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believe it was designed with the ultimate goal of banning the internal
combustion engine. I fully support President Trump's plan to freeze the
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of $3,000.00. This is a tremendous burden on working families who depend
on their cars to get to and from work, school and for basic
transportation. If implemented, it will reduce new car sales, killing
jobs and hurting our economy.\n\n\nAll of us want better fuel economy
for our cars, but the Obama CAFE standards go too far. \n\n\nPlease
fix them. \n\nRegards, \nDouglas Haley",
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standards, we are guaranteeing a nationwide outbreak of sticker shock.
\n\n\n\nA price hike of $3,000 for a new car will force buyers off the
showroom floor. It will discourage most people from buying the new car
they want.\n\n\n\nLets fix these standards and help the domestic auto
industry. \n\nRegards, \nMarlys Wimber",
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believe it was designed with the ultimate goal of banning the internal
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should be able to own any vehicle they want to including light trucks,
vans or other vehicles with comparably lower fuel economy. In addition,
for many Americans, owning a light truck or van is not a matter of
personal taste: it is required for their work and the nature of their
local terrain. \n\n\n\nConsidering how many American families want to buy
these larger vehicles, it is impossible that a manufacturers fleet of
vehicles will be able to average 54.5 mpg by the year 2025 just 7 short
years from now. \n\n\n\nLets adopt realistic, workable fuel standards,
not pie-in-the-sky goals that are unreachable. Please, revise the Obama
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of $3,000.00. This is a tremendous burden on working families who depend
on their cars to get to and from work, school and for basic
transportation. If implemented, it will reduce new car sales, killing
jobs and hurting our economy.\n\n\nAll of us want better fuel economy
for our cars, but the Obama CAFE standards go too far. \n\n\nPlease
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Obama/California scheme forced auto buyers all over the country to pay more to lavish subsidies on rich buyers of ultraluxury electric cars. I believe it was designed with the ultimate goal of banning the internal combustion engine. I fully support President Trump's plan to freeze the fuel economy mandate and stop Sacramento liberals from telling me what kind of car I can drive. California does not deserve special treatment.",

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No single state should have that power. That's just wrong. \n\nRegards,
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administration put in place what I believe is an unrealistic requirement
that automakers fleets average 54.5 mpg by the year 2025 just 7 years
from now. Thats clearly unworkable and, even if it could be achieved, has
been estimated to raise the price of a new American car by
$3,000.\n\n\n\nAlthough the current administration has proposed revising
these standards to a more realistic level, California and 16 other states
have gone to court to keep the Obama standards in place. This has
presented us with the worst of all worlds: automakers and consumers will
now have to comply with two separate standards, and in 16 states, we will
all be stuck with the expensive and unrealistic Obama CAFE
standards.\n\n\n\nThe tail cant be allowed to wag the dog. We need a
national, 50-state standard for fuel economy that is realistic and that
can be achieved without turning the entire U.S. auto industry upside
down.\n\n\n\nPlease, adopt a single, nationwide standard that is
achievable: revise the Obama CAFE standards and take whatever steps are
necessary to force all states to abide by them. \n\nRegards, \nSarah
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ought to be left to the marketplace, not determined by government
bureaucrats. Yet the Obama administrations unrealistic CAFE standard
requiring all cars in a manufacturers fleet to achieve 54.5 mpg in just 7
years will force major adjustments in the types of cars Americans
drive.\n\n\n\nWe all want better fuel economy, but decisions on what
kinds of cars we drive ought to be made by the consumer, not the
government.\n\n\n\nPlease, lets fix the Obama CAFE standard: adopt
something that is realistic and workable, and that does not turn the
entire U.S. auto industry upside down.\n\n\n\nIn addition, please ensure
that the new standards are truly national in scope: it is totally
impractical to have one standard for California and 16 other states and
another for the rest of the nation. \n\nRegards, \nDodi Livergood",
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Grab!\nDue to the Obama administration, California bureaucrats are
forcing ALL cars sold in the US to meet their insane fuel economy
standards!\n\n\nThat's making cars $6,800 MORE expensive.\n\n\nI want that
sweetheart deal to end now. \n\nRegards, \nDavid Ollanketo",
    "docketId": "NHTSA-2018-0067",
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Rule for Model Years 2021-2026 Passenger Cars and Light Trucks",
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    "commentText": "I support the new Rules that some call the Car
Freedom Act.\n\n\n\nThe existing standards will raise the price of new
cars by at least $3,000. Doing so costs American jobs from the auto
factory to the dealership.\n\n\n\nFor the protection of our jobs, please
support the new Rule and improve the existing mileage standards.
\n\nRegards, \nJoAnne Parker",
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Rule for Model Years 2021-2026 Passenger Cars and Light Trucks",
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    "commentText": "We would like to afford a new car but if
California's car environmental standards are implemented, we will not be
able to afford the car. Just because one state wants certain
restrictions on the manufacturing of cars, doesn't mean that the rest of
the country has to suffer. I thought States had the right to govern
their own people, not take orders from other states.\nPlease use common
sense and the Constitution to make decisions. \n\nRegards, \nDorothy
McGee",
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Rule for Model Years 2021-2026 Passenger Cars and Light Trucks",
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proposed by the Obama administration are too ambitious and impractical. I
support the Secretarys amendments to the standards.\n\n\n\nAmericans
should be able to own any vehicle they want to including light trucks,
vans or other vehicles with comparably lower fuel economy. In addition,
for many Americans, owning a light truck or van is not a matter of
personal taste: it is required for their work and the nature of their
local terrain. \n\n\n\nConsidering how many American families want to buy
these larger vehicles, it is impossible that a manufacturers fleet of
vehicles will be able to average 54.5 mpg by the year 2025 just 7 short
years from now. \n\n\n\nLets adopt realistic, workable fuel standards,
not pie-in-the-sky goals that are unreachable. Please, revise the Obama
CAFE standards. \n\nRegards, \nJames Larkin",
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  "docketTitle": "The Safer Affordable Fuel-Efficient (SAFE) Vehicles
Rule for Model Years 2021-2026 Passenger Cars and Light Trucks",
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