

#004

**POURQUOI
J'INVESTIS
DANS**



TESLA



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- Publication Q4 et FY2023



HIGHLIGHTS

Profitability \$8.9B GAAP operating income in 2023; \$2.1B in Q4
\$15.0B GAAP net income in 2023; \$7.9B in Q4

\$10.9B non-GAAP net income¹ in 2023; \$2.5B in Q4

One-time non-cash tax benefit of \$5.9B recorded in Q4 for the release of valuation allowance on certain deferred tax assets

Cash Operating cash flow of \$13.3B; free cash flow² of \$4.4B in 2023
Operating cash flow of \$4.4B; free cash flow of \$2.1B in Q4

\$3.0B increase in our cash and investments³ in Q4 to \$29.1B

Operations Model Y became the best-selling vehicle in the world⁴

Energy storage deployment of 14.7 GWh in 2023, 125% growth

SUMMARY

In 2023, we delivered over 1.2 million Model Ys, making it the best-selling vehicle, of any kind, globally. For a long time, many doubted the viability of EVs. Today, the best-selling vehicle on the planet is an EV.

Free cash flow remained strong in 2023 at \$4.4B, even as we focused on future growth projects with our highest capital expenditures and R&D expenses in company history.

Energy storage deployments reached 14.7 GWh in 2023, more than double compared to the previous year, while Energy Generation and Storage business profits nearly quadrupled in 2023. Gross profit of our Services & Other business increased from a ~\$500M loss in 2019 to a ~\$500M profit in 2023.

Cost of goods sold per vehicle⁵ declined sequentially in Q4. Our team remains focused on growing our output, investing in our future growth and finding additional cost efficiencies in 2024.

In late December, we started rolling out V12 of FSD Beta⁶. Trained on data from a fleet of over a million vehicles, this system uses AI to influence vehicle controls (steering wheel, pedals, indicators, etc.) instead of hard-coding every driving behavior. V12 marks a new era in the path to full autonomy.

We are focused on bringing the next generation platform to market as quickly as we can, with the plan to start production at Gigafactory Texas. This platform will revolutionize how vehicles are manufactured.

⁽¹⁾ Excludes SBC (stock-based compensation) and release of valuation allowance on deferred tax assets; ⁽²⁾ Free cash flow = operating cash flow less capex; ⁽³⁾ Includes cash, cash equivalents and investments; ⁽⁴⁾ Tesla estimate based on preliminary data; ⁽⁵⁾ Calculated by dividing Cost of Automotive Sales Revenue by respective quarter's new deliveries (ex-operating leases); ⁽⁶⁾ Active driver supervision required; does not make the vehicle autonomous.





FINANCIAL SUMMARY (Unaudited)

(\$ in millions, except percentages and per share data)	Q4-2022	Q1-2023	Q2-2023	Q3-2023	Q4-2023	YoY	
Total automotive revenues	21,307	19,963	21,268	19,625	21,563	1%	✓
Energy generation and storage revenue	1,310	1,529	1,509	1,559	1,438	10%	✓
Services and other revenue	1,701	1,837	2,150	2,166	2,166	27%	✓
Total revenues	24,318	23,329	24,927	23,350	25,167	3%	✓
Total gross profit	5,777	4,511	4,533	4,178	4,438	-23%	✓
Total GAAP gross margin	23.8%	19.3%	18.2%	17.9%	17.6%	-612 bp	✓
Operating expenses	1,876	1,847	2,134	2,414	2,374	27%	✓
Income from operations	3,901	2,664	2,399	1,764	2,064	-47%	✓
Operating margin	16.0%	11.4%	9.6%	7.6%	8.2%	-784 bp	✓
Adjusted EBITDA	5,404	4,267	4,653	3,758	3,953	-27%	✓
Adjusted EBITDA margin	22.2%	18.3%	18.7%	16.1%	15.7%	-652 bp	✓
Net income attributable to common stockholders (GAAP)	3,687	2,513	2,703	1,853	7,928	115%	✓
Net income attributable to common stockholders (non-GAAP)	4,106	2,931	3,148	2,318	2,485	-39%	✓
EPS attributable to common stockholders, diluted (GAAP)	1.07	0.73	0.78	0.53	2.27	112%	✓
EPS attributable to common stockholders, diluted (non-GAAP)	1.19	0.85	0.91	0.66	0.71	-40%	✓
Net cash provided by operating activities	3,278	2,513	3,065	3,308	4,370	33%	✓
Capital expenditures	(1,858)	(2,072)	(2,060)	(2,460)	(2,306)	24%	✓
Free cash flow	1,420	441	1,005	848	2,064	45%	✓
Cash, cash equivalents and investments	22,185	22,402	23,075	26,077	29,094	31%	✓





FINANCIAL SUMMARY
(Unaudited)

(\$ in millions, except percentages and per share data)	2019	2020	2021	2022	2023	YoY	
Total automotive revenues	20,821	27,236	47,232	71,462	82,419	15%	✓
Energy generation and storage revenue	1,531	1,994	2,789	3,909	6,035	54%	✓
Services and other revenue	2,226	2,306	3,802	6,091	8,319	37%	✓
Total revenues	24,578	31,536	53,823	81,462	96,773	19%	✓
Total gross profit	4,069	6,630	13,606	20,853	17,660	-15%	✗
Total GAAP gross margin	16.6%	21.0%	25.3%	25.6%	18.2%	-735 bp	✗
Operating expenses	4,138	4,636	7,083	7,197	8,769	22%	✓
(Loss) income from operations	(69)	1,994	6,523	13,656	8,891	-35%	✗
Operating margin	-0.3%	6.3%	12.1%	16.8%	9.2%	-758 bp	✗
Adjusted EBITDA	2,985	5,817	11,621	19,186	16,631	-13%	✗
Adjusted EBITDA margin	12.1%	18.4%	21.6%	23.6%	17.2%	-637 bp	✗
Net (loss) income attributable to common stockholders (GAAP)	(862)	721	5,519	12,556	14,997	19%	✓
Net income attributable to common stockholders (non-GAAP)	36	2,455	7,640	14,116	10,882	-23%	✗
EPS attributable to common stockholders, diluted (GAAP)	(0.33)	0.21	1.63	3.62	4.30	19%	✓
EPS attributable to common stockholders, diluted (non-GAAP)	0.01	0.75	2.26	4.07	3.12	-23%	✗
Net cash provided by operating activities	2,405	5,943	11,497	14,724	13,256	-10%	✗
Capital expenditures	(1,327)	(3,157)	(6,482)	(7,158)	(8,898)	24%	✓
Free cash flow	1,078	2,786	5,015	7,566	4,358	-42%	✗
Cash, cash equivalents and investments	6,268	19,384	17,707	22,185	29,094	31%	✓





FINANCIAL SUMMARY

Revenue

Total revenue grew 3% YoY in Q4 to \$25.2B. YoY, revenue was impacted by the following items:

- + growth in vehicle deliveries
- + growth in other parts of the business
- + positive FX impact of \$0.1B¹
- reduced vehicle average selling price (ASP) YoY (excl. FX impact), including unfavorable impact of mix
- lower FSD revenue recognition YoY due to FSD Beta wide release in North America in Q4`22

Profitability

Our operating income decreased YoY to \$2.1B in Q4, resulting in an 8.2% operating margin. YoY, operating income was primarily impacted by the following items:

- reduced vehicle ASP due to pricing and mix
- increase in operating expenses partly driven by AI and other R&D projects
- lower FSD revenue recognition YoY due to FSD Beta wide release in North America in Q4`22
- cost of Cybertruck production ramp
- + lower cost per vehicle, including lower raw material costs, logistics costs and IRA credit benefit
- + growth in vehicle deliveries
- + gross profit growth in Energy Generation and Storage

While it did not impact Operating Income, we did record a one-time non-cash tax benefit of \$5.9B in Q4 for the release of valuation allowance on certain deferred tax assets.

Cash

Quarter-end cash, cash equivalents and investments increased sequentially by \$3.0B to \$29.1B in Q4, driven by free cash flow of \$2.1B and financing activities of \$0.9B.



***Fx impact =impact de change**



OPERATIONAL SUMMARY
(Unaudited)

	Q4-2022	Q1-2023	Q2-2023	Q3-2023	Q4-2023	YoY
Model 3/Y production	419,088	421,371	460,211	416,800	476,777	14%
Other models production	20,613	19,437	19,489	13,688	18,212	-12%
Total production	439,701	440,808	479,700	430,488	494,989	13%
Model 3/Y deliveries	388,131	412,180	446,915	419,074	461,538	19%
Other models deliveries	17,147	10,695	19,225	15,985	22,969	34%
Total deliveries	405,278	422,875	466,140	435,059	484,507	20%
of which subject to operating lease accounting	15,184	22,357	21,883	17,423	10,563	-30%
Total end of quarter operating lease vehicle count	140,667	153,988	168,058	176,231	176,564	26%
Global vehicle inventory (days of supply) ⁽¹⁾	13	15	16	16	15	15%
Solar deployed (MW)	100	67	66	49	41	-59%
Storage deployed (MWh)	2,462	3,889	3,653	3,980	3,202	30%
Tesla locations	963	1,000	1,068	1,129	1,208	25%
Mobile service fleet	1,584	1,692	1,769	1,846	1,909	21%
Supercharger stations	4,678	4,947	5,265	5,595	5,852	27%
Supercharger connectors	42,419	45,169	48,082	51,105	54,392	29%



OPERATIONAL SUMMARY
(Unaudited)

	2019	2020	2021	2022	2023	YoY
Model 3/Y production	302,301	454,932	906,032	1,298,434	1,775,159	37%
Other models production	62,931	54,805	24,390	71,177	70,826	0%
Total production	365,232	509,737	930,422	1,369,611	1,845,985	35%
Model 3/Y deliveries	300,885	442,562	911,242	1,247,146	1,739,707	39%
Other models deliveries	66,771	57,085	24,980	66,705	68,874	3%
Total deliveries	367,656	499,647	936,222	1,313,851	1,808,581	38%
of which subject to operating lease accounting	25,439	34,470	60,912	47,582	72,226	52%
Total end of year operating lease vehicle count	49,901	72,089	120,342	140,667	176,564	26%
Global vehicle inventory (days of supply) ⁽¹⁾	13	15	6	16	16	0%
Solar deployed (MW)	173	205	345	348	223	-36%
Storage deployed (MWh)	1,651	3,022	3,992	6,541	14,724	125%
Tesla locations ⁽²⁾	433	523	644	963	1,208	25%
Mobile service fleet	758	894	1,281	1,584	1,909	21%
Supercharger stations	1,821	2,564	3,476	4,678	5,952	27%
Supercharger connectors	16,104	23,277	31,498	42,419	54,892	29%

VEHICLE CAPACITY

After our scheduled global factory shutdown in Q3, our global production reached a record annualized run rate of nearly 2.0 million vehicles in Q4. The refreshed Model 3 - with a significantly quieter cabin, ventilated seats, a screen for rear seats, longer range and many other improvements - is now available globally.

US: California, Nevada and Texas

Before Tesla purchased the Fremont factory, the record output of the previous owner was nearly 430,000 vehicles made in a single year. In 2023, the Tesla Fremont factory produced nearly 560,000 vehicles thanks to our ~20,000 Fremont-based employees. At Gigafactory Texas, we began production of the Cybertruck and delivered the first units to customers. We expect the ramp of Cybertruck to be longer than other models given its manufacturing complexity.

China: Shanghai

Shanghai resumed normal rate production in Q4, rebounding from the scheduled downtime in Q3. Production of the updated Model 3 ramped to full speed in less than two months.

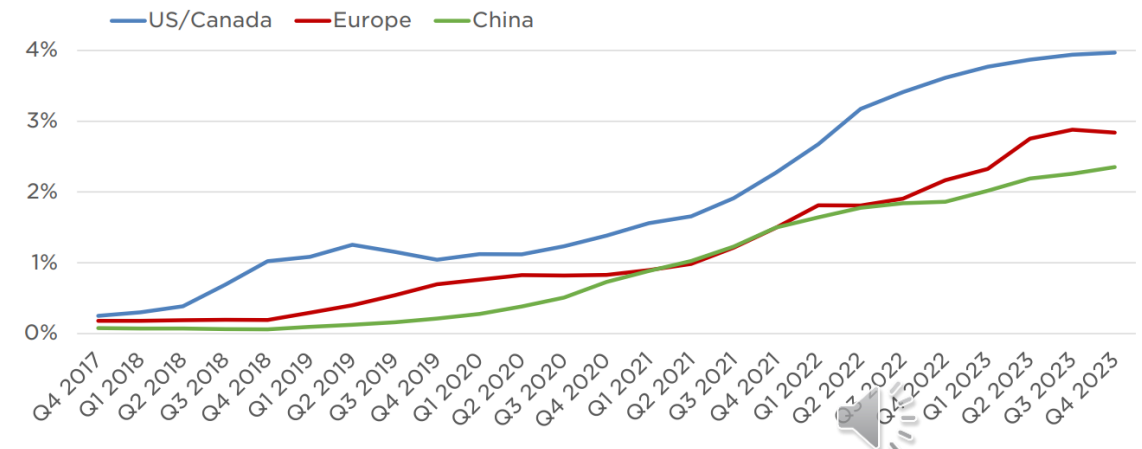
Europe: Berlin-Brandenburg

Model Y production in Berlin continued to grow in Q4, achieving both a record weekly production rate and a sequential increase in total production volume for the seventh consecutive quarter.

Current Installed Annual Vehicle Capacity

Region	Model	Capacity	Status
California	Model S / Model X	100,000	Production
	Model 3 / Model Y	550,000	Production
Shanghai	Model 3 / Model Y	>950,000	Production
Berlin	Model Y	375,000	Production
Texas	Model Y	>250,000	Production
	Cybertruck	>125,000	Production
Nevada	Tesla Semi	-	Pilot production
Various	Next Gen Platform	-	In development
TBD	Roadster	-	In development

Installed capacity ≠ current production rate and there may be limitations discovered as production rates approach capacity. Production rates depend on a variety of factors, including equipment uptime, component supply, downtime related to factory upgrades, regulatory considerations and other factors.



Market share of Tesla vehicles by region (TTM)

Source: Tesla estimates based on latest available data from ACEA; Autonews.com; CAAM - light-duty vehicles only; TTM = Trailing twelve months

CORE TECHNOLOGY

Artificial Intelligence Software and Hardware

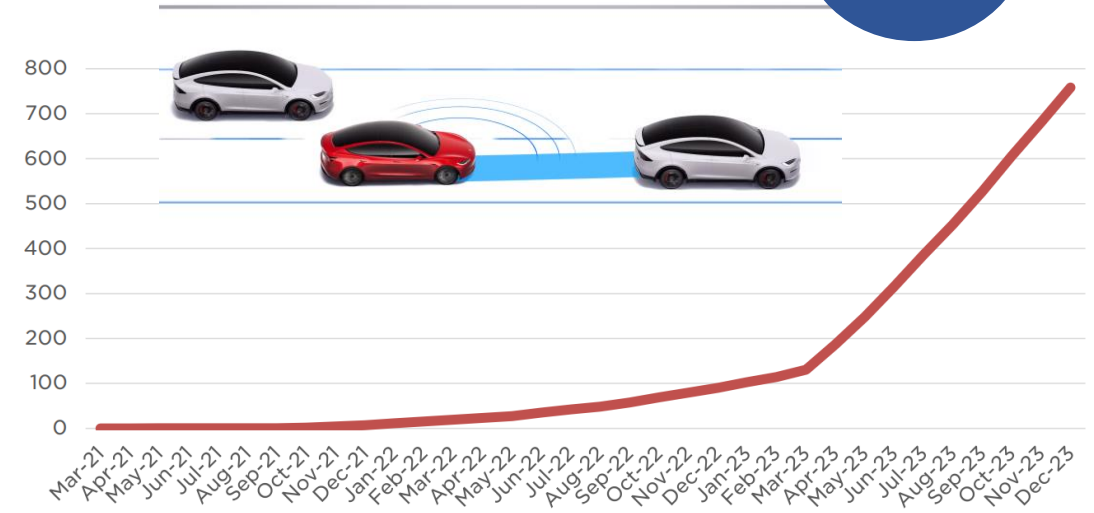
In Q4, we released our latest FSD Beta software (V12) to select Tesla employees, and more recently, to customers. V12 utilizes end-to-end training, enhancing the driving experience. We also introduced the 2nd generation of the Optimus robot, which uses Tesla-designed actuators and sensors and improved AI capabilities. Both FSD Beta and Optimus are trained with similar technology pillars: real-world data, neural net training and cutting-edge hardware and software.

Vehicle and Other Software

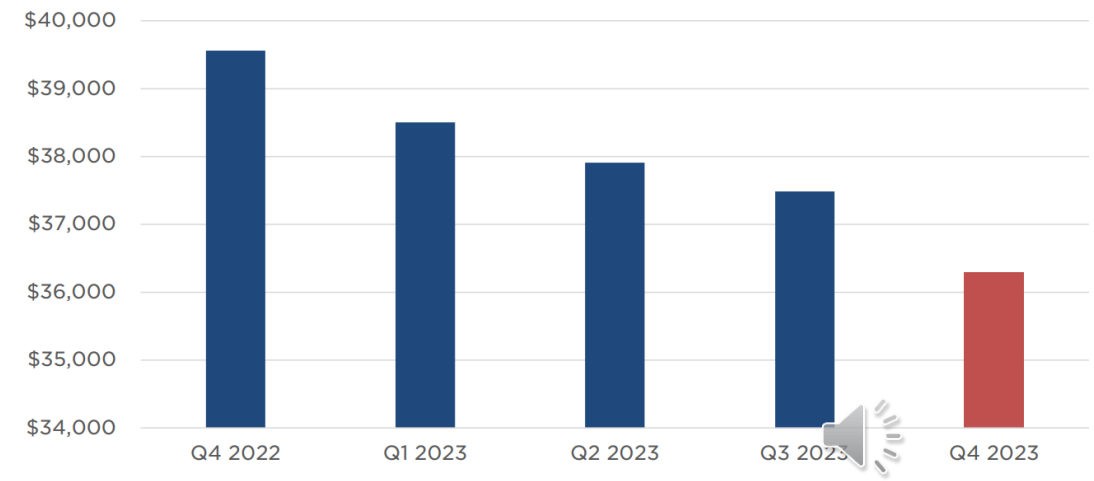
We delivered the Cybertruck with an all-new user interface and new communication bus, Etherloop, that efficiently moves data while significantly reducing wiring. As part of our holiday update, when parking, Tesla vehicles without ultrasonic sensors display a high-fidelity 3D rendering of the vehicle's surroundings, including nearby barriers, vehicles and painted markings. Wireless Bluetooth headphones can also now be paired with the rear screen when watching shows or playing games. FleetAPI now enables third-party solutions that enhance integration and management of Tesla devices.

Battery, Powertrain & Manufacturing

Cost of goods sold per vehicle declined sequentially to slightly above \$36,000. Even as we approach the natural limit of cost down of our existing vehicle lineup, our team continues to focus on further cost reductions across all points of production, from raw materials to final delivery.



Cumulative miles driven with FSD Beta (millions)



Cost of goods sold per vehicle

OTHER HIGHLIGHTS



Charging

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Home Charging

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Supercharging

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Energy Storage

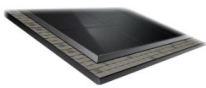
Energy storage deployments decreased sequentially in Q4 to 3.2 GWh, for a total deployment of 14.7 GWh in 2023, a 125% increase compared to 2022. While we expect deployments will continue to be volatile on a sequential basis, impacted by logistics and the global distribution of projects at any given time, we expect continued growth on a trailing twelve-month basis going forward. We continue to ramp our 40 GWh Megafactory in Lathrop, CA toward full capacity.

Solar

Solar deployments declined on a sequential and YoY basis to 41 MW. Downward pressure on solar demand continued into Q4 as interest rates have remained high. Profitability in the quarter was negatively impacted by lower deployments and seasonal weakness in solar energy generation.

Services and Other business

The Services and Other business continued to grow alongside our fleet in 2023, achieving record revenue and gross profit generation. The biggest drivers of profit generation in 2023 were part sales, used vehicle sales, merchandise sales and pay-per-use supercharging. As our fleet continues to expand in the coming years, there is an opportunity to drive further growth in this segment.



Solar Panels

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Solar Roof

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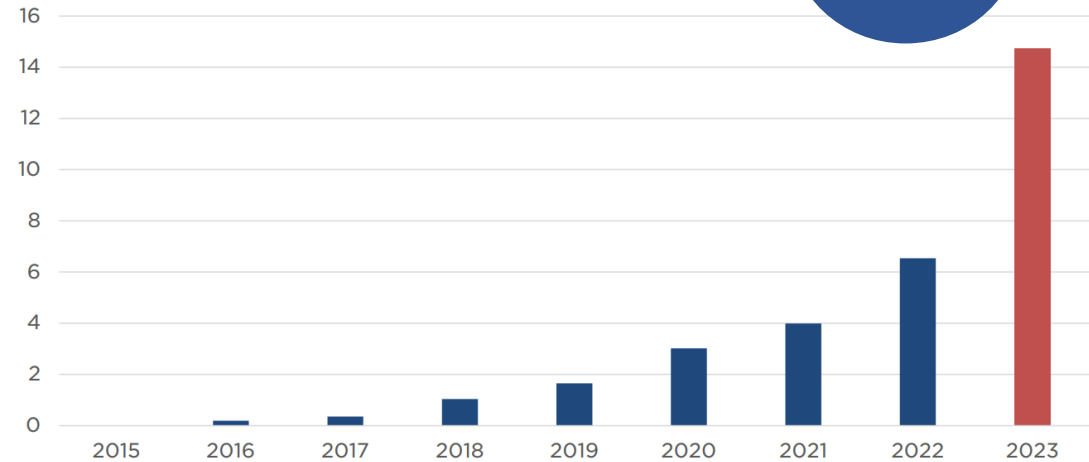
Powerwall

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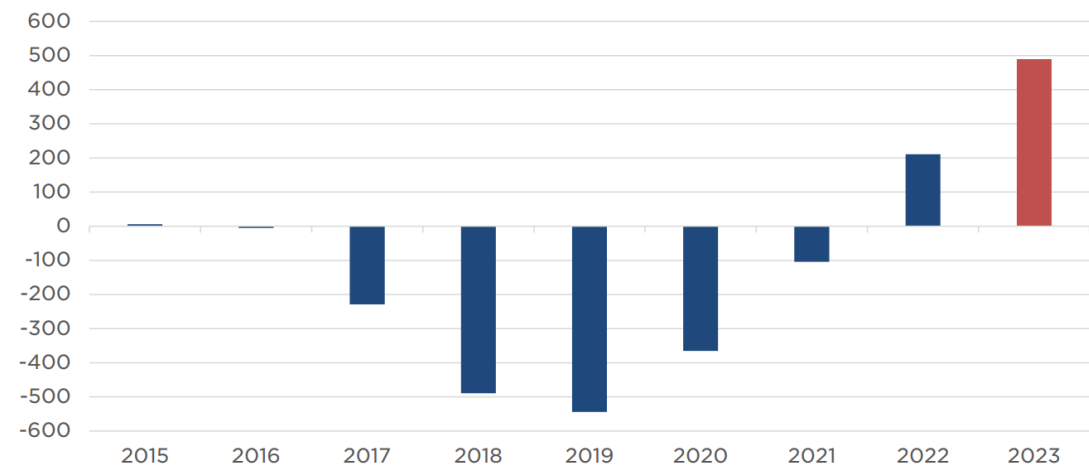


Megapack

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Energy Storage deployments (GWh)



Services & Other gross profit (\$M)



**Volume**

Our company is currently between two major growth waves: the first one began with the global expansion of the Model 3/Y platform and the next one we believe will be initiated by the global expansion of the next-generation vehicle platform. In 2024, our vehicle volume growth rate may be notably lower than the growth rate achieved in 2023, as our teams work on the launch of the next-generation vehicle at Gigafactory Texas. In 2024, the growth rate of deployments and revenue in our Energy Storage business should outpace the Automotive business.

Cash

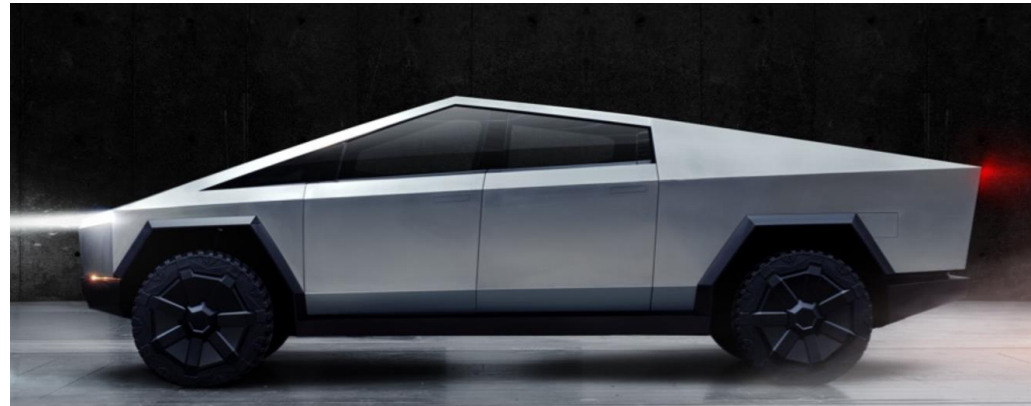
We have sufficient liquidity to fund our product roadmap, long-term capacity expansion plans and other expenses. Furthermore, we will manage the business such that we maintain a strong balance sheet during this uncertain period.

Profit

While we continue to execute on innovations to reduce the cost of manufacturing and operations, over time, we expect our hardware-related profits to be accompanied by an acceleration of AI, software and fleet-based profits.

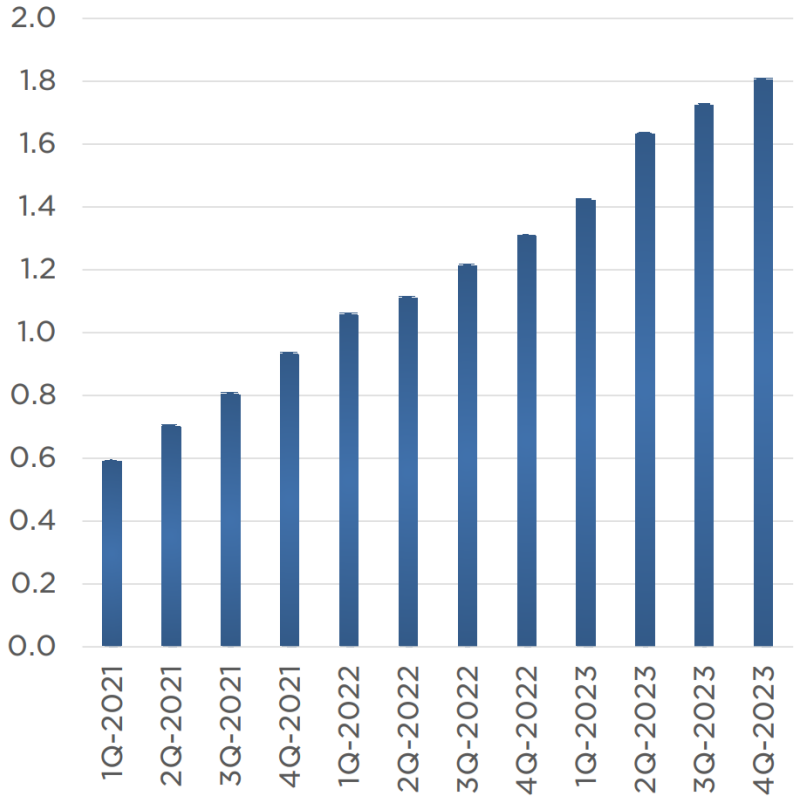
Product

Cybertruck production and deliveries will ramp throughout this year. In addition, we continue to make progress on our next generation platform.

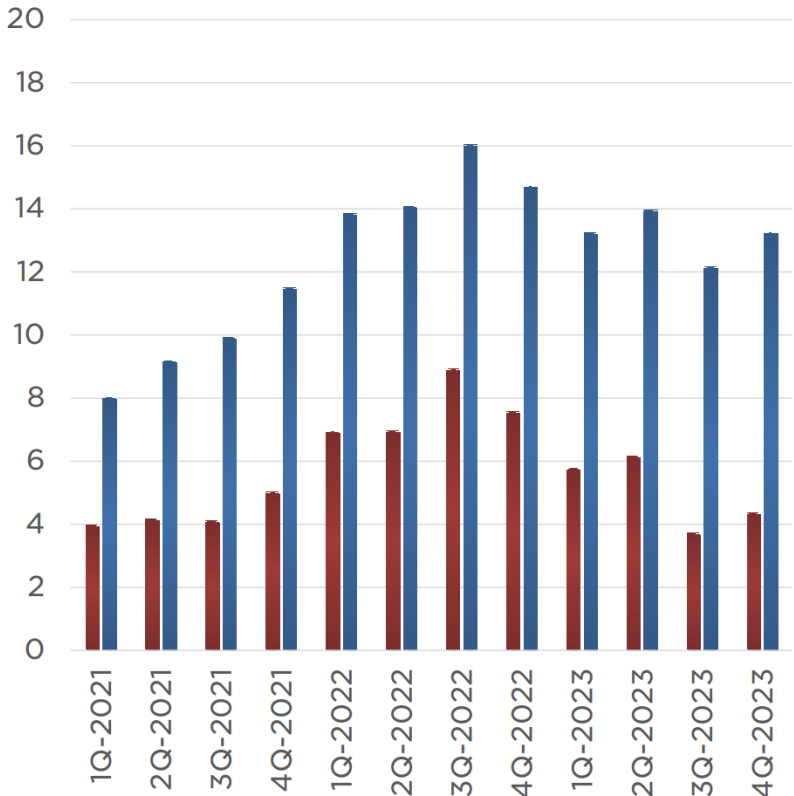




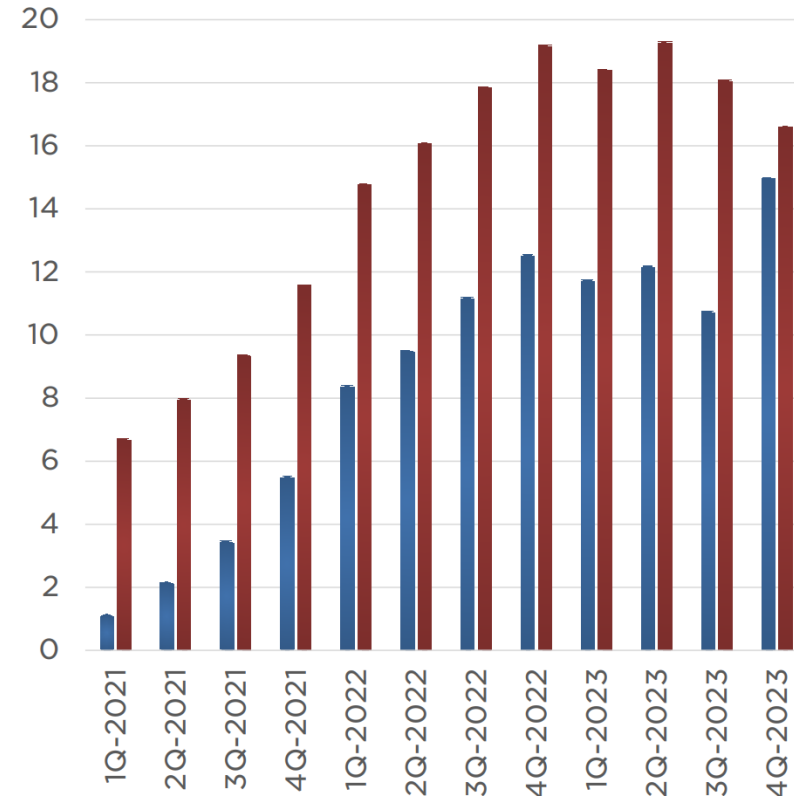
KEY METRICS TRAILING 12 MONTHS (TTM) (Unaudited)



Vehicle Deliveries
(millions of units)



Operating Cash Flow (\$B)
Free Cash Flow (\$B)



Net Income (\$B)
Adjusted EBITDA (\$B)





RECONCILIATION OF GAAP TO NON-GAAP FINANCIAL INFORMATION

(Unaudited)

In millions of USD or shares as applicable, except per share data	2019	2020	2021	2022	2023
Net (loss) income attributable to common stockholders (GAAP)	(862)	721	5,519	12,556	14,997
Stock-based compensation expense	898	1,734	2,121	1,560	1,812
Release of valuation allowance on deferred tax assets	—	—	—	—	(5,927)
Net income attributable to common stockholders (non-GAAP)	36	2,455	7,640	14,116	10,882
Less: Buy-out of noncontrolling interest	8	31	(5)	(27)	(2)
Less: Dilutive convertible debt	—	—	(9)	(1)	—
Net income used in computing diluted EPS attributable to common stockholders (non-GAAP)	28	2,424	7,654	14,143	10,884
EPS attributable to common stockholders, diluted (GAAP)	(0.33)	0.21	1.63	3.62	4.30
Stock-based compensation expense per share	0.34	0.54	0.63	0.45	0.52
Release of valuation allowance on deferred tax assets per share	—	—	—	—	(1.70)
EPS attributable to common stockholders, diluted (non-GAAP)	0.01	0.75	2.26	4.07	3.12
Shares used in EPS calculation, diluted (GAAP and non-GAAP)	2,661	3,249	3,386	3,475	3,485
Net (loss) income attributable to common stockholders (GAAP)	(862)	721	5,519	12,556	14,997
Interest expense	685	748	371	191	156
Provision for (benefit from) income taxes	110	292	699	1,132	(5,001)
Depreciation, amortization and impairment	2,154	2,322	2,911	3,747	4,667
Stock-based compensation expense	898	1,734	2,121	1,560	1,812
Adjusted EBITDA (non-GAAP)	2,985	5,817	11,621	19,186	16,631
Total revenues	24,578	31,536	53,823	81,462	96,773
Adjusted EBITDA margin (non-GAAP)	12.1%	18.4%	21.6%	23.6%	17.2%



Ratios

Prix & volume							
PRICE							
Close	183,25						
Pricing Date	26/01/2024						
Beta	2,41						
10D Avg Tr Volume	120,577M						
3M Avg Tr Volume	2,403B						
12M High	299,29						
12M High Price Date	19/07/2023						
12M Low	152,37						
12M Low Price Date	27/04/2023						
Market Cap	582,537B						
PRICE % CHANGE							
	1D	5D	MTD	13W	26W	YTD	52W
	0,34	-13,64	-26,25	-11,60	-31,22	-26,25	14,34
RELATIVE PRICE % CHANGE							
			4W	13W	26W	YTD	52W
			-28,08	-25,58	-35,56	-28,08	-5,08

Compte de résultat		
	TTM	LFY
Total Revenue	96,773B	96,773B
EBITDA	13,558B	13,558B
Income Before Tax	9,973B	9,973B
Income Before Tax Normalized	–	9,973B
EPS Norm Exc xOr Itms / Dil Shrs Oust	4,30	–
Net Income Avail Comm	14,999B	14,999B
Net Income Avail Comm Normalized	–	14,999B

Efficacité de la gestion			
	TTM	LFY	5Y Avg
ROI	22,80	22,80	16,51
ROAvgAsts	15,85	15,85	11,13
ROAvgEqty	27,95	27,95	23,94
	TTM	LFY	
Asset Turnover	1,02	1,02	
Inventory Turnover	5,98	5,98	
Receivables Turnover	29,96	29,96	
Net Income/Employee	–	–	
Revenue/Employee	–	–	

Valorisation				
	MRQ	TTM	LFY	
P/E Normalised	–	–	42,61	
P/E Incl Extr Items	–	42,58	–	
P/E Basic Excl Items	–	52,62	–	
P/E Excl Extr Items	–	42,58	42,61	
P/E Excl Extr Items High	–	1.134,86	–	
P/E Excl Extr Items Low	–	33,98	–	
P/S	–	6,02	6,02	
P/CF	–	29,66	–	
P/FreeCF	–	133,67	133,67	
P/B	9,30	–	9,30	
PTBV	9,39	–	9,39	
Net Debt	-23,864B	–	-23,864B	
DIVIDENDS				
Div Yield Curr (PrCmShdr DPS/CI Price)	0,00			
Div Yield Annual (Anl Div/CI Price)	–			
Div Yield 5Y Avg	–			

Santé financière				
	MRQ	TTM	LFY	
Payout Ratio	–	0,00	–	
Curr Ratio	1,73	–	1,73	
Quick Ratio	1,25	–	1,25	
Free Cash Flow	–	4,358B	4,358B	
Curr EntVl/FCF	–	52,09	52,09	
Net Interest Coverage	–	–	–	
LgTr Debt/Eqty	4,56	–	4,56	
Tot Debt/Tot Eqty	8,35	–	8,35	

Marges				
	1st Hist FY	TTM	5Y Avg	
Operating Margin	9,19	9,19	10,75	
Gross Margin	18,25	18,25	21,80	
Net Profit Margin %	15,47	15,47	11,55	
Pretax Margin	10,31	10,31	10,59	
Free Operating Cash Flow/Revenue	–	4,50	6,61	

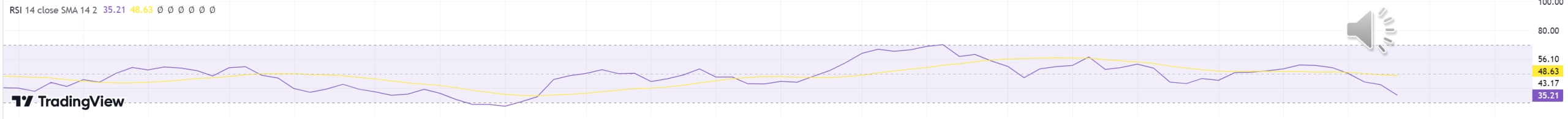
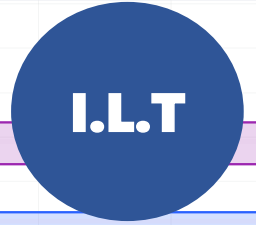
Par action				
	MRQ	TTM	LFY	
Revenue/Sh (dil)	–	27,79	27,75	
Div/Shr	–	0,00	–	
Cash/Shr	9,15	–	9,15	
Cash Flow/Shr	–	5,64	5,63	
Free Cash Flow/Shr	–	1,25	–	
EBITD/Shr	–	3,89	–	
Book Value/Shr	19,70	–	19,70	
Tang Book Value/Shr	19,51	–	19,51	
EPS Incl Extr Items (dil)	–	4,30	4,30	
EPS Basic Excl Extr Items	–	4,72	4,72	
EPS Excl Extr Items (dil)	–	4,30	4,30	
DIVIDENDS				
Annual Dividend - 5Y Avg	–			

Taux de Croissance Annuel Composé (CAGR)	
REVENUE	
+/- % MRQ vs 1Y ago	3,49
+/- % TTM vs 1Y ago	18,80
CAGR 3Y %	45,32
CAGR 5Y	35,15
CAGR 5Y Rev/Shr	27,03
EPS	
+/- % MRQ vs 1Y ago	112,12
+/- % TTM vs 1Y ago	18,71
CAGR 3Y %	172,57
CAGR 5Y	–
DIVIDENDS	
CAGR 3Y %	–
5Y CAGR	
BV/Shr	59,62
TangBV/TotEqty	68,45
CapEx	30,85
EBITDA	52,42
EBITDA Interim	52,42
Free Operating CF	–
Net Profit Margin	–
Total Debt	-15,26

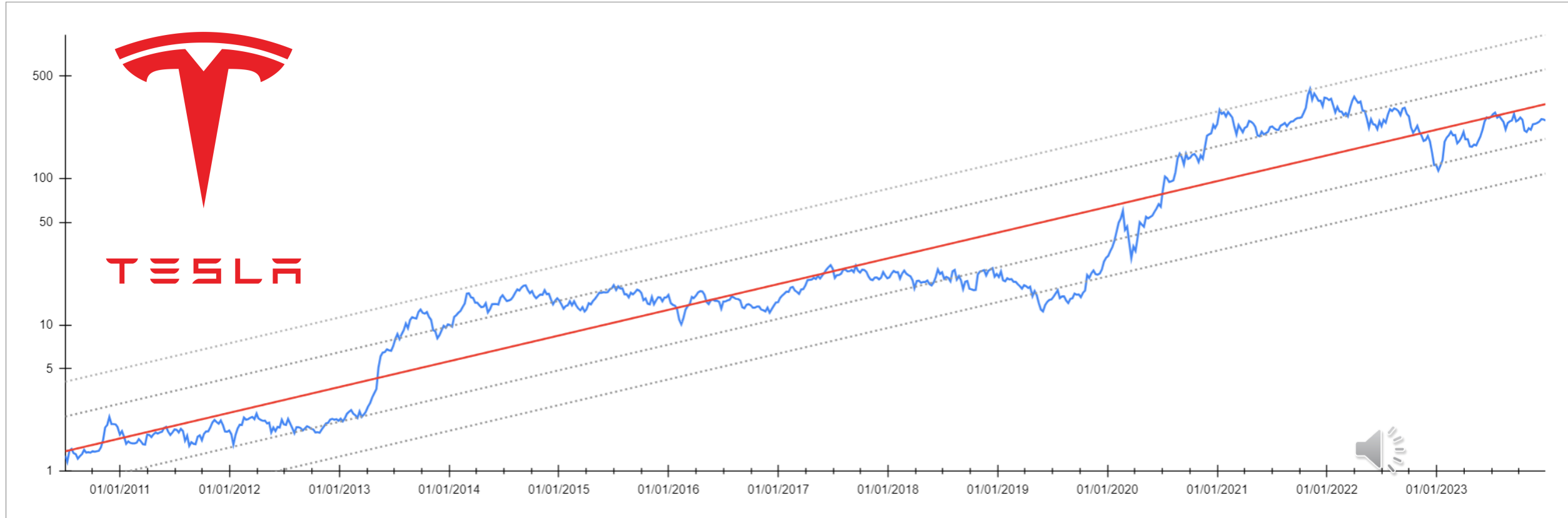
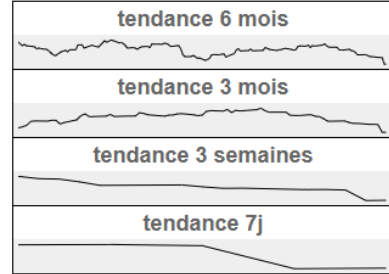
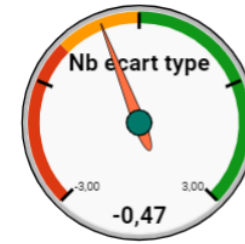
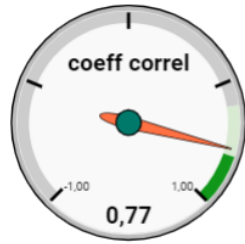
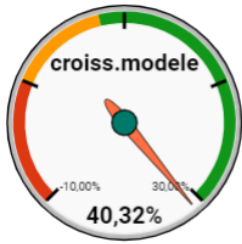


Tesla, Inc. · 1W · NASDAQ O212.26 H217.80 B180.06 C183.25 -28.94 (-13.64%)

183.25 0.00 183.25



Variation veille	Action	Ticker	Cours	Dist Modele	croissance modele	coeff correl	+Haut 52 sem	Progression 1 an	Progression 5 ans	Volumes
\$0,62	TESLA	NASDAQ:TSLA	\$183,25	-42,96%	40,32%	0,77	\$299,29	3,01%	827,38%	107 343 231
%	-2 sigma	-1sigma	Valeur Th.	1 sigma	+2 sigma	Nb ecart type	+Bas 52 sem	Progression 7 j	Progression 30 j	
0,34%	\$107,65	\$185,97	\$321,26	\$554,98	\$958,74	-0,47	\$152,37	-12,24%	-27,62%	*progression en données calendaires



Stratégie

Tesla est un investissement de conviction
Renfort sur les zones de support USD 160 puis USD 110

Innovation

« Il y aura un avant et un après », Tesla dévoile son nouveau et futuriste robot humanoïde Optimus Gen 2

La firme d'Elon Musk a dévoilé la deuxième version majeure du prototype de son robot humanoïde futuriste. Avec l'Optimus Gen 2, Tesla va plus loin avec un modèle capable de se déplacer plus rapidement et de manipuler des objets délicats.

Marc Odilon - 19 décembre 2023 Dernière mise à jour: 19 décembre 2023 0 2 minutes de lecture



Les capteurs tactiles du robot Optimus Gen 2 lui permettent de manipuler des objets fragiles. Crédit photo: Tesla (capture d'écran vidéo YouTube)

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- L'invention d'un générateur d'énergie électromagnétique autonome, sans pièce rotative ni



Optimus, le robot humanoïde de Tesla, sait désormais faire des squats mieux que personne

[L'industrie c'est fou] Tesla a présenté mercredi 13 décembre la dernière version de son robot humanoïde Optimus baptisée Optimus Gen 2. Dans une vidéo, on peut la voir évoluer d'un pas plus rapide et assuré que les précédents modèles et manipuler (sans le casser) un oeuf, danser, ou encore... faire des squats !

Elise Pontoizeau
18 décembre 2023 | 07h30

1 min. de lecture

Réagir →



Optimus Gen 2 - qui a bénéficié d'un relooking camouflant presque entièrement sa structure métallique - a été allégé de 10 kilos par rapport à sa précédente version.



Merci d'avoir regardé la vidéo !

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Source: Catana Group CATANA GROUP ouvre son nouvel exercice 2023/2024 sur de bonnes bases de croissance, confirmant à la fois

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Dans cette vidéo, j'explique pourquoi j'investis dans cette entreprise de qualité au ratios hors norme

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