LOS ANGELES COUNTY SHERIFF'S DEPARTMENT

39th Annual

LAW ENFORCEMENT VEHICLE TEST AND EVALUATION PROGRAM

VEHICLE MODEL YEAR 2014

JOHN L. SCOTT, SHERIFF

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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" pursuit 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-pursuit" 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 street pursuit 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 on city streets and interstates, as well as the performance track, by law enforcement personnel.
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 have contributed their time and effort in making this year's test a success.

Brian Geye - Director of Administrative Services, AutoClub Speedway.

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Jim Lau, Technical Director, RaceLogic USA.

Communications and Fleet Management Bureau staff - LASD

Chrysler Group LLC.

Ford Motor Company

General Motors

Training Bureau / Emergency Vehicle Operation Center – LASD

Emergency Operations Bureau – LASD

Reserve Forces Bureau – LASD

Video Production Unit – LASD

Aero Bureau - LASD

LASD Motorsports

Los Angeles Police Department - Training/EVOC Unit.

Deputy Robert Robinson, test vehicle driver and evaluator – LASD/EVOC

Deputy Ramiro Juarez, test vehicle driver and evaluator – LASD/EVOC

Deputy Joseph Rosales, test vehicle driver and evaluator – LASD/EVOC

Officer Carrie Doros, test vehicle driver and evaluator – LAPD/EVOC

Officer Alex Penrith, test vehicle driver and evaluator – LAPD/EVOC

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Moto Guzzi Police Motorcycles (Piaggio Group)
Napa Brakes
O'Reilly Auto Parts
Power Flare Corporation
Raybestos Brakes
South Coast AQMD
Stalker Radar
Stop Rubber Necking
Supersprings International
Troy Products
RaceLogic USA
Victory Police Motorcycles
Wattco-Whelen Products
West Coast Lights and Siren
Westin Products – Law Enforcement Division
Zero Electric Motorcycles

2014 MODEL YEAR VEHICLE TEST

On November 5 - 7, 2013, 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 pursuit vehicles. All of the vehicles submitted completed the test satisfactorily, without incident.

The vehicles submitted for evaluation were all 2014 or 2014.5 models, and are identified below.

HIGH SPEED POLICE PACKAGE VEHICLE CATEGORY:

2014 Chevrolet Impala Limited:	Full size four door sedan, front wheel drive, 3.6 liter V-6 engine, 6 speed automatic transmission with overdrive, and a 2.44:1 axle ratio.
2014 Chevrolet Tahoe PPV:	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 axle ratio.
2014 Chevrolet Caprice V6:	Full size four door sedan, rear wheel drive, 3.6 liter V-6 engine, 6 speed automatic transmission with overdrive and a 2.92:1 axle ratio.
2014 Chevrolet Caprice V-8:	Full size four door sedan, rear wheel drive, 6.0 liter V-8 engine, 6 speed automatic transmission with overdrive and a 2.92:1 axle ratio.
2014.5 Dodge Charger V-6:	Full size four door sedan, rear wheel drive, 3.6 liter V-6 engine, 5 speed automatic transmission with overdrive and a 3.07:1 axle ratio.
2014.5 Dodge Charger V-8:	Full size four door sedan, rear wheel drive, 5.7 liter V-8 Hemi engine, 5 speed automatic transmission with overdrive and a 2.65 axle ratio.
2014.5 Dodge Charger V-8 AWD:	Full size four door sedan, all-wheel drive, 5.7 liter V-8 Hemi engine, 5 speed automatic transmission with overdrive and a 3.06 axle ratio.
2014 Ford PI Sedan FWD:	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.
2014 Ford PI Sedan AWD:	Full size four door sedan, all-wheel drive, 3.7 liter V-6 engine, 6 speed automatic transmission with overdrive and a 3.39 axle ratio.

2014.5 Ford PI EcoBoost Sedan AWD:
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 axle ratio.

2014 Ford PI Utility AWD: 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.

2014 Ford PI EcoBoost Utility AWD:
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 axle ratio.

VEHICLE SPECIFICATIONS

MAKE: 2014 Chevrolet MODEL: Impala 9C1 SALES CODE # 1WS19

Vehicle Type: front-engine, front wheel drive, 4-passenger, 4 door sedan, Police Package vehicle

EPA		TESTED	
CITY	HWY	CITY	HWY
17	28	20 mpg	

INTERIOR

SEATS:

Front: High density foam bucket, 6 way power, manual lumbar
Rear: Vinyl with high density foam bench

MEASUREMENTS:

	Front	Rear
Headroom:	39.4 in	37.8 in
Legroom:	42.3 in	37.6 in
Shoulder	58.7 in	58.6 in
Hip Room:	56.4 in	57.2 in

Interior Volume:

- **Front** 56.6 cubic feet
- **Rear** 48.2 cubic feet
- **Comb** 105 cubic feet
- **Trunk** 18.6 cubic feet

DIMENSIONS

Fuel Capacity:
64.0 Liters 17.0 Gallons

GVW: 4,836lbs

Wheelbase: 110.5 in

Ground Clearance: 6.5 in

Length: 200.4 in

Height: 58.7 in

CHASSIS

STEERING

Power rack-and-pinion

Curb-to-curb: 38 ft.

SUSPENSION

Front: Independent strut, coil springs and stabilizer bar
Rear: Independent tri-link, coil spring over strut and stabilizer bar

WHEEL+TIRES

Wheel size/type: 17x7.5 steel,
Tire type: Goodyear P235/55R17 W Rated

BRAKES

Power, dual hydraulic with antilock control

Front: 12.7 inch vented disc
Rear: 10.9 inch solid disc

ENGINE

Naturally aspirated V-6

Fuel delivery system: SIDI
Cubic Inches: 217
Displacement: 3.6 Liters
Compression Ratio: 11.5:1
Horse Power: 302 bhp @ 6800 rpm
Torque (SAE net): 262 lb-ft @ 5300 rpm
Alternator: 170 amp
Battery: 720 CCA

DRIVETRAIN

Transmission: Model 6T70 6 speed automatic with overdrive and lockup torque converter and

Axle Ratio: 2.44:1

TEST RESULTS

ACCELERATION

0-30mph – 2.9 sec.
0-60mph – 7.3 sec
0-100mph – 19.40 sec
30-60mph – 5.5 sec
60-100mph – 13.0 sec
¼ mile – 15.70 sec @ 90.00 mph

BRAKING

145.50 ft. @ 60 mph

32 LAP HIGH SPEED

Average Lap Time - 1:27:15
Average Speed - 60.3

PURSUIT

Average Lap Time - N/A
Average Speed - N/A

MAKE: 2014 Chevrolet MODEL: Tahoe PPV SALES CODE # CC10706

Vehicle Type: front-engine, rear wheel drive, , 4 door sport utility, Police Package vehicle

EPA		TESTED	
CITY	HWY	CITY	HWY
15	21	12 mpg	

INTERIOR

SEATS:

Front: Cloth bucket, 6 way power, manual lumbar and recline
Rear: Vinyl split-folding 60/40 bench

MEASUREMENTS:

	Front	Rear
Headroom:	41.1 in	39.2 in
Legroom:	41.3 in	39.0 in
Shoulder	65.2 in	65.2 in
Hip Room:	60.3 in	60.6 in

Interior Volume:

Front	64.1 cubic feet
Rear	57.7 cubic feet
Comb	122 cubic feet
Trunk	108.9 cubic feet

DIMENSIONS

Fuel Capacity:
98.0 Liters 26.0 Gallons

GVW: 6,300lbs

Wheelbase: 116.0 in

Ground Clearance: 8.0 in

Length: 202.0 in

Height: 73.9 in

CHASSIS

STEERING

Power 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: 17x7.5 steel
Tire type: Goodyear P265/60R17 RSA V Rated

BRAKES

Power vacuum boost with antilock control

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

ENGINE

Naturally aspirated V-8

Fuel delivery system: SFI
Cubic Inches: 325
Displacement: 5.3 Liters
Compression Ratio: 9.9:1
Horse Power: 320 bhp @ 5400 rpm
Torque (SAE net): 335 lb-ft @ 4000 rpm
Alternator: 160 amp
Battery: 660 CCA

DRIVETRAIN

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

Axle Ratio: 3.08:1

TEST RESULTS

ACCELERATION

0-30mph – 3.2 sec.
0-60mph – 8.5 sec
0-100mph – 26.4 sec
30-60mph – 6.1 sec
60-100mph – 18.1 sec
¼ mile – 16.8 sec @ 82.0 mph

BRAKING

158.3 ft. @ 60 mph

32 LAP HIGH SPEED

Average Lap Time - 1:31:71
Average Speed - 57.3

PURSUIT

Average Lap Time – N/A
Average Speed - N/A

MAKE: 2014 Chevrolet MODEL: Caprice 9C1 SALES CODE # 1EW19

Vehicle Type: front-engine, rear wheel drive, 4-passenger, 4 door sedan, Police Package vehicle

EPA		TESTED	
CITY	HWY	CITY	HWY
15.0	24.0	16 mpg	

INTERIOR

SEATS:

Front: Cloth bucket with high density foam, 8D/4P way power, manual lumbar
Rear: Cloth bench

MEASUREMENTS:

	Front	Rear
Headroom:	38.7 in	37.6 in
Legroom:	42.2 in	43.2 in
Shoulder	59.1 in	59.0 in
Hip Room:	56.7 in	57.9 in

Interior Volume:

Front	56.0 cubic feet
Rear	56.0 cubic feet
Comb	112 cubic feet
Trunk	17.4 cubic feet

DIMENSIONS

Fuel Capacity:
72.0 Liters 19.0 Gallons

GVW: 5,203lbs

Wheelbase: 118.5 in

Ground Clearance: 5.6 in

Length: 204.2 in

Height: 58.7 in

CHASSIS

STEERING

Electric Power rack-and-pinion

Curb-to-curb: 38 ft

SUSPENSION

Front: Independent strut, coil springs and stabilizer bar
Rear: Independent strut, coil springs and stabilizer bar

WHEEL+TIRES

Wheel size/type: 8.0x18 steel,
Tire type: Goodyear P235/50R18 W Rated

BRAKES

Power, dual hydraulic with anti-lock control

Front: 13.5 inch vented disc
Rear: 12.7 inch vented disc

ENGINE

Naturally aspirated V-8

Fuel delivery system: SPFI
Cubic Inches: 364
Displacement: 6.0 Liters
Compression Ratio: 10.4:1
Horse Power: 355 bhp @ 5300 rpm
Torque (SAE net): 384 lb-ft @ 4400 rpm
Alternator: 170 amp
Battery: 700 CCA

DRIVETRAIN

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

Axle Ratio: 2.92:1

TEST RESULTS

ACCELERATION
0-30mph – 2.4 sec.
0-60mph – 5.8 sec
0-100mph – 14.5 sec
30-60mph – 3.7 sec
60-100mph – 8.7 sec
¼ mile – 14.5 sec @ 100.1 mph

BRAKING
140.6 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:21:97
Average Speed - 64.1

PURSUIT
Average Lap Time - N/A
Average Speed - N/A

MAKE: 2014 Chevrolet MODEL: Caprice 9C1 SALES CODE # 1EW19

Vehicle Type: front-engine, rear wheel drive, 4-passenger, 4 door sedan, Police Package vehicle

EPA		TESTED	
CITY	HWY	CITY	HWY
18	26	20 mpg	

INTERIOR

SEATS:

Front: Cloth bucket with high density foam, 8D/4P way power, manual lumbar
Rear: Cloth bench

MEASUREMENTS:

	Front	Rear
Headroom:	38.7 in	37.6 in
Legroom:	42.2 in	43.2 in
Shoulder	59.1 in	59.0 in
Hip Room:	56.7 in	57.9 in

Interior Volume:

Front	56.0 cubic feet
Rear	56.0 cubic feet
Comb	112 cubic feet
Trunk	17.4 cubic feet

DIMENSIONS

Fuel Capacity:
72.0 Liters 19.0 Gallons

GVW: 5,203lbs

Wheelbase: 118.5 in

Ground Clearance: 5.6 in

Length: 204.2 in

Height: 58.7 in

CHASSIS

STEERING

Power rack-and-pinion

Curb-to-curb: 38 ft.

SUSPENSION

Front: Independent strut, coil springs and stabilizer bar
Rear: Independent strut, coil springs and stabilizer bar

WHEEL+TIRES

Wheel size/type: 8.0x18 steel,
Tire type: Goodyear P235/50R18 W Rated

BRAKES

Power, dual hydraulic with anti-lock control

Front: 13.5 inch vented disc
Rear: 12.7 inch vented disc

ENGINE

Naturally aspirated V-6

Fuel delivery system: SIDI
Cubic Inches: 217
Displacement: 3.6 Liters
Compression Ratio: 11.3:1
Horse Power: 301 bhp @ 6700 rpm
Torque (SAE net): 265 lb-ft @ 4800 rpm
Alternator: 170 amp
Battery: 700 CCA

DRIVETRAIN

Transmission: Model 6L45 6 speed automatic with overdrive and lockup torque converter

Axle Ratio: 2.92:1

TEST RESULTS

ACCELERATION

0-30mph – 3.0 sec.
0-60mph – 7.8 sec
0-100mph – 20.7 sec
30-60mph – 4.80 sec
60-100mph – 12.1 sec
¼ mile – 16.1 sec @ 88.20 mph

BRAKING

134.0 ft. @ 60 mph

32 LAP HIGH SPEED

Average Lap Time - 1:25:24
Average Speed - 61.7

PURSUIT

Average Lap Time – N/A
Average Speed - N/A

MAKE: 2014.5 Dodge MODEL: Charger V8 2.65 SALES CODE # 29A

Vehicle Type: front-engine, rear wheel drive, 4-passenger, 4 door sedan, Police Package vehicle

EPA		TESTED	
CITY	HWY	CITY	HWY
16	25	17 mpg	

INTERIOR

SEATS:

Front: Heavy duty cloth bucket
Rear: Vinyl bench

MEASUREMENTS:

	Front	Rear
Headroom:	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 cubic feet
Rear 49.3 cubic feet
Comb 104.9 cubic feet
Trunk 16.5 cubic feet

DIMENSIONS

Fuel Capacity:
72.0 Liters 19.0 Gallons

GVW: 4,377 lbs.

Wheelbase: 120.0 in

Ground Clearance: 5.2 in

Length: 200.1 in

Height: 58.2 in

CHASSIS

STEERING

Power rack-and-pinion

Curb-to-curb: 38.9 ft.

SUSPENSION

Front: Independent high arm SLA with dual ball joint lower, coil spring and sway bar
Rear: Independent multi-link, coil spring and sway bar

WHEEL+TIRES

Wheel size/type: 18 x 7.5 steel
Tire type: : Firestone Firehawk GT Pursuit P225/60R18 99W Rated

BRAKES

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

Front: 388 sq in. vented disc
Rear: 300 sq in. vented disc

ENGINE

Naturally aspirated V-8

Fuel delivery system: SPFI
Cubic Inches: 345
Displacement: 5.7 Liters
Compression Ratio: 10.5:1
Horse Power: 370 bhp @ 5150 rpm
Torque (SAE net): 397 lb-ft @ 4250 rpm
Alternator: 220 amp
Battery: 800 CCA

DRIVETRAIN

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

Axle Ratio: 2.65:1

TEST RESULTS

ACCELERATION
0-30mph – 2.4 sec.
0-60mph – 5.9 sec
0-100mph – 14.9 sec
30-60mph – 3.5 sec
60-100mph – 8.3 sec
¼ mile – 14.4 sec @ 98.4 mph

BRAKING
136.3 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:24:14
Average Speed - 62.5

PURSUIT
Average Lap Time – N/A
Average Speed - N/A

MAKE: 2014.5 Dodge MODEL: Charger V8 3.06 AWD

SALES CODE # 29A

Vehicle Type: front-engine, all-wheel drive, 4-passenger, 4 door sedan, Police Package vehicle

EPA		TESTED	
CITY	HWY	CITY	HWY
15	23	16 mpg	

INTERIOR

SEATS:

Front: Heavy duty cloth bucket
Rear: Vinyl bench

MEASUREMENTS:

	Front	Rear
Headroom:	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 cubic feet
Rear 49.3 cubic feet
Comb 104.9 cubic feet
Trunk 16.5 cubic feet

DIMENSIONS

Fuel Capacity:
72.0 Liters 19.0 Gallons

GVW: 4,253 lbs.

Wheelbase: 120.0 in

Ground Clearance: 5.2 in

Length: 201.0 in

Height: 58.2 in

CHASSIS

STEERING

Power rack-and-pinion

Curb-to-curb: 38.9 ft.

SUSPENSION

Front: Independent high arm SLA with dual ball joint lower, coil spring and sway bar
Rear: Independent multi-link, coil spring and sway bar

WHEEL+TIRES

Wheel size/type: 18 x 7.5 steel
Tire type: : Firestone Firehawk GT Pursuit P225/60R18 99W Rated

BRAKES

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

Front: 388 sq in. vented disc
Rear: 300 sq in. vented disc

ENGINE

Naturally aspirated V-8

Fuel delivery system: SPFI
Cubic Inches: 345
Displacement: 5.7 Liters
Compression Ratio: 11.5:1
Horse Power: 370 bhp @ 5150 rpm
Torque (SAE net): 397 lb-ft @ 4250 rpm
Alternator: 220 amp
Battery: 800 CCA

DRIVETRAIN

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

Axle Ratio: 3.06:1

TEST RESULTS

ACCELERATION
0-30mph – 2.2 sec.
0-60mph – 5.8 sec
0-100mph – 15.2 sec
30-60mph – 3.6 sec
60-100mph – 9.1 sec
¼ mile – 14.5 sec @ 97.6 mph

BRAKING
142.4 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:22:19
Average Speed - 64.1

PURSUIT
Average Lap Time – N/A
Average Speed - N/A

MAKE: 2014.5 Dodge MODEL: Charger V6 2.65 SALES CODE # 27A

Vehicle Type: front-engine, rear wheel drive, 4-passenger, 4 door sedan, Police Package vehicle

EPA		TESTED	
CITY	HWY	CITY	HWY
18	27	20 mpg	

INTERIOR

SEATS:

Front: Heavy duty cloth bucket
Rear: Vinyl bench

MEASUREMENTS:

	Front	Rear
Headroom:	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 cubic feet
Rear 49.3 cubic feet
Comb 104.9 cubic feet
Trunk 16.5 cubic feet

DIMENSIONS

Fuel Capacity:
72.0 Liters 19.0 Gallons

GVW: 4,021 lbs.

Wheelbase: 120.0 in

Ground Clearance: 5.2 in

Length: 201.0 in

Height: 58.2 in

CHASSIS

STEERING

Power rack-and-pinion

Curb-to-curb: 38.9 ft.

SUSPENSION

Front: Independent high arm SLA with dual ball joint lower, coil spring and sway bar
Rear: Independent multi-link, coil spring and sway bar

WHEEL+TIRES

Wheel size/type: 18 x 7.5 steel
Tire type: Firestone Firehawk GT Pursuit P225/60R18 W Rated

BRAKES

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

Front: 388 sq in. vented disc
Rear: 300 sq in. vented disc

ENGINE

Naturally aspirated V-6

Fuel delivery system: SPFI
Cubic Inches: 220
Displacement: 3.6 Liters
Compression Ratio: 10.2:1
Horse Power: 292 bhp @ 6400 rpm
Torque (SAE net): 260 lb-ft @ 4400 rpm
Alternator: 220 amp
Battery: 800 CCA

DRIVETRAIN

Transmission: Model A580 5 speed automatic with lockup torque converter

Axle Ratio: 2.65:1

TEST RESULTS

ACCELERATION
0-30mph – 3.1 sec.
0-60mph – 7.9 sec
0-100mph – 22.0 sec
30-60mph – 4.8 sec
60-100mph – 14.2 sec
¼ mile – 16.1 sec @ 90.3 mph

BRAKING
143.5 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:24:70
Average Speed - 62.2

PURSUIT
Average Lap Time – N/A
Average Speed - N/A

MAKE: 2014 Ford MODEL: PI FWD Sedan SALES CODE # P2L

Vehicle Type: front engine, front wheel drive, four door sedan, Police Package vehicle.

EPA		TESTED	
CITY	HWY	CITY	HWY
18	26	19 mpg	

INTERIOR

SEATS:

Front: Heavy duty cloth bucket, 6 way adjustable;4 way adjustable headrest
Rear: Vinyl bench, Optional cloth bench

MEASUREMENTS:

	Front	Rear
Headroom:	39.0 in	36.7 in
Legroom:	41.9 in	39.9 in
Shoulder	57.9 in	56.9 in
Hip Room:	56.3 in	55.9 in

Interior Volume:
Front 54.8 cubic feet
Rear 48.1 cubic feet
Comb 103.0 cubic feet
Trunk 16.6 cubic feet

DIMENSIONS

Fuel Capacity:
71.9 Liters 19.0 Gallons

GVW: 5,460 lbs.

Wheelbase: 112.9 in

Ground Clearance: 6.0 in

Length: 202.9 in

Height: 61.3 in

CHASSIS

STEERING

Electric power assist rack and pinion

Curb-to-curb: 38.4 ft.

SUSPENSION

Front: Independent MacPherson strut with coil over shocks
Rear: Multi-Link full independent

WHEEL+TIRES

Wheel size/type: 18 x 8 Steel, 5 spoke
Tire type: Goodyear 245/55R18 RS-A 103V

BRAKES

Power - 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

Naturally aspirated V-6

Fuel Type Gas
Fuel delivery system: MPFI
Cubic Inches: 214
Displacement: 3.5 Liters
Compression Ratio: 10.8:1
Horse Power: 288 bhp @ 6500 rpm
Torque (SAE net): 254 lb-ft @ 4000 rpm
Alternator: 220 amp
Battery: 750 CCA

DRIVETRAIN

Transmission: Model 6F50 6 speed electronic automatic with lockup torque converter

Axle Ratio: 3.16:1

TEST RESULTS

ACCELERATION
0-30mph – 2.5 sec.
0-60mph – 7.2 sec
0-100mph – 20.0 sec
30-60mph – 4.8 sec
60-100mph – 12.4 sec
¼ mile – 15.6 sec @ 90.4 mph

BRAKING
138.9 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:25:40
Average Speed - 61.6

PURSUIT
Average Lap Time - N/A
Average Speed - N/A

MAKE: 2014.5 Ford MODEL: PI AWD EcoBoost Sedan
SALES CODE # P2M 99T

Vehicle Type: front engine, all-wheel drive, four door sedan, Police Package vehicle.

EPA		TESTED	
CITY	HWY	CITY	HWY
16	23	17 mpg	

INTERIOR

SEATS:

Front: Heavy duty cloth bucket, 6 way power adjustable;4 way adjustable headrest
Rear: Vinyl bench, Optional cloth bench

MEASUREMENTS:

	Front	Rear
Headroom:	39.0 in	36.7 in
Legroom:	41.9 in	39.9 in
Shoulder	57.9 in	56.9 in
Hip Room:	56.3 in	55.9 in

Interior Volume:
Front 54.8 cubic feet
Rear 48.1 cubic feet
Comb 103.0 cubic feet
Trunk 16.6 cubic feet

DIMENSIONS

Fuel Capacity:
72.0 Liters 19.0 Gallons

GVW: 5,700 lbs.

Wheelbase: 112.9 in

Ground Clearance: 6.0 in

Length: 202.9 in

Height: 61.3 in

CHASSIS

STEERING

Electric power assist rack and pinion

Curb-to-curb: 38.4 ft.

SUSPENSION

Front: Independent MacPherson strut with coil over shocks
Rear: Multi-Link full independent

WHEEL+TIRES

Wheel size/type: 18 x 8 Steel, 5 spoke
Tire type: Goodyear 245/55R18 RS-A 103V

BRAKES

Power - 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 turbo charged V-6

Fuel Type Gas
Fuel delivery system: SDI
Cubic Inches: 214
Displacement: 3.5 Liters
Compression Ratio: 10.0:1
Horse Power: 365 bhp @ 5500 rpm
Torque (SAE net): 350 lb-ft @ 1500-5250 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

ACCELERATION
0-30mph – 2.4 sec.
0-60mph – 5.9 sec
0-100mph – 14.3 sec
30-60mph – 3.5 sec
60-100mph – 8.2 sec
¼ mile – 14.4 sec @ 100.4 mph

BRAKING
142.1 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:21:25
Average Speed - 64.7

PURSUIT
Average Lap Time - N/A
Average Speed - N/A

MAKE: 2014 Ford MODEL: PI AWD Sedan SALES CODE # P2M, 99K

Vehicle Type: front engine, all-wheel drive, four door sedan, Police Package vehicle.

EPA		TESTED	
CITY	HWY	CITY	HWY
18	25	19 mpg	

INTERIOR

SEATS:

Front: Heavy duty cloth bucket, 6 way power adjustable;4 way adjustable headrest
Rear: Vinyl bench, Optional cloth bench

MEASUREMENTS:

	Front	Rear
Headroom:	39.0 in	36.7 in
Legroom:	41.9 in	39.9 in
Shoulder	57.9 in	56.89 in
Hip Room:	56.3 in	55.9 in

Interior Volume:
Front 54.8 cubic feet
Rear 48.1 cubic feet
Comb 103.0 cubic feet
Trunk 16.6 cubic feet

DIMENSIONS

Fuel Capacity:
71.9 Liters 19.0 Gallons

GVW: 5,700 lbs.

Wheelbase: 112.9 in

Ground Clearance: 6.0 in

Length: 202.9 in

Height: 61.3 in

CHASSIS

STEERING

Electric power assist rack and pinion

Curb-to-curb: 38.4 ft.

SUSPENSION

Front: Independent MacPherson strut with coil over shocks
Rear: Multi-Link full independent

WHEEL+TIRES

Wheel size/type: 18 x 8 Steel, 5 spoke
Tire type: Goodyear 245/55R18 RS-A 103V

BRAKES

Power - 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

Naturally aspirated V-6

Fuel Type Gas
Fuel delivery system: MPFI
Cubic Inches: 226
Displacement: 3.7 Liters
Compression Ratio: 10.5:1
Horse Power: 305 bhp @ 6500 rpm
Torque (SAE net): 279 lb-ft @ 4000 rpm
Alternator: 220 amp
Battery: 750 CCA

DRIVETRAIN

Transmission: Model 6F50 6 speed electronic automatic with lockup torque converter

Axle Ratio: 3.39:1 with all-wheel drive

TEST RESULTS

ACCELERATION
0-30mph – 2.4 sec.
0-60mph – 6.9 sec
0-100mph – 18.8 sec
30-60mph – 4.5 sec
60-100mph – 11.1 sec
¼ mile – 15.3 sec @ 91.5 mph

BRAKING
146.7 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:24:47
Average Speed - 62.1

PURSUIT
Average Lap Time – N/A
Average Speed - N/A

MAKE: 2014 Ford MODEL: PI AWD Utility
SALES CODE # K8A,99R

Vehicle Type: front engine, all-wheel drive, four door sport utility, Police Package vehicle.

EPA		TESTED	
CITY	HWY	CITY	HWY
16	21	17 mpg	

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 cubic feet
Rear 58.7 cubic feet
Comb 118.4 cubic feet
Rear Cargo 85.1 cubic feet

DIMENSIONS

Fuel Capacity:
71.9 Liters 19.0 Gallons

GVW: 6300 lbs.

Wheelbase: 112.6 in

Ground Clearance: 6.5 in

Length: 197.1 in

Height: 69.2 in (w/o roof rack)

CHASSIS

STEERING

Electronic 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 type: Goodyear Eagle 245/55R18 103V RS-A

BRAKES

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

Naturally aspirated V-6

Fuel Type Gas
Fuel delivery system: MPFI
Cubic Inches: 226
Displacement: 3.7 Liters
Compression Ratio: 10.5:1
Horse Power: 304 bhp @ 6250 rpm
Torque (SAE net): 279 lb-ft @ 4000 rpm
Alternator: 220 amp
Battery: 750 CCA

DRIVETRAIN

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

Axle Ratio: 3.65:1

TEST RESULTS

ACCELERATION
0-30mph – 2.7 sec.
0-60mph – 7.9 sec
0-100mph – 23.6 sec
30-60mph – 5.3 sec
60-100mph – 15.1 sec
¼ mile – 16.1 sec @ 86.6 mph

BRAKING
150.1 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:28:03
Average Speed - 59.7

PURSUIT
Average Lap Time - N/A
Average Speed - N/A

MAKE: 2014 Ford MODEL: PI AWD EcoBoost Utility
SALES CODE # K8A,99R

Vehicle Type: front engine, all-wheel drive, four door sport utility, Police Package vehicle.

EPA		TESTED	
CITY	HWY	CITY	HWY
15	20	15 mpg	

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 cubic feet
Rear 58.7 cubic feet
Comb 118.4 cubic feet
Rear Cargo 85.1 cubic feet

DIMENSIONS

Fuel Capacity:
71.9 Liters 19.0 Gallons

GVW: 6300 lbs.

Wheelbase: 112.6 in

Ground Clearance: 6.5 in

Length: 197.1 in

Height: 69.2 in (w/o roof rack)

CHASSIS

STEERING

Electronic 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 type: Goodyear Eagle 245/55R18 103V RS-A

BRAKES

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 Type Gas
Fuel delivery system: Direct Injection
Cubic Inches: 214
Displacement: 3.5 Liters
Compression Ratio: 10.0:1
Horse Power: 365 bhp @ 5550 rpm
Torque (SAE net): 350 lb-ft @ 1500-5250 rpm
Alternator: 220 amp
Battery: 750 CCA

DRIVETRAIN

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

Axle Ratio: 3.16:1

TEST RESULTS

ACCELERATION
0-30mph – 2.5 sec.
0-60mph – 6.5 sec
0-100mph – 18.3 sec
30-60mph – 4.3 sec
60-100mph – 11.1 sec
¼ mile – 15.1 sec @ 92.1 mph

BRAKING
141.8 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:25:58
Average Speed - 61.6

PURSUIT
Average Lap Time - N/A
Average Speed - N/A

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).

For this test, four drivers are utilized for each vehicle. 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 Race Logic “DriftBox02” data logger 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 Data logger” 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.

Four Emergency Vehicle Operations Center driver training instructors, two each from the Los Angeles County Sheriff’s Department and Los Angeles Police Department share the driving and evaluation of these vehicles.

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

2014 CHEVROLET IMPALA

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	1:27:63	1:25:43	1:25:90	1:26:42	1:26:05	1:26:24	1:26:68	1:26:96	1:26:38	61.0
C. Doros - LAPD	1:29:83	1:27:95	1:27:40	1:27:92	1:27:70	1:27:45	1:27:35	1:26:54	1:27:63	59.8
R. Robinson - LASD	1:29:92	1:27:59	1:27:63	1:27:83	1:28:45	1:28:19	1:27:27	1:28:03	1:27:99	59.7
A Penrith - LAPD	1:26:68	1:26:39	1:26:80	1:26:96	1:26:68	1:26:27	1:26:23	1:26:87	1:26:62	60.7

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Deputy R. Juarez - LASD	9:54AM	71° / 78°
Officer C. Doros – LAPD	10:12AM	73° / 80°
Deputy R. Robinson - LASD	10:30AM	74° / 83°
Officer A. Penrith - LAPD	10:50AM	74° / 86°

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014 CHEVROLET IMPALA

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

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes remained consistent throughout with slight fade during laps 25-32. Brakes were predictable and easy to modulate through the fade. Pedal travel remained consistent. Cornering/Handling – Handling was fair but predictable. Minimal body lean, chassis dampening is a bit soft. Steering response was good. Transmission (Shift Points) – Transmission shift points kept engine in its power band throughout all 32 laps. Shifting was consistent all 32 laps. Engine – Engine makes good power and pulled strong throughout. Other – Stability control intervention has abrupt onset but equally quick release allowing vehicle to return to normal driving.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014 CHEVROLET TAHOE PPV

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	1:30:06	1:29:37	1:29:42	1:28:89	1:29:17	1:29:59	1:29:97	1:30:22	1:29:60	58.6
C. Doros - LAPD	1:34:45	1:32:85	1:32:95	1:33:01	1:32:20	1:32:95	1:32:11	1:32:83	1:32:80	56.6
R. Robinson - LASD	1:33:15	1:31:82	1:31:66	1:32:93	1:31:51	1:31:94	1:31:61	1:31:90	1:31:98	57.2
A Penrith - LAPD	1:32:33	1:31:14	1:33:04	1:32:87	1:31:77	1:35:21	1:32:06	1:32:77	1:32:47	56.9

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Deputy R. Juarez - LASD	11:37AM	84° / 93°
Officer C. Doros – LAPD	11:58AM	84° / 93°
Deputy R. Robinson - LASD	12:18PM	84° / 89°
Officer A. Penrith - LAPD	12:43PM	84° / 97°

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014 CHEVROLET TAHOE PPV

ITEM	RATING **
Steering	8
Body Lean	7
Bounce	7
Brake Fade	8
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes worked well and were consistent laps 1-24 with no fade or pull. Brakes began to fade laps 25-32 with increased pedal travel, though rate of deceleration remained good. Cornering/Handling – Steering feel was light. Body lean and bounce were moderate. The vehicle remained neutral to both mild under steer and over steer. Overall handles well for a large SUV. Transmission (Shift Points) – Transmission was consistent and shifted well throughout all 32 laps. Engine – The engine makes adequate power and pulls strong. Other –

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014 CHEVROLET CAPRICE V8 6.0L

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	1:22:31	1:20:40	1:20:05	1:20:93	1:20:65	1:20:75	1:21:45	1:21:40	1:20:93	64.9
C. Doros - LAPD	1:23:03	1:22:11	1:22:25	1:21:49	1:21:89	1:21:79	1:22:15	1:22:29	1:22:08	64.0
R. Robinson - LASD	1:24:57	1:22:05	1:22:20	1:22:52	1:22:70	1:23:18	1:22:38	1:22:51	1:22:58	63.7
A Penrith - LAPD	1:22:30	1:22:18	1:22:19	1:22:42	1:22:36	1:22:03	1:22:52	1:22:18	1:22:27	63.9

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Deputy R. Juarez - LASD	9:39AM	75° / 82°
Officer C. Doros – LAPD	10:00AM	76° / 81°
Deputy R. Robinson - LASD	10:21AM	80° / 87°
Officer A. Penrith - LAPD	10:41AM	80° / 87°

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014 CHEVROLET CAPRICE V8 6.0L

ITEM	RATING **
Steering	9
Body Lean	10
Bounce	10
Brake Fade	9
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes worked very well and were consistent laps 1-24. Good rate of deceleration with no fade or pull. Laps 25-32, pedal travel increased slightly with increased effort required to modulate. Cornering/Handling – Neutral to moderate over steer throughout each turn. Vehicle handled very well and turn in was good. Vehicle chassis feels very predictable. Transmission (Shift Points) – Transmission performed very well, shift points kept the engine in its power band throughout. Engine – Engine makes very good power and torque. Other –

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014 CHEVROLET CAPRICE V6 3.6L

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	1:25:59	1:24:36	1:24:21	1:25:09	1:24:80	1:24:52	1:25:27	1:25:31	1:24:89	62.0
C. Doros - LAPD	1:27:11	1:25:04	1:25:64	1:25:99	1:25:90	1:25:23	1:25:74	1:25:57	1:25:68	61.3
R. Robinson - LASD	1:26:95	1:24:53	1:25:49	1:24:74	1:24:93	1:25:30	1:24:92	1:25:45	1:25:14	61.8
A Penrith - LAPD	1:26:36	1:25:12	1:25:37	1:25:17	1:25:40	1:25:22	1:24:81	1:25:31	1:25:27	61.7

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Deputy R. Juarez - LASD	11:49AM	78° / 96°
Officer C. Doros – LAPD	12:10:PM	82° / 96°
Deputy R. Robinson - LASD	12:32PM	82° / 95°
Officer A. Penrith - LAPD	12:52PM	81° / 92°

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014 CHEVROLET CAPRICE V6 3.6L

ITEM	RATING **
Steering	9
Body Lean	10
Bounce	10
Brake Fade	10
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS

Brakes –
Brakes performed well and were consistent all 32 laps. No brake fade was experienced throughout all 32 laps. Rate of deceleration remained good and very predictable.

Cornering/Handling –
Neutral to moderate over steer throughout each turn. Vehicle handled very well and turn in was good. Vehicle chassis feels very predictable.

Transmission (Shift Points) –
Transmission performed very well, shift points kept the engine in its power band throughout.

Engine –
Engine made good power and remained strong and consistent all 32 laps.

Other –
All drivers experienced a clunk noise in the left front suspension during all 32 laps.
The noise was unable to be identified and did not have any effect on the vehicle handling or braking.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014.5 DODGE CHARGER V6 3.6L 2.65 axle

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	1:25:15	1:23:84	1:23:22	1:23:34	1:24:16	1:23:85	1:24:27	1:24:05	1:23:92	62.9
C. Doros - LAPD	1:25:70	1:25:05	1:25:16	1:25:08	1:25:57	1:25:01	1:24:96	1:25:13	1:25:17	61.8
R. Robinson - LASD	1:27:00	1:25:10	1:25:60	1:25:88	1:25:41	1:24:82	1:25:55	1:25:15	1:25:45	61.6
A Penrith - LAPD	1:24:94	1:24:10	1:24:13	1:24:39	1:23:91	1:24:01	1:25:01	1:24:07	1:24:87	62.4

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Deputy R. Juarez - LASD	10:30AM	74° / 83°
Officer C. Doros – LAPD	10:50AM	74° / 86°
Deputy R. Robinson - LASD	11:09AM	76° / 90°
Officer A. Penrith - LAPD	11:27AM	76° / 91°

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014.5 DODGE CHARGER V6 3.6L 2.65 axle

ITEM	RATING **
Steering	9
Body Lean	9
Bounce	9
Brake Fade	10
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS

Brakes –
The brakes worked very well and were consistent all 32 laps. Excellent rate of deceleration and easily modulated. No brake fade or increase in pedal travel was experienced. Brakes were very confident inspiring.

Cornering/Handling –
Steering felt a little light. Turn in was good and body lean minimal. Slight over steer exiting corners under full acceleration.

Transmission (Shift Points) –
Transmission performed very well all 32 laps and kept the engine in its power band through all driving conditions on the track.

Engine -
Engine made good power throughout all 32 laps. Engine pulls strong to red line shift point.

Other –
Very good chassis and powertrain combination making vehicle easy to handle and predict.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014.5 DODGE CHARGER 5.7L 2.65 axle

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez, LASD	1:22:70	1:23:44	1:22:09	1:22:72	1:22:66	1:23:28	1:23:21	1:23:24	1:22:97	63.3
C. Doros, LAPD	1:26:83	1:26:03	1:26:00	1:26:18	1:26:51	1:25:31	1:25:68	1:27:41	1:26:21	60.9
R. Robinson - LASD	1:24:34	1:23:27	1:24:68	1:24:36	1:24:34	1:24:10	1:24:62	1:24:88	1:24:41	62.3
A Penrith - LAPD	1:24:52	1:24:66	1:23:53	1:23:87	1:22:18	1:21:70	1:21:77	1:21:90	1:22:96	63.4

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Deputy R. Juarez - LASD	1:12PM	82° / 89°
Officer C. Doros – LAPD	1:29PM	81° / 89°
Deputy R. Robinson - LASD	1:49PM	81° / 87°
Officer A. Penrith - LAPD	2:10PM	80° / 86°

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014.5 DODGE CHARGER 5.7L 2.65 axle

ITEM	RATING **
Steering	9
Body Lean	9
Bounce	9
Brake Fade	10
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes worked very well and were consistent all 32 laps. No fade or pull and very good rate of deceleration. Pedal feel and travel were excellent making brakes easy to modulate. Cornering/Handling – The car exhibited neutral to moderate over steer on hard acceleration. Steering feel was very light but had good response to inputs. Transmission (Shift Points) – Transmission performed very well all 32 laps and kept the engine in its power band through all driving conditions on the track. Engine – Very strong engine, pulls hard through entire RPM range. Throttle slightly difficult to modulate due to power and torque. Other –

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014.5 CHARGER V8 5.7L AWD 3.06 axle

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	1:21:48	1:20:85	1:21:72	1:21:58	1:21:75	1:21:45	1:20:91	1:21:43	1:21:43	64.7
C. Doros - LAPD	1:24:27	1:23:07	1:22:88	1:22:76	1:22:43	1:21:82	1:22:45	1:22:38	1:22:66	63.7
R. Robinson - LASD	1:23:72	1:21:51	1:22:55	1:22:34	1:22:18	1:22:83	1:22:04	1:22:36	1:22:38	64.0
A Penrith - LAPD	1:22:84	1:23:38	1:21:64	1:22:10	1:22:59	1:21:65	1:22:19	*	1:22:27	64.1

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Deputy R. Juarez - LASD	10:21AM	80° / 87°
Officer C. Doros – LAPD	10:41AM	80° / 87°
Deputy R. Robinson - LASD	10:58AM	82° / 93°
Officer A. Penrith - LAPD	11:17AM	81° / 94°

*Vehicle engine stalled on lap 32 due to possible overheat condition.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014.5 CHARGER V8 5.7L AWD 3.06 axle

ITEM	RATING **
Steering	9
Body Lean	9
Bounce	9
Brake Fade	10
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes performed very well and remained consistent laps 1-24. Rate of deceleration was very good and confidence inspiring. Laps 25-32 there was a slight decrease in the rate of deceleration, although the increase in pedal travel was minimal and brakes still felt consistent. Cornering/Handling – The car exhibited mild to moderate over steer characteristics in all corners. Over steer could easily be corrected with increased throttle application utilizing the AWD to straighten the vehicle. The suspension felt very stiff causing a greater amount of suspension jounce than expected. Transmission (Shift Points) – The transmission worked well and shift points were consistent, keeping the engine in its power band at all times. Engine – Engine made good power and remained strong and consistent all 32 laps. Other – On lap 32 the engine stalled. It was believed to be out of fuel until the vehicle came into pit and it was then discovered that the vehicle overheated, possibly causing the engine shut down.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014 FORD POLICE INTERCEPTOR FWD 3.5L

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	1:25:16	1:24:83	1:24:31	1:24:82	1:24:81	1:24:80	1:25:54	1:25:36	1:24:96	62.1
C. Doros - LAPD	1:26:96	1:25:32	1:25:63	1:25:89	1:25:74	1:25:43	1:25:67	1:26:01	1:25:73	61.4
R. Robinson - LASD	1:26:17	1:25:12	1:25:15	1:25:90	1:25:80	1:26:10	1:25:24	1:25:55	1:25:62	61.5
A Penrith - LAPD	1:25:64	1:25:24	1:25:19	1:25:20	1:25:38	1:24:82	1:25:61	1:25:17	1:25:30	61.7

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Deputy R. Juarez - LASD	11:09AM	76° / 90°
Officer C. Doros – LAPD	11:27AM	76° / 91°
Deputy R. Robinson - LASD	11:49AM	78° / 96°
Officer A. Penrith - LAPD	12:10PM	82° / 96°

VEHICLE DYNAMICS EVALUATION

2014 FORD POLICE INTERCEPTOR FWD 3.5L

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
Brakes – The brakes performed very all 32 laps. Excellent rate of deceleration and very slight increase in pedal travel on laps 30-32. Brakes were very predictable and easy to modulate. Cornering/Handling – The chassis was very neutral in all corners and handled excellent. The chassis responds very well to turn-in and adjustments. Body lean was minimal and no suspension bounce. Transmission (Shift Points) - Transmission performed very well and shift points were excellent. Engine – Engine is strong and smooth, responding well throughout the entire range of acceleration. Other –

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014 FORD POLICE INTERCEPTOR AWD 3.7L

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	1:24:62	1:24:24	1:23:92	1:23:67	1:23:71	1:23:37	1:24:88	1:24:18	1:24:06	62.2
C. Doros - LAPD	1:26:45	1:25:61	1:25:63	1:24:03	1:25:45	1:25:31	1:26:02	1:25:40	1:25:57	61.0
R. Robinson - LASD	1:25:63	1:23:76	1:24:09	1:23:84	1:24:33	1:24:08	1:24:35	1:24:27	1:24:16	62.4
A Penrith - LAPD	1:24:48	1:23:76	1:23:97	1:24:42	1:23:75	1:23:57	1:24:50	1:24:16	1:24:09	62.5

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Deputy R. Juarez - LASD	12:32PM	82° / 95°
Officer C. Doros – LAPD	12:52PM	81° / 92°
Deputy R. Robinson - LASD	1:12PM	82° / 89°
Officer A. Penrith - LAPD	1:29PM	81° / 89°

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014 FORD POLICE INTERCEPTOR AWD 3.7L

ITEM	RATING **
Steering	10
Body Lean	10
Bounce	10
Brake Fade	10
Brake Pull	9
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes performed very well and remained consistent laps 1-30. Brakes were very easy to modulate and rate of deceleration was excellent. Laps 30-32 pedal travel increased slightly and rate of deceleration decreased slightly. A very minimal brake pull developed on laps 30-32 during hard brake application, although no steering correction was required. Cornering/Handling – Chassis is very neutral and well dampened. Body lean was minimal and no bounce was experienced. Steering feel and turn-in were very good. The car was very easy to handle. Transmission (Shift Points) – Transmission worked well and was consistent all 32 laps. Shift points were perfect and kept the engine in its power band at all times. Engine – The engine was very strong and smooth with very good throttle response to inputs. Other – Overall fit and finish of the vehicle is very good. Platform feels very solid.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014.5 FORD POLICE INTERCEPTOR ECOBOOST AWD

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	1:20:82	1:20:22	1:20:53	1:20:87	1:20:99	1:20:59	1:20:83	1:20:63	1:20:71	65.2
C. Doros - LAPD	1:22:15	1:21:69	1:21:60	1:21:85	1:21:53	1:21:42	1:21:50	1:21:61	1:21:63	64.3
R. Robinson - LASD	1:21:86	1:21:33	1:21:23	1:21:37	1:21:31	1:21:62	1:21:64	1:21:70	1:21:59	64.5
A Penrith - LAPD	1:21:72	1:20:91	1:21:34	1:20:77	1:21:10	1:21:02	1:21:10	1:20:92	1:21:07	64.7

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Deputy R. Juarez - LASD	9:05AM	70° / 68°
Officer C. Doros – LAPD	9:23AM	73° / 76°
Deputy R. Robinson - LASD	9:39AM	75° / 82°
Officer A. Penrith - LAPD	10:00AM	76° / 81°

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014.5 FORD POLICE INTERCEPTOR ECOBOOST AWD

ITEM	RATING **
Steering	10
Body Lean	10
Bounce	10
Brake Fade	8
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes worked outstanding laps 1-16. Brakes were easy to modulate. Laps 17-32 pedal travel increased but still had good rate of deceleration. Laps 25-32 Increased pedal travel remained and rate of deceleration decreased slightly requiring more brake modulation but was still manageable. Cornering/Handling – The chassis was very neutral and taught. Nice medium to heavy steering feel which made controlling the car very manageable. Body roll was minimal with no bounce experienced. Transmission (Shift Points) – Transmission worked well all 32 laps keeping the engine in its power band. Engine – Engine makes good power throughout its entire power band. Other –

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014 FORD POLICE INTERCEPTOR UTILITY AWD 3.7L

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	1:28:35	1:27:37	1:27:27	1:27:86	1:28:96	1:27:81	1:28:03	1:28:06	1:27:91	59.8
C. Doros - LAPD	1:30:23	1:28:67	1:28:92	1:29:12	1:29:04	1:28:74	1:28:30	1:28:73	1:28:87	59.1
R. Robinson - LASD	1:28:25	1:27:25	1:27:59	1:27:84	1:27:57	1:28:01	1:28:43	1:28:75	1:27:95	59.9
A Penrith - LAPD	1:27:22	1:26:72	1:27:13	1:28:06	1:28:04	1:27:55	1:27:34	1:27:11	1:27:40	60.1

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Deputy R. Juarez - LASD	1:49PM	81° / 87°
Officer C. Doros – LAPD	2:11PM	80° / 86°
Deputy R. Robinson - LASD	2:30PM	80° / 84°
Officer A. Penrith - LAPD	2:50PM	80° / 83°

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014 FORD POLICE INTERCEPTOR UTILITY
AWD 3.7L

ITEM	RATING **
Steering	10
Body Lean	10
Bounce	10
Brake Fade	9
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes worked excellent throughout all 32 laps. Brakes remained consistent with very good feel and were confidence inspiring. There was no fade or pull and brakes were very easy to modulate. A slight increase in pedal travel was observed during the final laps though the rate of deceleration remained consistent. Cornering/Handling – The chassis remained neutral in all corners and was very easy to handle. Steering responds very well to driver inputs. Body lean was very minimal and no suspension bounce experienced. Chassis is very well balanced making the vehicle easy to handle throughout all driving conditions. Transmission (Shift Points) – Transmission worked well all 32 laps keeping the engine in its power band. Engine – Engine made good power and was very smooth. Good power throughout entire RPM range. Other –

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014 FORD POLICE INTERCEPTOR ECOBOOST UTILITY AWD 3.5L

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Juarez - LASD	1:25:63	1:24:72	1:25:14	1:25:75	1:25:29	1:25:53	1:25:46	1:25:91	1:25:47	61.8
C. Doros - LAPD	1:26:17	1:25:36	1:25:50	1:25:07	1:25:73	1:25:44	1:25:68	1:25:79	1:25:62	61.5
R. Robinson - LASD	1:26:27	1:24:75	1:25:58	1:25:35	*1:27:16	*1:25:48	*1:25:69	*1:25:79	*1:25:69	61.5
A Penrith - LAPD	*1:25:61	*1:25:34	*1:25:66	*1:25:63	*1:25:69	*1:25:22	*1:26:21	*1:24:89	*1:25:53	61.6

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Deputy R. Juarez - LASD	10:58AM	82° / 93°
Officer C. Doros – LAPD	11:17AM	81° / 94°
Deputy R. Robinson - LASD	11:37AM / *4:15PM	84° / 93° - *75° / 77°
Officer A. Penrith - LAPD	*4:30PM	*72° / 80°

Note:
Left front brake line broke at the hose-crimp during third session on lap 4. Manufacturer was allowed to replace the defective brake line and re-run last 12 laps to complete the test.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2014 FORD POLICE INTERCEPTOR ECOBOOST UTILITY AWD 3.5L

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
Brakes – *See comments under "Other". Brakes performed very well and were consistent all 32 laps. Rate of deceleration was progressive and linear. No brake fade or pull was experienced. Cornering/Handling – The chassis remained neutral in all corners and was very easy to handle. Steering responds very well to driver inputs. Steering feel was weighted well and turn-in was good. Body lean and suspension bounce were minimal. Transmission (Shift Points) – Transmission worked well throughout the entire power band. There were a few early upshifts during laps 25-32. Engine – Engine is very strong and smooth, power delivery was very good and pleasantly predictable. Other – On lap 20 the vehicle lost brake pedal pressure. An inspection of the brake system revealed a defective left front caliper brake hose crimp had failed. Due to a defective part, the manufacturer was allowed to repair the vehicle and the vehicle completed the remaining laps of the test.

PURSUIT COURSE EVALUATION RESULTS

Note: Due to inclement weather (rain), the pursuit course evaluation was not conducted this year.

This test is for those vehicles equipped with a factory installed POLICE PACKAGE and identified by the manufacturer as pursuit vehicles. This evaluation is conducted on a closed 2.45 mile city street course which closely represents the environment most urban law enforcement agencies must contend with. The course has virtually no straight-a-ways and consists of 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 prior to this test.

For this test, two drivers are utilized for each vehicle. Each driver completes two laps around the city pursuit 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 4 minutes and 45 seconds, it is judged unacceptable for high speed law enforcement use.

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 TEST RESULTS
PANIC STOP FROM 60 MPH TO ZERO

VEHICLE	STOPPING DISTANCE IN FEET CORRECTED TO 60 MPH
Chevrolet Impala 3.6L	145.5ft @ 60mph
Chevrolet Tahoe 5.3L	158.3ft @ 60mph
Chevrolet Caprice 3.6L	134.0ft @ 60mph
Chevrolet Caprice 6.0L	140.6ft @ 60mph
Dodge Charger 3.6L 2.65	143.5ft @ 60mph
Dodge Charger 5.7L 2.65	136.3ft @ 60mph
Dodge Charger 5.7L AWD 3.06	142.4ft @ 60mph
Ford Police Interceptor FWD 3.5L	138.9ft @ 60mph
Ford Police Interceptor AWD 3.7L	146.7ft @ 60mph
Ford Police Interceptor AWD EcoBoost 3.5L	142.1ft @ 60mph
Ford Police Interceptor Utility AWD 3.7L	150.1ft @ 60mph
Ford Police Interceptor ECOBOOST Utility AWD	141.8ft @ 60mph

ACCELERATION EVALUATI0N 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 TEST RESULTS

SPEED	CHEVROLET IMPALA 3.6L	CHEVROLET TAHOE PPV 5.3L	CHEVROLET CAPRICE 3.6L	CHEVROLET CAPRICE 6.0L
0 – 20 MPH	1.8 sec	2.0 sec	2.0 sec	1.5 sec
0 – 30 MPH	2.9 sec	3.2 sec	3.0 sec	2.4 sec
0 – 40 MPH	4.0 sec	4.6 sec	4.2 sec	3.3 sec
0 – 50 MPH	5.5 sec	6.5 sec	6.0 sec	4.5 sec
0 – 60 MPH	7.3 sec	8.5 sec	7.8 sec	5.8 sec
0 – 70 MPH	9.2 sec	11.6 sec	9.7 sec	7.9 sec
0 – 80 MPH	12.3 sec	15.7 sec	13.1 sec	9.8 sec
0 – 90 MPH	15.7 sec	20.2 sec	16.7 sec	11.9 sec
0 – 100 MPH	19.4 sec	26.4 sec	20.7 sec	14.5 sec
30 – 60 MPH	5.5 sec	6.1 sec	4.8 sec	3.7 sec
60 – 100 MPH	13.0 sec	18.1 sec	12.1 sec	8.7 sec
***SS – ¼ Mile**	15.7 sec @ 90.0 mph	16.8 sec @ 82.0 mph	16.1 sec @ 88.2 mph	14.5 sec @100.1 mph

** Standing Start

SPEED	FORD POLICE INTERCEPTOR FWD 3.5L	FORD POLICE INTERCEPTOR AWD 3.7L	FORD POLICE INTERCEPTOR ECOBOOST AWD	
0 – 20 MPH	1.6 sec	1.5 sec	1.6 sec	
0 – 30 MPH	2.5 sec	2.4 sec	2.4 sec	
0 – 40 MPH	3.8 sec	3.6 sec	3.4 sec	
0 – 50 MPH	5.2 sec	5.0 sec	4.4 sec	
0 – 60 MPH	7.2 sec	6.9 sec	5.9 sec	
0 – 70 MPH	9.7 sec	9.1 sec	7.4 sec	
0 – 80 MPH	12.4 sec	11.6 sec	9.2 sec	
0 – 90 MPH	15.5 sec	14.7 sec	11.7 sec	
0 – 100 MPH	20.0 sec	18.8 sec	14.3 sec	
30 – 60 MPH	4.8 sec	4.5 sec	3.5 sec	
60 – 100 MPH	12.4 sec	11.1 sec	8.2 sec	
***SS – ¼ Mile**	15.6 sec @ 90.4 mph	15.3 sec @ 91.5 mph	14.4 sec @ 100.4 mph	

** Standing Start

ACCELERATION TEST RESULTS

SPEED	FORD POLICE INTERCEPTOR AWD UTILITY 3.7L	FORD POLICE INTERCEPTOR ECOBOOST UTILITY		
0 – 20 MPH	1.7 sec	1.6 sec		
0 – 30 MPH	2.7 sec	2.5 sec		
0 – 40 MPH	4.1 sec	3.5 sec		
0 – 50 MPH	5.7 sec	4.7 sec		
0 – 60 MPH	7.9 sec	6.5 sec		
0 – 70 MPH	10.4 sec	8.6 sec		
0 – 80 MPH	13.5 sec	11.1 sec		
0 – 90 MPH	17.7 sec	14.4 sec		
0 – 100 MPH	23.6 sec	18.3 sec		
30 – 60 MPH	5.3 sec	4.3 sec		
60 – 100 MPH	15.1 sec	11.1 sec		
***SS – ¼ Mile**	16.1 sec @ 86.6 mph	15.1 sec @ 92.1 mph		

** Standing Start

SPEED	DODGE CHARGER 3.6L – 2.65	DODGE CHARGER 5.7L HEMI – 2.65	DODGE CHARGER 5.7L HEMI AWD 3.06	
0 – 20 MPH	1.8 sec	1.6 sec	1.3 sec	
0 – 30 MPH	3.1 sec	2.4 sec	2.2 sec	
0 – 40 MPH	4.5 sec	3.3 sec	3.1 sec	
0 – 50 MPH	5.9 sec	4.4 sec	4.5 sec	
0 – 60 MPH	7.9 sec	5.9 sec	5.8 sec	
0 – 70 MPH	10.4 sec	7.4 sec	7.6 sec	
0 – 80 MPH	13.0 sec	9.3 sec	10.0 sec	
0 – 90 MPH	16.0 sec	12.0 sec	12.4 sec	
0 – 100 MPH	22.0 sec	14.9 sec	15.2 sec	
30 – 60 MPH	4.8 sec	3.5 sec	3.6 sec	
60 – 100 MPH	14.2 sec	8.3 sec	9.1 sec	
***SS – ¼ Mile**	16.1 sec @ 90.3 mph	14.4 sec @98.4 mph	14.5 sec @ 97.6 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

2014 CHEVROLET IMPALA

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	302º F	248º F	302º F	262° F
TESTED AT	203º F	212º F	185º F	201° F

2014 CHEVROLET TAHOE

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	302º F	248º F	302º F	262° F
TESTED AT	249º F	231º F	202º F	204° F

2014 CHEVROLET CAPRICE 3.6L

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	298º F	N/A-Elec.	262° F
TESTED AT	228º F	206º F	N/A-Elec.	197° F

2014 CHEVROLET CAPRICE 6.0L

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	298º F	N/A-Elec.	262° F
TESTED AT	257º F	221º F	N/A-Elec.	210° F

2014.5 DODGE CHARGER 3.6L 2.65

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	310º F	284º F	N/A-Elec.	260° F
TESTED AT	219º F	208º F	N/A-Elec.	210° F

VEHICLE HEAT EVALUATION

2014 DODGE CHARGER 5.7L 2.65

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	310º F	284º F	N/A-Elec.	260° F
TESTED AT	231º F	199º F	N/A-Elec.	215° F

2014 DODGE CHARGER 5.7L AWD 3.06

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	310º F	284º F	N/A-Elec.	260° F
TESTED AT	*	*	*	*

*Note: Temps not available due to possible engine overheat on lap 32.

2014 FORD POLICE INTERCEPTOR FWD 3.5L

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	275º F	N/A-Elec.	262° F
TESTED AT	222º F	239º F	N/A-Elec.	194° F

2014 FORD POLICE INTERCEPTOR AWD 3.7L

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	275º F	N/A-Elec.	262° F
TESTED AT	230º F	241º F	N/A-Elec.	197° F

VEHICLE HEAT EVALUATION

2014.5 FORD POLICE INTERCEPTOR SEDAN AWD ECOBOOST

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	275º F	N/A-Elec.	262° F
TESTED AT	239º F	230º F	N/A-Elec.	198° F

2014 FORD POLICE INTERCEPTOR UTILITY AWD 3.7L

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	275º F	N/A-Elec.	262° F
TESTED AT	224º F	226º F	N/A-Elec.	195° F

2014 FORD POLICE INTERCEPTOR UTILITY AWD ECOBOOST 3.5L

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	275º F	N/A-Elec.	262° F
TESTED AT	253º F	236º F	N/A-Elec.	218° 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

2014 CHEVROLET IMPALA

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

FREQUENCY: 483.0875 MHz

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-90dB	-92dB	0dB
Engine Idle (No Acc)	-90dB	-92dB	0dB
Engine High RPM (No Acc)	-90dB	-92dB	0dB
Engine Idle W/Air	-90dB	-92dB	0dB
Engine Idle W/ Lights	-90dB	-92dB	0dB
Engine Idle W/Heater	-90dB	-92dB	0dB
Engine Idle W/All Acc	-90dB	-92dB	0dB
Engine High RPM W/All Acc	-90dB	-92dB	0dB

Also Tested: Monitored approx. 300 frequencies. Between 470 and 510 MHz. No spurious signal detected. Radio used XTS-3000 and XTS-5000 Portable.

COMMUNICATION NOISE EVALUATION
Continued

2014 CHEVROLET IMPALA

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

** 1 – Poor 5 – Average 10 – Outstanding

COMMUNICATION NOISE EVALUATION

2014 CHEVROLET TAHOE

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

FREQUENCY: 483.0875 MHz

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-89dB	-92dB	1dB
Engine Idle (No Acc)	-89dB	-92dB	1dB
Engine High RPM (No Acc)	-89dB	-92dB	1dB
Engine Idle W/Air	-89dB	-92dB	1dB
Engine Idle W/ Lights	-89dB	-92dB	1dB
Engine Idle W/Heater	-89dB	-92dB	1dB
Engine Idle W/All Acc	-89dB	-92dB	1dB
Engine High RPM W/All Acc	-89dB	-92dB	1dB

Also Tested: Monitored approx. 300 frequencies. Between 470 and 510 MHz. No spurious signal detected. Radios used XTS-3000 and XTS-5000 Portable.

COMMUNICATION NOISE EVALUATION
Continued

2014 CHEVROLET TAHOE

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

** 1 – Poor 5 – Average 10 – Outstanding

COMMUNICATION NOISE EVALUATION

2014 CHEVROLET CAPRICE 3.6L V6

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

FREQUENCY: 483.0875 MHz

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-87dB	-92dB	3dB
Engine Idle (No Acc)	-87dB	-92dB	3dB
Engine High RPM (No Acc)	-87dB	-92dB	3dB
Engine Idle W/Air	-87dB	-92dB	3dB
Engine Idle W/ Lights	-87dB	-92dB	3dB
Engine Idle W/Heater	-87dB	-92dB	3dB
Engine Idle W/All Acc	-87dB	-92dB	3dB
Engine High RPM W/All Acc	-87dB	-92dB	3dB

Also Tested: Monitored approx. 200 frequencies between 470 and 510MHz. Spurious signal detected. Interference 482.3000 using XTS-5000 Portable.
No spurious signal detected using XTS-3000 portable.

COMMUNICATION NOISE EVALUATION
Continued

2014 CHEVROLET CAPRICE 3.6L V6

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

** 1 – Poor 5 – Average 10 – Outstanding

COMMUNICATION NOISE EVALUATION

2014 CHEVROLET CAPRICE 6.0L V8

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

FREQUENCY: 483.0875 MHz

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-88dB	-92dB	3dB
Engine Idle (No Acc)	-88dB	-92dB	3dB
Engine High RPM (No Acc)	-88dB	-92dB	3dB
Engine Idle W/Air	-88dB	-92dB	3dB
Engine Idle W/ Lights	-88dB	-92dB	3dB
Engine Idle W/Heater	-88dB	-92dB	3dB
Engine Idle W/All Acc	-88dB	-92dB	3dB
Engine High RPM W/All Acc	-88dB	-92dB	3dB

Also Tested: Monitored approx. 200 frequencies between 470 and 510MHz. Spurious signal detected. Interference 482.3000 using XTS-5000 Portable.
No spurious signal detected using XTS-3000 portable.

COMMUNICATION NOISE EVALUATION
Continued

2014 CHEVROLET CAPRICE 6.0L V8

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

** 1 – Poor 5 – Average 10 – Outstanding

COMMUNICATION NOISE EVALUATION

2014 DODGE CHARGER 5.7L V8

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

FREQUENCY: 483.0875 MHz

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-90dB	-92dB	1dB
Engine Idle (No Acc)	-90dB	-92dB	1dB
Engine High RPM (No Acc)	-90dB	-92dB	1dB
Engine Idle W/Air	-90dB	-92dB	1dB
Engine Idle W/ Lights	-90dB	-92dB	1dB
Engine Idle W/Heater	-90dB	-92dB	1dB
Engine Idle W/All Acc	-90dB	-92dB	1dB
Engine High RPM W/All Acc	-90dB	-92dB	1dB

Also Tested: Monitored approx. 300 frequencies. Spurious signals detected at 470.8125, 484.0125, 483.2125, 483.0625 and 482.8125. Radios used XTS-3000 and XTS-5000 Portable.

COMMUNICATION NOISE EVALUATION
Continued

2014 DODGE CHARGER 5.7L V8

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

** 1 – Poor 5 – Average 10 – Outstanding

COMMUNICATION NOISE EVALUATION

2014 DODGE CHARGER 3.6L V6

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

FREQUENCY: 482.8375 MHz

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-90dB	-93dB	1dB
Engine Idle (No Acc)	-90dB	-93dB	1dB
Engine High RPM (No Acc)	-90dB	-93dB	1dB
Engine Idle W/Air	-90dB	-93dB	1dB
Engine Idle W/ Lights	-90dB	-93dB	1dB
Engine Idle W/Heater	-90dB	-93dB	1dB
Engine Idle W/All Acc	-90dB	-93dB	1dB
Engine High RPM W/All Acc	-90dB	-93dB	1dB

Also Tested: Monitored approx. 300 frequencies. Spurious signal detected at 482.8125, 453.2125, 483.0625, 483.2125, 470.4125, 483.3375, 483.6125, 470.825, 470.8125, 484.0125, 453.2125 and 483.2875. Radios used XTS-3000 and XTS-5000 portable.

COMMUNICATION NOISE EVALUATION
Continued

2014 DODGE CHARGER 3.6L V6

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

** 1 – Poor 5 – Average 10 - Outstanding

COMMUNICATION NOISE EVALUATION

2014 DODGE CHARGER 5.7 L AWD

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

FREQUENCY: 482.8375 MHz

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-88dB	-91dB	2dB
Engine Idle (No Acc)	-88dB	-91dB	2dB
Engine High RPM (No Acc)	-88dB	-91dB	2dB
Engine Idle W/Air	-88dB	-91dB	2dB
Engine Idle W/ Lights	-88dB	-91dB	2dB
Engine Idle W/Heater	-88dB	-91dB	2dB
Engine Idle W/All Acc	-88dB	-91dB	2dB
Engine High RPM W/All Acc	-88dB	-91dB	2dB

Also Tested: Monitored approx. 200 frequencies. Spurious signal detected at 482.8125, 483.3250, 483.6125, 470.8250. Radios used XTS-3000 and XTS-5000 portable.

COMMUNICATION NOISE EVALUATION
Continued

2014 DODGE CHARGER 5.7 L AWD

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

** 1 – Poor 5 – Average 10 - Outstanding

COMMUNICATION NOISE EVALUATION

2014 FORD POLICE INTERCEPTOR SEDAN
3.5L FWD

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

FREQUENCY: 482.8375 MHz

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-90dB	-92dB	0dB
Engine Idle (No Acc)	-90dB	-92dB	0dB
Engine High RPM (No Acc)	-90dB	-92dB	0dB
Engine Idle W/Air	-90dB	-92dB	0dB
Engine Idle W/ Lights	-90dB	-92dB	0dB
Engine Idle W/Heater	-90dB	-92dB	0dB
Engine Idle W/All Acc	-90dB	-92dB	0dB
Engine High RPM W/All Acc	-90dB	-92dB	0dB

Also Tested: Monitored approx. 200 frequencies. No spurious signal detected. Radios used XTS-5000 portable.

COMMUNICATION NOISE EVALUATION
Continued

2014 FORD POLICE INTERCEPTOR SEDAN
3.5L FWD

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	10
Microphone	10
Electronic Siren	9
Dashboard Accessibility	
Radio Control Head	10
Siren Console	7
Mobile Digital Terminal/Computer	4
Speakers	10
Microphones	9
Trunk Accessibility	
Factory Power Terminal in Trunk	1
One Radio Installation	6
Two Radio Installation	5
Antenna Installation	8
Computer Installation	6
Engine Accessibility	
Battery Terminal Connection	7
Accommodation for Cables	7
Hidden Siren Installation	7
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	5

** 1 – Poor 5 – Average 10 - Outstanding

COMMUNICATION NOISE EVALUATION

2014 FORD POLICE INTERCEPTOR SEDAN
3.7L AWD

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

FREQUENCY: 483.0875 MHz

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-89dB	-92dB	3dB
Engine Idle (No Acc)	-89dB	-92dB	3dB
Engine High RPM (No Acc)	-89dB	-92dB	3dB
Engine Idle W/Air	-89dB	-92dB	3dB
Engine Idle W/ Lights	-89dB	-92dB	3dB
Engine Idle W/Heater	-89dB	-92dB	3dB
Engine Idle W/All Acc	-89dB	-92dB	3dB
Engine High RPM W/All Acc	-89dB	-92dB	3dB

Also Tested: Monitored approx. 200 frequencies. No spurious signal detected.
Radios used XTS-5000 portable.

COMMUNICATION NOISE EVALUATION
Continued

2014 FORD POLICE INTERCEPTOR SEDAN
3.7L AWD

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	7
Speakers	7
Microphones	7
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	6
Accommodation for Cables	6
Hidden Siren Installation	7
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	6

** 1 – Poor 5 – Average 10 - Outstanding

COMMUNICATION NOISE EVALUATION

2014 FORD POLICE INTERCEPTOR SEDAN 3.5L AWD ECOBOOST

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

FREQUENCY: 482.8375 MHz

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-87dB	-90dB	3dB
Engine Idle (No Acc)	-87dB	-90dB	3dB
Engine High RPM (No Acc)	-87dB	-90dB	3dB
Engine Idle W/Air	-87dB	-90dB	3dB
Engine Idle W/ Lights	-87dB	-90dB	3dB
Engine Idle W/Heater	-87dB	-90dB	3dB
Engine Idle W/All Acc	-87dB	-90dB	3dB
Engine High RPM W/All Acc	-87dB	-90dB	3dB

Also Tested: Monitored approx. 200 frequencies. No spurious signal detected. Radios used XTS-3000 and XTS-5000 portable.

COMMUNICATION NOISE EVALUATION
Continued

2014 FORD POLICE INTERCEPTOR SEDAN
3.5L AWD ECOBOOST

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

** 1 – Poor 5 – Average 10 - Outstanding

COMMUNICATION NOISE EVALUATION

2014 FORD POLICE INTERCEPTOR UTILTY 3.7L AWD

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

FREQUENCY: 483.0875 MHz

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-89dB	-92dB	3dB
Engine Idle (No Acc)	-89dB	-92dB	3dB
Engine High RPM (No Acc)	-89dB	-92dB	3dB
Engine Idle W/Air	-89dB	-92dB	3dB
Engine Idle W/ Lights	-89dB	-92dB	3dB
Engine Idle W/Heater	-89dB	-92dB	3dB
Engine Idle W/All Acc	-89dB	-92dB	3dB
Engine High RPM W/All Acc	-89dB	-92dB	3dB

Also Tested: Monitored approx. 300 frequencies between 470 and 510 MHz. Spurious signal detected at 470.875 and 470.6875. Radios used XTS-3000 nd XTS-5000 portable.

COMMUNICATION NOISE EVALUATION
Continued

2014 FORD POLICE INTERCEPTOR UTILITY
3.7L AWD

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	6
Microphone	6
Electronic Siren	6
Dashboard Accessibility	
Radio Control Head	7
Siren Console	7
Mobile Digital Terminal/Computer	6
Speakers	6
Microphones	6
Trunk Accessibility	
Factory Power Terminal in Trunk	1
One Radio Installation	6
Two Radio Installation	6
Antenna Installation	6
Computer Installation	6
Engine Accessibility	
Battery Terminal Connection	6
Accommodation for Cables	6
Hidden Siren Installation	7
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	6

** 1 – Poor 5 – Average 10 - Outstanding

COMMUNICATION NOISE EVALUATION

2014 FORD POLICE INTERCEPTOR UTILTY 3.7L AWD ECOBOOST

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

FREQUENCY: 483.0875 MHz

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-88dB	-91dB	2dB
Engine Idle (No Acc)	-88dB	-91dB	2dB
Engine High RPM (No Acc)	-88dB	-91dB	2dB
Engine Idle W/Air	-88dB	-91dB	2dB
Engine Idle W/ Lights	-88dB	-91dB	2dB
Engine Idle W/Heater	-88dB	-91dB	2dB
Engine Idle W/All Acc	-88dB	-91dB	2dB
Engine High RPM W/All Acc	-88dB	-91dB	2dB

Also Tested: Monitored approx. 200 frequencies between 470 and 510 MHz. Spurious signal detected at 470.875. Radios used XTS-3000 and XTS-5000 portable.

COMMUNICATION NOISE EVALUATION
Continued

2014 FORD POLICE INTERCEPTOR UTILITY
3.7L AWD ECOBOOST

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	6
Microphone	6
Electronic Siren	6
Dashboard Accessibility	
Radio Control Head	7
Siren Console	7
Mobile Digital Terminal/Computer	6
Speakers	6
Microphones	6
Trunk Accessibility	
Factory Power Terminal in Trunk	1
One Radio Installation	6
Two Radio Installation	6
Antenna Installation	6
Computer Installation	6
Engine Accessibility	
Battery Terminal Connection	6
Accommodation for Cables	6
Hidden Siren Installation	7
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	6

** 1 – Poor 5 – Average 10 - Outstanding

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.

** 1 – Poor 5 – Average 10 - Outstanding

ERGONOMICS EVALUATION
2014 CHEVROLET IMPALA

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6
DRIVERS COMMENTS		
Overall visibility is good. Rear pillars are slightly large. Ceiling height is very low for driver over six feet tall.		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 o'clock Position	6	6
4 o'clock Position	6	6
5 o'clock Position	5	5
6 o'clock Position	5	5
7 o'clock Position	5	5
8 o'clock Position	6	6
9 o'clock Position	6	6
DRIVERS COMMENTS		
Side mirrors are very small.		

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	5
Seat Position	Range of Adjustment	6
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	4
Seat to Controls	Steering Wheel, Pedals, Dashboard	5
Headrest Position: With Hat/Helmet	Adequacy	6
Headrest Position: Without Hat/Helmet	Adequacy	6
Headroom	Adequacy	5
Legroom	Adequacy	6
Seatbelt	Ease of Hook-Up/Release	6
Shoulder Strap	Interference with duty gear	6
DRIVERS COMMENTS		
Cabin feels tight. Seat comfort was good for some drivers and not very good for others.		

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	7
Instrument Visibility	Can You See Them	7
Instrument Legibility	Can You Read Them	7
DRIVERS COMMENTS		
Clear view of instruments, placement was good, easy to read and understand.		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	7
Shift Lever	Accessibility, Indicator Visibility	7
Knobs & Switches	Location, Visibility, Markings, Arrangement	7
Pedals	Location	7
Pedals	Size	7
Pedals	Spacing (Do you hit more than one pedal with boots on?)	7
Parking Brake	Location	5
Parking Brake	Method of Release.	5
DRIVERS COMMENTS		
All controls are user friendly and simple.		

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	6
Rearview Mirror	Size	6
Rearview Mirror	Ease of Adjustment	6
Rearview Mirror	Distortion	6
Driver Side Mirror	Placement	5
Driver Side Mirror	Size	4
Driver Side Mirror	Ease of Adjustment	5
Driver Side Mirror	Distortion	5
Passenger Side Mirror	Placement	5
Passenger Side Mirror	Size	4
Passenger Side Mirror	Ease of Adjustment	5
Passenger Side Mirror	Distortion	5
DRIVERS COMMENTS		
Rear view mirror was fine, no problems. Side view mirrors are easy to adjust and use while driving, but too small to view, loss of visibility, difficult to see very much.		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	4
Rear Door	Ease of Ingress/Egress	5
Window & Door Handles	Accessibility, Ease of Operation	7
DRIVERS COMMENTS		
Small front doors, hard to get in / out with gear on. Handles and window controls easy to operate.		

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	5
Headroom	Adequacy	5
Legroom	Adequacy	4
Seatbelt	Ease of Hook-Up/Release	4
DRIVERS COMMENTS		
Entry/exit from rear doors a little difficult.		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	6
Lid	Size of Opening	6
Compartment	Ease of Loading/Unloading	6
DRIVERS COMMENTS		
Good size trunk, small opening.		

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6
DRIVER COMMENTS		
Trunk lid sits high and makes it difficult to see when backing for some drivers.		

PARRALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6
DRIVER COMMENTS		
Vehicle easy to parallel park due to it’s size.		

PARRALLEL PARK - INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Visibility was limited during incline backing, issue with rear pillars and trunk height.		

PARRALLEL PARK – DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7
DRIVER COMMENTS		

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6
DRIVER COMMENTS		
Backing on 3 point turn, Ok. No distortions, rear visibility obstructed by oversized rear seat headrests and rear pillars.		

ERGONOMICS EVALUATION
2014 CHEVROLET TAHOE

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	8
DRIVERS COMMENTS		
Excellent forward visibility.		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 O'clock Position	8	8
4 O'clock Position	8	8
5 O'clock Position	8	8
6 O'clock Position	8	8
7 O'clock Position	8	8
8 O'clock Position	8	8
9 O'clock Position	8	8
DRIVERS COMMENTS		
Large side view mirrors and large window opening makes visibility very good.		

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	7
Seat Position	Range of Adjustment	7
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	5
Seat to Controls	Steering Wheel, Pedals, Dashboard	8
Headrest Position: With Hat/Helmet	Adequacy	8
Headrest Position: Without Hat/Helmet	Adequacy	8
Headroom	Adequacy	9
Legroom	Adequacy,	8
Seatbelt	Ease of Hook-Up/Release	7
Shoulder Strap	Interference with duty gear	6
DRIVERS COMMENTS		
Seat comfort is great, plenty of leg and head room. Some drivers experienced the seat bolsters pushing against Sam Browne.		

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	7
Instrument Visibility	Can You See Them	7
Instrument Legibility	Can You Read Them	7
DRIVERS COMMENTS		
Good instrument placement, good visibility.		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	7
Shift Lever	Accessibility, Indicator Visibility	7
Knobs & Switches	Location, Visibility, Markings, Arrangement	7
Pedals	Location	7
Pedals	Size	7
Pedals	Spacing (Do you hit more than one pedal with boots on?)	7
Parking Brake	Location	7
Parking Brake	Method of Release.	6
DRIVERS COMMENTS		
All controls are within easy reach. Pedals placed comfortably. Parking brake pedal easy to use. A foot pad would be nice on the diver side floor to use for bracing during hard cornering.		

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	8
Rearview Mirror	Size	8
Rearview Mirror	Ease of Adjustment	8
Rearview Mirror	Distortion	8
Driver Side Mirror	Placement	8
Driver Side Mirror	Size	8
Driver Side Mirror	Ease of Adjustment	8
Driver Side Mirror	Distortion	8
Passenger Side Mirror	Placement	8
Passenger Side Mirror	Size	8
Passenger Side Mirror	Ease of Adjustment	8
Passenger Side Mirror	Distortion	8
DRIVERS COMMENTS		
Side mirrors are positioned well, sized right, and provide ample room to see with.		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	7
Rear Door	Ease of Ingress/Egress	6
Window & Door Handles	Accessibility, Ease of Operation	6
DRIVERS COMMENTS		
All doors were large enough to enter and exit without any problems.		

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6
Headroom	Adequacy	6
Legroom	Adequacy	6
Seatbelt	Ease of Hook-Up/Release	6
DRIVERS COMMENTS		
Rear seat is good. Door opening is good.		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	8
Lid	Size of Opening	8
Compartment	Ease of Loading/Unloading	8
DRIVERS COMMENTS		
Large opening, plenty of space and easy to store gear.		

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6
DRIVER COMMENTS		
Vehicle had good visibility. Plenty of headroom to maneuver during backing.		

PARRALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6
DRIVER COMMENTS		
Above average visibility.		

PARRALLEL PARK - INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6
DRIVER COMMENTS		
Vehicle had good visibility.		

PARRALLEL PARK – DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6
DRIVER COMMENTS		
No problems, easy to see in all directions due to vehicle's height. No difference from incline.		

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6
DRIVER COMMENTS		
Vehicle felt comfortable, turning radius is fair, overall easy to maneuver in reverse.		

ERGONOMICS EVALUATION
2014 CHEVROLET CAPRICE

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6
DRIVERS COMMENTS		
Overall visibility is good. Large windshield.		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 O'clock Position	4	6.5
4 O'clock Position	5	7
5 O'clock Position	5	6
6 O'clock Position	5	7
7 O'clock Position	5	6
8 O'clock Position	5	7
9 O'clock Position	5	7
DRIVERS COMMENTS		
Good visibility right side. Left side has blind spots due to pillar placement. Side mirrors too small		

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6.5
Seat Position	Range of Adjustment	7
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	6
Seat to Controls	Steering Wheel, Pedals, Dashboard	5.5
Headrest Position: With Hat/Helmet	Adequacy	6
Headrest Position: Without Hat/Helmet	Adequacy	6
Headroom	Adequacy	5
Legroom	Adequacy	6
Seatbelt	Ease of Hook-Up/Release	5
Shoulder Strap	Interference with duty gear	5
DRIVERS COMMENTS		
Seat is comfortable with duty gear, no pressure in lower back from handcuff case. Headroom is minimal for driver over 6 feet tall.		

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	6
Instrument Visibility	Can You See Them	5
Instrument Legibility	Can You Read Them	5
DRIVERS COMMENTS		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	6.5
Shift Lever	Accessibility, Indicator Visibility	5
Knobs & Switches	Location, Visibility, Markings, Arrangement	5.5
Pedals	Location	5
Pedals	Size	6
Pedals	Spacing (Do you hit more than one pedal with boots on?)	6
Parking Brake	Location	7
Parking Brake	Method of Release.	7
DRIVERS COMMENTS		
All controls are within easy reach. Pedals placed comfortably but drivers floor area tight. Gear shift lever is too close to wiper control lever.		

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	5
Rearview Mirror	Size	5
Rearview Mirror	Ease of Adjustment	5
Rearview Mirror	Distortion	5
Driver Side Mirror	Placement	5
Driver Side Mirror	Size	3
Driver Side Mirror	Ease of Adjustment	4
Driver Side Mirror	Distortion	4
Passenger Side Mirror	Placement	4
Passenger Side Mirror	Size	3
Passenger Side Mirror	Ease of Adjustment	4
Passenger Side Mirror	Distortion	4
DRIVERS COMMENTS		
Outside mirrors are too small and placed low.		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	7
Rear Door	Ease of Ingress/Egress	7
Window & Door Handles	Accessibility, Ease of Operation	6
DRIVERS COMMENTS		

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	5
Headroom	Adequacy	5
Legroom	Adequacy	7
Seatbelt	Ease of Hook-Up/Release	5
DRIVERS COMMENTS		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	7
Lid	Size of Opening	7
Compartment	Ease of Loading/Unloading	7
DRIVERS COMMENTS		
Deep trunk, plenty of space. Opening is a little small.		

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6
DRIVER COMMENTS		
Limited visibility due to large rear pillar.		

PARRALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6
DRIVER COMMENTS		
Limited visibility due to large pillar and small rear window.		

PARRALLEL PARK - INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6
DRIVER COMMENTS		

PARRALLEL PARK – DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6
DRIVER COMMENTS		

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7
DRIVER COMMENTS		
Vehicle felt comfortable, had good turning radius, and was easy to turn. Some visibility issues with large rear pillar.		

ERGONOMICS EVALUATION
2014 DODGE CHARGER

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVERS COMMENTS		
Overall good visibility, roof line low at windshield.		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 O'clock Position	5	5
4 O'clock Position	5	5
5 O'clock Position	5	5
6 O'clock Position	5	5
7 O'clock Position	5	5
8 O'clock Position	5	5
9 O'clock Position	5	5
DRIVERS COMMENTS		
Restricted views due to pillar placement and size. Several blind spots all around.		

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	7
Seat Position	Range of Adjustment	7
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	7
Seat to Controls	Steering Wheel, Pedals, Dashboard	6
Headrest Position: With Hat/Helmet	Adequacy	6
Headrest Position: Without Hat/Helmet	Adequacy	6
Headroom	Adequacy	7
Legroom	Adequacy	7
Seatbelt	Ease of Hook-Up/Release	7
Shoulder Strap	Interference with duty gear	7
DRIVERS COMMENTS		
Seating is comfortable with plenty of leg room.		

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	6
Instrument Visibility	Can You See Them	6
Instrument Legibility	Can You Read Them	6
DRIVERS COMMENTS		
All instruments are easy to see, read, and use.		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	7.5
Shift Lever	Accessibility, Indicator Visibility	7.5
Knobs & Switches	Location, Visibility, Markings, Arrangement	7
Pedals	Location	6
Pedals	Size	5
Pedals	Spacing (Do you hit more than one pedal with boots on?)	5
Parking Brake	Location	6
Parking Brake	Method of Release.	6
DRIVERS COMMENTS		
All controls are easy to use and comfortable. Pedal spacing is a little tight when wearing boots.		

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	5
Rearview Mirror	Size	5
Rearview Mirror	Ease of Adjustment	5
Rearview Mirror	Distortion	5
Driver Side Mirror	Placement	6
Driver Side Mirror	Size	6
Driver Side Mirror	Ease of Adjustment	6
Driver Side Mirror	Distortion	6
Passenger Side Mirror	Placement	6
Passenger Side Mirror	Size	6
Passenger Side Mirror	Ease of Adjustment	6
Passenger Side Mirror	Distortion	6
DRIVERS COMMENTS		
Rearview mirror is too small making rear visibility more difficult. Side mirrors are adequate.		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	7
Rear Door	Ease of Ingress/Egress	5
Window & Door Handles	Accessibility, Ease of Operation	6
DRIVERS COMMENTS		
Adequate front door ingress/egress. Rear door ingress/egress is tight. Rear door ingress/egress could be difficult with prisoner cage installed.		

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	5
Headroom	Adequacy	5
Legroom	Adequacy	5
Seatbelt	Ease of Hook-Up/Release	5
DRIVERS COMMENTS		
Minimal headroom. If prisoner cage is installed it will be tight.		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	6
Lid	Size of Opening	6
Compartment	Ease of Loading/Unloading	6
DRIVERS COMMENTS		
Trunk deep but opening is a little narrow and shallow.		

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Small window, thick pillars and high rear dash limits visibility.		

PARRALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Narrow viewing out the rear adds difficulty to backing; rear pillar placement gets in the way. Side view mirrors have to be readjusted to see curb.		

PARRALLEL PARK - INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	4
DRIVER COMMENTS		
Visibility on the incline was fair. Hard to see out rear window		

PARRALLEL PARK – DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Visibility was fair, slightly better than incline.		

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Visibility to the rear was limited due to sloping roof and wide rear pillars.		

ERGONOMICS EVALUATION
2014 FORD POLICE INTERCEPTOR SEDAN

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7
DRIVERS COMMENTS		
Overall visibility good.		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 O'clock Position	5	5
4 O'clock Position	5	5
5 O'clock Position	5	5
6 O'clock Position	5	4
7 O'clock Position	5	4
8 O'clock Position	5	5
9 O'clock Position	5	5
DRIVERS COMMENTS		
Limited visibility with no mirrors. Small rear window and high rear dash limit rear visibility. Convex (blind spot) mirrors are confusing and seem to be placed too high on the mirror.		

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6
Seat Position	Range of Adjustment	6
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	6
Seat to Controls	Steering Wheel, Pedals, Dashboard	6
Headrest Position: With Hat/Helmet	Adequacy	6
Headrest Position: Without Hat/Helmet	Adequacy	6
Headroom	Adequacy	6
Legroom	Adequacy	5
Seatbelt	Ease of Hook-Up/Release	6
Shoulder Strap	Interference with duty gear	6
DRIVERS COMMENTS		
Seat is comfortable.		

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	7
Instrument Visibility	Can You See Them	7
Instrument Legibility	Can You Read Them	7
DRIVERS COMMENTS		
Instrument placement and visibility is good.		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	7
Shift Lever	Accessibility, Indicator Visibility	7
Knobs & Switches	Location, Visibility, Markings, Arrangement	7
Pedals	Location	6
Pedals	Size	6
Pedals	Spacing (Do you hit more than one pedal with boots on?)	4
Parking Brake	Location	7
Parking Brake	Method of Release.	7
DRIVERS COMMENTS		
Steering wheel has good fit/feel. Controls laid out well. Driver foot well area is tight when wearing boots. Pedal spacing is tight		

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	7
Rearview Mirror	Size	7
Rearview Mirror	Ease of Adjustment	7
Rearview Mirror	Distortion	7
Driver Side Mirror	Placement	7
Driver Side Mirror	Size	7
Driver Side Mirror	Ease of Adjustment	7
Driver Side Mirror	Distortion	7
Passenger Side Mirror	Placement	7
Passenger Side Mirror	Size	7
Passenger Side Mirror	Ease of Adjustment	7
Passenger Side Mirror	Distortion	7
DRIVERS COMMENTS		
Mirror placement is good. Convex mirror placement can be confusing.		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	5
Rear Door	Ease of Ingress/Egress	4
Window & Door Handles	Accessibility, Ease of Operation	5
DRIVERS COMMENTS		
Rear doors small, hard to enter. With prisoner cage installed the rear door ingress/egress may be very difficult.		

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	5
Headroom	Adequacy	4
Legroom	Adequacy	4.5
Seatbelt	Ease of Hook-Up/Release	5
DRIVERS COMMENTS		
Minimal headroom in rear seat. Difficult ingress/egress.		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	5.5
Lid	Size of Opening	5.5
Compartment	Ease of Loading/Unloading	5.5
DRIVERS COMMENTS		
Adequate trunk space, although shallow.		

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Visibility limited due to high rear dashboard and small windows.		

PARRALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Rear window has poor visibility.		

PARRALLEL PARK - INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Average.		

PARRALLEL PARK – DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Slightly better than incline.		

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Rear visibility hindered by small rear window and high rear dash.		

ERGONOMICS EVALUATION
2014 FORD POLICE INTERCEPTOR UTILITY

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7
DRIVERS COMMENTS		
Good forward visibility.		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 O'clock Position	7	7
4 O'clock Position	7	7
5 O'clock Position	7	5
6 O'clock Position	7	5
7 O'clock Position	7	7
8 O'clock Position	7	7
9 O'clock Position	7	7
DRIVERS COMMENTS		

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	8
Seat Position	Range of Adjustment	7
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	7.5
Seat to Controls	Steering Wheel, Pedals, Dashboard	7.5
Headrest Position: With Hat/Helmet	Adequacy	7
Headrest Position: Without Hat/Helmet	Adequacy	7
Headroom	Adequacy	7.5
Legroom	Adequacy	6.5
Seatbelt	Ease of Hook-Up/Release	7.5
Shoulder Strap	Interference with duty gear	7
DRIVERS COMMENTS		
Seat is comfortable. Leg room may be limited for some drivers over 6 feet.		

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	7
Instrument Visibility	Can You See Them	7
Instrument Legibility	Can You Read Them	7
DRIVERS COMMENTS		
All instruments visible. Very good visibility.		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	8
Shift Lever	Accessibility, Indicator Visibility	8
Knobs & Switches	Location, Visibility, Markings, Arrangement	8
Pedals	Location	8
Pedals	Size	8
Pedals	Spacing (Do you hit more than one pedal with boots on?)	8
Parking Brake	Location	8
Parking Brake	Method of Release.	8
DRIVERS COMMENTS		

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	5.5
Rearview Mirror	Size	5.5
Rearview Mirror	Ease of Adjustment	5.5
Rearview Mirror	Distortion	5.5
Driver Side Mirror	Placement	5.5
Driver Side Mirror	Size	5.5
Driver Side Mirror	Ease of Adjustment	5.5
Driver Side Mirror	Distortion	5.5
Passenger Side Mirror	Placement	5.5
Passenger Side Mirror	Size	5.5
Passenger Side Mirror	Ease of Adjustment	5.5
Passenger Side Mirror	Distortion	5.5
DRIVERS COMMENTS		
Larger mirrors would be helpful.		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	8
Rear Door	Ease of Ingress/Egress	8
Window & Door Handles	Accessibility, Ease of Operation	8
DRIVERS COMMENTS		
Very good ingress/egress from both front and rear doors. Seat height makes ingress/egress very easy.		

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	7
Headroom	Adequacy	7
Legroom	Adequacy	7
Seatbelt	Ease of Hook-Up/Release	7
DRIVERS COMMENTS		
Plenty of room in rear seat area.		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	8
Lid	Size of Opening	8
Compartment	Ease of Loading/Unloading	8
DRIVERS COMMENTS		
Plenty of room for gear.		

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7
DRIVER COMMENTS		
Rear pillar placement interferes with rear visibility.		

PARRALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.5
DRIVER COMMENTS		
Rear window visibility limited due to size. Rear view camera helps if equipped.		

PARRALLEL PARK - INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7
DRIVER COMMENTS		
Rear pillar placement and small rear window effect rear visibility when backing.		

PARRALLEL PARK – DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6
DRIVER COMMENTS		
Rear camera helps, if equipped. Rear pillar compromises view.		

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6
DRIVER COMMENTS		
Rear pillars obstruct view. Rear window is small, reducing visibility.		

FUEL EFFICIENCY RESULTS

Regular Fuel Vehicles

VEHICLE	AVERAGE MPG
Chevrolet Impala 3.6L	20 mpg
Chevrolet Tahoe 5.3L	12 mpg
Chevrolet Caprice 3.6L	20 mpg
Chevrolet Caprice 6.0L	16 mpg
Dodge Charger – 3.6L	20 mpg
Dodge Charger – 5.7L	17 mpg
Dodge Charger – 5.7L AWD	16 mpg
Ford Police Interceptor Sedan FWD 3.5L	19 mpg
Ford Police Interceptor Sedan AWD 3.7L	19 mpg
Ford Police Interceptor Sedan AWD 3.5L EcoBoost	17 mpg
Ford Police Interceptor Utility AWD 3.7L	17 mpg
Ford Police Interceptor Utility AWD 3.5L Ecoboost	15 mpg