

What are the problems with Tesla EVs?

Just like any emerging technology, the transition to EVs is not without issues – not just the race to rollout charging infrastructure.

There are also concerns with the public about running out of charge during journeys, although **research is looking at ways to prevent this**.

Electric vehicles also don't combat the issue of tyre wear, which causes tiny particles of rubber invisible to the naked eye that can enter our lungs.

In fact, rubber particle pollution could end up worse in EVs, as their tyres press harder against the road due to the vast weight of lithium ion batteries.



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EVs have lower greenhouse gas emissions overall when compared with conventional cars, but there are some hidden environmental costs of an electric car



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Rowan Atkinson, who bought his first electric hybrid 18 years ago and his first pure electric car nine years ago, has now said 'electric motoring doesn't seem to be quite the environmental panacea it is claimed to be'

Last year, actor and car enthusiast Rowan Atkinson ruffled feathers when he slammed electric motoring as not 'the environmental panacea it is claimed to be'.

He alleged that EVs are powered by lithium ions batteries which require 'many rare earth metals' – **although several scientists debunked the Mr Bean star's claim.**

Tom Stacey, an automotive industry expert at Anglia Ruskin University's School of Economics, agreed there are no rare earth



metals used in EV batteries, which instead use lithium, aluminium, nickel, manganese and cobalt.

'The rare earths are a collection of non-abundant metals, of which there are some in the magnets of many electric motors, but none in the batteries of EVs,' he told MailOnline.

Atkinson – who has a degree in electrical and electronic engineering – also said greenhouse gas emissions during production of an electric car are nearly 70 per cent higher than when manufacturing a petrol one.