



Battery life 90 kWh

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Tesla has changed the chemistry when upgrading its battery pack to 90 kWh and there are rumors that the new chemistry resulted in the accelerated capacity degradation. Now as for this...

It shows that the 90 kWh battery pack (green) starts at ~85 kWh of usable capacity and drops on average by about 6 kWh after 20,000 kWh or 235 cycles, which should represent over 60,000...

Onboard battery management is critical to longevity. Full charge and full discharge are damaging to battery life. Overheating and potential thermal cascading into fires is possible.

Tesla has released new data showing that battery degradation over high mileage is limited, which is good news, but we have obtained more data that shows that not all of Tesla's battery packs are created equal.

Battery degradation, which represents the loss in capacity and range over time with increasing mileage, is one of the biggest concerns of new electric vehicle buyers.

We have occasionally seen some interesting data about battery degradation gathered by Tesla owners but rarely anything directly from Tesla.

This week, the automaker released its "2019 Impact Report"; and as part of it, Tesla shared a rare chart showing energy retention.

It shows around 10 to 15% battery degradation between 150,000 to 200,000 miles, which is in line with what owners have reported in previous crowdsourced reports.

However, the data is about all Model S and Model X vehicles, but things get more interesting when you break it down by different battery packs.

Tesla doesn't release this data, but the company had a massive data leak back in 2017.

I can't go into more detail right now about the leak because it's not my story to tell, but a source who had access to the data figured out that Tesla's 90 kWh battery pack degraded much faster than the 85 kWh battery pack that it was replacing.

They shared the data with us and we represented it in this chart that we first shared as part of our latest episode of the Electrek high-mileage EV series:



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