

INFORMATION Redacted PURSUANT TO THE FREEDOM OF  
INFORMATION ACT (FOIA), 5 U.S.C . 552(B)(6)  
**Lewis, Derrick (NHTSA)**

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01-10969433-1941

**From:** [REDACTED]  
**Sent:** Tuesday, March 07, 2017 4:06 PM  
**To:** Lewis, Derrick (NHTSA)  
**Subject:** Air Bag deployed!!!

JUN 14 2017

Hello, my name is [REDACTED] I have a 2001 Saturn (3 doors) (sc1?) 5 speed. My question, should both air bags deploy, with smoke and shrapnel? Really thought I was on fire, I wasn't, and this happened bumping a curb at no more than approx. 5-10mph? Mine did, fortunately only my hand and forearm was really bruised, thought my forearm was broken, but did not go see a doctor. All in all, I'm okay but can't understand why my air bags deployed. I don't know what to do. Thank you for your time, hope you can help me. Are these replaceable, what do I do?  
[REDACTED]

AM  
7/7/17  
LD

**Lewis, Derrick (NHTSA)**

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**From:** [REDACTED]  
**Sent:** Tuesday, March 07, 2017 4:15 PM  
**To:** Lewis, Derrick (NHTSA)  
**Subject:** Re: Air Bag deployed!!!

Hi again, I forgot to mention I was in a parking lot.

On Mar 7, 2017 1:06 PM, "[REDACTED]" wrote:

Hello, my name is [REDACTED] I have a 2001 Saturn (3 doors) (sc1?) 5 speed. My question, should both air bags deploy, with smoke and shrapnel? Really thought I was on fire, I wasn't, and this happened bumping a curb at no more than approx. 5-10mph? Mine did, fortunately only my hand and forearm was really bruised, thought my forearm was broken, but did not go see a doctor. All in all, I'm okay but can't understand why my air bags deployed. I don't know what to do. Thank you for your time, hope you can help me. Are these replaceable, what do I do?

[REDACTED]

February 23, 2017

President Donald J. Trump  
The White House  
1600 Pennsylvania Ave  
Washington, D.C. 20500

Dear Mr. President:

On behalf of Consumers Union and the Consumer Federation of America, we ask that you maintain the strong fuel economy standards established by the Environmental Protection Agency. These standards help to lower fuel costs for middle class families across the country, support job creation and innovation, and improve air quality.

Rolling back fuel economy standards would hurt hard-working, middle-class Americans and small businesses that rely on a car or truck for their livelihood. Even at today's lower prices, gasoline is a major expense for a majority of American families. Fuel economy standards are a cost-effective way to save consumers money on fuel. In fact, Consumers Union's research shows that consumers would enjoy net savings of \$3,200 per car and \$4,800 per truck, over the life of a vehicle that meet the 2025 standards, even at today's low gas prices. If gas prices rise, which we expect they will, the savings would be significantly higher. And when consumers save money, they spend it on local goods and services, helping to further boost the economy and encourage more job growth.

Rolling back the standards will rob consumers of these savings, providing them with less expendable income. For families struggling to cover basic needs, this would be an added burden. Improving fuel efficiency in cars and trucks not only saves money today, but help provide families with a bit of insurance against future gas price increases. In fact, strong majorities of consumers across the political spectrum value fuel economy standards—our recent surveys and polls show that about 80% of Americans support the standards.

Thanks to fuel economy standards, the automakers have invested in innovative technologies to improve fuel economy, and their efforts have paid off. Automakers have not only met today's fuel economy standards, but they have exceeded the standards in many cases, all while enjoying record profits and record sales. Many cars and trucks available today outperform standards set for 2020 and 2021. And one of the great features of the fuel economy standards is that they are flexible and adapt to the vehicles

consumers actually buy--as consumer demand has shifted toward larger vehicles, automakers' targets have also lowered because larger vehicles have lower efficiency targets. The standards help improve consumer choices across the entire fleet regardless of the size of vehicles consumers choose to buy. Finally, the standards will go a long way to keeping the car companies from again needing a bailout as they did when their lots were filled with unsold inefficient vehicles the last time gas prices peaked.

Consumers are relying on fuel economy standards to lower their fuel costs in the future. Staying the course on fuel economy supports working families and increases American jobs, which are top priorities for our nation.

Sincerely,

A handwritten signature in black ink, reading "Shannon M. Baker-Branstetter".

Shannon Baker-Branstetter  
Consumers Union

A handwritten signature in black ink, reading "Jack Gillis".

Jack Gillis  
Consumer Federation of America

Cc: Administrator G. Scott Pruitt, EPA  
Secretary Elaine Chao, DOT  
Kevin Green, DOT  
Bill Charmley, EPA  
Chris Grundler, EPA  
Michael Olechiw EPA  
Rebecca Yoon, NHTSA  
James Tamm, NHTSA  
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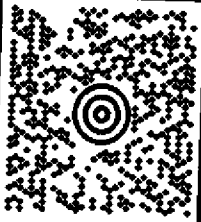
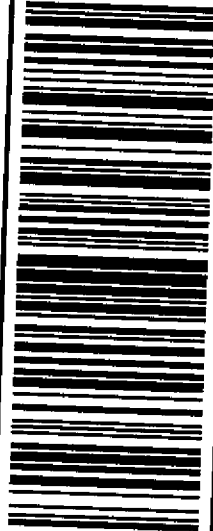
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