket and has almost no mechanical skills. If you pull a report of every VIN# of every Tesla ever built and cross reference that with insurance, repair and lawsuit records you will find that the "per volume" fire, crash, death and defect rate is THE WORST of any car maker in history!

---- Musk is a lying con artist and partners with Goldman Sachs to rig the stock market. Sachs has a dedicated team of 18 men who rig stocks and valuation bumps for Musk. Over 1000 witnesses can prove every one of those claims in any live televised Congressional hearing! Senators Dianne Feinstein, Harry Reid, Nancy Pelosi, Kamala Harris and their associates own the stock in Tesla Motors and/or it's suppliers and mining companies.

---- That is why they criminally help cover-up investigations of Tesla! All of this was reported, in writing, to James Comey, Patricia Rich and David Johnson at the FBI. The DNC bosses own the stock in lithium, Solar and EV markets and use kickbacks from those markets (Especially via convoluted campaign finance laundering via Elon Musk) to finance the DNC. The DNC bosses use character assassination as their main political tool against any member of the public who speaks out against their felony stock market scams and PizzaGate-like scandals.

---- The Harvey Weinstein reports by Ronan Farrow show that they have teams of hired goons that they pay to destroy people's lives. They use Black Cube, Mossad, In-Q-Tel, Stratfor, Gawker Media, Gizmodo Media, Media Matters, David Brock, Sid Blumenthal, NY Times, Google servers, Facebook servers, Podesta Group,

Perkins Coie, Covington and Burling and a host of “assassins”.

---- It should be a felony to hire character assassins in the USA. DEMAND A LAW and DEMAND the termination of these attack services. IE: Gawker and Gizmodo Media sets-up the attack stories and, in paid partnership with Google, Google kicks their attack links around the globe, in front of 8 Billion people, forever. Google locks the attack articles of its enemies on the front top search results of Google search results forever, on purpose!

---- That is why Google is being terminated in the largest, most well resourced anti-corruption public service take-down in history! Tesla and Musk are protected by shareholders Harris, Pelosi, Feinstein, Brown and Newsom. Panasonic (indicted for bribery and Musk’s partner) spends billions of dollars annually cover-up lithium battery fires and battery defects.

---- There are hundreds of millions of people in America. The same 120 of them are all involved in operating the same crimes and corruption including: the Sony Pictures corruption; the Afghanistan rare earth mine scandals operated through The Energy Department political slush fund that involves the lithium battery cover-ups (headed by Elon Musk); the Big Tech Brotopia rape, sex trafficking, bribery, exclusionism, racism and misogyny issues they were taught at Stanford University;

---- The Facebook – Meta – Google – Alphabet – Netflix, et al, coordinated news manipulation and domestic spying that they engage in; the hiring of Fusion GPS – Black Cube – Gizmodo/Gawker assassins; the destruction of the housing market by their mass real estate manipulations; patent theft and industrial espionage; and the bribery of almost every politician all the way up to the Oval Office.

---- So, while the categories covered in this investigation may seem diverse. They are connected through an enterprise of criminality and illicit, coordinated operations. We list, by name, the 120 most complicit individuals organizing these crimes, in the evidence documents already submitted to the FBI, FINCEN, DOJ, FTC, SEC, FEC, Congress, InterPol and other authorities. Digital financial tracking of those persons and all of their family members should be assumed to have been under way for some time. Wire-taps and device taps of those persons and all of their family members should be assumed to have been under way for some time.

Elon Musk's Electric Car Batteries Made By Forced Labor Overseas

Increasing ties have been found between the origin of the batteries needed to power the technology and forced labor in Chinese work camps.

Jarryd Jaeger Vancouver, BC

As many environmentalists push for a quick transition to electric vehicles and clean energy, increasing ties have been found between the origin of the batteries needed to power the technology and forced labor in Chinese work camps.

One province in particular, Xinjiang, is facing mounting criticism as more details emerge surrounding working conditions for members of the Uyghur Muslim minority. [According](#) to the *New York Times*, while China produces 75 percent of the world's lithium ion batteries, much of the raw material is mined elsewhere. In recent years, however, the Chinese government has set their sights on controlling all aspects of the supply chain.

In order to compete with other countries, China has ramped up production in the western province of Xinjiang, home to the nation's Uyghur Muslim minority.

As the *Times* [reports](#), companies such as Xinjiang Nonferrous Metal Industry Group have partnered with the Chinese government to move hundreds of Uyghurs from the south to the industrialized north where they are put to work in mines, smelters, and factories producing lithium, nickel, manganese, beryllium, copper and gold.

While such companies deny that their workers are mistreated, reports show that Uyghurs are subject to what could easily be deemed to be forced labor.

Uyghurs who refuse to work in accordance with Chinese government policies are often sent to internment camps, and in May it was [revealed](#) that many of those camps have a "shoot-to-kill" policy for those who attempt to escape.

Thus, the official claim that "all employment is voluntary" is not supported.

In addition to forced labor, Uyghurs are also subjected to re-education, wherein government-appointed "teachers" attempt to create loyal subjects to the nation and communist regime.

On June 21, a new law will go into effect in the United States called the "Uyghur Forced Labor Prevention Act." As NPR [reports](#), it gives the US authority to seize goods produced in Xinjiang unless companies can prove they did not engage in forced labor practices.

It's true that doing so will be resisted by Democrats who don't want to slow the deployment of solar panels and electric cars in the US, and be resisted by free market Republicans, but the evidence is clear and this is becoming a moral and national security imperative.

— Michael Shellenberger (@ShellenbergerMD) [June 20, 2022](#)

Environmental realist, author, and California gubernatorial candidate Michael Shellenberger is one of many calling on the Biden administration to go one step further and ban the importation of all goods from Xinjiang. He says the US should instead focus on manufacturing green technology at home.

As he points out, however, the decision would face pushback from both Democrats "who don't want to slow the deployment of solar panels and electric cars in the US," and "free market Republicans."

The world has shone a spotlight on the Chinese government's treatment of the Uyghurs in Xinjiang, but it remains to be seen whether the Communist Party and the companies to which it is so closely tied will change their practices.

Blame Lithium Batteries for Samsung Note 7 And Tesla Motors Fires

A major recall of Samsung Galaxy Note 7 phones could also be a wakeup call for manufacturers and consumers about lithium-ion (Li-ion) batteries.

"My brand new Note 7 exploded this morning while I was still asleep, it was plugged in and charging." So begins a [Reddit post](#) from a user in Australia, detailing how a Samsung Galaxy Note 7 caught fire in a hotel

room -- causing \$1,800 in damage.

An image of a damaged Samsung Galaxy Note 7 shows that the overheating began at the center of the Li-ion battery.

(Source: Reddit user -- Crushader)

The Reddit post, made in September, was the first noted case in Australia but it would be far from the last in the world. According to the [US Consumer Product Safety Commission](#), beginning in mid-September Samsung received 96 reports of Note 7 phones overheating, of those 13 resulted in burn injuries and 47 in some type of property damage.

On Sept. 15, Samsung initiated a recall of the Note 7, offering to replace units for customers. But in early October the Note 7 made its biggest headlines when a replacement model phone started emitting smoke on a Southwest Airlines flight from Louisville to Baltimore. Airlines subsequently banned the Note 7 from flights and Samsung would go on to recall all of its Note 7 models, including the replacements -- a total of 1.9 million phones, according to the US Consumer Product Safety Commission.

Initially Samsung stayed quiet on what was causing the phones to overheat, but after dozens of pictures of burnt out Note 7s were posted online, Internet sleuths were able to figure out the problem. Noting where the burn marks appear, a technology reviewer on YouTube who goes by the name JerryRigEverything deduced that the failure was happening with the phone's lithium-ion battery itself and not with the charging port or any part of the motherboard, which were also potential points of failure.

South Korea-based Samsung has since acknowledged that the problem is with the battery but hasn't gone deep into specifics. However, [Bloomberg](#) obtained documents from Korea's Agency for Technology and Standards saying the overheating was being caused by a lack of insulation between the battery's positive and negative electrodes, which created a short. Chris Robinson, research analyst at Lux Research, told *Design News* that battery shorts like this are common, but there could be more to these Samsung incidents. "A battery short is a common mode of failure, which results when electrical contact is made between the positive and negative electrodes. This oftentimes is caused by a manufacturing defect, such as a contaminant getting into the manufacturing process, but in this case there may be more to the Samsung story," Robinson said via email. "The replacement batteries started catching fire, which could indicate a larger problem with the design of the handset."

Measuring Battery Life in IoT devices. Many devices used in IoT applications must run on battery power for extended periods of time. To support this, complex power management is required and verifying the effectiveness of these techniques requires specialized testing techniques. Learn more at [ESC Silicon Valley](#), Dec. 6-8, 2016 in San Jose, Calif. [Register here](#) for the event, hosted by *Design News*' parent company, UBM.

Of course, the Note 7 is only the latest in what has been a series of recent lithium-ion-related issues in consumer products. Back in 2012 the [Fisker Karma](#) was recalled because of battery overheating issues. In 2013 a Tesla Model S [caught fire](#), revealing a design flaw in which the vehicle's battery pack wasn't properly shielded against road debris that could potentially puncture it. And just last Christmas the hottest item on the shelves -- the [hoverboard](#) -- had its hype train derailed when reports started surfacing of shoddy knockoff

products with defective lithium-ion batteries catching fire.

It really brings to question why we rely on such a potentially volatile solution for our battery needs. But Robinson said that issues with lithium-ion batteries do not happen at random. "These incidents are problems given how much we use electronic devices and the severity of the fires, but Li-ion batteries can be made safe. However, with Li-ion battery fires there is almost always a reason why they catch fire -- it's not just a random event," he said. "Considering the hoverboard fires, they were caused by mostly Chinese Li-ion manufacturers with poor quality control and no established track record of making volumes of batteries, who hoverboard manufacturers turned to as Li-ion demand increased ahead of rushing these products to market ahead of the holiday season. Fisker battery fires were caused by coolant leaks which led to batteries overheating, and several Tesla fires were related to external damaging of the battery from debris or a crash."

READ MORE ABOUT LI-ION BATTERIES ON DESIGN NEWS:

- [Choosing Between Supercapacitors and Li-ion Batteries in Industrial Applications](#)
- [Thin-Film Coating Boosts Lithium-Ion Battery Performance](#)

"The key component which prevents shorting, a major failure mode of batteries, is the separator," Robinson said. "Many use a polymer separator, but ceramics have been of some interest to the industry for improved safety and durability. However, these add weight and cost to the battery, which is why most companies forego their use." He suggested that, moving forward, these types of separators may become more attractive to companies looking to increase product safety. Next-generation chemistries, things like solid-state batteries, could also be an option. "This also could allow for improved energy density," Robinson said. "But these batteries are not manufactured at the large scale required to supply cell phones, and also add significant costs.

Right now, despite any risks, Li-ion batteries are still the best choice for consumer products and electric vehicles since they offer the best balance of energy and power density and lifecycle. "Previous chemistries, primarily NiMH batteries, could only offer about half of the performance relative to size and weight that Li-ion batteries can provide." Robinson said.

However, as consumers demand products that are not only higher performing but also increasingly light and thin, we may be putting a greater burden on OEMs as far as ensuring product safety. Cramming a battery into a smaller and smaller space while still demanding more power and performance also opens the door for the sort of incidents seen with the Note 7. The Note 7, for example, is Samsung's lightest and thinnest Note model yet (by a small margin), but also has more sensors, a better camera, and more hard drive storage space.

"As manufacturers push for lighter and thinner phones that does make both the battery and system design more difficult," Robinson said. "Batteries must be kept fairly cool to prevent thermal runaway, which leads to fires, and increasingly small space make this difficult. Furthermore, on the cell level, manufacturers try to use the thinnest and cheapest separators as possible, since they add weight, volume, and price to the cell."

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BIDEN AND OBAMA PROMISED THEIR BIG TECH POLITICAL FINANCIERS EXCLUSIVE ACCESS TO THE ELECTRIC VEHICLE MARKET AND LITHIUM ION BATTERY MINES

...IT ALL BLEW UP IN THEIR FACES



Fewer people are buying electric cars — the slowdown hints at a problem at the heart of America's EV push. NurPhoto/Getty, Tyler Le/BI © NurPhoto/Getty, Tyler Le/BI

Biden and Obama ordered their Department of Energy to sabotage hydrogen fuel cell cars because they obsolete lithium ion cars. That turned out to be a huge disaster for Biden and Obama!

Electric vehicles were supposed to be inevitable. Two years ago President Joe Biden climbed behind the wheel of a beefy white electric Hummer to tout his plan to make [half of all new cars sold electric by 2030](#). The following year Congress passed the Inflation Reduction Act, which created a bevy of incentives for drivers to buy electric and for automakers to invest in EVs. That set off a flurry of new projects: EV plants, battery-manufacturing facilities, and mining operations began popping up. By the end of 2022 the situation looked promising: More and more Americans were going electric, and soon everyone would be driving an EV, reducing emissions in the process.

The transition to an all-EV future seemed like a slam dunk. It would not only give the government a highly visible way to show it's fighting the climate crisis but boost the economy through new jobs and investment. But the electric-vehicle takeover has hit some serious roadblocks.

Sure, [sales of EVs keep going up](#) — a record 300,000 cars sold in the US in the third quarter of 2023 were electric — but the pace of adoption has markedly slowed, and analysts have suggested the country is no longer [on track](#) to hit the government's sales targets. The trickle-down effects of this decreased demand are everywhere. EVs [accumulated at dealerships](#) this fall, even as automakers cut prices to try to entice

customers. Automakers have backtracked on their promised investments: [Ford](#) delayed \$12 billion of its planned \$15 billion investment in EV manufacturing capacity, while General Motors delayed production of key EV models and scrapped a \$5 billion partnership with Honda to make cheaper EVs. Even [Tesla](#) — once the superstar of EVs — announced it would delay a planned factory in Mexico. Auto execs who were once trumpeting the potential of electric cars are even publicly acknowledging that [EVs aren't working](#).

Industry analysts have pointed to several reasons for the slowdown, including insufficient charging infrastructure and a lack of affordable EV options. But they're a symptom of the larger problem: America's EV plan was flawed from the start. Instead of seeing EVs as one piece of a plan for more sustainable transportation, America has focused on using EVs as a one-to-one replacement for gas guzzlers. But this one-size-fits-all solution fails to address our broader transportation problems, meaning emissions targets are likely to be missed and other transportation problems will continue to go unaddressed.

"The entire myth at the heart of this whole transition is that the battery car seamlessly fits right into the gas car's position," Edward Niedermeyer, the author of "Ludicrous: The Unvarnished Story of Tesla Motors," told me. "It doesn't, and that's the problem."

The EV myth

The mission to replace gas cars with EVs has led to a series of major miscalculations, one of which has to do with the sheer size of the new electric vehicles being put on the road.

Over the past few decades the American auto industry has [become obsessed with huge vehicles](#). The reasons for the size inflation range from profit margins to distorted [government fuel standards](#), but the proliferation of bigger vehicles created a doom loop of consumer preference: Drivers saw the vehicles around them getting bigger, so they wanted bigger cars to make themselves feel safer. Automakers argued that this was proof that people wanted only big cars, so [they cut small models](#) and made existing vehicles bigger, which made people with smaller cars feel less safe — you get the picture. Meanwhile, road deaths and injuries soared, while the larger, less efficient vehicles wiped out [environmental benefits](#) from higher emissions standards.

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When automakers pivoted to EVs, they focused on the kinds of cars that were already popular — which meant a flood of big electrified SUVs and trucks. But massive-bodied EVs don't make much sense. Larger EVs require bigger batteries, which require more raw materials to manufacture, which requires producers to beef up their [environmentally destructive mining operations](#). While bigger batteries allow drivers to travel farther between charges, they also make the cars heavier, [more dangerous](#), more expensive, and worse for the planet.

The "range anxiety" that has resulted in massive batteries is another reason EVs don't work as a replacement for gas cars. Niedermeyer said that while an electric car can meet most people's driving needs, it struggles with edge cases like road trips because of the need to recharge. Since Americans have been promised a one-to-one substitute for their gas cars, this seems like a failure; an EV should be able to do everything a gas car can. This idea persists even though in 2023 the average US driver traveled only about [40 miles a day](#), and in 2022 about 93% of US trips were less than 30 miles. Still, in a survey conducted by Ipsos last fall, 73% of respondents indicated they had concerns about EV range.

The focus on increasing EVs' range is contributing to their relatively high prices. Unlike with gas cars, the more you pay for an EV, the more range you can expect to receive. And since Americans have been conditioned to want a lot of range, cars with big batteries and longer ranges have dominated the market, resulting in stubbornly high prices. In September, Cox Automotive pegged the average EV price at \$50,683,

down 22% from the same time last year. But an analysis from CarGurus found that EV prices were still 28% higher than gas-vehicle prices on average. With prices for everything else — rent, groceries, and other goods — increasing, the average person has less cash to splurge on an expensive electric vehicle.

All of this means there's a natural limit to the number of American households willing and able to make the shift to electric. They've largely been high-income households in places like California, where charging infrastructure is more plentiful. The polling firm Strategic Vision found that EV buyers have [a median household income of \\$186,000](#). Cox estimated that 8% to 9% of new-vehicle sales in the United States in 2023 would be electric, but getting above that threshold is proving to be more difficult than expected.

The Norway model

If there's any direct inspiration for the United States' EV policy, it's Norway. As the story goes, Norway introduced some compelling subsidies for EVs, sales took off, and now the vehicles virtually dominate the roads. But the reality isn't so simple. And Norway's challenges bode poorly for America's EV push.

Norway shows that if US policymakers stick with the current model of EV transition, it's going to be a difficult road.

Norway introduced EV incentives [in the 1990s](#), then added more when EV technology really took off in the 2010s. EV drivers could get perks like free parking, permission to drive in bus lanes, and, most importantly, exemptions from taxes and fees that could ultimately save them a lot of money. In September, [87% of new-vehicle sales](#) were fully electric vehicles. The problem, Ketan Joshi, a climate-analysis expert in Oslo, told me, is that that stat "doesn't really give you a good picture of the rate of change." Though the new-vehicle sales figure is high, data [from Statistics Norway](#) indicates the total share of EVs on Norwegian roads in 2022 was only about 20% — there's still a long way to go until everyone's driving electric.

Even with this shift, Norway isn't on track to meet its [2030 emissions-reduction targets](#). While emissions from passenger vehicles have fallen slightly, Joshi said, those reductions are being canceled out by an increase in emissions from trucks. People in Norway own more cars than they have in the past, in part because EV incentives encourage people to buy *more* cars, and the government has [no plans](#) to reduce how much people are driving. The researcher Benjamin Sovacool and his colleagues have [pointed out](#) that, just like in the US, EV buyers in Norway "tend to be in higher income brackets, often using their EV as a second car."

The Norwegian approach has also had a ton of unintended consequences. Joshi told me that the decline in gas tax revenue due to EV adoption had triggered a contentious political debate about increasing road tolls to make up the difference. (A political party was even formed on the platform of [stopping the tolls](#).) Plus, [heavier electric vehicles](#) are harder on roads, produce more air pollution, and pose a greater safety risk for pedestrians.

Norway has made great headway in getting buyers to go for EVs, but it's not a silver bullet, especially on a short timeline. "It shows you the extreme slowness of transition that is basically guided by the rate at which people buy a new car," Joshi said of Norway's approach. Reducing transportation emissions by incentivizing people to replace their car with an EV is incredibly slow. And for countries like the US that got started late, it's a warning sign.

Norway shows that if US policymakers stick with the current model of EV transition, it's going to be a difficult road. Even if adoption keeps ticking up, it will take a long time to get existing internal-combustion-engine vehicles off the road and see a notable decline in transport emissions. Plus, there will be other issues to deal with like increased road maintenance and pedestrian safety.

"Narrow success in one area is not something you necessarily want to emulate," Joshi said.

Time for a rethink

The shift from gas-powered cars to electric vehicles is an opportunity to rethink how Americans get from place to place. But so far the US government, carmakers, and consumers have been pursuing a small-minded swap that lacks the necessary ambition.

Getting Americans to [ditch driving altogether](#) would be the most effective way to reduce emissions, but it would require a massive rethink of our transport system. Something like that doesn't happen overnight, and given the decadeslong lack of investment in anything other than car infrastructure, there are plenty of other opportunities for a better future. If the government and automakers are serious about making transportation more sustainable, they should be incentivizing smaller vehicles, hybrid cars, and public transportation like trains and buses.

EVs can be an important part of the fight against the climate crisis, but America's EV plan needs to lean into what these cars do well: short daily trips that can be taken in [small, affordable cars](#). People who frequently take long trips can take advantage of hybrid cars. And better public transit and faster intercity trains could make a huge difference for people and the planet.

While it may be a sexy and industry-friendly approach to the climate crisis, an EV-first plan isn't the most effective way to tackle the enormous challenge we face.