

FACT CHECK uncovers **misleading errors** in MailOnline reporting

MailOnline

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Electric cars release more toxic emissions than petrol-powered vehicles and are worse for the environment

- EVs weigh 30 percent more than petrol cars, causing tyres to wear out faster
- The tire tread releases toxic particles 400 times greater than exhaust emissions
- **READ MORE: Apple pulls plug on e-car project, following other carmakers**

By NIKKI MAIN SCIENCE REPORTER FOR DAILYMAIL.COM

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Wrong.
The headline and summary misrepresent the findings of the 2022 report quoted and here is why...

The Claims

The MailOnline headline claims EVs '**are worse for the environment**' than petrol vehicles

The article claims '**EVs are 30% heavier and therefore wear out tyres quicker**'



The Truth

The MailOnline ignores the climate destroying CO₂ and toxic Nitrogen Oxide emitted by tailpipes.



The MailOnline ignores the part of the report that says '**with the benefit of regenerative braking, (EVs) can more than cancel out the tyre wear emissions... to achieve lower tyre wear than an internal combustion engine vehicle driven badly**'.

Turn the page to see what else was misleading...

CLAIM: (The report) found that EVs are 30 percent heavier on average than petrol-powered vehicles, which causes the brakes and tyre treads to wear out faster

The report did **NOT** find EVs were 30% heavier - it only references 'heavier' vehicles. The 30% figure is out of date and from a time when EVs were converted petrol cars - that is obviously no longer the case (see table).

EV best sellers (This is Money)	Weight KG	Petrol best sellers (Autocar)	Weight KG
Tesla Model Y	1909	Kia Sportage	1813
MG4	1685	Nissan Quashqai	1562
Audi Q4 e-tron	2125	Land Rover Discovery	1949
Tesla Model 3	1777	Nissan X trail	1706

Kerb weights taken from manufacturer's web sites



The table shows that, in reality, EVs may be only a small percent heavier than comparable petrol cars. The report also **does not mention brake wear**. In fact, EV regenerative braking not only makes the driver brake more gently - it also produces up to 68% less particulate matter from brake use. For these reasons **the RAC have reported (see FACT CHECK) on the road experience of LOWER tyre and LOWER brake wear in EVs.**



Obviously they don't. The report looks at particulate pollution from tyres and does not consider all the carbon emissions, noxious gasses or brake lining particulates which make petrol cars more damaging to our environment than EVs.

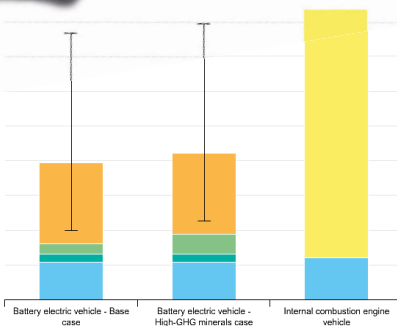
CLAIM: Electric vehicles may release more pollution than petrol-powered vehicles, according to a report

CLAIM: Emissions Analytics tested the tyre wear on both EV and gas-powered vehicles after driving them at least 1,600km.

No they didn't. The report says **'The normal driving results were averaged across 14 different brands of tyre tested on a Mercedes C-Class'**. The C-Class has no EV version. To estimate an EV they simply added 500kg to the car weight. The C-Class saloon weighs 1,715kg, so you can look at the table above and make up your own mind about the accuracy of that assumption.



The graph on the left from the International Energy Agency shows greenhouse gas emissions for the life-cycle of EV and petrol cars.



● Batteries-minerals
 ● Electricity
 ● Fuel cycle (well-to-wheel)
● Vehicle manufacturing
 ● Batteries-assembly and other

