



Los Angeles County
Sheriff's Department

43RD ANNUAL

**LAW ENFORCEMENT VEHICLE TEST
AND
EVALUATION PROGRAM**

VEHICLE MODEL YEAR 2018

Jim McDonnell, SHERIFF

TABLE OF CONTENTS

PREFACE	3
ACKNOWLEDGEMENTS	4
TEST VEHICLE DESCRIPTION	6
VEHICLE SPECIFICATIONS	8
VEHICLE DYNAMICS EVALUATION (32 LAP HIGH SPEED COURSE)	22
CITY COURSE EVALUATION	49
BRAKE EVALUATION	63
ACCELERATION EVALUATION	65
HEAT EVALUATION	68
COMMUNICATION EVALUATION	72
ERGONOMIC EVALUATION	86
FUEL EFFICIENCY EVALUATION	111

PREFACE

The Los Angeles County Sheriff's Department first implemented its police vehicle testing program in 1974. Since that time, our department has become nationally recognized as a major source of information relative to police vehicles and their use. It is our goal to provide law enforcement agencies with the information they require to successfully evaluate those vehicles currently being offered for police service. The Los Angeles County Sheriff's Department is proud to publish this information, via the internet, to all law enforcement agencies.

Since the inception of our vehicle testing program in 1974, we have continually refined our efforts in this area in order to provide the law enforcement community with the most current information available. During the 1997 model year testing, the Sheriff's department expanded its existing criteria to include an urban or city street course. This course consists of multiple city block distances punctuated by the various types of turns normally found in most inner city environments. The "city street" course is designed to simulate the conditions encountered by most officers working in typical urban communities. The test is only conducted on vehicles offered with a factory "Police Package". Since many law enforcement agencies buy "non-police packaged" vehicles, we also test vehicles offered in a "Special Service" configuration when offered by the manufacturers. These vehicles are tested in a similar fashion as "Police Package" vehicles however we do not subject them to the city course.

The booklet is not intended as a recommendation for any specific vehicle contained within. The Sheriff's Department conducts the vehicle testing program in order to accomplish two primary goals. To provide law enforcement agencies with the data necessary to assist those in the vehicle selection process, and to provide the various vehicle manufacturers with the input necessary to better meet the needs of law enforcement. We recognize the fact that individual agency needs can be influenced by cost, operational considerations and other factors.

Our testing process is designed to address the law enforcement officer's operational requirements in terms of vehicle performance, vehicle safety, and comfort. Each test is designed and executed to simulate actual field conditions as closely as possible. The vehicles being tested are driven by law enforcement personnel on city streets and interstates, as well as the performance track. The maneuvers duplicated during the electronic test procedures are those encountered in actual patrol and emergency operations which the law enforcement officer may encounter in the field.

Interpretation of test results is the responsibility of each agency. The importance with which each individual phase is weighted is a subjective decision which should be made by each agency based upon that agency's needs.

ACKNOWLEDGEMENTS

The Los Angeles County Sheriff's Department, Fleet Management Bureau would like to thank all those who contributed their time and efforts in making this year's test a success.

Vehicle Test Track Drivers

Deputy Joe Rosales - LASD
Deputy Ramiro Juarez - LASD

Officer Alex Penrith - LAPD
Officer Baqnhart Douglas - LAPD

Vehicle Manufactures

FORD MOTOR CO POLICE VEHICLES
GENERAL MOTORS POLICE PROGRAM
(CHRYSLER) FCA USA, LLC

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LASD Print Shop
LASD Sign Shop
LASD Web Development Unit
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Vehicle Test Sponsors

FEDERAL SIGNAL
SETINA MANUFACTURING
WHELEN MANUFACTURED
FORD MOTOR CO POLICE VEHICLES
GENERAL MOTORS POLICE PROGRAM
(CHRYSLER) FCA USA, LLC

We would like to give a special thanks to the Auto Club Speedway staff for helping to make this event possible.

ACKNOWLEDGEMENTS (Continued)

The Los Angeles County Sheriff's Department Fleet Management Bureau would like to thank the following companies for their participation and continued support of the LASD Vehicle Test vendor expo.

10-8 RETROFIT INC.

AIRWAVE COMMUNICATIONS IMPERIAL

WESTIN PUBLIC SAFETY

TRUCK VAULT

CROSSCO/CODE 3

FEDERAL MOGUL MOTORPARTS

HUNTINGTON BEACH HONDA

BMW MOTORRAD USA

YAMAHA POLICE MOTORCYCLES

GETAC

HARLEY DAVIDSON MOTORCYCLE COMPANY

HAVIS/ ASG MARKETING

TROY PRODUCTS

WEST COAST LIGHTS AND SIRENS

WATTCO EQUIPMENT, INC

INDUSTRIAL VAN & TRUCK

JOTTO DESK

LINK ENGINEERING CO.

PRISONER TRANSPORT SYSTEMS

RACEWAY FORD

RAYBESTOS

TOMAR ELECTRONICS. INC

2018 MODEL YEAR VEHICLE TEST

On October 10th–13th, 2017, vehicle testing was performed at the Auto Club Speedway in Fontana, California. Chrysler, General Motors, and Ford all submitted vehicles in the “Police Package” category. Police Package vehicles have been identified by the manufacturers as factory installed Police package vehicles. All of the vehicles satisfactorily completed the test.

The vehicles submitted for evaluation were all 2018 models and are identified below.

HIGH SPEED POLICE PACKAGE VEHICLE CATEGORY:

- 2018 Ford PI Sedan FWD 3.5L: Full size four door sedan, front wheel drive, 3.5 liter V-6 engine, 6 speed automatic transmission with overdrive and a 3.16:1 axle ratio.
- 2018 Ford PI Sedan AWD 3.7L: Full size four door sedan, all-wheel drive, 3.7 liter V-6 engine, 6 speed automatic transmission with overdrive and 3.39:1 axle ratio.
- 2018 Ford PI Sedan AWD Eco.: Full size four door sedan, all-wheel drive, 3.5 liter EcoBoost V-6 engine, 6 speed automatic transmission with overdrive and a 3.16:1 axle ratio.
- 2018 Ford PI Utility AWD 3.7L: Full size four door sport utility, all-wheel drive, 3.7 liter V-6 engine, 6 speed automatic transmission with overdrive and a 3.65:1 axle ratio.
- 2018 Ford PI Utility AWD Eco.: Full size four door sport utility, all-wheel drive, 3.5 liter EcoBoost Turbocharged V-6 engine, 6 speed automatic transmission with overdrive and a 3.16:1 axle ratio.
- 2018 Ford PI Sedan FWD 2.0L: Full size four door sedan, front wheel drive, 2.0 liter, turbocharged engine, direct injection, 6 speed electronic automatic transmission with overdrive and a 3.07:1 axle ratio.
- 2018 Ford F150 4WD 3.5L Eco.: Full size four door pickup truck, four-wheel drive, 3.5 liter, V6, EcoBoost engine with 10 speed SelectShift automatic transmission configured with progressive range select and selectable drive models with 3.55:1 axle ratio.
- 2018 Ford Responder Hybrid Sedan : Full size four door sedan. front wheel drive, 2.0 liter, Atkinson cycle engine & electric A/C motor managed by power-split hybrid technology and automatic electronically controlled continuously variable transmission with a 2.57:1 axle ratio.

HIGH SPEED POLICE PACKAGE VEHICLE CATEGORY: (CONTINUED)

- 2018 Dodge Charger V-6 RWD: Full size four door sedan, rear wheel drive, 3.6 liter V-6 engine, 5 speed automatic transmission with overdrive and a 2.62:1 axle ratio.
- 2018 Dodge Charger V-8 RWD: Full size four door sedan, rear wheel drive, 5.7 liter , naturally aspirated V-8 5 speed automatic transmission with overdrive and a 2.62:1 axle ratio.
- 2018 Dodge Charger V-8 AWD: Full size four door sedan, all-wheel drive, 5.7 liter , naturally aspirated V8, 5 speed automatic transmissions with overdrive and a 3.08:1 axle ratio.
- 2018 Chevrolet Tahoe PPV 2wd: Full size four door sport utility, rear wheel drive , 5.3 liter V-8 engine, 6 speed automatic transmission with overdrive and a 3.08:1 axle ratio.
- 2018 Chevrolet Tahoe PPV 4wd: Full size four door sport utility, four wheel drive, 5.3 liter V-8 engine , 6 speed automatic transmission with overdrive and a 3.08:1 axle ratio.

VEHICLE SPECIFICATIONS

Vehicle Type: Full size four door sedan, front wheel drive, 3.5 liter V-6 engine, 6 speed automatic transmission with overdrive and a 3.16 axle ratio.

EPA		TESTED	
CITY	HWY	CITY	HWY
17	25		

<u>INTERIOR</u>	<u>DIMENSIONS</u>	<u>CHASSIS</u>																							
<p><u>SEATS</u></p> <p>Front: Heavy duty cloth bucket; 6-way adjustable; 4-way adjustable headrest.</p> <p>Rear: Vinyl bench standard; cloth optional.</p> <p><u>MEASUREMENTS</u></p> <table> <tr> <td></td> <td>Front</td> <td>Rear</td> </tr> <tr> <td>Headroom:</td> <td>39.0 in</td> <td>36.7 in</td> </tr> <tr> <td>Legroom:</td> <td>41.9 in</td> <td>41.6 in</td> </tr> <tr> <td>Shoulder:</td> <td>57.9 in</td> <td>60.9 in</td> </tr> <tr> <td>Hip Room:</td> <td>56.3 in</td> <td>56.8 in</td> </tr> </table> <p>Interior Volume:</p> <table> <tr> <td>Front:</td> <td>54.8 cu- ft.</td> </tr> <tr> <td>Rear:</td> <td>48.1 cu-ft.</td> </tr> <tr> <td>Comb:</td> <td>103.0 cu-ft.</td> </tr> <tr> <td>Trunk:</td> <td>16.6 cu-ft.</td> </tr> </table>		Front	Rear	Headroom:	39.0 in	36.7 in	Legroom:	41.9 in	41.6 in	Shoulder:	57.9 in	60.9 in	Hip Room:	56.3 in	56.8 in	Front:	54.8 cu- ft.	Rear:	48.1 cu-ft.	Comb:	103.0 cu-ft.	Trunk:	16.6 cu-ft.	<p>Fuel Capacity: 19.0 Gallons</p> <p>GVWR: 5,460 lbs.</p> <p>Wheelbase: 112.9 in</p> <p>Ground Clearance: 6.0 in</p> <p>Overall Length: 202.9 in</p> <p>Overall Height: 61.3 in</p>	<p><u>STEERING</u></p> <p>Type: Electric power assist rack and pinion.</p> <p>Curb-to-curb: 38.4 ft.</p> <p><u>SUSPENSION</u></p> <p>Front: Independent MacPherson coil over strut.</p> <p>Rear: Multi-link fully independent suspension.</p> <p><u>WHEEL + TIRES</u></p> <p>Wheel size/type: 18" x 8", steel, 5-spoke</p> <p>Tire make: Goodyear</p> <p>Tire model: Eagle RS-A</p> <p>Tire size: 245/55R18</p> <p>Speed rating: 103V</p> <p><u>BRAKES</u></p> <p>Type: Power— dual piston calipers front, single piston calipers rear, 4 circuit and ABS.</p> <p>Front Disc: 13.9 in, vented</p> <p>Rear Disc: 13.6 in, vented</p>
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<p><u>ENGINE</u></p> <p>Naturally aspirated V6</p> <p>Fuel delivery system: MPFI</p> <p>Displacement: 3.5 Liters 214 cid</p> <p>Compression Ratio: 10.8:1</p> <p>Horse Power: 288 bhp @ 6500 rpm</p> <p>Torque (SAE net): 245 ft-lb @ 4000 rpm</p> <p>Alternator: 220 amp</p> <p>Battery: 750 CCA</p>	<p><u>DRIVETRAIN</u></p> <p>Transmission: Model 6F50; 6 speed electronic automatic with lockup torque converter.</p> <p>Axle Ratio: 3.16:1</p>																								

<u>TEST RESULTS</u>		
<u>ACCELERATION</u>	<u>BRAKING</u>	<u>32 LAP HIGH SPEED</u>
<p>0-30mph— 2.80 sec</p> <p>0-60mph— 7.50 sec</p> <p>0-100-mph— 19.40 sec</p> <p>30-60mph— 4.97 sec</p> <p>60-100mph— 11.43 sec</p> <p>1/4 mile — 15.80 sec @ 91.30 mph</p>	<p>149.5 ft. @ 60 mph</p>	<p>Average Lap Time - 1:25.50</p> <p>Average Speed - 61.65 mph</p> <p><u>CITY COURSE</u></p> <p>Average Lap Time - 4:30.95</p> <p>Average Speed - 34.50 mph</p>

MAKE: DODGE

MODEL: 2018 CHARGER V6 2.62

SALES CODE: 27A, Z1B

Vehicle Type: Full size four door sedan, rear wheel drive, 3.6 liter V-6 engine, 5 speed automatic transmission with overdrive and a 2.62:1 axle ratio.

EPA		TESTED	
CITY	HWY	CITY	HWY
18	26		

INTERIOR

SEATS

Front: Heavy duty cloth bucket

Rear: Vinyl bench

MEASUREMENTS

Headroom: **Front** **Rear**
 38.6 in 36.7 in

Legroom: 41.8 in 40.1 in

Shoulder: 59.5 in 57.9 in

Hip Room: 56.2 in 56.1 in

Interior Volume:

Front: 55.6 cu-ft.

Rear: 49.2 cu-ft.

Comb: 104.7 cu-ft.

Trunk: 16.5 cu-ft.

DIMENSIONS

Fuel Capacity: 18.5 Gallons

GVWR: 5,450 lbs.

Wheelbase: 120.2 in

Ground Clearance: 5.1 in

Overall Length: 198.4 in

Overall Height: 58.4 in

CHASSIS

STEERING

Type: Electric power assisted rack and pinion.

Curb-to-curb: 37.7 ft.

SUSPENSION

Front: Independent high arm SLA with dual ball joint lower, coil spring over gas-charged mono-tube shock absorbers and stabilizer bar. Lateral and diagonal lower links with dual ball joint knuckles

Rear: 5 link independent with coil springs, gas charged load-leveling NIVOMAT rear shocks, suspension cradle.

WHEEL + TIRES

Wheel size/type: 18" x 7.5" steel

Tire make: Goodyear

Tire model: Eagle RS-A

Tire size: 245/55R18

Speed rating: V-rated

BRAKES

Type: Power with dual piston front calipers, single piston rear calipers, anti-lock.

Front Disc: 388 sq. in swept area vented disc

Rear Disc: 300 sq. in swept area vented disc

ENGINE

Naturally aspirated V6

Fuel delivery system: SPFI

Cubic Inches: 220

Displacement: 3.6 liters

Compression Ratio: 10.2:1

Horse Power: 292bhp @ 6350 rpm

Torque (SAE net):
 260 ft-lb @ 4800 rpm

Alternator: 220 amp

Battery: 800 CCA

DRIVETRAIN

Transmission: Model A580, 5 speed automatic with overdrive and lockup torque converter.

Axle Ratio: 2.62:1

***The standard tire size for this vehicle is 225/60R18. This vehicle was tested with tire option 245/55R18.**

TEST RESULTS

ACCELERATION

0-30mph- 3.29 sec
0-60mph- 8.00 sec
0-100-mph- 21.20 sec
30-60mph- 5.30 sec
60-100mph- 13.36 sec
1/4 mile- 16.20 sec @ 90.8 mph

BRAKING

145.3 ft. @ 60 mph

32 LAP HIGH SPEED

Average Lap Time - 1:25.30
Average Speed - 61.70 mph

CITY COURSE

Average Lap Time - 4:33.85
Average Speed - 34.20 mph

Vehicle Type: Full size four door sedan, all-wheel drive, 3.7 liter V-6 engine, 6 speed automatic transmission with overdrive and 3.39 axle ratio.

EPA		TESTED	
CITY	HWY	CITY	HWY
16	22		

INTERIOR

SEATS
Front: Heavy duty cloth bucket; 6-way adjustable; 4-way adjustable headrest.
Rear: Vinyl bench standard; cloth optional.

MEASUREMENTS

	Front	Rear
Headroom:	39.0 in	36.7 in
Legroom:	41.9 in	39.9 in
Shoulder:	57.9 in	60.9 in
Hip room:	56.3 in	56.8 in

Interior Volume:

Front:	54.8 cu-ft.
Rear:	48.1 cu-ft.
Comb:	103.0 cu-ft.
Trunk:	16.6 cu-ft.

DIMENSIONS

Fuel Capacity: 19.0 Gallons
GVWR: 5,700 lbs.
Wheelbase: 112.9 in
Ground Clearance: 6.0 in
Overall Length: 202.9 in
Overall Height: 61.3 in

CHASSIS

STEERING
Type: Electric power assist rack and pinion
Curb-to-curb: 38.4 ft.

SUSPENSION
Front: Independent MacPherson coil over strut.
Rear: Multi-link fully independent suspension.

WHEEL + TIRES
Wheel size/type: 18" x 8" steel, 5 spoke
Tire make: Goodyear
Tire model: Eagle RS-A
Tire size: 245/55R18
Speed rating: 103V

BRAKES
Type: Power – dual piston calipers front, single piston calipers rear, 4 circuit and ABS

Front Disc: 13.9 in, vented disc
Rear Disc: 13.6 in, vented disc

ENGINE

Naturally aspirated V-6

Fuel delivery system: MPFI
Displacement: 3.7 liters
226 cid
Compression Ratio: 10.5:1
Horse Power: 305 bhp @ 6500 rpm
Torque (SAE net): 279 ft-lb @ 4000 rpm

Alternator: 220 amp
Battery: 750 CCA

DRIVETRAIN

Transmission: Model 6F55. 6-speed electronic automatic with lockup torque converter.

Axle Ratio: 3.39:1 with all-wheel drive

TEST RESULTS

<p><u>ACCELERATION</u></p> <p>0-30mph– 2.68 sec 0-60mph– 7.60 sec 0-100-mph– 19.60 sec 30-60mph– 5.40 sec 60-100mph– 11.28 sec 1/4 mile– 15.80 sec @ 90.40 mph</p>	<p><u>BRAKING</u></p> <p>144.6 ft. @ 60 mph</p>	<p><u>32 LAP HIGH SPEED</u></p> <p>Average Lap Time – 1:25.10 Average Speed – 61.85 mph</p> <p style="text-align: center;"><u>CITY COURSE</u></p> <p>Average Lap Time– 4:24.55 Average Speed - 35.40 mph</p>
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MAKE: FORD MODEL: 2018 P.I. UTILITY 3.7L AWD**SALES CODE: K8A, 99R****Vehicle Type:** Full size four door sport utility, all-wheel drive, 3.7 liter V-6 engine, 6 speed automatic transmission with overdrive and a 3.65 axle ratio.

EPA		TESTED	
CITY	HWY	CITY	HWY
15	20		

<u>INTERIOR</u>	<u>DIMENSIONS</u>	<u>CHASSIS</u>																							
<p><u>SEATS</u></p> <p>Front: Heavy duty cloth bucket, 6-way adjustable, 4-way adjustable headrest.</p> <p>Rear: Vinyl bench, 60/40 split.</p> <p><u>MEASUREMENTS</u></p> <table border="0"> <thead> <tr> <th></th> <th>Front</th> <th>Rear</th> </tr> </thead> <tbody> <tr> <td>Headroom:</td> <td>41.4 in</td> <td>40.1 in</td> </tr> <tr> <td>Legroom:</td> <td>40.6 in</td> <td>41.6 in</td> </tr> <tr> <td>Shoulder:</td> <td>61.3 in</td> <td>60.9 in</td> </tr> <tr> <td>Hip Room:</td> <td>57.3 in</td> <td>56.8 in</td> </tr> </tbody> </table> <p>Interior Volume:</p> <table border="0"> <tbody> <tr> <td>Front:</td> <td>59.7 cu-ft.</td> </tr> <tr> <td>Rear:</td> <td>58.7 cu-ft.</td> </tr> <tr> <td>Comb:</td> <td>118.4 cu-ft.</td> </tr> <tr> <td>Max Cargo:</td> <td>85.1 cu-ft.</td> </tr> </tbody> </table>		Front	Rear	Headroom:	41.4 in	40.1 in	Legroom:	40.6 in	41.6 in	Shoulder:	61.3 in	60.9 in	Hip Room:	57.3 in	56.8 in	Front:	59.7 cu-ft.	Rear:	58.7 cu-ft.	Comb:	118.4 cu-ft.	Max Cargo:	85.1 cu-ft.	<p>Fuel Capacity: 18.6 Gallons</p> <p>GVWR: 6,300 lbs.</p> <p>Wheelbase: 112.6 in</p> <p>Ground Clearance: 6.5 in</p> <p>Overall Length: 197.1 in</p> <p>Overall Height: 69.2 in (w/o roof rack)</p>	<p><u>STEERING</u></p> <p>Type: Electric power assist rack and pinion</p> <p>Curb-to-curb: 38.8 ft.</p> <p><u>SUSPENSION</u></p> <p>Front: Independent MacPherson coil over strut.</p> <p>Rear: Multi-link fully independent suspension</p> <p><u>WHEEL + TIRES</u></p> <p>Wheel size/type: 18" x 8" steel, 5-spoke</p> <p>Tire make: Goodyear</p> <p>Tire model: Eagle RS-A</p> <p>Tire size: 245/55R18</p> <p>Speed rating: 103V</p> <p><u>BRAKES</u></p> <p>Type: Power—dual piston calipers front, single piston calipers rear, 4-circuit and ABS.</p> <p>Front: 13.9 in, vented.</p> <p>Rear: 13.6 in, vented.</p>
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<p><u>ENGINE</u></p> <p>Naturally aspirated V6</p> <p>Fuel delivery system: MPFI</p> <p>Displacement: 3.7 Liters 226 cid</p> <p>Compression Ratio: 10.5:1</p> <p>Horse Power: 304 bhp @ 6500 rpm</p> <p>Torque (SAE net): 279 ft-lb @ 4000 rpm</p> <p>Alternator: 220 amps</p> <p>Battery: 750 CCA</p>	<p><u>DRIVETRAIN</u></p> <p>Transmission: Model 6F55, 6-speed electronic automatic with lockup torque converter.</p> <p>Axle Ratio: 3.65:1 with all-wheel drive.</p>																								

<u>ACCELERATION</u>	<u>TEST RESULTS</u>	<u>32 LAP HIGH SPEED</u>
<p>0-30mph— 2.86 sec</p> <p>0-60mph— 8.50 sec</p> <p>0-100-mph— 23.00 sec</p> <p>30-60mph— 5.50 sec</p> <p>60-100mph— 13.75 sec</p> <p>1/4 mile— 16.40 sec @ 86.40 mph</p>	<p><u>BRAKING</u></p> <p>144.9 ft. @ 60 mph</p>	<p>Average Lap Time— 1:28.50</p> <p>Average Speed — 59.52 mph</p> <p><u>CITY COURSE</u></p> <p>Average Lap Time — 4:36.10</p> <p>Average Speed — 33.90 mph</p>

Vehicle Type: Full Size four door sedan; front wheel drive, 2.0 liter, turbocharged engine, direct injection, 6 speed electronic automatic transmission with overdrive and a 3.07:1 axle ratio.

EPA		TESTED	
CITY	HWY	CITY	HWY
19	28		

<u>INTERIOR</u>	<u>DIMENSIONS</u>	<u>CHASSIS</u>																							
<p><u>SEATS</u></p> <p>Front: Heavy duty cloth bucket, 6-way power adjustable; 4-way adjustable headrest.</p> <p>Rear: Vinyl bench, Optional cloth bench.</p> <p><u>MEASUREMENTS</u></p> <table border="0"> <thead> <tr> <th></th> <th>Front</th> <th>Rear</th> </tr> </thead> <tbody> <tr> <td>Headroom:</td> <td>39.0 in</td> <td>36.7 in</td> </tr> <tr> <td>Legroom:</td> <td>41.9 in</td> <td>41.6 in</td> </tr> <tr> <td>Shoulder</td> <td>57.9 in</td> <td>60.9 in</td> </tr> <tr> <td>Hip Room:</td> <td>56.3 in</td> <td>56.8 in</td> </tr> </tbody> </table> <p>Interior Volume:</p> <table border="0"> <tbody> <tr> <td>Front:</td> <td>54.8 cu-ft.</td> </tr> <tr> <td>Rear:</td> <td>48.1 cu-ft.</td> </tr> <tr> <td>Comb:</td> <td>103.0 cu-ft.</td> </tr> <tr> <td>Trunk:</td> <td>16.6 cu-ft.</td> </tr> </tbody> </table>		Front	Rear	Headroom:	39.0 in	36.7 in	Legroom:	41.9 in	41.6 in	Shoulder	57.9 in	60.9 in	Hip Room:	56.3 in	56.8 in	Front:	54.8 cu-ft.	Rear:	48.1 cu-ft.	Comb:	103.0 cu-ft.	Trunk:	16.6 cu-ft.	<p>Fuel Capacity: 19.0 Gallons</p> <p>GVWR: 5,460 lbs.</p> <p>Wheelbase: 112.9 in</p> <p>Ground Clearance: 6.0 in</p> <p>Overall Length: 202.9 in</p> <p>Overall Height: 61.3 in</p>	<p><u>STEERING</u></p> <p>Type: Electric power assisted rack and pinion.</p> <p>Curb-to-curb: 38.4 ft.</p> <p><u>SUSPENSION</u></p> <p>Front: Independent MacPherson strut with coil over shocks</p> <p>Rear: Multi-Link full independent</p> <p><u>WHEEL+TIRES</u></p> <p>Wheel size/type: 18" x 8" steel, 5-spoke</p> <p>Tire make: Goodyear</p> <p>Tire model: RS-A</p> <p>Tire size: 245/55R18</p> <p>Speed rating: 103V</p> <p><u>BRAKES</u></p> <p>Type: Power - dual piston calipers front, single piston calipers rear, 4 circuit and ABS</p> <p>Front: 13.9 inch vented disc</p> <p>Rear: 13.6 inch vented disc</p>
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Comb:	103.0 cu-ft.																								
Trunk:	16.6 cu-ft.																								
<p><u>ENGINE</u></p> <p>Turbocharged I-4</p> <p>Fuel Type: Gas</p> <p>Fuel delivery system: SDI</p> <p>Displacement: 2.0 Liters</p> <p>Compression Ratio: 10.0:1</p> <p>Horse Power: 340 bhp @ 5,500 rpm</p> <p>Torque (SAE net): 270 lb.-ft. @ 3,000 rpm</p> <p>Alternator: 200 amp</p> <p>Battery: 750 CCA</p>	<p><u>DRIVETRAIN</u></p> <p>Transmission: Model 6F55 6-speed electronic automatic with lockup torque converter.</p> <p>Axle Ratio: 3.07:1</p>																								

<u>ACCELERATION</u>	<u>TEST RESULTS</u>	<u>32 LAP HIGH SPEED</u>
<p>0-30mph- 3.23 sec</p> <p>0-60mph- 8.50 sec</p> <p>0-100-mph- 21.10 sec</p> <p>30-60mph- 5.30 sec</p> <p>60-100mph- 13.14 sec</p> <p>1/4 mile- 16.60 sec @ 88.70 mph</p>	<p><u>BRAKING</u></p> <p>132.6 ft. @ 60mph</p>	<p>Average Lap Time – 1:29.90</p> <p>Average Speed – 58.59 mph</p> <p><u>CITY COURSE</u></p> <p>Average Lap Time – 4:41.10</p> <p>Average Speed – 33.30 mph</p>

Vehicle Type: Full size four door sport utility, all-wheel drive, 3.5 liter EcoBoost Twin Turbocharged V-6 engine, 6 speed automatic transmission with overdrive and a 3.16:1 axle ratio.

EPA		TESTED	
CITY	HWY	CITY	HWY
15	20		

INTERIOR

SEATS
Front: Heavy duty cloth bucket, 6-way power adjustable; 4-way adjustable headrest
Rear: Vinyl bench, 60/40 split

MEASUREMENTS

	Front	Rear
Headroom:	41.4 in	40.1 in
Legroom:	40.6 in	41.6 in
Shoulder:	61.3 in	60.9 in
Hip Room:	57.3 in	56.8 in

Interior Volume:

Front:	59.7 cu-ft
Rear:	58.7 cu-ft
Comb:	118.4 cu-ft
Rear Cargo:	85.1 cu-ft

DIMENSIONS

Fuel Capacity: 18.6 Gallons
GVWR: 6,300 lbs.
Wheelbase: 112.6 in
Ground Clearance: 6.4 in
Overall Length: 197.1 in
Overall Height: 69.2 in
 (w/o roof rack)

*** The vehicle was tested with the "Enhance Power Transfer (PTU)" cooler option.**

CHASSIS

STEERING
Type: Electric power assist rack and pinion
Curb-to-curb: 38.8 ft.

SUSPENSION
Front: Independent MacPherson strut with coil over shocks
Rear: Multi-link full independent suspension

WHEEL + TIRES
Wheel size/type: 18" x 8" steel, 5-spoke
Tire make: Goodyear
Tire model: 245/55R18
Tire size: RS-A
Speed rating: 103 V

BRAKES
Type: Power with dual piston calipers front, single piston calipers rear, 4 circuit and ABS
Front: 13.9 inch vented disc
Rear: 13.6 inch vented disc

ENGINE

Twin Turbocharged V-6

Fuel delivery system: SDI
Displacement: 3.5 Liters
 214 cid
Compression Ratio: 10.0:1
Horse Power: 365 bhp @ 5550 rpm
Torque (SAE net): 350 lb. ft. @ 5500 rpm
Alternator: 220 amp
Battery: 750 CCA

DRIVETRAIN

Transmission: Model 6F55.
 6 speed electronic automatic with lockup torque converter

Axle Ratio: 3.16:1 with all-wheel drive.

TEST RESULTS

<p><u>ACCELERATION</u></p> <p>0-30mph- 2.63 sec 0-60mph- 6.70 sec 0-100-mph- 17.50 sec 30-60mph- 4.40 sec 60-100mph- 9.91 sec 1/4 mile- 15.30 sec @ 93.60 mph</p>	<p><u>BRAKING</u></p> <p>147.3 ft. @ 60mph</p>	<p><u>32 LAP HIGH SPEED</u></p> <p>Average Lap Time - 1:24.80 Average Speed - 62.18 mph</p> <p style="text-align: center;"><u>CITY COURSE</u></p> <p>Average Lap Time - 4:27.10 Average Speed - 32.60 mph</p>
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Vehicle Type: Full size four door sport utility, 4 wheel drive, 5.3 liter V-8 engine, 6 speed automatic transmission with overdrive and a 3.08:1 axle ratio.

EPA		TESTED	
CITY	HWY	CITY	HWY
16	23		

INTERIOR

SEATS
Front: Cloth bucket, 6-way power, manual lumber and recline.
Rear: Vinyl split folding 60/40 bench. (standard)

MEASUREMENTS

	Front	Rear
Headroom:	42.8 in	38.7 in
Legroom:	45.3 in	39.0 in
Shoulder:	64.8 in	65.1 in
Hip Room:	60.8 in	60.3 in

Interior Volume:

Front:	63.8 cu-ft.
Rear:	56.9 cu-ft.
Comb:	120.7 cu-ft.
Max. Cargo:	112.1 cu-ft.

DIMENSIONS

Fuel Capacity: 26 Gallons
98.0 Liters

GVWR: 7,100 lbs.

Payload: 1,624 lbs.

Wheelbase: 116 in

Ground Clearance: 8.5 in

Overall Length: 204 in

Overall Height: 72.4 in

CHASSIS

STEERING
Type: Electric power assist rack and pinion

Curb-to-curb: 39 ft.

SUSPENSION
Front: Independent single coil over shock with stabilizer bar.
Rear: Multi-link with coil springs.

WHEEL + TIRES
Wheel size/type: 17" x 8" steel
Tire make: Goodyear
Tire model: RS-A
Tire size: P265/60R17
Speed rating: Load rating '108' V-rated

BRAKES
Type: Heavy duty 4 wheel anti-lock front & rear disc with vacuum boost.

Front: 13.0 inch vented disc
Rear: 13.5 inch vented disc

ENGINE

Naturally aspirated V8

Fuel delivery system: SPFI
Cubic Inches: 325
Displacement: 5.3 Liters
Compression Ratio: 11.0:1
Horse Power: 355bhp @ 5600 rpm
Torque (SAE net): 383 ft-lb @ 4100 rpm
Alter: 170 amp
Battery: 720 CCA Primary
730 CCA Auxiliary

DRIVETRAIN

Transmission: Model 6L80E, 6-speed automatic with lockup torque converter.

Axle Ratio: 3.08:1 (Rear Wheel Drive with H/D Locking Differential)

TEST RESULTS

<u>ACCELERATION</u>	<u>BRAKING</u>	<u>32 LAP HIGH SPEED</u>
0-30mph- 3.32 sec	152.1 ft. @ 60mph	Average Lap Time - 1:27.70
0-60mph- 8.60 sec		Average Speed - 60.13 mph
0-100-mph- 23.10 sec		<u>CITY COURSE</u>
30-60mph- 6.20 sec		Average Lap Time - 4:46.30
60-100mph- 14.52 sec		Average Speed - 32.70 mph
1/4 mile- 16.70 sec @ 85.20 mph		

Vehicle Type: Full size four door sedan, all-wheel drive, 5.7 liter V-8 engine, 5 speed automatic transmissions with overdrive and a 3.08:1 axle ratio.

EPA		TESTED	
CITY	HWY	CITY	HWY
15	23		

<u>INTERIOR</u>	<u>DIMENSIONS</u>	<u>CHASSIS</u>																							
<p><u>SEATS</u></p> <p>Front: Heavy duty cloth bucket</p> <p>Rear: Vinyl bench</p> <p><u>MEASUREMENTS</u></p> <table border="0"> <thead> <tr> <th></th> <th>Front</th> <th>Rear</th> </tr> </thead> <tbody> <tr> <td>Headroom:</td> <td>38.6 in</td> <td>36.6 in</td> </tr> <tr> <td>Legroom:</td> <td>41.8 in</td> <td>40.1 in</td> </tr> <tr> <td>Shoulder:</td> <td>59.5 in</td> <td>57.9 in</td> </tr> <tr> <td>Hip Room:</td> <td>56.2 in</td> <td>56.1 in</td> </tr> </tbody> </table> <p>Interior Volume:</p> <table border="0"> <tbody> <tr> <td>Front:</td> <td>55.6 cu-ft.</td> </tr> <tr> <td>Rear:</td> <td>49.2 cu-ft.</td> </tr> <tr> <td>Comb:</td> <td>104.7 cu-ft.</td> </tr> <tr> <td>Trunk:</td> <td>16.5 cu-ft.</td> </tr> </tbody> </table>		Front	Rear	Headroom:	38.6 in	36.6 in	Legroom:	41.8 in	40.1 in	Shoulder:	59.5 in	57.9 in	Hip Room:	56.2 in	56.1 in	Front:	55.6 cu-ft.	Rear:	49.2 cu-ft.	Comb:	104.7 cu-ft.	Trunk:	16.5 cu-ft.	<p>Fuel Capacity: 18.5 Gallons</p> <p>GVWR: 5,500 lbs.</p> <p>Wheelbase: 120.2 in</p> <p>Ground Clearance: 5.1 in</p> <p>Overall Length: 198.4 in</p> <p>Overall Height: 58.4 in</p>	<p><u>STEERING</u></p> <p>Type: Electric power assist rack and pinion</p> <p>Curb-to-curb: 38.7 ft.</p> <p><u>SUSPENSION</u></p> <p>Front: Independent high arm SLA with upper "A" arm, coil spring over gas-charged mono-tube shock absorbers and stabilizer bar. Lateral and diagonal lower links with dual ball joint knuckles. One piece lower control arms.</p> <p>Rear: Five-link independent with coil springs, gas-charged load-leveling NIVOMAT rear shocks, stabilizer bar and isolated suspension cradle.</p> <p><u>WHEEL + TIRES</u></p> <p>Wheel size/type: 18" x 7.5" steel</p> <p>Tire make: Goodyear</p> <p>Tire model: Eagle RS-A</p> <p>Tire size: 245/55R18</p> <p>Speed rating: V-rated</p> <p><u>BRAKES</u></p> <p>Type: Power with dual piston front calipers, single piston rear calipers, anti-lock.</p> <p>Front: 388 sq. in. swept area vented disc</p> <p>Rear: 300 sq. in. swept area vented disc</p>
	Front	Rear																							
Headroom:	38.6 in	36.6 in																							
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<p><u>ENGINE</u></p> <p>Naturally aspirated V-8</p> <p>Fuel delivery system: SPFI</p> <p>Cubic Inches: 345 cid</p> <p>Displacement: 5.7 Liters</p> <p>Compression Ratio: 10.5:1</p> <p>Horse Power: 370 @ 5250 rpm</p> <p>Torque (SAE net): 395 ft. lb. @ 4200 rpm</p> <p>Alternator: 220 amp</p> <p>Battery: 800 CCA</p>	<p><u>DRIVETRAIN</u></p> <p>Transmission: Model A580, 5-speed automatic with overdrive and lockup torque converter.</p> <p>Axle Ratio: 3.08:1</p> <p>*The standard tire size for this vehicle is 225/60R18. This vehicle was tested with tire option 245/55R18.</p>																								

<u>ACCELERATION</u>	<u>TEST RESULTS</u>	<u>32 LAP HIGH SPEED</u>
<p>0-30mph- 2.57 sec</p> <p>0-60mph- 6.60 sec</p> <p>0-100mph- 16.60 sec</p> <p>30-60mph- 4.50 sec</p> <p>60-100mph- 9.28 sec</p> <p>1/4 mile- 15.10 sec @ 95.10 mph</p>	<p><u>BRAKING</u></p> <p>141.2 ft. @ 60mph</p>	<p><u>CITY COURSE</u></p> <p>Average Lap Time - 4:24.25</p> <p>Average Speed - 35.40 mph</p>

<p>Vehicle Type: Front engine, 3.5L EcoBoost Engine with 10 speed select shift automatic transmission, front-wheel drive, 5 passenger, 4 door sedan, Police packaged vehicle</p>		EPA		TESTED																								
		CITY	HWY	CITY	HWY																							
		TBD	TBD																									
<u>INTERIOR</u>		<u>DIMENSIONS</u>		<u>CHASSIS</u>																								
<p><u>SEATS</u></p> <p>Front: Heavy duty cloth bucket; 8-way adjustable; Power optional passenger seat; 4-way adjustable headrest.</p> <p>Rear: Vinyl bench standard; cloth optional.</p> <p><u>MEASUREMENTS</u></p> <table border="0"> <tr> <td></td> <td>Front</td> <td>Rear</td> </tr> <tr> <td>Headroom:</td> <td>40.8 in</td> <td>40.4 in</td> </tr> <tr> <td>Legroom:</td> <td>43.9 in</td> <td>43.6 in</td> </tr> <tr> <td>Shoulder:</td> <td>66.7 in</td> <td>65.9 in</td> </tr> <tr> <td>Hip Room:</td> <td>62.5 in</td> <td>64.7 in</td> </tr> </table> <p>Interior Volume:</p> <table border="0"> <tr> <td>Front:</td> <td>79.9 cu-ft.</td> </tr> <tr> <td>Rear:</td> <td>51.9 cu-ft.</td> </tr> <tr> <td>Comb:</td> <td>131.8 cu-ft.</td> </tr> <tr> <td>Trunk:</td> <td>52.8 cu-ft.</td> </tr> </table>			Front	Rear	Headroom:	40.8 in	40.4 in	Legroom:	43.9 in	43.6 in	Shoulder:	66.7 in	65.9 in	Hip Room:	62.5 in	64.7 in	Front:	79.9 cu-ft.	Rear:	51.9 cu-ft.	Comb:	131.8 cu-ft.	Trunk:	52.8 cu-ft.	<p>Fuel Capacity: 26.0 Gallons</p> <p>GVWR: 7,000 lbs.</p> <p>Wheelbase: 145.0 in</p> <p>Ground Clearance: 9.3 in</p> <p>Overall Length: 231.9 in</p> <p>Overall Height: 77.2 in</p>		<p><u>STEERING</u></p> <p>Type: Electric power assist rack and pinion</p> <p>Curb-to-curb: 47.1 ft.</p> <p><u>SUSPENSION</u></p> <p>Front: Independent double-wishbone with coil-over shock and stamped lower control arm</p> <p>Rear: Leaf spring/solid axle</p> <p><u>WHEEL + TIRES</u></p> <p>Wheel size/type: 18" x 7.5", Alum, 6-spoke</p> <p>Tire make: Goodyear</p> <p>Tire model: Wrangler</p> <p>Tire size: 275/65R18C</p> <p>Speed rating: S</p> <p><u>BRAKES</u></p> <p>Type: Power—dual piston calipers front, single piston calipers rear, 4 circuit and ABS.</p> <p>Front Disc: 13.7 in, vented</p> <p>Rear Disc: 13.2 in, vented</p>	
	Front	Rear																										
Headroom:	40.8 in	40.4 in																										
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<u>ENGINE</u>		<u>DRIVETRAIN</u>																										
<p>3.5L– V6 GTDI EcoBoost</p> <p>Fuel delivery system: SDI</p> <p>Displacement: 3.5 Liters 213 cid.</p> <p>Compression Ratio: 10.5:1</p> <p>Horse Power: 357 bhp @ 5000 rpm</p> <p>Torque (SAE net): 470 ft-lb @ 3,500 rpm</p> <p>Alternator: 220 amp</p> <p>Battery: 800 CCA</p>		<p>Transmission: 10– speed selectshift automatic transmission configured with progressive range select and selectable drive models.</p> <p>Axle Ratio: (3.55:1 with Four-wheel drive)</p>																										
<u>TEST RESULTS</u>																												
<u>ACCELERATION</u>		<u>BRAKING</u>		<u>32 LAP HIGH SPEED</u>																								
<p>0-30mph– 2.65 sec</p> <p>0-60mph– 6.50 sec</p> <p>0-100-mph– 17.50 sec</p> <p>30-60mph– 4.40 sec</p> <p>60-100mph– 11.46 sec</p> <p>1/4 mile – 15.00 sec @ 95.50 mph</p>		<p>155.7ft. @ 60 mph</p>		<p>Average Lap Time– 1:31.30</p> <p>Average Speed – 57.76 mph</p> <p><u>CITY COURSE</u></p> <p>Average Lap Time – 4:48.00</p> <p>Average Speed – 32.50 mph</p>																								

Vehicle Type: Full size four door sport utility, 2 wheel drive (rear), 5.3 liter V-8 engine, 6 speed automatic transmission with overdrive and a 3.08:1 axle ratio.

EPA		TESTED	
CITY	HWY	CITY	HWY
16	23		

INTERIOR

SEATS

Front: Cloth bucket, Driver 6-way power, manual lumber and recline.

Rear: Vinyl split folding 60/40 bench.

MEASUREMENTS

	Front	Rear
Headroom:	42.8 in	38.7 in
Legroom:	45.3 in	39.0 in
Shoulder:	64.8 in	65.1 in
Hip Room:	60.8 in	60.3 in
Interior Volume:		
Front:	63.8 cu-ft.	
Rear:	56.9 cu-ft.	
Comb:	120.7 cu-ft.	
MAX Cargo:	112.1 cu-ft.	

DIMENSIONS

Fuel Capacity:	26 Gallons 98.0 Liters
GVWR:	6,800 lbs.
Wheelbase:	116 in
Ground Clearance:	8.5 in
Overall Length:	204 in
Overall Height:	72.4 in

CHASSIS

STEERING

Type: Electric power assisted rack and pinion

Curb-to-curb: 39 ft.

SUSPENSION

Front: Independent single coil over shock with stabilizer bar.

Rear: Multi-link with coil springs

WHEEL + TIRES

Wheel size/type:	17"x8" steel
Tire make:	Goodyear
Tire model:	RS-A
Tire size:	P265/60R17
Speed rating:	108V

BRAKES

Type: Heavy duty 4 wheel anti-lock front & rear disc with vacuum boost.

Front: 13.0 inch vented disc

Rear: 13.5 inch vented disc

ENGINE

Naturally aspirated V8

Fuel delivery system:	SPFI
Displacement:	5.3 Liters 325 cid
Compression Ratio:	11:1
Horse Power:	355 bhp @ 5600 rpm
Torque (SAE net):	382 ft-lb @ 4100 rpm
Alternator:	170 amp
Battery:	720 CCA Primary 730 CCA Auxiliary

DRIVETRAIN

Transmission: Model 6L80E, 6 speed automatic with lockup torque converter.

Axle Ratio: 3.08:1 (Rear Wheel Drive with H/D Locking Differential)

ACCELERATION

0-30mph-	2.96 sec
0-60mph-	8.20 sec
0-100-mph-	21.30 sec
30-60mph-	5.30 sec
60-100mph-	12.72 sec
1/4 mile-	16.50 sec @ 88.00 mph

TEST RESULTS

BRAKING

157.5 ft. @ 60mph

32 LAP HIGH SPEED

Average Lap Time – 1:28.20
Average Speed - 59.75 mph

CITY COURSE

Average Lap Time – 4:50.65
Average Speed – 32.20 mph

MAKE: DODGE

MODEL: 2018 CHARGER V8 2.62

SALES CODE: 29A, 5ZV

Vehicle Type: Full size four door sedan, rear wheel drive, 5.7 liter V-8 engine, 5 speed automatic transmission with overdrive and a 2.62:1 axle ratio.

EPA		TESTED	
CITY	HWY	CITY	HWY
16	25		

INTERIOR

SEATS
Front: Heavy duty cloth bucket
Rear: Vinyl bench

MEASUREMENTS

	Front	Rear
Headroom:	38.6 in	36.6 in
Legroom:	41.8 in	40.1 in
Shoulder:	59.5 in	57.9 in
Hip Room:	56.2 in	56.1 in

Interior Volume:

Front:	55.6 cu-ft.
Rear:	49.2 cu-ft.
Comb:	104.7 cu-ft.
Trunk:	16.5 cu-ft.

DIMENSIONS

Fuel Capacity: 18.5 Gallons
GVWR: 5,450 lbs.
Wheelbase: 120.2 in
Ground Clearance: 5.1 in
Overall Length: 198.4 in
Overall Height: 58.4 in

CHASSIS

STEERING
Type: Electric power assist rack and pinion
Curb-to-curb: 37.7 ft.

SUSPENSION
Front: Independent SLA with high upper "A" arm, coil spring over gas-charged mono-tube shock absorbers and stabilizer bar. Lateral and diagonal lower links with dual ball joint knuckles.
Rear: Five-link independent with coil springs, gas-charged load-leveling NIVOMAT rear shocks, stabilizer bar and isolated suspension cradle.

WHEEL + TIRES
Wheel size/type: 18" x 7.5" steel

ENGINE

Naturally aspirated V-8

Fuel delivery system: SPFI
Cubic Inches: 345 cid
Displacement: 5.7 Liters
Compression Ratio: 10.5:1
Horse Power: 370 bhp @ 5250 rpm
Torque (SAE net): 395 ft-lb @ 4200 rpm
Alternator: 220 amp
Battery: 800 CCA

DRIVETRAIN

Transmission: Model A580, 5-speed automatic with overdrive and lockup torque converter.
Axle Ratio: 2.62:1

***The standard tire size for this vehicle is 225/60R18. This vehicle was tested with tire option 245/55R18**

Tire make: Goodyear
Tire model: Eagle RS-A
Tire size: 245/55R18
Speed rating: V-rated

BRAKES
Type: Power dual piston front calipers, single piston rear calipers, anti-lock
Front: 388 sq. in. swept area vented disc
Rear: 300 sq. in. swept area vented disc

ACCELERATION

0-30mph-	3.41 sec
0-60mph-	7.60 sec
0-100-mph-	18.00 sec
30-60mph-	4.20 sec
60-100mph-	10.08 sec
1/4 mile-	15.90 sec @ 93.50 mph

TEST RESULTS

BRAKING

137.6 ft. @ 60 mph

32 LAP HIGH SPEED

Average Lap Time – 1:24.90
Average Speed – 62.05 mph

CITY COURSE

Average Lap Time – 4:31.95
Average Speed – 34.40 mph

Vehicle Type: Full Size four door sedan; front wheel drive, Hybrid (2.0 liter, Front Atkinson cycle engine & electric A/C motor managed by power-split hybrid technology), automatic electronically controlled continuously variable transmission.

EPA		TESTED	
CITY	HWY	CITY	HWY
40	38		

<u>INTERIOR</u>	<u>DIMENSIONS</u>	<u>CHASSIS</u>																							
<p><u>SEATS</u></p> <p>Front: Heavy duty cloth bucket, 6-way adjustable driver; 2 way adjustable headrest Rear: Vinyl bench, Optional cloth bench</p> <p><u>MEASUREMENTS</u></p> <table> <tr> <td></td> <td>Front</td> <td>Rear</td> </tr> <tr> <td>Headroom:</td> <td>39.2 in</td> <td>37.8 in</td> </tr> <tr> <td>Legroom:</td> <td>44.3 in</td> <td>38.3 in</td> </tr> <tr> <td>Shoulder:</td> <td>57.8 in</td> <td>56.9 in</td> </tr> <tr> <td>Hip Room:</td> <td>55.0 in</td> <td>54.4 in</td> </tr> </table> <p>Interior Volume:</p> <table> <tr> <td>Front:</td> <td>55.2 cu-ft.</td> </tr> <tr> <td>Rear:</td> <td>47.6 cu-ft.</td> </tr> <tr> <td>Comb:</td> <td>102.8 cu-ft.</td> </tr> <tr> <td>Trunk:</td> <td>12.0 cu-ft.</td> </tr> </table>		Front	Rear	Headroom:	39.2 in	37.8 in	Legroom:	44.3 in	38.3 in	Shoulder:	57.8 in	56.9 in	Hip Room:	55.0 in	54.4 in	Front:	55.2 cu-ft.	Rear:	47.6 cu-ft.	Comb:	102.8 cu-ft.	Trunk:	12.0 cu-ft.	<p>Fuel Capacity: 14.0 Gallons</p> <p>GVWR: 4980 lbs.</p> <p>Wheelbase: 112.2 in</p> <p>Ground Clearance: 6.3 in</p> <p>Overall Length: 191.8 in</p> <p>Overall Height: 58.5 in</p>	<p><u>STEERING</u></p> <p>Type: Electric power assist rack and pinion</p> <p>Curb-to-curb: 37.6 ft.</p> <p><u>SUSPENSION</u></p> <p>Front: Independent MacPherson struts</p> <p>Rear: Multi-link, fully independent</p> <p><u>WHEEL + TIRES</u></p> <p>Wheel size/type: 17" x 7.5" steel Tire make: Goodyear Tire model: Eagle Sport Tire size: 235/55R17 Speed rating: W</p> <p><u>BRAKES</u></p> <p>Type: 4 wheel disk brakes with ABS, dual front piston calipers and regenerative braking.</p> <p>Front: 12.4 sq. in. vented disc Rear: 12.4 sq. in. solid disc</p>
	Front	Rear																							
Headroom:	39.2 in	37.8 in																							
Legroom:	44.3 in	38.3 in																							
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Comb:	102.8 cu-ft.																								
Trunk:	12.0 cu-ft.																								
<p><u>ENGINE</u></p> <p>2.0 Intake Variable Cam Timing (iVCT). Atkinson-Cycle 1-4 Engine and 88 kW Electric Motor</p> <p>Fuel delivery system: SMPEFI</p> <p>Cubic Inches: 122</p> <p>Displacement: 2.0 Liters</p> <p>Compression Ratio: 12.3:1</p> <p>Horse Power: 188 HP gas,electric combined(141 bhp @ 6000 rpm + 88 kW electric motor)</p> <p>Torque (SAE net): 129 ft-lb @ 4000 rpm</p> <p>Alternator: 165 amp</p> <p>Battery: 8590 CCA</p>	<p><u>DRIVETRAIN</u></p> <p>Transmission: Automatic electronically controlled continuously variable transmission (eCVT).</p> <p>Axle Ratio: 2.57:1 with front-wheel drive</p>																								

<u>ACCELERATION</u>	<u>TEST RESULTS</u>	<u>32 LAP HIGH SPEED</u>
<p>0-30mph- 3.57 sec</p> <p>0-60mph- 7.60 sec</p> <p>0-100-mph- 18.00 sec</p> <p>30-60mph- 4.20 sec</p> <p>60-100mph- 10.08 sec</p> <p>1/4 mile- 15.90 sec @ 93.50 mph</p>	<p><u>BRAKING</u></p> <p>137.6 ft. @ 60 mph</p>	<p>Average Lap Time – 1:24.90</p> <p>Average Speed – 62.05 mph</p> <p><u>CITY COURSE</u></p> <p>Average Lap Time – 4:31.95</p> <p>Average Speed – 34.40 mph</p>

Vehicle Type: Full size four door sedan, twin turbo, all-wheel drive, 3.5 liter V-6 engine, 6 speed automatic transmission with a 3.16:1 axle ratio.

EPA		TESTED	
CITY	HWY	CITY	HWY
15	22		

<u>INTERIOR</u>	<u>DIMENSIONS</u>	<u>CHASSIS</u>																							
<p><u>SEATS</u></p> <p>Front: Heavy duty cloth bucket; 6-way adjustable; 4-way adjustable headrest. Rear: Vinyl bench standard; cloth optional.</p> <p><u>MEASUREMENTS</u></p> <table> <tr> <td></td> <td>Front</td> <td>Rear</td> </tr> <tr> <td>Headroom:</td> <td>39.0 in</td> <td>36.7 in</td> </tr> <tr> <td>Legroom:</td> <td>41.9 in</td> <td>41.6 in</td> </tr> <tr> <td>Shoulder:</td> <td>57.9 in</td> <td>60.9 in</td> </tr> <tr> <td>Hip Room:</td> <td>56.3 in</td> <td>56.8 in</td> </tr> </table> <p>Interior Volume:</p> <table> <tr> <td>Front:</td> <td>54.8 cu-ft.</td> </tr> <tr> <td>Rear:</td> <td>48.1 cu-ft.</td> </tr> <tr> <td>Comb:</td> <td>103.0 cu-ft.</td> </tr> <tr> <td>Trunk:</td> <td>16.6 cu-ft.</td> </tr> </table>		Front	Rear	Headroom:	39.0 in	36.7 in	Legroom:	41.9 in	41.6 in	Shoulder:	57.9 in	60.9 in	Hip Room:	56.3 in	56.8 in	Front:	54.8 cu-ft.	Rear:	48.1 cu-ft.	Comb:	103.0 cu-ft.	Trunk:	16.6 cu-ft.	<p>Fuel Capacity: 19.0 Gallons</p> <p>GVWR: 5,700 lbs.</p> <p>Wheelbase: 112.9 in</p> <p>Ground Clearance: 5.3 in</p> <p>Overall Length: 202.9 in</p> <p>Overall Height: 61.3 in</p>	<p><u>STEERING</u></p> <p>Type: Electric power assist rack and pinion</p> <p>Curb-to-curb: 38.4 ft.</p> <p><u>SUSPENSION</u></p> <p>Front: Independent MacPherson coil over strut.</p> <p>Rear: Multi-link fully independent suspension.</p> <p><u>WHEEL + TIRES</u></p> <p>Wheel size/type: 18" x 8", steel, 5-spoke</p> <p>Tire make: Goodyear</p> <p>Tire model: Eagle RS-A</p> <p>Tire size: 245/55R18</p> <p>Speed rating: 103V</p> <p><u>BRAKES</u></p> <p>Type: Power—dual piston calipers front, single piston calipers rear, 4 circuit and ABS.</p> <p>Front Disc: 13.9 in, vented</p> <p>Rear Disc: 13.6 in, vented</p>
	Front	Rear																							
Headroom:	39.0 in	36.7 in																							
Legroom:	41.9 in	41.6 in																							
Shoulder:	57.9 in	60.9 in																							
Hip Room:	56.3 in	56.8 in																							
Front:	54.8 cu-ft.																								
Rear:	48.1 cu-ft.																								
Comb:	103.0 cu-ft.																								
Trunk:	16.6 cu-ft.																								
<p><u>ENGINE</u></p> <p>Twin turbo charged V6</p> <p>Fuel delivery system: SDI</p> <p>Displacement: 3.5 Liters 214 cid</p> <p>Compression Ratio: 10.8:1</p> <p>Horse Power: 288 bhp @ 6500 rpm</p> <p>Torque (SAE net): 245 ft-lb @ 4000 rpm</p> <p>Alternator: 220 amp</p> <p>Battery: 750 CCA</p>	<p><u>DRIVETRAIN</u></p> <p>Transmission: Model 6F55; 6 speed electronic automatic with lockup torque converter.</p> <p>Axle Ratio: 3.16:1 with all-wheel drive.</p>																								

<u>TEST RESULTS</u>		
<u>ACCELERATION</u>	<u>BRAKING</u>	<u>32 LAP HIGH SPEED</u>
<p>0-30mph— 2.23 sec</p> <p>0-60mph— 5.70 sec</p> <p>0-100-mph— 14.30 sec</p> <p>30-60mph— 3.50 sec</p> <p>60-100mph— 7.85 sec</p> <p>1/4 mile – 14.30 sec @ 99.80 mph</p>	<p>148.7 ft. @ 60 mph</p>	<p>Average Lap Time— 1:24.40</p> <p>Average Speed – 64.02 mph</p> <p><u>CITY COURSE</u></p> <p>Average Lap Time – 4:15.85</p> <p>Average Speed – 36.60 mph</p>

32 LAP HIGH-SPEED VEHICLE DYNAMICS EVALUATION RESULTS

This test is conducted on a high-speed driving course. It is designed to evaluate, identify and eliminate the obviously unacceptable vehicles (i.e., those vehicles that are demonstrably unstable or otherwise exhibit unsafe characteristics).

There are four Emergency Vehicle Operations Center (EVOC) training instructor drivers. They are equally from the LASD and LAPD and share the driving and evaluation of the vehicles. All four drivers will evaluate each vehicle. For this test, each driver completes eight laps around our 1.46 mile test track at the AutoClub Speedway in Fontana, for a total of 32 timed laps. Lap timing is via a GPS based RaceLogic "DriftBox02" datalogger mounted in the vehicle. Lap times are immediately recorded via RF telemetry signal produced by the data logger. Secondary lap timing is recorded utilizing a "Video VBOX Datalogger" mounted in the vehicle. All timing is backed up on SD cards in each unit. The fastest and the slowest lap times are eliminated, the remaining six lap times are averaged. The average time and speed are recorded next to the driver's name.

At the conclusion of the preliminary handling portion of the test, each driver completes a "Driver's Subjective Evaluation" form. If the test vehicle is judged unacceptable in this preliminary review, it is rejected and not subject to further testing and evaluation.

**32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION**

FORD P.I. SEDAN FWD 3.5 L

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Juarez - LASD	11:30 am	90° F / 101° F
A. Penrith - LAPD	11:50 am	89° F / 106° F
R. Joe - LASD	12:10 am	91° F / 108° F
B Douglas- LAPD	12:21 am	91° F / 110° F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	84.99	83.84	84.84	84.46	84.69	84.25	85.20	85.25	84.74	62.1
A. Penrith - LAPD	85.98	85.36	85.44	85.27	85.28	85.50	85.65	84.98	85.42	61.7
R. Joe - LASD	88.91	86.67	85.88	85.97	85.90	86.49	86.14	99.42	86.68	60.8
B. Douglas - LAPD	85.82	84.89	84.73	84.92	84.79	85.46	84.42	85.20	85.00	62.0

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION FORD P.I. SEDAN FWD 3.5 L

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering	8.8
Body Lean	8.7
Bounce	9.2
Brake Fade	7.7
Brake Pull	8.8
ABS Operation	9.3

DRIVER COMMENTS
<p>Brakes – The brakes worked well. Pedal feel started good and strong but felt about 15 % drop off towards the end of the laps. There was no fade or pull or ABS activation.</p> <p>Cornering/Handling – Mild understeer, responded well to corrective inputs, very flat, minimal body roll, smooth weight transitions all around, very predictable and good balance.</p> <p>Transmission (Shift Points) – The transmission worked well keeping the engine in its power-band at all times. No issues with transmission or shift points.</p> <p>Engine – Good power-plant. Consistent; no hesitations. Power was smooth and pulls good to redline. Always in the power range. Throttle way easy to modulate.</p> <p>Other– Well balanced car between engine and chassis. Responded well to corrective inputs.</p>

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

DODGE CHARGER V6 2.62

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Juarez - LASD	12.10 pm	91° F/ 108° F
A. Penrith - LAPD	12:35 pm	91° F/ 110°F
R. Joe - LASD	12:57 pm	98° F/ 112° F
B. Douglas - LAPD	01:17 pm	101° F/ 113°F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	85.45	85.05	84.35	84.89	84.68	84.96	84.38	84.82	84.80	62.0
A. Penrith - LAPD	85.12	85.21	84.64	85.01	85.56	84.82	84.94	85.29	85.07	61.9
R. Joe - LASD	87.75	86.17	86.07	85.93	86.06	85.90	85.95	86.05	86.04	61.3
B. Douglas- LAPD	86.24	85.34	85.28	85.80	85.14	85.67	85.20	85.47	85.46	61.6

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION DODGE CHARGER V6 2.62

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering	8.3
Body Lean	8.5
Bounce	7.0
Brake Fade	8.0
Brake Pull	8.5
ABS Operation	8.2

DRIVER COMMENTS
<p>Brakes – Brake felt green, no burnishing on the first 3-4 laps but felt better and more assuring as the test progressed. Strong steering input (i.e. trail braking) made decel less predictable. No significant fade. Pedal feel and travel stayed fairly consistent.</p> <p>Cornering/Handling – Tends to have slight oversteer on turn-in and under braking. A little bouncy over curbs.</p> <p>Transmission (Shift Points) – Consistent and predictable. Great on straightaways. Few more downshifts while exiting turns would be great.</p> <p>Engine – The engine made good power on all laps but sometimes felt a slight delay between pedal input and motor response.</p> <p>Other – ECS felt a bit intrusive, sometimes at the extreme ends of traction, otherwise, it was fine.</p>

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

FORD P.I. SEDAN 3.7L

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Juarez - LASD	1:00 pm	98° F/ 112° F
A. Penrith - LAPD	1:17 pm	101° F/ 113° F
R. Joe - LASD	1:37 pm	105° F/ 115° F
B Douglas- LAPD	1:57 pm	105° F/ 114° F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	84.65	83.42	84.27	83.74	84.34	84.62	84.43	84.60	84.33	62.4
A. Penrith - LAPD	84.46	85.24	84.97	86.13	86.00	84.99	84.90	84.81	84.15	61.8
R. Joe - LASD	86.97	85.55	85.79	85.52	85.51	86.14	86.11	85.94	85.84	61.4
B. Douglas- LAPD	86.34	84.73	85.45	84.91	85.25	85.16	85.29	84.52	85.13	61.9

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION FORD P.I. SEDAN 3.7L

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering	9.0
Body Lean	9.0
Bounce	9.3
Brake Fade	8.7
Brake Pull	9.0
ABS Operation	8.3

DRIVER COMMENTS
<p>Brakes –Overall brake rating was great though pedal travel increased and felt soft. Harder to modulate and stopping distance increased towards the end of 32 laps.</p> <p>Cornering/Handling – Well balanced chassis, predictable, consistent and smooth transition. Easy to control with no surprises. Mild understeer on entry and really good at putting power down on exit. Handled curbs very well. Slight rotation on turn in and on trailing. Excellent throttle.</p> <p>Transmission (Shift Points) – Transmission was always in the correct gear. Shift point is spot on.</p> <p>Engine – Good power plant. Smooth power delivery and throttle response. Pulls very well to redline.</p> <p>Other – Easy car to drive. Engine compliments the chassis.</p>

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

FORD PI UTILITY 3.7L AWD

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Juarez - LASD	1:37 pm	105° F/ 115° F
A. Penrith - LAPD	1:57 pm	105° F/ 114° F
R. Joe - LASD	2:19 pm	100° F/ 115° F
B. Douglas - LAPD	2:39 pm	107° F/ 114° F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	88.39	87.05	87.48	87.63	87.73	87.91	87.82	88.27	87.81	59.9
A. Penrith - LAPD	89.52	88.38	88.47	88.75	88.15	87.81	88.45	87.94	88.36	59.7
R. Joe - LASD	89.59	88.72	89.49	89.61	88.49	88.90	89.13	89.02	89.14	59.1
B. Douglas- LAPD	89.59	88.33	87.99	88.98	88.66	89.44	88.10	88.93	88.74	59.4

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

FORD PI UTILITY 3.7L AWD

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering	8.3
Body Lean	8.3
Bounce	9.0
Brake Fade	8.7
Brake Pull	9.0
ABS Operation	9.3

DRIVER COMMENTS
<p>Brakes – Brakes worked well on all laps. But a longer brake pedal detected as the test progressed with a slight loss of rate of deceleration.</p> <p>Cornering/Handling – Chassis works well. The higher center of gravity is apparent but still feels more like a sedan. Holds driving line tighter with less understeer. Responds well to inputs and stable.</p> <p>Transmission (Shift Points) – Consistent and excellent gearing. Correct gear at all times. Good throttle control through turns. Slight throttle lift is noticeable on pursuit mode.</p> <p>Engine – Good power plant, matched well to vehicle.</p> <p>Other – ESC/TRAC very well dialed in, not transparent, but smooth and progressive.</p>

**32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION
FORD PI SEDAN FWD 2.0L ECOBOOST**

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Juarez - LASD	2:19 pm	100° F/ 113°F
A. Penrith - LAPD	2:40 pm	107° F/ 114°F
R. Joe - LASD	3:02 pm	106° F/ 112°F
Douglas- LAPD	3:20 pm	99° F/ 111°F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	87.73	86.68	87.37	89.59	87.79	88.90	90.42	89.99	90.42	60.7
A. Penrith - LAPD	86.74	88.65	89.29	90.54	90.67	90.42	90.22	90.31	90.67	60.7
R. Joe - LASD	89.33	87.44	91.27	90.06	92.63	91.37	91.77	91.50	92.63	60.3
B. Douglas- LAPD	88.03	88.35	91.02	90.04	91.67	90.63	92.19	89.78	92.19	59.9

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

FORD PI SEDAN FWD 2.0L ECOBOOST

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering	9.0
Body Lean	9.0
Bounce	9.2
Brake Fade	9.3
Brake Pull	9.3
ABS Operation	9.3

DRIVER COMMENTS
<p>Brakes – Great feel, very responsive, strong all the way through. No sign of fade, pull, or ABS activation.</p> <p>Cornering/Handling – Predictable on turns; excellent controlled chassis, no understeer. The vehicle is capable of much more power.</p> <p>Transmission (Shift Points) – The transmission started well until switched into protection mode keeping the engine within 3200 rpm.</p> <p>Engine – Worked well until it went into “preservation” mode. Heat caused severe power reduction.</p> <p>Other— Great brake feel in spite of slow overall speeds. Power reduction was apparent due to heat in the engine compartment.</p>

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

FORD PI UTILITY AWD 3.5L ECOBOOST

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Juarez - LASD	9:00 am	63° F/ 71°F
A. Penrith - LAPD	9:20 am	67° F/ 73°F
R. Joe - LASD	9:38 am	65° F/ 72°F
B. Douglas- LAPD	9:59 am	67° F/ 75°F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	84.42	83.39	83.94	83.68	84.12	84.13	84.33	84.11	84.05	62.07
A. Penrith - LAPD	84.65	84.51	84.26	84.03	84.11	83.99	84.57	84.66	84.36	62.6
R. Joe - LASD	86.34	85.23	86.18	85.65	84.86	84.95	84.44	84.40	85.39	61.8
B. Douglas - LAPD	86.15	85.26	85.70	84.79	84.98	85.25	85.68	86.33	85.50	61.7

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

FORD PI UTILITY AWD 3.5L ECOBOOST

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering	8.8
Body Lean	8.8
Bounce	9.3
Brake Fade	7.2
Brake Pull	8.7
ABS Operation	9.3

DRIVER COMMENTS
<p>Brakes – Very hard pedal and long travel as the test progressed. Big adjustment on braking zones to compensate for diminished rate of deceleration. Decel was approximately 70% max but remained consistent. No pull or ABS activation detected.</p> <p>Cornering/Handling – Excellent chassis, very well dampened, predictable and stable. Slight understeer on acceleration out of turns that responded quickly to trailing throttle corrections.</p> <p>Transmission (Shift Points) – Good, consistent, worked well. Stayed in correct gear throughout the test.</p> <p>Engine – Good power plant; builds speed effortlessly. Pulls good to redline.</p> <p>Other– Well tuned ECS system. Performance trans mode (pursuit mode) made for a very touchy throttle which was controllable but requires the driver to stay alert. A small incremental vibration began about lap 4, upon return to the pits, left/front tire was heavily corded.</p>

**32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION**

CHEVEROLET TAHOE PPV 4WD

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Juarez - LASD	9:38 am	65° F/ 72° F
A. Penrith - LAPD	9:59 am	67° F/ 75° F
R. Joe - LASD	10:19 am	72° F/ 83° F
B. Douglas - LAPD	10:38 am	70° F/ 87° F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	88.23	86.40	85.93	86.19	86.54	86.82	86.96	86.76	86.61	60.8
A. Penrith - LAPD	88.55	87.12	87.18	87.54	87.17	87.88	87.75	88.30	87.64	60.2
R. Joe - LASD	90.86	88.82	88.53	88.57	88.94	88.77	88.44	88.66	88.72	59.5
B. Douglas - LAPD	89..45	88.05	87.57	88.07	87.77	88.09	87.67	87.83	87.91	60.0

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

CHEVEROLET TAHOE PPV 4WD

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering	7.7
Body Lean	7.5
Bounce	6.8
Brake Fade	8.3
Brake Pull	8.0
ABS Operation	8.3

DRIVER COMMENTS
<p>Brakes – Brakes worked well with good rate of deceleration. Noticed a brake pull to the right under sudden and hard brake application. Activated brake assist several times slowing the vehicle down, but reduces pedal feel and modulation.</p> <p>Cornering/Handling – Taut chassis that tends to rebound quite stiffly when bummed. Detected slight oscillation under hard demand acceleration and exiting tight turns. Steering lacks precise feel under power on exits, which is not always easy to discover exactly where optimal grip is located.</p> <p>Transmission (Shift Points) – Great power delivery; smooth and consistent. Always in correct gear.</p> <p>Engine – Good power throughout. Pulls well to redline, No issues</p> <p>Other – ESC/TRAC/ABS well calibrated. Vehicle rotated better when in partial ECS mode. Brake assist program makes smooth trail braking more difficult than it needs to be.</p>

**32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION**

DODGE CHARGER V8 3.08 AWD

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Juarez - LASD	10:19 am	72° F/ 83° F
A. Penrith - LAPD	10:38 am	71° F/ 87°F
R. Joe - LASD	10:59 am	72° F/ 90°F
B. Douglas - LAPD	11:20 am	74° F/ 93° F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	82.72	81.93	82.18	82.60	82.04	82.02	82.48	82.00	82.22	63.9
A. Penrith - LAPD	83.45	83.00	83.61	83.50	83.46	83.69	83.53	83.41	83.49	63.2
R. Joe - LASD	84.40	84.21	84.16	84.27	83.86	83.46	84.13	84.02	84.11	62.6
B. Douglas - LAPD	83.78	82.46	82.62	82.86	82.73	83.07	82.97	83.04	82.88	63.6

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

DODGE CHARGER V8 3.08 AWD

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering	8.7
Body Lean	9.2
Bounce	9.0
Brake Fade	9.3
Brake Pull	9.2
ABS Operation	9.3

DRIVER COMMENTS
<p>Brakes –The brakes worked well and remained consistent. Minor brake fade experienced during last laps. Great rate of deceleration throughout. Lots of confidence though chassis shudder under very hard brake application. Good pedal feel throughout the laps.</p> <p>Cornering/Handling – Chassis is very taut to the point of being a little bouncy off of a berm. Front very well controlled. Steering feel excellent, always aware of front tire efficiency-grip level. Slightly too much rear body roll.</p> <p>Transmission (Shift Points) – The transmission kept the engine in its power-band at all times. Consistent, smooth shifts. Good balance front-to-rear power distribution.</p> <p>Engine – Good powerplant. Pulls very strong to redline.</p> <p>Other – ESC/TRAC/ABS very well programmed, gives driver enough room before taken over.</p>

**32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION**

FORD F150 4WD 3.5L ECOBOOST

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Juarez - LASD	10:59 am	72° F/ 90° F
A. Penrith - LAPD	11:19 am	74° F/ 93° F
R. Joe - LASD	11:39 am	77° F/ 97° F
B. Douglas - LAPD	12:00 noon	79° F/ 101° F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	89.48	89.20	89.05	89.05	89.72	90.37	90.22	90.59	89.67	58.8
A. Penrith - LAPD	92.09	91.81	90.82	91.04	90.75	91.89	91.30	92.49	91.49	57.7
R. Joe - LASD	93.78	92.52	91.79	91.48	91.39	91.50	91.88	91.01	91.76	57.5
B. Douglas - LAPD	93.30	93.85	92.62	91.76	91.30	92.33	92.09	91.72	92.30	57.2

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

FORD F150 4WD 3.5L ECOBOOST

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering	8.0
Body Lean	7.7
Bounce	8.2
Brake Fade	8.3
Brake Pull	9.3
ABS Operation	9.3

DRIVER COMMENTS
<p>Brakes – The truck performed well throughout the laps. Pedal travel is a tad on the long side but expected for a large vehicle of this type. Lose about 15-20% rate of decel on the last few laps. No brake pull or ABS activation detected.</p> <p>Cornering/Handling – Planted and stable. Performed well for a full size truck of this type. Lots of ESC activation. ESC/TRAC is very aggressive but not bad for the size of vehicle. Turn-in response is slow as are mid corner adjustments. Steering feel is a little numb. No power delivery when at or near straight-away.</p> <p>Transmission (Shift Points) – Busy shifting; shifting between 4200 and 5000 rpm in a straight line.</p> <p>Engine – The engine pulls well to redline, only hampered by ESC activation.</p> <p>Other – ESC may be over-cautious. Steering wheel position is key to feting power. This may be a good thing overall but impacted lap times as did the 100 mph governed speed.</p>

**32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION**

CHEVROLET TAHOE PPV 2WD

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Juarez - LASD	11:40 am	77° F/ 97°F
A. Penrith - LAPD	12:00 noon	79° F/ 101°F
R. Joe - LASD	12:22 pm	80° F/ 100° F
B. Douglas- LAPD	12:45 pm	88° F/ 104° F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	87.61	85.85	86.58	86.65	86.60	86.99	86.93	86.75	86.75	60.6
A. Penrith - LAPD	88.93	87.37	86.85	87.34	87.84	87.38	87.36	88.90	87.70	60.1
R. Joe - LASD	90.6	90.18	90.34	89.44	89.81	89.49	89.66	89.90	89.85	58.7
B. Douglas- LAPD	90.37	87.54	87.96	88.11	87.73	88.52	88.63	89.05	88.33	59.6

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

CHEVROLET TAHOE PPV 2WD

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering	8.3
Body Lean	8.3
Bounce	7.5
Brake Fade	8.5
Brake Pull	8.8
ABS Operation	9.3

DRIVER COMMENTS
<p>Brakes – Good, very consistent and strong throughout the laps. Brake assist works well at bringing the speed down but impacts release modulation; little aggressive and sometimes hard to predict.</p> <p>Cornering/Handling – Chassis is well matched to power-plant. Experienced oscillation when exiting a tight turn and power demand. Rear end will rotate but very predictable and manageable with throttle control.</p> <p>Transmission (Shift Points) – Great, smooth, downshifts well. Always in correct gear. Good in turns and straightaways.</p> <p>Engine – Good power plant, easy to modulate, pulls strong to redline</p> <p>Other – Very comfortable to drive hard. Responds well to driver inputs.</p>

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

DODGE CHARGER V8 2.62

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Juarez - LASD	12:22pm	80° F/ 100° F
A. Penrith - LAPD	12:45 pm	88°F / 104°F
R. Joe - LASD	1:07 pm	89° F/ 106° F
B. Douglas - LAPD	1:29 pm	88° F/ 107° F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	83.93	83.55	84.26	83.38	83.91	83.59	84.06	84.34	83.88	62.7
A. Penrith - LAPD	84.79	83.99	84.39	84.53	84.73	85.12	85.13	84.97	84.76	62.2
R. Joe - LASD	85.94	85.53	86.16	85.99	86.95	86.23	86.33	86.31	86.16	61.1
B. Douglas - LAPD	85.07	84.23	84.65	84.43	84.76	86.29	84.08	84.76	84.65	62.2

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

DODGE CHARGER V8 2.62

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering	9.0
Body Lean	9.0
Bounce	8.7
Brake Fade	9.3
Brake Pull	9.3
ABS Operation	9.3

DRIVER COMMENTS
<p>Brakes – The brakes performed well on all laps. Great rate of deceleration. Very good and confident. There was no brake fade or pull detected.</p> <p>Cornering/Handling – Very predictable. Perfect steering with throttle. Beautiful response with long acceleration to throttle adjustments. Leans towards overseer but ESC responds quickly and the vehicle responds well to driver corrections. Handles curbing well.</p> <p>Transmission (Shift Points) – The transmission kept the engine in its power-band at all times. Great control of vehicle in turns with throttle.</p> <p>Engine – Strong power plant and plenty of torque to the rear end but kept in compliance with ESC.</p> <p>Other – ESC/TRAC/ABS perfect tuning and very consistent.</p>

**32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION
FORD RESPONDER HYBRID SEDAN**

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Juarez - LASD	1:07 pm	89° F / 106° F
A. Penrith - LAPD	1:29 pm	88° F / 107° F
R. Joe - LASD	1:49 pm	91° F / 108° F
B. Douglas - LAPD	2:09 pm	93° F / 108° F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	91.04	90.14	90.22	90.90	91.32	91.68	92.03	91.77	91.16	57.7
A. Penrith - LAPD	94.11	89.91	90.02	90.04	90.41	90.56	90.92	90.68	90.44	58.2
R. Joe - LASD	91.70	92.80	93.32	93.76	93.34	93.24	92.93	92.75	93.06	56.6
B. Douglas- LAPD	89.49	90.61	91.85	91.88	91.82	92.37	91.69	91.47	91.55	57.5

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

FORD RESPONDER HYBRID SEDAN

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering	9.3
Body Lean	9.0
Bounce	9.2
Brake Fade	9.7
Brake Pull	9.7
ABS Operation	9.7

DRIVER COMMENTS
<p>Brakes – Outstanding brake performance; dependable and responsive. No brake fade or pull detected.</p> <p>Cornering/Handling – Chassis is well balanced and stable with slight understeer matched to power-plant. Taut yet compliant, especially if being rough with vehicle.</p> <p>Transmission (Shift Points) – Good transmission performance, never had to search for a gear. Always in correct gear.</p> <p>Engine – Relatively poor performance once battery is drained, which adversely affects the lap time. Gas motor had smooth power delivery.</p> <p>Other – The vehicle is easy to drive. It responds well to driver’s inputs. The ESC/TRAC was badly noticeable.</p>

**32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION**

FORD PI SEDAN AWD 3.5L ECOBOOST

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Juarez - LASD	1:49 pm	91° F/ 108° F
A. Penrith - LAPD	2:09 pm	93° F/ 108° F
R. Joe - LASD	2:28 pm	90° F/ 108° F
Doug - LAPD	2:48 pm	90°F/ 107° F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	82.20	80.60	80.94	81.12	81.24	81.92	81.87	81.61	81.45	64.6
A. Penrith - LAPD	81.67	80.64	81.36	82.11	82.04	82.29	81.10	81.79	81.79	64.6
R. Joe - LASD	83.59	83.32	83.59	83.35	83.76	83.49	83.95	83.50	83.55	63.2
Doug - LAPD	83.09	82.59	82.35	82.44	83.12	82.61	82.77	82.36	82.64	63.7

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

FORD PI SEDAN AWD 3.5L ECOBOOST

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering	8.8
Body Lean	9.3
Bounce	9.3
Brake Fade	8.2
Brake Pull	9.0
ABS Operation	9.3

DRIVER COMMENTS
<p>Brakes – The brakes performed well. The rate of deceleration is lacking for the momentum. Had to stay on brake a bit longer prior to turn but improved after a few laps.</p> <p>Cornering/Handling – Very well balanced vehicle. Compliant and predictable but no longer able to rotate mid turn with throttle lifts.</p> <p>Transmission (Shift Points) – The transmission performed very well at all times. Keeping the engine in its powerband. Shift points were spot on.</p> <p>Engine – The engine made good power throughout the test. Plenty of power through turns and straightaways.</p> <p>Other – ESC is set at a very good level for law enforcement driving. Slightly lacking on this vehicle is an added 40% rate of decel.</p>

CITY COURSE EVALUATION RESULTS

This test is for those vehicles equipped with a factory installed POLICE PACKAGE and identified by the manufacturer as police packaged vehicles. This evaluation is conducted on a closed 2.6 mile city street course which closely represents the environment most urban law enforcement agencies must contend with. The course has several straight-a-ways and consists of many right and left turns and obstacles in the roadway.

This is the final test during our road certification and the manufacturers, if they so choose, are allowed to rebuild the vehicle's brake system and replace tires prior to this test.

For this test, two drivers are used for each vehicle. Each driver completes two laps around the city course. Lap timing is via a GPS based Race Logic "DriftBox02" mounted in the car. The combined times of the two laps are recorded next to the driver's name.

If the test vehicle is unable to complete the course in less than 5 minutes, it is judged unacceptable for high speed law enforcement use.

CITY COURSE VEHICLE DYNAMICS EVALUATION

FORD PI SEDAN FWD 3.5L

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
B Douglas - LAPD	04:28.70	79°F/85°F	34.8
R. Joe - LASD	04:33.20	94°F/85°F	34.3
Average Time	04:30.95	Average Speed	34.5

ITEM	RATING **
Steering	7
Body Lean	7
Bounce	8
Brake Fade	8
Brake Pull	8
ABS Operation	8

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
<p>Brakes – Good, consistent and good pedal feel.</p> <p>Cornering/Handling – Mild lean; leaned toward under-steer but controllable.</p> <p>Transmission (Shift Points) – The transmission shifts were spot-on on all laps. Good throughout turns. No issues observed.</p> <p>Engine – The engine pull was strong, good and smooth power delivery but could use more power coming out of turn.</p> <p>Other: The vehicle responded well to driver’s inputs. Well balanced overall.</p>

CITY COURSE VEHICLE DYNAMICS EVALUATION

DODGE CHARGER V6 2.62

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
R. Joe- LASD	04:33.20	79°F/94°F	34.3
B. Douglas - LAPD	04:34.50	77°F/95°F	34.1
Average Time	04:33.85	Average Speed	34.2

ITEM	RATING **
Steering	7
Body Lean	8
Bounce	8
Brake Fade	8
Brake Pull	8
ABS Operation	8

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
<p>Brakes – Good, responsive and consistent with fair bite but stayed strong.</p> <p>Cornering/Handling – Great and stable. Held driving line very nicely with mild oversteer characteristic but predictable.</p> <p>Transmission (Shift Points) – Smooth and excellent. Very manageable exiting turns. Always in proper gear with the exception of a short up-shift delay experienced only once during the laps.</p> <p>Engine – Good power delivery but could use a little bit more power exiting turns.</p> <p>Other: Well balanced overall. ESC not so restrictive.</p>

CITY COURSE VEHICLE DYNAMICS EVALUATION

FORD PI SEDAN AWD 3.7L

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
A. Penrith- LAPD	04:23.90	77°F/90°F	35.4
R. Juarez - LASD	04:25.20	76°F/93°F	35.5
Average Time	04:24.55	Average Speed	35.4

ITEM	RATING **
Steering	10
Body Lean	10
Bounce	10
Brake Fade	10
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
<p>Brakes – Excellent, consistent, strong stopping power. Worked well on all laps.</p> <p>Cornering/Handling – Chassis handles course extremely well. The steering is spot-on in turn-in and adjustments handled with ease. AWD shines on this course.</p> <p>Transmission (Shift Points) – The transmission worked well throughout the course. Always in correct gear. No issues to report.</p> <p>Engine – Good strong pull on all laps,</p> <p>Others: Extremely well suited for this city pursuit course. ESC/TRAC well calibrated; worked very well.</p>

CITY COURSE VEHICLE DYNAMICS EVALUATION

FORD PI UTILITY AWD 3.7L

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
R. Juarez—LASD	04:32.80	77°F/90°F	34.3
A. Penrith - LAPD	04:39.40	76°F/93°F	33.5
Average Time	04:36.10	Average Speed	33.9

ITEM	RATING **
Steering	10
Body Lean	9.7
Bounce	10
Brake Fade	9.5
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
<p>Brakes – Pedal feel started good but got softer and travel increased as the test progressed. But overall, the brake is very good with very good rate of decel.</p> <p>Cornering/Handling – The chassis handles the course well but could still feel the entire weight which was still quite nimble in Slaloms with a noticeable high roll center. The steering is spot on and stays planted the entire time.</p> <p>Transmission (Shift Points) – Good and no issues detected.</p> <p>Engine – The engine pulls strong throughout the laps.</p> <p>Other : The vehicle handles the “City course” extremely well.</p>

CITY COURSE VEHICLE DYNAMICS EVALUATION

FORD PI SEDAN FWD 2.0L ECOBOOST

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
R. Joe - LASD	04:37.90	76°F/88°F	33.7
B. Douglas - LAPD	04:44.30	79°F/90°F	33.0
Average Time	04:41.10	Average Speed	33.3

ITEM	RATING **
Steering	7
Body Lean	8
Bounce	8
Brake Fade	8
Brake Pull	6
ABS Operation	7

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
<p>Brakes – Pedal feed started strong but got softer with longer pedal travel but firm at the bottom as the test progressed. Soft initial bite reduced confidence in the brakes</p> <p>Cornering/Handling –Little understeer but overall, handles very well.</p> <p>Transmission (Shift Points) – The transmission handled well. Sometimes seems to be a delay in throttle slowing down the vehicle during exiting.</p> <p>Engine –The engine performed well at the beginning but changes when turbo kicks in causing long delay in power delivery which impacted the drivers ability to get off corners. This was observed on corner exit and straights.</p> <p>Other- The ESC may have had some impact on power delivery but not as much as the turbo lag.</p>

CITY COURSE VEHICLE DYNAMICS EVALUATION

FORD PI UTILITY AWD 3.5L ECOBOOST

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
R. Juarez - LASD	04:23.30	77°F/84°F	35.5
A. Penrith - LAPD	04:30.90	74°F/85°F	34.5
Average Time	04:27.10	Average Speed	35.0

ITEM	RATING **
Steering	9.7
Body Lean	9.5
Bounce	9.7
Brake Fade	8.5
Brake Pull	9.5
ABS Operation	9.7

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
<p>Brakes – Brake pedal travel was long from the beginning. Lacking 40% rate of deceleration.</p> <p>Cornering/Handling – Impressive/excellent pull out of corners. Almost always on boost under-steer but reasonable on the way out.</p> <p>Transmission (Shift Points) – The transmission kept the engine in boost range and usable of AWD</p> <p>Engine – Excellent; no issues.</p> <p>Other. The vehicle did very good job on the city course (representative of patrol duties)</p>

CITY COURSE VEHICLE DYNAMICS EVALUATION

CHEVROLET TAHOE PPV 4WD

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
R. Juarez- LASD	04:43.40	75°F/75°F	33.0
A. Penrith - LAPD	04:49.20	76°F/80°F	32.4
Average Time	04:46.30	Average Speed	32.7

ITEM	RATING **
Steering	7.5
Body Lean	8.5
Bounce	9.0
Brake Fade	8.2
Brake Pull	9.7
ABS Operation	9.5

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
<p>Brakes – The brakes felt fine for the most part. They were smoking heavily after switch off and at the end of runs.</p> <p>Cornering/Handling – The weight of vehicle was apparent for this tight course. Steering response was slow.</p> <p>Transmission (Shift Points) – No issues .</p> <p>Engine – No issues.</p> <p>Other– This course more represents field patrol operations.</p>

CITY COURSE VEHICLE DYNAMICS EVALUATION

DODGE CHARGER V8 3.08 AWD

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
R. Joe - LASD	04:20.10	75°F/82°F	36.0
B. Douglas - LAPD	04:28.40	75°F/83°F	34.1
Average Time	04:24.24	Average Speed	35.4

ITEM	RATING **
Steering	7.5
Body Lean	8.0
Bounce	8.0
Brake Fade	8.0
Brake Pull	8.0
ABS Operation	8.0

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
<p>Brakes – Excellent; very responsive and consistent.</p> <p>Cornering/Handling – Turn in was great. Great putting power down on exit and able to control through turns.</p> <p>Transmission (Shift Points) – Great! Always in the right gear without any issues.</p> <p>Engine – The engine pull is strong and made outstanding power both in turns and straightaways.</p> <p>Other: Nice car! Very manageable.</p>

CITY COURSE VEHICLE DYNAMICS EVALUATION

FORD F150 4WD 3.5L ECOBOOST

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
A. Penrith - LAPD	04:48.00	77°F/84°F	32.5
R. Juarez - LASD	04:48.00	74°F/85°F	32.5
Average Time	04:48.00	Average Speed	32.5

ITEM	RATING **
Steering	7.7
Body Lean	8.5
Bounce	8.5
Brake Fade	8.5
Brake Pull	9.2
ABS Operation	9.5

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
<p>Brakes – Brake pedal was long from the onset. Rate of deceleration was there but lacking in confidence.</p> <p>Cornering/Handling – Long wheelbase but reasonable even through tight sections. Lot of steering angle to get through tight corners</p> <p>Transmission (Shift Points) – No issues</p> <p>Engine – No issues.</p> <p>Others: City course -representative of true patrol duties.</p>

CITY COURSE
VEHICLE DYNAMICS EVALUATION

CHEVROLET TAHOE PPV 2WD

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
A. Penrith - LASD	04:55.80	75°F/75°F	31.6
R. Juarez - LAPD	04:45.50	76°F/80°F	32.8
Average Time	04:50.65	Average Speed	32.2

DRIVER COMMENTS

Brakes – Remained consistent and effective throughout the laps, but smoking heavily after completion of the course.

Cornering/Handling – Impressive but the weight of vehicle was apparent for this tight course. Steering ratio doesn't work well for this tight course.

Transmission (Shift Points) – The transmission worked well on all laps. Always in correct gear at all times.

Engine – Good pull everywhere as long as ESC/TRAC wasn't operating.

Other – City pursuit course is a more type representation of patrol duties.

CITY COURSE VEHICLE DYNAMICS EVALUATION

DODGE CHARGER V8 2.62

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
B. Douglas—LAPD	04:32.60	75°F/82°F	34.3
R. Joe — LASD	04:31.30	75°F/83°F	34.5
Average Time	04:31.95	Average Speed	34.4

ITEM	RATING **
Steering	8
Body Lean	8
Bounce	8
Brake Fade	8
Brake Pull	8
ABS Operation	8

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
<p>Brakes – Great and very consistent.</p> <p>Cornering/Handling – Some oversteer coming out of turn.</p> <p>Transmission (Shift Points) – No throttle coming out of turns.</p> <p>Engine – Good on turns and straightaways.</p>

CITY COURSE VEHICLE DYNAMICS EVALUATION

FORD RESPONDER HYBRID SEDAN

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
B. Douglas—LAPD	04:41.40	76°F/88°F	33.3
R. Joe —LASD	04:50.30	79°F/90°F	33.3
Average Time	04:45.85	Average Speed	33.3

ITEM	RATING **
Steering	8
Body Lean	7
Bounce	7
Brake Fade	8
Brake Pull	9
ABS Operation	9

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
<p>Brakes – Great throughout the laps.</p> <p>Cornering/Handling – A bit of lean but it’s controllable and manageable.</p> <p>Transmission (Shift Points) – Good though little slow. Responsive on exits.</p> <p>Engine – Good but combined with the trans, felt a bit under-powered once battery was drained.</p> <p>Other: Battery level of charge makes a huge difference in acceleration and performance.</p>

CITY COURSE VEHICLE DYNAMICS EVALUATION

FORD PI SEDAN AWD 3.5L ECOBOOST

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
R. Juarez —LASD	04:15.70	76°F/95°F	36.6
A. Penrith —LAPD	04:16.00	78°F/98°F	36.6
Average Time	04:15.85	Average Speed	36.6

ITEM	RATING **
Steering	9.7
Body Lean	9.7
Bounce	10
Brake Fade	10
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
<p>Brakes – The brakes performed very well with good rate of deceleration. Minor fade experienced otherwise excellent.</p> <p>Cornering/Handling – Flat and predictable. Handles tight course extremely well. Power out of turns with only slight push.</p> <p>Transmission (Shift Points) – Always kept motor in boost.</p> <p>Engine – Perfect. No issues.</p> <p>Other- This course is truly representative of a patrol type environment. This car handles it very well. Great for law enforcement duties!</p>

BRAKE EVALUATION RESULTS

This test procedure measures the braking response and efficiency of the vehicle.

The test is conducted immediately following the preliminary handling test (32 laps). This ensures that the brakes are tested after being driven at high speeds, thus simulating the actual operating conditions experienced by the officer in the field.

The test is conducted by first accelerating the vehicle to 80 MPH, then decelerating to a stop, maintaining an average deceleration rate of 22 feet per second. This procedure is repeated three additional times. At this point, a five minute stationary cool down period occurs. The vehicle is then accelerated to a speed of 60 MPH and decelerated at the maximum deceleration rate attainable before the onset of ABS. After a two minute stop, the 60 MPH procedure is repeated again. As soon as the vehicle has stopped, it is immediately accelerated to 60 MPH and then stopped as quickly as possible, simulating a panic stop. That stopping distance is measured and recorded, utilizing a "VBOX Datalogger". The "Datalogger" is a GPS based measuring device. If a brake malfunction is experienced (i.e., severe fading or inability to stop in a straight line,) an effort is made to detect the cause of the brake failure. If it is decided that the failure is inherent in the engineering of the brake system of the vehicle, the test is discontinued and the vehicle is disqualified from further testing. If the failure is associated with a correctable situation, it is corrected and the test is rerun. The defect and any remedial action taken are noted in the test results.

BRAKE EVALUATION RESULTS

PANIC STOP FROM 60 MPH TO ZERO

VEHICLE	STOPPING DISTANCE IN FEET CORRECTED TO 60 MPH
Ford PI Sedan FWD 3.5l	149.5 ft. @ 60 MPH
Dodge Charger V6 2.62	145.3 ft. @ 60 MPH
Ford PI Sedan AWD 3.7L	144.6 ft. @ 60 MPH
Ford PI Utility AWD 3.7L	144.9 ft. @ 60 MPH
Ford PI Sedan FWD 3.0L EcoBoost	132.6 ft. @ 60 MPH
Ford PI Utility AWD 3.5L EcoBoost	147.3 ft. @ 60 MPH
Chevrolet Tahoe PPV 4WD	152.1 ft. @ 60 MPH
Dodge Charger V8 3.08 AWD	141.2 ft. @ 60 MPH
Ford F150 4WD 3.5L EcoBoost	155.7 ft. @ 60 MPH
Chevrolet Tahoe PPV 2WD	157.2 ft. @ 60 MPH
Dodge Charger V8 2.62	137.6 ft. @ 60 MPH
Ford Responder Hybrid Sedan	137.6 ft. @ 60 MPH
Ford PI Sedan AWD 3.5L EcoBoost	148.7 ft. @ 60 MPH

*No brake parts were changed during the test.

The brake test was performed with procedure listed on the protocol after the completion of the 32 high speed laps.

ACCELERATION EVALUATION RESULTS

This test is designed to measure vehicle performance in terms of acceleration, including speed and time elapsed at the quarter mile. Although the top speed is not recorded, a minimum of 100 MPH is generally obtained to satisfy the requirements for high speed law enforcement patrol.

To get the information on the 30 – 60 MPH and 60 – 100 MPH two separate runs were driven. In each run, the vehicle was accelerated to just under the target mileage. The vehicle's speed was allowed to level off, and then the vehicle was accelerated through the target mileage. This allowed for an actual time between the targeted mileages.

All of the information gathered during the acceleration and subsequent brake test is gathered using a Race Logic "Drift Box 02". The data logger is a GPS based measuring device.

ACCELERATION EVALUATION RESULTS

SPEED	Ford PI Sedan FWD 3.5L	Dodge Charger V6 2.62	Ford PI Sedan AWD 3.7L	Ford PI Utility AWD 3.7L
0 – 20 MPH	1.83 sec.	1.91 sec	1.69 sec	1.82 sec
0 – 30 MPH	2.80 sec	3.29 sec	2.68 sec	2.86 sec
0 – 40 MPH	4.02 sec	4.67 sec	3.99 sec	4.30 sec
0 – 50 MPH	5.51 sec	6.08 sec	5.42 sec	5.98 sec
0 – 60 MPH	7.45 sec	8.03 sec	7.63 sec	8.49 sec
0 – 70 MPH	9.87 sec	10.43 sec	9.94 sec	10.95 sec
0 – 80 MPH	12.51 sec	13.08 sec	12.47 sec	13.95 sec
0 – 90 MPH	15.40 sec	15.94 sec	15.64 sec	17.91 sec
0 – 100 MPH	19.43 sec	21.21 sec	19.62 sec	23.01 sec
30 – 60 MPH	4.70 sec	5.25 sec	5.44 sec	5.49 sec
60 – 100 MPH	11.43 sec	13.36 sec	11.28 sec	13.79 sec
*SS – ¼ Mile	15.80 @ 91.3 mph	16.23 @ 90.08 mph	15.77 @ 90.4 mph	15.98 @ 87.3 mph

*Standing Start

*Standing Start

SPEED	Ford PI Sedan FWD 2.0L EcoBoost	Ford PI Utility AWD 3.5L EcoBoost	Chevrolet Tahoe PPV 4WD	Dodge Charger V8 3.08 AWD
0 – 20 MPH	2.23 sec	1.79 sec	1.99 sec	1.53 sec
0 – 30 MPH	3.23 sec	2.63 sec	3.32 sec	2.57 sec
0 – 40 MPH	4.64 sec	3.67 sec	4.95 sec	3.62 sec
0 – 50 MPH	6.25 sec	4.93 sec	6.99 sec	5.10 sec
0 – 60 MPH	8.51 sec	6.74 sec	9.19 sec	6.63 sec
0 – 70 MPH	10.85 sec	8.77 sec	12.38 sec	8.50 sec
0 – 80 MPH	13.59 sec	11.17 sec	15.92 sec	11.15 sec
0 – 90 MPH	17.04 sec	14.18 sec	19.79 sec	13.73 sec
0 – 100 MPH	21.05 sec	17.47 sec	24.45 sec	16.56 sec
30 – 60 MPH	5.26 sec	4.36 sec	6.38 sec	4.49 sec
60 – 100 MPH	13.14 sec	9.91 sec	14.34 sec	9.28 sec
*SS – ¼ Mile	16.55 @ 88.07 mph	15.27 @ 93.06 mph	17.13 @ 88.3 mph	15.11 @ 95.1 mph

ACCELERATION EVALUATION RESULTS

SPEED	Ford F150 4WD 3.5L EcoBoost	Chevrolet Tahoe PPV 2WD
0 – 20 MPH	1.73 sec	1.71 sec
0 – 30 MPH	2.65 sec	2.96 sec
0 – 40 MPH	3.66 sec	4.55 sec
0 – 50 MPH	4.95 sec	6.47 sec
0 – 60 MPH	6.51 sec	8.57 sec
0 – 70 MPH	8.30 sec	11.60 sec
0 – 80 MPH	10.51 sec	15.00 sec
0 – 90 MPH	13.29 sec	18.63 sec
0 – 100 MPH	17.50 sec	22.97 sec
30 – 60 MPH	4.37 sec	5.96 sec
60 – 100 MPH	11.46 sec	13.66 sec
*SS – ¼ Mile	15.01 @ 95.5mph	16.66 @ 84.8 mph

*Standing Start

SPEED	Dodge Charger V8 2.62	Ford Responder Hybrid Sedan	Ford PI Sedan AWD 3.5L Eco- Boost
0 – 20 MPH	2.19 sec	2.34 sec	1.55 sec
0 – 30 MPH	3.41 sec	3.57 sec	2.23 sec
0 – 40 MPH	4.52 sec	5.09 sec	3.12 sec
0 – 50 MPH	5.87 sec	6.96 sec	4.21 sec
0 – 60 MPH	7.59 sec	9.21 sec	5.68 sec
0 – 70 MPH	9.45 sec	11.85 sec	7.27 sec
0 – 80 MPH	11.54 sec	15.10 sec	9.15 sec
0 – 90 MPH	14.73 sec	19.00 sec	11.61 sec
0 – 100 MPH	17.98 sec	24.03 sec	14.32 sec
30 – 60 MPH	4.17 sec	5.80 sec	3.50 sec
60 – 100 MPH	10.08 sec	14.60 sec	7.85 sec
*SS – ¼ Mile	15.85 @ 93.5 mph	17.12 @ 85.4 mph	14.25 @ 99.8 mph

*Standing

Start

HEAT EVALUATION RESULTS

Today's modern exhaust emission and computer monitored automobile is designed to operate at much higher temperatures than vehicles from the 1970's and 1980's. Scientific breakthroughs in metallurgy and lubrication compositions allow the modern engine to operate at temperatures formerly thought to be detrimental. A vehicle from the 1970 era usually exceeded 180 degrees under normal driving conditions and generally overheated at 212 degrees. Today, modern engines operate safely between 200 to 260 degrees. Our heat testing is a "PASS-FAIL" scenario and is based on manufacturer's allowable operating temperatures.

Heat from each engine component is measured by a diagnostic tool via the vehicles data link connector. Components not electronically monitored by the onboard computers are measured by means of a digital thermometer.

Measurements are taken at the conclusion of the 32 high speed laps. This process is accomplished in the following manner:

- | | |
|-----------------------|---|
| 1. Transmission Fluid | Measurement taken via DLC (data link connector). |
| 2. Engine Oil | Measurement taken via DLC (data link connector). |
| 3. Power Steering | The probe is inserted into the pump reservoir fluid. |
| 4. Radiator Coolant | Measurement taken via DLC (data link connector) |
| 5. Outside Air | Temperature is measured away from the vehicle and in direct sunlight. |

VEHICLE HEAT EVALUATION

FORD PI SEDAN FWD 3.5L

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	320° F	275° F	N/A-Elec.	262° F
TESTED AT	218°F	226°F	N/A°	194° F

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	320° F	275° F	N/A-Elec.	262° F
TESTED AT	218°F	226°F	N/A°	194° F

DODGE CHARGER V6 2.62

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	320° F	275° F	N/A-Elec.	262° F
TESTED AT	221°F	212°F	N/A°	213°F

FORD PI SEDAN AWD 3.7L

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	320° F	275° F	N/A-Elec.	262° F
TESTED AT	208° F	218° F	N/A°	193° F

FORD PI UTILITY AWD 3.7L

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	320° F	275° F	N/A-Elec.	262° F
TESTED AT	219° F	224° F	N/A°	193° F

VEHICLE HEAT EVALUATION

FORD PI SEDAN FWD 2.0L ECOBOOST

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	320° F	275° F	N/A-Elec.	262° F
TESTED AT	241°F	242°F	N/A°	204°F

FORD PI UTILITY AWD 3.5L ECOBOOST

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	320° F	275° F	N/A-Elec.	262° F
TESTED AT	212°F	204°F	N/A°	189°F

CHEVROLET TAHOE PPV 4WD

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	320° F	298° F	N/A-Elec.	262° F
TESTED AT	122° F	118° F	N/A°	96° F

DODGE CHARGER V8 3.08 AWD

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	310° F	284° F	N/A-Elec.	260° F
TESTED AT	228° F	195° F	N/A°	213° F

FORD F150 4WD 3.5L ECOBOOST

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	320° F	275° F	N/A-Elec.	262° F
TESTED AT	103° F	110° F	NA	101° F

CHEVROLET TAHOE PPV 2WD

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	302° F	248° F	N/A-Elec.	262° F
TESTED AT	120° F	121° F	NA	98° F

VEHICLE HEAT EVALUATION

DODGE CHARGER V8 2.62

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	320° F	275° F	N/A-Elec.	262° F
TESTED AT	230° F	197° F	NA°	213° F

FORD RESPONDER HYBRID SEDAN

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	310° F	284° F	N/A-Elec.	260° F
TESTED AT	205° F	192° F	N/A	198° F

FORD PI SEDAN AWD 3.5L ECOBOOST

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	310° F	284° F	N/A-Elec.	260° F
TESTED AT	237° F	222° F	N/A°	191° F

COMMUNICATIONS EVALUATION RESULTS

The communications evaluation of each vehicle is conducted by technicians assigned to the Los Angeles County Sheriff's Department's Communications and Fleet Management Bureau. This evaluation concerns itself with the radio installation, the effect of radio operation on vehicle performance and the effect of the vehicle on radio performance.

The Electromagnetic Interference Susceptibility test is intended for use in the presence of electromagnetic fields resulting from use of public safety two-way radios.

Vehicle performance must not be affected in any way by transmissions from a radio and antenna installed in the vehicle and operating in any of the frequency ranges of 450 to 512 MHz, and having a radio frequency output no more than 50 watts. Vehicle performance shall not be affected by the presence of another vehicle equipped with the above described radio and operated next to the subject vehicle.

Radiated and conducted electromagnetic interference vehicle systems and accessories shall be designed to reduce interference with the use of public safety radio receivers or electronic sirens or sound amplifiers. The effective sensitivity of a receiver installed in the vehicle shall not be reduced by more than the amount tabulated below for each frequency band:

FREQUENCY BAND

ALLOWABLE DEGRADATION

450 to 512 MHz

3 dB

Degradation is the difference in effective receiver sensitivity measured with the vehicle engine and accessories turned off as compared to that measured with the engine and accessories turned on.

Sensitivity is measured in terms of the 12 dB Sinad signal as defined in EIA Standard RS-204. To determine effective sensitivity, the receiver is connected to the antenna through an isolating the connector which allows introduction of the signal generator through the isolated port. Comparative signal strength readings are then taken with and without the interference present.

COMMUNICATION NOISE EVALUATION

2018 FORD PI SEDAN FWD 3.5L

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	5dB Gain Whip	Roof

FREQUENCY: 483.0875 MHz

Rating Scale: 1-10 (1-Poor/ 5 -Average / 10 –Outstanding) **

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-94dB	-97dB	2dB
Engine Idle (No Acc.)	-93dB	-87dB	2dB
Engine High RPM (No Acc.)	-93dB	-87dB	2dB
Engine Idle W/Air	-93dB	-87dB	2dB
Engine Idle W/ Lights	-93dB	-87dB	2dB
Engine Idle W/Heater	-93dB	-87dB	2dB
Engine Idle W/All Acc.	-93dB	-87dB	2dB
Engine High RPM W/All Acc.	-93dB	-87dB	2dB

Also Tested: Interference detected at 470.6875 and 484.0125 MHz on XTS5000 Portable.

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	5
Microphone	5
Electronic Siren	5
Dashboard Accessibility	
Radio Control Head	6
Siren Console	6
Mobile Digital Terminal/Computer	6
Speakers	6
Microphones	5
Trunk Accessibility	
Factory Power Terminal in Trunk	1
One Radio Installation	5
Two Radio Installation	5
Antenna Installation	5
Computer Installation	5
Engine Accessibility	
Battery Terminal Connection	5
Accommodation for Cables	5
Hidden Siren Installation	6
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	5

COMMUNICATION NOISE EVALUATION

2018 DODGE CHARGER V6 2.62

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	5dB Gain Whip	Roof

FREQUENCY: 483.0875 MHz

Rating Scale: 1-10 (1-Poor/ 5 -Average / 10 –Outstanding) **

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-94dB	-97dB	2dB
Engine Idle (No Acc.)	-94dB	-97dB	3dB
Engine High RPM (No Acc.)	-94dB	-97dB	3dB
Engine Idle W/Air	-94dB	-97dB	3dB
Engine Idle W/ Lights	-94dB	-97dB	3dB
Engine Idle W/Heater	-94dB	-97dB	3dB
Engine Idle W/All Acc.	-94dB	-97dB	3dB
Engine High RPM W/All Acc.	-94dB	-97dB	3dB

Also Tested: No spurious signal detected on XTS5000 Portable.

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	4
Microphone	5
Electronic Siren	5
Dashboard Accessibility	
Radio Control Head	5
Siren Console	5
Mobile Digital Terminal/Computer	5
Speakers	6
Microphones	5
Trunk Accessibility	
Factory Power Terminal in Trunk	8
One Radio Installation	7
Two Radio Installation	6
Antenna Installation	5
Computer Installation	5
Engine Accessibility	
Battery Terminal Connection	9
Accommodation for Cables	7
Hidden Siren Installation	3
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	6

COMMUNICATION NOISE EVALUATION

2018 FORD PI SEDAN AWD 3.7L

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	5dB Gain Whip	Roof

FREQUENCY: 483.0875 MHz

Rating Scale: 1-10 (1-Poor/ 5 -Average / 10 –Outstanding) **

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-94dB	-97dB	2dB
Engine Idle (No Acc.)	-94dB	-97dB	2dB
Engine High RPM (No Acc.)	-94dB	-97dB	2dB
Engine Idle W/Air	-94dB	-97dB	2dB
Engine Idle W/ Lights	-94dB	-97dB	2dB
Engine Idle W/Heater	-94dB	-97dB	2dB
Engine Idle W/All Acc.	-94dB	-97dB	2dB
Engine High RPM W/All Acc.	-94dB	-97dB	2dB

Also Tested: Interference detected at 483.3375 and 470.6875 MHz on XTS5000 Portable.

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	5
Microphone	5
Electronic Siren	5
Dashboard Accessibility	
Radio Control Head	6
Siren Console	6
Mobile Digital Terminal/Computer	6
Speakers	6
Microphones	5
Trunk Accessibility	
Factory Power Terminal in Trunk	1
One Radio Installation	5
Two Radio Installation	5
Antenna Installation	5
Computer Installation	5
Engine Accessibility	
Battery Terminal Connection	5
Accommodation for Cables	5
Hidden Siren Installation	6
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	5

COMMUNICATION NOISE EVALUATION

2018 FORD PI UTILITY AWD 3.7L

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	5dB Gain Whip	Roof

FREQUENCY: 483.0875 MHz

Rating Scale: 1-10 (1-Poor/ 5 -Average / 10 –Outstanding) **

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-94dB	-97dB	3dB
Engine Idle (No Acc.)	-94dB	-97dB	3dB
Engine High RPM (No Acc.)	-94dB	-97dB	3dB
Engine Idle W/Air	-94dB	-97dB	3dB
Engine Idle W/ Lights	-94dB	-97dB	3dB
Engine Idle W/Heater	-94dB	-97dB	3dB
Engine Idle W/All Acc.	-94dB	-97dB	3dB
Engine High RPM W/All Acc.	-94dB	-97dB	3dB

Also Tested: No spurious signal detected on XTS5000 Portable.

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	5
Microphone	5
Electronic Siren	5
Dashboard Accessibility	
Radio Control Head	6
Siren Console	6
Mobile Digital Terminal/Computer	6
Speakers	6
Microphones	5
Trunk Accessibility	
Factory Power Terminal in Trunk	1
One Radio Installation	5
Two Radio Installation	5
Antenna Installation	5
Computer Installation	5
Engine Accessibility	
Battery Terminal Connection	5
Accommodation for Cables	5
Hidden Siren Installation	6
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	5

COMMUNICATION NOISE EVALUATION

2018 FORD PI SEDAN FWD 2.0L TURBO

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	5dB Gain Whip	Roof

FREQUENCY: 483.0875 MHz

Rating Scale: 1-10 (1-Poor/ 5 -Average / 10 –Outstanding) **

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-91dB	-96dB	2dB
Engine Idle (No Acc.)	-91dB	-96dB	2dB
Engine High RPM (No Acc.)	-91dB	-96dB	2dB
Engine Idle W/Air	-91dB	-96dB	2dB
Engine Idle W/ Lights	-91dB	-96dB	2dB
Engine Idle W/Heater	-91dB	-96dB	2dB
Engine Idle W/All Acc.	-91dB	-96dB	2dB
Engine High RPM W/All Acc.	-91dB	-96dB	2dB

Also Tested: Interference detected at 483.1375,483,3500,470.7375,484.5875,470.6875 MHz on XTL5000 Portable

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	7
Microphone	7
Electronic Siren	7
Dashboard Accessibility	
Radio Control Head	5
Siren Console	7
Mobile Digital Terminal/Computer	5
Speakers	5
Microphones	5
Trunk Accessibility	
Factory Power Terminal in Trunk	1
One Radio Installation	7
Two Radio Installation	7
Antenna Installation	7
Computer Installation	7
Engine Accessibility	
Battery Terminal Connection	5
Accommodation for Cables	5
Hidden Siren Installation	4
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	5

COMMUNICATION NOISE EVALUATION
2018 FORD PI UTILITY AWD 3.5L ECOBOOST

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	.5dB Gain Whip	Roof

FREQUENCY: 483.0875 MHz

Rating Scale: 1-10 (1-Poor/ 5 -Average / 10 –Outstanding) **

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-93dB	-96dB	0dB
Engine Idle (No Acc.)	-93dB	-96dB	0dB
Engine High RPM (No Acc.)	-93dB	-96dB	0dB
Engine Idle W/Air	-93dB	-96dB	0dB
Engine Idle W/ Lights	-93dB	-96dB	0dB
Engine Idle W/Heater	-93dB	-96dB	0dB
Engine Idle W/All Acc.	-93dB	-96dB	0dB
Engine High RPM W/All Acc.	-93dB	-96dB	0dB

Also Tested: Interference detected at 470.6875 MHz on XTS5000 Portable.

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	5
Microphone	5
Electronic Siren	5
Dashboard Accessibility	
Radio Control Head	6
Siren Console	6
Mobile Digital Terminal/Computer	6
Speakers	6
Microphones	5
Trunk Accessibility	
Factory Power Terminal in Trunk	1
One Radio Installation	5
Two Radio Installation	5
Antenna Installation	5
Computer Installation	5
Engine Accessibility	
Battery Terminal Connection	5
Accommodation for Cables	5
Hidden Siren Installation	6
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	5

COMMUNICATION NOISE EVALUATION

2018 CHEVROLET TAHOE PPV 4WD

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	5dB Gain Whip	Roof

FREQUENCY: 483.0875 MHz

Rating Scale: 1-10 (1-Poor/ 5 -Average / 10 –Outstanding) **

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-93dB	-97dB	3dB
Engine Idle (No Acc.)	-93dB	-97dB	3dB
Engine High RPM (No Acc.)	-93dB	-97dB	3dB
Engine Idle W/Air	-93dB	-97dB	3dB
Engine Idle W/ Lights	-93dB	-97dB	3dB
Engine Idle W/Heater	-93dB	-97dB	3dB
Engine Idle W/All Acc.	-93dB	-97dB	3dB
Engine High RPM W/All Acc.	-93dB	-97dB	3dB

Also Tested: No spurious signal detected on XTS5000 Portable.

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	5
Microphone	5
Electronic Siren	5
Dashboard Accessibility	
Radio Control Head	6
Siren Console	6
Mobile Digital Terminal/Computer	6
Speakers	6
Microphones	6
Trunk Accessibility	
Factory Power Terminal in Trunk	5
One Radio Installation	9
Two Radio Installation	9
Antenna Installation	5
Computer Installation	7
Engine Accessibility	
Battery Terminal Connection	5
Accommodation for Cables	5
Hidden Siren Installation	5
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	5

COMMUNICATION NOISE EVALUATION

2018 DODGE CHARGER V8 3.08 AWD

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	5dB Gain Whip	Roof

FREQUENCY: 483.0875 MHz

Rating Scale: 1-10 (1-Poor/ 5 -Average / 10 –Outstanding) **

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-94dB	-98dB	3dB
Engine Idle (No Acc.)	-94dB	-98dB	3dB
Engine High RPM (No Acc.)	-94dB	-98dB	3dB
Engine Idle W/Air	-94dB	-98dB	3dB
Engine Idle W/ Lights	-94dB	-98dB	3dB
Engine Idle W/Heater	-94dB	-98dB	3dB
Engine Idle W/All Acc.	-94dB	-98dB	3dB
Engine High RPM W/All Acc.	-94dB	-98dB	3dB

Also Tested: No spurious signal detected on XTS5000 Portable..

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	4
Microphone	5
Electronic Siren	5
Dashboard Accessibility	
Radio Control Head	5
Siren Console	5
Mobile Digital Terminal/Computer	5
Speakers	6
Microphones	5
Trunk Accessibility	
Factory Power Terminal in Trunk	8
One Radio Installation	7
Two Radio Installation	6
Antenna Installation	5
Computer Installation	5
Engine Accessibility	
Battery Terminal Connection	9
Accommodation for Cables	6
Hidden Siren Installation	3
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	6

COMMUNICATION NOISE EVALUATION

2018 FORD F150 4WD 3.5L ECOBOOST

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	5dB Gain Whip	Roof

FREQUENCY: 483.0875 MHz

Rating Scale: 1-10 (1-Poor/ 5 -Average / 10 –Outstanding) **

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-91dB	-97dB	1dB
Engine Idle (No Acc.)	-91dB	-97dB	1dB
Engine High RPM (No Acc.)	-91dB	-97dB	1dB
Engine Idle W/Air	-91dB	-97dB	1dB
Engine Idle W/ Lights	-91dB	-97dB	1dB
Engine Idle W/Heater	-91dB	-97dB	1dB
Engine Idle W/All Acc.	-91dB	-97dB	1dB
Engine High RPM W/All Acc.	-91dB	-97dB	1dB

Also tested: Interference detected at 483.1500,482.1250 and 483.5000 MHz on XTL5000 Portable.

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	4
Microphone	4
Electronic Siren	4
Dashboard Accessibility	
Radio Control Head	5
Siren Console	5
Mobile Digital Terminal/Computer	6
Speakers	6
Microphones	5
Trunk Accessibility	
Factory Power Terminal in Trunk	N/A
One Radio Installation	N/A
Two Radio Installation	N/A
Antenna Installation	N/A
Computer Installation	N/A
Engine Accessibility	
Battery Terminal Connection	6
Accommodation for Cables	6
Hidden Siren Installation	6
Ignition Fuse Terminal Block	5
Clip – on Connections for Accessories	5

COMMUNICATION NOISE EVALUATION

2018 CHEVROLET TAHOE PPV 2WD

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	5dB Gain Whip	Roof

FREQUENCY: 483.0875 MHz

Rating Scale: 1-10 (1-Poor/ 5 -Average / 10 –Outstanding) **

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-94dB	-98dB	3dB
Engine Idle (No Acc.)	-94dB	-98dB	3dB
Engine High RPM (No Acc.)	-94dB	-98dB	3dB
Engine Idle W/Air	-94dB	-98dB	3dB
Engine Idle W/ Lights	-94dB	-98dB	3dB
Engine Idle W/Heater	-94dB	-98dB	3dB
Engine Idle W/All Acc.	-94dB	-98dB	3dB
Engine High RPM W/All Acc.	-94dB	-98dB	3dB

Also Tested: Interference detected at 484.2125 and 483.4125 MHz onXTS5000 Portable.

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	5
Microphone	5
Electronic Siren	5
Dashboard Accessibility	
Radio Control Head	6
Siren Console	6
Mobile Digital Terminal/Computer	6
Speakers	6
Microphones	6
Trunk Accessibility	
Factory Power Terminal in Trunk	5
One Radio Installation	9
Two Radio Installation	9
Antenna Installation	5
Computer Installation	7
Engine Accessibility	
Battery Terminal Connection	5
Accommodation for Cables	5
Hidden Siren Installation	5
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	5

COMMUNICATION NOISE EVALUATION

2018 DODGE CHARGER V8 2.62

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	5dB Gain Whip	Roof

FREQUENCY: 483.0875 MHz

Rating Scale: 1-10 (1-Poor/ 5 -Average / 10 –Outstanding) **

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-94dB	-97dB	1dB
Engine Idle (No Acc.)	-94dB	-97dB	1dB
Engine High RPM (No Acc.)	-94dB	-97dB	1dB
Engine Idle W/Air	-94dB	-97dB	1dB
Engine Idle W/ Lights	-94dB	-97dB	1dB
Engine Idle W/Heater	-94dB	-97dB	1dB
Engine Idle W/All Acc.	-94dB	-97dB	1dB
Engine High RPM W/All Acc.	-94dB	-97dB	1dB

Also Tested: Interference detected at 473.7875 and 483.3500 MHz on XTS5000 Portable.

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	4
Microphone	5
Electronic Siren	5
Dashboard Accessibility	
Radio Control Head	5
Siren Console	5
Mobile Digital Terminal/Computer	5
Speakers	6
Microphones	5
Trunk Accessibility	
Factory Power Terminal in Trunk	8
One Radio Installation	7
Two Radio Installation	6
Antenna Installation	5
Computer Installation	5
Engine Accessibility	
Battery Terminal Connection	9
Accommodation for Cables	6
Hidden Siren Installation	3
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	6

COMMUNICATION NOISE EVALUATION

2018 FORD RESPONDER HYBRID SEDAN

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	5dB Gain Whip	Roof

FREQUENCY: 483.0875 MHz

Rating Scale: 1-10 (1-Poor/ 5 -Average / 10 –Outstanding) **

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-91dB	-93dB	3dB
Engine Idle (No Acc.)	-91dB	-93dB	3dB
Engine High RPM (No Acc.)	-91dB	-93dB	3dB
Engine Idle W/Air	-91dB	-93dB	3dB
Engine Idle W/ Lights	-91dB	-93dB	3dB
Engine Idle W/Heater	-91dB	-93dB	3dB
Engine Idle W/All Acc.	-91dB	-93dB	3dB
Engine High RPM W/All Acc.	-91dB	-93dB	3dB

Also Tested: Interference detected at 482,8625,483.3875,483.3500 MHz on XTS5000 Portable.

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	5
Microphone	5
Electronic Siren	5
Dashboard Accessibility	
Radio Control Head	5
Siren Console	5
Mobile Digital Terminal/Computer	4
Speakers	5
Microphones	5
Trunk Accessibility	
Factory Power Terminal in Trunk	10
One Radio Installation	6
Two Radio Installation	6
Antenna Installation	7
Computer Installation	5
Engine Accessibility	
Battery Terminal Connection	5
Accommodation for Cables	5
Hidden Siren Installation	4
Ignition Fuse Terminal Block	5
Clip – on Connections for Accessories	5

COMMUNICATION NOISE EVALUATION

2018 FORD PI SEDAN AWD 3.5L ECOBOOST

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	5dB Gain Whip	Roof

FREQUENCY: 483.0875 MHz

Rating Scale: 1-10 (1-Poor/ 5 -Average / 10 –Outstanding) **

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-95dB	-98dB	3dB
Engine Idle (No Acc.)	-95dB	-98dB	3dB
Engine High RPM (No Acc.)	-95dB	-98dB	3dB
Engine Idle W/Air	-95dB	-98dB	3dB
Engine Idle W/ Lights	-95dB	-98dB	3dB
Engine Idle W/Heater	-95dB	-98dB	3dB
Engine Idle W/All Acc.	-95dB	-98dB	3dB
Engine High RPM W/All Acc.	-95dB	-98dB	3dB

Also Tested: Interference detected at 470.6875 MHz on XTS5000 Portable.

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	5
Microphone	5
Electronic Siren	5
Dashboard Accessibility	
Radio Control Head	6
Siren Console	6
Mobile Digital Terminal/Computer	6
Speakers	6
Microphones	5
Trunk Accessibility	
Factory Power Terminal in Trunk	1
One Radio Installation	5
Two Radio Installation	5
Antenna Installation	5
Computer Installation	5
Engine Accessibility	
Battery Terminal Connection	5
Accommodation for Cables	5
Hidden Siren Installation	6
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	5

ERGONOMICS

This subjective evaluation is a rating of human factors and space utilization done individually and independently by four patrol trained Deputy Sheriffs from the Los Angeles County Sheriff's Department. Each vehicle is driven through a 100 mile loop four times, each time by a different driver. The loop is divided equally into urban, suburban, and freeway driving conditions. The vehicle is operated with the air conditioner and headlights "turned on" and with the transmission selector in the overdrive position. No attempt is made to "baby" the vehicle through the loop, but hard acceleration starts are avoided. The ratings are averaged to minimize personal prejudices that individuals may have for, or against, any given vehicle.

Statements in the "drivers comment" section of the evaluation reflect a consensus of their individual comments.

Additionally, during the Ergonomics evaluation, fuel efficiency is also recorded. While EPA mileage estimates may be helpful for comparative purposes, they are based on simulated driving conditions. The fuel efficiency evaluation is an attempt to estimate MPG (miles per gallon) based on actual driving conditions.

The test results are averaged between the four drivers and recorded.

** 3 – Poor 5 – Average / Fair 6- Good 7-Very Good 8-Excellent

Decision was made not to conduct an Ergonomics Evaluation for 2017 models simply due to no distinctive changes observed from the previous year model in regards to their operation. Following pages are evaluations from last year models.

ERGONOMICS EVALUATION

FORD F150 4WD 3.5L ECOBOOST

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.3
DRIVERS COMMENTS		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 o'clock Position	7.7	7.7
4 o'clock Position	7.7	7.7
5 o'clock Position	7.3	7.3
6 o'clock Position	7.3	7.3
7 o'clock Position	7.3	5.7
8 o'clock Position	7.3	5.7
9 o'clock Position	7.7	7.3
DRIVERS COMMENTS		

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6.7
Seat Position	Range of Adjustment	5.7
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	6.7
Seat to Controls	Steering Wheel, Pedals, Dashboard	6.0
Headrest Position: With Hat/Helmet	Adequate	6.7
Headrest Position: Without Hat/Helmet	Adequate	7.3
Headroom	Adequate	8.0
Legroom	Adequate	8.0
Seatbelt	Ease of Hook-Up/Release	7.3
Shoulder Strap	Interference with duty gear	7.0
DRIVERS COMMENTS		

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	7.7
Instrument Visibility	Can You See Them	7.7
Instrument Legibility	Can You Read Them	7.7
DRIVERS COMMENTS		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	7.3
Shift Lever	Accessibility, Indicator Visibility	7.7
Knobs & Switches	Location, Visibility, Markings, Arrangement	7.3
Pedals	Location	7.3
Pedals	Size	7.3
Pedals	Spacing (Do you hit more than one pedal with boots on?)	7.3
Parking Brake	Location	7.3
Parking Brake	Method of Release.	6.3
DRIVERS COMMENTS		

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	7.3
Rearview Mirror	Size	7.3
Rearview Mirror	Ease of Adjustment	7.3
Rearview Mirror	Distortion	7.3
Driver Side Mirror	Placement	7.3
Driver Side Mirror	Size	7.3
Driver Side Mirror	Ease of Adjustment	7.3
Driver Side Mirror	Distortion	7.3
Passenger Side Mirror	Placement	7.3
Passenger Side Mirror	Size	7.3
Passenger Side Mirror	Ease of Adjustment	7.3
Passenger Side Mirror	Distortion	7.3
DRIVERS COMMENTS		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	7.3
Rear Door	Ease of Ingress/Egress	7.3
Window & Door Handles	Accessibility, Ease of Operation	7.3
DRIVERS COMMENTS		

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6.7
Headroom	Adequacy	7.7
Legroom	Adequacy	7.7
Seatbelt	Ease of Hook-Up/Release	7.3
DRIVERS COMMENTS		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	N/A
Lid	Size of Opening	N/A
Compartment	Ease of Loading/Unloading	N/A
DRIVERS COMMENTS		
<i>Opening little too small</i>		

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7.0
DRIVER COMMENTS		
<i>Limited visibility due to large pillars</i>		

PARRALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield size & Distortion	4.7
DRIVER COMMENTS		

PARRALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7.0
DRIVER COMMENTS		

PARRALLEL PARK – INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7.3
DRIVER COMMENTS		

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7.3
DRIVER COMMENTS		

PARRALLEL PARK- DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7.3
DRIVER COMMENTS		

ERGONOMICS EVALUATION

CHEVROLET TAHOE PPV

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	8.0
DRIVERS COMMENTS		
<i>Great visibility</i>		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 o'clock Position		7.5
4 o'clock Position	7.5	6.0
5 o'clock Position	7.5	6.0
6 o'clock Position	7.5	7.5
7 o'clock Position	7.5	7.5
8 o'clock Position	7.5	7.5
9 o'clock Position		7.5
DRIVERS COMMENTS		
<i>Driver's side view mirror is well placed. But there is a blind spot on passenger side due to the height of the head rest and pillars</i>		

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	7.0
Seat Position	Range of Adjustment	7.0
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	5.2
Seat to Controls	Steering Wheel, Pedals, Dashboard	7.0
Headrest Position: With Hat/Helmet	Adequate	8.0
Headrest Position: Without Hat/Helmet	Adequate	8.0
Headroom	Adequate	9.0
Legroom	Adequate	8.0
Seatbelt	Ease of Hook-Up/Release	5.0
Shoulder Strap	Interference with duty gear	6.5
DRIVERS COMMENTS		
<i>Excellent leg room. However, seat area is too tight. It's difficult to latch seat belt with holster. Seat belt extension might help.</i>		

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	7.0
Instrument Visibility	Can You See Them	7.0
Instrument Legibility	Can You Read Them	7.0
DRIVERS COMMENTS		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	7.0
Shift Lever	Accessibility, Indicator Visibility	7.0
Knobs & Switches	Location, Visibility, Markings, Arrangement	7.0
Pedals	Location	7.0
Pedals	Size	7.0
Pedals	Spacing (Do you hit more than one pedal with boots on?)	7.0
Parking Brake	Location	7.0
Parking Brake	Method of Release.	7.0
DRIVERS COMMENTS		

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	7.0
Rearview Mirror	Size	7.0
Rearview Mirror	Ease of Adjustment	7.0
Rearview Mirror	Distortion	7.0
Driver Side Mirror	Placement	7.0
Driver Side Mirror	Size	7.0
Driver Side Mirror	Ease of Adjustment	7.0
Driver Side Mirror	Distortion	7.0
Passenger Side Mirror	Placement	7.0
Passenger Side Mirror	Size	7.0
Passenger Side Mirror	Ease of Adjustment	7.0
Passenger Side Mirror	Distortion	7.0
DRIVERS COMMENTS		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	6.7
Rear Door	Ease of Ingress/Egress	6.5
Window & Door Handles	Accessibility, Ease of Operation	6.7
DRIVERS COMMENTS		

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6.0
Headroom	Adequacy	6.0
Legroom	Adequacy	6.0
Seatbelt	Ease of Hook-Up/Release	6.0
DRIVERS COMMENTS		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	8.0
Lid	Size of Opening	8.0
Compartment	Ease of Loading/Unloading	8.0
DRIVERS COMMENTS		

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.0
DRIVER COMMENTS		

PARRALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.0
DRIVER COMMENTS		

PARRALLEL PARK - INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.7
DRIVER COMMENTS		

PARRALLEL PARK – DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.7
DRIVER COMMENTS		

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.7
DRIVER COMMENTS		

ERGONOMICS EVALUATION

DODGE CHARGER

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7.0
DRIVERS COMMENTS		
<i>Forward view is great</i>		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 o'clock Position		7.0
4 o'clock Position	6.2	5.7
5 o'clock Position	6.2	5.0
6 o'clock Position	6.0	6.0
7 o'clock Position	6.2	5.0
8 o'clock Position	6.2	5.7
9 o'clock Position		7.0
DRIVERS COMMENTS		
<i>Blind spots to rear without use of mirrors</i>		

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6.0
Seat Position	Range of Adjustment	6.0
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	5.5
Seat to Controls	Steering Wheel, Pedals, Dashboard	5.7
Headrest Position: With Hat/Helmet	Adequacy	6.4
Headrest Position: Without Hat/Helmet	Adequacy	6.4
Headroom	Adequacy	6.2
Legroom	Adequacy	6.2
Seatbelt	Ease of Hook-Up/Release	6.0
Shoulder Strap	Interference with duty gear	5.7
DRIVERS COMMENTS		

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	6.5
Instrument Visibility	Can You See Them	6.7
Instrument Legibility	Can You Read Them	6.7
DRIVERS COMMENTS		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	6.2
Shift Lever	Accessibility, Indicator Visibility	5.7
Knobs & Switches	Location, Visibility, Markings, Arrangement	5.7
Pedals	Location	5.7
Pedals	Size	5.7
Pedals	Spacing (Do you hit more than one pedal with boots on?)	7.0
Parking Brake	Location	5.7
Parking Brake	Method of Release.	5.7
DRIVERS COMMENTS		

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	6.0
Rearview Mirror	Size	6.0
Rearview Mirror	Ease of Adjustment	6.0
Rearview Mirror	Distortion	6.0
Driver Side Mirror	Placement	6.5
Driver Side Mirror	Size	6.0
Driver Side Mirror	Ease of Adjustment	6.5
Driver Side Mirror	Distortion	6.7
Passenger Side Mirror	Placement	6.5
Passenger Side Mirror	Size	6.0
Passenger Side Mirror	Ease of Adjustment	6.5
Passenger Side Mirror	Distortion	6.7
DRIVERS COMMENTS		
<i>Larger/wider side view mirrors to cover blind spot ?</i>		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	6.0
Rear Door	Ease of Ingress/Egress	6.0
Window & Door Handles	Accessibility, Ease of Operation	6.5
DRIVERS COMMENTS		

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6.0
Headroom	Adequacy	6.0
Legroom	Adequacy	6.0
Seatbelt	Ease of Hook-Up/Release	6.0
DRIVERS COMMENTS		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	5.5
Lid	Size of Opening	6.0
Compartment	Ease of Loading/Unloading	5.5
DRIVERS COMMENTS		

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5.7
DRIVER COMMENTS		
<i>Rear visibility is limited, rear view camera would help</i>		

PARRALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7.5
DRIVER COMMENTS		

PARRALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.0
DRIVER COMMENTS		

PARRALLEL PARK – INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.0
DRIVER COMMENTS		

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	4.5
DRIVER COMMENTS		

PARRALLEL PARK- DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.0
DRIVER COMMENTS		

ERGONOMICS EVALUATION

FORD PI SEDAN

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7.0
DRIVERS COMMENTS		
<i>Visibility is great.</i>		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 o'clock Position		6.5
4 o'clock Position	6.2	5.5
5 o'clock Position	6.2	4.5
6 o'clock Position	6.2	4.5
7 o'clock Position	6.2	4.5
8 o'clock Position	6.2	5.5
9 o'clock Position		6.5
DRIVERS COMMENTS		
<i>Limited view without mirrors due to small windows and high rear dash area. Blind spot mirrors helps but confusing.</i>		

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6.5
Seat Position	Range of Adjustment	8.0
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	7.0
Seat to Controls	Steering Wheel, Pedals, Dashboard	7.0
Headrest Position: With Hat/Helmet	Adequate	7.0
Headrest Position: Without Hat/Helmet	Adequate	7.0
Headroom	Adequate	7.0
Legroom	Adequate	7.0
Seatbelt	Ease of Hook-Up/Release	7.0
Shoulder Strap	Interference with duty gear	7.0
DRIVERS COMMENTS		
<i>Overall seat comfort is great. No interference between center console and Sam Brown..</i>		

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	6.0
Instrument Visibility	Can You See Them	6.0
Instrument Legibility	Can You Read Them	6.0
DRIVERS COMMENTS		
<i>Instrument panel controls were easy to view and access.</i>		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	7.0
Shift Lever	Accessibility, Indicator Visibility	6.5
Knobs & Switches	Location, Visibility, Markings, Arrangement	7.0
Pedals	Location	7.0
Pedals	Size	7.0
Pedals	Spacing (Do you hit more than one pedal with boots on?)	7.0
Parking Brake	Location	7.0
Parking Brake	Method of Release.	7.0
DRIVERS COMMENTS		
<i>Could use little more spacing between pedals.</i>		

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	6.7
Rearview Mirror	Size	6.7
Rearview Mirror	Ease of Adjustment	6.7
Rearview Mirror	Distortion	6.7
Driver Side Mirror	Placement	6.7
Driver Side Mirror	Size	6.7
Driver Side Mirror	Ease of Adjustment	6.7
Driver Side Mirror	Distortion	6.7
Passenger Side Mirror	Placement	6.7
Passenger Side Mirror	Size	6.7
Passenger Side Mirror	Ease of Adjustment	6.7
Passenger Side Mirror	Distortion	6.7
DRIVERS COMMENTS		
<i>Good placement of mirrors.</i>		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	5.7
Rear Door	Ease of Ingress/Egress	4.5
Window & Door Handles	Accessibility, Ease of Operation	6.7
DRIVERS COMMENTS		
<i>Rear door frame too low, uncomfortable getting in the vehicle.</i>		

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6.0
Headroom	Adequate	5.0
Legroom	Adequate	6.0
Seatbelt	Ease of Hook-Up/Release	6.0
DRIVERS COMMENTS		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	6.7
Lid	Size of Opening	6.7
Compartment	Ease of Loading/Unloading	5.3
DRIVERS COMMENTS		
<i>Trunk too small for gear for 2 deputies</i>		

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	4.0
DRIVER COMMENTS		
<i>Limited rear visibility due to high rear dash</i>		

PARRALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5.5
DRIVER COMMENTS		
<i>Poor rear window visibility. Rear view camera would help</i>		

PARRALLEL PARK – INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5.5
DRIVER COMMENTS		
<i>Rear view camera would help</i>		

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5.5
DRIVER COMMENTS		
<i>Blind spots</i>		

PARRALLEL PARK-DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5.5
DRIVER COMMENTS		
<i>Blind spots</i>		

ERGONOMICS EVALUATION

FORD PI UTILITY

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7.3
DRIVERS COMMENTS		
<i>Forward visibility is very good</i>		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 o'clock Position		6.5
4 o'clock Position	6.7	5.7
5 o'clock Position	6.3	5.2
6 o'clock Position	5.7	5.5
7 o'clock Position	6.3	5.2
8 o'clock Position	6.7	6.0
9 o'clock Position		6.7
DRIVERS COMMENTS		

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6
Seat Position	Range of Adjustment	7
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	6
Seat to Controls	Steering Wheel, Pedals, Dashboard	6.5
Headrest Position: With Hat/Helmet	Adequate	6.5
Headrest Position: Without Hat/Helmet	Adequate	6.5
Headroom	Adequate	6.5
Legroom	Adequate	7
Seatbelt	Ease of Hook-Up/Release	7
Shoulder Strap	Interference with duty gear	6.5
DRIVERS COMMENTS		
<i>Shoulder room is an issue with the door pillar placement.</i>		

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	7.5
Instrument Visibility	Can You See Them	7.5
Instrument Legibility	Can You Read Them	7.0
DRIVERS COMMENTS		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	7.2
Shift Lever	Accessibility, Indicator Visibility	6.7
Knobs & Switches	Location, Visibility, Markings, Arrangement	7.0
Pedals	Location	7.0
Pedals	Size	7.0
Pedals	Spacing (Do you hit more than one pedal with boots on?)	7.0
Parking Brake	Location	7.2
Parking Brake	Method of Release.	7.2
DRIVERS COMMENTS		
<i>Reverse/ back up camera monitor is hardly useful in current position. Needs to be incorporated into rear-view mirror. Stereo / AC control knobs slightly out of reach.</i>		

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	7.2
Rearview Mirror	Size	7.2
Rearview Mirror	Ease of Adjustment	7.2
Rearview Mirror	Distortion	7.2
Driver Side Mirror	Placement	7.2
Driver Side Mirror	Size	6.7
Driver Side Mirror	Ease of Adjustment	7.2
Driver Side Mirror	Distortion	7.2
Passenger Side Mirror	Placement	7.2
Passenger Side Mirror	Size	6.7
Passenger Side Mirror	Ease of Adjustment	7.2
Passenger Side Mirror	Distortion	7.2
DRIVERS COMMENTS		
<i>Larger mirrors would be beneficial.</i>		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	7.0
Rear Door	Ease of Ingress/Egress	7.0
Window & Door Handles	Accessibility, Ease of Operation	7.5
DRIVERS COMMENTS		

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	7.5
Headroom	Adequate	7.5
Legroom	Adequate	7.5
Seatbelt	Ease of Hook-Up/Release	6.0
DRIVERS COMMENTS		
<i>Seat belt is extremely difficult to buckle with Sam Brown on.</i>		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	7.0
Lid	Size of Opening	7.7
Compartment	Ease of Loading/Unloading	7.3
DRIVERS COMMENTS		

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.2
DRIVER COMMENTS		

PARRALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.5
DRIVER COMMENTS		

PARRALLEL PARK – INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7.5
DRIVER COMMENTS		

PARRALLEL PARK- DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.5
DRIVER COMMENTS		

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7.0
DRIVER COMMENTS		

ERGONOMICS EVALUATION

FORD RESPONDER HYBRID SEDAN

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.7
DRIVERS COMMENTS		
<i>“Good overall forward visibility “</i>		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 o'clock Position	7.3	7.3
4 o'clock Position	7.3	7.0
5 o'clock Position	7.0	6.7
6 o'clock Position	7.3	7.3
7 o'clock Position	7.0	7.0
8 o'clock Position	6.7	6.7
9 o'clock Position	7.0	7.0
DRIVERS COMMENTS		
<i>“Good visibility in all positions”</i>		

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	7.0
Seat Position	Range of Adjustment	5.0
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	6.5
Seat to Controls	Steering Wheel, Pedals, Dashboard	6.3
Headrest Position: With Hat/Helmet	Adequacy	6.0
Headrest Position: Without Hat/Helmet	Adequacy	6.7
Headroom	Adequacy	7.3
Legroom	Adequacy	7.3
Seatbelt	Ease of Hook-Up/Release	6.7
Shoulder Strap	Interference with duty gear	6.0
DRIVERS COMMENTS		
<i>“Chances of duty gear interference with front seats/belts is apparent”.</i>		

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	7.3
Instrument Visibility	Can You See Them	7.3
Instrument Legibility	Can You Read Them	7.3
DRIVERS COMMENTS		
“Good instrument cluster placement and visibility”		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	8.0
Shift Lever	Accessibility, Indicator Visibility	6.3
Knobs & Switches	Location, Visibility, Markings, Arrangement	6.7
Pedals	Location	7.3
Pedals	Size	7.3
Pedals	Spacing (Do you hit more than one pedal with boots on?)	7.3
Parking Brake	Location	5.3
Parking Brake	Method of Release.	5.3
DRIVERS COMMENTS		
“Parking brake location and method of release is awkward but it’s a hybrid. Used to parking break at left foot or center. But it’s function and configuration is ok”.		

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	8.0
Rearview Mirror	Size	8.0
Rearview Mirror	Ease of Adjustment	8.0
Rearview Mirror	Distortion	8.0
Driver Side Mirror	Placement	8.0
Driver Side Mirror	Size	6.7
Driver Side Mirror	Ease of Adjustment	7.3
Driver Side Mirror	Distortion	7.3
Passenger Side Mirror	Placement	7.3
Passenger Side Mirror	Size	6.7
Passenger Side Mirror	Ease of Adjustment	7.3
Passenger Side Mirror	Distortion	6.3
DRIVERS COMMENTS		
“Side mirrors location is appropriate. However, the size could be bigger”.		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	7.3
Rear Door	Ease of Ingress/Egress	7.3
Window & Door Handles	Accessibility, Ease of Operation	7.3
DRIVERS COMMENTS		

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6.7
Headroom	Adequacy	7.0
Legroom	Adequacy	7.3
Seatbelt	Ease of Hook-Up/Release	6.7
DRIVERS COMMENTS		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	8.0
Lid	Size of Opening	8.0
Compartment	Ease of Loading/Unloading	8.0
DRIVERS COMMENTS		

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7.5
DRIVER COMMENTS		
“View slightly blocked with headrest/pillars		

PARRALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7.5
DRIVER COMMENTS		

PARRALLEL PARK – INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7.5
DRIVER COMMENTS		

PARRALLEL PARK- DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7.5
DRIVER COMMENTS		

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7.5
DRIVER COMMENTS		

FUEL EFFICIENCY RESULTS

Regular Fuel Vehicles

VEHICLE	AVERAGE MPG
Ford PI Sedan FWD 3.5L	17 mpg
Dodge Charger V-6 2.62	18 mpg
Ford PI Sedan AWD 3.7L	16 mpg
Ford PI Utility AWD 3.7L	15 mpg
Ford PI Sedan FWD 2.0L EcoBoost	19 mpg
Ford PI Utility AWD 3.5L EcoBoost	15 mpg
Chevrolet Tahoe PPV 4WD	16 mpg
Dodge Charger V8 3.08 AWD	15 mpg
Ford F150 4WD 3.5L EcoBoost	TBD
Chevrolet Tahoe PPV 2WD	16 mpg
Dodge Charger V8 2.62	TBD
Ford Responder Hybrid Sedan	40 mpg
Ford PI Sedan AWD 3.5L EcoBoost	15 mpg

