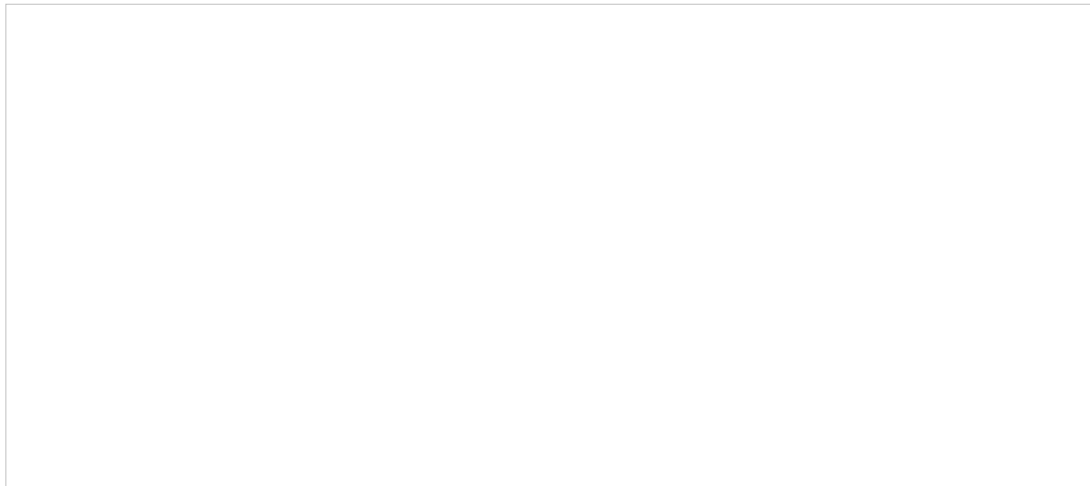
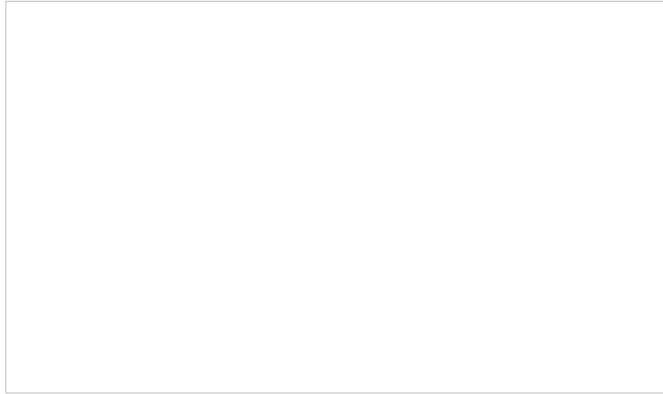


The Ticking Time Bomb In Your Tesla Car

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X-RAY AND MRI IMAGING SHOW THE DEADLY DANGER'S OF TESLA MOTORS PANASONIC BATTERIES

A team of chemists has developed a method to yield highly detailed, three-dimensional images of the insides of batteries. The technique, based on magnetic resonance imaging (MRI), offers an enhanced approach to monitor the condition of these power sources in real time. "One particular challenge we wanted to solve was to make the measurements 3D and sufficiently fast, so that they could be done during the battery-charging cycle," explains NYU Chemistry Professor Alexej Jerschow, the paper's senior author. "This was made possible by using intrinsic amplification processes, which allow one to measure small features within the cell to diagnose common battery failure mechanisms. We believe these methods could become important techniques for the development of better batteries."

The work, described in *Proceedings of the National Academy of Sciences*, focuses on rechargeable Lithium-ion (Li-ion) batteries, which are used in cell phones, electric cars, laptops, and many other electronics. Many see lithium metal as a promising, highly efficient electrode material, which could boost performance and reduce battery weight. However, during battery recharging it builds up deposits—or "dendrites"—that can cause performance loss and safety concerns, including fires and explosions. Therefore, monitoring the growth of dendrites is crucial to producing high-performance batteries with this material.

Current methods for doing so, developed previously by the same team, have used MRI technology to look at lithium dendrites directly. However, such procedures have resulted in lower sensitivity and limited resolution, making it difficult to see dendrites in 3D and to precisely understand the conditions under which they accumulate.

With this in mind, the researchers sought to enhance this process by focusing on the lithium's surrounding electrolytes—substances used to move charges between the electrodes. Specifically, they found that MRI images of the electrolyte became strongly distorted in the vicinity of dendrites, providing a highly sensitive measure of when and where they grow.

Moreover, by visually capturing these distortions, the scientists were able to construct a 3D image of the dendrites from fast MRI experiments. Alternative methods usually do not work on charging cells and require the batteries to be opened up, thus destroying the dendrite structure and altering the chemistry of the cell.

"The method examines the space and materials around dendrites, rather than the dendrites themselves," explains Andrew Iott, an NYU postdoctoral fellow and the paper's lead author. "As a result, the method is more universal. Moreover, we can examine structures formed by other metals, such as, for example, sodium or magnesium—materials that are currently considered as alternatives to lithium. The 3D images give us particular insights into the morphology and extent of the dendrites that can grow under different battery operating conditions."

In May 2018, Wake D'Elia was at home using an electronic cigarette when the device's battery malfunctioned and exploded, killing him instantly. He was 38.

An investigation revealed that the battery was what's called an 18650.

The explosion caused the device to shoot "like a rocket into the cranial cavity and then [fall] to the ground, igniting a fire at the same time," said Lt. Steven Lawrence, deputy fire marshal for St. Petersburg Fire Rescue.

"It appears the battery failed, and when it failed, it was quick," Lawrence told NBC News.

Wake D'Elia was killed instantly when his e-cigarette malfunctioned and exploded. Courtesy Chris D'Elia


This was not the first time that an 18650 battery has been implicated in an [e-cigarette explosion](#). Concern over these accidents prompted the Food and Drug Administration recently to take the first steps toward monitoring the devices.

"The incidents that we've seen generally involve ... vaping devices that use the drop-in 18650s," said George Kerchner, executive director of The Rechargeable Battery Association, known as PRBA. "That's where we have our biggest concern."

An 18650 is slightly larger than a AA battery. They are lithium-ion products that, according to Kerchner, are "robust cells that have a stainless steel can so they can withstand the rigors of outdoor power equipment." Indeed, the batteries' intended use is in electric vehicles and power tools - not devices that consumers can modify and put into their mouths.

The 18650 batteries are often used in certain types of electronic cigarettes called mechanical mods, which are specialized vaping devices that do not have an internal safety circuitry.

"The hallmark of the devices is that the batteries need to be taken out and charged," said Gregory Conley, president of the American Vaping Association.


The 18650 cylindrical cell is sometimes used to power electronic cigarettes, and has been implicated in explosions. Tony Avelar / Bloomberg via Getty Images

But simply doing so can put users at risk. That's because the act of taking 18650s in and out of vaping devices or chargers can damage the cell's insulating wrapper, compromising the safety of the battery, Kerchner said.

Mechanical mods give consumers control over the intensity of their vaping experience.

But, Conley said, "if you attempt to draw too much power off those batteries, or if you use a damaged battery, and you have metal-on-metal contact, that's when these incidents occur."

"If you are going to use a mechanical mod ... you need to learn battery safety," Conley added.

Those in the battery industry take the advice a step further.

"We strongly recommend consumers stay away from vaping devices that are powered by 18650s," Kerchner said.

JUUL devices, which resemble small computer flash drives, do not appear to carry this risk. They do have lithium-ion batteries, but they are not 18650s, and they are designed to remain permanently in place.

"The manufacturer of JUUL specifically worked with the battery manufacturer to design a battery. They have overcharge protection," Kerchner said.

"Flaming rockets"

A recent [study](#) from George Mason University estimated there were more than 2,000 visits to U.S. emergency rooms from 2015 to 2017 for e-cigarette burns and explosion-related injuries.

The vast majority of those injured were men who had put e-cigarette batteries in their pants or shorts pockets when they said the batteries exploded.

Many experienced severe burns to their legs, arms and hands. Some also had keys in their pocket - a dangerous mix of metal and lithium-ion batteries.

A [2017 report](#) from the U.S. Fire Administration, in charge of fire data collection, education, research and training, stated, "The shape and construction of electronic cigarettes can make them [more likely than other products with lithium-ion batteries] to behave like 'flaming rockets' when a battery fails."

The author of that report, Larry McKenna, said lithium-ion batteries contain two thin plates separated by a sponge saturated with a combustible liquid similar to kerosene in terms of flammability.

"If those two thin plates touch, that liquid then heats up and bursts into flame," said McKenna.

Still, the failure rate is low. "Not many of these [explosions] happen, but because we are holding these things in our pockets or in our mouths or in our hands," said McKenna, "we're much more intimate with the hazard when it does happen."

Deadly explosions

Two e-cigarette explosions have proven fatal. In addition to D'Elia, a 24-year-old Texas man was killed in January when his [e-cigarette exploded](#), sending a metal part of the device into his neck, severing an artery.

Chris D'Elia, Wake's father, said that when his son's e-cigarette exploded, "the metal part of the pipe was actually embedded in his skull."

"He died instantly. He was dead before he hit the ground," D'Elia told NBC News.

D'Elia remembers his son as a "beloved character" who was a world traveler, an accomplished videographer and a music aficionado.

"People were drawn to him; he was a magnet to others," he said.

"We never got to see our son to say goodbye," said Chris D'Elia of his only child, Wake, who was killed when his vaping device exploded. Courtesy Chris D'Elia

Wake D'Elia also worked for CNBC for nine years, until 2015.

"It was horrible," D'Elia said of the accident that killed his son. "Everything was horrible about this."

D'Elia said he made the decision to speak publicly about his son's death to make others aware of the potential for disaster when using vape mods.

"He's gone. I can never get him back. But maybe I can help somebody else so they don't have to go through this agony."

[Vaping is hurting teenage athletes, dashing their future in sports](#)

Those who advocate for the use of electronic cigarettes to help people quit smoking point out that injuries related to e-cigarette explosions are rare.

"There are hundreds of thousands of people who build their own coils and vape every day and do it without issue," Conley said.

"The public health benefit far outweighs any risk to the public. This technology, in my mind, is going to reduce death and disease in the long run," he told NBC News.

However, Conley stressed that using advanced mechanical mod systems requires consumers to learn battery safety. He said there are ways consumers can reduce their risk of e-cigarette-related battery failure:

- Never use a battery that has been damaged, or exposed to extreme temperatures
- Do not store 18650 batteries in pockets or bags. Always use a protective case, sold in most vape shops, for storage.
- Do not leave batteries on a charger longer than necessary
- Do not get batteries wet
- Move away from the device quickly if you feel it getting abnormally warm
- Do not block ventilation holes on the device

The Consumer Advocates for Smoke Free Alternatives Association also suggests only purchasing high-quality batteries from a known source. Its [website states](#), "Beware of re-branded batteries claiming to have 'high output' – many of these are counterfeit and will fail."

Beyond those safety measures, Conley said anyone using a mechanical mod to vape must be educated about voltage, current and resistance.

"If you are not willing to put in the time to learn how to use that product," advised Conley, "don't use it."

What Went Wrong With The Electric Car Industry?

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

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

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

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

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

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

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

Biden and his cheerleader actress front girl: Jennifer Granholm, bounced into office with a Wizard of Oz promise to give everybody electric cars. They were so wrong about the pitfalls of their plan and they hired so many idiot sex freaks and unicorn fart unaware fools that their scheme blew up...instantly and literally.

Elon Musk and the Senators he owns: Pelosi, Harris and Feinstein, will lie, until their dying day about these batteries that they all own stock in! -

--- Lithium ion batteries: Cause wars, rape and genocide in the Congo, Afghanistan and Bolivia from the corrupt mining deals involved with mining lithium and cobalt; are insider trading-owned by ex-CIA boss Woolsey and DOE Boss Chu; excrete chemicals that mutate fetuses when they burn; destroy your brain, lungs and nervous system when they burn; kill the factory workers who make them; cause Panasonic to be one of the most corrupt companies in the world; poison the Earth when disposed of; can't be extinguished by firemen; poison firemen when they burn; are based on criminally corrupt mining schemes like URANIUM ONE; Have over 61 toxic chemicals in them; come from an industry that spends billions on internet shills and trolls used to nay say all other forms of energy; are insider-trading owned by corrupt U.S. Senators who are running a SAFETY COVER-UP about their dangers.

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

- LITHIUM ION BATTERIES BECOME MORE AND MORE LIKELY TO EXPLODE AS TIME GOES ON AND AS THEY AGE; "Bad Guys" have figured out how to make them explode remotely; have their dangers hidden by CNN and MSM because pretty much only the DNC people profit from them; are the heart of Elon Musk's stock market scam.

--- The Obama Administration promised Silicon Valley oligarchs the market monopoly on lithium ion batteries and the sabotage of fuel cells in exchange for campaign financing and search engine rigging; United States Senators that are supposed to protect us from these deadly products own the stock market assets of them so they protect them and stop the FDA, OSHA, DOT and NHTSA from outlawing them. WRITE YOUR ELECTED REPRESENTATIVE AND DEMAND THAT LITHIUM ION BATTERIES BE MADE ILLEGAL TO SELL! NiCAD and Hundreds of other battery chemistries DO NOT have all of these problems but Lithium Ion batteries get a monopoly because of politician insider trading ownerships.

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

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

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

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

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

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

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

--- In EVERY blog that you read that mentions 'Musk', at least 1/3 of the comments have been placed there 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, FINCEN, DOJ, FTC, SEC, FEC, Congress, InterPol and other authorities. Digital financial tracking of those persons and all of their family members should be assumed to have been under way for some time. Wire-taps and device taps of those persons and all of their family members should be assumed to have been under way for some time.

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

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

Jarryd Jaeger Vancouver, BC

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

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

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

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

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

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

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

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

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

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

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

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

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

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

<https://www.pressconnects.com/story/news/2020/01/21/lithium-batteries-everywhere-dangerous-what-know-rochester-binghamton/4480496002/>

Lithium batteries are more dangerous than you think. What to know.

Jan 21, 2020 ... **Lithium batteries** have also been the culprits behind exploding or spontaneously combusting consumer devices in recent years, including e- ...

<https://www.ionenergy.co/resources/blogs/battery-safety/>

Battery Safety : Top 5 Reasons Why Lithium-Ion Batteries Catch Fire

However, **lithium-ion batteries** are extremely sensitive to high temperatures and inherently flammable. These **battery** packs tend to degrade much faster than they ...

<https://www.umasolar.com/blog/are-lithium-ion-batteries-dangerous/>

Are Lithium-Ion Batteries Dangerous? | UMA Solar Blog

Lithium Iron Phosphate **batteries** contain no cobalt. These **batteries** generate little heat on their own, pose no risk of thermal runaway or fire, are ...

<https://www.osha.gov/sites/default/files/publications/shib011819.pdf>

Preventing Fire and/or Explosion Injury from Small and Wearable ...

Preventing Fire and/or Explosion Injury from Small and Wearable **Lithium Battery** Powered Devices. Safety and Health Information Bulletin. SHIB 06-20-2019.

<https://www.youtube.com/watch?v=nc8uN6iZUIE>

Are lithium-ion batteries too dangerous? - YouTube

With the recent rash of hoverboard fires and e-cigarette explosions, the **lithium-ion batteries** that run them are under heightened scrutiny.

<https://www.reuters.com/business/autos-transportation/are-lithium-ion-batteries-evs-fire-hazard-2021-08-23/>

Explainer: Are lithium-ion batteries in EVs a fire hazard? - Reuters

Aug 23, 2021 ... The major weakness of **lithium-ion batteries** in electric cars is the use of organic liquid electrolytes, which are volatile and flammable when ...

<https://www.lithiumbatterypower.com/blogs/news/are-lithium-ion-batteries-dangerous>

BU-304a: Safety Concerns with Li-ion - Battery University

Lithium-ion is safe but with millions of consumers using **batteries**, failures are bound to happen. In 2006, a one-in-200,000 breakdown triggered a recall of ...

<https://eepower.com/news/100-toxic-gases-from-li-ions-its-not-just-about-fires/>

100 Toxic Gases from Li-ions—it's Not Just About Fires - EE Power

The research, published in Nano Energy, identified more than 100 toxic gases released by **lithium-ion batteries (Li-ions)**, including carbon monoxide. The gases ...

<https://bc.ctvnews.ca/lithium-ion-batteries-number-one-cause-of-fire-related-deaths-in-vancouver-officials-say-1.5945475>

Vancouver news: Lithium ion batteries linked to deadly fires

Jun 13, 2022 ... Fires caused by **lithium ion batteries** have claimed the lives of five people in Vancouver so far this year, according to officials.

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