

Tesla factory workers reveal pain, injury and stress: 'Everything feels like the future but us'

Exclusive: CEO Elon Musk defends workplace, saying '[we are not] just greedy capitalists who skimp on safety' – and declares his \$50bn company overvalued



The Tesla CEO has been celebrated for his ambition, but workers say there is a human cost to his bold agenda for growth. Photograph: Sarah Lee for the Guardian

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When Tesla bought a decommissioned car factory in Fremont, California, Elon Musk transformed the old-fashioned, unionized plant into a much-vaunted “[factory of the future](#)”, where giant robots named after X-Men shape and fold sheets of metal inside a gleaming white mecca of advanced manufacturing.

The appetite for Musk’s electric cars, and his promise to disrupt the carbon-reliant automobile industry, has helped Tesla’s value exceed that of both [Ford](#) and, briefly, [General Motors](#) (GM). But some of the human workers who share the factory with their robotic counterparts complain of grueling pressure – which they attribute to Musk’s aggressive production goals – and sometimes life-changing injuries.

Ambulances have been called more than 100 times since 2014 for workers experiencing fainting spells, dizziness, seizures, abnormal breathing and chest pains, according to incident reports obtained by the Guardian. Hundreds more were called for injuries and other medical issues.

In a phone interview about the conditions at the factory, which employs about 10,000 workers, the [Tesla](#) CEO conceded his workers had been “having a hard time, working long hours, and on hard jobs”, but said he cared deeply about their health and wellbeing. His company says its factory safety record has significantly improved over the last year.

Musk also said that Tesla should not be compared to major US carmakers and that its market capitalization, now more than \$50bn, is unwarranted. “I do believe this market cap is higher than we have any right to deserve,” he said, pointing out his company produces just 1% of GM’s total output.

“We’re a money-losing company,” Musk added. “This is not some situation where, for example, we are just greedy capitalists who decided to skimp on safety in order to have more profits and dividends and that kind of thing. It’s just a question of how much money we lose. And how do we survive? How do we not die and have everyone lose their jobs?”



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Tesla worker Jonathan Galescu says he has seen co-workers collapse or be taken away by ambulances. Photograph: Josh Edelson for the Guardian

Musk’s account of the company’s approach differs from that of the 15 current and former factory workers who told the Guardian of a culture of long hours under intense pressure, sometimes through pain and injury, in order to fulfill the CEO’s ambitious production goals.

Female engineer sues Tesla, describing a culture of 'pervasive harassment'

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“I’ve seen people pass out, hit the floor like a pancake and smash their face open,” said Jonathan Galescu, a production technician at Tesla. “They just send us to work around him while he’s still lying on the floor.”

He was one of several workers who said they had seen co-workers collapse or be taken away in ambulances. “We had an associate on my line, he just kept working, kept working, kept working, next thing you know – he just fell on the ground,” said Mikey Catura, a worker on the battery pack line.

Richard Ortiz, another production worker, spoke admiringly of the high-tech shop floor. “It’s like you died and went to auto-worker heaven.” But he added: “Everything feels like the future but us.”

Tesla sits at the juncture between a tech startup, untethered from the rules of the old economy, and a manufacturer that needs to produce physical goods. Nowhere is that contradiction more apparent than at the Tesla factory, where Musk’s bombastic projection that his company will make [500,000 cars in 2018](#) (a 495% increase from 2016) relies as much on the sweat and muscle of thousands of human workers as it does on futuristic robots.



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Inside Tesla’s car-production center in Fremont, California. The factory employs some 10,000 workers. Photograph: Tesla

“From what I’ve gathered, [Elon Musk](#) started Tesla kind of like an app startup, and didn’t realize that it isn’t just nerds at a computer desk typing,” said one production worker, one of several who asked not to be identified by name. “You really start losing the startup feel when you have thousands of people doing physical labor.”

In February, Tesla worker Jose Moran published a [blogpost](#) that detailed allegations of mandatory overtime, high rates of injury and low wages at the factory, and revealed that workers were seeking to unionize with the United Auto Workers.

Moran's post shone a spotlight on a workforce that is almost entirely absent from Tesla's official images of the factory.

I've seen people pass out, hit the floor like a pancake and smash their face open

Jonathan Galescu, Tesla technician

Michael Sanchez once had two dreams: to be an artist and a car service technician. He said he was "ecstatic" when he was recruited five years ago to work at Tesla, a company he believed was "part of the future".

Now Sanchez has two herniated discs in his neck, is on disability leave from work, and can no longer grip a pencil without pain.

Tesla said that the employee's injury occurred while he was installing a wheel, but Sanchez said it was caused by the years he spent working on Tesla's assembly line. The cars he worked on were suspended above the line, and his job required looking up and working with his hands above his head all day.

"You can make it through Monday," Sanchez said. "You can make it through Tuesday. Come Wednesday, you start to feel something. Thursday is pain. Friday is agonizing. Saturday you're just making it through the day."

Tesla's manufacturing practices appear to have been most dangerous in its earliest years of operations. The company does not dispute that its recordable incident rate (TRIR), an official measure of injuries and illnesses that is reported to workplace safety regulators, was above the industry average between 2013 and 2016.

Tesla declined to release data over those four years, saying such information "doesn't reflect how the factory operates today".



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Tesla worker Michael Sanchez outside the Fremont factory. Sanchez has two herniated discs in his neck and is currently on disability leave. Photograph: Josh Edelson for the Guardian

The company did release more recent data, which indicates its record of safety incidents went from slightly above the industry average in late 2016, to a performance in the first few months of 2017 that

was 32% better than average. The company said that its decision to add a third shift, introduce a dedicated team of ergonomics experts, and improvements to the factory's "safety teams" account for the significant reduction in incidents since last year.

Musk said safety was paramount at the company. "It's incredibly hurtful, and, I think, false for anyone to claim that I don't care." The CEO said his desk was "in the worst place in the factory, the most painful place", in keeping with his management philosophy. "It's not some comfortable corner office."

In early 2016, he said, he slept on the factory floor in a sleeping bag "to make it the most painful thing possible". "I knew people were having a hard time, working long hours, and on hard jobs. I wanted to work harder than they did, to put even more hours in," he said. "Because that's what I think a manager should do."

He added: "We're doing this because we believe in a sustainable energy future, trying to accelerate the advent of clean transport and clean energy production, not because we think this is a way to get rich."

It's incredibly hurtful and I think false for anyone to claim that I don't care

Elon Musk, Tesla CEO

Tesla workers who spoke to the Guardian echoed this sense of pride and enthusiasm for the company's mission. "We're changing the world," enthused Ortiz. "I can't wait for my granddaughter to one day go to class and say, 'My grandfather was in there.'"

But that pride did not erase what Ortiz described as a prevailing mood of "mass disappointment" over working conditions and what he alleged were avoidable work-related injuries.

He recently lost the strength in his right arm, a situation he said was "scaring" him. "I want to use my arm when I'm retired," he added.

Others described repetitive stress injuries they linked to working long hours. Before the company reduced the average time of a workday in October 2016, workers said they routinely worked 12-hour shifts, six days a week. Tesla said the change had been "a success", and resulted in a 50% decline in overtime hours.



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Tesla worker Richard Ortiz says that despite being proud of the company's mission, there is a mood of 'mass disappointment' over conditions. Photograph: Julia Carrie Wong for the Guardian

Sanchez and other workers said they believed more injuries occurred because, for years, the company did not take worker safety seriously, with some managers belittling their complaints and pressuring them to work through pain.

When workers told managers about pain, Sanchez said they responded: "We all hurt. You can't man up?" Alan Ochoa, another Tesla worker who is currently on a medical leave with an injury, alleged that superiors "put the production numbers ahead of the safety and wellbeing of the employees".

The company said that Ochoa and Sanchez are especially outspoken workers whose views do not represent the wider workforce. However, the Tesla spokesperson added: "In a factory of more than 10,000 employees, there will always be isolated incidents that we would like to avoid."

Complaints about working conditions at Tesla are not universal. "I've got benefits, I've got stocks, I've got [paid time off]," said a worker who has been at the company for about a year. "I thoroughly enjoy my work and I feel I'm treated fairly."

Another worker, a temporary employee, said that he sees some teams in the factory doing group stretches in the morning to prevent injuries.

When workers told managers about pain, they responded: 'We all hurt. You can't man up?'

However, some Tesla workers argue the company's treatment of injured workers discourages them from reporting their injuries. If workers are assigned to "light duty" work because of an injury, they are paid a lower wage as well as supplemental benefits from workers' compensation insurance, a practice that Tesla said was in line with other employers and California law.

"I went from making \$22 an hour to \$10 an hour," said a production worker, who injured his back twice while working at Tesla. "It kind of forces people to go back to work."

"No one wants to get a pay cut because they're injured, so everyone just forces themselves to work through it," added Adam Suarez, who has worked at the factory for about three years.

Tesla said it was determined to further improve its safety standards. "While some amount of injuries is inevitable, our goal at Tesla is to have as close to zero injuries as possible and to become the safest factory in the auto industry worldwide," the spokesperson said.



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Inside Tesla's factory. Elon Musk has said his company will make 500,000 cars in 2018, a 495% increase from 2016. Photograph: Tesla

Musk has a well-documented tendency to [promise Mars](#) and deliver the moon. His electric car company was, by his own admission, a gamble. Musk said starting a car manufacturer from scratch was likely "the worst way to earn money, honestly", though he caveated that "maybe rockets are a bit worse". He said: "On a risk-adjusted return basis, an auto company has to be the dumbest thing you could possibly start."

The company has succeeded at increasing its production rate every quarter. In the first three months of 2017, the factory produced more than 25,000 cars – a Tesla record. To meet Musk's goal for 2018, they will have to quintuple that rate.

Rocket men: why tech's biggest billionaires want their place in space

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"I think one of the major problems is that people at the top are making unrealistic quarterly goals," said a worker on the battery pack line.

Three workers described a management tactic of assigning a monetary value to every delay on the assembly line. "One time the robot came down and [the supervisor] came back screaming at us, 'That's \$18,000, \$20,000, \$30,000, \$50,000 because you guys can't get this done,'" Gelascu recalled.

Tesla argues the challenge in building vehicles from scratch with new production and manufacturing methods should not be underestimated, but that "nothing is more important" than protecting the health and safety of its workers.

"We're trying to do good for the world and we believe in doing the right thing," Musk said. "And that extends to caring about the health and safety of everyone at the company."

It's a more humanistic tone than the one he strikes with investors. "You really can't have people in the production line itself. Otherwise you'll automatically drop to people speed," he told investors in an

[earnings call](#) last year. “There’s still a lot of people at the factory, but what they’re doing is maintaining the machines, upgrading them, dealing with anomalies. But in the production process itself there essentially would be no people.”

The corruption charges against Tesla

- ** If you have an ounce of morality, then you will not want to help Musk & Tesla profit from the crony political corruption that created them. Musk exists because he bribes politicians & acts as an illegal campaign financing conduit.
- ** DOT/NHTSA has covered up years of reports about an acceleration surge issue that can suddenly crash your Tesla into walls and drive it off cliffs. It is either a known hacking attack or the effect of WiFi on Tesla electronics. Either can kill you.
- ** Musk & Tesla are pure evil & exist because of hyper-corruption. You don’t want to contribute to their evil or be part of it in any way. You are funding evil & supporting criminal corruption by buying a Tesla or any Elon Musk owned product like Solar City, Tesla, Space X, Hyperloop, etc.!
- ** Elon Musk spent more money, **than any other car company in history**, to do the exact same things that **any** other car has done, or could do, for 20 times less money. Musk’s Tesla was \$100,000.00 over budget, **per car**, at the time that Musk was handed his crony Dept. of Energy funds by Steven Chu. Musk has no clue how to operate a car company.
- ** In one lawsuit it is noted that: “...*Plaintiff and Tesla both applied for funds at the same time, in the same funding cycle in the same program. Tesla had the historically epic number of horrific issues listed below, which were known to DOE at the time of application, and Plaintiffs had NONE of these issues. How can any court, or rational person, believe that Plaintiffs were not intentionally bypassed, targeted and damaged for political reasons while Tesla was simultaneously approved for political reasons, when the comparative metrics between the two applicants prove the largest merit disparity in the entire recorded history of the U.S. Department of Energy...the singular, and only, review criteria used by Department of Energy officials was: WHICH ONE BRIBED THE CAMPAIGN FINANCE GROUP FOR BARACK OBAMA?!’*”; Thus proving that Tesla exists because of organized-crime level political corruption.
- ** Elon Musk’s self-driving “autopilot” feature, which keeps crashing and failing, is his attempt to scam taxpayer cash from Dept. of Transportation and Dept. of Energy public funds. He is only trying to do it to get more free federal cash.
- ** The inventor of lithium ion batteries has confessed that lithium ion batteries blow up eventually. He says that **deadly dendrites plague lithium-ion battery technology. The dendrites accumulate as part of the standard charging and recharging cycle and eventually cause a short circuit that often results in a smoldering or burning battery. These dendrites are destined to eventually blow up most Tesla cars and many electronic devices using lithium ion!**
- ** The CIA’s software designed to take over any Tesla on Earth and kill the driver, passengers and bystanders has been released in the wild and every hacker on Earth can now easily get a copy of it and kill you in your Tesla!
- ** Ex-employees have leaked faked financial records, evidence of massive click-farm fake social media manipulation and evidence of unreported deaths and accidents. They say that most Tesla’s have one kind of defect or another.
- ** If you read about the dirty deeds and cocaine dealings with the In-Q-Tel airplanes called “Cocaine 1” & “Cocaine 2”, & the corruption behind the company called In-Q-Tel & Musk’s software programmer who ran “*The Silk Road*” drug & murder service then you must be concerned that many In-Q-Tel people work for Musk. Why does Musk need dirty druggies & spies on his payroll unless he is running covert drug and business spying activities?
- ** Ex-employees, Gawker writers and gay lawyers from Covington & Burling have leaked stories that Elon Musk, Reid Hoffman, Larry Page, Peter Thiel and others are “butt buddies” and may be involved in “Pizzagate”.
- ** Musk is anti-American and Anti-Worker Rights and has been caught flying in H1-B cheap offshore labor and exploiting immigrants for his deadly profits. Musk hates unions and worker rights efforts.
- ** Elon Musk gets the Cobalt chemical to make his lithium ion batteries from slave trade and blood-money corruption in the Congo!
- ** The lithium ion batteries that Musk uses also blow up when they naturally encounter Low Energy Nuclear (LENR) effects in the ambient environment. Millions of chemicals don’t blow up from LENR’d but lithium ion does!
- ** If you are a Democrat then know that Elon Musk cost you the Hillary Clinton campaign because of his payola schemes. If you are a Republican, know that Elon Musk is the epitome of the worst form of DNC crony corruption you ever saw!
- ** Musk bribed California politicians to give him hundreds of millions of dollars of taxpayer dollars & resources he never earned or worked for. He only got those crony payola perks handed to him because he operated as an illicit front for corrupt campaign financing for Dianne Feinstein, Jerry Brown, Harry Reid, Barack Obama and Hillary Clinton.
- ** Multiple parties have filed “***Demands For The Arrest of Elon Musk***” with the FBI, DOJ, AG, FTC, SEC and other law enforcement agencies. It is not likely that Musk, or his companies will survive a full investigation.
- ** Tesla and Solyndra sit on the same land in Fremont, CA. Solyndra was raided by the FBI for corruption. Tesla SHOULD be raided by the FBI for corruption. Both companies had kick-back crony payola schemes with Senator Dianne Feinstein.

She owned the land, lease, HR, construction company and supplier interests and stock for both companies in one of the most massive conflict-of-interest crony financing schemes in U.S. history. Elon Musk and the Feinsteins are corruption partners.

** People who see you in a Tesla think of you as a “**Tone Deaf Douchebag**”, “**Tesla Tool!**”, “**Arrogant Prick**”, “**Ostentatious Obama Oaf**”, “**Sheep**”, “**Mindless Yuppie Scum**”, “**Misogynistic Silicon Valley Clone**”, “**Self-promoting Elitist Douche**”, “**Fake News Reading Main Stream Boob**”, “**Naive Idiot**” or other bad things.

** Elon Musk is one of the main financiers behind Barack Obama & Hillary Clinton, both of whom have been charged with corruption. Musk endlessly tweets lies & “...*No I didn't do those bad things*” BS but nobody else supports him.

** Tesla financial records are “cooked” in a fraudulent manner to make the stock market valuation of Tesla a falsely manipulated factor. Musk uses “pre-orders”, by his own investors, to fake sales and wrote emails to customers asking them to put small deposits down so he could book them as fully paid sales in one of a large number of stock and loan valuation frauds. Musk and his investors practice stock market skims, pump-and-dumps and Flash Boy manipulations.

** Lithium ion batteries are blowing up, starting fires &, generally, destroying people's homes, cars, electronics & physical health. Boeing was 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 & 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 the dangers from day one, but put greed ahead of safety. There are thousands & 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 & the Senators they bribed own stock in lithium mining companies too. HERE IS THE PROOF:

[HTTP://LITHIUMBATTERYCOVERUP.COM](http://LITHIUMBATTERYCOVERUP.COM)

** 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 &, 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, & sufficient heat to lead to the combustion & 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 & 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”. See <http://whoisonmusk.com> for more...

** Tesla's own staff, & every fire department, have now admitted that once a lithium ion fire gets started in a Tesla, that it is **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”, start a chain reaction and blow up all of the rest of the 6800+ deadly batteries! Tesla drivers have been burned alive in thermal globs of flaming lithium ion, plastics & metal. Bystanders have heard their horrific screams of unutterable pain & terror as they were **burned alive!** Tesla fires can't be extinguished & the bodies are burned into “**unrecognizable lumps of charred flesh**”, according to fireman.

** Lithium Ion batteries “go thermal” in peoples pockets, in your notebook, especially in a Tesla & Fisker car. There are tens of thousands of articles documenting this & 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 that is covered-up by the Obama Administration. Panasonic knows that these batteries are deadly.

** Tesla only exists to exploit Elon Musk's bribes. The lithium ion batteries blow up when they get: wet, hot, bumped, over-charged, struck by energy fields, exposed to air or squashed. Lithium ion batteries poison the Earth & that they poison & kill the workers that make them. Lithium ion batteries come from war profiteering in Afghan & Bolivian corruption.

** Panasonic is Elon Musk's partner. Panasonic is one of the most corrupt companies in the world. Panasonic has been charged, on multiple continents with: Product dumping, bribery, collusion, price fixing, anti-trust law violations, racketeering, worker abuse, toxic poisoning of workers, & other crimes. It is no wonder that Elon Musk & Panasonic are partners. Tata Motors executive Karl Slym was killed for exposing this fact.

** Your tax dollars were stolen in order to make Tesla Motors, as part of a political financing kick-back scam. In other words, part of your paycheck was taken away from you in order to buy hookers, rent-boys & private jets for Musk & company.

** Tesla's are forged in criminal corruption, so anybody who drives a Tesla must be either ignorant, a weasel or one of the corrupt. The whole world now knows all of the facts in this list so you can never plead ignorance to these crimes.

** Tesla's have a huge amount of highly documented defects. The defects are so extensive that Tesla made buyers sign confidentiality agreements to try to hide how messed up their cars are.

** Tesla's have killed more people than the main-stream news has reported. The full Tesla death-list is covered up.

** Musk lied about why he wanted to make electric cars, when, in fact, he actually poisons the environment because Tesla investors wanted to exploit toxic minerals & materials which can't be recycled in a clean manner

** No other electric car has been so mundane, & yet had so many problems with it, since the electric car was first sold in the 1800's. There is nothing "novel" or "amazing" about the Tesla aside from dime store parlor tricks for PR hype.

** More drunks have crashed Tesla's, than any other per capita car in the world, per volume of cars made

** Elon Musk's co-founders, investors, partners, wives, investors, suppliers & employees have sued him for being a fraud &, essentially, called him an "asshole" in court records.

** Elon Musk lied on this Department of Energy funding application and the Obama Administration refuses to allow any federal employees or witnesses to testify to these facts in public due to the devastating potential results of these facts.

** More owners of Tesla's have been found to cheat on their taxes, & be involved in abuse-based divorces, than almost any other car brand owner. Tesla owners are bad people who rationalize their poor life choices. Owning a Tesla is a red-flag for a tax audit!

** Elon Musk will lie, cheat & steal in order to self-aggrandize & glorify his egotistical mania. Musk has been documented engaging in over 100 lies which were later proven to be false. He has spent tens of millions of dollars to buy **fake news** about himself on Twitter, Facebook & Google because he is such a mentally disturbed ego-maniac.

** None of Elon Musk's companies would exist if not for taxpayer funded handouts given to him by corrupt politicians in exchange for illegal campaign finance deals with him & his investors.

** Google, & Tesla, who are financial & political partners, have both been caught spying on consumers & manipulating Internet data in order to cover-up their complicity in huge political corruption & kick-back deals

** Musk took U.S. taxpayer dollars from the government & then hired cheap off-shore labor & fired U.S. Union workers & domestic workers. He lied to & screwed the NUMMI workers that were working at the Fremont plant.

** Musk has put over 18 surveillance devices in the Tesla. Anybody can hack those devices & monitor you. WORSE YET, foreign agents have hacked the Tesla & taken over the controls & driven Tesla's into bystanders & over cliffs.

** When Erick Strickland was head of the NHTSA he was confronted about DOT safety cover-ups of the Tesla to protect Obama. He quit 48 hours later. The DOT safety cover-ups to protect the Obama campaign finance payola scheme continue to this day. Obama's Gibbs, Emanuel, Plouffe, Axelrod and Carney quit within a week of being threatened with exposure.

** Tesla's have had a large number of recalls but Elon Musk refuses to call them "recalls". Tesla's have had multiple recalls for SEVERE safety dangers. DOT has been told this, in writing, for years, but won't take action in order to protect Obama.

** Elon Musk is a bullshit artist who has no original ideas & wears black-turtle neck shirts (like Elizabeth Holmes) to try to create a "cult" around himself & convince the world that he is a "Jesus-like" figure when, in fact, he is a clinical sociopath.

** Tesla is a severe public safety hazard that has been systematically covered up by corrupt politicians.

** Large numbers of Ex-CIA staff and In-Q-Tel spy staff work for Musk. Why does he need spies to build cars?

** Tesla Motors batteries were promoted by those who wished to exploit the Afghanistan War for personal profit by controlling the Afghan lithium mining fields. Kleiner Perkins and Draper Fisher hyped the "...trillions of \$ of lithium in *Afghanistan.*"

** Tesla Motors batteries blow up on their own.

** Tesla Motors batteries blow up when they get wet.

** Tesla Motors batteries fires cannot be put out by any common fire-fighting resources.

** Tesla Motors batteries set themselves on fire.

** Per Federal MSDS disclosure documents, Tesla Motors batteries emit cancer-causing vapors when they burn.

** Tesla Motors Vehicles toxicity poison bystanders, nearby vehicular passengers, airline passengers in planes carrying said batteries in their holds, & environments where such incidents occur.

** Tesla Motors batteries blow up when bumped by the same level of car incident that would, otherwise, only dent a normal car bumper.

** In an accident, when a Tesla rolls over, molten metal & plastic can drip on & burn the occupants alive.

** Tesla has multiple sexual harassment and unsafe work-place lawsuits against the company.

** Per MSDS documents, Tesla Motors batteries emit brain damaging chemicals when they burn.

** Tesla is a stock pumping scam to profiteering on stock market peak manipulation at the expense of taxpayers.

** Per MSDS documents, Tesla Motors batteries emit chemicals, burning, or not, that can damage an unborn fetus.

** Per MSDS documents, Tesla Motors batteries emit chemicals that can cause lung damage.

** Per MSDS documents, Tesla Motors batteries emit chemicals that can cause liver damage.

** Per published lawsuits & news reports, the factories that make Tesla Motors batteries have been charged with the deaths, & potentially fatal illness, of over 1000 workers & the poisoning of nearby towns.

** Tesla Motors batteries become even more dangerous over time, particularly when tasked by electric transportation systems like Hover-boards & Tesla's. The chemistry in a lithium ion battery changes to become more unstable over time.

** Tesla Motors batteries were never designed to be used in automobiles. Tesla used non-automotive batteries in one of the most dangerous configurations possible.

** Tesla Motors occupants experience higher EMF radiation exposure than gasoline vehicle occupants.

** Elon Musk's Space X vehicles & Tesla Motors vehicles have both had a higher-than-average number of explosions. This has caused outside experts to doubt Musk's ability to place safety considerations over his need for hyped-up PR.

** Leaked Sandia National Labs & FAA research videos dramatically demonstrate the unstoppable, horrific, "re-percussive accelerating domino-effect" explosive fire effect of the Tesla Motors batteries.

** Tesla's own "Superchargers" & home 3-prong chargers have set Tesla's, homes & businesses on fire.

** Consumer rights groups contacted Erick Strickland, the head of the NHTSA, & charged him with a cover-up. He quit days later. The NHTSA then issued a safety investigation request to Tesla Motors, which would have more publicly exposed these dangers, but the safety investigation was never under-taken due to White House requests & lobbyist bribes, from Tesla, which got the investigation shut down.

** NEPA regulations for the Tesla NUMMI factory in California & the Nevada Tesla "Gigafactory" have been violated relative to environmental safety standards. See <http://xyzcase.xyz> for details.

** Tesla Motors vehicles are not "Factory Built" "like Ford" builds cars, as Tesla professes. They are hand built in small volumes & subjected to numerous defects. Blogs have documented hundreds of defects, as listed by Tesla owners. Tesla has lost at least one LEMON CAR LAWSUIT for defective manufacturing.

** Tesla's "showrooms" are often "pop-up" retail storefronts that are in tight-proximity retail centers, putting it's neighbors at risk of total loss from fire damage.

** Tesla Motors vehicles have been hacked & taken over. Their doors, steering, listening devices & navigation have been taken over by outside parties. Multiple Tesla have suddenly swerved off the road, over cliffs & into other vehicles, killing bystanders & Tesla drivers.

** Three Tesla top engineers & two competing senior executives, all of whom had whistle-blown on Tesla, who were in perfect health one day, suddenly died mysteriously the next day.

** Multiple employees, founders, investors, marital partners, suppliers & others have sued Tesla Motors, &/or it's senior executives for fraud. Musk had nothing to do with creating Tesla. He ran a hostile take-over of Tesla from the founders.

** In addition to suing him, many of his former staff & partners have described Musk as an "Arrogant Prick".

** Main-Stream Media (MSM) have agreed not to provide news coverage of the deadly defects of the Tesla because the MSM are owned by the same politicians who own Tesla Motors. It is now legal to sue The New York Times for hiding these deadly defects, though, particularly if your family member was injured or killed because they covered-up the danger for political reasons.

** If you think the above bullet-points are bad there are over a 1000 more. Find the book "*Is Elon Musk A Fraud*" online or visit <https://stopelonfromfailingagain.com/> or thousands of other sites that expose the truth about Musk & Tesla!

BANKRUPT MUSK – NO CASH FOR CRONY CORRUPTION. Print this out & freely re-post it on blogs & social media. Post this on bulletin boards. Put this on the windshield of every Tesla you find. Print this out & hand these out in front of every Tesla dealership: Nobody can stop you from handing these out, it is your U.S. Constitutional First Amendment Right! Pass the word! We are prepared to back up every single fact on here at any public meeting with the FBI, Congress, FTC, GAO, SEC or before a Federal Special Prosecutor.

Topics

- [Tesla](#), [Elon Musk](#), [Automotive industry](#), [Manufacturing sector](#), [Silicon Valley](#), [features](#)