

Tesla's Mad Max Mode Under Federal Investigation for Deadly Driving Concerns



By John

[Tesla's](#) driver-assistance tech is back in the feds' crosshairs, this time over its so-called "Mad Max" mode—a feature buried in its Full [Self-Driving](#) system that lets cars drive with borderline aggressive swagger. The NHTSA isn't messing around; they've demanded answers from Tesla after reports suggested the mode might encourage cars to blow past speed limits, jerk into other lanes, and basically act like they own the road.

This isn't just a small hiccup. The feds are already knee-deep in a sweeping investigation into Tesla's Full Self-Driving software, which affects almost 3 million vehicles. Now, they're digging into whether "Mad Max" turns otherwise tame EVs into rule-flouting road warriors under the illusion of being "automated."

Originally rolled out in early beta versions, the mode was supposed to make Teslas snappier in traffic: fast lane changes, squeezing into tight spots, overtaking slowpokes with gusto. Yeah, the name was a cheeky nod to those wild action flicks, but regulators aren't laughing. They're grilling Tesla on how this feature was tested—if at all—for safety compliance, and whether drivers were clued in on just how far it pushes the envelope.

Timing couldn't be worse for Tesla. They just had to recall roughly 13,000 cars over battery glitches causing sudden power losses. And let's not forget their latest penny-pinching stunt—ditching physical key cards and forcing buyers to rely on buggy phone access, which has left more than a few new owners fuming.

The "Mad Max" debacle isn't just bad PR; it threatens Tesla's golden goose. Full Self-Driving is the crown jewel of their software empire, a cash cow promising big returns. If regulators decide the system puts safety last? Say hello to fines, forced updates, or worse—a chokehold on future releases.

Bottom line? This showdown lays bare the high-stakes tug-of-war between Silicon Valley's "move fast and break things" mantra and the feds' job of keeping roads from turning into a free-for-all. Tesla's full-throttle push into autonomy keeps testing boundaries, but regulators seem dead set on making sure those breakthroughs don't come with a body count.