LOS ANGELES COUNTY SHERIFF'S DEPARTMENT

40th Annual

LAW ENFORCEMENT VEHICLE TEST AND EVALUATION PROGRAM

VEHICLE MODEL YEAR 2015

Jim McDonnell, 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 efforts in making this year's test a success.

Vehicle Test Track Drivers

Deputy Robert Robinson - LASD
Deputy Ramiro Juarez - LASD
Officer Carrie Dooros -LAPD
Officer Gary Correa -LAPD

Vehicle Manufactures

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Dep. Lina Pimental
Dep. Michael Reynolds
Dep. Sonia Tario
Dep. Marko Tinoco
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Vehicle Test Sponsors

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Westin Automotive

We would like to give a special thank you to the Auto Club Speedway Administrative Service Director, Brain Geve and his staff.

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

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10-8 Retrofit Inc.

2015 MODEL YEAR VEHICLE TEST

On October 14th–17th, 2014, vehicle testing was performed at the AutoClub 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 2015 models and are identified below.

HIGH SPEED POLICE PACKAGE VEHICLE CATEGORY:

2015 Ford PI Sedan FWD: Full size four door sedan, front wheel drive, 3.5liter V-6 engine, 6 speed automatic transmission with overdrive and a 3.16 axle ratio.

2015 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.

2015 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.

2015 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.

2015 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.

HIGH SPEED POLICE PACKAGE VEHICLE CATEGORY: (CONTINUED)

2015	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.
2015	Chevrolet Tahoe PPV 2wd:	Full size four door sport utility, 2 wheel drive (rear), 5.3 liter V-8 engine, 6 speed automatic transmission with overdrive and a 3.08:1 axle ratio.
2015	Chevrolet Tahoe PPV 4wd:	Full size four door sport utility, 4 wheel drive, 5.3 liter V-8 engine, 6 speed automatic transmission with overdrive and a 3.08:1 axle ratio.
2015	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.
2015	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.
2015	Dodge Charger V-6 2.62:	Full size four door sedan, rear wheel drive, 3.6 liter V-6 engine, 5 speed automatic transmission with overdrive and a 2.62:1 axle ratio.
2015	Dodge Charger V-6 3.07:	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.
2015	Dodge Charger V-8 RWD:	Full size four door sedan, rear wheel drive, 5.7 liter V-8 Hemi engine, 5 speed automatic transmission with overdrive and a 2.62:1 axle ratio.
2015	Dodge Charger V-8 AWD:	Full size four door sedan, all-wheel drive, 5.7 liter V-8 Hemi engine, 5 speed automatic transmissions with overdrive and a 3.06 axle ratio.

VEHICLE SPECIFICATIONS

MAKE: 2015 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:
66.2 Liters 17.5 Gallons

GVW: 4,938 lbs.

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. feet @ 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 – 7.2 sec
0-100mph – 18.4 sec
30-60mph – 4.3 sec
60-100mph – 11.4 sec
¼ mile –15.6 sec @ 91.9 mph

BRAKING

140.2 ft. @ 60 mph

32 LAP HIGH SPEED

Average Lap Time – 1:28.1
Average Speed - 59.83

PURSUIT

Average Lap Time - 4:37.52
Average Speed – 33.7

MAKE: 2015 Chevrolet **MODEL: Tahoe 2WD (9C1)**
SALES CODE # CC15706

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

EPA		TESTED	
CITY	HWY	CITY	HWY
16	23	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:	42.8 in	38.7 in
Legroom:	45.3 in	39.0 in
Shoulder	64.8 in	65.1 in
Hip Room:	60.8 in	60.3 in

Interior Volume:
Front: 63.8 cubic feet
Rear : 56.9 cubic feet
Comb : 120.7 cubic feet
MAX. Cargo: 111.8 cu ft.

DIMENSIONS

Fuel Capacity:
98.0 Liters 26.0 Gallons

GVWR: 6,800 lbs.

Wheelbase: 116 in

Ground Clearance: 8.5 in

Overall Length: 204 in

Overall Height: 72.4 in

CHASSIS

STEERING
Type:
Electric Power Rack and Pinion
Curb-to-curb: 39 feet

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 RSA, P265/60R17, Load Rating 108, Speed Rating 'V'

BRAKES

Heavy Duty 4 – wheel anti-lock font & rear disc with Vacuum boast

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

ENGINE

Naturally aspirated V-8

Fuel delivery system: SPFI
Cubic Inches: 325
Displacement: 5.3 Liters
Compression Ratio: 9.9:1
Horse Power: 355 bhp @ 5600 rpm
Torque (SAE net): 383 lb. feet @ 4100 rpm
Alternator: 160 amp
Battery: 660 CCA Primary
730 CCA Auxiliary

DRIVETRAIN

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

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

TEST RESULTS

ACCELERATION
0-30mph – 2.6 sec.
0-60mph – 7.3 sec
0-100mph – 19.3 sec
30-60mph - 5.2 sec
60-100mph – 12.0 sec
¼ mile –15.7 sec @ 90.1 mph

BRAKING
*151.6 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time –01:29.5
Average Speed - 59.06

PURSUIT
Average Lap Time – 4:47.0
Average Speed - 32.6

MAKE: 2015 Chevrolet **MODEL: Tahoe 4WD (9C1)**
SALES CODE # CK15706

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

EPA		TESTED	
CITY	HWY	CITY	HWY
16	23	MPG*	

INTERIOR

SEATS:

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

MEASUREMENTS:

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

Interior Volume:

Front	63.8 cubic feet
Rear	56.9 cubic feet
Comb	120.7 cubic feet
MAX. Cargo	111.8 cu ft.

DIMENSIONS

Fuel Capacity:
98.0 Liters 26.0 Gallons

GVWR: 7,100 lbs

Wheelbase: 116 in

Ground Clearance: 8.5 in

Overall Length: 204 in

Overall Height: 72.4 in

CHASSIS

STEERING
Type:
Electric Power Rack and Pinion
Curb-to-curb: 39 feet

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 RSA, P265/60R17, Load Rating 108, Speed Rating 'V'

BRAKES

Heavy Duty 4 – wheel anti-lock font & rear disc with Vacuum boast

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

ENGINE

Naturally aspirated V-8

Fuel delivery system: SPFI
Cubic Inches: 325
Displacement: 5.3 Liters
Compression Ratio: 9.9:1
Horse Power: 355 bhp @ 5600 rpm
Torque (SAE net): 383 lb. feet @ 4100 rpm
Alternator: 160 amp
Battery: 660 CCA Primary
730 CCA Auxiliary

DRIVETRAIN

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

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

TEST RESULTS

ACCELERATION
0-30mph – 3.4 sec.
0-60mph – 8.3 sec
0-100mph – 21.3 sec
30-60mph – 5.5 sec
60-100mph – 13.1 sec
¼ mile –16.7 sec @ 88.0 mph

BRAKING
*154.8 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time – 1:31.9
Average Speed - 57.48

PURSUIT
Average Lap Time - 4:56.11
Average Speed - 31.6

MAKE: 2015 Chevrolet **MODEL: Caprice V6 (9C1)**
SALES CODE # 1EW19

Vehicle Type: front-engine, rear wheel drive, 5 - 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

GVWR: 5,247 lb.

Wheelbase: 118.5 in

Ground Clearance: 5.6 in

Overall Length: 204.2 in

Overall Height: 58.7 in

CHASSIS

STEERING
Type:
Electrically assisted, Variable ratio, Rack and Pinion

Curb-to-curb: 38 feet

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 RSA P235/50R18, Load Rating 99, W Speed Rating

BRAKES

Power 4-Wheel anti-lock heavy duty disc, Police Calibration

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. feet. @ 4800 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 – 2.7 sec.
0-60mph – 7.2 sec
0-100mph – 17.9 sec
30-60mph – 4.5 sec
60-100mph – 10.4 sec
¼ mile –15.5sec @ 92.4 mph

BRAKING
135.7 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time – 1:25.0
Average Speed - 62.02

PURSUIT
Average Lap Time - 4:35.00
Average Speed - 34.0

MAKE: 2015 Chevrolet **MODEL: Caprice V8 (9C1)**
SALES CODE # 1EW19

Vehicle Type: front-engine, rear wheel drive, 5 - passenger, 4 door sedan, Police Package vehicle

EPA		TESTED	
CITY	HWY	CITY	HWY
15	24	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

GVWR: 5,357 lbs

Wheelbase: 118.5 in

Ground Clearance: 5.6 in

Overall Length: 204.2 in

Overall Height: 58.7 in

CHASSIS

STEERING
Type:
Electrically assisted, Variable ratio, Rack and Pinion

Curb-to-curb : 38 feet

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 RSA P235/50R18, Load Rating 99, W Speed Rating

BRAKES

Power 4-Wheel anti-lock heavy duty disc, Police Calibration

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. feet @ 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 – 2.7 sec.
0-60mph – 6.4 sec
0-100mph – 14.9 sec
30-60mph – 3.8 sec
60-100mph – 8.2 sec
¼ mile –14.9 sec @ 99.9 mph

BRAKING
142.1 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time – 1:23.1
Average Speed - 63.41

PURSUIT
Average Lap Time – 4:31.5
Average Speed - 34.5

MAKE: 2015 Dodge **MODEL: Charger V6 2.62**
SALES CODE # 27A

Vehicle Type: Front engine, rear wheel drive, 5 passenger, 4 door sedan, police package vehicle.

EPA		TESTED	
CITY	HWY	CITY	HWY
17	26	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: 18.5 Gallons

GVWR: 5,250 lbs.

Wheelbase: 120.0 in

Ground Clearance: 5.2 in

Overall Length: 200.1 in

Overall Height: 58.2 in

CHASSIS

STEERING
Type:
Electric power assist 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 swaybar

WHEEL+TIRES

Wheel size/type: 18 x 7.5 Stl.
Tire make: Goodyear
Tire model: Eagle RS-A
Tire Size: 245/55R18
Speed rating: V

BRAKES
Type: Power with dual piston front calipers, single piston rear calipers, anti-lock
Front Disc : 388 sq. in. vented disc
Rear Disc: 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 @ 6400 RPM

Torque (SAE net): 260 ft.lb @ 4400_RPM
Alternator: 220 AMPS
Battery: 800 CCA

DRIVETRAIN

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

Axle Ratio: 2.62:1

TEST RESULTS

ACCELERATION
0-30mph – 3.2 sec.
0-60mph – 7.8 sec
0-100mph – 20.1 sec
30-60mph – 5.0 sec
60-100mph – 11.8 sec
¼ mile –16.0 sec @ 92.1 mph

BRAKING
133.3 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time –1:25.2
Average Speed - 61.91

PURSUIT
Average Lap Time - 4:35.84
Average Speed - 33.9

MAKE: 2015 Dodge **MODEL: Charger V6 3.07**
SALES CODE # 29A

Vehicle Type: Front engine, rear wheel drive, 5 passenger, 4 door sedan, police package vehicle.

EPA		TESTED	
CITY	HWY	CITY	HWY
17	26	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: 18.5 Gallons

GVWR: 5,250 lbs.

Wheelbase: 120.0 in

Ground Clearance: 5.2 in

Overall Length: 200.1 in

Overall Height: 58.2 in

CHASSIS

STEERING
Type:
Electric power assist 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 swaybar

WHEEL+TIRES

Wheel size/type: 18 x 7.5
Tire make: Goodyear
Tire model: Eagle RS-A
Tire Size: 245/55R18
Speed rating : V

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

Front Disc : 388 sq. in. vented disc
Rear Disc: 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 @ 6400 RPM

Torque (SAE net): 260 ft. lb. @ 4400 RPM
Alternator: 220 AMPS
Battery: 800 CCA

DRIVETRAIN

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

Axle Ratio: 3.08:1

TEST RESULTS

ACCELERATION
0-30mph – 3.0 sec.
0-60mph – 7.7 sec
0-100mph – 19.8 sec
30-60mph – 5.0 sec
60-100mph – 11.7 sec
¼ mile –15.9sec @ 90.1 mph

BRAKING
134.4 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time – 1:28.4
Average Speed - 59.71

PURSUIT
Average Lap Time - 4:36.5
Average Speed - 33.8

MAKE: 2015 Dodge **MODEL: Charger V8 2.62**
SALES CODE # 29A

Vehicle Type: Front engine, rear wheel drive, 5 passenger, 4 door sedan, police package vehicle.

EPA		TESTED	
CITY	HWY	CITY	HWY
15	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: 18.5 Gallons

GVWR: 5,450 lbs.

Wheelbase: 120.0 in

Ground Clearance: 5.2 in

Overall Length: 200.1 in

Overall Height: 58.2 in

CHASSIS

STEERING
Type:
Electric power assist 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 swaybar

WHEEL+TIRES

Wheel size/type: 18 x 7.5
Tire make: Goodyear
Tire model: Eagle RS-A
Tire Size: 245/55R18
Speed rating: V

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

Front Disc : 388 sq. in. vented disc
Rear Disc: 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 @ 5150 RPM
Torque (SAE net): 397 ft. lb. @ 4250 RPM
Alternator: 220 AMPS
Battery: 800 CCA

DRIVETRAIN

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

Axle Ratio: 2.62:1

TEST RESULTS

ACCELERATION
0-30mph – 2.5 sec.
0-60mph – 6.0 sec
0-100mph – 14.5 sec
30-60mph – 3.8 sec
60-100mph – 8.5 sec
¼ mile –14.4 sec @ 99.9 mph

BRAKING
137.5 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time – 1:25.1
Average Speed - 61.98

PURSUIT
Average Lap Time - 4:32.82
Average Speed - 34.3

MAKE: 2015 Dodge **MODEL: Charger V8 3.06AWD**
SALES CODE # 29A

Vehicle Type: Front engine, all-wheel drive, 5 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: 18.5 Gallons

GVWR: 5,500 lbs.

Wheelbase: 120.0 in

Ground Clearance: 5.2 in

Overall Length: 200.1 in

Overall Height: 58.2 in

CHASSIS

STEERING
Type:
Power assist 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 swaybar

WHEEL+TIRES

Wheel size/type: 18 x 7.5
Tire make: Goodyear
Tire model: Eagle RS-A
Tire Size: 245/55R18
Speed rating: V

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

Front Disc : 388 sq. in. vented disc
Rear Disc: 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 @ 5150 RPM
Torque (SAE net): 397 ft. lb. @ 4250 RPM
Alternator: 220 AMPS
Battery: 800 CCA

DRIVETRAIN

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

Axle Ratio: 3.08:1

TEST RESULTS

ACCELERATION
0-30mph – 2.5 sec.
0-60mph – 6.2 sec
0-100mph – 15.0 sec
30-60mph – 4.0 sec
60-100mph – 9.0 sec
¼ mile –14.8 sec @ 99.1 mph

BRAKING
139.9 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time – 1:22.0
Average Speed - 64.32

PURSUIT
Average Lap Time - 4:21.0
Average Speed - 35.9

MAKE: 2015 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. feet @ 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 – 3.1 sec.
0-60mph – 7.0 sec
0-100mph – 20.4 sec
30-60mph – 5.1 sec
60-100mph – 12.1 sec
¼ mile –16.2 sec @ 90.4 mph

BRAKING
141.8 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time – 1:26.1
Average Speed - 61.21

PURSUIT
Average Lap Time- 4:32.0
Average Speed - 34.4

MAKE: 2015 Ford **MODEL: PI AWD EcoBoost Sedan**
SALES CODE # P2M 99T

Vehicle Type: front engine, Twin Turbo, 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 poweradjustable;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 – 14.0 sec
30-60mph – 3.5 sec
60-100mph – 7.8sec
¼ mile –14.4 sec @ 101.6 mph

BRAKING
143.1 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time –1:21.8
Average Speed - 64.53

PURSUIT
Average Lap Time- 4:16.81
Average Speed - 36.5

MAKE: 2015 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 poweradjustable;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 – 3.0 sec.
0-60mph – 7.9 sec
0-100mph – 19.4 sec
30-60mph – 5.0 sec
60-100mph – 11.3 sec
¼ mile –16.4 sec @ 91.5 mph

BRAKING
141.6 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time – 1:24.8
Average Speed - 62.13

PURSUIT
Average Lap Time– 4:28.23
Average Speed- 34.9

MAKE: 2015 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 poweradjustable;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	61.3in	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 – 2.9 sec.
0-60mph – 8.6 sec
0-100mph – 23.1 sec
30-60mph – 5.5 sec
60-100mph – 14.2 sec
¼ mile –16.5 sec @ 86.4 mph

BRAKING
141.4 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time – 1:28.4
Average Speed - 59.71

PURSUIT
Average Lap Time- 4:34.0
Average Speed - 34.2

MAKE: 2015 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:	61.3in	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 – 16.6 sec
30-60mph – 4.2 sec
60-100mph – 9.8 sec
¼ mile –15.0 sec @ 95.1 mph

BRAKING
143.8 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time – 1:25.8
Average Speed - 61.54

PURSUIT
Average Lap Time - 4:35.1
Average Speed - 34.0

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 RaceLogic "DriftBox02" datalogger mounted in the vehicle. Lap times are immediately recorded via RF telemetry signal produced by the data logger. Secondary lap timing is recorded utilizing a "Video VBOX Datalogger" mounted in the vehicle. All timing is backed up on SD cards in each unit. The fastest and the slowest lap times are eliminated, the remaining six lap times are averaged. The average time and speed are recorded next to the driver's name.

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

2015 CHEVROLET IMPALA

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Robinson - LASD	1:28.14	1:27.24	1:27.62	1:28.64	1:28.74	1:28.74	1:28.53	1:28.79	1:28.41	59.7
C. Dooros - LAPD	1:29.44	1:28.38	1:29.18	1:29.00	1:29.15	1:29.35	1:28.93	1:29.08	1:29.13	59.1
R. Juarez - LASD	1:27.94	1:27.26	1:27.61	1:27.96	1:27.63	1:27.53	1:27.85	1:27.75	1:27.75	60.0
A. Penrith - LAPD	1:27.18	1:27.46	1:27.50	1:27.30	1:27.13	1:26.81	1:27.40	1:27.10	1:27.24	60.5

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Robinson - LASD	14:30	80/105
C. Dooros – LAPD	14:54	80/103
R. Juarez - LASD	15:30	81/103
A. Penrith - LAPD	15:50	80/102

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 CHEVROLET IMPALA

ITEM	RATING **
Steering	8.7
Body Lean	8.1
Bounce	8.0
Brake Fade	9.6
Brake Pull	9.9
ABS Operation	10.0

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes –The brakes worked very well on all 8 laps with very good initial bite and very good rate of decel. Pedal travel was good and remained consistent in all 8 laps. **Cornering/Handling** – This car displayed neutral to moderate understeer in all corner. Body lean and bounce were not too bad but noticeable. The chassis is on the softer side of compliance. **Transmission (Shift Points)** – The transmission kept the engine within its power band without hunting for gears. The shift pattern was consistent in all 8 laps. **Engine** –The engine is a good strong power-plant, often too strong for the grip that is available. **Other** –It feels like front end is a little less compliant to road irregularities than optimum causes tires to skip and track out.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 CHEVROLET TAHOE PPV 2WD

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Robinson - LASD	1:29.82	1:27.98	1:28.60	1:28.59	1:29.31	1:29.38	1:29.43	1:30.53	1:29:17	59.3
C. Dooros - LAPD	1:31.62	1:29.66	1:29.57	1:29.77	1:30.38	1:30.00	1:29.60	1:29.78	1:29.89	58.7
R. Juarez - LASD	1:30.13	1:28.76	1:28.91	1:28.58	1:28.58	1:29.05	1:28.75	1:29.24	1:28.91	59.4
A. Penrith - LAPD	1:32.37	1:29.02	1:30.36	1:29.81	1:29.58	1:29.55	1:30.57	1:30.13	1:29.99	58.8

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Robinson - LASD	12:26	76/100
C. Dooros – LAPD	12:49	76/100
R. Juarez - LASD	13:10	76/103
A. Penrith - LAPD	13:36	76/104

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 CHEVROLET TAHOE PPV 2WD

ITEM	RATING **
Steering	8.7
Body Lean	8.2
Bounce	7.8
Brake Fade	9.5
Brake Pull	9.8
ABS Operation	7.7

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes –Brake worked well on all 8 laps, good confidence in breaking ability. If depressed firmly and quickly, one will get brake assist. No fade or ABS intrusion detected. **Cornering/Handling** – The vehicle displays neutral to moderate understeer in all turns depending on cornering speed. Stability / traction control was overly invasive if activated. **Transmission (Shift Points)** –The transmission worked well and shift points is consistent and predictable after few laps. There was no hunting for gears. **Engine** –The engine is strong and produced good consistent pull. **Other** – Tire slipping became apparent when the temperature rises.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 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. Robinson - LASD	1:23.32	1:22.33	1:22.55	1:22.30	1:21.94	1:22.26	1:22.23	1:22.55	1:22.36	64.0
C. Dooros - LAPD	1:24.88	1:23.57	1:23.30	1:23.12	1:23.23	1:22.84	1:23.11	1:23.66	1:23.32	63.2
R. Juarez - LASD	1:23.59	1:23.10	1:22.82	1:22.59	1:23.34	1:22.52	1:23.14	1:23.35	1:23.05	63.4
A. Penrith - LAPD	1:24.74	1:25.70	1:23.49	1:23.51	1:22.97	1:23.46	1:23.49	1:23.83	1:23.75	63.0

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Robinson - LASD	10:23	74/85
C. Dooros – LAPD	10:43	71/85
R. Juarez - LASD	11:03	70/86
A. Penrith - LAPD	11:25	72/84

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 CHEVROLET CAPRICE V8 6.0L

ITEM	RATING **
Steering	9.6
Body Lean	9.4
Bounce	9.7
Brake Fade	10
Brake Pull	9.8
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes –The brakes worked well in all 8 laps. Pedal feel and travel were very good, as was the rate of decel. However, slight pull is obvious during hard brake application. **Cornering/Handling** –This car displayed neutral to mild understeer handling characteristics. Steering and bounce were minimal. **Transmission (Shift Points)** –The transmission shift points were consistent and kept the engine within the power band. **Engine** –The engine is very strong and pulls extremely hard all through the power band. Good meshing of stability control with hard demand of vehicle-easy to modulate and drive.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 CHEVROLET CAPRICE V63.6L

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Robinson - LASD	1:25.25	1:24.19	1:24.05	1:25.45	1:24.06	1:23.78	1:24.79	1:24.47	1:24.47	62.5
C. Dooros - LAPD	1:26.58	1:25.24	1:25.12	1:24.40	1:24.78	1:25.28	1:25.19	1:25.59	1:25.19	61.7
R. Juarez - LASD	1:25.63	1:24.75	1:24.75	1:24.15	1:24.68	1:24.28	1:24.40	1:24.70	1:24.58	62.3
A. Penrith - LAPD	1:26.16	1:25.83	1:24.38	1:26.97	1:25.03	1:25.42	1:26.23	1:25.46	1:25.69	61.6

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Robinson - LASD	12:44	80/108
C. Dooros – LAPD	13:04	79/110
R. Juarez - LASD	13:25	81/111
A. Penrith - LAPD	13:45	81/111

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 CHEVROLET CAPRICE V6 3.6L

ITEM	RATING **
Steering	8.5
Body Lean	9.0
Bounce	9.0
Brake Fade	9.7
Brake Pull	10
ABS Operation	9.7

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – The brakes worked very well on all laps. The rate of decal was excellent throughout the laps. Brake grab / modulation is on the shorter side, so when depressed fully, ABS is more apparent. Good confidence in the brakes. **Cornering/Handling** –The car displayed neutral to minimal understeer handling characteristics. Turn-in is quicker than expected. Body lean and bounce were minimal and steering feel was very well weighted. **Transmission (Shift Points)** – The transmission stayed in appropriate gear keeping the engine in its power-band. **Engine** –Good and strong power-plant. Pulled strong to redline but affected by intervention of stability control when severe pitch was introduced into chassis.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 DODGE CHARGERV6 3.6L 2.62 axle

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Robinson - LASD	1:25.70	1:24.82	1:25.16	1:24.32	1:24.18	1:25.94	1:25.39	1:25.27	1:25.11	62.0
C. Dooros - LAPD	1:26.18	1:25.60	1:25.56	1:25.23	1:25.41	1:25.46	1:25.52	1:25.98	1:25.59	61.5
R. Juarez - LASD	1:25.19	1:24.75	1:24.77	1:24.63	1:24.35	1:24.79	1:25.71	1:25.25	1:24.90	62.1
A. Penrith - LAPD	1:25.44	1:24.84	1:24.67	1:24.64	1:25.54	1:25.00	1:24.93	1:25.64	1:25.08	62.0

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Robinson - LASD	13:25	80/109
C. Dooros – LAPD	13:45	81/109
R. Juarez - LASD	14:05	80/106
A. Penrith - LAPD	14:25	80/106

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 DODGE CHARGERV6 3.6L 2.62 axle

ITEM	RATING **
Steering	9.0
Body Lean	9.0
Bounce	8.6
Brake Fade	9.8
Brake Pull	10
ABS Operation	9.2

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes –Brakes worked well on all 8 laps with very good decal as well as good pedal feel and travel. No brake pull or brakes fade noticeable. However during on lap (back straight) one driver experienced car shudder after a late brake application and was unable to replicate the problem during the remaining lap. **Cornering/Handling** – Very tough chassis. Perhaps a bit too stiff. Car responds well to turn-in but mid-corner adjustments can be harder due to quick respond setting. Good steering feel. **Transmission (Shift Points)** – The transmission kept the engine within its power band, and stayed in the appropriate gear. It was seamless and consistent. **Engine** – Very strong with smooth power delivery.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 DODGE CHARGER V8 5.7L 2.62 axle

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Robinson - LASD	1:24.43	1:24.24	1:23.37	1:24.78	1:24.28	125.12	1:24.27	1:25.00	1:24.50	62.4
C. Dooros - LAPD	1:25.57	1:24.24	1:24.76	1:24.81	1:25.30	1:24.90	1:25.36	1:25.61	1:25.09	61.9
R. Juarez - LASD	1:25.28	1:24.70	1:24.76	1:24.86	1:25.37	1:25.32	1:25.00	1:24.95	1:25.04	62.0
A. Penrith - LAPD	1:25.50	1:24.64	1:25.44	1:25.49	1:25.95	1:26.11	1:25.59	1:26.93	1:25.68	61.6

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Robinson - LASD	11:45	74/83
C. Dooros – LAPD	12:05	74/93
R. Juarez - LASD	12:26	76/100
A. Penrith - LAPD	12:49	76/100

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 DODGE CHARGER V8 5.7L 2.62 axle

ITEM	RATING **
Steering	9.6
Body Lean	9.7
Bounce	9.4
Brake Fade	10
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – The brakes worked consistently well throughout the testing. Great rate of decal, good modulation, lots of confidence and consistency in its ability to slow down. **Cornering/Handling** – TRAC control kicks in too soon. The driver also experienced a great deal of stability / traction control intervention on all corners no matter how smooth the steering and the throttle is applied. The engine easily over powers the chassis causing wheel spin and subsequent intervention. **Transmission (Shift Points)** – The transmission kept the engine in its power band at all times. **Engine** –Pulls extremely hard without any hesitation.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 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. Robinson - LASD	1:22.09	1:21.05	1:21.11	1:21.13	1:21.44	1:21.27	1:21.55	1:21.97	1:21.41	64.8
C. Dooros - LAPD	1:23.39	1:21.73	1:22.12	1:22.65	1:22.23	1:21.82	1:22.45	1:22.68	1:22.35	64.0
R. Juarez - LASD	1:22.98	1:22.03	1:21.17	1:21.83	1:21.06	1:21.44	1:21.63	1:21.19	1:21.56	64.6
A. Penrith - LAPD	1:22.76	1:22.75	1:22.58	1:23.43	1:23.29	1:22.28	1:22.10	1:22.46	1:22.70	63.8

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Robinson - LASD	09:00	68/72
C. Dooros – LAPD	09:21	69/76
R. Juarez - LASD	09:40	70/77
A. Penrith - LAPD	11:03	72/84

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 CHARGER V8 5.7L AWD 3.06 axle

ITEM	RATING **
Steering	9.4
Body Lean	9.5
Bounce	9.0
Brake Fade	9.5
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – The brakes worked consistently well throughout the testing. Drivers noted a great rate of deceleration, as well as good modulation. There was no increase in pedal pressure or travel, and there was no fade or pull noted. **Cornering/Handling** – This car displayed neutral to mild over steer handling characteristics. Turn-in was good as was mid corner rotation steering was well weighted. Good chassis! However it exhibits some understeer when driven in hard to tight corner. **Transmission (Shift Points)** – Good consistent shifting point. The transmission kept the engine in its power band at all times. **Engine** – Pulls extremely hard, tons of usable torque which was complimented by the AWD

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 FORD POLICE INTERCEPTOR SEDAN 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. Robinson - LASD	1:26.59	1:25.55	1:25.74	1:25.88	1:26.32	1:26.50	1:27.56	1:26.42	1:26.25	61.1
C. Dooros - LAPD	1:27.04	1:26.82	1:26.39	1:26.24	1:26.01	1:25.68	1:26.25	1:25.76	1:26.26	61.0
R. Juarez - LASD	1:26.78	1:26.48	1:26.55	1:26.55	1:26.02	1:26.42	1:26.19	1:26.00	1:26.37	61.0
A. Penrith - LAPD	1:25.49	1:25.84	1:26.05	1:25.31	1:25.45	1:25.43	1:25.23	1:25.48	1:25.52	61.7

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Robinson - LASD	12:10	80/106
C. Dooros – LAPD	12:30	80/106
R. Juarez - LASD	12:50	80/105
A. Penrith - LAPD	13:10	80/103

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 FORD POLICE INTERCEPTOR SEDAN FWD 3.5L

ITEM	RATING **
Steering	9.4
Body Lean	9.4
Bounce	9.5
Brake Fade	10
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes –The brakes worked well on all laps. Pedal feel and travel were very good and remained consistent allowing for easy modulation. No brake fades or brake pull experienced. **Cornering/Handling** –This car displayed neutral to minimal understeer handling characteristics in all turns. Body lean and bounce were minimal. Steering feel and turn-in were very good. **Transmission (Shift Points)** – Transmission operation is very good and consistent in all gear ratio. **Engine** –Strong throughout the laps. **Other** – Tires: Consistent and predictable.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 FORD POLICE INTERCEPTOR SEDAN 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. Robinson - LASD	1:26.24	1:23.98	1:24.51	1:24.84	1:26.16	1:24.33	1:24.58	1:25.86	1:25.04	62.0
C. Dooros - LAPD	1:25.12	1:24.26	1:24.62	1:24.80	1:24.52	1:24.68	1:24.67	1:25.56	1:24.73	62.1
R. Juarez - LASD	1:24.58	1:24.11	1:24.43	1:24.39	1:24.45	1:24.97	1:24.50	1:24.95	1:24.53	62.3
A. Penrith - LAPD	1:25.44	1:24.60	1:24.55	1:25.05	1:25.70	1:24.54	1:24.83	1:24.73	1:24.85	62.1

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Robinson - LASD	11:54	75/104
C. Dooros – LAPD	12:20	78/109
R. Juarez - LASD	12:47	78/108
A. Penrith - LAPD	13:04	79/110

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 FORD POLICE INTERCEPTOR SEDAN AWD 3.7L

ITEM	RATING **
Steering	9.5
Body Lean	9.5
Bounce	9.4
Brake Fade	9.6
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes –The brakes worked well on all laps. Pedal feel and travel were very good and remained consistent allowing for easy modulation. No brake fades or brake pull experienced. **Cornering/Handling** – This car displayed very neutral handling characteristics. Turn-in was good and mild corner rotation was very good. Steering feel was weighted well. Body lean and bounce were minimal. **Transmission (Shift Points)** – Transmission operation is very good and consistent in all gear ratio. **Engine** – Strong throughout the laps with good pairing to chassis.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 FORD POLICE INTERCEPTOR SEDAN ECOBOOST AWD

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Robinson - LASD	1:21.19	1:20.44	1:20.49	1:21.26	1:21.32	1:20.69	1:21.29	1:20.87	1:20.94	65.2
C. Dooros - LAPD	1:23.32	1:21.85	1:22.13	1:22.69	1:22.30	1:22.61	1:22.34	1:22.12	1:22.36	64.0
R. Juarez - LASD	1:21.64	1:21.19	1:20.88	1:21.29	1:21.70	1:21.20	1:20.82	1:21.67	1:21.29	64.8
A. Penrith - LAPD	1:22.48	1:22.62	1:22.32	1:22.08	1:22.72	1:22.39	1:21.81	1:22.72	1:22.43	64.1

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Robinson - LASD	09:40	70/77
C. Dooros – LAPD	11:04	72/84
R. Juarez - LASD	10:23	74/85
A. Penrith - LAPD	10:43	71/85

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 FORD POLICE INTERCEPTOR SEDAN
ECOBOOST AWD

ITEM	RATING **
Steering	9.6
Body Lean	9.8
Bounce	9.8
Brake Fade	9.8
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – The brakes were consistent throughout this testing, with good grip. There was no fade or pull. Pedal travel was long. There were no issues with the ABS. **Cornering/Handling** –This vehicle has neutral handling characteristics, well balanced chassis with great rotation on turn in. **Transmissions (Shift Points) –**There were no concerns with the transmission function. It was consistent and did a good job keeping the engine in its power band. **Engine** –The engine in this vehicle is rated strong to very strong. It pulled hard and smooth to redline. **Other** –One rater felt the tires on this vehicle were slippery, but consistent in handling.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 FORD POLICE INTERCEPTOR UTILITYAWD 3.7L

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Robinson - LASD	1:27.88	1:27.88	1:27.85	1:27.63	1:27.64	1:27.70	1:28.00	1:28.00	1:27.78	60.1
C. Dooros - LAPD	1:29.30	1:28.20	1:28.54	1:28.89	1:29.12	1:28.79	1:29.09	1:28.96	1:28.89	59.3
R. Juarez - LASD	1:28.54	1:28.54	1:27.91	1:28.87	1:28.38	1:27.90	1:27.98	1:27.96	1:28.22	59.8
A. Penrith - LAPD	1:29.80	1:28.12	1:28.58	1:28.74	1:28.50	1:28.55	1:28.14	1:28.76	1:28.54	59.7

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Robinson - LASD	13:10	76/103
C. Dooros – LAPD	13:36	76/104
R. Juarez - LASD	13:56	76/106
A. Penrith - LAPD	14:14	76/104

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 FORD POLICE INTERCEPTOR UTILITY
AWD 3.7L

ITEM	RATING **
Steering	9.9
Body Lean	10
Bounce	9.8
Brake Fade	10
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes –The brakes worked extremely well consistently. There was no fade or pull. Modulation and rate of deceleration were good. ABS was not intrusive. **Cornering/Handling** –This vehicle had neutral to mild understeer characteristics. The chassis was well dampened and interacts very well with the powertrain. The vehicle takes corners with minimal predictable traction control intervention. It continues to perform well with mild or severe inputs. Body lean and bounce were minimal. **Transmission (Shift Points)** –The transmission kept the engine in its power band at all times. Shift points were consistent. **Engine** –The engine made good power and pulled well. There was no hesitation felt. The traction control intervention was seamless. **Other** – The tires performed well throughout the test and were noted as being "outstanding."

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 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. Robinson - LASD	1:25.00	1:23.89	1:24.00	1:24.75	1:25.20	1:24.84	1:25.22	1:25.50	1:24.86	62.2
C. Dooros - LAPD	1:25.58	1:25.32	1:25.42	1:25.45	1:25.55	1:25.16	1:25.71	1:25.39	1:25.44	61.8
R. Juarez - LASD	1:24.04	1:24.48	1:25.63	1:25.74	1:27.19	1:28.16	1:27.91	1:27.97	1:26.05	61.3
A. Penrith - LAPD	1:26.81	1:25.61	1:25.95	1:25.87	1:26.42	1:27.08	1:28.80	1:28.40	1:26.76	60.9

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Robinson - LASD	11:03	70/86
C. Dooros – LAPD	11:25	72/84
R. Juarez - LASD	11:45	74/83
A. Penrith - LAPD	12:05	74/93

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 FORD POLICE INTERCEPTOR ECOBOOST UTILITY AWD 3.5L

ITEM	RATING **
Steering	9.1
Body Lean	9.0
Bounce	9.4
Brake Fade	8.6
Brake Pull	9.8
ABS Operation	9.8

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Drivers did not notice any pull when braking, however, there was noticeable fade and long pedal travel. Rate of deceleration was definitely reduced. **Cornering/Handling** –Neutral to mild understeer was noted. There was minimal body lean and bounce during transitions. There seemed to be a loss of power steering and AWD at the fifth lap of the last set of 8. **Transmission (Shift Points)** – The transmission was good at keeping the engine within its power band. However, as noted above at the fifth lap of the last set of 8 there was a noticeable change in shift points. **Engine** –Good strong pulling until the lap noted above. **Other** – Tires seem slippery.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 DODGE CHARGER V6 3.07

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Robinson - LASD	1:25.41	1:24.37	1:26.19	1:25.63	1:26.82	1:26.94	1:27.26	1:27.07	01:26.2	61.5
A. Penrith - LAPD	1:25.14	1:24.61	1:24.50	1:24.46	1:24.56	1:24.69	1:24.67	1:24.66	01:24.7	62.3
R. Juarez - LASD	1:24.77	1:24.05	1:26.27	1:24.16	1:24.69	1:24.24	1:24.86	1:24.47	01:24.7	62.4
G Correa - LAPD	1:25.90	1:24.43	1:24.91	1:25.50	1:25.20	1:25.87	1:26.56	1:25.11	01:25.4	61.8

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Robinson - LASD	13:56	76/106
A. Penrith - LAPD	14:14	76/106
R. Juarez - LASD	14:35	80/106
C. Dooros – LAPD	14:55	80/105

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 2015 DODGE CHARGER V6 3.07

ITEM	RATING **
Steering	9.9
Body Lean	9.9
Bounce	9.5
Brake Fade	10
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Drivers did not notice any pull when braking, however, there was noticeable loud metal noise heard coming from front suspension during laps 1 and 5 or 6. **Cornering/Handling** –Neutral to mild understeer was noted. There was minimal body lean and bounce during transitions. Steering feel was good. **Transmission (Shift Points)** – The transmission was good at keeping the engine within its power band. The shifting points are smooth and consistent. **Engine** –Pulled well to the red line. Good power-plant: felt no hesitation or inconsistency.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 CHEVROLET TAHOE PPV 4WD

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
R. Robinson - LASD	1:31.96	1:30.14	1:30.26	1:30.83	1:32.37	1:32.12	1:31.50	1:32.32	01:31.9	57.8
C. Dooros - LAPD	1:33.38	1:31.34	1:32.39	1:32.46	1:33.01	1:32.44	1:31.92	1:33.38	01:32.1	57.1
R. Juarez - LASD	1:31.08	1:29.83	1:30.94	1:32.08	1:31.68	1:29.92	1:30.58	1:31.50	01:31.1	58.1
G. Correa - LAPD	1:33.53	1:32.70	1:32.12	1:31.98	1:32.49	1:33.10	1:32.68	1:32.39	01:32.5	57.1

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
R. Robinson - LASD	14:35	80/106
A. Penrith - LAPD	14:55	80/105
R. Juarez - LASD	15:17	80/102
G. Correa - LAPD	15:39	80/101

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2015 CHEVROLET TAHOE PPV 4WD

ITEM	RATING **
Steering	8.7
Body Lean	7.7
Bounce	6.5
Brake Fade	9.0
Brake Pull	8.7
ABS Operation	7.5

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes worked well on all laps. There was no brake fade or pull noticed. **Cornering/Handling** – Body lean and bounce were moderate. Handling displayed neutral to moderate understeer with traction / stability control intervention calibrated far too aggressive. On third lap between the double apex (West End) and the bus stop turn, there was constant intervention. **Transmission (Shift Points)** – The transmission was good at keeping the engine within its power band. **Engine** – Engine pull strong to redline.

PURSUIT COURSE EVALUATION RESULTS

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 2.6 mile city street course which closely represents the environment most urban law enforcement agencies must contend with. The course has several straight-a-ways and consists of many right and left turns and obstacles in the roadway.

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

For this test, two drivers are 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 5 minutes, it is judged unacceptable for high speed law enforcement use.

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2015 FORD PI SEDAN AWD 3.7L

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Robert Robinson- LASD	04:23.88	76º F / 93º F	35.4
Carrie Dooros - LAPD	04:23.88	78º F / 93º F	34.4
Average Time	04:28.23	Average Speed	34.9

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 – Worked well on both laps. **Cornering/Handling** – The car was very neutral in all turns. Steering very quick and correctly weighed **Transmission (Shift Points)** – Performed well throughout all laps. **Engine** – The engine made good power

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2015 CHEVROLET CAPRICE V6 2.62

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Carrie Dooros - LAPD	04:40.00	76º F / 93º F	33.4
Robert Robinson - LASD	04:31.00	78º F / 93º F	34.5
Average Time	04:35.00	Average Speed	34.0

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 – Worked well on both laps. Easy to modulate and hard good feel. No fade or pull. **Cornering/Handling** – Very responsive **Transmission (Shift Points)** – Performed well throughout all laps. **Engine** – The engine made good power

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2015 DODGE CHARGER V6 2.62

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Ramiro Juarez - LASD	04:41.71	77º F / 91º F	33.2
Gary Correa - LAPD	04:29.97	75º F / 90º F	34.7
Average Time	04:35.84	Average Speed	33.9

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

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Worked well on both laps. Easy to modulate and had good feel. No fade or pull experienced. **Cornering/Handling** – Handled very well **Transmission (Shift Points)** – Good strong pulling engine **Engine** – The engine made good power **Other**: Tires: Consistent and predictable

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2015 CHEVROLET TAHOE PPV 4WD

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Carrie Dooros - LAPD	04:59.88	80º F / 100º F	31.2
Robert Robinson - LASD	04:52.34	77º F / 96º F	32.0
Average Time	04:56.11	Average Speed	31.6

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

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Worked well on both laps. Easy to modulate and had good feel. No fade or pull. One driver noted "Brake pedal seems too high". **Cornering/Handling** – This car displayed minimal to moderate under steer in all turns. **Transmission (Shift Points)** – Performed well throughout all laps. **Engine** – The engine made good power

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2015 CHEVROLET IMPALA 9C1

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Carrie Dooros - LAPD	04:39.31	75º F / 95º F	33.5
Robert Robinson - LASD	04:35.73	75º F / 93º F	34.0
Average Time	04:37.52	Average Speed	33.7

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 – Pedal travel feel was a little soft and travel was long but decal was still good. **Cornering/Handling** – This car displayed mild understeer in turns. **Transmission (Shift Points)** – Performed very well. **Engine** – The engine made good power

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2015 DODGE CHARGER V8 2.62

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Gary Correa - LAPD	04:31.62	83º F / 105º F	34.4
Ramiro Juarez - LASD	04:34.02	80º F / 100º F	34.2
Average Time	04:32.82	Average Speed	34.3

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

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Worked well on both laps. Easy to modulate and had good feel. No brake fade or pull experienced. **Cornering/Handling** – This car displayed minimal to moderate under steer in all turns. Steering was very quick and well balanced. **Transmission (Shift Points)** – Performed well throughout all laps. **Engine** – The engine made good power

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2015 FORD PI SEDAN AWD ECOBOOST

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Ramiro Juarez - LASD	04:18.68	78º F / 98º F	36.3
Gary Correa - LAPD	04:14.94	78º F / 102º F	36.8
Average Time	04:16.81	Average Speed	36.5

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 – Worked well on both laps. Pedal travel is long. Rate of decal/ bite is on the lower end. **Cornering/Handling** – Very good chassis - predicable **Transmission (Shift Points)** – Very good and consistent shifting points. **Engine** – Pulls very hard to redline. **Other** – Tires: Worked well and predictable

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2015 CHEVROLET CAPRICE V8 9C1

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Carrie Dooros - LAPD	04:35.00	84º F / 104º F	34.0
Robert Robinson - LASD	04:28.00	84º F / 105º F	34.9
Average Time	04:31.05	Average Speed	34.5

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

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Worked well on both laps. **Cornering/Handling** – This car was neutral in turns **Transmission (Shift Points)** – Worked well on both laps **Engine** – The engine made good power

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2015 FORD PI UTILITY AWD ECOBOOST

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Robert Robinson - LASD	04:31.82	84º F / 104º F	34.4
Carrie Dooros - LAPD	04:38.20	84º F / 105º F	33.7
Average Time	04:35.05	Average Speed	34.0

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

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Worked well on both laps but brake pedal travel seems long. **Cornering/Handling** – This car displayed minimal to moderate under steer in all turns. Very easy and smooth. **Transmission (Shift Points)** – Performed well throughout the laps. **Engine** – Strong and steady.

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2015 DODGE CHARGER V8 3.06 AWD

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Garry Correa - LAPD	04:19.00	78º F / 98º F	36.1
Ramiro Juarez - LASD	04:23.00	78º F / 102º F	35.6
Average Time	04:21.00	Average Speed	35.9

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

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Worked well on both laps. Very good, consistent and great confidence in stopping power. **Cornering/Handling** – Good chassis. Handled very well. However, it exhibit some understeer when driven in hard to tight corner. **Transmission (Shift Points)** – Good and consistent shifting points. **Engine** – Good: pulls extremely hard

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2015 CHEVROLET TAHOE PPV 2WD

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Robert Robinson - LASD	04:45.00	80º F / 100º F	32.8
Carrie Dooros - LAPD	04:49.00	77º F / 96º F	32.4
Average Time	04:47.00	Average Speed	32.6

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

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Worked well on both laps. **Cornering/Handling** – This car displayed minimal to moderate under steer in all turns. **Transmission (Shift Points)** – Appropriate shifting points in all laps **Engine** – The engine made good power

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2015 FORD PI UTILITY AWD 3.7L

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Ramiro Juarez - LASD	04:36.00	83º F / 105º F	33.9
Gary Correa - LAPD	04:32.00	80º F / 100º F	34.4
Average Time	04:34.00	Average Speed	34.2

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

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Worked well on all 8 laps. Good rate of decel- No issues with ABS, brake feel or pedal travel. **Cornering/Handling** – Great handling chassis, very well dampened. Good recovery from quick inputs, unfazed by rough driving inputs. **Transmission (Shift Points)** – Shifting points is consistent throughout the laps **Engine** – The engine made good power **Other**- Very well balanced vehicle. Great and consistent output. Well suited for Law Enforcement Agency!

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2015 DODGE CHARGER V6 3.07

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Robert Robinson - LASD	04:37.00	75º F / 95º F	33.8
Carrie Dooros - LAPD	04:36.00	75º F / 93º F	33.9
Average Time	04:36.05	Average Speed	33.8

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 – Worked well on both laps. **Cornering/Handling** – This car displayed mostly neutral handling. **Transmission (Shift Points)** – Performed well throughout the laps. **Engine** – The engine made good power

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2015 FORD PI SEDAN AWD 3.7L

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Robert Robinson - LASD	04:23.88	76º F / 93º F	35.4
Carrie Dooros - LAPD	04:32.58	78º F / 93º F	34.4
Average Time	04:28.23	Average Speed	34.9

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 – Worked well on both laps. **Cornering/Handling** – This car displayed minimal to moderate under steer in all turns. Steering was very quick and well weighed **Transmission (Shift Points)** – Always in correct gear. **Engine** – The engine made good power

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 9C1 3.6L	140.2ft @ 60MPH
Chevrolet Tahoe PPV 2WD	*151.6ft @ 60MPH
Chevrolet Tahoe PPV 4WD	*154.8ft @ 60MPH
Chevrolet Caprice V6 3.6L	135.7ft @ 60MPH
Chevrolet Caprice V8 6.0L	142.1ft @ 60MPH
Dodge Charger V6 2.62	133.3ft @ 60MPH
Dodge Charger V6 3.07	134.4ft @ 60MPH
Dodge Charger V8 2.62	137.5ft @ 60MPH
Dodge Charger V8 AWD 3.06	139.9ft @ 60MPH
Ford Police Interceptor Sedan FWD 3.5L	141.8ft @ 60MPH
Ford Police Interceptor Sedan AWD 3.7L	141.6ft @ 60MPH
Ford Police Interceptor Sedan AWD EcoBoost	143.1ft @ 60MPH
Ford Police Interceptor Utility AWD 3.7L	141.4ft @ 60MPH
Ford Police Interceptor Utility AWD EcoBoost	143.8ft @ 60MPH

*Vehicle was tested at later date after ABS software was updated: no brake parts were changed, 8 high speed laps were completed then brake test was performed with procedure listed on the protocol.

ACCELERATION EVALUATION RESULTS

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

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

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

ACCELERATION TEST RESULTS

SPEED	CHEVROLET TAHOE PPV 2WD	CHEVROLET TAHOE PPV 4WD	CHEVROLET CAPRICE 3.6L	CHEVROLET CAPRICE 6.0L
0 – 20 MPH	1.6 sec	2.3 sec	1.7 sec	1.8 sec
0 – 30 MPH	2.6 sec	3.4 sec	2.7 sec	2.7 sec
0 – 40 MPH	3.9 sec	4.8 sec	3.8 sec	3.7 sec
0 – 50 MPH	5.6 sec	6.5 sec	5.5 sec	5.0 sec
0 – 60 MPH	7.3 sec	8.3 sec	7.2 sec	6.4 sec
0 – 70 MPH	9.8 sec	11.0 sec	9.0 sec	8.3 sec
0 – 80 MPH	12.7 sec	14.1 sec	11.7 sec	10.3 sec
0 – 90 MPH	15.7 sec	17.3 sec	14.8 sec	12.5 sec
0 – 100 MPH	19.3 sec	21.2sec	17.9 sec	14.9 sec
30 – 60 MPH	5.2 sec	5.5 sec	4.5 sec	3.8 sec
60 – 100 MPH	12.0 sec	13.1 sec	10.4 sec	8.2 sec
***SS – ¼ Mile**	15.7 sec @ 90.1 mph	16.7 sec @ 88.0 mph	15.5 sec @ 92.4 mph	14.9 sec @99.9 mph

** Standing Start

SPEED	CHEVROLET IMPALA 3.6L	FORD POLICE INTERCEPTOR FWD 3.5L	FORD POLICE INTERCEPTOR AWD 3.7L	FORD POLICE INTERCEPTOR ECOBOOST AWD
0 – 20 MPH	1.8 sec	2.0 sec	2.0 sec	1.6 sec
0 – 30 MPH	2.9 sec	3.1 sec	3.0 sec	2.4 sec
0 – 40 MPH	4.0 sec	4.4 sec	4.3 sec	3.4 sec
0 – 50 MPH	5.5 sec	5.9 sec	5.8 sec	4.4 sec
0 – 60 MPH	7.2 sec	7.0 sec	7.9 sec	5.9 sec
0 – 70 MPH	9.0 sec	10.5 sec	10.1 sec	7.5 sec
0 – 80 MPH	11.8 sec	13.2 sec	12.6 sec	9.2 sec
0 – 90 MPH	15.0 sec	16.1 sec	15.6 sec	11.5 sec
0 – 100 MPH	18.4 sec	20.4 sec	19.4 sec	14.0 sec
30 – 60 MPH	4.3 sec	5.1 sec	4.9 sec	3.5 sec
60 – 100 MPH	11.4 sec	12.1 sec	11.3 sec	7.8 sec
***SS – ¼ Mile**	15.6 sec @ 91.9 mph	16.2 sec @ 90.4 mph	16.0 sec @ 91.4 mph	14.4 sec @ 101.6 mph

** Standing Start

ACCELERATION TEST RESULTS

SPEED	FORD POLICE INTERCEPTOR AWD UTILITY 3.7L	FORD POLICE INTERCEPTOR ECOBOOST UTILITY		
0 – 20 MPH	1.8 sec	1.6 sec		
0 – 30 MPH	3.0 sec	2.5 sec		
0 – 40 MPH	4.2 sec	3.5 sec		
0 – 50 MPH	6.1 sec	4.7 sec		
0 – 60 MPH	8.6 sec	6.5 sec		
0 – 70 MPH	11.0 sec	8.5 sec		
0 – 80 MPH	14.0 sec	10.6 sec		
0 – 90 MPH	17.9 sec	13.5 sec		
0 – 100 MPH	23.1 sec	16.6 sec		
30 – 60 MPH	5.5 sec	4.2 sec		
60 – 100 MPH	14.2 sec	9.8 sec		
***SS – ¼ Mile**	16.5 sec @ 86.4 mph	15.0 sec @ 95.1 mph		

** Standing Start

SPEED	DODGE CHARGER 3.6L V6 2.62	DODGE CHARGER 3.6L V6 3.07	DODGE CHARGER 5.7L V8 - 2.62	DODGE CHARGER 5.7L V8 AWD 3.06
0 – 20 MPH	1.9 sec	1.8 sec	1.5 sec	1.6 sec
0 – 30 MPH	3.2 sec	3.0 sec	2.5 sec	2.5 sec
0 – 40 MPH	4.6 sec	4.2 sec	3.4 sec	3.5 sec
0 – 50 MPH	6.0 sec	5.7 sec	4.6 sec	4.9 sec
0 – 60 MPH	7.8 sec	7.7 sec	6.0 sec	6.2 sec
0 – 70 MPH	10.1 sec	9.7 sec	7.5 sec	7.9 sec
0 – 80 MPH	12.6 sec	12.2 sec	9.3 sec	10.1 sec
0 – 90 MPH	15.3 sec	15.8 sec	11.9 sec	12.5 sec
0 – 100 MPH	20.1 sec	19.8 sec	14.5 sec	15.0 sec
30 – 60 MPH	5.0 sec	5.0	3.8 sec	3.9 sec
60 – 100 MPH	11.8 sec	11.7 sec	8.5 sec	9.0 sec
***SS – ¼ Mile**	16.0 sec @ 92.1 mph	15.9 sec @90.1 mph	14.4 sec @ 99.9mph	14.8 sec @ 99.1 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

2015 CHEVROLET IMPALA 9C1

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	302º F	248 º F	302º F	262° F
TESTED AT	208° F	210°F	185°F	199°F

2015 CHEVROLET TAHOE 2WD

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	302º F	248º F	302º F	262° F
TESTED AT	239°F	226°F	202º F	212°F

2015 CHEVROLET TAHOE 4WD

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	298º F	N/A-Elec.	262° F
TESTED AT	248°F	228°F	N/A-Elec.	214°F

2015 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	239°F	216°F	N/A-Elec.	194°F

2015 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	255°F	219°F	N/A-Elec.	207°F

VEHICLE HEAT EVALUATION

2015 DODGE CHARGER 5.7L V8 2.62

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	310º F	284º F	N/A-Elec.	260° F
TESTED AT	230°F	190°F	N/A-Elec.	212°F

2015 DODGE CHARGER 5.7LV8 AWD 3.06

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	310º F	284º F	N/A-Elec.	260° F
TESTED AT	230°F	213°F	N/A-Elec.	217°F

2015 DODGE CHARGER 3.6L V6 2.62

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	275º F	N/A-Elec.	262° F
TESTED AT	210°F	197°F	N/A-Elec.	208°F

2015 DODGE CHARGER 3.6L V6 3.07

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	275º F	N/A-Elec.	262° F
TESTED AT	219°F	199°F	N/A-Elec.	210°F

VEHICLE HEAT EVALUATION

2015 FORD POLICE INTERCEPTOR SEDAN FWD 3.5L

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	275º F	N/A-Elec.	262° F
TESTED AT	221°F	235°F	N/A-Elec.	193°F

2015FORD POLICE INTERCEPTOR SEDAN AWD 3.7L

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	275º F	N/A-Elec.	262° F
TESTED AT	234°F	243°F	N/A-Elec.	196°F

2015FORD 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	234°F	223°F	N/A-Elec.	188°F

2015 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	238°F	232°F	N/A-Elec.	197°F

2015 FORD POLICE INTERCEPTOR UTILITY AWD ECOBOOST

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	275º F	N/A-Elec.	262° F
TESTED AT	237°F	215°F	N/A-Elec.	198°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

2015 CHEVROLET IMPALA

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	3dB 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-5000Portable.

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

2015 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.

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

2015 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.

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

2015 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.

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

2015 DODGE CHARGER 5.7L V8 2.62

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	3dB Gain Whip	Roof

FREQUENCY: 483.0875 MHz

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-90dBm	-94dBm	2dBm
Engine Idle (No Acc.)	-88dBm	-92dBm	4dBm
Engine High RPM (No Acc.)	-88dBm	-92dBm	4dBm
Engine Idle W/Air	-87dBm	-92dBm	4dBm
Engine Idle W/ Lights	-87dBm	-92dBm	4dBm
Engine Idle W/Heater	-87dBm	-92dBm	4dBm
Engine Idle W/All Acc.	-87dBm	-92dBm	4dBm
Engine High RPM W/All Acc.	-88dBm	-92dBm	4dBm

Also Tested: Monitored approx. 300 frequencies.

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

** 1 – Poor 5 – Average 10 – Outstanding

COMMUNICATION NOISE EVALUATION

2015 DODGE CHARGER 3.6L V6

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	3dB Gain Whip	Roof

FREQUENCY: 482.8375 MHz

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-91dBm	-94dBm	2dBm
Engine Idle (No Acc.)	-90dBm	-93dBm	3dBm
Engine High RPM (No Acc.)	-90dBm	-93dBm	3dBm
Engine Idle W/Air	-90dBm	-93dBm	3dBm
Engine Idle W/ Lights	-90dBm	-93dBm	3dBm
Engine Idle W/Heater	-90dBm	-93dBm	3dBm
Engine Idle W/All Acc.	-90dBm	-93dBm	3dBm
Engine High RPM W/All Acc.	-90dBm	-93dBm	3dBm

Also Tested: Monitored approx. 300 frequencies. No spurious signal detected. Radios used XTS-3000 and XTS-5000 portable.

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

** 1 – Poor 5 – Average 10 – Outstanding

COMMUNICATION NOISE EVALUATION

2015 DODGE CHARGER 5.7L AWD

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	3dB Gain Whip	Roof

FREQUENCY: 482.8375 MHz

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-90dBm	-94dBm	1dBm
Engine Idle (No Acc.)	-90dBm	-93dBm	2dBm
Engine High RPM (No Acc.)	-90dBm	-93dBm	2dBm
Engine Idle W/Air	-90dBm	-93dBm	2dBm
Engine Idle W/ Lights	-90dBm	-93dBm	2dBm
Engine Idle W/Heater	-90dBm	-93dBm	2dBm
Engine Idle W/All Acc.	-90dBm	-93dBm	2dBm
Engine High RPM W/All Acc.	-90dBm	-93dBm	2dBm

Also Tested: Monitored approx. 200 frequencies. Spurious signal detected at 484,000. Radios used XTS-3000 and XTS-5000 portable.

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

** 1 – Poor 5 – Average 10 - Outstanding

COMMUNICATION NOISE EVALUATION

2015 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.

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

2015 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.

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

2015 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.

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

2015 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 and XTS-5000 portable.

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

2015 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.

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.

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

ERGONOMICS EVALUATION

2015 CHEVROLET IMPALA

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6
DRIVERS COMMENTS		
Windshield and window size were excellent		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 o'clock Position	5.8	5.8
4 o'clock Position	5.2	5.2
5 o'clock Position	5.4	5.4
6 o'clock Position	5.4	5.4
7 o'clock Position	5.4	5.4
8 o'clock Position	5.4	5.4
9 o'clock Position	5.8	5.8
DRIVERS COMMENTS		
Side mirrors are very small.		

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	4.2
Seat Position	Range of Adjustment	5.4
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	4.2
Seat to Controls	Steering Wheel, Pedals, Dashboard	5.4
Headrest Position: With Hat/Helmet	Adequacy	4.8
Headrest Position: Without Hat/Helmet	Adequacy	5.2
Headroom	Adequacy	5.4
Legroom	Adequacy	5.4
Seatbelt	Ease of Hook-Up/Release	5.4
Shoulder Strap	Interference with duty gear	5.4
DRIVERS COMMENTS		
Cabin feels tight causing gun interruption with the seat. 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	5.4
Instrument Visibility	Can You See Them	6.4
Instrument Legibility	Can You Read Them	6.4
DRIVERS COMMENTS		
Instrument cluster placement is good, easy to read and understand.		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	6
Shift Lever	Accessibility, Indicator Visibility	6
Knobs & Switches	Location, Visibility, Markings, Arrangement	6
Pedals	Location	6
Pedals	Size	6
Pedals	Spacing (Do you hit more than one pedal with boots on?)	6
Parking Brake	Location	6
Parking Brake	Method of Release.	6
DRIVERS COMMENTS		
All controls are user friendly and simple.		

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	5.4
Rearview Mirror	Size	5.4
Rearview Mirror	Ease of Adjustment	5.4
Rearview Mirror	Distortion	5.4
Driver Side Mirror	Placement	5.4
Driver Side Mirror	Size	4.8
Driver Side Mirror	Ease of Adjustment	5.4
Driver Side Mirror	Distortion	4.8
Passenger Side Mirror	Placement	4.8
Passenger Side Mirror	Size	4.8
Passenger Side Mirror	Ease of Adjustment	5.4
Passenger Side Mirror	Distortion	5.4
DRIVERS COMMENTS		
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	5.2
Rear Door	Ease of Ingress/Egress	5.2
Window & Door Handles	Accessibility, Ease of Operation	5.2
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	5.2
Headroom	Adequacy	5.2
Legroom	Adequacy	5.2
Seatbelt	Ease of Hook-Up/Release	52
DRIVERS COMMENTS		
Seat comfort is bad. Entry/exit from rear doors a little difficult.		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	5.7
Lid	Size of Opening	6.7
Compartment	Ease of Loading/Unloading	6.7
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		

PARRALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5.8
DRIVER COMMENTS		

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

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	6
DRIVER COMMENTS		

ERGONOMICS EVALUATION

2015 CHEVROLET TAHOE

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

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		

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		

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		

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		

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		

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		

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		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	8
Lid	Size of Opening	8
Compartment	Ease of Loading/Unloading	8
DRIVERS COMMENTS		

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6
DRIVER COMMENTS		

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

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	6
DRIVER COMMENTS		

ERGONOMICS EVALUATION

2015 CHEVROLET CAPRICE

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5.8
DRIVERS COMMENTS		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 O'clock Position	6.4	6.4
4 O'clock Position	5.4	5.4
5 O'clock Position	5.2	5.2
6 O'clock Position	5.4	5.4
7 O'clock Position	5.2	5.2
8 O'clock Position	5.4	5.4
9 O'clock Position	5.4	5.4
DRIVERS COMMENTS		
Good visibility right side. Left side has blind spots due to pillar placement.		

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	
Seat Position	Range of Adjustment	6.4
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	6.4
Seat to Controls	Steering Wheel, Pedals, Dashboard	6.4
Headrest Position: With Hat/Helmet	Adequacy	6.4
Headrest Position: Without Hat/Helmet	Adequacy	6.4
Headroom	Adequacy	5.8
Legroom	Adequacy	6.4
Seatbelt	Ease of Hook-Up/Release	5.8
Shoulder Strap	Interference with duty gear	6.4
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	6.2
Instrument Visibility	Can You See Them	6.2
Instrument Legibility	Can You Read Them	6.2
DRIVERS COMMENTS		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	6.2
Shift Lever	Accessibility, Indicator Visibility	6.2
Knobs & Switches	Location, Visibility, Markings, Arrangement	6.2
Pedals	Location	6.2
Pedals	Size	6.2
Pedals	Spacing (Do you hit more than one pedal with boots on?)	6.2
Parking Brake	Location	6.2
Parking Brake	Method of Release.	6.2
DRIVERS COMMENTS		
All controls are within easy reach. Pedals placed comfortably but driver's floor area tight. Gear shift lever is too close to wiper control lever.		

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	5.8
Rearview Mirror	Size	5.8
Rearview Mirror	Ease of Adjustment	5.8
Rearview Mirror	Distortion	5.8
Driver Side Mirror	Placement	5.8
Driver Side Mirror	Size	5.8
Driver Side Mirror	Ease of Adjustment	5.8
Driver Side Mirror	Distortion	5.8
Passenger Side Mirror	Placement	5.8
Passenger Side Mirror	Size	5.8
Passenger Side Mirror	Ease of Adjustment	5.8
Passenger Side Mirror	Distortion	5.8
DRIVERS COMMENTS		
Outside mirrors are too small and placed low.		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	5.6
Rear Door	Ease of Ingress/Egress	5.7
Window & Door Handles	Accessibility, Ease of Operation	5.8
DRIVERS COMMENTS		

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6.2
Headroom	Adequacy	6.2
Legroom	Adequacy	6.2
Seatbelt	Ease of Hook-Up/Release	5.6
DRIVERS COMMENTS		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	6.2
Lid	Size of Opening	6.2
Compartment	Ease of Loading/Unloading	6.2
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	5.6
DRIVER COMMENTS		

PARRALLEL PARK – DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5.6
DRIVER COMMENTS		

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5.6
DRIVER COMMENTS		
Vehicle felt comfortable, had good turning radius, and was easy to turn. Some visibility issues with large rear pillar.		

ERGONOMICS EVALUATION

2015 DODGE CHARGER

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.6
DRIVERS COMMENTS		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 O'clock Position	6.5	6.2
4 O'clock Position	6.2	6.2
5 O'clock Position	6.2	5.8
6 O'clock Position	6.0	5.6
7 O'clock Position	6.6	6.2
8 O'clock Position	6.2	5.8
9 O'clock Position	6.4	6.4
DRIVERS COMMENTS		

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6.2
Seat Position	Range of Adjustment	6.8
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	6.4
Seat to Controls	Steering Wheel, Pedals, Dashboard	6.4
Headrest Position: With Hat/Helmet	Adequacy	6.8
Headrest Position: Without Hat/Helmet	Adequacy	6.4
Headroom	Adequacy	6
Legroom	Adequacy	6
Seatbelt	Ease of Hook-Up/Release	6.2
Shoulder Strap	Interference with duty gear	6.2
DRIVERS COMMENTS		

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	5.7
Instrument Visibility	Can You See Them	6.4
Instrument Legibility	Can You Read Them	5.8
DRIVERS COMMENTS		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	6.4
Shift Lever	Accessibility, Indicator Visibility	6.2
Knobs & Switches	Location, Visibility, Markings, Arrangement	6.0
Pedals	Location	6.4
Pedals	Size	6.4
Pedals	Spacing (Do you hit more than one pedal with boots on?)	6.0
Parking Brake	Location	6.2
Parking Brake	Method of Release.	6.2
DRIVERS COMMENTS		

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	6.4
Rearview Mirror	Size	5.8
Rearview Mirror	Ease of Adjustment	6.4
Rearview Mirror	Distortion	6.0
Driver Side Mirror	Placement	6.4
Driver Side Mirror	Size	6.2
Driver Side Mirror	Ease of Adjustment	6.4
Driver Side Mirror	Distortion	6.0
Passenger Side Mirror	Placement	6.4
Passenger Side Mirror	Size	6.2
Passenger Side Mirror	Ease of Adjustment	6.4
Passenger Side Mirror	Distortion	6.0
DRIVERS COMMENTS		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	6.2
Rear Door	Ease of Ingress/Egress	6.2
Window & Door Handles	Accessibility, Ease of Operation	6.4
DRIVERS COMMENTS		

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6.2
Headroom	Adequacy	6.2
Legroom	Adequacy	6.2
Seatbelt	Ease of Hook-Up/Release	5.8
DRIVERS COMMENTS		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	5.4
Lid	Size of Opening	5.2
Compartment	Ease of Loading/Unloading	5.2
DRIVERS COMMENTS		

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

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

PARRALLEL PARK - INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.2
DRIVER COMMENTS		

PARRALLEL PARK – DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.2
DRIVER COMMENTS		

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.2
DRIVER COMMENTS		

ERGONOMICS EVALUATION

2015 FORD POLICE INTERCEPTOR SEDAN

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.5
DRIVERS COMMENTS		
Overall visibility good.		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 O'clock Position	6	5.5
4 O'clock Position	6	5.5
5 O'clock Position	6	4.5
6 O'clock Position	6	4.5
7 O'clock Position	6	4.5
8 O'clock Position	6	5.5
9 O'clock Position	6	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	6.5
Seat Position	Range of Adjustment	8
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	7
Seat to Controls	Steering Wheel, Pedals, Dashboard	7
Headrest Position: With Hat/Helmet	Adequacy	6.5
Headrest Position: Without Hat/Helmet	Adequacy	6.5
Headroom	Adequacy	6.5
Legroom	Adequacy	8
Seatbelt	Ease of Hook-Up/Release	6.5
Shoulder Strap	Interference with duty gear	6.5
DRIVERS COMMENTS		
Seat is comfortable.		

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	5.5
Instrument Visibility	Can You See Them	5.5
Instrument Legibility	Can You Read Them	5.5
DRIVERS COMMENTS		
Instrument placement and visibility is good.		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	6
Shift Lever	Accessibility, Indicator Visibility	4.5
Knobs & Switches	Location, Visibility, Markings, Arrangement	6
Pedals	Location	6
Pedals	Size	6
Pedals	Spacing (Do you hit more than one pedal with boots on?)	6
Parking Brake	Location	6
Parking Brake	Method of Release.	6
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	6
Rearview Mirror	Size	5.5
Rearview Mirror	Ease of Adjustment	6
Rearview Mirror	Distortion	5.5
Driver Side Mirror	Placement	6
Driver Side Mirror	Size	6
Driver Side Mirror	Ease of Adjustment	6
Driver Side Mirror	Distortion	5.5
Passenger Side Mirror	Placement	6
Passenger Side Mirror	Size	5.5
Passenger Side Mirror	Ease of Adjustment	6
Passenger Side Mirror	Distortion	5.5
DRIVERS COMMENTS		
Mirror placement is good. Convex mirror placement can be confusing.		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	7
Rear Door	Ease of Ingress/Egress	7
Window & Door Handles	Accessibility, Ease of Operation	6.5
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	6
Headroom	Adequacy	6
Legroom	Adequacy	6
Seatbelt	Ease of Hook-Up/Release	5.5
DRIVERS COMMENTS		
Minimal headroom in rear seat. Difficult ingress/egress.		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	6
Lid	Size of Opening	6
Compartment	Ease of Loading/Unloading	6
DRIVERS COMMENTS		
Adequate trunk space, although shallow.		

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	4.5
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	5.5
DRIVER COMMENTS		
Rear window has poor visibility.		

PARRALLEL PARK - INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5.5
DRIVER COMMENTS		
Average.		

PARRALLEL PARK – DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5.5
DRIVER COMMENTS		
Slightly better than incline.		

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5.5
DRIVER COMMENTS		
Rear visibility hindered by small rear window and high rear dash.		

ERGONOMICS EVALUATION

2015 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	7.5	7.5
4 O'clock Position	7.5	7.5
5 O'clock Position	7.5	7.5
6 O'clock Position	7.5	7.5
7 O'clock Position	7.5	7.5
8 O'clock Position	7.5	7.5
9 O'clock Position	7.5	7.5
DRIVERS COMMENTS		

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	5.7
Seat to Controls	Steering Wheel, Pedals, Dashboard	5.7
Headrest Position: With Hat/Helmet	Adequacy	5.7
Headrest Position: Without Hat/Helmet	Adequacy	5.7
Headroom	Adequacy	5.7
Legroom	Adequacy	7
Seatbelt	Ease of Hook-Up/Release	7
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	6.7
Instrument Visibility	Can You See Them	6.7
Instrument Legibility	Can You Read Them	6.7
DRIVERS COMMENTS		
All instruments visible. Very good visibility.		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	6.7
Shift Lever	Accessibility, Indicator Visibility	6.7
Knobs & Switches	Location, Visibility, Markings, Arrangement	6.7
Pedals	Location	6.7
Pedals	Size	6.7
Pedals	Spacing (Do you hit more than one pedal with boots on?)	6.7
Parking Brake	Location	6.7
Parking Brake	Method of Release.	6.7
DRIVERS COMMENTS		

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	5
Driver Side Mirror	Ease of Adjustment	5
Driver Side Mirror	Distortion	5
Passenger Side Mirror	Placement	5
Passenger Side Mirror	Size	6.7
Passenger Side Mirror	Ease of Adjustment	6.7
Passenger Side Mirror	Distortion	6.7
DRIVERS COMMENTS		
Larger mirrors would be helpful.		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	6.6
Rear Door	Ease of Ingress/Egress	6.6
Window & Door Handles	Accessibility, Ease of Operation	6.6
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	7
Lid	Size of Opening	7
Compartment	Ease of Loading/Unloading	7.2
DRIVERS COMMENTS		
Plenty of room for gear.		

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.6
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	6.7
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	6.7
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	6.7
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	6.7
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 2WD	12 mpg*
Chevrolet Tahoe 5.3L 4WD	
Chevrolet Caprice 3.6L	20 mpg*
Chevrolet Caprice 6.0L	16 mpg*
Dodge Charger – 3.6L 2.62	
Dodge Charger – 3.6L 3.07	20 mpg*
Dodge Charger – 5.7L 2.62	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*

*Figures are from previous year.