Electric Vehicles: Why Don't They Learn?

24 Friday Apr 2026

Posted by Mike McDaniel in Electric Vehicles

≈ 10 Comments

Tags
Chevy Bolt, Ford, GM, Proterra

I remain amused, and concerned, by American car makers. Despite the virtually complete practical, financial failure of electric vehicles, despite canceling virtually all of their EV production, they continue to plan and try to produce new EVS. I'll let ***Sydney Rodman at Townhall.com explain:***

> *"With the federal repeal of the Environmental Protection Agency (EPA)'s Endangerment Finding in February, the government's formal scientific basis for EV mandates is gone. State governments no longer have a rational scientific basis for requiring EV sales."*

They never did.

> *"The concept of an EV mandate was first made formal policy by the Biden administration when it issued its de facto EV mandate in the form of a 2024 executive order, which changed EPA standards with the clear goal of forcing consumers to start buying EVs over gas-powered vehicles. Though the Trump administration has reversed this policy at the federal level, nearly a dozen state governments have followed a coercive plan to extend EV mandates.*
>
> *Yet, as I noted in RealClearEnergy, the reasoning behind EV mandates is extremely dubious. The federal government recently emphasized that carbon dioxide emissions, like those from gas-powered cars, should not be considered a pollutant at all. Ironically, EVs don't dramatically reduce greenhouse gas emissions due to the reliance on conventional hydrocarbons, like coal and natural gas, to power their batteries and charging stations."*

This is part of what concerns me:

> *"Leading U.S. automaker executives are also reversing course. GM's luxury division, Cadillac, has admitted it cannot fulfill its pledge to shift to an all-EV fleet. In December 2025, GM CEO Mary Barra said that Biden-era vehicle regulations, if left in place, would have forced GM to "start shutting down plants." Ford CEO James Farley, days later, revealed that U.S. automakers are "in a fight for our lives" in the global market, largely due to "aggressive carbon mandates."*
>
> *Farley, in particular, wasn't kidding. Ford has taken tremendous losses in its EV initiatives. The auto giant has lost more than $16 billion on its EV ventures since 2022, and Ford's financial pain is slated to keep coming for years.*
>
> *Unfortunately, this situation is not unique to Ford. Other car companies are suffering losses. GM, Stellantis, and Honda have cumulatively sustained a nearly $30 billion loss from jumping into the EV abyss."*

Despite catastrophic losses, Ford is now trying to get back into EVs in a big way, which I'll explain shortly. Ford isn't alone in losing money on EVs. ***Honda is rethinking things too:***

"Japanese automaker Honda just cancelled the production of three planned made-in-the-U.S.A. electric cars, including the 0-Series SUV, the 0-Series Saloon, and the Acura RSX — and the company says it will write off massive losses as a result.

Still, better than building EVs nobody wants to buy. The company said the EVs had to go to avoid future losses, complaining about the "current business environment where the demand for EVs is declining significantly." [skip]

Honda says total write-downs could total $15.8 billion.

While the epic losses won't all come at once, Honda says it expects to lose between $2 billion and $3.5 billion in the current fiscal year, ending this month. According to Financial Times, that's Honda's first-ever annual recorded loss since going public 50 years ago.

What's maybe most impressive about losing nearly [dr_evil_voice] SIXTEEN BILLION DOLLARS [/dr_evil_voice] on EVs is that Honda didn't even try that hard, at least not compared to certain other automakers I could name — and am about to.

GM said in January that it would suffer $7.6 billion worth of write-downs on its overblown EV plans, and in December, Ford announced a $19.5 billion write-down on its EV investments. That's one of the largest in history.

Europe-based Stellantis took one look at Ford's losses and said, "Hold my beer."

Headquartered in the Netherlands, the Euro-giant also owns the old Chrysler Group brands, including Chrysler, Dodge, Ram, and Jeep. Despite Europe offering even bigger subsidies and stricter mandates for EVs than this country does, Stellantis last month announced a whopping $26.6 billion in EV losses."

What the hell is going on? These companies have willingly incurred losses that would bankrupt most companies and like coke addicts, they still try to market EVs? Euroweenies and their greenie delusions, sure, but what's happened to American practicality and common sense?

What's changed is there are no more government subsidies, no more laws mandating only EVs, and no behind the scenes government threats forcing them to make EVs. And reality and physics haven't changed. Despite constant claims of miraculous new batteries and chargers, EVs still take far too long to charge for far too little range. They still lose half or more of that and take even longer to charge in hot and particularly in cold weather. They still sometimes spontaneously combust while charging or even while sitting idle. They still cost far more than similar ICE vehicles, there are still far too few public chargers and those that exist are often non-functional, and installing one's own fast charger may or may not be possible depending on local electric infrastructure and commonly adds more than $10,000 to the cost of EV ownership.

Even better, EV repair costs are astronomical, as are insurance costs. There is virtually no used EV market, and parts are very expensive and hard to come by. Every negative factor that caused EVs to fail in the first place still exists, yet car makers persist. ***Like this:***

2027 only Chevy Bolt

"The first thing to know about the 2027 Chevrolet Bolt is that it won't be around for very long. Chevy resurrected the Bolt in response to the dearth of affordable EVs, but then the political winds changed. Before the new Bolt even went on sale, General Motors announced it would be killed after one model year, freeing up its Kansas City plant to repatriate assembly of the Chevrolet Equinox from Mexico and the Buick Envision (or its successor) from China."

What the…?! Chevy killed the Bolt, which sold abysmally, once already and they're reintroducing it for a year? Doesn't retooling a plant and redesigning any vehicle, particularly one that was always a sales failure, cost a lot of money?

"The 2027 Chevrolet Bolt is really an extensive update of the Bolt EUV, the larger of the two Bolt models Chevrolet used to sell (briefly—the Bolt EUV's run was only two model years, so maybe there's a pattern here). While the new Bolt looks a lot like the 2022-'23 Bolt EUV, the innards differ largely. The new Bolt gets a new 65-kWh lithium–iron phosphate (LFP) battery, which is less energy dense but more robust (and less fire prone) than the lithium-ion design generally found in pricier cars. A more efficient motor delivers 210 hp and 169 lb-ft to the front wheels."

Motor Trend has been an unabashed EV cheerleader, but even they couldn't fulsomely praise this EV in search of a market. It's going to be another money loser for GM, which again makes sane people wonder what they could possibly be thinking?

Watts Up With That helps explore the already burst EV bubble with this headline:

*"**Electric Car Registrations in U.S. Plunge 41% as Gas-Powered Vehicles Gain Traction**"*

What a surprise. They continue:

"When the government finally stops picking winners and losers, reality reasserts itself with remarkable clarity.

The EV market's collapse following the removal of federal subsidies isn't proof of market failure but proof that market forces work exactly as they should. Auto manufacturers are now responding to genuine consumer preferences rather than activist fantasies about "carbon-free futures" held together by taxpayer dollars.

For too long, corporate strategies were warped by the delusions of green ideologues who neither understand basic economics nor the fundamental science behind energy production. Once the mandates and incentives were stripped away, demand recalibrated to match affordability, reliability, and everyday practicality, which are values far more enduring than climate cult slogans.

I have to wonder how many real opportunities for innovation were missed by car manufacturers who were forced to pander to the nonsense."

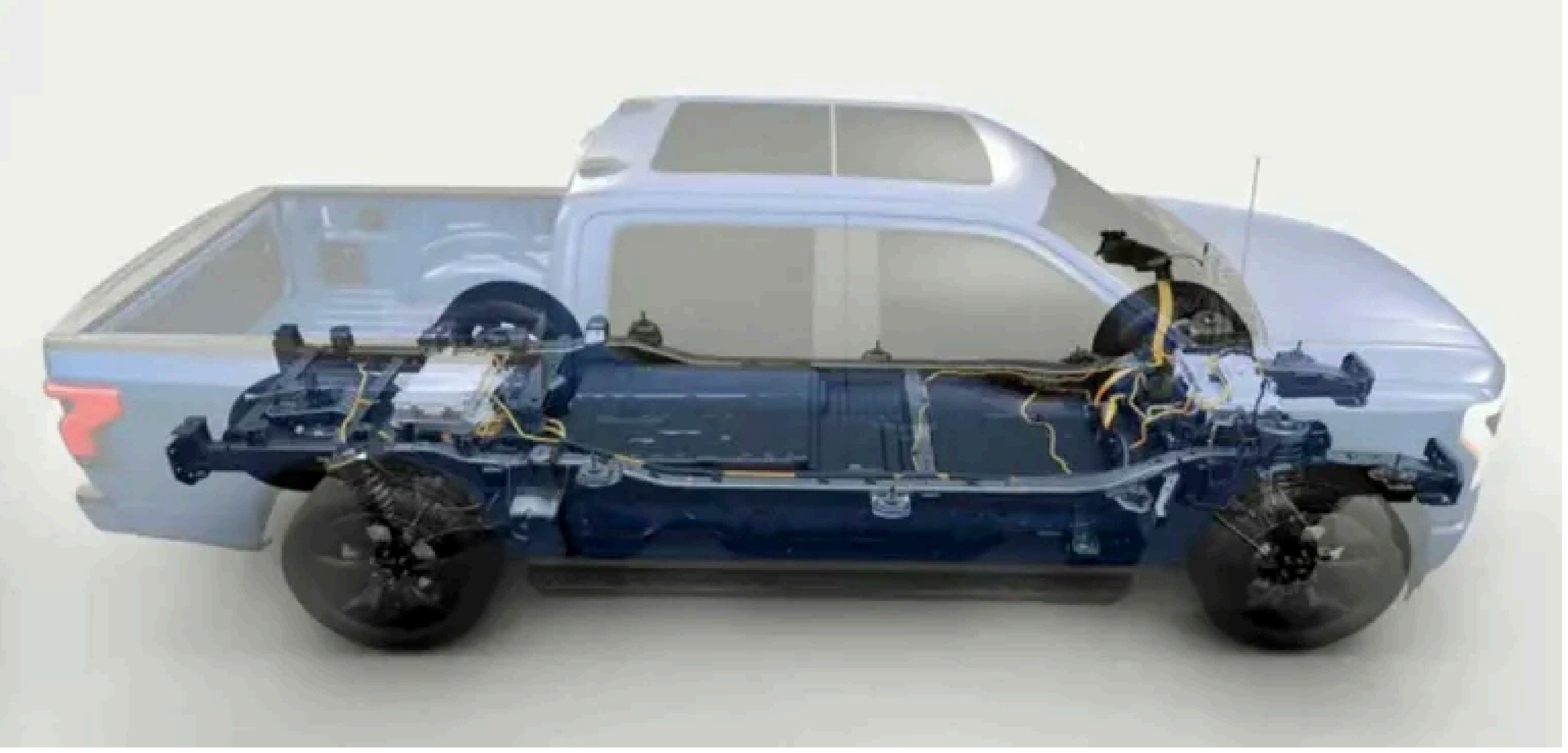
I don't have to wonder. That surely happened. And because I own two Fords and like them very much, I continue to be concerned with Ford's apparent ***inability to learn from catastrophic mistakes:***

This was the F-150 Lightning's "frunk." Prospective buyers didn't think it cute either.

> *"In a statement released on April 15, 2026, Ford Motor Co. announced a significant restructuring of its operations centered around a newly formed business unit it has dubbed Product Creation and Industrialization. The goal of the internal division is to further accelerate vehicle development and improve efficiency as the company shifts toward electric-powered and software-defined vehicles (SDVs).*
>
> *It will combine product development, design, engineering, purchasing, and manufacturing into a single organization responsible for the full lifecycle of vehicle creation. The move is intended to streamline decision-making, reduce costs, and shorten development timelines."*

Well, that sounds good, and it's obviously taken directly from Ford's PR department, but…

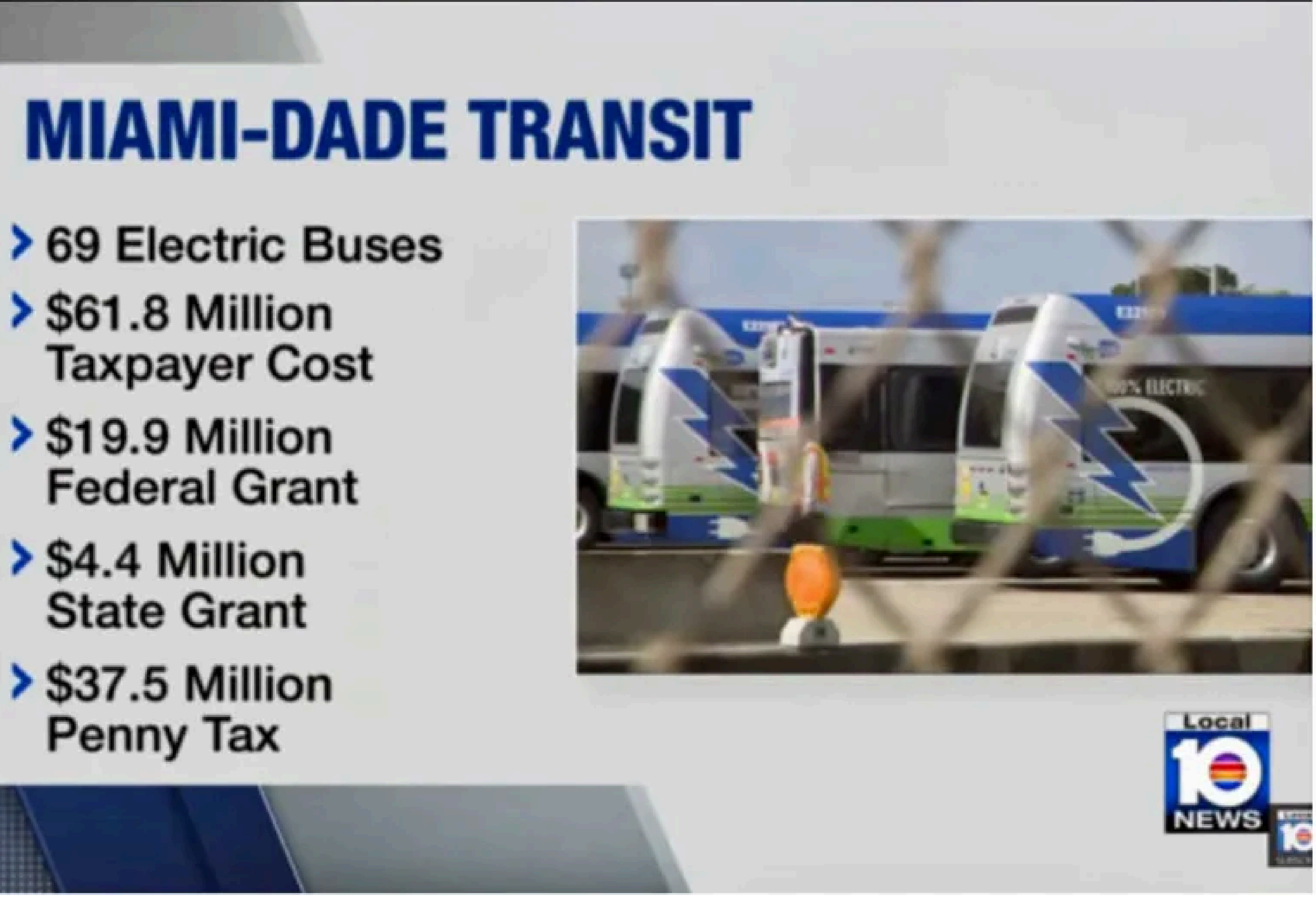
> *"Ford said the new organization will support a significant upcoming product cadence, with plans to refresh 80 percent of its North American portfolio and 70 percent of its global portfolio by 2029. The company is preparing to launch new electric and hybrid vehicles alongside updated versions of core models, starting with a new small electric pickup truck, the first vehicle to be built off of the UEV platform and utilizing in-house-built technologies including what it's billing as the world's cheapest electric motors.*
>
> *Overall, the restructuring is designed to better connect product development with manufacturing execution, positioning Ford to respond more quickly to market demands and compete in an industry increasingly defined by electrification, software capabilities, and faster development cycles."*



The defunct, holographic F-150 Lightning

The industry, which has lost hundreds of billions on EVs, is "increasingly defined by electrification…?!" The Ford F-150 Lightning, the truck that was supposed to revolutionize everything and replace the ICE-powered F-150 sold abysmally because its performance and usefulness couldn't remotely equal the best-selling ICE F-150, and is dead, so Ford wants to build another, smaller, EV pickup?! And on top of that, Ford is killing the mid-sized Escape, which has always been one of its best sellers. Where do they get the people who run this company and is one of their main interview questions: "how do you plan to bankrupt Ford faster and more completely than any other applicant?"

I'm a reasonably bright guy, but apart from malice, stupidity and suicidal business sensibilities, I'm not getting any of this. I'll leave you for now, gentle readers, with yet another continuing EV debacle: EV buses, ***this time in Miami:***



> *"Local 10 in Miami **investigated** why the county has almost 100 electric buses, worth tens of millions of dollars and paid for by taxpayers, that remain unused for over a year.*
>
> *Around 60 in Miami-Dade County are off the road, while 31 in Broward sit in a landfill site."*

Perhaps they figured with Miami's climate, the buses might have worked, except for the other 80% or so of EV failings:

> *"So what's wrong? Reliability issues! **Color me shocked**:*
>
> *The buses were manufactured by Proterra and were once promoted as the future of public transit.*
>
> *Instead, both counties say the buses were plagued with reliability issues.*
>
> *"They would only do a partial run, and then they would fail, which required us to either send out mechanics or to tow them back into one of the two garages that we have," [CEO and general manager of Broward County TransitCoree Cuff] Lonergan said. "And that just kept happening and happening."*
>
> *Officials say parts have been difficult to obtain because they are proprietary.*
>
> *Proterra filed for bankruptcy. Its assets were sold to a successor company, but counties say support and parts availability have remained unavailable.*
>
> *The buses cost almost $96 million in total."*

The feds apparently expect to be repaid some of that, at which Miami is balking. Federal regulations apparently expected the buses to last 12 years and 500,000 miles. *Riiiiiiiiight.*

Final Thoughts:

It's not like the people who bought the buses, and the other EVs, didn't know about all the failings about which I've been reporting since 2011 when I began this scruffy little blog. Reality was bound to impose itself on greenie climate mania eventually, and when Donald Trump took office for a second time, it did. Miami's buses look pretty, but they're useless. They always were.

And of course, the idiots who wasted all that public money will never be held accountable for that lack of intelligence, fiscal responsibility and ethics.

So, despite EVs being conclusively proved, over and over, to be non-viable for most Americans, car makers can't seem to kick the EV addiction. Were I among their shareholders, I'd be screaming "SELL!"

thoughts on "Electric Vehicles: Why Don't They Learn?"

1. *said:* **petresrapidnetcom**

   April 24, 2026 at 17:00

   Geeze. EV vehicles suck and are terrible loss leaders. Ford's response is to double down. Duh! Henry is spinning somewhere.

   REPLY

   - *said:* **Mike McDaniel**

     April 25, 2026 at 11:40

     Dear petresrapidnetcom:

     Like a lathe.

2. *said:* **OldSaltUSNR**

   April 24, 2026 at 17:47

   Cue the Federal bail out pleas in 3, 2, 1 ….

   Though I could be wrong, since Federal $$ were behind most of the EV market growth, and where those bribes did not suffice, the authoritarian socialist Democrats just used their alternative "persuader", i.e. force of government policy, i.e. "Our Democracy" under threat of arms.

   Imagine a world where your $60,000 or $75,000 Ford F-150, with a V8 instead of the gobbledygook twin turbo 6 cy, 10 speed "Eco" versions where nothing lasts even 3 years, costing perhaps $25,000 or $30,000. Where people could buy their low end, perhaps even "first" vehicle for $10,000? Where do the $Billions "marked down" by Ford come from? How can they possibly remain in business? That's easy. People NEED new cars for transportation, and a most of the people want, even DEMAND SUV's and Pick-ups. So, "Our Democracy" dictates that people will be able to get those vehicles, the "right people", those who by hard work or theft can afford those $75,000 pick-ups. For the trades who must have 'em, it's easy as well. They were making perhaps $25 to $40 an hour for skilled trades. With the cost of vehicles and tools tripling, the added costs of taxes, and they'll just charge $100 an hour, plus or minus. Of course, that makes the average middle class "starter" home a $500,000 "investment", instead of $150,000 or $200,000. But, that's ok, because the "poor" working at "minimum wage" (whatever that his), now get $20 per hour, no wait, it's $25, oops, now it's $35 per hour, and increasing. What a beautiful, wealthy world we have. Making more and more dollars, each of which have less and less value, *every hour*.

   Oh, and I forgot. The "Our Democracy" mafia, a.k.a. Federal, State, and local governments always get their percentage, i.e. ".. just a taste", so receipts spiral upwards, spending increases faster, and away, away, away we go to "Our Democracy" debt, republic fracturing nirvana.

The “deals” that Obama drove on healthcare and the “green” scams resemble a certain form of government, authoritarian but NOT Communist. It’s the same playbook that a certain Austrian guy ran in 1930’s Germany. He promised guaranteed profits if only the big manufacturers would sing according to his authoritarian socialist playbook. In fact, he called it “National Socialism”, differentiating it between the foreign (Russian, Stalinist) form of “International Socialism”, where the state owned all the means of production. In Germany, Hitler’s government merely CONTROLLED the means of production. What both forms of socialism had in common was that in both forms, their political power grew out of the barrels of guns.

It’s absolutely funny, stunningly so, that the folks in America who intend to replace America’s Constitutional Republic with “Our Democracy”, while calling their opponents “literally NAZI’s”, are actually the one’s most faithful to Hitler’s version of authoritarian socialism. The US health and auto industries simply played their assigned roles, and did so eagerly, just as Germany’s industrialists did back in 1930.

REPLY

- *said:* **Mike McDaniel**

  April 25, 2026 at 11:39

  Dear OldSaltUSNR:

  What you said.

3. *said:* **Mick**

   April 25, 2026 at 04:25

   > *“Biden-era vehicle regulations, if left in place, would have forced GM to “start shutting down plants.””*

   This is **the** purpose.

   REPLY

   - *said:* **Mike McDaniel**

     April 25, 2026 at 11:39

     Dear Mick:

     Yup.

4. *said:* **Mick**

   April 25, 2026 at 04:43

   The Left does not like internal combustion engine vehicles because, well, you know, ICE. They likely confuse the two.

   REPLY

   - *said:* **Mike McDaniel**

     April 25, 2026 at 11:38

     Dear Mick:

     Heh.

5. *said:* **Mick**

   April 25, 2026 at 04:44

   Once the mandates and incentives were stripped away, demand recalibrated

   As free markets will do. The scales are always unbalanced when government places a big thumb on them.

   REPLY

6. *said:* **Mick**

   April 25, 2026 at 04:46

   And of course, the idiots who wasted al that public money will never be held accountable for that lack of intelligence and ethics.

   This is the problem with government today, at virtually all levels, but particularly the fed. Which is why the power of the fed is (supposedly) limited by the Constitution. Remember the complaint of this by the “Constitutional scholar” Barack?

   REPLY