**Lab 5B - Annotation, Summary, and Preparing to Use a Source**

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**Morgan, J. (2020). Electric vehicles: the future we made and the problem of unmaking it. *Cambridge Journal of Economics*, 44(4), 953-977.**

The overstatement of the efficiency of electric cars has been a problem. At the beginning of the 20th century, a number of companies were at the front of electric car manufacturers. The creation of a longer cell that could store enough fuel to produce electric vehicles practicable proved to be a hurdle to the development of the electric car. The first electric cars appeared in the late 1800s. Because of their expensive price, limited speed, and short range, they didn't fare well in the market before. As a result, at first, there was a global fall in demand. But they have been utilized for access to public transport transit, notably as rail vehicles. Internal combustion automobiles had a competitive advantage in the early years of the twentieth century because of the underdevelopment of electric-operated cars. Because of the ten-year head start that internal combustion cars had over electrically powered vehicles, the latter had not been able to recover. Internal combustion engine-powered cars saw a significant increase in sales, which allowed for improved efficiency in combustion engines to be developed.

After waiting for a battery cell for five years, consumers lost faith in the electric car industry. Electricity would last for 200 miles on Edison's battery, according to the inventor. An electric car that could go 100 miles on a single charge and cost the user on average $8 hundred dollars was developed in 1914 by cooperation between Henry Ford and Thomas Edison.

It was argued that electric car manufacturing was influenced significantly by expectations. Although new technology was constantly being developed, the electric car producer had to convince prospective purchasers that there was no modern tech coming. Assuring purchasers that their purchases would not become outdated was a necessary step in the process. The problems with the battery cells were left unsolved for another day. Due to the need for an electric starting, Henry Ford enlisted the help of Thomas Edison. In 1919, Ford invented the electric starter for their automobiles. Many would-be car buyers choose to buy a vehicle with internal combustion because of the five-year wait for the development of a suitable energy battery bank. There were a large number of prospective buyers who did not acquire any vehicles.

In my perspective, the paper focuses much too much on the technical issues surrounding internal combustion engines without examining the business motivations for their promotion. The need that fuel cell and battery technology to be developed in order to meet the rigorous requirements of automotive propulsion usage is one of the most important impediments to the manufacture of electric cars. The paper detailed the number of studies that had already been done. The paper, on the other hand, only considered one alternative: nickel-iron battery cells. There were no considerations of current technology, such as the widespread use of lithium ferric phosphate batteries in contemporary devices.

An appropriate power cell had to be developed, and this resulted in significant expenses. The Edison company's research and development was six years behind schedule. The costly development of advanced items necessitates rapid revenues for many businesses. Stakeholders expect companies to react. The lack of progress in the creation of energy cells for electric batteries might be attributed to a need for fast profits.

**References**

Morgan, J. (2020). Electric vehicles: the future we made and the problem of unmaking it. *Cambridge Journal of Economics*, 44(4), 953-977.