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Amazon's powerful, portable and wireless Dyson V6 Motorhead vacuum is now discounted at a generous \$100 on Amazon, where it averages 4.5 out of 5 stars from more than 1,000 reviewers. The Dyson V6 Motorhead wireless vacuum has a general cleaning performance that beats most full-size wired vacuum cleaners - without the hassle of a cord. Compared to the vertical market, the Dyson V6 Motorhead vacuum has one of the highest geometric mid-performance pickup, dust loaded when hard floors, crevices hard floor, and carpet results combine. Its cleaner direct-drive head provides 75% more energy on carpets than the Dyson V6 vacuum. The typical V6 Motorhead list price has been reduced by 25%, or \$100, so you can pick it up for \$299. See this deal on Amazon. This story, 25% from Dyson V6 Motor Head Cord-Free Vacuum - Deal Alert was originally published by TechConnect. Home Technology Consumer Electronics Mobile © 2017 IDG Communications, Inc. In late 2019, Dyson pulled the plug on its most ambitious project ever: an electric car that the technology company built from scratch. It was reported that the vehicle itself had been largely completed; Everything from powertrain to windshield wiper engines have been powered by Dyson technology. Four years into the creation, the project was a \$2.5 billion promised investment from James Dyson himself. But building cars is an expensive business, and electric cars are only more times over. As Dyson Fast Company explained in an interview on the eve of the company's launch of the latest product, the new flat iron, it was only at the 11th hour of the automotive project that he realized the truth: he could not sell his electric car and cut profits. The same can be said for Tesla, which lost \$862 million last year, but Tesla is a publicly traded company that has just raised another \$2 billion this year to cover its financial shortfalls. Dyson is a private family business, and James Dyson tells us that he didn't want to take outside investment. But the fact that he gave up electric cars does not mean that he gave up electric vehicles. The microfable mobility market, which includes electric scooters, bicycles and new forms of transit entirely, represents what is estimated to be a \$300 billion to \$500 billion business by 2030. When we asked Dyson if he could imagine that a company could compete in the industry, he didn't hesitate. You know that electric motors are one of our big products... We've made a very good electric motor for our electric car, and we're developing solid-fuel batteries, he says. So we could get into some form of transport, I wouldn't doubt it at all, especially when we have a very efficient battery. James Dyson discusses his company's new hair straightener, lifts the curtain on the company's product development process, and yes, there's more to say about his dream for Pure electric car. Fast company: So Dyson has this incredible engineering and design legacy. I'm curious how their inventions are becoming a product, as this new flat iron released earlier this week? Is a product born of market understanding? You see market potential and just think we can do it better - go for it, development team? James Dyson: We never think about the product market. That's not what drives us. We look at the problem in the product and then we go to solve the problem. Hand dryers are not a particularly big market compared to hair dryers or vacuum cleaners, but that hasn't stopped us from wanting to make a hand dryer. Having an interesting technology for products decides what we do, whether the market is small or large. (Photo: Dyson) In the case of Corral, the new hair iron, we could see that flat irons overheat their hair, but they cause departures. And they unevenly stretch their hair. We've done a great job on hair science over the last five, six or seven years, and overheating hair isn't a good thing. If you overheat it, you loosen it significantly. We set about creating some hair irons that could evenly stretch the hair and not overheat the hair. And that's what we have. FC: Didn't choose a new product to develop more than a solution to problems, though? Because your company has the talent to solve problems for almost any product in the world. Take, for example, a fan. How did you decide to get into the fans? The fan eventually became an air purifier, and air conditioner, and all kinds of other combo products. But it all started as a simple fan. Did you know that there will be this long tail in the product category all together? JD: The fan was from air Multiplier an idea that arose because of something else we were developing that didn't work as well as we wanted. Again, I didn't go and look at the size of the fan market or anything, but thought we had a really good fan to do. We have confidence, maybe inappropriate, we can continue and continue to improve technology. By the time we run it, we're on the substitute because we've already thought about it. Luckily we designed the fan, so it became a heater and then a cleaner, then a heater and cooler and cleaner and moisturizer and moisturizer all in one! We create a real market and solve real problems. Although the fan market is relatively small... it's got bigger. FC: You really don't plan this whole product category at the start? JD: In the case of the fan, we just thought from a fan's point of view. I happened to run it in New York in the winter. (laughs) I don't know what to do. And sitting in the back of the yellow cab during the launch, and I'm talking to my chief engineer Pete Gammack, and I said, We need (Photo: Dyson) FC: Many startups seek to raise money, go IPO, and cash out and then they build a business that meets Wall Street instead of actually innovation. Even Apple owes shareholders every quarter. Have you ever wondered how life would be different if Dyson were a public company, are there any products you would or wouldn't make? JD: I have to say, this is not something I would imagine! But of course I sometimes imagine it. But the reason I wouldn't go public is exactly what you say, we don't have to worry about getting more or ever increasing our profits. This should not be a concern for us. We don't have to worry about what the market thinks of us. All our efforts can be focused on making the best product. And if we make the best product, we will survive. That's how we think. If we were a public company and we decided to make a car . . . We could raise money to do it and make it better. But on the other hand, our failure, or our decision to come out and not do it, doesn't really matter to us. We can do it, and we save ourselves from a possible catastrophe, but we really haven't lost anything but money. We don't charge people because of commercial failure. We were just able to make a rational decision: Are we going to make money from this? Probably not. We can also afford to think very long on ideas that will not come to market for 10 to 15 years. FC: With a car, if you don't answer to anyone but your own family, I'd actually wonder the opposite: Do you feel not giving up the project rationally, but staying with it passionately? JD: I developed something that put together a diesel exhaust years ago. I have a passion for producing a clean car that doesn't pollute the environment. It's the real thing that really matters to me. It was part of the drive to make an electric car. The trouble is that you have to see what happens in the market. Existing car manufacturers, making electric cars, in the EU in particular, they must have exhaust emissions across the entire range of cars. It's okay to lose \$12,000 to \$15,000 making an electric car because it balances with big SUVs. So they can afford to lose a lot of money on an electric car. But you know, we couldn't afford to enter that market. FC: The revenue scale just wasn't for Dyson to make that bet. D.D.: Yes... they have the advantage to compensate for the electric car . . . but it only became apparent when we were developing it. It took us about four years, and towards the end we began to realize... it would be much more expensive than competitors' cars. FC: Can you imagine building a smaller personal transport device -- companies like Segway, getting ready for The second act, as Uber and Lyft imagine a new wave of micro-mobility in cities. D.D.: You know, electric motors are one of our big products ... we made a very good electric motor for our electric car, and and development of solid-fuel batteries. So we could get into some form of transport, I wouldn't doubt it at all, especially when we have a very efficient battery. After searching for several sites and finding what to repair this part would mean buying to use a vacuum or replace the entire tank unit, I decided to go to the garage. All you need is: 2 metal washers (use either 3/4 or 7/8 round) masking the tape dump (optional) masking tape of strong glue (I used the glue gun, but any good glue bond will work) trigger mechanism where you place your finger to pull up on the tank release snapped in half horizontally. There wasn't much to hold on to even using needle nose pliers. For less than \$0.50 I repaired it. All you need is two washers, some good glue ties, and a few scraps of paper or camouflage tape. First, turn off the tank, as if to reset it. Then remove the two external screws to expose the inside. Take note as the plastic piece is placed inside. (You can take a picture for a later link) Next, pull on the broken trigger (still attached) and place the broken pieces on top to mesh them together. Next, place some camouflage tape or dump anywhere that trigger close to the main parts so that the glue won't stick to the main parts, thus disabling the trigger function. I found this area to be very tight fit so you have to pay attention with the placement of the washer. Glue two broken plastic pieces together. Let them dry a little, just so they don't stir around. Then place one puck on each side of the trigger. Accommodation is important here so that it does not rub or allow for proper movement. Glue one puck to one side, placing glue on the inside of the trigger to the puck. You can rotate it on your side so the glue will go all around the washer. Once one side is done and somewhat dry, flip the tank to its other side. Place a little glue on the washer and let dry a little. Then, I used a glue gun here, place the tip of the glue gun on the opposite side to allow the glue to run around inside the opposite washer. (Make sure you don't heat the washer that the tip of the glue gun is going in or it can loosen that side. you can also use a toothpick to swirl the glue around.) Let it dry. You can place some tape or a small C-clip hold until it dries. You will need to pinch the side of the trigger to pull it out, but it sure beats \$80. You can also place a rope or something like it through the hole washers to make it easier. Thanks for checking out my first ible. I did this repair. weeks ago, so I couldn't do any during the photo. Photos. Photos. dyson v6 animal repair manual

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