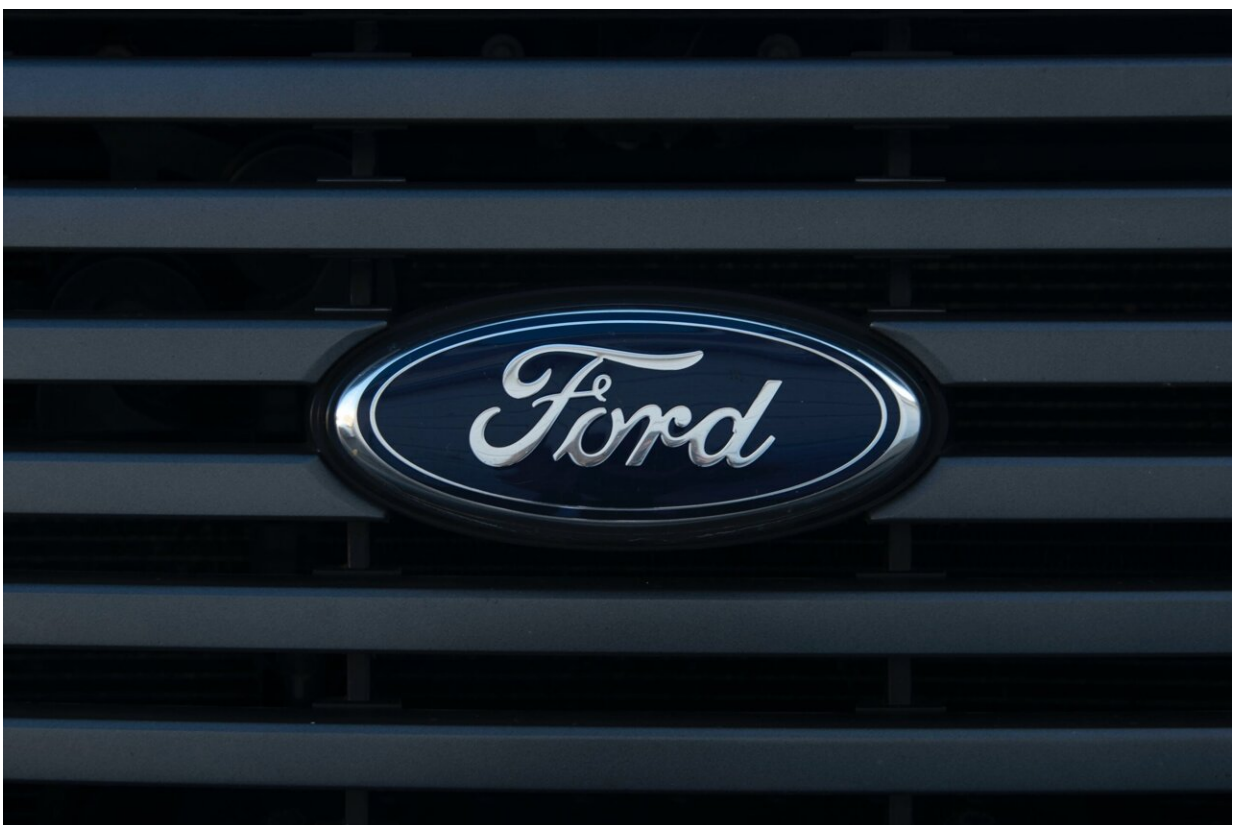


Ford to resume building Michigan electric vehicle battery plant delayed by strike, but scale it back

November 21 2023



Credit: Julissa Helmuth from Pexels

Ford Motor Co. is resuming construction on a Michigan electric vehicle battery plant that the company postponed two months ago during a strike

by the United Auto Workers union.

But the automaker says that due to slowing electric vehicle sales growth, it will scale back the factory size, cutting the number of planned jobs by about one third from 2,500 to 1,700. The annual battery cell output will drop from enough for 400,000 vehicles per year to about 230,000.

Ford put the plant, originally to cost \$3.5b, on hold in late September as the union went on [strike](#) at targeted assembly plants run by Ford, General Motors and Jeep maker Stellantis. The [contract dispute](#) ended last week with workers at all three voting to ratify new agreements.

Spokesman Mark Truby said Tuesday that the company looked at growth forecasts for electric vehicle sales, its EV product plans and whether it could make a sustainable business out of the factory in Marshall, about 100 miles west of Detroit.

"We are now good to confirm that we are moving forward with the plant," he told reporters.

The plant will open in 2026 on the same timeline as the company set when it announced the factory in February. It will produce batteries with a lithium-iron-phosphate (LFP) chemistry, which is cheaper than the current nickel-cobalt-manganese [chemistry](#) now used in many EV batteries. Consumers will be able to choose between a battery with lower range and cost, or pay more for higher range and power.

Unlike the [company's](#) other battery plants that are joint ventures, the Marshall factory will be a fully owned Ford subsidiary staffed by Ford workers. But China's Contemporary Amperex Technology Co. Ltd., or CATL, which is known for its lithium-iron-phosphate expertise, would supply technology, some equipment and workers.

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Citation: Ford to resume building Michigan electric vehicle battery plant delayed by strike, but scale it back (2023, November 21) retrieved 27 April 2024 from <https://techxplore.com/news/2023-11-ford-resume-michigan-electric-vehicle.html>

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