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Tesla Model 3 Earns Five-Star Crash Safety Rating From NHTSA (jalopnik.com)

Posted by BeauHD on Thursday September 20, 2018 @10:10PM from the pat-on-the-back dept.

The National Highway Traffic Safety Administration has awarded the Tesla Model 3 with a five-star safety rating -- the highest possible score. This means that every car Tesla has built has earned a five-star rating. Jalopnik reports: The NHTSA tests cover three primary categories: Frontal Crash, Side Crash, and Rollover; and the Model 3 received the highest ratings in all categories. For some categories, it's easy to understand why Teslas do so well. Rollover resistance, for example, makes sense for cars that carry most of their weight at the very bottom, in the batteries sandwiched in the Tesla's chassis design. Other reasons for the remarkable crash safety may be that, without the need for a heavy chunk of metal as a drivetrain, effective and large crumple zones can be designed in, front and rear. The NHTSA has released videos of their frontal collision test, side pole collision test, and side collision test, for those who like watching these sort of things.

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Re: (Score:1)

by Ol Tampon (.) (9) ( 5541124 )

Michelle Reply Login

Thanks to YouTube for the videos of Joan Rivers calling him a transgender.

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Any people wonder why the model 3 is hot (Score:4, Insightful)

by SuperKendall ( 25149 ) on Thursday September 20, 2018 @10:15PM (#57352098)

In other stories, people have scoffed at the notion model 3 cars could possibly be more popular than luxury electric models coming out.

Yet here we have another reason beyond just top acceleration numbers why people may want to get a Tesla rather than something else...

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Re: (Score:1, Redundant)

by LynnwoodRooster ( 966895 )

Hey, when you sell cars below cost (essentially giving them away), you can move a lot of cars! Now, add in the

\$17,600 that Tesla loses on each vehicle (\$717 million loss last quarter [yahoo.com] to ship 40,740 cars

[teslarati.com]) and the \$7500 the Government gives you to buy one, and you end up with the mythical \$35K and

up car actually costing \$60K.

I guess if you want shareholders/investors/rubes and the taxpayer/fellow-citizens to pay nearly half the cost of your car, then go for it! But Tesla has only a few quarters left before

4 hidden comments

Re: (Score:2)

by PopeRatzo ( 965947 )

I own an Austin Martin, an MG, two audis, a Benz and a classic landrover, not counting the motorcycles.

You can't even figure out how to make a Slashdot account, and we're supposed to believe you had the wherewithal

to accumulate all those vehicles?

I'm guessing you're talking about toy model cars, unlike the totally real Koenigsegg and Bugatti Chiron sitting out

in my driveway right now. One is for me and the other is for my wife, Morgan Fairchild, which whom I have had

sex.

Re: (Score:2)

by LynnwoodRooster ( 966895 )

Nope. I live in the LA area, so I own a motorcycle - and that's it. Great mileage, comfortable, and I am never stuck

in traffic thanks to California wisely allowing what 90% of the world's population can do - filter and lane share. I

have zero interest in a car with the same range as my motorcycle - and that takes hours to recharge versus 3

minutes (5 gallons of gas pumps plenty quick).

1 hidden comment

Re: (Score:2)

by LynnwoodRooster ( 966895 )

Methinks you do not understand what "write-off" means. It means you do not use post-tax dollars - but you still

have to PAY for the asset. That is all. Tesla also uses that - they buy machinery and "write off" the costs - meaning

they can deduct the legitimate business expense from their gross revenue to reduce their taxable income. But they

still have to pay for the machinery. It's a bit different then having other people forcibly paying you to take the car.

In one case, there are less taxes collected

Tesla has a ~20% profit margin (Score:3)

by SuperKendall ( 25149 )

Hey, when you sell cars below cost

Well we all know AC's lie, but by how much?

Here's a good example of a real-life measurement you can use to determine how much fabrication goes into the

average AC statement, because Tesla has around a 20% profit margin per car - 5x higher than Ford

[cleantechnica.com]. Kind of a lot different than "losing money on every car".

Hey, who you gonna believe, a smooth-talking AC where \*certainly\* has nothing against Tesla, or your lying Ars?

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▪ **Re: (Score:2)**

by [LynnwoodRooster \( 966895 \)](#)

Funny, [Tesla's published GAAP financials](#) [yahoo.com] say you are wrong. Their gross profit may be positive, but include the REQUIRED SG&A expenses needed to make that revenue (SG&A being **Sales**, General and Administrative - functions you CANNOT live without if you want to, you know, actually sell, deliver, and coordinate manufacturing) and they lost money.

Now add in interest only - not even principal payments - and you're at a bigger loss. And this is interest needed to see the production even happen - not i

▪ **Re: (Score:2)**

by [rtb61 \( 674572 \)](#)

They technically lose money on every car in terms of taxation as a result of depreciation of capital assets which is pretty good for manufacturing, plant, buildings, as well as design and development deductions which run pretty high. So it is logical that a new manufacturer for tax purposes will pretty much lose money for the first decade. You as an individual, yeah, nahh, you gumby, they cooked the books to favour them and screw you. They tax deduct the direction of the wind, generally out of their backside

▪ **Re: (Score:2)**

by [K. S. Kyosuke \( 729550 \)](#)

They would have no problem with selling to places with high gasoline prices and low electricity prices such as major parts of Europe.. The world is a large place. And that's ignoring the fact that M3 \*is\* cheaper than Model S which still sold well despite being more expensive than M3 by more than the amount of the tax break. In any case, Tesla still seems to have more problems with manufacturing rather than with selling whatever they manage to manufacture.

▪ [1 hidden comment](#)

◦ **Re: (Score:2)**

by [K. S. Kyosuke \( 729550 \)](#)

It can be popular but the manufacturing is still a little bit on the "too little, too late, too expensive" side.

▪ **Time for a breath of fresh air (Score:5, Insightful)**

by [drinkypoo \( 153816 \)](#) <[martin.espinoza@gmail.com](mailto:martin.espinoza@gmail.com)> on Thursday September 20, 2018 @10:38PM ([#57352158](#))

[Homepage Journal](#)

Now can we finally see the end of the morons claiming that Tesla doesn't know how to build cars, because it's harrrrrrrd? Sure, it's a hard job. That's why Tesla hired people who know how to do it.

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▪ **Re: Time for a breath of fresh air (Score:4, Insightful)**

by [Luckyo \( 1726890 \)](#) on Thursday September 20, 2018 @11:10PM ([#57352272](#))

The lies are getting rather desperate considering that the only two automotive majors that haven't gone bankrupt are Ford and Tesla. All others have.

You have to at least try to make it look like you're not just lying through your teeth you know.

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▪ **Re: (Score:2)**

by [Trogre \( 513942 \)](#)

Nissan went bankrupt?

▪ **Re: Time for a breath of fresh air (Score:5, Insightful)**

by [SuperKendall \( 25149 \)](#) on Thursday September 20, 2018 @11:12PM ([#57352282](#))

*Tesla still doesn't know how to build cars. As in, in volume*

Can you build 8000 cars a month? Because Tesla is [almost there](#) [insideevs.com].

You see, once they figured out how to actually produce in volume, from there it's very easy to scale up (as long as you are not constrained by suppliers).

*Building them for sale without going broke is what is hard, and what Tesla cannot do.*

That sounds scary! Lucky for Tesla what you are saying is a bald-faced lie. But then you are an AC so I'm sure no-one believed what you were saying anyway.

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▪ **Re: (Score:2)**

by [darkHanzz \( 2579493 \)](#)

They are improving, but most likely not at 8000, rather around 4000 cars per week:

<https://www.bloomberg.com/grap...> [bloomberg.com]

▪ **Re: (Score:2)**

by [McWilde \( 643703 \)](#)

4000 a week is rather a lot more than 8000 a month.

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◦ **Correct links? (Score:2)**

by [Sebby \( 238625 \)](#)

The second and third links, while different, seem to be the exact same video?

◦ **Re: (Score:2)**

by [Sebby \( 238625 \)](#)

Of course, I should have RTFA first since it has all three different videos already.

◦ **Bureaucrat tests designed by committee... (Score:2)**

by [magarity \( 164372 \)](#)

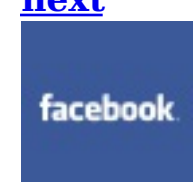
The Insurance Institute for Highway Safety has much more realistic tests.

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