

Tesla Cybertruck

The **Tesla Cybertruck** is a <u>battery-electric</u> fullsize <u>pickup truck</u> manufactured by <u>Tesla</u>, <u>Inc.</u> since 2023. It was first unveiled as a prototype in November 2019, featuring a distinctive angular design composed of flat, unpainted <u>stainless steel</u> body panels, drawing comparisons to <u>low-polygon</u> computer models.

Originally scheduled for production in late 2021, the vehicle faced multiple delays before entering limited production at <u>Gigafactory Texas</u> in November 2023, with initial customer deliveries occurring later that month. As of 2025, three variants are available: a tri-motor all-wheel drive (AWD) model marketed as the "Cyberbeast", a dual-motor AWD model, and a single-motor rearwheel drive (RWD) "Long Range" model. <u>EPA</u> range estimates vary by configuration, from 320 to 350 miles (515 to 565 km). The Cybertruck is sold exclusively in the <u>United States</u> and <u>Canada</u>. The Cybertruck has been criticized for its production quality and safety concerns while its sales have been described as disappointing.

History

Background

Tesla CEO <u>Elon Musk</u>'s ideas for a pickup truck were first stated publicly in 2012 and 2013, envisioning to build a "Tesla supertruck with crazy torque, dynamic air suspension, and corners like it's on rails". [6] In early 2014 Musk predicted 4–5 years before work could start on the product, then in a 2015 interview with <u>CNN</u>, Musk stated that the Tesla pickup would be the equivalent of a <u>Ford F-150</u>. [6] In mid-2016, the outline for a consumer pickup truck was included in part 2 of the Tesla Master Plan. [7][8][9] Musk suggested that the same <u>chassis</u> could be used for a van and a pickup

Tesla Cybertruck



2024 Tesla Cybertruck, Foundation Series

Overview

Manufacturer Tesla, Inc.

Production November 2023 – present

Model years 2024 - present

Assembly United States: Austin, Texas

(Gigafactory Texas)

Designer Franz von Holzhausen

Body and chassis

Class Pickup truck

Body style 4-door crew cab

Layout Rear motor, rear-wheel drive

Dual- or tri-motor, all-wheel drive

Powertrain

Electric motor RWD: Permanent magnet

AWD: <u>Induction</u> (front), permanent magnet (rear)

Cyberbeast:

Permanent magnet (front),

2 × induction (rear)

Transmission Single-speed fixed (15:1 ratio)

Battery 123 kWh lithium-ion (816 V,

150 Ah)

Electric range 320–350 mi (515–565 km) EPA

est.

Plug- AC onboard charger:

in charging

truck. [10] In 2017, Musk teased the picture of a "pickup truck that can carry a pickup truck" was displayed at the official reveal for the [6] Tesla Semi and Roadster. [6]

In March 2019, following the <u>Tesla Model Y</u> launch, Musk distributed a <u>teaser image</u> of a vehicle described as having a <u>cyberpunk</u> or <u>Blade Runner</u> style, with the form resembling a futuristic <u>armored personnel carrier</u>. It was rumored to be named the <u>Model B.[11][12][13]</u> On November 6, 2019, Tesla filed for a <u>trademark</u> on "Cybrtrk", which was granted by the <u>United States Patent and Trademark Office</u> but was later abandoned on August 10, 2020.[14]

11.5 kW at 240 V, 48 A

DC:

 \leq 250 kW at 400 V^[1] \leq 350 kW at 800 V^[2]

NACS connector

Dimensions

 Wheelbase
 143.11 in (3,635 mm)

 Length
 223.74 in (5,683 mm)

 Width
 79.99 in (2,032 mm)

Height 70.7 in (1,796 mm)^[3]

Curb weight AWD: 6,660 lb (3,020 kg)[4]

Cyberbeast: 6,901 lb (3,130 kg)^[5]

2019 concept

A concept Cybertruck was unveiled in Los Angeles, California, on November 21, 2019 the same month, year, and location in which the movie *Blade Runner* was set. The Cybertruck was launched under a graffitithemed "Cybertruck" logo. [16]

During the unveiling, Tesla claimed that the Cybertruck's "Armor Glass" windows were virtually



Window damage caused by the steel ball impacting during the unveiling event

unbreakable, but two windows shattered when <u>Franz von Holzhausen</u> threw a metal ball at each of them. Musk later claimed that the windows were damaged because, in an earlier demonstration, the door had been hit by a sledgehammer that cracked the base of the glass. Tesla released a video of Cybertruck pulling a rear-wheel-drive <u>Ford F-150</u> uphill in a tug of war. News outlets pointed out this was due to the Cybertruck's heavier weight.

Tesla's stated goal was to provide a <u>sustainable energy</u> substitute for the roughly 6,500 fossil-fuel-powered pickup-trucks sold per day in the United States. [22]

At the end of the presentation, a concept <u>Tesla Cyberquad</u> <u>all-terrain vehicle</u> (ATV) was driven onto the bed of the Cybertruck using a built-in ramp in the tailgate. The Cyberquad was plugged into the Cybertruck's onboard power outlet to charge its batteries. The ATV was anticipated for future sale as a Cybertruck option. [23]

In 2019, many social media commentators criticized the sharp contours and unusual exterior shown in the concept vehicle. The prototype was exhibited at the Petersen Automotive Museum in June $2020^{\left[25\right]}$ and returned in November $2022.^{\left[26\right]}$

Reservations

Beginning in November 2019, Tesla accepted Cybertruck reservations with a refundable US\$100 deposit. On November 23, 2019, Musk tweeted that Tesla had received 146,000 reservations in the first 1.5 days after the unveiling. Musk updated the number of preorders to 250,000 on November 26. [29]

In October 2021, Tesla removed the Cybertruck's pricing and specifications from its website without explanation while still accepting deposits. [30] At the 2022 annual shareholders meeting, in response to a question, Elon Musk stated that final specifications and pricing would be different from those unveiled on the concept vehicle in 2019. [31]

Preorders were temporarily shut down prior to the delivery event on November 30, 2023. [32] Since the delivery event, the price for a deposit was increased to \$250. [33] In August



Cybertruck prototype on display at the Petersen Automotive Museum

2024, the Cybertruck was readily available for delivery in the U.S. and Tesla shut down the reservation process. [34]

Production and offerings

In 2019, Elon Musk announced that the Cybertruck would launch in late 2021 with a starting price of US\$39,900. The release date was later delayed to 2022, and subsequently to late 2023, with an updated base price of US\$60,990. [35] In May 2022, Tesla stopped taking orders from customers outside North America, and in December 2023, it confirmed that the Cybertruck would be available exclusively in that region. [36][37][38] While individual imports into the European Union and United Kingdom are possible, type approval restrictions prevent registration for public road use in many countries. [39][40]



Release Candidate testing in <u>San Mateo</u>, California, during October 2023

In June 2023, chief designer Franz von Holzhausen drove an early build Cybertruck to an event at the Petersen Automotive Museum. [41] The first unit was assembled at Gigafactory Texas in July 2023, [42] though Tesla later clarified that this was part of pilot production. [42]

Serial production began by November 2023, with production-specification units appearing in Tesla showrooms later that month. [43][44] On November 30, 2023, Tesla hosted a delivery event at Gigafactory Texas, during which it handed over the first trucks to a small selection of customers. [45][46] The event featured a demonstration of the vehicle's armored glass withstanding a baseball thrown by von Holzhausen, [47] and a promotional video showing the Cybertruck winning a drag race against a Porsche 911 while towing another 911. [48] Although Musk claimed the race occurred over a $\frac{1}{4}$ mile (0.4 km) distance, analysis of the footage suggested it was likely $\frac{1}{8}$ mile (0.2 km). [49]

At the same event, Tesla announced pricing and specifications for three variants: a single-motor rear-wheel drive (RWD), a dual-motor all-wheel drive (AWD), and a tri-motor AWD model branded as the "Cyberbeast". The RWD variant, priced at US\$60,990, was scheduled for release in 2025 with an estimated range of 250 miles (400 km) and a top speed of 112 mph (180 km/h). The dual-motor AWD model was planned for 2024 at US\$79,990, with a range of 340 miles (550 km) and a top speed of 130 mph (210 km/h). The tri-motor Cyberbeast, also scheduled for 2024, was priced at US\$99,990. [32] Compared to initial projections in 2019, base prices had increased by US\$21,000–39,000, representing a 53–64% price hike. [50]

In August 2024, Tesla discontinued reservations for the base RWD model. Until October 2024, only the limited Foundation Series was sold, priced at a US\$20,000 premium. This edition, capped at 25,000 units, included early delivery, unique badging, nearly all available accessories, and bundled features such as Full Self-Driving and Powershare capabilities. Sales of the Foundation Series ended in January 2025, with the company reportedly struggling to sell out all of the vehicles.

Sales of the RWD model, now rebranded as the "Long Range" Cybertruck, resumed in April 2025. Now equipped with a battery that delivered a range of up to 350 miles (560 km), it was priced at US\$69,990, a US\$9,000 increase from its original listing. Despite offering the longest battery range of any configuration, the Long Range trim omitted several features: it lacked ventilated seats, a rear-seat display, motorized tonneau cover, power outlets, and adaptive air suspension. MotorTrend noted that given the number of omitted features, further price reductions appeared unlikely, casting doubt on Tesla's ability to meet its original US\$39,900 price target. [54]

Design

Inspiration and styling

According to Musk, the design of the Cybertruck was inspired by <u>Blade Runner</u> and "Wet Nellie", the <u>Lotus Esprit</u> driven by <u>James Bond</u> in <u>The Spy Who Loved Me</u>, which doubled as a submarine. [55]

In a Musk biography by Walter Isaacson, Musk's son Saxon was quoted as asking, "Why doesn't the future look like the future?", which Musk used as an inspiration for the design^[56] and repeated during the delivery event. [46][57] Lars Moravy confirmed Musk's involvement: "Elon threw in that it had to drive like a sports car but have all the utility of a pick-up truck... basically, we were sweating bullets". Franz von Holzhausen stated the design process "started [by] unpacking existing pick-up trucks and realis[ing] that the market hasn't changed at all. [...] Like Gandini, we wanted to do something dramatic that



A lineup of preproduction Tesla vehicles, including the 2019 Cybertruck prototype, the <u>Cyberquad</u>, the <u>second generation</u> <u>Roadster</u>, and the <u>Tesla Semi</u> on display in September 2020

changed everything. I had this simple idea right in the beginning: this exoskeleton idea, a low-resolution-looking type of truck. And out of that side project, we made a full-size clay model to show Elon. And he's like, 'that's what we're doing.' "[2]

Automotive designer <u>Frank Stephenson</u> was critical of the Cybertruck, calling it "almost repulsive" but tempered his criticism by noting it "has the potential to be extremely beautiful" by softening the hard lines. [58] Fellow designer Adrian Clarke was more unsparing: "The Cybertruck is a low polygon joke that only exists in the fever dreams of Tesla fans that stands high on the smell of Elon Musk's <u>flatulences</u>." Giorgetto Giugiaro, credited with originating the "origami" car design trend with the <u>Lotus Esprit</u>, <u>BMW M1</u>, and <u>DeLorean</u>, stated in 2023 that "when you step outside the norms, it's almost always seen as a provocation [...] the Cybertruck will surely be successful [...] I'm convinced it will find its admirers". [60]

Exterior

The <u>300-series</u> stainless-steel panels have a thickness of 0.071 and 0.055 in (1.8 and 1.4 mm) for the doors and body, respectively, according to a factory tour video. [61] These panels cannot be <u>stamped</u> like conventional automobile parts, but instead are <u>laser-cut</u> and then bent along straight lines. [62] According to Tesla's VP of Vehicle Engineering Lars Moravy, Tesla had to invent a manufacturing process called "air bending" which shapes the steel with high air pressure without actually touching the surface. [63][64] The Cybertruck's stainless steel finish is prone to rust spots and requires special care such as avoiding washing the vehicle in direct sunlight. [65][66]

In 2019, it was reportedly going to use a stainless-steel alloy developed by $Tesla^{\underline{[67]}}$ in partnership with Aperam. $\underline{^{[62]}}$



Production-spec Cybertruck and Cyberquad in a Tesla showroom (November 2023)

Powertrain

Tesla has stated that it employs a platform-based approach to the Cybertruck's powertrain architecture, using a standardized set of components across all drivetrain variants. These include a single design each for the permanent magnet motor, induction motor, motor inverter, and the 15:1 reduction gear set. This approach is used across the tri-motor all-wheel drive (AWD), dual-



Tesla Cybertruck in Tokyo, Japan (2024)

motor AWD, and single-motor rear-wheel drive (RWD) configurations, with total power outputs ranging from 845 hp (630 kW) in the tri-motor variant to 315 hp (235 kW) in the single-motor version. All powertrain components are integrated into a liquid-cooled subassembly that houses the motor, inverter, and gear set. [68]

The single-motor RWD variant uses a permanent magnet motor mounted on the rear axle, producing up to 315 hp (235 kW). [68] In the dual-motor AWD configuration, the same permanent magnet motor is used on the rear axle but is downrated to 297 hp (221 kW), paired with a front induction motor producing 303 hp (226 kW), resulting in a combined output of 600 hp (450 kW). [69] The tri-motor AWD model, marketed as the "Cyberbeast", reconfigures the layout by

placing the permanent magnet motor on the front axle and incorporating two induction motors on the rear axle. This setup delivers a peak combined output of 845 hp (630 kW) with 276 hp (206 kW) from the front motor and 284 hp (212 kW) from each rear motor. $\frac{[69][70]}{}$

Tesla had considered introducing a quad-motor version in late 2021; however, this configuration was not included in the production models released in late 2023. [71]

Oybertruck trim specifications—				
Model Spec	Long range	All-wheel drive	Cyberbeast	
Motors	1 (rear)	2 (front, rear)	3 (front, two rear)	
Range (EPA est.)	350 mi (560 km)	340 mi (550 km)	320 mi (510 km)	
0 to 60 mph	6.2 sec.	4.1 sec.	2.6 sec. ^[a]	
Top speed	112 mph (180 km/h)		130 mph (210 km/h)	
Power	315 hp (235 kW) ^[68]	600 hp (450 kW)	845 hp (630 kW)	
Wheel torque	?	743.5 lb·ft (1,008.1 N·m)	1,029.6 lb·ft (1,396.0 N·m)	
Payload capacity	2,006 lb (910 kg)	2,500 lb (1,100 kg)	2,271 lb (1,030 kg)	
Towing capacity	7,500 lb (3,400 kg)	11,000 lb (5,000 kg)		

Cybertruck trim specifications^{[70][1][72][73]}

Suspension, chassis, and steering

Cybertruck AWD and Cyberbeast trims have adjustable <u>air suspension</u> at both axles, while the long range trim has non-adjustable coil spring suspension. All trims have <u>self-leveling suspension</u> that can compensate for variable load weights. Up to 12 inches (30 cm) of suspension travel and 17.4 inches (44 cm) of ground clearance are provided, [2] with a 35 degree <u>approach angle</u>, and 28 degree departure angle. [74]

The Cybertruck uses steer-by-wire, [75] allowing all turns to be completed with less than a full rotation of the steering wheel, 340° lock-to-lock, 170° in each direction. [76] Four-wheel steering, with the rear wheels able to move up to 10°, reduces the turning circle. [46] [77] Steering is speed sensitive and damped to mitigate whipping violently in rough terrain. The front motor, when equipped, can deliver all of its torque to one wheel using a locking differential. The handling balance can be adjusted to allow drifting. [78]

Range, battery, and charging

The RWD "Long Range" configuration is specified with an estimated range of 350 miles (560 km), [54] the AWD configuration a range of 325 miles (523 km) and the "Cyberbeast" a range of 300 miles (480 km). [76]

The Cybertruck has an 816 V nominal, 150 Ah^{[69][79]} structural battery pack with a maximum capacity of 123 kWh.^[2] The pack serves as a structural member and is composed of 4680 lithium-ion battery cells; with a stated energy density of 170 Wh/kg for the entire pack, the overall battery pack weight is approximately 1,590 lb (720 kg).^[69] A 'wade' mode allows the vehicle to cross water up to 2.5 feet (0.76 m) deep. It uses scuba pack to create positive pressure inside the battery to keep water from entering.^[78]

The battery is claimed to charge at a maximum rate of 350 kW at charging stations capable of supplying 800 V DC power. Tesla claims that up to 128 or 136 miles (206 or 219 km) (tri-motor or dual-motor versions, respectively) of range can be added in 15 minutes of charging at 400 V DC. The onboard charger can accept AC power at a maximum rate of 11.5 kW at 240 V, 48 A. The 800 V split-pack battery is composed of two 400 V batteries; contactors connect them in parallel for compatibility with widespread 400 V DC charging infrastructure. The service menu shows the current state of "Series" or "Parallel" (High Voltage/Charging). [83]



Interior view, 2019 prototype



A Cybertruck supercharging at a V3 Supercharger

Cancelled range extender

When the Cybertruck was unveiled in 2019, Tesla promised up to 500 miles (800 km) of range. However, the production model released in late 2023 fell far short,

offering a maximum of 340 miles (550 km). To bridge the gap between promised and actual range, Tesla announced an optional "range extender": a 50 kWh battery pack that would be installed in the truck bed. Occupying about one-third of the cargo area, the module was expected to add 120 to 130 miles (190 to 210 km) of range. [76][84]

At the launch of sales in 2023, Tesla began accepting a US\$2,000 deposit from customers interested in the extender. However, by April 2025, the option was removed from Tesla's website, [85] and in May, customers were notified by email that Tesla no longer planned to offer the range extender and that deposits would be refunded. [86]

Vehicle-provided power

The dual-motor and tri-motor Cybertruck configurations provide up to 9.6 kW of continuous vehicle-to-load (V2L) AC power through five integrated outlets: [87]

- Four 120 V, 20 A outlets (NEMA 5-20): two located in the cabin and two in the bed
- One 240 V, 40 A outlet (NEMA 14-50): located in the bed

The RWD configuration offers up to 2.4 kW of continuous V2L power using a mobile charger with an outlet adapter, an optional accessory that connects to the vehicle's charge port and provides 120 V, 20 A AC outlets. The dual-motor and tri-motor variants can also use this accessory, expanding the total number of available outlets to seven.

All Cybertruck variants support up to 11.5 kW of <u>vehicle-to-home</u> (V2H) AC output. [88][89] Enabling bidirectional energy transfer to a home requires a Tesla Wall Connector and either a Tesla Gateway or <u>Powerwall</u> system. [90] As of 2025, Powershare does not support <u>vehicle-to-grid</u> (V2G) operation, due to regulatory limitations on exporting power back to the electrical grid. [91]:42:42

Mid-voltage electrical system

The Cybertruck uses a <u>48-volt</u> electrical system; this <u>48 V DC</u> is fed to electric-powered components including steering actuators, oil pumps at the drive units, window regulator motors, wiper motor, [91]:18:02 accessory power feed to the <u>frunk</u> (400 W) and to the roof (400 W), three domain controller ECUs, the touchscreen and a <u>48-volt</u> lithium-ion battery.

Interior

The Cybertruck has five seats, [95] two in the front and a three-seat bench in the back row. [2] The vehicle has an 18.5 in (47 cm) touch-screen display in the front for most of the climate, media, and vehicle controls. [95][2] AWD and Cyberbeast configurations vehicle also have a 9.4 in (24 cm) touch-screen for the rear seat passengers. [95][2] The steering wheel is in the shape of a "squircle," with a flat top and bottom, and round sides. [70]



Interior

Cargo bed

The Cybertruck features a cargo bed measuring 6 feet (1.8 m) in length, 4 feet (1.2 m) in width and 67 cu ft (1.9 m³) in volume. The dual-motor and tri-motor configurations include a motorized <u>roller shutter</u>-style hard tonneau cover. The RWD configuration does not include a tonneau cover as standard, although a soft cover is available as an optional accessory.

When the tonneau cover is closed, the rear window is blocked. [96][97] To aid visibility when reversing and towing, the feed from rear-facing cameras is displayed on the main touchscreen. [96][97][95]

In the dual-motor and tri-motor configurations, the bed area includes additional features such as LED light strips along the side walls, a secondary storage compartment located below the main bed floor behind the rear wheels, and integrated 120 V and 240 V AC outlets. [98]



Rear view, 2019 prototype



Open rear view, Foundation Series

Network

The Cybertruck uses a central, bi-directional gigabit <u>Etherloop</u> network with <u>CAN</u> bus satellite networks to operate vehicle systems. The result is that data travels over the same network, as opposed to traditional CAN bus systems which require individual connections, reducing the amount of wiring in the vehicle. Audio travels over the same network. For comparison, while the number of endpoints increased 50% over the Model 3, the amount of cross-vehicle wiring was reduced by two-thirds. [68]

Reception

The Cybertruck has been criticized for its poor build quality, malfunctions, and price hikes following reservations. [99][100][101] Conversely, in 2024, Car and Driver magazine gave the Cybertruck a score of 8.5 out of 10, saying that "The buzz-worthy Cybertruck leads with show-pony party tricks and high-tech features, but it's also a capable workhorse with a practical side." [102] CleanTechnica also gave Cybertruck a positive review, calling it "an engineering and technical marvel, a joy to drive". [103] Motor Trend has shortlisted it for the magazine's 2025 Truck of the Year, praising its steer-by-wire system and other tech, but criticizing "the design's many compromises". [104] The Cybertruck's design has been described as "post-apocalyptic" and "dystopian", and its marketing as a reflection of perceived societal decay within America. [105][106] The vehicle has many detractors, who have criticized it for its build quality and safety problems, [107][108] as well as associating it with the politics of Elon Musk, [109] with detractors giving it derogatory names. [110][111][112]

The Cybertruck's stainless steel finish was found to be prone to surface contamination that looks like rust, $\frac{[113]}{[113]}$ and requiring special care, such as avoiding washing the vehicle in direct sunlight and drying after rain. $\frac{[65][66][114][115]}{[65][66][114][115]}$

Sales

As of June 2024, a total of 11,688 Tesla Cybertrucks had been sold, making it the top-selling electric pickup truck in the United States during the first half of the year. By October 2024, industry estimates placed cumulative sales at approximately 27,185. However, by November 2024, sales numbers were reported to be lower than initially anticipated, prompting a price reduction. According to Kelley Blue Book, total sales for 2024 were estimated at 38,965, making it the best-selling electric pickup truck in the United States. In March 2025, Tesla issued a recall affecting all Cybertrucks produced until 27 February 2025, amounting to 46,096 vehicles.

It was reported that in Q1 2025, sales of the Cybertruck fell significantly compared to the two previous quarters, and it lost the title of the best-selling electric pickup truck in the United States to the Ford F-150 Lightning. [122]

Initially seen as a market success, the Cybertruck generated significant hype, but this enthusiasm quickly faded, [120] leading some industry commentators to describe its commercial performance as disappointing and certain analysts labeling it an "undisputable commercial failure". [123][124] In April 2025, *Forbes* labeled the Cybertruck as the worst automobile industry "flop" in decades. [125]

Safety concerns

In the first year after its release, the Cybertruck had 26 complaints, two investigations, and seven separate recalls, according to the <u>National Highway Traffic Safety Administration</u> (NHTSA): [126][127] As of 2025, the Cybertruck is not allowed on roads in the United Kingdom due to safety concerns, [39] and does not meet European Union pedestrian safety standards as a type, although registrations may be individually accepted. [40]

A report published in February 2025 stated that the Cybertruck was "17 times more likely to have a fire fatality than a <u>Ford Pinto</u>" based on three incidents and five deaths, including the <u>2025 Las</u> Vegas Cybertruck explosion, where the occupant died before the explosion. [128]

Tesla Cybertruck doors are electrically operated so in case of accident or malfunction it may lock occupants inside, preventing saving the occupants. $\frac{[129][130][131]}{[130][131]}$

Recalls

As of March 2025, the Cybertruck has been subject to eight recalls. Some have been resolved with software updates which are pushed to the vehicle and installed by customers, but the remaining have required owners to arrange for a repair of their vehicle. [121]

Recall date	Category	Issue ^[132]	Solution
January 29, 2024	Electrical	Warning lights with a small font size can make critical safety information on the instrument panel hard to read, increasing the risk of a crash	software update
April 16, 2024	Speed control	Accelerator pedal can dislodge and get trapped, causing unwanted acceleration	pedal assembly replacement
June 18, 2024	Structure	Trunk bed trim sail can come loose, creating a road hazard	tape or adhesion replacement
June 18, 2024	Visibility	Windshield wiper can fail, reducing visibility and increasing the risk of a crash	wiper motor replacement
September 25, 2024	Back-over prevention	Delayed rearview image can increase the risk of a crash while backing up	software update
November 24, 2024	Electrical	Inverter fault may cause loss of drive power increasing the risk of a crash	drive inverter replacement
December 17, 2024	Tires	Tire pressure warning-light issue	software update
March 20, 2025	Structure	Stainless steel exterior trim panel could come unglued and detach while driving, creating a road hazard [121][133]	trim panel replacement

Other concerns

As of December 2024, the vehicle had not been crash tested by the $\underline{\text{NHTSA}}$ or by the $\underline{\text{Insurance}}$ Institute for Highway Safety (IIHS). [134][135]

The Cybertruck's angular design and stiff stainless-steel exterior raised concerns among safety experts that it could hurt pedestrians and cyclists and damage other vehicles on roads. [136][137] Particular concerns were raised about the high stiffness of the "exoskeleton" exterior, potentially reducing crumple zones. The tall, flat front of the truck may increase the severity of injuries to the

legs of pedestrians struck. [136][138] Vehicle design experts speculated that it would fail to pass safety testing in various countries, including Australia, due to the risk it poses to both occupants and people outside of the vehicle, especially pedestrians. [139][140] Tesla defended the design, saying that the structures of the Cybertruck would absorb an impact during a crash, [136] and pointing out that it passed a U.S. regulatory review, although they also admitted that it would be very hard to meet EU pedestrian safety laws. [136]

Elon Musk claimed in 2022 that the Cybertruck could serve as a boat and "cross rivers, lakes and even seas that aren't too choppy." Like most vehicles, the Cybertruck can float for short periods of time, but multiple incidents have been reported of Cybertrucks stranded and submerged in water. [143][144][145][146]

Incidents

On January 1, 2025, at approximately 8:39 a.m. (PST), an IED exploded in a Tesla Cybertruck parked outside the main entrance of the Trump International Hotel Las Vegas in Paradise, Nevada, United States. The vehicle's sole occupant died from a self-inflicted gunshot wound to the head immediately prior to the explosion and seven bystanders were injured by the blast. Authorities found that the vehicle contained firework mortars and gas canisters, which had fueled the explosion and fire.

[147]



Footage of the Cybertruck explosion

Notes

a. With rollout subtracted

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External links

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