

# Why Lithium Ion Electric Cars Will Never Happen In Any Quantity That Matters - The Cover UP!

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**Obama and Biden's Department of Energy have been lying, for decades, about the potential for lithium ion batteries because they own the stocks for deadly, explosive, toxic, genocide-causing, corrupt lithium ion batteries.**

**The Truth is: THERE WILL NEVER BE ENOUGH MINERALS TO EVER MAKE ENOUGH BATTERIES FOR LITHIUM ION CARS!**

## ADVANCED TECHNOLOGY VEHICLE MANUFACTURING LOAN AND LOAN GUARANTEE SLUSH-FUND CORRUPTION

Check back; these files are updated daily by investigators. See the **evidence back-up** behind the topics at: (<http://www.federal-report.com>) (<https://focus-book.com>) (<http://www.tesla-motors-news.com>) (<http://the-elon-musk-problem.com>) (<http://the-san-francisco-hammer.com>) (<https://san-francisco-news.com>) (<https://sanfrancisco-news.org>) (<https://case-xyz2020a.com>) and a vast number of other self-propagating evidence mirrors around the globe...

**Trillions of dollars of stock trades and direct payola bribes were exchanged using the White House as a broker and the United States Department of Energy as a stock market manipulation platform.**

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.

**Nearly half a million vehicles are recalled in the US by Tesla**



The US National Highway Traffic Safety Administration revealed this month that more than 436,000 vehicles from all four carmakers could be dangerously defective and have issued recalls.

## 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 courted 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 scammers.

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.

---- That's right! Your public officials use federal agencies as dark-money laundering operations for their friends. EVERY APPLICANT WHO HAS BETTER METRICS THAN WHITE HOUSE INSIDERS FISHER AND TESLA GETS REJECTED. DOE DOES THIS TO PROTECT OBAMA AND BIDEN CAMPAIGN FINANCIERS WHO PAID BRIBES IN ORDER TO GET THIS GREEN PAYOLA. IN A PUBLIC, SIDE-BY-SIDE, COMPARISON THE DOE "WINNERS" WOULD LOSE AND THEY CRONYISM WOULD BE EXPOSED!

---- If you are a taxpayer: You suffered damages!

---- If you are an American business: You suffered damages!

---- If you are Democracy: You were broken!

---- If you were a tech mobster: You made out like a bandit!

---- This is how it worked. No public official wants these crimes to end because most of those officials profit from these crimes! Forget about any allegiance you might have to one political party over another. This is not about parties, this is about racketeering crimes!

---- The Solyndra taxpayer, technology, financial and political disasters that began during the corrupt reign of Steven Chu and Jennifer Granholm at the Department of Energy typified the overt, organized crime, corruption and crony malfeasance of the public funds.

---- This trend was created via the back-door deals between 1.) the U.S. Department of Energy and audacious kick-back schemes created by 2.) Silicon Valley campaign financiers and the 3.) White House. This is the story of the racketeering schemes and scams that set out to steal trillions of dollars of taxpayer cash, in plain sight, under the cover of a national "economic" or "health" emergency "stimulus" scam.

---- 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, FNCCN, 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.

---- The United States Department of Energy runs a political crony payola slush fund. They don't "support green cars"; they support "greenbacks for crony insiders who financed political campaigns". The U.S. Department of Energy violates anti-trust law by funding only the friends of The President and cutting out their competitors. The "Secretary Of Energy" is a paid actor who owns the companies that the government finances.

---- Competitors to White House financiers are specifically and illegally excluded from participation in funding, benefits, jobs and income by major political figures, including U.S. Senators and White House executives, and their Silicon Valley oligarch financiers. These corrupt politicians attack others who refuse to cooperate with their crimes including: 1.) sex trafficking, 2.) tax evasion, 3.) off-shore money laundering, 4.) political bribery quid-pro-quo, 5.) revolving door payola scams, 6.) foreign nation-sponsored domestic manipulations, 7.) stock market rigging, 8.) internet censorship, 9.) search engine manipulation and other crimes.

---- They attacked citizens who report their crimes to federal police. They also attack citizens who make products that obsoleted their products at Facebook, Google, Tesla, Netflix, etc. These corrupt politicians attack citizens using taxpayer-funded state resources. That is a felony violation of the law. The ongoing cover-up of these crimes and attacks is also a felony violation of the law. The victims are owed damages compensation, witness fees and back-pay.

---- Top Lawyers from Perkins Cole and Covington & Burling admitted that they "CONTROL" who gets DOE funding, agency appointees and federal cash

## Rich lode of EV metals could boost Taliban and its new Chinese partners

Story by Gerry Shih, Lorenzo Tugnoli • Yesterday 6:00 AM

Correspondent Gerry Shih and photographer Lorenzo Tugnoli drove 15 hours from Afghanistan's capital, Kabul, along boulder-strewn roads to the remote northeast of the country to explore its lithium industry, hiking two hours up a mountain to reach the mine shafts. Shih is The Washington Post's New Delhi bureau chief, responsible for covering much of South Asia, and Tugnoli is a Pulitzer Prize-winning contract photographer for The Post based in Barcelona.



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CHAPA DARA, Afghanistan — Sayed Wali Sajid spent years fighting American soldiers in the barren hills and fertile fields of the Pech River Valley, one of the deadliest theaters of the 20-year insurgency. But nothing confounded the Taliban commander, he said, like the new wave of foreigners who began showing up, one after another, in late 2021.

Once, Sajid spotted a foreigner hiking alone along a path where Islamic State extremists were known to kidnap outsiders. Another time, five men and women evaded Sajid's soldiers in the dark to scour the mountain. The newcomers, Sajid recalled, were giddy, persistent, almost single-minded in their quest for something few locals believed held any value at all.

"The Chinese were unbelievable," Sajid said, chuckling at the memory. "At first, they didn't tell us what they wanted. But then I saw the excitement in their eyes and their eagerness, and that's when I understood the word 'lithium.'"

A decade earlier, the U.S. Defense Department, guided by the surveys of American government geologists, concluded that the vast wealth of lithium and other minerals buried in Afghanistan might be worth \$1 trillion, more than enough to prop up the country's fragile government. In a 2010 memo, the Pentagon's Task Force for Business and Stability Operations, which examined Afghanistan's development potential, dubbed the country the "Saudi Arabia of lithium." A year later, the U.S. Geological Survey published a map showing the location of major deposits and highlighted the magnitude of the underground wealth, saying Afghanistan "could be considered as the world's recognized future principal source of lithium."

Rich lode of EV metals could boost Taliban and its new Chinese partners © Provided by The Washington Post

But now, in a great twist of modern Afghan history, it is the Taliban — which overthrew the U.S.-backed government two years ago — that is finally looking to exploit those vast lithium reserves, at a time when the soaring global [popularity of electric vehicles](#) is spurring an urgent need for the mineral, a vital ingredient in their batteries. By 2040, demand for lithium could rise 40-fold from 2020 levels, according to the International Energy Agency.

Afghanistan remains under intense international pressure — isolated politically and saddled with U.S. and multilateral sanctions because of human rights concerns, in particular the repression of women, and Taliban links to terrorism. The tremendous promise of lithium, however, could frustrate Western efforts to squeeze the Taliban into changing its extremist ways. And with the United States absent from Afghanistan, it is Chinese companies that are now aggressively positioning themselves to reap a windfall from lithium here — and, in doing so, further tighten China's grasp on much of the global supply chain for EV minerals.

The surging demand for lithium is part of a worldwide [scramble for a variety of metals](#) used in the manufacture of EVs, widely considered crucial to the green-energy transition. But the mining and processing of minerals such as nickel, cobalt and manganese often [come with unintended consequences](#) — for instance, harm to workers, surrounding communities and the environment. In Afghanistan, those consequences look to be geopolitical: the potential enrichment of the largely shunned Taliban and another leg up for China in a fierce, strategic competition.

Rich lode of EV metals could boost Taliban and its new Chinese partners

Around the time Kabul fell to the Taliban in August 2021, a boom shook the world's lithium market. The mineral's price skyrocketed eightfold from 2021 to 2022, attracting hundreds of Chinese mining entrepreneurs to Afghanistan.

In interviews, Taliban officials, Chinese entrepreneurs and their Afghan intermediaries described a frenzy reminiscent of a 19th-century gold rush. Globe-trotting Chinese traders packed into Kabul's hotels, racing to source lithium in the hinterlands. Chinese executives filed into meetings with Taliban leaders, angling for exploration rights. In January, Taliban officials arrested a Chinese businessman for allegedly smuggling 1,000 tons of lithium ore from Konar province to China via Pakistan.

Taliban leaders have paused lithium mining and trading in recent months while they seek to negotiate a concession with a foreign firm, and the Chinese are seen as leading contenders. But even after a contract is awarded, extraction may not begin for years because of the challenge of bringing lithium to market, industry experts warn. There are no paved roads linking the craggy, mineral-rich mountains of northeast Afghanistan's Konar and Nurestan provinces to the outside world, while abundant and more accessible reserves are found in countries such as Chile and Australia.

But what is certain, according to Afghans, Chinese and Americans alike, is that Afghanistan is in the midst of a sweeping transition after decades of war. And as long as the Taliban is ostracized by the West, they say, Afghanistan will drift by necessity, if not by choice, into the embrace of China.

"In an alternate universe, our projects could've been generating meaningful employment and tax revenue within years that would provide an economic base and empower the Afghan people to govern themselves," said Paul A. Brinkley, the former U.S. deputy undersecretary of defense who oversaw the Task Force for Business and Stability Operations until he left in 2011 and the office disbanded.

Instead, Brinkley said, "we'll have Chinese companies mining lithium to feed a supply chain that will ultimately sell it back to the West, all in a world where there's simply not enough lithium."

A Taliban checkpoint at the entrance to the Chapa Dara district of Konar province.

## No one knew its value

Nesar Ahmad Safi trundled alongside the Pech River in a battered Toyota pickup, expounding on two forces that have long shaped life in Konar province: the war — and the mines.

"The Americans called it the Valley of Death," he said, nodding toward the broad mouth of the Korengal Valley. Next to a bend in the rushing river were the tall gray walls of Nangalam military base, once the most remote outpost in the valley, now a vestige of the U.S. presence.

An hour past the abandoned base, the valley turned steep and rocky, and the snow-dusted mountains of adjacent Nurestan came into view. Safi pointed out dozens of small shafts that pierce the hillsides like dots of ink on brown parchment. Since antiquity, the mines have been a supplemental source of income for farming families, who extract precious stones such as quartz, tourmaline and kunzite, a glassy, purplish crystal, and sell them to the bazaars of Central and South Asia.

As they dug out high-quality kunzite, miners routinely discard heaps of milky rock. Locals called it "takhtapat" — waste kunzite. But geologists know it as spodumene, lithium-bearing ore. "No one knew the value of waste kunzite until Chinese businessmen started arriving," said Safi, the former head of a village council who now works as a representative for local miners. "They were excited, then everybody got excited."

Last year, Safi and local Afghans recalled, some Chinese traders bought as much ore as they could, sending brimming trucks down the valley's bomb-cratered road. Other Chinese prospectors tested the rock with handheld spectrometers and voiced doubts that the lithium content was high enough to make industrial-scale mining viable, Safi said.

In the 1960s, Soviet geologists first reported significant lithium deposits in large crystal-laced rocks called pegmatites along the Hindu Kush range. After the U.S. invasion in 2001, U.S. Geological Survey teams working as part of the Pentagon task force ventured under Marine escort to southern Afghanistan's salt-crusted lakes, where they found lithium content so high it rivaled the brine deposits of Chile and Argentina, some of the world's biggest lithium producers. They also estimated, using aerial surveys, that Konar and Nurestan were rich in lithium-bearing rock, but the valleys were too dangerous to visit, said Christopher Whuk, a former USGS geologist who participated in the Pentagon study. Even today, the exact size of Afghanistan's lithium reserves remains undetermined.

"As a geologist, I have never seen anything like Afghanistan," said Wnuk, who now works on private-sector mining projects in Asia and Africa. "It may very well be the most mineralized place on earth. But the basic geologic work just hasn't been done."

Workers on a lunch break outside a mine in the Parun Valley in Nurestan province.

Even if Afghanistan's mountains prove to hold high-quality lithium, the mines will be cost-efficient only if new roads, railways, ore-processing plants and power plants are built around them.

Not a problem, say China's strategic thinkers.

"Afghanistan lacks an industrial base, [but] they have great mineral resources, and no Westerners can compete with the Chinese when it comes to building infrastructure and tolerating hardship," said Zhou Bo, a retired People's Liberation Army senior colonel who is now an international security expert at Tsinghua University.

In a rare interview, Shahabuddin Delawar, Afghanistan's minister of mines and a senior Taliban leader, told Washington Post journalists that just 24 hours earlier, representatives of a Chinese company had been in his office presenting the details of a \$10 billion bid that included pledges to build a lithium ore processing plant and battery factories in Afghanistan, upgrade long-neglected mountain roads and create tens of thousands of local jobs. His ministry identified the Chinese company as Gochin.

Delawar did not detail the timeline for awarding any mining concessions. He said a commission of senior Taliban officials led by Abdul Ghani Baradar, the deputy prime minister for economic affairs, "will weigh whatever good proposals we receive," adding that the government would welcome Western and even U.S. bidders if sanctions were dropped. U.S. sanctions currently prohibit all transactions with the Taliban, with exceptions for humanitarian aid.

[Related video: Threat Looms On India As Taliban Turns Arms Dealer For Terrorists After US' Afghanistan Retreat? \(Times Now\)](#)

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"We always said if the United States takes its soldiers and killing machines out of Afghanistan, it too could invest here," he said. "The demand for oil is decreasing, but the demand for lithium is only going up. We have 2.5 million tons in Nurestan alone. Extract it, and Afghanistan can be one of the richest countries in the world."

By 2030, when about 60 percent of all cars in China, Europe and the United States will be electric, the world is expected to face a lithium shortfall, said Henry Sanderson, executive editor of Benchmark Mineral Intelligence and the author of "[Volt Rush: The Winners and Losers in the Race to Go Green](#)."

"China's lithium sector is in a really enviable position: They dominate the processing, they've got the battery materials and factories, but that whole supply chain goes defunct if you don't have raw material to feed the industrial machine," Sanderson said. "That's why they're going to Afghanistan. They need to secure as much as they can."

Workers gather scrap metal for steel production at a Chinese-owned steel mill in Kabul.

## The Chinese gold rush

The first message that greets every passenger who walks out of Kabul's international airport isn't in English or Dari. It's written in giant Chinese characters.

"The Belt and Road Initiative is the bridge spanning China and Afghanistan," reads a massive billboard facing the terminal, referring to China's global infrastructure program. "Welcome to China Town. Incubate in an industrial park. Let your investments take root."

The billboard was erected by Yu Minghui, a fast-talking entrepreneur who hails from a village near the famous Shaolin Temple in China's Henan province and first came to Kabul in April 2002, shortly after the U.S.-led invasion. He was 30 years old then, he said, and arrived with little more than a basic knowledge of Persian and searing ambition.

Today, Yu co-owns Afghanistan's first steel mill and has permits for a 500-acre industrial park outside Kabul. The China Town project he advertises at the airport is a 10-story tower that Yu sees as a kind of Chinese chamber of commerce and showroom for imported goods. It sells power tools, diesel generators and even office tables that Chinese companies might need once they enter Afghanistan and start mining. In his office at China Town, Yu showcases chunks of Afghan lapis lazuli and lithium — along with his political savvy. In one framed picture, he's striding alongside former Afghan president Ashraf Ghani's brother Hashmat. In a more recent photo, Yu poses with a turbaned man who helped overthrow Ghani: the Taliban's current commerce minister, Haji Nooruddin Azizi.

In late 2021, Yu recalled, he saw an influx of Chinese seeking opportunities in Afghanistan's postwar vacuum, just as he did 20 years earlier. Within months, according to Yu and other Chinese residents, more than 300 of their compatriots had descended on Kabul. Some carried passports from

Pakistan, Sierra Leone or other countries where they had immigrated to mine. Others showed up carrying a few packs of instant noodles in their backpacks, "wanting to get into the battery business," Yu recalled.

"It felt like every Chinese wanted to come," said Wang Qian, who has been mining gold in Afghanistan since 2017. "There were articles on the internet about how the Russians and Americans always said there was lithium here. At that time, lithium prices were truly amazing."

Yu Minghui, a Chinese businessman who has spent many years in Afghanistan, co-owns the country's first steel mill.

Many Chinese packed into the downtown Guiyuan Hotel, which had a buzzing hot pot restaurant on the ninth floor. Yu Xiaozhang, the Chinese owner of a Kabul guesthouse, said she had three mah-jongg tables running round-the-clock in her basement. The boom even benefited the community of about 100 Afghan interpreters in Kabul who speak fluent Mandarin, thanks to the Chinese government-run Confucius Institute at Kabul University. They were enlisted to help arrange lithium purchases in Konar.

Then, late last year, the Guiyuan Hotel was struck by a bombing, which injured dozens. The Islamic State, which has targeted Chinese in Afghanistan, asserted responsibility. The attack raised new concerns about the safety of foreign businesspeople, adding to wider worries over the country's investment climate. 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 frenzied free-for-all.

Raffaello Pantucci, an expert on Chinese-Central Asian relations at the S. Rajaratnam School of International Studies in Singapore, said the large-scale Chinese investment that the Taliban seeks may not be imminent, or transformative. In 2007, Afghanistan granted a \$3 billion, 30-year lease on the Mes Aynak copper mine to the state-owned China Metallurgical Group Corp., yet little work has been done so far.

"The big Chinese companies are still very cautious," Pantucci said. "If anything, China-Afghan economic relations will be driven not by the state, but by small private actors on the ground, just having a go."

These days, a small, dedicated group of Chinese miners is still in Kabul waiting for the lithium trade to resume.

One of them is Yue, a gruff, chain-smoking native of Manchuria who has mined in Pakistan, Russia and Indonesia. He came to Afghanistan in late 2021 and plans to stay, he explained, because the Taliban is working hard to ensure foreigners' security and even assigned him his own bodyguards. Afghanistan's mineral potential is too great to walk away from, he added.

"After this many years of conflict, Afghanistan's resources are untouched," said Yue, who did not give his first name. "No mining licenses have really been given. There's no place like it on Earth."

Yue spends most days playing mah-jongg at a guesthouse, which serves Lanzhou beef noodles prepared by Afghan cooks. He's still holding meetings with prospective investors. But mostly, he's killing time until mining begins again.

"It won't be frozen forever," he said one afternoon in the courtyard of his home. "I'm happy to wait."

A miner works in a remote, high-altitude gemstone mine in Nurestan province.

## The view from behind a glacier

In the inky underground darkness, a miner pressed his diesel-powered drill against the hard earth, caking everything — hair, clothes, lips — in a layer of fine white dust. Another stooped to fill a handcart with rocks, then pushed it 70 yards along the watery shaft, back into the light.

Hussain Wafamel squatted outside, where he examined the haul.

He held up a streaky, green stone: tourmaline, the kind of gemstone he and his men were seeking. Then he picked up a white rock — takhtapat, lithium ore — and chucked it over his shoulder, sighing with regret.

Last year, after Chinese buyers first arrived, the price of lithium ore was driven up to about 50 cents a kilogram, providing a windfall, Wafamel said. It was a shame that the Taliban had cracked down on the trade, he said, because the mountains here in Nurestan were full of the stuff.

"We have an entire mine of pure takhtapat," said Wafamel, a squat and muscular former Afghan special forces soldier who mines with six men from his old unit. "We could be extracting a ton of it a day if it weren't banned. Instead, we have to leave it."

A miner crouches by machinery used to power a sledgehammer and pump fresh air into a gemstone mine in Nurestan.

In some ways, the remote mine where Wafamel and his men toil day and night captures the practical challenges — and the dreams of progress — that lie in Afghanistan's lithium wealth. His mine in the Parun Valley is hidden behind a glacier, high above the Pech River at an elevation of 12,000 feet. Outside his mine, in a cramped clearing overlooking a sheer drop, Wafamel complained about his fickle generator and his shoddy drill bits, the need to transport everything by donkey and the never-ending struggle to make ends meet.

Until two years ago, Wafamel and his team were each making \$280 a month in the Afghan army, he said. They lost their jobs when the government fell. In a poor valley ringed by pine-covered mountains, where farming barely yielded enough food to keep families alive, the only option was to go to the mountains. So the men largely taught themselves what types of rock held rich veins, how to set sachets of ammonia explosives and where to drill.

"We want a bigger team and proper equipment, someone to show me how to use this," Wafamel said, banging an oil-stained machine. "I'd be desperate for a foreign company to come."

In recent weeks, Wafamel said, he has pleaded with government officials to allow lithium mining to resume. He said he was encouraged by their response that a deal may be signed with a foreign company, possibly this year, and optimistic that peace would engender investment. "If a villager can walk to the next province without trouble," he said, "why wouldn't foreigners want to invest here?"

A half-day's drive down the mountain, not too far from the Valley of Death, Sajid, the 38-year-old Taliban commander who serves as governor of lithium-rich Chapa Dara district, was even more bullish.

Eighteen months ago, Sajid was flustered by the influx of Chinese prospectors. But these days, Sajid said, he's "desperate" for them to return and bring jobs for locals and new infrastructure. Sitting in his compound with two captured American Humvees in the parking lot, Sajid said he was hearing promising whispers. A friend, a fellow Taliban governor, recently learned from senior officials in Kabul that a deal may be signed with Chinese investors in just a few months.

Sajid was already counting on a new asphalt road in his district. He was looking forward to new bridges.

And he relished the prospect of America losing again in his remote corner of the Hindu Kush, this time in a contest over minerals. "Sometimes I'm happy America sanctioned Afghanistan because American companies can't invest in our lithium," he said. "Actually, I believe it is the revenge of God."

*Mirweis Mohammadi in Chapa Dara, Pei-Lin Wu in Taipei, Taiwan, and Rick Noack in Paris contributed to this report.*

## About this story

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## Clean cars, hidden toll

As the global demand for electric cars begins to outpace the demand for gas-powered cars, Washington Post reporters set out to investigate the unintended consequences of a global EV boom. This series explores the impact of securing the minerals needed to build and power electric vehicles on local communities, workers and the environment.

## THE UNITED STATES DEPARTMENT OF ENERGY

### ADVANCED TECHNOLOGY VEHICLE MANUFACTURING LOAN AND LOAN GUARANTEE SLUSH-FUND CORRUPTION

The **Advanced Technology Vehicles Manufacturing (ATVM) Loan Program** is a \$25 billion direct loan program funded by **Congress in fall 2008** under the guise of "providing debt capital to the *U.S. automotive industry* for the purpose of funding projects that help vehicles manufactured in the U.S. meet higher mileage requirements and *lessen U.S. dependence on foreign oil*." The PR department for the U.S. Department of Energy spends nearly a million dollars per year seeking to manipulate news and social media to try to pitch their message that the program was a "success". In fact, it has been, and remains today, **one of the most criminally corrupt failures in American history**. It was only a "success" as one of the biggest political slush-funds ever created!

#### THE FACTS:

Victims had global character assassination and propaganda-media defamation reprisal attacks operated against them by White House staff and their political financiers: Elon Musk, Larry Page, Steve Jurvetson, Eric Schmidt, Steve Westly, John Doerr, et al. Jury and FBI-compliant evidence proves this as fact.

Victims were attacked because 1.) they helped law enforcement investigate the attackers, 2.) They competed with the attackers that attacker's products and the Silicon Valley Cartel attackers chose to "cheat rather than compete". Jury and FBI-compliant evidence proves this as fact.

The attackers spent over \$30M, part of that using taxpayer resources, attacking the victims as proven in the financial transaction records from Google, Gawker, Gizmodo, Jalopnik, Media Matters, Fusion GPS, et al. Jury and FBI-compliant evidence proves this as fact.

Victims had been previously funded by the U.S. Government and had a multi-decade relationship with the highest offices of the Government, which provided them with deep knowledge of the crimes that were committed. Jury and FBI-compliant evidence proves this as fact.

The U.S. Department of Energy is used as a political slush fund to pay back campaign finance millionaires while blockading the competitors of those millionaires from reaching the market or receiving funding. Jury and FBI-compliant evidence proves this as fact.

The only entities who participated in the global character assassination and propaganda-media defamation reprisal attacks were those entities owned and controlled by the attackers. Jury and FBI-compliant evidence proves this as fact.

Through corrupt rare-earth mining scams and control of federal contracts and grants, attackers had planned to acquire at least one trillion dollars in unjust gains and illegal profiteering. Jury and FBI-compliant evidence proves this as fact.

This amount of money they sought, and the "Mafia-like" structure they adopted, caused the suspects to engage in the most extreme crimes, including murder and "Deep State" coup attempts. Jury and FBI-compliant evidence proves this as fact.

A significant number of person's who were in conflict with the attackers have died in suspicious manners. Jury and FBI-compliant evidence proves this as fact.

The suspects have hired the largest numbers of lobbyists and corporate manipulation lawyers in U.S. history in order to manipulate political decisions. Jury and FBI-compliant evidence proves this as fact.

The suspects have spent more money on political bribes than any group of men has spent in the last century. Jury and FBI-compliant evidence proves this as fact.

The suspects placed top federal law enforcement and agency bosses (ie: Michelle Lee, Steven Chu, Kamala Harris, James Comey, et al) from their own Cartel, into top government positions, with orders to run cover and protection schemes for them. Jury and FBI-compliant evidence proves this as fact.

California State officials including the Governor, Controller, the Senators, Secretary of State and regional officials participated in these crimes and pocketed the initial profits from these crimes in covert investment banking. Jury and FBI-compliant evidence proves this as fact.

Tesla Motors, Google, Netflix, Facebook, LinkedIn, Amazon and other tech Cartel members operate with a common goal of psychological mass ideology manipulation and monopolistic profiteering based on government sponsored anti-trust violations and server control exclusivity. Jury and FBI-compliant evidence proves this as fact.

The attempted cover-ups of these crimes continues to this day, Jury and FBI-compliant evidence proves this as fact.

#### A case study in pay-to-play cronyism

##### By Dan Epstein

News flash: Government subsidies and special-interest favors go hand in hand.

The latest example comes from a federal green-energy loan program. Last month, the DC District Court **ruled** that Cause of Action, where I am executive director, can **proceed with a lawsuit** against the Department of Energy. We're suing the federal government for the blatant political favoritism in its \$25 billion Advanced Technology Vehicle Manufacturing Loan Program.

In principle, this taxpayer-funded program was supposed to support the manufacture of energy-efficient cars. In practice, it rewarded a select few well-connected companies.

Since the program was created in 2008, numerous businesses have applied for its taxpayer-backed financial support. Yet only a small number were approved. Among the lucky few were two electric car manufacturers: **Tesla** and **Fisker**.

Both companies' political connections run deep, especially Tesla's. The company's founder, Elon Musk, was a **max donor** for President Obama. One of its board members, **Steven Westly**, was appointed to a Department of Energy **advisory board**. And another Obama bundler, Tesla investor and adviser Steven Spinner, **secured employment** in the department's Loan Program Office—the very office that gave the company a taxpayer-backed loan.

Fisker also has friends in high places. The company, which has since **gone bankrupt, was backed** by a San Francisco **venture capital firm** whose senior partners **donated millions** to the 2008 Obama campaign and other Democrat causes. **One partner, John Doerr**, parlayed his support into a seat on the President's Council of Jobs and Competitiveness.

Such connections can allow a company to exert political pressure to enrich itself. Unsurprisingly, Department of Energy emails show that such pressure was rampant in its loan programs.

There's no shortage of examples. The department's leaders—including then-Secretary of Energy Steven Chu—repeatedly promised to deliver results to politicians like Rep. Steny Hoyer (D-Md.) and Sen. Harry Reid (D-Nev.). **One email reads**, "DOE has made a political commitment" to approve a company's loan. Another says the "pressure is on real heavy" from none other than Vice President Joe Biden. And still **another shows** an employee asking, "what's another billion anyhow?"

Unsurprisingly, the Obama administration gave Tesla and Fisker preferential treatment, and then some.

The Department of Energy revised its review process in order finish the companies' applications faster. The government **gave them extraordinary access** to its staff and facilities—even to the point of having government employees personally walk them through the loan application and approval process. The department ignored its own lending rules in order to approve the companies' loans. And it **renegotiated the terms of some loans** after the companies could not keep their original commitments or were experiencing financial difficulties. Tellingly, Fisker has since gone out of business, despite receiving over a billion dollars in loans through this federal program.

Now contrast this preferential treatment with what happened to XP Vehicles and Limnia, neither of which have the same political connections. (My organization is suing the Department of Energy on their behalf). The two companies partnered to manufacture an energy-efficient sport utility vehicle that would have competed with Tesla and Fisker's cars. They applied for loans in 2008 and 2009 under the same loan program.

The department refused them both—and it used bogus reasons to do so.

For starters, the department made claims that were laughably false. To take one example: It rejected XPV's application because **its vehicle was powered by hydrogen**. It was an electric SUV. It also raised objections that it didn't raise with other companies whose applications were approved. For instance: The bureaucracy **criticized** the proposed all-electric vehicle for not using a specific type of gasoline. Yet Tesla and Fisker received the loans despite producing similar all-electric cars.

In light of these obvious problems and hypocrisy, both companies presented the Department of Energy with detailed rebuttals. Yet the government failed to respond. To this day, both XPV and Limnia are awaiting a satisfactory reply. In the meantime, **XPV has gone out of business**, unable to compete against its politically connected—and subsidized—rivals.

This casts the Department of Energy's loan program in a new light. It was sold to the American public as a means of promoting energy-efficient vehicles. Instead, it was used to benefit a select few well-connected companies. It was a blatant crony handout, paid for by the U.S. taxpayer.

Sadly, similar examples are widespread in Washington. That's no surprise considering the feds spend **roughly \$100 billion a year** in taxpayer-funded handouts to businesses. This breeds the sort of government-business collusion Americans think is rampant in Washington. In fact, **over two-thirds of likely voters** think the federal government helps businesses that hire the most lobbyists, shake the right hands, and pad the right pockets. They're right.

This points to a simple conclusion: Politicians and bureaucrats shouldn't use the public's money to pad private companies' bottom lines. As the Department of Energy's green-vehicle loan program shows, the capacity for corruption is immense—and inevitable.

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Note: We have absolute and indisputable intelligence agency, FBI-verifiable and forensic expert proof of all of these assertions.

The program was used by the Obama Administration to provide crony payola kick-backs to financiers and friends of the Obama Administration and to attack the competitors of the Silicon Valley financiers of the Obama Administration.

As of 2019, the U.S. Department of Energy claims that they "overhauled" and "re-did" the ATVM program and its sister program: the Loan Guarantee Program. In fact, that is false.

When you peel back the onion-skin of corruption around the covert stock market and investment bank holdings of Eric Schmidt, Dianne Feinstein, Nancy Pelosi, Elon Musk, etc.; you find that they are invested in something called "rare-earth mining". Rare earth mines are generally in third world nations and use child slave labor. These toxic corrupt operators are responsible for more murders, beatings, rapes and genocides (over control of these "blood minerals") than anything on Earth. These minerals are used in the electric cars, cell phones and solar panels that Silicon Valley has attempted to control. So, you see, it isn't about "saving the environment", it is about greed, bribes and corruption on an epic scale.

The program continues today as a political slush-fund and it is as corrupt as ever. It has NOT been "cleaned-up"! It is STILL a cesspool of corruption! Obama hold-overs and corrupt insiders, with personal conflict-of-interest stock and revolving door career deals, still control the funds and steer the monies exclusively to their friends.

The program has not funded any company who is not a campaign-finance friend of the Obama Administration. The DOE program attacked, lied to, stalled, delayed, gate-keeper blocked and harmed any Applicants who competed with Tesla, Fisker and the Obama financiers. Through the Silicon Valley control of the **facade group: "The National Venture Capital Association"**, DOE ensured that NO car company or solar company in America could get funded, by any private means, without Silicon Valley oligarch approval. The DOE is a corrupt organization operated by corrupt insiders for corrupt purposes!

DOE's **two main manipulation tricks** are: 1.) **STONE-WALLING** - Where DOE staff throw outsider Applicant's filings in a box and forget about them for many years in a Lois-Lerner'd review process that takes any commercial bank only 2 weeks to complete. DOE spends years doing hyperbolic notings in order to delay campaign financiers competitors, and 2.) **INTERPRETIVE LYING** - Where DOE staff make up things that Applicant's never said and twist the Applicant's words into anything BUT what the Applicant's intended, in order to manipulate non-favored Applicant's into negative interpretations. DOE staff never even called outsider Applicant's for clarity discussions of any key data. They did not want to hear the truth, they couldn't handle the truth! They only wanted their crony's to win the funding!

Every applicant who applied, who was not a crony insider, hard-wired, Obama bagman was **DEFRAUDED, LIED TO, STONE-WALLED** and used as a smoke-screen to hide the true nature of the crony payola scheme operated by Secretary of Energy bosses Chu, Moniz and Perry. They are owed money to pay for their damages from tort-based interference in their businesses and other fraud-related DOE-operated causes-of-action.

Silicon Valley oligarchs hired "Lobbyists" (who are political operatives who offer bribes to politicians without ever using the word "bribe") to take-over the program. Silicon Valley insider McKinsey staffed the DOE department while working for the Silicon Valley oligarchs. In a typical corruption example: Steve Spinner worked at DOE handing out money to Solyndra which his wife Alison Spinner worked at as Solyndra's lawyer, while the DNC mailer referred to each of them as the "top West Coast fund-raisers for the DNC".





## 'Treason!' - AG Barr Finds 'Government Power Was Used By Obama Administration To Spy On American Citizens And Run Dirty Tricks Reprisal Operations'



by [Tyler Durden](#)

In his first pair of interviews since being sworn in, Attorney General Barr told [Fox News](#) and [WSJ](#) that he was pursuing the investigation into the origins of the Trump-Russia probe - an investigation [he has tasked](#).

[John Durham, the US Attorney from Connecticut](#), with leading - because Americans need to know whether the government "put a thumb on the scale" to try and undermine President Trump both during the campaign and during the first two years of his term, just like "we need to ensure that foreign actors don't influence the outcome of our elections."

Separately, he told [WSJ](#) that "government power was used to spy on American citizens...I can't imagine any world where we wouldn't take a look and make sure that was done properly."

Barr has doubled-down on using the term 'spying', which has angered Democrats, after first using it during Senate committee testimony from April 10, where he uttered the now-infamous phrase "I think spying did occur."



The AG has declined to elaborate on what prompted these concerns, though he has said he'd be interested to see the underlying intelligence that sparked the FBI decision, in the summer of 2016, to open a counterintelligence investigation. At this point, [Durham's review isn't a criminal investigation](#), and Barr hasn't offered a timetable for when the investigation might be completed. Ultimately, the probe could lead to changing FBI protocols involving investigators into political campaigns.

Appearing to respond to Barr's interviews, President Trump declared that his campaign was "conclusively" spied on.

My Campaign for President was conclusively spied on. Nothing like this has ever happened in American Politics. A really bad situation. TREASON means long jail sentences, and this was TREASON!

— Donald J. Trump (@realDonaldTrump) [May 17, 2019](#)

As far as we know, the FBI first started investigating the campaign after an Australian ambassador told his superiors that George Papadopoulos had appeared to know about Russian plans to release 'dirt' on Hillary Clinton. The FBI later sent an informant, Stefan Halper, and a woman who identified herself as a research assistant, to meet with Papadopoulos and push him to say whether Russia was helping the Trump campaign.

Watch the Fox interview below:

[Politics](#)

## The Corrupt Greentech VC Influence Over Washington

Katie Fehrenbacher

[How Silicon Valley Oligarchs Took Over The Obama Administration](#)





You have probably seen the many issues with Elon Musk And Tesla Motors including:

*"His corrupt cobalt mines promote genocide in the Congo as seen in NETFLIX Black Earth Rising"*  
*"His corrupt cobalt mines promote mass rape in the Congo as seen in NETFLIX Black Earth Rising"*  
*"His corrupt cobalt mines promote child slave labor in the Congo as seen in NETFLIX Black Earth Rising"*  
*"This is not faithful to his girlfriends"*  
*"The workers that build his batteries die or sicken from toxic poisoning"*  
*"Tesla bribes U.S. Senators with cash and stock in order to get free taxpayer funds"*  
*"He is addicted to drugs and booze"*  
*"He has sociopathic mental issues"*  
*"He is a narcissist"*  
*"Tesla has had more recalls for safety defects, per volume, than any other car maker. Musk refuses to allow the use of the word RECALL but the facts are the facts."*  
*"It is so easy to hack any Tesla and crash it, break into it or give it bad braking orders that it is criminally negligent to allow Tesla's on the street. Even the Chinese have hacked Tesla's from the other side of the world!"*  
*"His partner: Steve Jurvetson, has been charged with sex and corruption issues"*  
*"He arranged government kick-backs with the White House"*  
*"He is the world's biggest government mooch"*  
*"He is a member of the Palo Alto Mafia"*  
*"Google (who is a major Tesla investor) hides all negative Musk/Tesla news and hypes TSLA stock in order to profiteer with TSLA stock. This is a violation of federal SEC laws"*  
*"More drivers have been caught driving drunk, in Tesla's, than any other car. Per Capita produced"*  
*"Larry Page is Musk's bromance buddy and he uses Google to cover-up Musk's scandals"*  
*"His so-called 'foundation' is just a payola and tax evasion scam for his family"*  
*"His batteries are the most dangerous use of lithium ion storage ever conceived"*  
*"His partner: Panasonic has been charged with multiple corruption, dumping, price rigging and manipulation crimes around the globe"*  
*"Almost all of the internet 'Tesla Fanboys' are Russian troll farms and hired bloggers that Musk pays vast amounts of money to in order to hype up a fake image for him"*  
*"His SpaceX is nothing more than a domestic spy satellite company"*  
*"Musk's brain chip company tortures small animals in bad science experiments"*  
*"His father screwed his daughter and got her pregnant"*  
*"Dianne Feinstein and her family own Musk interests"*  
*"You can't put out the fires when his batteries explode"*  
*"The fumes from his thermal battery vapors give you cancer, lung and brain damage"*

*"Elon Musk only takes over other people's ideas. He took over Tesla and ran it into the ground, he destroyed SolarCity with his brothers self-dealing scam, his brain cap company just cuts open the heads of helpless animals and all SpaceX does, now that Musk took it over, is launch satellites that spy on civilians and manipulate media..."*

*etc.... You may have run across Musk's self-promoting, narcissistic, multi-billion dollar, self-organizing PR hype but here is the other side of the coin. We know these facts from personal interaction with Musk, his companies and his politicians. Everything in this letter can be proven in a jury trial, Congressional hearings or live TV debates. Musk will do anything to keep this information from getting out but... it is too late for him! While this may sound like a bad Hollywood movie script. It all really happened and there is now massive hard copy evidence to prove it. Elon Musk exists because he bribed DNC politicians including Obama, Clinton and Senators Feinstein, Reid, Boxer, Harris, Spier and Pelosi to give him free taxpayer cash and government resources from the Department of Energy and the California political tax pool. This is proven when you follow-the-money and the insider trading, stock ownership and crony payola kick-backs. The Energy Dept (DOE) has been covering up organized crime activities as 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. DNC campaign financiers and DOE staff share stock market holdings with each other under family trusts, shell corporations and layered Goldman Sachs accounts. The deal was: Obama funds Tesla, Musk conducts campaign funds to Obama, top Obama staff profit off of insider Musk stocks. Elon Musk is a criminal, a mobster, an asshole, a balding fake-hair wearing, plastic surgery-addicted, bi-sexual douchebag, woman-abusing, sex addicted, tax evader. We can put this in writing because all of those identifiers regarding Musk can be proven in court and are documented in existing lawsuits and news stories. Musk exploits poor people and child slaves in the Congo and Afghanistan to mine his lithium and Cobalt. Look up this phrase on the top search engines: "child labor electric car batteries". Musk spends billions per year to hire Russian trolls, fake blogger fan-boys and buy fake news self-glorify look-at-me articles about himself. Musk thinks he is the "Jesus" of Silicon Valley and he will do anything to make the public think so. Musk is insecure because his father was abusive and his "trophy wife" Mother is overbearing so he developed sociopath-like mental issues. Musk has been professionally diagnosed as a "psychotic narcissist". He public stated on an investor call that he uses drugs and alcohol to get through the night. We have the tapes Musk relies on Google and the DNC Main Stream News (MSN) to hide bad news about him. Fake News manipulator Google is run by Larry Page. Larry is Musk's investor and bromance "Butt buddy". They share an apartment. 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. His brother ran Solar City and is now under federal investigation for securities fraud. 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 about Musk's crimes. VC's Tim Draper and Steve Jurvetson are so fanatical about not being embarrassed from a Tesla bankruptcy that they will pump the TSLA stock and threaten anybody who might disclose the Musk misdeeds. Peter Thiel, a Musk "boyfriend" also protects Musk, Musk, and his cronies, use Palantir, Google and related software to scan the entire internet every few minutes for any occurrence of the words: "Musk", "Tesla" or "Tesla Fire". They send trolls and fake bloggers (Many of them Russian) to put pro-Musk comments on the comments section of any blogs or articles discussing those topics and try to flood out the truth about Musk. In EVERY blog that you read that mentions "Musk", at least 1/3 of the comments have been placed there by Musk's paid shills. There are no "Tesla Fan Boys". All of the fanatic Tesla comments on the internet are Musk's, Thiel's, Jurvetson's and Draper's fake fanboy trolls. Musk, himself, stays up late all night pretending to be a "Tesla Fan Boy" on blogs.*

The "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.

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 and In-Q-Tel staff and assign them to "dirty tricks teams" to attack his competitors and elected officials who Musk hates.

Musk never founded his companies. He took Tesla away from the founder: Marty, in a hostile take-over!

Musk's "Starlink" satellites are domestic spy and political manipulation tools - never get your internet from one. SpaceX is entirely a spy satellite operation.

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.

Why aren't all of those parties in prison if it is so easy to prove the crime? Think back to recent history: the heads of the Department of Energy, the FBI, The DOJ and the U.S. Attorney General were kicked out of their jobs for corruption. THIS was the corruption they were doing. They all knew about this crime but they were covering it up.

Musk took over Tesla Motors in a hostile take-over in order to exploit lithium, cobalt and other mining corruption deals for his business partners. Let's take a look at the 'lithium' in Musk's horrifically miss-engineered lithium ion batteries:

His batteries cause wars in the Congo, Afghanistan and Bolivia from the corrupt mining deals involved with mining lithium and cobalt. Lithium ion batteries are insider trading-owned by ex-CIA boss Woolsey and DOE Boss Chu. Lithium ion batteries 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 Panasonics 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 URANUM ONE; Have over 61 toxic chemicals in them; come from an industry that spends billions on internet shills and trolls used to sway all other forms of energy; and 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, or deposits, 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. This is not a theory. This is a scientific fact. That is why you hear about more and more lithium batteries catching fire and blowing up. Additionally, scientists also speculate that the increasing presence of low energy nuclear background energy and wifi energy in the environment is making lithium ion batteries explode more often lately. This theory is upheld by the increasing number of FAA reports about commercial airline cabins suddenly "filling up with toxic smoke" as some lithium ion battery explodes in someone's overhead luggage. As commercial jets go higher they lose the protection of the atmosphere and are subjected to more gamma (and other) radiation from overhead. This makes the already unstable lithium ion batteries on board blow up.

"Bad Guys" have figured out how to make them explode remotely in devices by making the device electronics cause the batteries to overload. The dangers of lithium ion batteries are hidden by CNN and Main Stream News (MSN) because pretty much only the DNC people profit from them and the DNC folks control CNN and the MSN.

The Obama Administration promised Silicon Valley oligarchs the market monopoly on lithium ion batteries and the sabotage of fuel cells in exchange for campaign financing and search engine rigging; United States Senators that are supposed to protect us from these deadly products own the stock market assets of them so they protect them and stop the FDA, OSHA, DOT & NHTSA from outlawing them.

Tom Steyer is a notorious DNC financier. His partner, Margaret Sullivan ran, the federal USAID agency. USAID sent all of the DNC campaign financiers in Silicon Valley a federal "report" from USAID that said there was "A TRILLION DOLLARS OF LITHIUM IN AFGHANISTAN" and promised to give those lithium mines. EXCLUSIVELY, to the Silicon Valley venture capitalists if they funded and web search manipulated the election for Obama to take over the White House. We have the documents proving this. In other words, a re-up of the Afghan War was caused by Elon Musk and it killed American soldiers so that Musk could buy more mansions and trophy wives.

Alkaline, 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.

Tesla Motors has caused far more deaths and injuries than the world generally knows about. 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 was caused by rain 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 seen in the Main Stream News (MSN) 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 cronies, 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.

The DNC bosses, Congress people and federal executives 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 and Musk 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 & Burling and a host of "media assassins".

Gawker and Gizmodo Media set-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! Google and Musk are partners-in-crime. Larry Page steals technology for Google and Musk meets with Larry Page to advise him on which technologies to steal and how to bypass FEC laws. Musk has exceeded FEC campaign finance limits by billions of dollars via "in-kind" services.

SEE MORE AT:

<http://www.grand-jury.net>

<https://www.propublica.org>

<https://www.transparency.org>

<https://www.icij.org>

<http://tesla-motors-cronyism>

<http://www.cruption123.com>

<http://londonworldwide.com>

<http://www.overs0000.com>

<http://fbi-report.net>

<http://www.rico-silicon-valley.com>

<http://www.google-is-a-mobster.com>

<https://stopelonfromfallingagain.com>

ELON MUSK'S SPACEX DOMESTIC POLITICAL SPY SATELLITES UNDER ATTACK ALREADY: <https://www.japanimes.com/en/news/2019/02/12/asia-pacific/chinas-space-debris-cleanup-may-cover-story-sms-us-satellites-pentagon/>

<https://www.zerohedge.com/news/2019-02-24/tesla-slams-tree-florida-bursting-flames-and-killing-driver>

ELON MUSK'S PAID-FOR FAKE NEWS MEDIA SHILLS. THEY COVER UP HIS CORRUPTION AND PUSH PUFF-STORIES ABOUT MUSK. NEVER TRUST THEM TO BE ANYTHING BUT BIASED PROPAGANDA OUTLETS. MANY OF THEM OWN TESLA STOCK: Electrek, Google, Facebook, CNN, Huffington Post, Dianne Feinstein's PR office, Nancy Pelosi, Steven Chu, MSNBC, PayPal, KPXX-TV, San Jose Mercury News, Any Hearst owned entity, The SF Chronicle, Motley Fool, Green Car Congress, The executive staff of the DNC, The NY Times,



Tesla's out-of-control sudden-acceleration surge defects and exploding batteries are not as bad as Tesla's out-of-control corruption and bribery.



#### HOW THE DEPARTMENT OF ENERGY AND THE OBAMA WHITE HOUSE ATTACKS ANYBODY WHO EXPOSES THE SCHEME:

How and why did a Donald Trump stripper-date named "Stormy" or an Elon Musk sex party or a Kavanaugh drinking incident or the Moonves and Weinstein indiscretions suddenly hit the news at about the same time in news history?

In addition to actual murder, Politicians and Silicon Valley Oligarchs hire operatives to end people's lives in other creative ways.

It is all part of the modern trend in vendetta, revenge and political payback when a Senator or a tech oligarch issues a "kill order" on an opponent.

The client does not like to get their hands dirty so the actual social hit job is performed by companies such as:

N-Q-Tel - (DNC); Gawker Media - (DNC); Jalopnik - (DNC); Gizmodo Media - (DNC); K2 Intelligence - (DNC); WikiStrat - (DNC); Podesta Group - (DNC); Fusion GPS - (DNC/GOP); Google - (DNC); YouTube - (DNC); Alphabet - (DNC); Facebook - (DNC); Twitter - (DNC); Think Progress - (DNC); Media Matters - (DNC); Black Cube - (DNC); Mossad - (DNC); Correct The Record - (DNC); Sand Line - (DNC/GOP); Blackwater - (DNC/GOP); Stratfor - (DNC/GOP); ShareBlue - (DNC); Wikileaks (DNC/GOP); Cambridge Analytica - (DNC/GOP); Sid Blumenthal - (DNC); David Brock - (DNC); PR Firm Sunshine Sachs (DNC); Covington and Burling - (DNC); BuzzFeed - (DNC) Perkins Cole - (DNC); Wilson Sonsini - (DNC) and hundreds of others...These are the people and companies that except cash, revolving door jobs, political appointments, insider trading stock in Silicon Valley tech companies, prostitutes and real estate in exchange for destroying the lives of others.

These attackers deserve to be punished for the rest of their lives for taking away the lives of others in exchange for cash. Any company who is corrupt enough to hire any of these assassins should be forced out of business. These attack services are responsible for 90% of the "Fake News" problem in the world because they are the authors of most fake news. Congress must act to make these kinds of companies illegal!

These digital assassination services offer hit-jobs, character assassinations and economic reprisal programs to famous billionaires and corrupt politicians who are seeking revenge, retribution and vendetta executions.

In the case of reporters getting targeted for attacks, President Donald Trump has been accused by the liberal corporate media of whipping up a hateful frenzy against the press. But while CNN's Jim Acosta grandstands against Trump, real journalists are still reeling from the draconian extrajudicial measures that Barack Obama and his administration used to target them for exposing truth.

This secretive targeting occurred while Obama speechwriter and hate-filled ANTIFA supporter Ben Rhodes was running "Operation Echo Chamber," which reportedly continues, in which he fed information to willing corporate media scribes. "They literally know nothing," Rhodes said of the twenty-something journalists he easily manipulated.

The Freedom of the Press Foundation's Trevor Timm published documents showing how former attorney general Eric Holder changed the rules to more effectively intimidate and surveil members of the press.

Timm writes: "Today, we are revealing—for the first time—the Justice Department's rules for targeting journalists with secret FISA court orders. The documents were obtained as part of a Freedom of Information Act lawsuit brought by Freedom of the Press Foundation and Knight First Amendment Institute at Columbia University."

Trending: Brennan and Clapper Accused of Hacking John Roberts To Blackmail Him

Here is the memo published by the Foundation, which dropped the documents in their entirety.

Obama is also clearly linked to the plot to obtain fraudulent FISA warrants on President Trump's team, as evidenced by Peter Strzok and Lisa Page's texts confirming that Obama was overseeing their fly-by-night operation.

Larry Schweikart reported for Big League Politics:

For months pundits and researchers have been pondering the mystery of the FISA approval that led to the illegal and historically titanic scandals to ever hit the U.S. government. Some have argued that Assistant Attorney General Rod Rosenstein knew the FISA was bogus when he extended it. Others have wondered if Special Counsel Robert Mueller knew about the fraudulent basis of the FISA when he used it, in part, to indict Michael Flynn. Other still, that Mueller was fooled by the FBI.

This is what President Trump calls "SPYGATE":

It may well be that the surveillance that was conducted began with UK intelligence services and then was fed back to the White House of Barack Obama. Here's the kicker:

President Barack Obama did not need a FISA warrant to authorize spying/electronic surveillance on Trump because Obama all along had legal authorization to by-pass the normal court vetting process. According to 50 U.S. Code 1802, the "Electronic Surveillance Authorization" () "Foreign intelligence in relation to a US person (Trump or his associates) is information that's necessary for the US to protect against attack, hostile acts, sabotage, ... as well as other clandestine activities by a foreign power ... OR ... information relevant to national defense/security of the US, or the conduct of foreign affairs of the US." Such an authorization by Obama required certification by Attorney General Loretta Lynch that must be logged with the FISC court. (The [AG]- at all immediately transmit under seal to the court [FISC] a copy of his certification.)

In short, the DOJ has this. If we are correct, a copy of that certification is currently under seal at least with the DOJ and the FISC. This is what they are hiding.

However, the Act requires the AG to keep the Select Committee on Intelligence and the Senate Committee on Intelligence informed of these authorizations and unmaskings therein. See 1803 (a) (1) (C) if indeed this is what happened, did Lynch report—or only selectively report—to the committees in a way that excluded non-friends? Can you see why Adam Schiff, Mark Warner, and their ilk are terrified?

1) Obama authorized spying/electronic surveillance on Team Trump, by-passing normal judicial oversight.

2) To create "foreign intelligence," John Brennan and others organized for UK intelligence to conduct surveillance on Trump and his associates, either from the UK or from UK assets within the U.S. This is another reason revealing this will unleash an excrement storm: the UK is about to be caught meddling bigly in an American election.

3) Lynch certified Obama's authorization which is now held under seal by DOJ (and FISC).

From this authorization, all unmaking followed, as well as the FBI fraudulent counter intel investigation and perhaps the FISA warrant too. Obama knew this was all fake when he made the authorization; Lynch knew it was fake when she certified it; the entire inner circle, including the FBI, all knew. This takes the U.S. into uncharted territory, and could imperil any politician in the British government who supported this or had knowledge of it. Proving any of this would be difficult, as if confronted Lynch would almost certainly cover up and Obama would simply deny knowledge. Without a paper trail, a conviction might be a bridge too far. This is only one of thousands of "kill order" tactics introduced by the Obama Administration.

These are the playbook tactics that Senators and tech oligarchs most often use to destroy the lives of their political and business enemies:

- Government agency bosses sometimes solicit the target victims with false promises of future loans, contracts or grants from their agency and cause the target victims to expend millions of dollars and years of their time for projects which those government bosses had covertly promised to their friends. They use the target victims as a "smokescreen" to cover their illegal government slush-funds for the victims competitors and personal enemies. By using this tactic, the attackers can drain the target victims funds and force them into an economic disaster in plain view of everyone without the government bosses fearing any reprisal for their scam.

- Every match.com, okcupid.com, Plenty Of Fish, Seeking Arrangements and all other IAC-owned, or similar, dating sites (IAC is managed by Hillary Clinton's daughter) have had their profiles, texts, and inter-member communications, since those companies were started, hacked or purchased. The attack service providers use Palantir and In-Q-Tel financed data analysis software to analyze every activity in those dating services in order to find honey-trap, blackmail, sextortion and social conflict exploitation opportunities. If you had a bad date with someone, that someone will be hunted down and convinced to help ham, #metoo or "rape charge" the intended target. All dates involve a search for sex, so the likelihood that a sexual disappointment experience will exist in each persons dating history is high. Searching every past dating email and text of a subject is quite easy with modern software and hacking techniques. A synthetically amplified, PR-agency optimized sex scandal can destroy any target. Your dating experiences from the 70's or 80's will come back to haunt you decades later. Most dates involve drinking alcohol and taking drugs. If you were unattractive or had bad sexual skills your bad date will be called "date rape", "dragging your date for sex" and related twisted narratives that are designed to shame you, the target. If you try to get a date in the future, your potential date will be contacted by a third party who will slander and libel you to make sure your potential first date gets cancelled. Your social life will, essentially, end. Every photo on every dating site is cross checked with every other photo on the internet in order to call your Facebook, LinkedIn, Snapchat and other social media together to create a total psychological manipulation profile data file on you. A single photo on a dating site can be cross searched on every mugshot archive, photo album and corporate database in the worth within minutes using modern super-computers. Your sex life will be on public record in a flash.

- Social Security, SSI, SDI, Disability and other earned benefits are stone-walled. Applications of targets are "lost". Files in the application process "disappeared". Lois Lerner hard drive "incidents" are operated in order to seek to hide information and run cover-ups.

- Government officials and tech oligarchs contact members of the National Venture Capital association (NVCA) and created national "black-lists" to blockade target victims from ever receiving investor funding. This was also confirmed in a widely published disclosure by Tesla Motors Daryl Stry and in published testimony, if Silicon Valley political campaign finance oligarchs black-list you (see the "AngelGate" Scandal and the "High Tech No Poaching Class Action Lawsuit" cases) you will never get investor funding again.

- FOIA requests are hidden, frozen, stone-walled, delayed, lied about and only partially responded to in order to seek to hide information and run cover-ups.

- State and federal employees will play an endless game of Catch-22 by arbitrarily determining that deadlines had passed that they, the government officials, had stonewalled and obfuscated applications for, in order to force these deadlines that they set, to appear to be missed. This can bankrupt a target victim.

- Some Victims found themselves strangely poisoned, not unlike the Alexander Litvinenko case. Heavy metals and toxic materials were found right after their work with the Department of Energy weapons and energy facilities. Many wonder if these "targets" were intentionally exposed to toxins in retribution for their testimony. The federal MSDS documents clearly show that a number of these people were exposed to deadly compounds and radiations, via DOE, without being provided with proper HazMat suits which DOE officials knew were required.

- Victims employers are called, and faxed, and ordered to fire target victims from their places of employment, in the middle of the day, with no notice, as a retribution tactic.

- On orders from Obama White House officials, DNC-financed Google, YouTube, Gawker Media and Gizmodo Media produce attack articles and defamation videos. Google locks this attack media on the internet on the top line, of the front page of all Google searches for a decade in front of 7.5 billion people, around the world. This attack-type uses over \$40 million dollars in server farms, production costs and internet rigging. The forensic data acquired from tracking some of these attacks proves that Google rigs attacks against individuals on the internet and that all of Google's "impressions" are manually controlled by Google's executives who are also the main financiers and policy directors of the Obama Administration. This data was provided to the European Union for it's ongoing prosecution of Google's political manipulation of public perceptions.

- Victims HR and employment records, on recruiting and hiring databases, are embedded with negative keywords in order to prevent the victim targets from ever gaining future employment.

- Gary D. Conley, Seth Rich, Rajeev Motwani and many other whistle-blowers in these matters, turned up dead under strange circumstances. It is very possible that some of these attack services, operated by former CIA operatives, even offer discrete murder-for-sale services using high-tech assassination tools that make murders look like heart attacks and brain failures.
- Disability and VA complaint hearings and benefits are frozen, delayed, denied or subjected to lost records and "missing hard drives" as in the Lois Lerner case.
- Paypal (A DNC-biased operation) and other on-line payments for on-line sales are de-platformed, delayed, hidden, or re-directed in order to terminate income potential for target victims who competed with the attackers interests and holdings.
- DNS redirection, "website spoofing" sends target victims websites to dead ends where no sales orders or customer inquiries actually get back to the target. These internet revenue activity manipulations are conducted using Google and Amazon servers. All commercial storefronts and on-line sales attempts by target victims, will have had their sites hidden, or search engine de-linked by a massively resourced facility located in Virginia, Texas or Palo Alto, California in order to terminate revenue potentials for the target victims.
- Over 50,000 trolls, shills, botnets and synth-blog deployments are deployed to place defamatory statements and disinformation about victims in front of 7.5 billion people around the world on the internet in order to seek to damage their federal testimony credibility by a massively resourced facility.
- Campaign finance dirty tricks contractors are hired by campaign financiers to attack the friends and family members of the target victim in order to create low morale for the target victims psyche and motivation.
- Are you getting weird headaches and hearing a "buzzing sound" in your head? The U.S. Government has now acknowledged that the Cuban, Chinese and other embassy "sonic attacks" are from a known microwave beam weapon. Any one of the technical departments of the attack services listed at the top of this article can build such a biological harassment weapon. It can be aimed at the target victims office, bedroom or vehicle and, within a week, have caused biological and emotional damage using a weapon that has no visible track of trajectory. It is designed to make the target victim think they are "going crazy" or "hearing sounds in their head". While this may sound pretty out there, web search "Embassy sonic attacks" on the top 5 non-Google search engines and read the very credible reports of these attacks.
- In one case covert political partner: Google, transferred large sums of cash to dirty tricks contractors and then manually locked the media portion of the attacks into the top lines of the top pages of all Google searches globally, for years, with hidden embedded codes in the links and web-pages which multiplied the attacks on Victims by many magnitudes.
- Covert Cartel financier: Google, placed Google's lawyer: Michelle Lee, in charge of the U.S. Patent Office and she, in turn, stacked all of the U.S. Patent Office IPR and ALICE review boards and offices with Google-supporting employees in order to rig the U.S. Patent Office to protect Google from being prosecuted for the vast patent thefts that Google engages in. Google has hundreds of patent lawsuits for technology theft and a number of those lawsuits refer to Google's operations as "Racketeering", "Monopolistic Cartel" and "Government Coup-like" behaviors. Thousands of articles and investigations detail the fact that Google, "essentially" ran the Obama White House and provided over 80% of the key White House staff. A conflict-of-interest unlike any in American history. Google's investors personally told Applicant they would "kill him". Google and the Obama Administration were "the same entity". Applicant testified in the review that got Michelle Lee terminated and uncovered a tactical political and social warfare group inside Google who were financed by Federal and State funds.
- Honeytraps and moles were employed by the attackers. In this tactic, people who covertly worked for the attackers were employed to approach the "target" in order to spy on and misdirect the subject.
- Gawker Media, Gizmodo Media, Snopes, SPLC and other hired media assassins will be retained to produce "hatchet job" character assassination articles about you. Then those articles will be faxed, mailed and emailed to your employer and investors with a note saying: "You don't want to have anything to do with this person, do you.?" in order to get you fired from your job and get your loans or financing pulled. The attackers will use their round one attack media, that they authored, to create a round two second wave attack designed to end your life via economic warfare.
- Mortgage and rental applications will have had red flags added to them in databases to prevent the targets from getting homes or apartments.
- Krebs On Security, Wired, Ars Technica, The Wall Street Journal and most major IT publications have reported that hundreds of spy "back-doors" have been found on every Intel, AMD, Apple, Xfinity, Cisco, Microsoft, Juniper Networks motherboard, chip-set and hardware component set. This means that any kid with the "key" code can open any computer, server, router, cloud-network or other network connected device and read every file, photo, video, your calendar and email on your devices at any time from any location on Earth. The key codes have been released to every hacker community in the world for over ten years. There is no way no government, corporate or personal data that can't be hacked, even data from decades ago. Every single one of your darkest secrets can be in the hands of your enemy within 60 minutes, or less. Important meetings you had planned with potential investors, employers, clients, dates, suppliers and others will suddenly get cancelled at the last minute. They will get cancelled because your enemies are reading your calendar remotely and covertly sending slandering information to those you had hoped to engage with in order to sabotage your life. Nothing you have ever typed on a computer or Smartphone is safe. It WILL be acquired and it WILL be used against you.
- McCarthy-Era "Black-lists" are created and employed against target victims who competed with Obama Administration executives and their campaign financiers to prevent them from getting funding and future employment.
- Obama Administration targets were very carefully placed in a position of not being able to get jobs, unemployment benefits, disability benefits or acquire any possible sources of income. The retribution tactics were audacious, overt, and quite illegal.
- There are thousands of additional Dirty Tricks tactics being used by these Attack Services yet Congress refuses to pass laws outlawing such attack services. The cost of an attack on a person ranges from \$150,000.00 to over \$50,000,000.00. While a Silicon Valley billionaire can afford to launch counter-measures to these attacks, any regular taxpayer will be utterly destroyed, and incapable of fighting back, against even the smallest version of one of these "kill orders". A number of modern office shootings are the results of these attacks against an individual who has lost everything because of the attack and has no options left.

Federal law enforcement, the United States Congress and the highest level investigators in the U.S., and abroad, have documented (per the "FISA Memo", Congressional Reports and federal employee testimony) and proven the fact that the Obama Administration regularly engaged in the operation of retribution, vendetta and reprisal campaigns known as "hit-jobs" against domestic natural born U.S. citizen domestic taxpayers. The Federal Court, in at least one previous court case has ruled that Applicants, in this particular matter, were the victims and target of a number of these attacks designed to inflict permanent medical, emotional, character assassination, brand negation, economic and career damage.

'They Can't Beat Him On The Law So They Are Trying To Destroy His Life' -Sen. Graham Questions Dems' Motives On Brett Kavanaugh Sexual Assault Allegations (dailycaller.com)

**LINKS TO PROOF THAT WILL STAND UP IN COURT (GOOGLE HIDES THESE LINKS FROM THE PUBLIC):**

- <https://bigleaguepolitics.com/they-literally-know-nothing-ben-rhodes-bragged-about-manipulating-clueless-reporters/>
- <https://freedom.press/news/revealed-justice-depts-secret-rules-targeting-journalists-fisa-court-orders/>
- <https://freedom.press/news/lawsuit-seeks-government-guidelines-surveillance-journalists-leak-investigations-surge/>
- <http://www.attacked.biz>
- <http://www.google-is-a-mobster.com>
- <https://knightcolumbia.org/>
- <https://bigleaguepolitics.com/brennan-and-clapper-accused-of-hacking-john-roberts-to-blackmail-him/>
- <https://freedom.press/news/revealed-justice-depts-secret-rules-targeting-journalists-fisa-court-orders/>
- <https://bigleaguepolitics.com/heres-why-obama-clearly-ordered-the-spying-on-trump/>
- <https://dailycaller.com/2018/09/17/indsey-graham-dems-kavanaugh/>
- <https://www.thegatewaypundit.com/2018/09/06/keefe-strikes-again-project-veritas-exposes-doj-official-using-govt-databases-to-stalk-business-owners-video/>
- <https://www.politico.com/gallery/16-worst-political-dirty-tricks>
- <http://arioverbalwar.com/2016/11/03/quick-dirty-guide-political-debate-tactics/>
- <https://politicaldictionary.com/topics/dirty-tricks/>
- <https://www.learn2influence.com/dirty-tricks-and-office-politics/>
- <https://www.mothersjones.com/politics/2012/11/election-dirty-tricks/>
- <https://www.nytimes.com/2016/10/21/us/politics/video-dnc-obama-dnc-trump-rallies.html>
- <http://freakonomics.com/2007/11/06/the-complete-history-of-dirty-politics-a-ga-on-anything-for-a-vote/>
- <https://en.wikipedia.org/wiki/Ratfucking>
- [https://www.washingtonpost.com/opinions/the-npr-video-and-political-dirty-tricks/2011/03/17/ABvMm\\_story.html](https://www.washingtonpost.com/opinions/the-npr-video-and-political-dirty-tricks/2011/03/17/ABvMm_story.html)
- [https://www.huffingtonpost.com/trich-nrb/pol/dirty-political-tricks-from-american-politics\\_h\\_9324226.html](https://www.huffingtonpost.com/trich-nrb/pol/dirty-political-tricks-from-american-politics_h_9324226.html)
- <http://www.electomatic.com/dirty-campaign-techniques/>
- <https://en.wikipedia.org/wiki/CQINTELPRO>
- <https://www.cnn.com/2008/POI/ITCS/05/29/obamas.first.campaign/>
- <https://www.nytimes.com/2016/11/05/us/politics/dirty-tricks-vandalism-and-the-dark-side-of-politics.html>
- <https://why.org/articles/political-dirty-tricks-are-a-staple-of-modern-politics/>
- <https://www.theguardian.com/uk-news/2018/mar/19/cambridge-analytica-execs-boast-dirty-tricks-honey-traps-elections>
- <https://medium.com/@363j/how-roger-stones-campaign-of-hammy-hall-political-connipion-lead-to-trump-russia-3099d87784e>
- <https://www.bridgemi.com/detroit-journalism-cooperative/lawsuits-dirty-tricks-and-angry-ex-wife-detroits-united-election>
- [https://www.salon.com/2016/03/25/hillary-clintons\\_dirty\\_politics\\_bemie\\_sanfers\\_is\\_experiencing\\_the\\_same\\_nasty\\_tricks\\_that\\_clintons\\_campaign\\_dealt\\_obama\\_in\\_2008/](https://www.salon.com/2016/03/25/hillary-clintons_dirty_politics_bemie_sanfers_is_experiencing_the_same_nasty_tricks_that_clintons_campaign_dealt_obama_in_2008/)
- <http://savannahnow.com/opinion-opinion-columns/2016-10-25/cal-thomas-political-dirty-tricks-then-and-now>
- <https://www.cbc.ca/news/politics/5-political-dirty-tricks-we-learned-from-the-robocalls-trial-1.2669924>
- [https://www.reddit.com/r/3redmoribus/comments/2d0r1d/the\\_reactionary\\_political\\_debate\\_playbook\\_karl/](https://www.reddit.com/r/3redmoribus/comments/2d0r1d/the_reactionary_political_debate_playbook_karl/)
- <https://www.politico.com/story/2016/02/south-carolina-dirty-tricks-republicans-219116>
- <https://www.zerohedge.com/news/2019-02-10/yale-newspaper-publishes-guide-destroying-white-boy-lives-using-stasi-tactics>
- [https://www.americanthinker.com/blog/2019/02/yale\\_editor\\_chillingly\\_urges\\_fellow\\_yalies\\_to\\_act\\_as\\_a\\_stasi\\_to\\_monitor\\_white\\_males.html](https://www.americanthinker.com/blog/2019/02/yale_editor_chillingly_urges_fellow_yalies_to_act_as_a_stasi_to_monitor_white_males.html)
- <https://russia-insider.com/en/jeff-bezos-nutlie-plcs-be-released-cyber-tycoon-complains-about-loss-privacy/26224>
- [https://www.youtube.com/watch?v=VP5jL\\_AjDw](https://www.youtube.com/watch?v=VP5jL_AjDw)

and tens of thousands of other evidence items we can show you on the cloud and hard drives we can ship to you.

**!!!! Mueller Hears That Silicon Valley Has Been Manipulating The Entire BREXIT Campaign !!!!!**

- Second former employee of controversial data firm to be questioned by special counsel's inquiry into Russia collusion

By Carole Cadwalladr

Brittany Kaiser is said to be cooperating fully with the Mueller inquiry.

A director of the controversial data company Cambridge Analytica, who appeared with Arron Banks at the launch of the Leave.EU campaign, has been subpoenaed by the US investigation into possible collusion between the Trump campaign and the Russian government.

A spokesman for Brittany Kaiser, former business development director for Cambridge Analytica – which collapsed after the Observer revealed details of its misuse of Facebook data – confirmed that she had been subpoenaed by special counsel Robert Mueller, and was cooperating fully with his investigation.

He added that she was assisting other US congressional and legal investigations into the company's activities and had voluntarily turned over documents and data.

Kaiser, who gave evidence to the UK parliament last April in which she claimed Cambridge Analytica had carried out in-depth work for Leave.EU, is the second individual connected to the firm subpoenaed by the special counsel. The Electoral Commission has said its investigation into Leave.EU found no evidence that the campaign "received donations or paid for services from Cambridge Analytica ...beyond initial scoping work".

Damian Collins, chairman of parliament's inquiry into fake news, said it was "no surprise" that Kaiser was under scrutiny by Mueller because "her work connected her to WikiLeaks, Cambridge Analytica and [its parent company] SCL, the Trump campaign, Leave.EU and Arron Banks".

He said it was now vital Britain had its own inquiry into foreign interference: "We should not be leaving this to the Americans."

Tom Watson, the deputy leader of the Labour party, echoed Collins's statement, saying: "This is the first evidence that a significant player in the Leave.EU campaign is of interest to the global Mueller inquiry. People will be bewildered that the British government has no interest in establishing the facts of what happened."

In August, Sam Patten, a US political consultant who had worked for Cambridge Analytica on campaigns in the US and abroad, struck a plea deal with Mueller after admitting he had failed to register as a foreign agent for a Ukrainian oligarch.

He became a subject of the special counsel's inquiry because of work done with Paul Manafort, Trump's campaign manager, in Ukraine. He had also set up a business with Konstantin Kilimnik, a key figure who Mueller has alleged has ties to Russian intelligence and who is facing charges of obstruction of justice. In a 2017 statement to the Washington Post, Kilimnik denied any connection to intelligence services. Kaiser, however, is the first person connected directly to both the Brexit and Trump campaigns known to have been questioned by Mueller.

The news came to light in a new Netflix documentary, *The Great Hack*, which premiered at the Sundance film festival last month and is expected to be released later this spring. Film-makers followed Kaiser for months after she approached the Guardian, including moments after she received the subpoena. She claims the summons came after the Guardian revealed she had visited WikiLeaks founder Julian Assange while still a Cambridge Analytica employee in February 2017, three months after the US election.

One part of Mueller's investigation focuses on whether the Trump campaign sought to influence the release of emails by WikiLeaks before the election. Investigators are looking at communications between them. In the film, Kaiser says that she has gone from being a cooperating witness to a subject of investigation because of her contact with Assange.

In October 2017, it was revealed that Alexander Nix, the chief executive of Cambridge Analytica, had contacted Assange in August 2016 to try to obtain emails from Hillary Clinton's presidential campaign – which indictments from Mueller's team say were obtained by Russian military intelligence – to use in Donald Trump's campaign. When Kaiser gave evidence to parliament last year, she was asked about her relationship with Assange and WikiLeaks but failed to reveal that she had met Assange.

In the documentary, Kaiser is shown after receiving an email from the Guardian last June asking about meeting Assange and alleged donations of cryptocurrency to WikiLeaks. Kaiser did not respond to the email at the time, but on camera says: "She knows I met Assange. And she knows I donated money to WikiLeaks in bitcoin."

Her legal representatives later wrote to the paper to say that the allegations, including that she had "channelled" donations to WikiLeaks, were false. Kaiser said she had received a small gift of bitcoin in 2011 – long before she worked at Cambridge Analytica – and, not knowing what else to do with it, gave it to WikiLeaks, because she had benefited from material it had released over the years.

Her lawyer told the Observer that the meeting with Assange came about after a chance encounter in London with an acquaintance who knew him. It lasted 20 minutes and consisted mainly of Assange telling her "about how he saw the world". He said they did not discuss the US election.

Patten and Kaiser were involved in a controversial election campaign in Nigeria in January 2015, which former Cambridge Analytica employees say had "unsettling" parallels to the US presidential election.

The Guardian revealed that the data firm had worked alongside a team of unidentified Israeli intelligence operatives on the campaign. Ex-Cambridge Analytica employees described how the Israelis hacked the now-president of Nigeria's emails and released damaging information about him to the press weeks before the election.

#### **CBS NEWS 60 MINUTES Lara Logan "I'm Being 'Targeted' For Saying the Media is 'Mostly Liberal'"** by Tamar Auber

On Wednesday, former CBS News foreign correspondent Lara Logan spoke with Fox News Sean Hannity about her recent comments slamming the media as "mostly liberal."

Logan told Breitbart podcaster Mike Ritland the remarks made on his show — which drew widespread attention online — amounted to "professional suicide."

Defending her remarks on Hannity's show, Logan said that as the result of her speaking out about how the media is "mostly liberal" she has been targeted because she is an independent voice.

"Any journalists who are not beating the same drum and giving the same talking points," she insisted "pay the price" for not going along with the liberal crowd.

She also called out her targeters by name.

"I know they're going to come after me," she told Hannity. "Michael Calderone who is at the Huffington Post. I can give you the script now. I can tell you who the players are. Joe Hagan. Brian Stelter."

She added: "They smear you personally. They go after your integrity. They go after your reputation as a person and a professional. They will stop at nothing. I am not the only one. And I am just, I am done, right, I am tired of it. And they do not get to write my story anymore. They don't get to speak for me, I want to say loudly and clearly to anybody who is listening, I am not owned. Nobody owns me, right? I'm not owned by the left or the right."

Logan made headlines recently when, during a scorched earth podcast interview with Ritland, she said that there was a lot of "weight" in most news organizations on "one side of the political spectrum."

"The media everywhere is mostly liberal. But in this country, 85 percent of journalists are registered Democrats. So that's just a fact, right?" she told Ritland.

She also trashed reporting based on single, anonymous government sources.

"That's not journalism, that's horseshit," Logan stressed. "Responsibility for fake news begins with us. We bear some responsibility for that, and we're not taking ownership of that and addressing it. We just want to blame it all on somebody else."

#### **Internal documents from a private Israeli intelligence firm called Psy-Group show that, at the time of many incidents, the company, and possibly other private investigators, were targeting U.S. citizens because they spoke up about crimes.**

Psy-Group's intelligence and influence operations, which included a failed attempt in the summer of 2017 to sway a local election in central California, were detailed in a New Yorker investigation that I co-wrote earlier this month. Before it went out of business (i.e. changed it's name), last year, Psy-Group was part of a new wave of private-intelligence firms that recruited from the ranks of Israel's secret services and described themselves as "private Mossads." Psy-Group initially stood out among its rivals because it didn't just gather intelligence; its operatives used false identities, or avatars, to covertly spread messages in an attempt to influence what people believed and how they behaved. In 2016, Psy-Group held discussions with the Trump campaign and others about conducting covert "influence" operations to benefit the candidate. Psy-Group's founder and C.E.O., Royl Burstein, a veteran Israeli intelligence officer who established the firm in 2014, told me that his talks with the Trump campaign went nowhere. The company's posturing, however, attracted the attention of Robert Mueller, the special counsel, who has been investigating interference in the 2016 Presidential race.'

#### **FED BOMBHELL: Fusion GPS Bribed Dozens of MSM Journalists With Cash To Run Character Assassinations, While News Companies Paid Firm to Dig Dirt on Trump**

High-ranking FBI insiders are pulling back the curtain on Fusion GPS, the firm that commissioned and spread the bogus Trump dossier.

It appears the embattled intelligence firm was quite busy paying off Big Media reporters, according to federal sources who have traced dozens of transactions between TD Bank and media members as well as media organizations, sources confirm.

But stunningly, Big Media organizations have employed Fusion GPS to dig dirt on politicians and D.C.'s elite — namely Donald Trump.

"Fusion GPS was on the payroll of the media and in turn had members of the media on its payroll," one FBI insider said.

Bombshell revelations.

FBI insiders confirm Fusion GPS employed law firms as well as shell companies to send and receive funds to and from media and reporters. But the embattled firm also used its accounts at TD Bank to directly commission reporters. Likewise, Fusion GPS received funds from media companies into its own accounts at TD Bank, FBI insiders said.

"There are dozens of payments from the media flowing into their (Fusion GPS) account," one federal law enforcement official said. "One company wired funds to Fusion (GPS) more than a dozen times."

Why would media companies commission Fusion GPS? Likely to dig dirt on enemies or secure records that reporters could not legally obtain, one federal law enforcement insider said. One FBI insider said the payments to Fusion GPS coincide with Donald Trump's run for the White House.

The payments were made between Sept. 2015 and Sept. 2017, records show.

The unthinkable: The mainstream media paying Fusion GPS for dirt on Trump to the same firm the Democratic National Committee paid to fund the bogus Trump dossier. And at the same time Fusion GPS bribing journalists to place stories — likely negative about Trump, as well as spread the bogus Trump dossier around.

Stunning.

Was Buzzfeed — the only company to publish the full bogus dossier — on that list?

And who is on the payroll? We are trying to run that information down.

And why aren't these people behind bars?

#### **What Is An 'Extinction-Level Interdiction Program' For Corrupt Companies And People?**

By The Leesberg Foundation

It only works on corrupt companies that bribe, break the law, abuse employees, rape, tax evade, lie, cheat, steal, run character assassinations, operate anti-trust violating monopolies, spy and are generally dirty pigs.

That is why it works so well on Google, Gawker, Gizmodo, Jalopnik, Univision, Facebook, Tesla, Goldman Sachs and other creep corps who bribe, break the law, abuse employees, rape, tax evade, lie, cheat, steal, run character assassinations, operate anti-trust violating monopolies, spy and are generally dirty pigs.

**Extinction-level** means that the goal is to put them-out-of-business.

**Interdiction** means that the effort involves interrupting their corruption, crimes, bribes, payola and sex trafficking.

It is a **Program** because it is a constant, unwavering, long-term effort that the entire public population is continually expanding and adding to the effort of.

The efforts are long and take many years but they always work.

If your company does not bribe, break the law, abuse employees, rape, tax evade, lie, cheat, steal, run character assassinations, operate anti-trust violating monopolies, spy and they are not generally dirty pigs then they have nothing to worry about.

If the truth can't hurt a Facebook, Google or Tesla then they should have no concern about the truth being exposed.

Alas, though, those companies are targeted for extinction and any smart investor should remove their investment funds from those companies. The way that they are taken down includes exposing every time each investor engages in a bribe, breaks the law, abuses employees, rapes, tax evades, lies, cheats, steals, runs character assassinations, operates anti-trust violating monopolies, spies and is generally a dirty pig.

Bill Cosby thought he could not be taken down. He was!

Errol thought they could not be taken down. They were!

Dick Nixon thought he could not be taken down. He was!

Hillary Clinton thought she could not be taken down! She was!

Theranos thought it could not be taken down! It was!

The list is endless. The fact is clear: **If you cheat rather than compete you will be destroyed.**

It is now easier than ever to kill a corrupt entity!

We have hard-fact FBI and CIA-class evidence that Google, Gawker, Gizmodo, Jalopnik, Univision, Facebook, Tesla, Goldman Sachs and others are breaking the law and exist based on a criminal operation. That is why they are going down! We witnessed them do the crimes. Their ex-employees and federal investigators saw it too. That is why they are helping with the take-downs. Millions of web users who hate corruption are helping too, using crowd sourced forensics.

The deaths of these crooked behemoths will be long, slow and hard...but the crash they make when they finally fall will resound throughout history!

An Extinction-Level Interdiction Program known as an "ELIP" always guarantees that a corrupt attacking corporation will:

- Lose a minimum of one billion dollars in stock market and brand valuation from exposure of the truth about them.
- Suffer the firings or forced terminations of multiple senior staff.
- Have draft FBI 302 forms authored and submitted to the relevant regional FBI offices where those companies are located.
- Have private investigators prepare case files on the company, or individual, and submit those to every relevant law enforcement and regulatory agency on every continent.
- Have every investor who has placed over \$50,000.00 in the company investigated for tax fraud, expense fraud, drug abuse, spousal abuse, sexual extortion, off-shore accounts, political bribery, kick-backs, payola, under-the-table payments, real estate fraud, 501 c 3 and 501 c 4 charity fraud, self-dealing, revolving door political payola and other relevant issues.

How To Destroy ANY Corrupt Politician or Dirty Silicon Valley Campaign Financier, 100% Legally!

Organized crime is alive and well in public offices across the nation. This is how you utterly destroy any person who engages in it, using 100% legal tactics and the power of crowd-sourced law enforcement.

FBI and other government officials will even help you do it. The voters will help you do it. Your friends will help you do it. Total strangers will help you do it. The entire internet will help you do it.

You will use CIA-class databases, social media, public watch-dog technologies, FBI-quality monitoring systems and open-source collaborative forensics comparison data to hunt down every hooker, real estate asset, male prostitute, mistress, secret email account, social media posting, family trust fund, shell corporation, family stock market transaction, off-shore account, covert investment brokerage, email, Uber and Lyft ride, hotel entry and exit, credit card transaction, Paypal account, search engine manipulation, venture capital connection, Stanford University admissions bribe, expense account abuse, taxpayer funds abuse, rape, sextortion, covert tech company stock they own under another name, every party they attended, every tag they appear in on social media, every Cayman Island account, every crooked CPA or law firm they have used, every lobbyist they ever paid...EVERYTHING... and you will drop the data into a simple database and cross matrix everything even better than the spy agencies can do it.

...AND EXPOSE IT ALL. YOU WILL SUE THEM IN SMALL CLAIMS COURT. YOU WILL LAUNCH CLASS ACTION LAWSUITS. YOU WILL HOLD PRESS CONFERENCES IN FRONT OF THEIR HOMES. YOU WILL CONFRONT THEM WITH FACTS AT EVERY SINGLE TOWN HALL AND PUBLIC APPEARANCE. YOU WILL PUT UP A BOOTH AT EVERY STREET FAIR AND PUBLIC ASSEMBLY AREA AND HAND OUT LITERATURE. YOU WILL CREATE A MASSIVE PUBLIC MEDIA CIRCUS. YOU WILL MAKE DISCLOSURE WEBSITES. YOU WILL NOT LET THEM ESCAPE!

Each person from each political office, lobby firm, law firm or company who engaged in the subversion of the government and the bribery of public officials WILL have EVERY personal email account, text message account, voice-mail hard drive, social media account, dating account or other PERSONAL communications account examined via investigators. Such examinations shall begin from the date of the opening of each account and run up to today. Law enforcement believes that such parties used personal data systems to subvert the laws of public disclosure and engage in criminal financial crimes and democracy subversion efforts.

You will be even more powerful than Ralph Nader, Julian Assange and Edward Snowden COMBINED!

You will ensure that the public servants, who are your EMPLOYEES!!!!, are held accountable and totally, completely devastated for their crimes against the public.

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## Trump Could Save Taxpayers 'Billions Of Dollars' By Straightening Out One Corrupt Energy Department Program, Report Finds

Michael Bastasch | Energy Editor

The Trump administration could save "billions of dollars" if the Energy Department improved its management of radioactive waste cleanups, according to the Government Accountability Office (GAO).

The GAO [report](#), released Tuesday, also reported Congress could save up to \$4.3 billion by eliminating the loan program that gave \$192 million to a failed luxury electric car company.

"The Department of Energy could potentially avoid spending billions of dollars by developing a program-wide strategy to improve decision-making on cleaning up radioactive and hazardous waste," GAO reported.

The Energy Department is responsible for cleaning up waste from nuclear weapons produced during the Cold War. The department has spent \$170 billion on cleanup since 1989, GAO reported, but lots of radioactive waste remains. [\[RELATED: The NYT Walks Back Bombshell EPA Report, Doesn't Issue A Correction\]](#)

The cost of cleanup is growing. The Energy Department estimates future nuclear waste cleanup could cost \$377 billion at 16 sites across the country. GAO says taxpayers could save billions if they took a programmatic approach rather than each nuclear waste site setting its own priorities.



The 200 Area of the Hanford nuclear site is seen in a 1995 aerial photo. Department of Energy/Handout via REUTERS

For example, Energy Department officials estimated \$18 billion in savings from prioritizing high-risk over low-risk waste at the Hanford site in Washington state. The department has yet to determine what it will do with as much as two-thirds of the low-risk waste at Hanford. The Hanford site cleanup [came under increased scrutiny](#) after a "take cover" order was given in 2017 after a tunnel containing radioactive waste collapsed.

"DOE officials said that they are making progress in implementing a national programmatic approach to the cleanup and will continue to work toward this," GAO reported. "DOE provided technical comments, which were incorporated as appropriate."

GAO also highlighted an open recommendation to Congress that could save taxpayers up to \$4.3 billion.

"Unless the Department of Energy can demonstrate demand for new Advanced Technology Vehicles Manufacturing loans and viable applications, Congress may wish to consider rescinding all or part of the remaining credit subsidy appropriations," GAO reported.

The Obama administration used that loan program to hand out taxpayer funds to electric car companies, including luxury automaker Fisker Automotive, which drew down on \$192 million before [having its government credit stripped away](#).

Fisker's loan was [sold off to a Chinese billionaire](#) for \$25 million in 2013, netting taxpayers a \$139 million loss.

Tags : [department of energy](#) [energy](#) [fisker automotive](#) [government accountability office](#)

EMAND A SPECIAL COUNSEL UNDER OSC DEDICATED TO INVESTIGATING, AND NOT COVERING UP, THIS CASE!

DEMAND THAT ALL FEDERAL EMPLOYEES INVOLVED BE FIRED!

DEMAND THAT THE PUBLIC AND THE VICTIMS RECEIVE DAMAGES RECOVERY!

DEMAND THAT THE WHISTLE-BLOWERS RECEIVE PROTECTION AND ARE ALLOWED TO SPEAK BEFORE CONGRESS!

**ADVANCED TECHNOLOGY VEHICLE MANUFACTURING LOAN AND LOAN GUARANTEE SLUSH-FUND CORRUPTION**

**DOE corruption—appointed and elected officials should face prison time**

[Marita Noon](#)

An exhaustive review of [350+ pages of leaked emails](#) regarding the Obama administration's handling of the various green-energy loan and grant programs makes several things very clear: they [led](#), engaged in favoritism, and rushed application approvals to suit the political agenda of the White House. At the same time, worthy projects that went through a complete due diligence process were denied or ultimately withdrawn, as the lengthy approval process "taxed investors' patience"—as was the case with Aptera Motors, which worked closely with the DOE for two years.

Paul Wilbur, President and CEO at Aptera, didn't think they were treated unfairly. He told me, "At the end of the day, we couldn't get through the process." But, he admits, he hasn't read the emails.

Aptera was trying to build a very efficient electric vehicle with an under \$30K price point. Wilbur met with Secretary Chu who could see the value in the technology. But our research shows that value was not the deciding factor in which projects got funded and which ones didn't. Wilbur reports that he didn't donate to any candidate. He wanted to keep the whole process clean and do what was "good for America."

The [report](#) from the House Oversight Committee says Aptera first applied for an ATVM loan in December of 2008 and "shut down on December 2, 2011." The report implies that Aptera was led on: "After numerous negotiations with DOE, in September 2011, Aptera received a conditional loan commitment of \$150 million if the company was able to raise \$80 million privately." And: "The loans given to Fisker and Tesla gave Aptera hope that DOE would eventually act on their application. More importantly, since the DOE continued to engage with the company throughout the time period, management was convinced that DOE was interested and willing to provide financing for the company."

Aptera's 100% US technology has since been sold to a Chinese company.

Aptera was applying for an Advanced Technology Vehicle Manufacturing loan (ATVM). Only five loans were given out through the program and all have political ramifications. Christine Lakatos, who has worked with me on the green-energy, crony-corruption reports I've written, has done thorough research on the topic and every one of the 350+ pages of emails released on October 31 and has written a [blog post](#) specifically addressing the ATVM program and its hijrks. As she cites, Fisker and Tesla (which Romney referenced in the first debate), got loans in 2010 and then the Vehicle Production Group's loan was the only ATVM loan closed in 2011; all have ties to Obama bundlers. The other two ATVM loans went to Ford and Nissan—both of which, according to the House [report](#), "were heavily engaged in negotiations with the Administration over fuel economy standards for model years 2012-2016 at the time the DOE was considering their applications. Both companies eventually expressed publicly their support for these standards, which the Administration described as the 'Historic Agreement.'"

Armed with the sweeping knowledge of the House reports and subsequent hearings, evidence from DOE staffers (many of whom were appointed by Obama), Lakatos' research, and personal experience, a different ATVM applicant has now taken its case to court citing "corruption and negligence."

On November 16, 2012, [XP Technologies](#) filed a lawsuit against the federal government concerning the DOE's denial of XP Technology's loan guarantee application. The [complaint](#) alleges: "criminal activities did take place by DOE staff and affiliates." A November 23 [press release](#) announces that XP Technologies is now represented by [Cause of Action](#), "a nonprofit, nonpartisan organization that uses investigative, legal, and communication tools to educate the public on how government accountability and transparency protects taxpayer interests and economic activity."

According to the document filed on November 16, "Plaintiff's backgrounds include extensive issued patents on seminal technologies in use world-wide, White House and Congressional commendations and an engineering team of highly experienced auto-makers. Plaintiff brought a vehicle design, which was proposed as the longest range, safest, lowest cost electric vehicle, to be built in America in order to deliver extensive American jobs nationwide. No other applicant, or award 'winner', has succeeded in meeting, or (b) intending to meet, that milestone. XP Technology developed a patented lightweight, low-cost, long-range, electric vehicle using air-expanded foam-skinned material for a portion of the polymer body and received numerous patents, acclaim and superior computer modeling metrics over any competing solution. XP presented a vast set of letters of support to DOE from pending customers. Major auto-industry facilities and engineers had joined forces to bring the vehicle to the defense, commercial and consumer market."

Over the weekend, we had an exclusive interview, on condition of anonymity, with a senior official at XP Technologies about the lawsuit and the experience.

He reported: "Start from within the DOE have provided evidence which is quite compelling." As Aptera's Wilbur made clear, the individuals within the DOE were very thorough. One of the emails, in the 350+ pages, was from Secretary Chu himself in which he criticized staffers for taking a "principled stand," which held up the approval process of projects the White House wanted advanced. Another indicated that the pressure to rush was coming from "above the agency." Overall, the emails show that projects were rushed so that announcements could coincide with visits, speeches, and photo ops —as well as providing talking points for the president.

Our XP source told us "We experienced, and have been provided evidence of, applicant submissions and reviews being modified in order to benefit some and disadvantage others, and the business connections between the different parties associated with the ones that benefited is quite extraordinary." The leaked emails support this accusation, specifically regarding the "business connections." In her post, Lakatos calls it "green fraternizing." The emails show that certain applicants and decision makers went bike riding together, had coffee meetings, sleepovers, beer summits, parties, dinners, and fundraisers.

While he didn't provide us with a name, the XP official said, "We experienced a senior senator blockading our efforts and then providing favors to a competitor, which then benefited his family financially." The discovery the lawsuit will provide will expose the "senior senator," but our previous research shows that [Senator Harry Reid](#) is the action seen to fit the XP official's comment.

XP Technologies believes that "DOE officials changed the first-come-first-served published rules and standards of the funding in order to take applicants in order of who they favored and who had purchased the most influence instead of the order in which they applied, as required."

Having extensively studied the DOE's various loan programs, including the ATVM, Lakatos and I agree with our source's startling conclusion: "Based on the evidence provided by investigators, and experienced directly by our team, it is hard to imagine that at least one or more elected, or appointed, officials might not be seeing measures ranging from censure or even federal prison time."

Time, the lawsuit, and subsequent investigation will tell.

While the House Oversight Committee has been digging deeply into the mismanagement and corruption of the green energy loans, the media has paid little attention. Other than [our report](#), the October 31 release of the emails cited here received virtually no news reporting. Even the Fox News Channel ignored the story. The plight of promising companies like Aptera and XP Technologies would have gone unnoticed if not for the lawsuit. The legal complaint attracted attention.

On November 16, the [Heritage Foundation](#) broke the XP story: "A lawsuit filed in federal court on Wednesday alleges mass favoritism in the Department of Energy's decisions to award federal grants to major car companies to develop electric vehicles, according to a legal complaint obtained by Scribe."

On November 19, Lakatos, whose work is listed as "evidence" in the legal complaint, received a call from Fox News' Gary Gastel—who [reported on the story](#) on November 20. The next day, Fox News covered the lawsuit on America's Newsroom. Even the Drudge Report picked up on the story.

XP has a [litigation website](#) on which the company states: "The case has nothing to do with complaining about not getting the loans. It has everything to do with HOW the applicants didn't get the loans!" They are communicating with other applicants about participating in the lawsuit.

The XP story and subsequent media coverage offers a lesson for others—especially industries who have been wronged by the Obama Administration's practices (such as energy). The lawsuit may—or may not—send officials to federal prison, as our XP source suggests, but it could go a long way to winning in the court of public opinion.

**IN ADDITION TO OUR EYE-WITNESS, FIRST-HAND, VIEWING OF THESE CRIMES THESE SMALL SAMPLES OF THE BROADCAST NEWS REPORTS, CONGRESSIONAL REPORTS, FBI CASE EVIDENCE AND AGENCY REPORTS PROVE EVERY ASSERTION WE HAVE MADE:**

- [http://fbi-report.net](#)
- All FBI case files referencing "Solynra", "Kleiner Perkins", "Rare-Earth Mining", "Stock Market Manipulation" and related search terms
- [https://stopdefconfromfallingagain.com](#)
- [https://thefoxnewsmediawide.com](#)
- [https://www.thecreepynine.com](#)
- [https://fusion4freedom.com/about-pcf/](#)
- [https://fusion4freedom.com/the-green-corruption-files-archive/](#)
- [https://en.wikipedia.org/wiki/Angpagata](#)
- [https://en.wikipedia.org/wiki/Hab\\_Tech\\_Employee\\_Antitrust\\_Litigation](#)
- [https://www.cbsnews.com/news/cleantech-crash-60-minutes/](#)
- [https://www.cbsnews.com/news/congress-trading-stock-on-inside-information/](#)
- [https://www.businessinsider.com/congressional-insider-trading-revealed-on-60-minutes-2011-11](#)
- [https://www.law360.com/articles/266324/spo-report-slams-while-house-over-535m-solynra-loan](#)
- [https://www.judicialwatch.org/news-room/press-releases/judicial-watch-announces-list-of-washingtons-ten-most-wanted-compt-politicians-for-2012/](#)
- [http://www.npr.org/templates/story/story.php?storyId=140291210](#)
- [https://publicintegrity.org/federal-politics/fundraiser-for-obama-urged-solynra-deal-from-the-inside/](#)
- [https://althouse.blogspot.com/2011/11/04/the-rahm-of-obama-himself-pushed-to.html](#)
- [https://archives.energycommerce.house.gov/sites/repUBLICANS.energycommerce.house.gov/files/analysis/20120802solynra.pdf](#)
- [https://republicans-oversight.house.gov/wp-content/uploads/2012/03/FINAL-DOE-Loan-Guarantees-Report.pdf](#)
- [https://docs.house.gov/meetings/SYS/Y20/20160303/104591/HRG-114-SY20-20160303-SD002.pdf](#)
- [https://big\\_assets.huffingtonpost.com/email.pdf](#)
- [https://theteeceet.com/2014/02/24/frig-manipulation/](#)
- [https://infobias.blogspot.com/2014/02/28/the-deadly-bribe-super-character.html](#)
- [https://nuclear-news.net/2014/02/28/western-intelligence-agencies-use-the-internet-for-character-assassination/](#)
- [http://blog.aquileware.com/2014/02/snowden-drip-government-funded.html](#)
- [https://freethoughtblogs.com/singham/2014/02/26/the-nsa-and-gchq-are-criminal-enterprises/](#)
- [http://cracknet.weebly.com](#)
- [https://image.rtf.fr/16K7HC7K15FxpPI\\_eG52GnYUN\\_JmeA](#)
- [http://videonet111.com](#)
- [http://atvm-loan.com](#)
- [http://causeofaction.org/assets/uploads/2015/07/ECF-No.-38.pdf](#)
- [http://causeofaction.org/assets/uploads/2015/07/ECF-No.-37.pdf](#)
- [http://document.fcc.gov/bif/efc/171187182033](#)
- [http://blogs.wsj.com/venturecapital/2014/02/05/fisker-investors-executives-hit-by-another-lawsuit-kleiner-perkins-and-jay-lane-among-defendants/](#)
- [http://dealbook.nytimes.com/2013/05/07/a-humbled-kleiner-perkins-adjusts-its-strategy/](#)
- [http://www.mining.com/1-trillion-motherlode-of-lithium-and-gold-discovered-in-afghanistan/](#)
- [http://2.bp.blogspot.com/\\_Y1TCyrcv8s/BaFwKxYfAAAAAH74Wee8LTC63vs1600afghaminerals.jpg](#)
- [http://pubs.usgs.gov/fs/2007/3963/pdf-page.jpg](#)
- [https://news.wtwh.com/sites/default/files/letter%20from%20Briq%20Automotive%20to%20US%20Dept%20of%20Energy.pdf](#)
- [https://igqaom.com/2010/08/18/the-greentech-vc-influence-over-washington/](#)
- [https://www.catholic.org/news/politics/story.php?id=42817](#)
- [https://uopepodnews.wordpress.com/2016/05/23/the-nsa-and-google-partnered-on-the-same-scam-against-the-public/](#)
- [https://www.abc.net.au/news/2018-07-25/cobalt-child-labour-smartphone-batteries-congo/10031330](#)
- [https://www.washingtonpost.com/graphics/business/batteries/congo-cobalt-mining-for-lithium-ion-battery/](#)
- [https://www.mining.com/1-trillion-motherlode-of-lithium-and-gold-discovered-in-afghanistan/](#)
- [https://www.dw.com/enchiles-10th-m-blessing-or-curse-18-43721539](#)
- [https://www.economist.com/the-america/2017/06/15/a-battle-for-supremacy-in-the-lithium-triangle](#)
- [https://www.visualcapitalist.com/lithium-fuel-green-revolution/](#)
- [https://www.forbes.com/sites/jamesconca/2018/09/26/blood-batteries-cobalt-and-the-congo/](#)
- [https://www.forbes.com/sites/greatspeculations/2018/02/27/the-worlds-cobalt-supply-is-in-jopardy/](#)
- [https://www.greenbizmedia.com/analysis/congo-cobalt-mining-grows-despite-europe-discoveries](#)
- [http://inscience.ion.org/article/10.1088/1748-9323/ae9b1.pdf](#)
- [https://www.mining-technology.com/features/featuremining-iran-endless-opportunity-completion-and-the-rump-question-5695882/](#)
- [https://www.brighteon.com/5809392344001](#)
- [https://business.financialpost.com/personal-finance/high-net-worth/frank-giustra-takes-a-break-from-the-blade-runner-sequel-and-an-italian-olive-estate-to-return-to-his-first-love-a-gold-mine](#)
- [https://www.theglobeandmail.com/globe-investor/giustra-backed-lithium-spunges-on-doubts-about-chinese-buyer/article38156222/](#)
- [https://globeandbusiness.warpress.com/tag/frank-giustra-and-hillary-clinton/](#)
- [http://www.dear-white-house.com](#)
- [http://archive.is/oxSpX](#)
- [https://www.earth911.com/article/hypocrisy-most-bad](#)
- [https://www.washingtonpost.com/graphics/business/batteries/congo-cobalt-mining-for-lithium-ion-battery/](#)
- [https://www.usfd.org/story/green-conflict-minerals/](#)
- [https://www.amnesty.org/en/latest/news/2017/09/the-dark-side-of-electric-cars-exploitative-labor-practices/](#)
- [https://www.aljazeera.com/news/2017/07/dr-congo-losses-750m-corruption-mismanagement-170721154134478.html](#)

ORGANIZATIONS AND WITNESSES WHO CAN ALSO VERIFY THESE FACTS:

- [https://www.icij.org](#)
- [http://www.fbi.gov](#)
- [http://www.sbs.gov](#)
- [https://www.transparency.org](#)
- [https://www.judicialwatch.org](#)
- [https://compton123.com](#)
- [https://wikileaks.org](#)
- [https://causeofaction.org](#)
- [http://globeandmail.net](#)

<https://propublica.org>  
<https://www.alsides.com/unbiased-balanced-news>  
<http://wearehannawmedia.com>  
[http://ec.europa.eu/anti\\_fraud/index\\_en.html](http://ec.europa.eu/anti_fraud/index_en.html)  
<http://gopacnetwork.org/>  
<http://www.iaaca.org/news/>  
<http://www.interpol.int/Crime-areas/Corruption/Corruption>  
<http://www.icac.nsw.gov.au/>  
<http://www.traceinternational.org/>  
<http://www.oce.gov/>  
<https://oc.commerce.gov/>  
<https://anticorruptionact.org/>  
<http://www.anticorruptionintf.org/>  
<https://reprisent.us/>  
[http://www.giacentre.org/idealing\\_with\\_corruption.php](http://www.giacentre.org/idealing_with_corruption.php)  
<http://www.acfe.com/>  
<https://www.oas.org/juridico/english/FightCur.html>  
<https://www.opus.com/international-anti-corruption-day-businesses/>  
<https://www.openpartnership.org/theme/anti-corruption>  
<https://www.ethicalsystems.org/content/corruption>  
<https://sunlightfoundation.com/>  
<https://www.opensecrets.org/>  
<http://peterschweizer.com/>  
<http://www.googletransparencyproject.org/>  
Marie Noon  
<http://www.nara.gov>  
pbedard@washingtonexaminer.com  
The Archives from whistleblower@judiciary.rep.senate.gov  
Congressperson Jim Jordan  
Gary D. Conley  
stone@stonecoldtruth.com  
Philip Giraldi  
allambokhari@protonmail.com  
David Bird - WSJ  
Congressperson Trey Gowdy  
Congressperson Darrell Issa  
William Barr, AG  
Dan Epstein  
Veronique de Rugy  
<http://www.projectveritasaction.com>

GOOGLE BOSSES, INCLUDING ERIC SCHMIDT, TOLD ASSOCIATES: "OBAMA NEVER WOULD HAVE BEEN ELECTED WITHOUT GOOGLE'S DIGITAL MASS PERCEPTION-MANIPULATION AND OPINION-STEERING TECHNOLOGIES..." SEE MORE AT: <https://www.thecreepylines.com>

Many thousands of additional person's, organization's and links available to prove the assertions...

#### THE SILICON VALLEY CARTEL MEMBERS The Worst Ones - Rev 2.2

You would be shocked to learn how many people are killed, every day, for less than \$50.00. ISIS and the Taliban will saw your head off for just an ideology. If people would commit murder over that small an amount of money, imagine what they would do to control the trillions of dollars of money that is always moving through the stock market. These are the people that will stop at nothing for power, mansions, hookers, private jets and greed!

#### ### THE BRIBED INSIDER TRADING POLITICIANS - Tracked via financial records and email leaks to quid pro quo:

- Anesh Chopra - White House Tech Exec
- Arnold Schwarzenegger - Governor (Accused of political bribery and kickbacks; tax evasion, illicit deal organization with Russians and more...)
- Barack Obama - Chicago politician
- Bill Daley - White House strong-arm (Forced to resign)(he is now under investigation)
- Bill Lockyer - Calif State finance head (Under investigation and sex scandal conflicts, charged with corruption by media. Assets and ownerships under investigation)
- Daniel Cohen - DOE Legal counsel who assisted in the Steven Chu scam (Sent packing/fired/forced to resign)
- David Axelrod - White House strategist who helped stage the quid-pro-quo (Sent packing/fired/forced to resign)(he is now under investigation)(accused of political bribery and kickbacks; tax evasion, and more...)
- Hunter Biden
- David Plouffe - White House money packager. Arranged deals between VC campaign Donors (Forced to Resign. Under investigation)
- Debbie Wasserman Schultz
- Denis McDonough - White House adviser
- Dianne Feinstein - California politician
- Eric Holder - Attorney General- DOJ (Forced to resign) (Charged with staff & VC Protections and blockade of FBI and Special Prosecutor deployments in order to run the cover-up)
- Eric Slickland - Head of Auto Safety agency under DOT (Sent packing/fired/forced to resign)(he is now under investigation. Charged with cover-up of Tesla and GM auto dangers he had known about)
- Gabriel Burd
- Harry Reid - Senator- Solar factory guru, Congress lead (Accused of political bribery and kickbacks; tax evasion, and more... Forced out of Congress in shame)
- Hillary Clinton - Dynastic politician
- Jack Lew
- Jay Carney - White House press lead (Forced to resign)
- Jeff Berman - Bryan Cave, Berman, the former delegate counter for President Obama's 2008 campaign
- Jeff Peck, Peck, Madigan, Jones & Stewart, Aide to then-Sen. Joe Biden (D-Del.) on the Senate Judiciary Committee
- Jeffrey Zients
- Jerry Brown - California politician
- Joe Rhodes - White House still
- Joe Biden - Politician who created Solyndra funds
- John Podesta - White House adviser
- Jonathan Silver - DOE VC (Sent packing/fired/forced to resign)(he is now under investigation. Shamed in media for epic failures)
- Joshua Wright - FTC
- Kamala Harris - Stock favoritism Insider with her husband
- Katherine Feinstein
- Kathy Zoi
- Ken Alex - Scheme Adviser to Jerry Brown
- Ken Duberstein - Ken Duberstein, The Duberstein Group. Duberstein was floated as a candidate for Obama's chief of staff before the president chose Bill Daley, while Thomas is a Democratic vet who worked in the Clinton Treasury Department.
- Lachlan Seward - Energy Department insider gatekeeper
- Melanie Nutter - Pelosi Top Aide
- Matt Rogers - VC and quid pro quo pass-through conduit
- Megan Smith - U.S. CTO
- Mike Dickerson
- Nancy Pelosi - California politician
- Robert Gibbs - White press office head
- Steven Chu - Secretary of Energy - The most corrupt in US history
- Todd Park - IT manipulator inside White House
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#### ### THE OLIGARCH FINANCIER/BENEFICIARIES OF THE CRIMES - Tracked via financial records and email leaks to quid pro quo:

- Andy Bechtolsheim - VC- Insider campaign backer (He is now under investigation)(accused of political bribery and kickbacks; tax evasion, and more...)
- Bill Gurley
- Carl Gordon
- Chad Hurley - YouTube
- Cheryl Sandberg - Facebook boss, reports to Larry Summers
- Dave McClure - VC
- David Danielson
- David Drummond - Lawyer/Lobbyist- Google, bribes expert for DC and EU regions (Under investigation. Quail Road, Woodside, CA home bugged)
- David Mott
- David Prend
- David Sachs
- Draper - Fisher - VC firm (Campaign funder who received massive windfalls from Russian mining & tech start-up rigging)
- Elon Musk - CEO - Tesla (He is now under investigation & in multiple lawsuits for fraud)(accused of political bribery and kickbacks; tax evasion, and more...)(All of his personal assets, investments and portfolio holdings are under investigation)
- Emerson Collective - Steve Jobs wife, has one of the largest and stealthiest election data combines
- Eric Paley
- Eric Schmidt - Owner- Google (He is now under investigation)(accused of political bribery and kickbacks; tax evasion, and more...)
- Gilman Louie - VC, founder on IN-Q-Tel
- Goldman Sachs - Financial packager (Suspected of staging most of the TARP/DOE deals for personal gain & insider payouts)
- Greyclock Capital - Silicon Valley Insider trading operator (Under investigation)
- Ira Ehrenpreis - VC Campaign backer (He is now under investigation)(accused of political bribery and kickbacks; tax evasion, and more...)(All of his personal assets, investments and portfolio holdings are under investigation)
- Jacque Littlefield - VC, Dead
- James Bronkema - West Coast Money Man for David Rockefeller and Feinstein financier (Dead)
- Jared Cohen - Google boss and international political manipulator
- Wilson Sonsini Partner Club
- Wilson, Sonsini, Goodrich and Rosatti
- Jim Breyer - VC and CIA intermediary
- Joe Lonsdale - VC, famous for rape and abuse scandal and domestic spying via Palantir
- Johanna Shelton - Google Lobbyist
- John Doerr - Owner - Kleiner Perkins. "Godfather" - Silicon Valley Cartel (He is now under investigation)(accused of political bribery and kickbacks; tax evasion, and more...)(All of his personal assets, investments and portfolio holdings are under investigation)
- John Lindors
- Josh Kopelman
- JP Gan
- Keith Rabois - VC
- Ken Howery - VC
- Kleiner Perkins - Campaign funding VC who (Received massive windfalls from Russian mining & tech start-up rigging, Sued, Under investigation. All assets being tracked)
- Larry Page - Google Boss
- Larry Summers - VC
- Lloyd Craig Blankfein - VC and Sachs boss
- Luke Nosek
- Marc Andreessen - VC
- Mario Rosatti - VC
- Mark Zuckerberg - Facebook Boss
- Martin LaGod - VC Firelake Cap
- Mary Meeker - VC
- Max Levchin - VC
- McKinsey Consulting - The firm you hire to rig white papers and insider hires in government positions for the Palo Alto Mafia
- Michael Moritz - VC
- Neeraj Agrawal - VC
- Peter Thiel - VC
- Pierre Omidyar - VC
- Raj Gupta - VC, arrested
- Rakesh Saxena - Canadian in-house arrest, arms dealer, western political packager
- Ray Lane - VC
- Reid Hoffman - VC and sex.com partner with Gary Kremen, also match.com
- Richard Blum - VC and director/husband of Dianne Feinstein - Finally dead!
- Roelof Botha
- Sanjay Wagle - VC
- Scott Shleifer
- Sergey Brin - Google boss
- Steve Chen
- Steve Jurvetson - VC embroiled in sex abuse charges



- Steve Rathner – White House car czar, indicted for fraud
- Steve Spinner – Energy Department manipulation expert, Wife was Solyndra's lawyer
- Steve Westly – VC
- Ted Schlein – IN-Q-Tel
- Tim Draper – VC
- Tom Perkins – Dead KPCB Palo Alto Mafia founder
- Tom Steyer – VC
- Tomorrow Ventures – Social manipulation group
- Tony Podesta, Podesta Group. The prolific Democratic fundraiser has seen his firm rocket to the echelons of the top five lobby shops.
- Viktor Veksberg – Russian business entity
- Vinod Khosla – VC

### THEIR OPERATIVES AND Hired MEDIA ASSASSINS - Tracked via financial records, quid pro quo perks and email leaks to payola. The people in the two lists, above, hired these people to harm citizens:

- A.J. Delaurio – Defamation-for-sale blogger
- Adam Dachis – Defamation-for-sale blogger
- Adam Weinstein – Defamation-for-sale blogger
- Adrian Covert – Defamation-for-sale blogger
- Adrien Chen – Defamation-for-sale blogger
- Al D'Amato, Park Strategies. The former GOP New York senator has been a big advocate for online gambling as a lobbyist for the Poker Players Alliance.
- Al Mottur and Manuel Ortiz. Brownstein Hyatt Farber Schreck. Mottur heads up lobbying operations at the K Street giant. Ortiz, one of Brownstein's newest hires, is a rising star in Democratic circles.
- Alan Henry – Defamation-for-sale blogger
- Albert Burneko – Defamation-for-sale blogger
- Alex Bak – Defamation-for-sale blogger
- Alexander Pareene – Defamation-for-sale blogger
- Alexander Sternhell, Sternhell Group. Previously a Senate Banking Committee staffer, Sternhell's two-year-old venture is in the big leagues with clients such as Citigroup Management and PricewaterhouseCoopers.
- Alexandra Philippides – Defamation-for-sale blogger
- Allison Spinner – Wife of Steve Spinner and lawyer at WSGR and Solyndra who helped Feinstein rig the Solyndra cash (Under investigation. All assets being tracked and terminated.)
- Allison Wentz – Defamation-for-sale blogger
- Andrew Collins – Defamation-for-sale blogger
- Andrew Magary – Defamation-for-sale blogger
- Andrew McCormack
- Andrew Orin – Defamation-for-sale blogger
- Andy Barbour, Smith Barney Group. Smith lobbies for several financial and insurance companies but is best known for his work as the lead Democratic lobbyist for the Financial Services Roundtable.
- Angelica Alzona – Defamation-for-sale blogger
- Anna Merlan – Defamation-for-sale blogger
- Ariana Cohen – Defamation-for-sale blogger
- Ashley Feinberg – Defamation-for-sale blogger
- Ashley Vance – Elon Musk suck-up and Musk hype monger
- Austin Lau
- Ava Gyutina – Defamation-for-sale blogger
- Barry Petchesky – Defamation-for-sale blogger
- Black Cube – An attack service providing hit jobs on competitors
- Brendan I. Koerner – Defamation-for-sale blogger
- Brendan O'Connor – Defamation-for-sale blogger
- Brent Rose – Defamation-for-sale blogger
- Brian Goncher – Deloitte VC intermediary in the stock market rigging (He is now under investigation)(accused of political bribery and kickbacks; tax evasion, and more...)
- Brobeck Law Firm
- Brian Hickey – Defamation-for-sale blogger
- Camila Cabrer – Defamation-for-sale blogger
- Carr & Ferrell – Sony and Facebook's law firm that helps to blockade inventors
- Chnoire Sicha – Defamation-for-sale blogger
- Chris Jennings, Jennings Policy Strategies
- Chris Mohney – Defamation-for-sale blogger
- Chuck Brain, Capitol Hill Strategies Inc. Once a Clinton White House aide and longtime House Ways and Means Committee staffer
- Civis Analytics – Social manipulation group
- Clover Hope – Defamation-for-sale blogger
- Covington & Burling
- Dan Tate Jr., Capitol Solutions. Tate delivers stellar client relations while harnessing 10 years of upper-level Hill and administration experience.
- Daniel Morgan – Defamation-for-sale blogger
- Covington & Burling – corrupt law firm that puts appointees in office for VC's
- David Sandalow
- Diana Moskowitz – Defamation-for-sale blogger
- Doyle Bartlett, Eris Group. Bartlett has years of Capitol Hill experience and a busy lobbying practice
- Eleanor Shechet – Defamation-for-sale blogger
- Elizabeth Spiers – Defamation-for-sale blogger
- Elizabeth Starkey – Defamation-for-sale blogger
- Emily Gould – Defamation-for-sale blogger
- Emily Hertz – Defamation-for-sale blogger
- Emma Carmichael – Defamation-for-sale blogger
- Erin Ryan – Defamation-for-sale blogger
- Ethan Sommer – Defamation-for-sale blogger
- Eyal Ebel – Defamation-for-sale blogger
- Fred Graefe, Law Offices of Frederick H. Graefe
- Fusion GPS – Defamation and journalist bribery service
- Gabrielle Buestone – Defamation-for-sale blogger
- Gabrielle Dartyshin – Defamation-for-sale blogger and attack services director
- Gawker Media – DNC/Clinton/Obama character assassination media tool (In Mid-Termination)
- Georgina K. Faircloth – Defamation-for-sale blogger
- Geraki Cassidy and Gregg Hartley, Cassidy & Associates
- Gizmodo – DNC/Clinton/Obama character assassination media tool ( Failing, rapidly decreasing users and increasing fake ad stats disclosures )
- Gregory Howard – Defamation-for-sale blogger
- Hamilton Nolan – Defamation-for-sale blogger
- Hannah Keyser – Defamation-for-sale blogger
- Heather Deitrich – Defamation-for-sale blogger
- Heather Podesta, Heather Podesta Partners. The former congressional aide has built a solid lobbying practice and helps fundraise for Democrats with her husband, Tony Podesta
- Hudson Hongo – Defamation-for-sale blogger
- Hugo Schwyzler – Defamation-for-sale blogger
- Hunter Slaton – Defamation-for-sale blogger
- Ian Fette – Defamation-for-sale blogger and Google, Gawker, Jalopnik, Gizmodo media assassin
- Ian Cameron – Defamation-for-sale blogger
- Jalopnik – Online defamation facade political publication. Pretends to be about cars but is DNC hit job rag
- James Brown Jr. – HHS Programming lead in California (Arrested for corruption)
- James J. Cooke – Defamation-for-sale blogger
- James King – Defamation-for-sale blogger
- Jawed Karim - YouTube
- Jeff Lieberman
- Jennifer Ouellette – Defamation-for-sale blogger
- Jesse Oxford – Defamation-for-sale blogger
- Jessica Cohen – Defamation-for-sale blogger
- Jesus Diaz – Defamation-for-sale blogger
- Jillian Schutz – Defamation-for-sale blogger
- Joanna Rothkopf – Defamation-for-sale blogger
- Joel Johnson, The Glover Park Group
- John Cook – Defamation-for-sale blogger and director of media assassins group
- John Herman – Defamation-for-sale blogger
- John Raffaele, Capitol Counsel
- Jordan Sargent – Defamation-for-sale blogger
- Joseph Keenan Trotter – Defamation-for-sale blogger
- Josh Stein – Defamation-for-sale blogger
- Julia Allison – Defamation-for-sale blogger
- Julianne E. Shepherd – Defamation-for-sale blogger
- Julie Domenick, Multiple Strategies LLC
- Justin Hyde – Defamation-for-sale blogger
- Kate Dries – Defamation-for-sale blogger
- Katharine Trendacosta – Defamation-for-sale blogger
- Katherine Drummond – Defamation-for-sale blogger
- Kelly Stout – Defamation-for-sale blogger
- Kerrie Ulhoff – Defamation-for-sale blogger
- Kevin Draper – Defamation-for-sale blogger
- Lacey Donohue – Defamation-for-sale blogger
- Larry O'Brien, OB-C Group
- Lucy Haller – Defamation-for-sale blogger
- Luke Malone – Defamation-for-sale blogger
- Madeline Davies – Defamation-for-sale blogger
- Madeline Davis – Defamation-for-sale blogger
- Mario Aguilar – Defamation-for-sale blogger
- Mark Isakowitz, Fierce, Isakowitz and Blalock. Isakowitz and his GOP lobby shop scored a coup this year when Apple and Facebook both signed up as clients in a two-week span.
- Mark Kadesh, Kadesh & Associates. Kadesh, once chief of staff to Sen. Dianne Feinstein (D-Calif.), has an A-list of California clients
- Matt Hardigree – Defamation-for-sale blogger
- Matt Novak – Defamation-for-sale blogger
- Michael Ballaban – Defamation-for-sale blogger
- Michael Dobbs – Defamation-for-sale blogger
- Michael Spinelli – Defamation-for-sale blogger
- Morrison and Foerster
- Neal Ungerleider – Defamation-for-sale blogger
- Nicholas Aster – Defamation-for-sale blogger
- Nicholas Guido Denton – Defamation-for-sale blogger and head of the Gawker, Gizmodo, Jalopnik sleaze tabloid empire
- Omar Kardoudis – Defamation-for-sale blogger
- Owen Thomas – Defamation-for-sale blogger
- Patrick George – Defamation-for-sale blogger and Character Assassination expert
- Patrick Laffoon – Defamation-for-sale blogger
- Patrick Redford – Defamation-for-sale blogger
- Perkins Cole – Campaign consult law firm
- Rich Juzwiak – Defamation-for-sale blogger
- Richard Blakely – Defamation-for-sale blogger
- Richard Rustfield – Defamation-for-sale blogger
- Robert Fingel – Defamation-for-sale blogger
- Robert Sorokantch – Defamation-for-sale blogger
- Rory Walzer – Defamation-for-sale blogger
- Rosa Golijan – Defamation-for-sale blogger
- Ryan Brown – Defamation-for-sale blogger
- Ryan Goldberg – Defamation-for-sale blogger
- Sam Faulkner Biddle – Defamation-for-sale blogger, Runs a large part of the Anti-GOP blog programs
- Sam Woolley – Defamation-for-sale blogger
- Samar Kalaf – Defamation-for-sale blogger
- Sarah Ramey – Defamation-for-sale blogger
- Sharon Marie Donnelly – Defamation-for-sale blogger
- Shep McAllister – Defamation-for-sale blogger
- Sophie Kleeman – Defamation-for-sale blogger

- Stephen Tollo-- Defamation-for-sale blogger
- Steve Elmendorf and Jimmy Ryan, Elmendorf | Ryan. A former aide to ex-House Democratic Leader Richard Gephardt (Mo.), Elmendorf brought in Ryan to help expand the Senate ties of his firm.
- Steve McBee, McBee Strategic. A former aide to Rep. Norm Dicks (D-Wash.), McBee has seen his lobby firm take off.
- Steve Perry and Andy Wright, Dukko Grayling. Perry and Wright man the roster for one of the top 20 lobby shops in Washington.
- Tamar Weinberg-- Defamation-for-sale blogger
- Taryn Schweitzer-- Defamation-for-sale blogger
- Taylor McKnight-- Defamation-for-sale blogger
- The Groundwork-- Social manipulation group
- Thomas Joly, Joly/Risser. Joly is founding chairman of the Washington Caucus, a group that hosts dinners with lawmakers, and a mainstay among lobbyists.
- Thom Koscowski-- Defamation-for-sale blogger
- Tim Marchman-- Defamation-for-sale blogger
- Timothy Burke-- Defamation-for-sale blogger
- Tobey Grumet Segal-- Defamation-for-sale blogger
- Tom Ley-- Defamation-for-sale blogger
- Tom Scocca-- Defamation-for-sale blogger
- Veronica de Souza-- Defamation-for-sale blogger
- Wes Siler-- Defamation-for-sale blogger
- William Haisley-- Defamation-for-sale blogger
- William Turton-- Defamation-for-sale blogger

### THEIR CORPORATE STOCK MANIPULATION FRONT FACADES- Tracked via financial records and email leads to RICO, Anti-trust and Money Laundering violations:

- Abound Solar - Criminally corrupt crony campaign finance front operation. (Terminated)
- Alphabet - Privacy abuse, spy-on-the-public, Fake News election rigger, Clinton/DNC scheme financier (Under Federal and EU investigation)
- Facebook/Meta - Privacy abuse, spy-on-the-public, Fake News election rigger, Clinton/DNC scheme financier (Falling, rapidly decreasing users and increasing fake ad stats disclosures)
- Fisker - Criminally corrupt crony campaign finance front operation. (Terminated)
- Google, Inc. - Data harvesting company/Ran media attacks, stock market pump and dump PR type and character assassinations(against political bribery and kickbacks; tax evasion, and more...) (charged by EU, and most nations, with multiple abuses of the public. Has totally lost the trust of the public. Revenue loss increasing geometrically.)
- iQ-Tel, Inc. - CIA off-shoot associated with Eric Schmidt, Google, Elon Musk and the Cartel leaders. Ran "hit-jobs" on Silicon Valley VC adversaries and reporters (Sued, under investigation, exposed in multiple documentaries, under investigation for Cocaine trafficking. Removal of charity status demanded)
- Nanpah Solar - Criminally corrupt crony Google campaign finance front operation. (In failure mode)
- LinkedIn - Election manipulation networking site
- Solyndra Solar Company - FBI-raided corrupt Clean Tech company
- SpaceX - Elon Musk company that Obama gave part of NASA to in exchange for campaign conduits
- Tesla Motors - Car Company that conduits money to campaigns

Any issues re: culpability can be easily resolved in meetings with the FBI, FINCEN, The SEC, The IRS, The FTC, ICU.ORG and open Congressional hearings! Never was the term: "Follow The Money" more appropriate than for these people! Why are these people not yet arrested for election manipulation, RICO and Anti-trust violations, money laundering, bribery and other illicit deeds? Who is protecting them? Who is telling the police not to act? This list also serves as a demand for investigation and prosecution of these individuals who conspired to engage in these illicit acts. This is not the complete list.

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

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 were 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 complicity 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.

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/2012/11/11/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 their 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 elite 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 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 next week.

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  
Megan McCloskey covers the military for ProPublica. Previously she was the national correspondent at Stars and Stripes.

Follow @MegMcCloskeyWHYA 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.

Deadly, toxic, explosive, a risk to national security, fetus damaging...yet Google charged full speed ahead into it. READ THE REPORT TO SEE WHY!Obama administration to announce efforts to boost self-driving carsBy David Shephardson

Reuters

By David Shephardson  
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.

"Thursday 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 Shephardson; Editing by Bill Rigby and Dan Grebler)

Google Seeks Multiple Auto Partners for Self-Driving Car

Unt

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

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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.

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 Hires Former Obama Adviser Atkinson to Lead

Global Policy

Jack Clark mappingbabel

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Caroline Atkinson was deputy national security adviser

Company faces probes in Europe and U.S. as influence growsGoogle 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 is 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.

Articles

Afghanistan Waste Exhibit A: Kajaki Dam, More Than \$300M Spent and

Still Not Done

Today, 12:30 p.m.

A Senate subcommittee is looking at waste by a Pentagon task force. It would do well to review the reasons why a major hydroelectric power plant sits unfinished.

The U.S. Spent a Half Billion on Mining in Afghanistan With 'Limited Progress'

Jan. 14, 12:49 p.m.

The Special Inspector General for Afghanistan Reconstruction has labelled yet another project in danger of failing. This time its U.S. plans to develop the country's oil, gas and minerals industries.

We Blew \$17 Billion in Afghanistan. How Would You Have Spent It?

Dec. 17, 2015, 11:03 a.m.

The U.S. government has wasted billions of dollars in Afghanistan, and until now, no one has added it all up. Project after project blundered ahead. And Congress has barely blinked as the financial toll has mounted. Here's what the Special Inspector General for Afghanistan Reconstruction found.

Pentagon Task Force: We Want Villas and Flat-Screen TVs in Afghanistan

Dec. 3, 2015, 12:01 a.m. In its latest salvo, the inspector general dings the controversial task force for spending \$150 million on private housing in Afghanistan, including fancy meals and round-the-clock bodyguards.

Plot Thickens: Pentagon Now Facing More Scrutiny Over \$766 Million Task

Force

Nov. 25, 2015, 12:45 p.m.

Senators were already questioning why the Defense Department was restricting a government watchdog. Now there are criminal investigations and questions about retaliation against a whistleblower.

Watchdog Accuses Pentagon of Evading Questions on \$800 Million

Afghanistan Program

Nov. 2, 2015, 8:35 a.m.

Despite lacking access to key documents and personnel, the inspector general determined that nearly \$43 million had been spent on a natural gas station that should have cost closer to \$300,000.

Taxpayers Fund Yet Another Unneeded Building in Afghanistan

Sep. 3, 2015, 7 a.m.

The U.S. military shelled out millions before deciding the project was unnecessary, bringing the total for unused buildings spotted by the Inspector General for Afghanistan to nearly \$42 million.

The Military Built Another Multimillion-Dollar Building in Afghanistan That

No One Used

July 19, 2015, 11:01 p.m.

In its latest report, the inspector general found that the U.S. military continued to build a \$14.7 million warehouse after it knew it wasn't needed, echoing an earlier investigation into an unused \$25 million HQ.

Behavior of Military Lawyer in Boondoggle HQ Inquiry Under Scrutiny

May 28, 2015, 11:13 a.m.

Several U.S. Senators and military lawyers say they are concerned by Col. Norm Allen's attempts to thwart an investigation into why the U.S. Military built an unneeded luxury headquarters in

Afghanistan.

Boondoggle HQ

May 19, 2015, 11:01 p.m.

The \$25 Million Building in Afghanistan Nobody NeededMoney as a Weapons System

May 15, 2015, 8 a.m.

How U.S. commanders spent \$2 billion of petty cash in Afghanistan

Billions Blown in Afghanistan Reconstruction Spending? (MuckReads Edition)

March 31, 2015, 2 p.m.

Pentagon Finally Identifies the Remains of a POW Lost Since 1942

Jan. 27, 2015, 5 a.m.

Long buried alongside hundreds of unknown U.S. soldiers in the Philippines, Pvt. Arthur "Bud" Kelder is on his way home after a lawsuit by his family and an investigation by ProPublica and NPR.

Head of Flawed Effort to ID Missing Soldiers Loses Job

Oct. 3, 2014, 9:32 a.m.

The departure of veteran lab director Tom Holland appears to be the first leadership change in the Pentagon's overhaul of its identification process.

Pentagon Report Finds Litany of Problems with Effort to Recover MIAs

July 11, 2014, 11:17 a.m.

A draft inspector general report found that the mission lacks basic metrics for how to do the job – and when to end it.

Pentagon Finally Decides to Dig Up Remains of Long Lost Soldier

July 1, 2014, 11:25 a.m.

After a ProPublica story, the military will exhume a grave in the Philippines that may hold the remains of Bud Kelder, an American POW whose family has long been fighting the Pentagon to get him home.

Big Revamp of Pentagon's Troubled Mission to Find Missing Soldiers

Looks a Lot Like Old Revamp

April 16, 2014, 12:31 p.m.  
Without change of leadership throughout, meaningful change could be elusive, critics say.  
Pentagon Overhauls Effort to Identify its Missing  
March 31, 2014, 6:20 p.m.  
The restructuring missions to address many of the problems laid out in a recent ProPublica and NPR investigation.  
French, Germans Return Fallen GI After Pentagon Gives Up  
March 21, 2014, 4:44 a.m.  
For more than 50 years, Army PFC Lawrence S. Gordon was mistakenly interred as a German soldier in a cemetery in France. Then European officials did what the U.S. military would not, exhuming him and identifying him with DNA.  
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The future of Silicon Valley 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-storiesAbove: An Italian helicopter flies over western Afghanistan during an international operation. Lithium reserves have been found in the western part of that country.  
Image Credit: ISAF Media  
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.

Image Credit: Rodrigo Sierra

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 Ills, 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.

Image Credit: Tesla Motors

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

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

Image Credit: Tesla Motors

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 Casualties, 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 Above: A lithium processing plant in Chile. Lithium is typically refined from vast piles of mineral salts.

Image Credit: Reuters.org

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 pals 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. Amprion, 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 Afghan Washington DC website.

Afghanistan's ambassador to the U.S., Ekil 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.

More information:

□ Apple

□ Tesla Motors

□ Lithium Exploration Group

□ Khosla Ventures by VBP Profiles Illustration 1: PITCH DOCUMENT FOR CONGRESS PRODUCED FOR LITHIUM VCS

## Scientists Discover That Lithium Ion Batteries Grow More Explosive Over Time

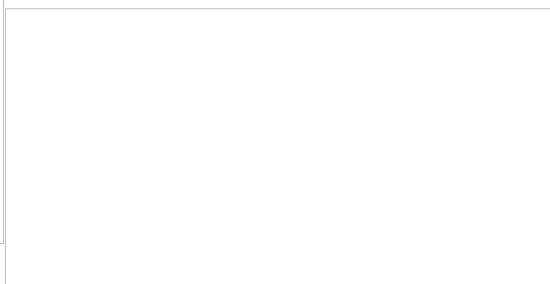
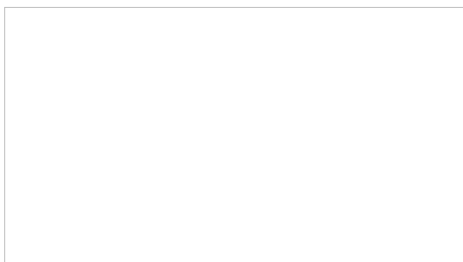
Using lithium ion batteries in cars, hover-boards and other "high tasking" systems FORCES them to blow up more

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

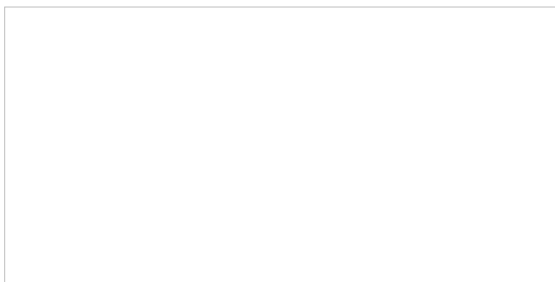
- Cover-up of safety issues charged because many Senators and Energy Department executives own stocks in Lithium Ion batteries
- Public welfare at risk due to political greed, per <http://lithium-ion.weebly.com/>
- Combining the type of chemicals that lithium ion batteries hold is like "making a blasting cap" warn researchers



[Lithium Ion Battery Danger](#)

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The lurking threat in your car and home



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

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](#)

[the\\_book\\_of\\_tesla\\_photos\\_set\\_1.pdf.zip](#) [Download File](#)

[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 FISKERS 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

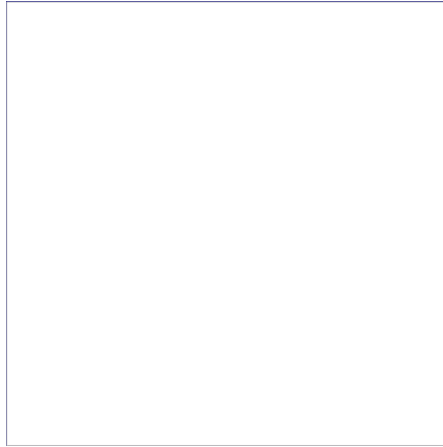
- "LITHIUM-ION BATTERIES WILL SELF-IGNITE" SAY FEDS! THE FORCE OF "MULTIPLE HAND-GRENADES"... AIRLINE PILOTS UNIONS DEMAND ACTION!

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

- FISKER 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 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 Enderel, 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 Malaysian 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://isomc1.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.
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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
- Home and office conflagration as warned in Tesla's own patents
- BMS (Battery Management System) programming, i.e. 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 its 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 its 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 its 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 its 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](mailto:public.affairs@dot.gov)

[The Center for Auto Safety](#)

Organization that informs consumers about auto safety issues.

[www.autosafety.org](http://www.autosafety.org)

1825 Connecticut Ave, NW

Suite 330

Washington, DC 20009-5708

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

Criminal Investigations:

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

with a copy to:

[askdoj@usdoj.gov](mailto:askdoj@usdoj.gov)

[antitrust.complaints@usdoj.gov](mailto: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](mailto:pressestelle@kba.de)

and at this link: [http://www.kba.de/ctn\\_031/in\\_540136/EN/Service\\_en/Contact/Contact\\_node\\_en.html?\\_\\_rnn=true](http://www.kba.de/ctn_031/in_540136/EN/Service_en/Contact/Contact_node_en.html?__rnn=true)

and by hard-copy mail to:

Kraftfahrt-Bundesamt  
 Stabsstelle (Office of Interdepartmental functions)  
 Mr. Thomas Meyer  
 24932 Flensburg

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

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

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.ntsb.gov/> and demand action:

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

TESLA EXPLODE IN FLAMES:

October 2, 2013, 4:27 PM

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

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

[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/another-tesla-cau... Tesla Issues Statement On Fiery Car Crash That Caused The Stock To Tank](#)

MMamia Badkar Oct 2, 2013, 3:45 PM 13,469 11

tesla  
Aj Gill via YouTube

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

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

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

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

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

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

"A group of silicon valley venture capitalists forced/leveraged the government to buy and pay for these specific batteries, that they have stock in, in order to benefit their profit margins. Other batteries don't have these problems. They knew about this from day one but put greed ahead of safety. There are thousands and thousands of reports of spontaneous lithium ion fires but the VC's who back lithium ion pay to keep this information hushed up. Millions of these batteries have been recalled for fire risk. The VC's tried to push as many as they could before they got caught. Now they are caught. These VC's own stock in lithium mining companies too."

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

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

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

<http://greenautoblog.com/2012/08/12/fisker-flame-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.enpadget.com/2012/08/12/fisker-karma-hybrid-ev-second-fire/>

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

<http://evm2.wordpress.com/2012/11/04/fisker-karma-fire-report/>

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

<http://www.carbuzz.com/news/2012/11/11/karmas-ignite-After-Hurricane-Floods-Newark-Port-7711437/>

There are vast sets of other links proving the point.

Picture  
TESLA BATTERIES EXPLODE INTO FLAMES ON PUBLIC ROAD

Picture  
TESLA BATTERIES EXPLODE INTO FLAMES ON PUBLIC ROAD

Picture  
TESLA BATTERIES EXPLODE INTO FLAMES ON PUBLIC ROAD

Look at this: We were just sent a link that our website showed up in this movie:

Here is another link to the movie at: <http://tiny.cc/m77295ts6>

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

Picture  
THIS IS THE TESLA MAGIC CARPET OF DOOM. THIS WHOLE THING IS FULL OF LITHIUM. YOUR WHOLE FAMILY IS SUPPOSED TO SIT ON TOP OF THIS!!!

"TESLA HAS TO TEST THEIR BATTERIES IN A BLAST CHAMBER!!!!!!"

Picture  
IF TESLA SAYS THIS THING IS SO SAFE WHY DO THEY TEST IT IN A STEEL ENCLOSED EXPLOSION ROOM WITH WIRES COMING IN THROUGH BLAST HOLES!!!!???????

"TESLA ELECTRIC CARS HAVE 6800 CHANCES OF "GOING THERMAL".

"TESLA ELECTRIC CAR BATTERIES ARE MORE LIKELY TO BLOW UP." SAYS STANFORD ENGINEER, "USING LITHIUM ION IN AN ELECTRIC CAR DOUBLES THE CHANCES IT WILL EXPLODE OR GO THERMAL BECAUSE AN ELECTRIC CAR PUSHES IT FURTHER THAN ANYTHING ELSE. BOEING HAD MANY SAFETY CIRCUITS AND EVEN THOSE FAILED. THERE IS NO WAY THE TESLA SAFETY CIRCUITS WILL NOT EVENTUALLY FAIL"

"Tesla Electric cars have 6800 lithium ion batteries welded into a box. This can create a repulsive 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://washingtontexaminer.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://westhawaiiidaily.com/sections/news/nation-world-news/787-battery-blow%E2%80%9906-lab-test-burned-down-building.html>

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

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

"Lithium ion explosion" or "lithium battery and water" or "lithium ion water" and any related derivation and you will have 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-f/dreamline-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 Mot July 30, 2013

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Lithium ion batteries enabled Boeing to swap out heavy hydraulic systems in the airframe for lightweight electronics and electric motors to operate systems like wing de-icers. That's a key reason the Dreamliner burns 20% less fuel than other wide-body aircraft.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Picture  
THIS IS AN ACTUAL BOEING BATTERY  
2006 fire under NTSB scrutiny  
Carli Brosseau Arizona Daily Star

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

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

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

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

\*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 for a lengthy and documented list of disturbing events in recent years. They include many thousands of batteries used in laptops being recalled, because of determined risks of fire or explosion. General Motors were also placed in the battery limelight. In 2011, the 400 pounds Lithium ion battery in their Chevrolet Volt apparently was subject to spontaneous combustion when it burst into flames, while reportedly in a parked vehicle. In 2010, a UPS-operated Boeing 747 crashed just after take-off from Dubai. Investigators placed the blame on a cargo hold that contained Lithium ion batteries, for a fire that caused the incident."

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

Picture  
LITHIUM ION BATTERIES BLOWING UP ON THEIR OWN

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

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

NHTSA DEMAND LETTER

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. Tj's calls into question, all data has submitted, or will submit, relative to honesty.

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

BY BERNIE WOODALL AND NORIHIKO SHIROUZU  
Wed Dec 18, 2013

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

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

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

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

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

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

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

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

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

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

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

VIDEO EVIDENCE:

TESLA STRIKING ROAD DEBRIS NEAR FREMONT, CALIFORNIA:

LITHIUM ION BATTERY PACK SPONTANEOUS EXPLOSION

NETWORK TV NEWS REPORTS:

LITHIUM ION DANGER:

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

TESLA ISSUE

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

You can also see it at:

<http://tiny.cc/m77295hs6>

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/3098663/posts>

[Hard to Take the German Absolution of Tesla Fires Seriously](#)

NLPG • | December 5, 2013 | Paul Chesser

Posted on Thursday, December 05, 2013 10:31:19 PM by [Jazusamo](#)

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 08 December 2013

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

[theregister.co.uk/2013/11/08/ipad\\_air\\_explodes\\_into\\_fireb...](#)

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

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

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

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

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

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

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

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

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

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

Hard to Take the German Absolution of Tesla Fires Seriously

•  
by [Paul Chesser](#)

•  
December 7, 2013

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 breathe in deadly vapors? See the fireman with the Full-Hazmat breathing apparatus on? He knows it sucks.)

Per the UES 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.

WHATT!!!? 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 its 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-corporates, 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 fluoridation 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 the 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

(FY- 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. Hmhmhm? Interesting!

Bloomberg, Guardian and Reuters staff have now spoken with NHTSA staff, including the head: David Strickland, who has 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 blowup, 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 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.dailycall.com/home/watch-as-another-fisker-karma-spontaneously-combusts-the-100.html> - View by [quick 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 [quick Proxy](#) - Highlight

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

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

DST-LAT

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

TESLA knew their car was unsafe and says so in their own patent filings. This, alone, says Musk was lying. The extreme military tank-type "ballistic shield" measures called for in their patent, below, are shocking proof that they knew how awful lithium ion is the way they use it. In another Tesla patent, Tesla says, in THE R 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?patnum=US\\_8286743#ab\\_1](http://www.patentlens.net/patentlens/patents.html?patnum=US_8286743#ab_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://som01.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](mailto:pressestelle@kba.de)

and at this link: [http://www.kba.de/chn\\_031/rn\\_540136/EN/Service\\_en/Contact/Contact\\_node\\_en.html?\\_rnm=true](http://www.kba.de/chn_031/rn_540136/EN/Service_en/Contact/Contact_node_en.html?_rnm=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 Sams](#) 08 December 2013

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

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

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

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

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

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

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

Tue Dec 3, 2013

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

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

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

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

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

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

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

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

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

This isn't a game, people.

Mr. Cain Thaler

Stock advice in actual English.

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

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

*Michael Graham Richard  
Transportation / Cars @ Treehugger*

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

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

###

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

(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](mailto: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- Bum 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/](http://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...](http://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-...](http://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...](http://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...](http://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...](http://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 >

[iphonemods.com/2013/11/ipad-air-explodes-australia-fir...](http://iphonemods.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://tiny.cc/m7295hs6>

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

<http://m.digitallrends.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.

Senmer-

**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.foo.com/investing/general/2013/11/22/motor-money-tesla-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 million failures of this chemistry and these batteries.."**

Go to <http://www.rtsb.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 DESTROYS 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=UF8v1dH0k>

October 2, 2013, 4:27 PM

Tesla Motors Inc. TSLA shares tanked after a video of a Model S on fire circulated on the web, prompting the electric car company to move quickly to douse the flames of bad publicity. Elizabeth Jarvis-Shean, director of global communications at Tesla, confirmed that the vehicle engulfed in flames was indeed a Tesla but stressed that the driver walked away without injuries.

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

Mamta Badkar Oct. 2, 2013, 3:45 PM 13,469 11

tesla  
A) 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.

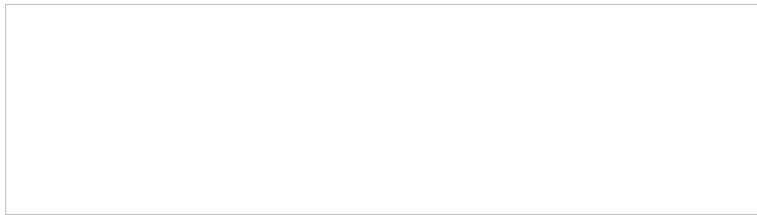
"Media finds that "Safety Investigators" (read "SHILLS") are **bribed by VC's and lithium holding companies** to say "nothing to see here", "lithium batteries are probably ok". Beware of NTSB "consultant's" and "investigators" who are being bribed, offered after-politics high pay jobs, called up by bribed 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:

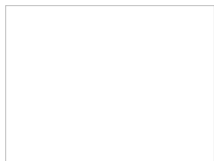
"Lithium ion batteries are blowing up, starting fires and, generally, destroying people's homes, cars, electronics and physical health. Boeing was just ordered to stop flying the 787 Dreamliner because it's Lithium ion batteries are catching fire spontaneously."

"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."

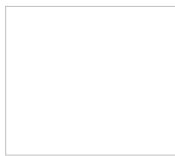
"Here is the Fisker Karma after it got wet and the batteries blew up. These batteries blow up JUST FROM GETTING WET! ALL of these burned up hulks are brand new \$100,000.00+ cars that just blew up and torched everything around them just because they got wet! How bad do you want a Fisker or Tesla now?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



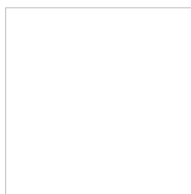
These links show vast sets of Fisker electric cars that burst into flames just because they GOT WET:  
<http://updates.jalopnik.com/post/34669789863/more-than-a-dozen-fisker-karma-hybrids-caught-fire-and>  
<http://green.autoblog.com/2012/08/12/fisker-flambe-second-karma-spontaneously-combusts-w-video/>  
<http://www.autoblog.com/2012/11/05/how-sandy-may-have-set-17-plug-in-hybrids-on-fire/>  
<http://www.digitalspirits.com/cars/fisker-karma-spontaneously-combust/>  
<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.techfiver.net/2012/08/fisker-karma-hybrid-ev-ignites-while-parked/>  
<http://eemc2.wordpress.com/2012/11/04/fisker-karma-fire-report/>  
<http://followhipofminds.wordpress.com/2012/05/12/karma-burns-owners-mansion/>  
<http://www.carbuzz.com/news/2012/11/11/fisker-karma-ignites-after-hurricane-floods-newark-port-7711437/>  
There are vast sets of other links proving the point.



TESLA BATTERIES EXPLODE INTO FLAMES ON PUBLIC ROAD



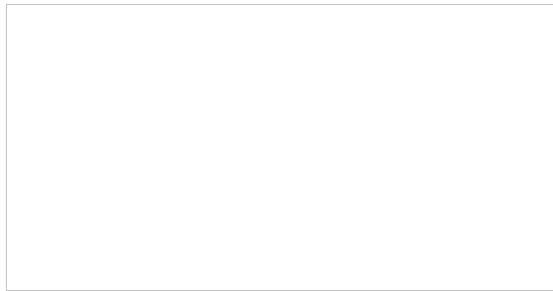
TESLA BATTERIES EXPLODE INTO FLAMES ON PUBLIC ROAD



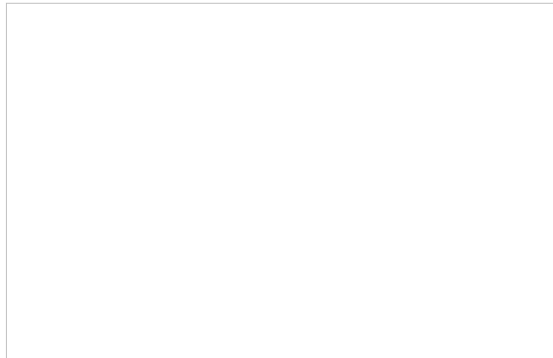
TESLA BATTERIES EXPLODE INTO FLAMES ON PUBLIC ROAD

Look at this: We were just sent a link that our website showed up in this movie:

Here is another link to the movie at: <http://tiny.cc/r7295hs/6>

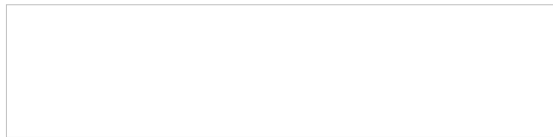


HERE IS THE BATTERY YOU COULD HAVE BEEN SITTING ON TOP OF IN A TESLA



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. "I'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%999906-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 on the horrors of Lithium Ion:  
<http://articles.latimes.com/2013/jan/18/business/la-fi-dreamliner-battery-20130119>"

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

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

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

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

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

By [Stephanie Mit](#) July 30, 2013

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

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

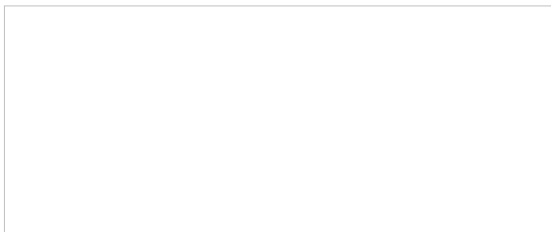
According to the translated report, Du sat on the living room sofa playing the game "Love Machine" on his charging GS4 when it suddenly exploded. In the heat of the moment, he threw the device onto the couch, which caught fire. The flames then spread to the curtains and the rest of the house, "out of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

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

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

Samsung did not immediately respond to PCMag's request for comment, but told Xianguo that it will "carry out detailed investigations and tests to determine the cause of the incident." Last year, a Galaxy S II 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 McNery said Friday.

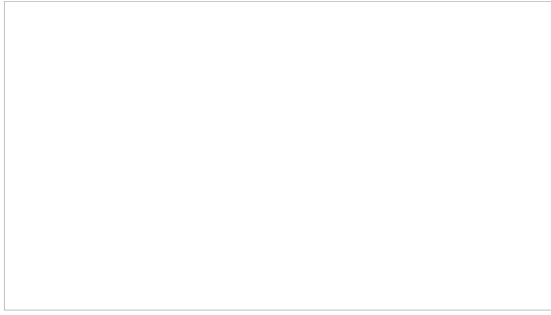
Barnett and others emphasize that it's not uncommon to see problems in relatively new technologies. But they add that most lithium ion fires are caused by an external problem, such as a bad circuit or a software glitch that leads to overcharging. Another common problem in consumer electronics is the 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..."



THIS IS AN ACTUAL BOEING BATTERY

#### \*2006 fire under NTSB scrutiny Carli Brosseau Arizona Daily Star

When a test of a lithium-ion battery charger turned into an inferno at Securaplane Technologies Inc. in 2006, temperatures reached as high as 1,200 degrees and three waves of firefighters failed to save the building. An employee of the Cro 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".

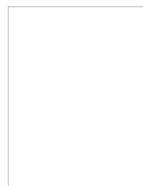
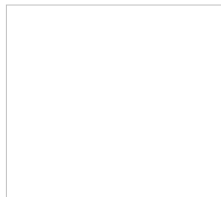
In simple language, uncontrollable rises in temperature will if uncontrolled most likely result in a fire, including one that can burn through structural composites and alloys, and prove almost uncontrollable by fire fighters, *even on the ground.*

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.

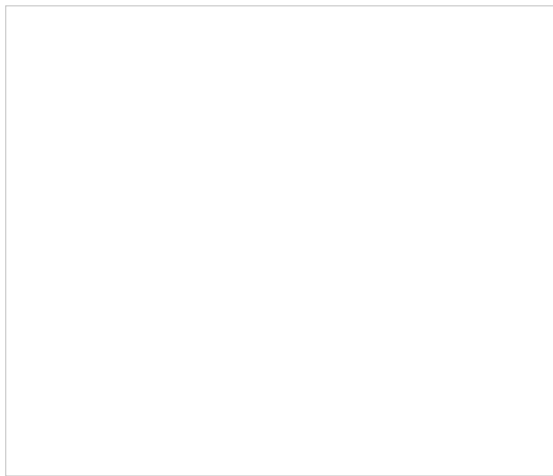
This massive oversight, putting the public at such risk, took place because a kick-back scheme was created by Mr. Musk, and his campaign finance partners. They chose greed, over scientific facts. Those chose mining commodity deals, and expediency, over proper engineering. They chose corruption, over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

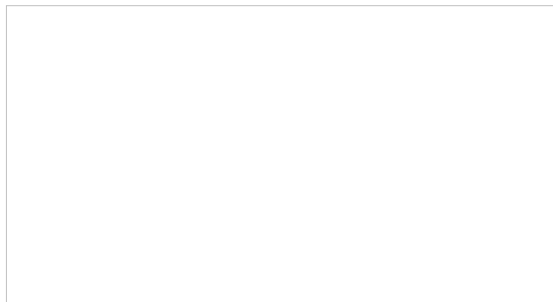
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*"One aspect that may confuse some people relates to the decision to use this particular type of battery. The danger posed by it has been evident by a lengthy and documented list of disturbing events in recent years. They include many thousands of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



LITHIUM ION BATERES BLOWING UP ON THEIR OWN



FIKSKERS 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..."

## 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 scammery.

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 pay 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 cronies, spend over \$1B a year to still 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 shills. 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, FNCEN, 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.

[Redacted]

Jamyd 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 interment 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

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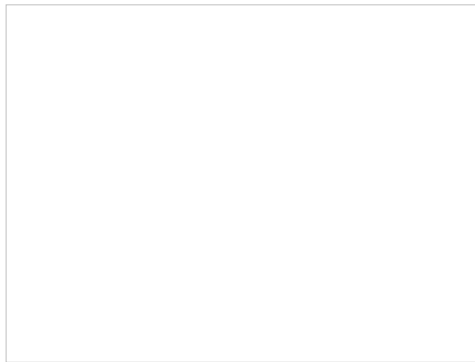
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[Chris Wiltz, Managing Editor, Design News](#)

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 -- Crusher)

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 [JemRigEverything](#) 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."

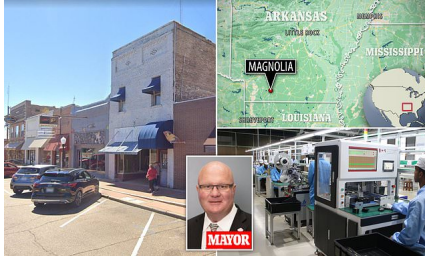
Right now, despite any risks, Li-ion batteries are still the best choice for consumer products and electric vehicles since they offer the best balance of energy and power density and lifecycle. "Previous chemistries, primarily NiMH batteries, could only offer about half of the performance relative to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

Chris Wiltz is the Managing Editor of Design News

## [There's lithium in them thar Arkansas hills! Tiny town of Magnolia that sits on multi-billion-dollar gold mine of precious metals is set to become epicenter of EV and mobile battery BOOM!](#)



The town's mayor told DailyMail.com that he heard Exxon Mobil, Tetra Technologies and Standard Lithium could make their claims and pull lithium from the small Arkansas town. Magnolia, a blue-collar town in the state's southern region, was once a locus for oil but is on track to become a major lithium producer.

I have reported on a number of concerns raised about electric vehicles (EVs), especially in light of the relentless promotion by politicians, politically connected eco-activists, and Americans.

For example, the CEO of Toyota has reported most of his colleagues do not think [EV-only transportation](#) is sensible, practical, or realistic. EV drivers are [experiencing "range anxiety,"](#) and short trips have doubled or more in time due to charging times. Blackouts, especially [during the summer](#) heat waves, make reliance on EVs impractical.

Americans seem to be less trusting of "The Science" and are now climate-crisis-questioning. This may, in part, explain why there are now reports of a [slowdown in EV sales](#).

Nearly 300,000 new full battery-electric vehicles (EVs) were sold in the U.S. from April through June, a record for any quarter and an increase of 48.4% from the same period a year ago, said automotive services and technology provider Cox Automotive. Additionally, EV share of the U.S. market was 7.2%, up from 5.7% a year ago and down from the high in the first three months of the year of 7.3%.

Still, one of the tell-tale signs that "the days of 75% year-over-year growth are in the rearview mirror" include building EV inventory, Cox said. In late June, the days' supply of EVs topped 100, nearly double industrywide inventory levels closer to 53 days, it said.

Numbers exclude Tesla, which sells direct to consumers. However, Tesla, the most-wanted car brand in the world, according to an Auto Trader analysis of Google searches, is seeing its share of EV sales "fizzle," Cox Automotive said. Tesla's share fell below 60% for the first time, but the No. 2 seller of EVs in the U.S. — Chevrolet — is a distant second. Tesla outsold Chevrolet 10 to 1 in the three months through June, it said.

"When it comes to EV sales, the market is likely heading into its Trough of Disillusionment ... where collaboration across many parties will be necessary to push through," Cox said in a release. "Building EVs is one thing, and many in the industry are proving excellent at that skill. Selling EVs is something different altogether."

Unexpectedly, ...there appear to be signals that [boosting U.S. EV sales](#) above the current 7% market share level will be more costly and difficult, even with federal and state subsidies.

Automakers North America have billions of dollars in EV-related investments riding on how the next several quarters play out. If production of EVs continues to outpace demand, automakers will have to choose between slashing prices and profit margins, or slowing assembly lines.

More than 90 new EV models are expected to hit the U.S. market through 2026, according to AutoForecast Solutions. Many will struggle to reach profitable sales volumes, analysts said.

Dealers for established automakers such as General Motors (GM.N), Ford (F.N), Hyundai (005380.KS) and Toyota (7203.T) have more than 90 days' worth of unsold EVs at their stores at current sales rates, according to a report from Cox Automotive.

Even Detroit is noticing:

Unplugged: Slow EV sales at odds with automakers' electric ambitions <https://t.co/ppFaTe4ono>

— The Detroit News (@detroitnews) July 24, 2023

The good news is that if you want an EV, the [prices are dropping](#).

Manufacturers "are having a 'Field of Dreams' moment," said Jonathan Gregory, a senior manager of economic and industry insight at Cox. "They have built E.V. inventory, but now they wait for buyers to come."

In view of this unbalanced supply and demand, automakers are cutting prices and offering more incentives. On Monday, Ford Motor reduced prices of its F-150 Lightning electric pickup truck by \$6,000 to nearly \$10,000, or as much as 17 percent on some versions. The company is also offering discounted interest rates of 1.9 percent to 3.9 percent on certain loans for Lightning purchases.

These moves follow several rounds of price cuts by Tesla, the dominant seller of electric cars. Tesla's price reductions earlier prompted Ford to lower prices of its Mustang Mach-E electric sport utility vehicle, although that hasn't brought Mach-E inventory back in line with sales.

While EV sales have been slowing, some intriguing studies have been published that offer real insight as to how much greenhouse gas (GHG) emissions compare between EVs and [Internal Combustion Engines \(ICEs\)](#).

- A new study from the Manhattan Institute concluded that certain EVs emit more greenhouse gas emissions over their lifetime than certain ICE vehicles.
- According to the report, the possibilities of GHG emissions for EVs is much wider than for ICEs.
- In base case scenarios, EVs start off as having more emissions mainly due to the energy intensity of the EV and battery metals used in their manufacture but eventually catch up to ICEs around the 60,000 driven miles mark.

Electric vehicle skeptics have frequently argued that the manufacturing and disposal of battery-electric vehicles like **Teslas** as well as reliance on coal to generate the electricity that powers them leaves EVs with a larger carbon footprint than nonelectric vehicles. Unfortunately, there is a dearth of studies that have tried to approve or disapprove this notion. But finally, the Manhattan Institute has compiled a [comprehensive report](#) that compares lifetime greenhouse gas emissions of EVs vs. ICEs by looking at dozens of parameters and data points.

I am fond of giving people choices. However, choices should be made based on full information, personal budgets, and individual preferences. ...not government mandates.

Less than 1 in 10 new car sales are EVs.

Meanwhile, New Jersey plans to REQUIRE all new car sales be EVs by 2035.

NJ Governor Murphy won his bid for re-election by just 3.2 percentage points in 2021. Now Jersey residents will pay the price.

— Stephen Moore (@StephenMoore) July 19, 2023

- [Biden Rushing Out \\$400B For Green Energy](#) to pay off Biden's frat buddies