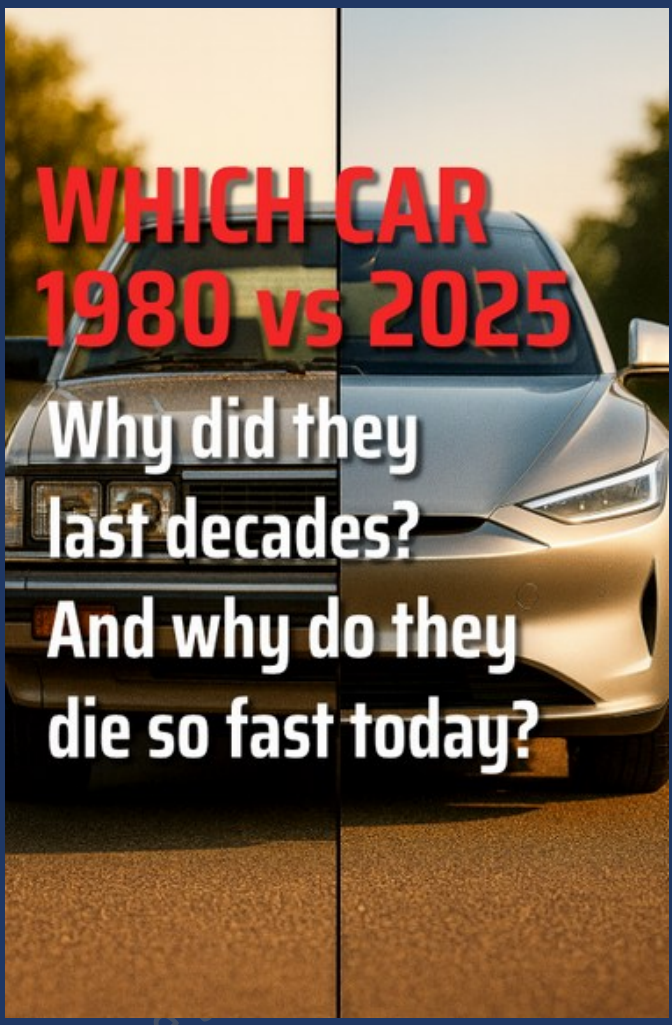
WHICH CAR
1980 vs 2025
Why did they
last decades?
And why do they
die so fast today?

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The NeoCosmos way of thinking is born from logic, reason, and common sense, starting from what we can observe and reflect upon. Free from inherited ideologies and narratives, each book offers a direct and easy-to-read vision. It does not seek to convince, only to provide clarity so the reader can think for themselves.

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CARS OBSOLESCENCE BY DESIGN

The automotive industry has imposed a false narrative: that excessive digitalization equals mechanical evolution.

This book dismantles that claim.Touchscreens and embedded sensors do not improve functionality—they reduce manufacturing cost under the guise of “innovation”.

Vehicles have ceased to be durable machines; they are now software terminals with an expiration date. We

are not buying innovation—we are renting fragility.

Sample – Chapter 1: THE SCREEN: THE TROJAN HORSE IN THE CAR

The most visible element of the modern car is not its engine, its exterior design, or its power. It is the central touchscreen. It is presented as the core of the driving experience, the symbol of technological progress, and the gateway to an ecosystem of connectivity and advanced features. However, this narrative hides a much simpler and less favorable reality for the user. The screen was not an invention born to improve the vehicle's functionality; it was a cost-engineering solution, an industrial maneuver designed to drastically reduce

manufacturing expenses, disguised as evolution.

Before the digital era, a vehicle's dashboard was a complex assembly of individual components. Each function—air conditioning, radio volume, defroster, hazard lights—required a physical button, knob, or lever. Each of these elements involved an individual cost: design, plastic injection molds, internal mechanisms, a specific electronic circuit, independent wiring, and assembly. Multiplying this cost by the dozens of functions in a car resulted in a significant portion of the production budget.

The central screen eliminated this complexity. In a single move, manufacturers replaced dozens of

physical parts with one hardware component—the screen—and a layer of software. For the manufacturer, it was not a technological revolution, but an economic one. For the consumer, it was the beginning of dependency, fragility, and the hidden costs of obsolescence.

Index of chapters (9)

COMPLEXITY AS FRAGILITY

Every new sensor adds a new failure point.

THE MACHINE DESIGNED TO DIE

Planned obsolescence as the hidden engine.

THE MYTH OF TOTAL SAFETY

Advances offset by distraction and digital risks.

THE NULLIFICATION OF HUMAN CONTROL

Assistance tech as a slow erasure of driver skills.

THE FORBIDDEN EXPERIMENT

What consumers would choose with full transparency.

THE REAL VALUE: PERMANENCE VERSUS THE EPHEMERAL

Durability as the only true measure of value.

THE HIDDEN COST: THE ENVIRONMENTAL FOOTPRINT OF THE DISPOSABLE

The ecological crisis created by throwaway design.

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The table below is one of the 10 to 15 included in the complete book, offering additional perspectives to view the topics from other angles.

TECHNOLOGY NARRATIVE

Aspect	1980s Cars	Modern Cars (2025)
Marketing focus	Reliability, mechanical strength	Innovation, connectivity, "smart" features
Progress definition	Practical durability	Digital feature expansion
Consumer belief	Buy once, maintain for decades	Replace periodically for latest technology
Hidden cost awareness	Low concern, little need	High if informed, but often concealed

FUNCTIONALITY OF THE CAR: 1980s VS. TODAY

Aspect	1980s Cars	Modern Cars (2025)
Primary function	Transport from point A to B, fully achieved	Same primary function, unchanged
Control interface	Physical knobs, levers, direct operation	Touchscreens, layered menus, indirect control
Driver's role	Active operator	Interface user, mediated by software
Technology impact	Minimal, supportive to core function	Often unrelated to transportation efficiency
Failure impact	Isolated to affected part	Centralized systems can immobilize the vehicle