

# POLICE VEHICLE EVALUATION

## Model Year 2021





**STATE OF MICHIGAN**  
**Department of State Police**  
**and**  
**Department of Technology, Management and Budget**

A large, semi-transparent watermark of the Michigan State Police badge is centered on the page. The badge is blue with yellow text and features a central seal with a figure and the motto 'CIRCUMSPICE'.

**2021 Model Year**  
**Police Vehicle Evaluation Program**

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# PREFACE

The Michigan State Police Vehicle Test Team is pleased to announce the results of the 2021 Model Year Police Vehicle Evaluation. This year we tested ten patrol vehicles. We appreciate your continued support and encouragement. The vehicles evaluated this year included the following:

## **POLICE CATEGORY**

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Chevrolet Tahoe 5.3L RWD

Chevrolet Tahoe 5.3L 4WD

Dodge Charger 3.6L AWD

Dodge Charger 5.7L RWD

Dodge Durango 3.6L AWD

Dodge Durango 5.7L AWD

Ford Police Interceptor Utility Hybrid AWD

Ford Police Interceptor Utility 3.0L EcoBoost AWD

Ford Police Interceptor Utility 3.3L AWD

Ford F150 Police Responder 3.5L EcoBoost



# GENERAL INFORMATION

All patrol vehicles were tested with a clean roof (no overhead light or light bar) and without “A” pillar mount spotlights. We believe this is the best way to ensure all the vehicles are tested on an equal basis. Remember that once overhead lights, spotlights, radio antennas, sirens, and other emergency equipment are installed, overall performance may be somewhat lower than we report.

Each vehicle was tested with the tires that are available as original equipment on the production model. Specific tire information for each vehicle is available in the Vehicle Description portion of this report. All vehicles listed in this report were equipped with electronic speed limiters unless otherwise noted.

The manufacturers could submit a one-half page highlight of their vehicle. These highlights will be included with the vehicle description and photograph. This information is direct from the manufacturer and is not an opinion or endorsement from the Michigan State Police. It is only an attempt to give the consumer the most information about the vehicle.

## **Chelsea Proving Grounds - Acceleration, Top Speed, & Braking Tests**

Acceleration and Top Speed tests were performed at the Chelsea Proving Grounds. This 4.7-mile 140 mph neutral steer banked oval provides ample space to obtain accurate test results in these areas.

The Brake test is also performed at the Chelsea Proving Grounds, utilizing lanes one and two of the straightaway on the eastside of the oval.

We would like to thank Mr. Greg Spicher for the assistance we received from the staff at the Chelsea Proving Grounds.

## **Grattan Raceway - Vehicle Dynamics Test**

Vehicle Dynamics testing was performed at Grattan Raceway. This two-mile road course provides a realistic environment to test vehicles in dynamics and continues to produce comprehensive results regarding durability and performance.

We appreciate the support we received from Chevrolet, Fiat Chrysler Automobiles (FCA), and Ford Motor Company during testing.

# Vehicle Testing History, Pursuit Ratings, and Purchasing Specifications

The Michigan State Police (MSP) began testing patrol cars in the 1950s. At that time, quotations were requested from manufacturers and only the vehicle with the lowest quotation was tested to see if it met our purchasing requirements. Years later, the quotations received from manufacturers were only four dollars apart. At that point, the MSP decided to test all vehicles to select the best vehicle. The equipment used to measure speed and distance has evolved from tape measure to global positioning systems providing more accurate measurements, making the MSP vehicle testing an internationally recognized resource for law enforcement agencies.

The term pursuit rated vehicle has recently been called into question as no one fully understands what this term represents. The term pursuit capable is more appropriate as there is no sanctioning body, or specific performance criteria, to determine if the vehicle meets a specialized designation. Each vehicle has been modified from a civilian vehicle to perform better under the rigors of police use. These vehicles are engineered to repetitively stop in a shorter distance, accelerate faster, and handle better than the base platform. Modifications to engines, cooling systems, transmissions and shifting parameters, brakes, tires, stability control programming, and other changes may all be included as part of the manufacturers police package.

The manufacturers provide upcoming model year vehicles to both the MSP and Los Angeles County Sheriff's Department to be tested for suitability in their respective operations. Historically, successful results at both test sites have validated the manufacturers' engineering efforts in building a car capable of handling the stress associated with police pursuits. Neither the MSP, nor the Los Angeles County Sheriff's Department, has the authority or credentials to award the term pursuit rated to any vehicle.

The MSP has performance criteria attached to its purchasing specifications. The criteria historically have been that a vehicle must accelerate from 0 – 60 mph in 9.0 seconds, 0 – 80 mph in 14.9 seconds, and 0 – 100 mph in 24.6 seconds. The vehicle must reach 110 mph in 0.92 mile and 120 mph in 1.70 miles. The vehicle must maintain an average deceleration rate of 25.79 ft./sec<sup>2</sup> while performing twenty 60 – 0 mph full anti-lock brake stops. The vehicle must also successfully complete all 32 laps of the Grattan Raceway dynamics testing without major component failure. Meeting the above criteria does not certify a vehicle as being pursuit rated, rather it justifies a vehicle can perform the job function the MSP requires in a police vehicle. When reading the testing results in this book, it is up to each agency to determine if the vehicle is suitable for the mission of their agency.

We recommend you review the information contained in this report and then apply it to the needs of your agency. This report is not an endorsement of products, but a means of learning what is available for your officers so they can do their job effectively and safely. If anything in this report requires further explanation or clarification, please call, or write.

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**Michigan State Police, Precision Driving Unit, 7426 North Canal Road, Lansing, Michigan 48913**

# ACKNOWLEDGEMENTS

We would like to thank the following contributors. We are grateful for their support and encouragement toward our goal: a safe, successful testing program that benefits the law enforcement community nationwide and beyond.

Col. Joe Gasper, Director, Michigan Department of State Police  
Lt. Col. Amy Dehner, Chief Deputy Director, Executive Operations  
Lt. Col. Chris Kelenske, Senior Deputy Director, Field Support Bureau  
Lt. Col. Kyle Bowman, Senior Deputy Director, Field Operations Bureau  
Maj. Beth Clark, Senior Management Executive, Field Support Bureau  
Maj. Michael Krumm, Senior Management Executive, Field Operations Bureau  
Maj. Emmitt McGowan, Senior Management Executive, Field Operations Bureau  
Capt. James Grady, Commander, Training Division

Personnel from the Michigan Department of Technology, Management and Budget  
Vehicle and Travel Services

Mr. Greg Spicher and personnel from Chelsea Proving Grounds  
Mr. Sam Faasen and personnel from Grattan Raceway Park

Photographs by Ms. Kim Dowling, Michigan State Police  
Vehicle Evaluation book prepared by Ms. Ashly O'Brien, Michigan State Police, Precision Driving Unit

The Michigan State Police Precision Driving Unit would like to extend a very special thank you to Chevrolet, Fiat Chrysler Automobiles, and Ford Motor Company for their hard work in building and preparing the test vehicles. We are grateful for your dedication to law enforcement. Law enforcement officers rely on these vehicles to perform a vast array of duties.

Finally, thank you to all in the United States and Canada who represent law enforcement and purchasing agencies for your constant encouragement and support. We are proud to contribute to the law enforcement community.

Michigan State Police, Vehicle Test Team:

## Team Photo



**Back Row:** Ret. Sgt. David "Doc" Halliday, Lt. Mike McCarthy, Tpr. Jeff Mercer, Sgt Nick Darlington, Sgt. Pat Agema  
**Front Row:** Tpr. Eddie Ricklefs, Sgt. John Looney, Sgt. Tim Thompson, Ms. Ashly O'Brien, Sgt. Doug Schutter,

# TEST EQUIPMENT

The following test equipment is utilized during the Acceleration, Top Speed, Braking, and Vehicle Dynamics portions of the evaluation program.

**Racelogic USA** 27240 Haggerty Rd. Suite E17, Farmington Hills, MI 48331

- VBox 3i Data Collection System

**AMB i.t. US-INC** 1631 Phoenix Blvd. Suite 11, College Park, GA 30349

- Orbits 5.2 Extended Loop Decoder
- AMB TranX260 Transponders

**Stilo Helmets USA** 9A Electronics Ave., Danvers, MA 01923

- Test Driver Helmet- ST5 GT Carbon Fiber

**Simpson Race Products** 328 FM 306, New Braunfels, TX 78130

- Hybrid S Head and Neck Restraint

**Motorola Solutions** 1303 East Algonquin Road, Schaumburg, IL 60196

- Mag One BPR 40 Two-Way Radio

The logo of the Michigan State Police is centered on the page. It features a blue shield with a yellow border. The word "MICHIGAN" is written in yellow, bold, sans-serif capital letters across the top of the shield. The word "STATE POLICE" is written in yellow, bold, sans-serif capital letters across the bottom. In the center of the shield is a circular seal containing a figure on horseback, with the words "STATE POLICE" and "1820" visible within the seal. Two yellow, pointed shapes extend from the sides of the shield, resembling a star or wings.

**VEHICLE DESCRIPTIONS  
AND  
PHOTOGRAPHS**

# Chevrolet Tahoe 5.3L RWD



|  |                               |
|--|-------------------------------|
| <b>MAKE &amp; MODEL</b>                                | 2021 Chevrolet Tahoe 2WD      |
| <b>SALES CODE</b>                                      | 9C1                           |
| <b>POWERTRAIN INFORMATION</b>                          |                               |
| <b>CUBIC INCHES</b>                                    | 325                           |
| <b>LITERS</b>  | 5.3                           |
| <b>DRIVE SYSTEM</b>                                    | Rear Wheel Drive              |
| <b>HORSEPOWER</b>                                      | 355 HP                        |
| <b>TORQUE</b>  | 383 ft./lbs.                  |
| <b>ALTERNATOR</b>                                      | 250 AMP                       |
| <b>BATTERY</b>   | 900 Primary 760 Auxiliary CCA |
| <b>TRANSMISSION</b>                                    | 10 Speed Automatic            |
| <b>AXLE RATIO</b>                                      | 3.23                          |
| <b>TURNING RADIUS</b>                                  | 39 ft.                        |
| <b>TIRE SIZE, LOAD &amp; SPEED RATING</b>              | 275/55 R-20                   |
| <b>GROUND CLEARANCE, MINIMUM</b>                       | 7.1 inches                    |
| <b>BRAKE SYSTEM</b>                                    | eBoost ABS disc/disc          |
| <b>FUEL CAPACITY</b>                                   | 24 Gallons/90.85 Liters       |
| <b>MANUFACTURER LIMITED TOP SPEED</b>                  | 130 mph                       |
| <b>GENERAL MEASUREMENTS</b>                            |                               |
| <b>WHEELBASE</b>                                       | 120.9 inches                  |
| <b>LENGTH</b>  | 210.7 inches                  |
| <b>CURB WEIGHT</b>                                     | 5,717 lbs.                    |
| <b>GVWR</b>  | 7200 lbs.                     |
| <b>HEIGHT</b>  | 75.8 inches                   |
| <b>INTERIOR VOLUME</b>                                 |                               |
| <b>FRONT</b>   | 64.1 cu. ft.                  |
| <b>REAR</b>  | 59.2 cu. ft.                  |
| <b>COMBINED</b>  | 123.2 cu. ft.                 |
| <b>TRUNK</b>   | 70.3 cu. ft.                  |
| <b>MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)</b> | 1600 lbs.                     |
| <b>EPA MILEAGE EST. (MPG)</b>                          |                               |
| <b>CITY</b>  | 15                            |
| <b>HIGHWAY</b>   | 19                            |
| <b>COMBINED</b>  | 16                            |

### MANUFACTURER VEHICLE HIGHLIGHTS

- The MY21 police Tahoe 2WD and 4WD has the following new enhancements
- 5.3L V-8 engine features Dynamic Fuel Management. DFM enables the engine to operate in up to 18 different cylinder patterns with as few as two cylinders to optimize power delivery and efficiency. High-performance rocker covers to improve crankcase ventilation during high lateral conditions.
  - Engine oil and transmission fluid utilize heavy-duty cooling systems specific for law enforcement applications.
  - 10-speed automatic transmission with ETRS.
  - New independent rear suspension and 5" longer wheelbase
  - Firestone Firehawk Pursuit 20" tires and steel wheels.
  - Specific suspension tuning with unique monotube dampers, coil springs and stabilizer bars.
  - Lower ride height compared to civilian model.
  - Heavy-duty braking system with large front Brembo six-piston aluminum mono-block calipers on 16-inch rotors with heavy duty semi metallic brake linings.
  - Heavy-duty, clutch-type limited slip rear differential.
  - 6000 lb. towing rating.
  - Certified 140 mph speedometer
  - Class-leading interior space. The new Tahoe police-specific front seats provide additional hip room, allowing officers' utility belts to fit more comfortably. 2021 Tahoe police vehicles offer 70.3 cubic feet of cargo volume behind the second-row seat.
  - Rear door openings are 3.5 inches wider than the predecessor.
  - New exterior design with a high approach angle front fascia and front skid plate.
  - New police front row seats with comfort enhancements.
  - Available new 2<sup>nd</sup> row seat delete and Incomplete vehicle documentation.
  - New standard blunt-cut wire harness has 31 wire circuits to the cockpit, 56 wire circuits to the cargo area and 25 shared circuits to connect aftermarket equipment without removing major panels or components to reduce time and complexity of upfitting.
  - Repurpose the LH steering wheel-mounted buttons using the blunt-cut wires to perform initiating a Code 3 with lights and sirens or activating a department 2-way radio microphone.
  - Auxiliary 760-amp isolated battery to operate upfit equipment.
  - New 250A high-output alternator
  - 4G LTE Wi-Fi® Hotspot. Standard HD Rear Vision Camera and Rear Park Assist.
  - Standard Hitch Guidance helps officers attach a trailer.
  - Available Rear Camera Mirror
  - Keyless entry and push-to-start ignition
  - Optional OnStar
  - Available LED spot lamps
  - Available opened liftgate red/blue LED lighting
  - Available safety features are: Forward Collision Alert, Lane Keep Assist with Lane Departure Warning, Automatic Emergency Braking, Front Pedestrian Braking and Following Distance Indicator.
  - 4WD models offer a Terrain Mode
  - The 2021 Tahoe Police Pursuit Vehicle will be assembled at General Motors' Arlington Assembly in Texas

# Chevrolet Tahoe

## 5.3L 4WD



|  |                               |
|--|-------------------------------|
| <b>MAKE &amp; MODEL</b>  | 2021 Chevrolet Tahoe 5.3L 4WD |
| <b>SALES CODE</b>  | 9C1                           |
| <b>POWERTRAIN INFORMATION</b>  |                               |
| <b>CUBIC INCHES</b>  | 325                           |
| <b>LITERS</b>  | 5.3                           |
| <b>DRIVE SYSTEM</b>  | Four Wheel Drive              |
| <b>HORSEPOWER</b>  | 355 HP                        |
| <b>TORQUE</b>  | 383 ft./lbs.                  |
| <b>ALTERNATOR</b>  | 250 AMP                       |
| <b>BATTERY</b>   | 900 Primary 760 Auxiliary CCA |
| <b>TRANSMISSION</b>  | 10 Speed Automatic            |
| <b>AXLE RATIO</b>  | 3.23                          |
| <b>TURNING RADIUS</b>  | 39 ft.                        |
| <b>TIRE SIZE, LOAD &amp; SPEED RATING</b>  | 275/55 R-20,                  |
| <b>GROUND CLEARANCE, MINIMUM</b>   | 7.1 inches                    |
| <b>BRAKE SYSTEM</b>  | eBoost ABS disc/disc          |
| <b>FUEL CAPACITY</b>   | 24 Gallons/90.85 Liters       |
| <b>MANUFACTURER LIMITED TOP SPEED</b>  | 124 mph                       |
| <b>GENERAL MEASUREMENTS</b>  |                               |
| <b>WHEELBASE</b>   | 120.9 inches                  |
| <b>LENGTH</b>  | 210.7 inches                  |
| <b>CURB WEIGHT</b>   | 5,730 lbs.                    |
| <b>GVWR</b>  | 7400 lbs.                     |
| <b>HEIGHT</b>  | 75.9 inches                   |
| <b>INTERIOR VOLUME</b>   |                               |
| <b>FRONT</b>   | 64.1 cu. ft.                  |
| <b>REAR</b>  | 59.2 cu. ft.                  |
| <b>COMBINED</b>  | 123.2 cu. ft.                 |
| <b>TRUNK</b>   | 70.3 cu. ft.                  |
| <b>MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)</b>   | 1600 lbs.                     |
| <b>EPA MILEAGE EST. (MPG)</b>  |                               |
| <b>CITY</b>  | 14                            |
| <b>HIGHWAY</b>   | 18                            |
| <b>COMBINED</b>  | 16                            |
| <b>MANUFACTURER VEHICLE HIGHLIGHTS</b>   |                               |
| <p>The MY21 police Tahoe 2WD and 4WD has the following new enhancements</p> <ul style="list-style-type: none"> <li>• 5.3L V-8 engine features Dynamic Fuel Management. DFM enables the engine to operate in up to 18 different cylinder patterns with as few as two cylinders to optimize power delivery and efficiency. High-performance rocker covers to improve crankcase ventilation during high lateral conditions.</li> <li>• Engine oil and transmission fluid utilize heavy-duty cooling systems specific for law enforcement applications.</li> <li>• 10-speed automatic transmission with ETRS.</li> <li>• New independent rear suspension and 5" longer wheelbase</li> <li>• Firestone Firehawk Pursuit 20" tires and steel wheels.</li> <li>• Specific suspension tuning with unique monotube dampers, coil springs and stabilizer bars.</li> <li>• Lower ride height compared to civilian model.</li> <li>• Heavy-duty braking system with large front Brembo six-piston aluminum mono-block calipers on 16-inch rotors with heavy duty semi metallic brake linings.</li> <li>• Heavy-duty, clutch-type limited slip rear differential.</li> <li>• 6000 lb. towing rating.</li> <li>• Certified 140 mph speedometer</li> <li>• Class-leading interior space. The new Tahoe police-specific front seats provide additional hip room, allowing officers' utility belts to fit more comfortably. 2021 Tahoe police vehicles offer 70.3 cubic feet of cargo volume behind the second-row seat.</li> <li>• Rear door openings are 3.5 inches wider than the predecessor.</li> <li>• New exterior design with a high approach angle front fascia and front skid plate.</li> <li>• New police front row seats with comfort enhancements.</li> <li>• Available new 2<sup>nd</sup> row seat delete and incomplete vehicle documentation.</li> <li>• New standard blunt-cut wire harness has 31 wire circuits to the cockpit, 56 wire circuits to the cargo area and 25 shared circuits to connect aftermarket equipment without removing major panels or components to reduce time and complexity of upfitting.</li> <li>• Repurpose the LH steering wheel-mounted buttons using the blunt-cut wires to perform initiating a Code 3 with lights and sirens or activating a department 2-way radio microphone.</li> <li>• Auxiliary 760-amp isolated battery to operate upfit equipment.</li> <li>• New 250A high-output alternator</li> <li>• 4G LTE Wi-Fi® Hotspot. Standard HD Rear Vision Camera and Rear Park Assist.</li> <li>• Standard Hitch Guidance helps officers attach a trailer.</li> <li>• Available Rear Camera Mirror</li> <li>• Keyless entry and push-to-start ignition</li> <li>• Optional OnStar</li> <li>• Available LED spot lamps</li> <li>• Available opened liftgate red/blue LED lighting</li> <li>• Available safety features are: Forward Collision Alert, Lane Keep Assist with Lane Departure Warning, Automatic Emergency Braking, Front Pedestrian Braking and Following Distance Indicator.</li> <li>• 4WD models offer a Terrain Mode</li> <li>• The 2021 Tahoe Police Pursuit Vehicle will be assembled at General Motors' Arlington Assembly in Texas</li> </ul> |                               |

# Dodge Charger 3.6L AWD



|                         |                             |
|-------------------------|-----------------------------|
| <b>MAKE &amp; MODEL</b> | 2021 Dodge Charger 3.6L AWD |
| <b>SALES CODE</b>       | 28A                         |

|                               |  |
|-------------------------------|--|
| <b>POWERTRAIN INFORMATION</b> |  |
|-------------------------------|--|

|   |  |
|---|--|
| <b>CUBIC INCHES</b>                       | 220  |
| <b>LITERS</b>                             | 3.6L   |
| <b>DRIVE SYSTEM</b>                       | All Wheel Drive  |
| <b>HORSEPOWER</b>                         | 300 HP   |
| <b>TORQUE</b>                             | 260 ft./lbs.   |
| <b>ALTERNATOR</b>                         | 220 AMP  |
| <b>BATTERY</b>                            | 800 CCA  |
| <b>TRANSMISSION</b>                       | TorqueFlite Automatic, 8-Speed Overdrive 850RE                   |
| <b>AXLE RATIO</b>                         | 3.08   |
| <b>TURNING RADIUS</b>                     | 38.7 ft.   |
| <b>TIRE SIZE, LOAD &amp; SPEED RATING</b> | P225/60/R18, 99W, Goodyear Eagle RSA                             |
| <b>GROUND CLEARANCE, MINIMUM</b>          | 5.1 inches   |
| <b>BRAKE SYSTEM</b>                       | Power, Dual Piston Front/Single Piston Rear, 4 Channel Anti-Lock |
| <b>FUEL CAPACITY</b>                      | 18.5 Gallons/70.0 Liters   |
| <b>MANUFACTURER LIMITED TOP SPEED</b>     | 140 mph  |

|                             |  |
|-----------------------------|--|
| <b>GENERAL MEASUREMENTS</b> |  |
|-----------------------------|--|

|                    |              |
|--------------------|--------------|
| <b>WHEELBASE</b>   | 120.2 inches |
| <b>LENGTH</b>      | 198.4 inches |
| <b>CURB WEIGHT</b> | 4338 lbs.    |
| <b>GVWR</b>        | 5500 lbs.    |
| <b>HEIGHT</b>      | 58.4 inches  |

|                        |  |
|------------------------|--|
| <b>INTERIOR VOLUME</b> |  |
|------------------------|--|

|  |               |
|--|---------------|
| <b>FRONT</b>   | 55.6 cu. ft.  |
| <b>REAR</b>  | 49.2 cu. ft.  |
| <b>COMBINED</b>  | 104.7 cu. ft. |
| <b>TRUNK</b>   | 16.5 cu. ft.  |
| <b>MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)</b> | 1280 lbs.     |

|                               |  |
|-------------------------------|--|
| <b>EPA MILEAGE EST. (MPG)</b> |  |
|-------------------------------|--|

|                 |    |
|-----------------|----|
| <b>CITY</b>     | 18 |
| <b>HIGHWAY</b>  | 27 |
| <b>COMBINED</b> | 21 |

|  |  |
|--|--|
| <b>MANUFACTURER VEHICLE HIGHLIGHTS</b> |  |
|--|--|

For the 2021 model year, the Dodge Charger Pursuit is now, offered for the first time, in a V-6 all-wheel-drive (AWD) configuration that delivers 300 horsepower and 264 lb.-ft. of torque. This equates to maximum tactical performance, all-weather traction, and fuel-efficiency. Powered by the award-winning 3.6-liter Pentastar® V-6 and mated to the standard TorqueFlite eight-speed automatic transmission.

The 2021 Dodge Charger Pursuit advanced all-wheel-drive (AWD) system transitions seamlessly from RWD to AWD. This segment-exclusive active transfer case and front-axle disconnect system monitor and adapt to environmental/road conditions, vehicle mode and driver habits. This system improves traction, acceleration, and cornering balance.

Additional new standard features include an increase GVWR to 5,500 lbs., which equates to additional payload, as well as standard Apple CarPlay and Android Auto.

# Dodge Charger 5.7L RWD



|  |  |
|--|--|
| <b>MAKE &amp; MODEL</b>                                    | 2021 Dodge Charger 5.7L RWD                                      |
| <b>SALES CODE</b>  | 26A  |
| <b>POWERTRAIN INFORMATION</b>                              |  |
| <b>CUBIC INCHES</b>  | 345  |
| <b>LITERS</b>  | 5.7  |
| <b>DRIVE SYSTEM</b>  | Rear Wheel Drive   |
| <b>HORSEPOWER</b>  | 370 HP   |
| <b>TORQUE</b>  | 395 ft./lbs.   |
| <b>ALTERNATOR</b>  | 220 AMP  |
| <b>BATTERY</b>   | 800 CCA  |
| <b>TRANSMISSION</b>  | TORQUEFLITE Automatic, 8-Speed Overdrive 8HP70                   |
| <b>AXLE RATIO</b>  | 2.62   |
| <b>TURNING RADIUS</b>                                      | 37.7 ft.   |
| <b>TIRE SIZE, LOAD &amp; SPEED RATING</b>                  | P245/55/R18, 103V, Goodyear Eagle RSA                            |
| <b>GROUND CLEARANCE, MINIMUM</b>                           | 5.1 inches   |
| <b>BRAKE SYSTEM</b>  | Power, Dual Piston Front/Single Piston Rear, 4 Channel Anti-Lock |
| <b>FUEL CAPACITY</b>                                       | 18.5 Gallons/70.0 Liters   |
| <b>GENERAL MEASUREMENTS</b>                                |  |
| <b>WHEELBASE</b>   | 120.2 inches   |
| <b>LENGTH</b>  | 198.4 inches   |
| <b>CURB WEIGHT</b>   | 4356 lbs.  |
| <b>GVWR</b>  | 5500 lbs.  |
| <b>HEIGHT</b>  | 58.4 inches  |
| <b>INTERIOR VOLUME</b>                                     |  |
| <b>FRONT</b>   | 55.6 cu. ft.   |
| <b>REAR</b>  | 49.2 cu. ft.   |
| <b>COMBINED</b>  | 104.7 cu. ft.  |
| <b>TRUNK</b>   | 16.5 cu. ft.   |
| <b>MAXIMUM PAYLOAD CAPACITY<br/>(INCLUDING PASSENGERS)</b> | 1180 lbs.  |
| <b>EPA MILEAGE EST. (MPG)</b>                              |  |
| <b>CITY</b>  | 16   |
| <b>HIGHWAY</b>   | 25   |
| <b>COMBINED</b>  | 19   |

### MANUFACTURER VEHICLE HIGHLIGHTS

The 2021 Dodge Charger Pursuit rear-wheel-drive (RWD) comes standard with the legendary 5.7L HEMI® V-8 engine and the TorqueFlite eight-speed automatic transmission delivering 370 horsepower and an astonishing 395 lb.-ft of torque. The 5.7L HEMI® V-8 engine features Variable Valve Timing (VVT), which increases power output without sacrificing fuel economy through continuous adjusting of the camshaft tuning based on the level of performance required.

Additional new standard features include an increased GVWR to 5,500#, which equates to additional payload, as well as standard Apple CarPlay and Android Auto.

# Dodge Durango 3.6L AWD



|  |   |
|--|---|
| <b>MAKE &amp; MODEL</b>                                    | 2021 Dodge Durango 3.6L AWD   |
| <b>SALES CODE</b>  | 2BZ, 514  |
| <b>POWERTRAIN INFORMATION</b>                              |   |
| <b>CUBIC INCHES</b>  | 220   |
| <b>LITERS</b>  | 3.6L  |
| <b>DRIVE SYSTEM</b>  | All Wheel Drive   |
| <b>HORSEPOWER</b>  | 293 HP  |
| <b>TORQUE</b>  | 260 ft./lbs.  |
| <b>ALTERNATOR</b>  | 220 AMP   |
| <b>BATTERY</b>   | 650 CCA   |
| <b>TRANSMISSION</b>  | TORQUEFLITE Automatic, 8-Speed 850RE  |
| <b>AXLE RATIO</b>  | 3.45  |
| <b>TURNING RADIUS</b>                                      | 41.0 ft.  |
| <b>TIRE SIZE, LOAD &amp; SPEED RATING</b>                  | 255/60R18 108V Firestone Firehawk Pursuit                                     |
| <b>GROUND CLEARANCE, MINIMUM</b>                           | 8.1 inches  |
| <b>BRAKE SYSTEM</b>  | Power with dual piston front calipers, single piston rear calipers, anti-lock |
| <b>FUEL CAPACITY</b>                                       | 24.6 Gallons/93.1 Liters  |
| <b>GENERAL MEASUREMENTS</b>                                |   |
| <b>WHEELBASE</b>   | 119.8 inches  |
| <b>LENGTH</b>  | 201.2 inches  |
| <b>CURB WEIGHT</b>   | 4929 lbs.   |
| <b>GVWR</b>  | 6500 lbs.   |
| <b>HEIGHT</b>  | 70.9 inches   |
| <b>INTERIOR VOLUME</b>                                     |   |
| <b>FRONT</b>   | 54.4 cu. ft.  |
| <b>REAR</b>  | 44.8 cu. ft.  |
| <b>COMBINED</b>  | 99.2 cu. ft.  |
| <b>TRUNK</b>   | 47.7 cu. ft.  |
| <b>MAXIMUM PAYLOAD CAPACITY<br/>(INCLUDING PASSENGERS)</b> | 1550 lbs.   |
| <b>EPA MILEAGE EST. (MPG)</b>                              |   |
| <b>CITY</b>  | 18  |
| <b>HIGHWAY</b>   | 25  |
| <b>COMBINED</b>  | 21  |

### MANUFACTURER VEHICLE HIGHLIGHTS

Dodge recognizes that the heroic men and women who protect us, must be equipped with the best-performing pursuit rated vehicle. The demands of police work require a vehicle with exceptional maneuverability, power and fuel economy, and Dodge Durango Pursuit is ready for duty. It arrives on the scene with the award winning 3.6L Pentastar V6 paired to the fuel-friendly 8-speed transmission. Count on an abundance of new special features and police specific notable improvements, including an IP mounted shift lever, black steel wheels w/chrome center cap, Vehicle System Interface Module (VSIM), new and improved BR9 heavy-duty brakes, vinyl floor covering, invaluable automatic Tri-Zone temperature control to keep K9 units comfortable — plus a full list of standard and available safety and security features. This SUV earns its stripes with 84 cu.-ft. of cargo volume and a towing capacity of 6,200 lbs. It all adds up to complete capability for the toughest assignments — the foundation of Durango Pursuit.

With input from our Police Advisory Board (PAB) and our other law enforcement partners, the 2021 Durango Pursuit continues to add improvements to meet the high expectations and performance needs of the heroes who protect us

# Dodge Durango 5.7L AWD



|  |   |
|--|---|
| <b>MAKE &amp; MODEL</b>                                    | 2021 Dodge Durango 5.7L AWD   |
| <b>SALES CODE</b>  | 22Z, 514  |
| <b>POWERTRAIN INFORMATION</b>                              |   |
| <b>CUBIC INCHES</b>  | 345   |
| <b>LITERS</b>  | 5.7   |
| <b>DRIVE SYSTEM</b>  | All Wheel Drive   |
| <b>HORSEPOWER</b>  | 360 HP  |
| <b>TORQUE</b>  | 390 ft./lbs.  |
| <b>ALTERNATOR</b>  | 220 AMP   |
| <b>BATTERY</b>   | 800 CCA   |
| <b>TRANSMISSION</b>  | TORQUEFLITE Automatic, 8-Speed Overdrive 8HP70                                |
| <b>AXLE RATIO</b>  | 3.09  |
| <b>TURNING RADIUS</b>                                      | 41.0 ft.  |
| <b>TIRE SIZE, LOAD &amp; SPEED RATING</b>                  | 255/60R18 108V Firestone Firehawk Pursuit                                     |
| <b>GROUND CLEARANCE, MINIMUM</b>                           | 8.1 inches  |
| <b>BRAKE SYSTEM</b>  | Power with dual piston front calipers, single piston rear calipers, anti-lock |
| <b>FUEL CAPACITY</b>                                       | 24.6 Gallons/93.1 Liters  |
| <b>GENERAL MEASUREMENTS</b>                                |   |
| <b>WHEELBASE</b>   | 119.8 inches  |
| <b>LENGTH</b>  | 201.2 inches  |
| <b>CURB WEIGHT</b>   | 5214 lbs.   |
| <b>GVWR</b>  | 7100 lbs.   |
| <b>HEIGHT</b>  | 70.9 inches   |
| <b>INTERIOR VOLUME</b>                                     |   |
| <b>FRONT</b>   | 54.4 cu. ft.  |
| <b>REAR</b>  | 44.8 cu. ft.  |
| <b>COMBINED</b>  | 99.2 cu. ft.  |
| <b>TRUNK</b>   | 47.7 cu. ft.  |
| <b>MAXIMUM PAYLOAD CAPACITY<br/>(INCLUDING PASSENGERS)</b> | 1700 lbs.   |
| <b>EPA MILEAGE EST. (MPG)</b>                              |   |
| <b>CITY</b>  | 14  |
| <b>HIGHWAY</b>   | 22  |
| <b>COMBINED</b>  | 17  |

### MANUFACTURER VEHICLE HIGHLIGHTS

Dodge recognizes that the heroic men and women who protect us, must be equipped with the best-performing pursuit rated vehicle. The demands of police work require a vehicle with exceptional maneuverability, power and fuel economy, and Dodge Durango Pursuit is ready for duty. It arrives on the scene with the legendary 5.7-liter HEMI® V8 engine paired to the fuel-friendly 8-speed transmission. Count on an abundance of new special features and police specific notable improvements, including an IP mounted shift lever, black steel wheels w/chrome center cap, Vehicle System Interface Module (VSIM), new and improved BR9 heavy-duty brakes, vinyl floor covering, invaluable automatic Tri-Zone temperature control to keep K9 units comfortable — plus a full list of standard and available safety and security features. This SUV earns its stripes with 84 cu.-ft. of cargo volume and a towing capacity up to 7,200 lbs. It all adds up to complete capability for the toughest assignments — the foundation of Durango Pursuit.

With input from our Police Advisory Board (PAB) and our other law enforcement partners, the 2021 Durango Pursuit continues to add improvements to meet the high expectations and performance needs of the heroes who protect us.

# Ford Police Interceptor Utility Hybrid AWD



|  |   |
|--|---|
| <b>MAKE &amp; MODEL</b>                                | 2021 Police Interceptor Utility Hybrid AWD                                    |
| <b>SALES CODE</b>                                      | K8A, 99W  |
| <b>POWERTRAIN INFORMATION</b>                          |   |
| <b>CUBIC INCHES</b>                                    | 201 CI  |
| <b>LITERS</b>  | 3.3L Hybrid   |
| <b>DRIVE SYSTEM</b>                                    | All Wheel Drive   |
| <b>HORSEPOWER</b>                                      | 318 combined HP   |
| <b>TORQUE</b>  | 322 combined ft./lbs.   |
| <b>ALTERNATOR</b>                                      | DC/DC Converter: 220 AMP  |
| <b>BATTERY</b>   | 800 CCA   |
| <b>TRANSMISSION</b>                                    | 10 Speed  |
| <b>AXLE RATIO</b>                                      | 3.73:1  |
| <b>TURNING RADIUS</b>                                  | 40.4 ft.  |
| <b>TIRE SIZE, LOAD &amp; SPEED RATING</b>              | 255/60R18 108V  |
| <b>GROUND CLEARANCE, MINIMUM</b>                       | 7.4 inches  |
| <b>BRAKE SYSTEM</b>                                    | Power- dual piston calipers front, single piston calipers rear, 4 circuit ABS |
| <b>FUEL CAPACITY</b>                                   | 19.0 Gallons/72.0 Liters  |
| <b>GENERAL MEASUREMENTS</b>                            |   |
| <b>WHEELBASE</b>                                       | 119.1 inches  |
| <b>LENGTH</b>  | 198.8 inches  |
| <b>CURB WEIGHT</b>                                     | 5303 lbs.   |
| <b>GVWR</b>  | 6840 lbs.   |
| <b>HEIGHT</b>  | 69.2 inches   |
| <b>INTERIOR VOLUME</b>                                 |   |
| <b>FRONT</b>   | 59.7 cu. ft.  |
| <b>REAR</b>  | 58.4 cu. ft.  |
| <b>COMBINED</b>  | 118.0 cu. ft.   |
| <b>TRUNK</b>   | 52 cu. ft.  |
| <b>MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)</b> | 1670 lbs.   |
| <b>EPA MILEAGE EST. (MPG)</b>                          |   |
| <b>CITY</b>  | 23  |
| <b>HIGHWAY</b>   | 24  |
| <b>COMBINED</b>  | 24  |

### MANUFACTURER VEHICLE HIGHLIGHTS

**NEW FEATURES & CHANGES:**

- All-new for 2021 Model Year, the Ford Police Interceptor® Utility comes with standard Hybrid AWD and Ford Telematics
- Hybrid and AWD are ideal for law enforcement, due to optimal performance and significant potential fuel savings
- Potential fuel savings of over \$3,400 per year, per vehicle, at \$2.75/gallon; see [www.fordpoliceinterceptor.com](http://www.fordpoliceinterceptor.com) for details

**SAFETY:**

- Ford Police Interceptors are the only vehicles in the world designed and engineered for the 75-mph rear-impact crash test
- Optional factory-installed Police Perimeter Alert monitors approximately 270° and secures vehicle if threatening motion detected
- Optional Automatic Emergency Braking features unique temporary disable switch for Law Enforcement
- Optional Level III+ & IV+ NIJ Ballistic Panels – includes additional LAPD special threat rounds
- Optional factory-installed 12.1" Integrated Computer Screen allows laptops to be stored out of the way, reducing cabin clutter

**DURABILITY:**

- Enhanced police durability-cycle tested, proven real-world durability results

**PERFORMANCE:**

- New standard Hybrid powertrain provides increased horsepower, torque, acceleration, and top speed vs. 3.7L AWD, and had the fastest 0-60, 0-100, lap, average lap and highest top speed of utility vehicles tested by MSP in 2019CY<sup>2</sup>
- Standard AWD provides optimum handling in various road conditions – dry, ice/snow, wet/rain, gravel, etc.

1. The 2020CY is based on IHS Markit Registration data as of May 2020

2. Excludes Ford Police Interceptor Utility 3.0L EcoBoost

# Ford Police Interceptor Utility 3.0L EcoBoost AWD



|  |   |
|--|---|
| <b>MAKE &amp; MODEL</b>                                | 2021 Police Interceptor Utility 3.0L EcoBoost AWD                             |
| <b>SALES CODE</b>                                      | K8A, 99C  |
| <b>POWERTRAIN INFORMATION</b>                          |   |
| <b>CUBIC INCHES</b>                                    | 183 CI  |
| <b>LITERS</b>  | 3.0L  |
| <b>DRIVE SYSTEM</b>                                    | All Wheel Drive   |
| <b>HORSEPOWER</b>                                      | 400 HP  |
| <b>TORQUE</b>  | 415 ft./lbs.  |
| <b>ALTERNATOR</b>                                      | 250 AMP   |
| <b>BATTERY</b>   | 730 CCA   |
| <b>TRANSMISSION</b>                                    | 10 Speed  |
| <b>AXLE RATIO</b>                                      | 3.31:1  |
| <b>TURNING RADIUS</b>                                  | 40.4 ft.  |
| <b>TIRE SIZE, LOAD &amp; SPEED RATING</b>              | 255/60R18 108V  |
| <b>GROUND CLEARANCE, MINIMUM</b>                       | 7.2 inches  |
| <b>BRAKE SYSTEM</b>                                    | Power- dual piston calipers front, single piston calipers rear, 4 circuit ABS |
| <b>FUEL CAPACITY</b>                                   | 21.4 Gallons/81.0 Liters  |
| <b>GENERAL MEASUREMENTS</b>                            |   |
| <b>WHEELBASE</b>                                       | 119.1 inches  |
| <b>LENGTH</b>  | 198.8 inches  |
| <b>CURB WEIGHT</b>                                     | 4848 lbs.   |
| <b>GVWR</b>  | 6500 lbs.   |
| <b>HEIGHT</b>  | 69.0 inches   |
| <b>INTERIOR VOLUME</b>                                 |   |
| <b>FRONT</b>   | 59.7 cu. ft.  |
| <b>REAR</b>  | 58.4 cu. ft.  |
| <b>COMBINED</b>  | 118.0 cu. ft.   |
| <b>TRUNK</b>   | 52 cu. ft.  |
| <b>MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)</b> | 1670 lbs.   |
| <b>EPA MILEAGE EST. (MPG)</b>                          |   |
| <b>CITY</b>  | 17  |
| <b>HIGHWAY</b>   | 22  |
| <b>COMBINED</b>  | 19  |

|   |  |
|---|--|
| <b>MANUFACTURER VEHICLE HIGHLIGHTS</b>  |  |
| <b>NEW FEATURES &amp; CHANGES:</b>  |  |
| <ul style="list-style-type: none"> <li>• All-new for 2021 Model Year, the Ford Police Interceptor® Utility comes with standard Hybrid AWD and Ford Telematics</li> <li>• Hybrid and AWD are ideal for law enforcement, due to optimal performance and significant potential fuel savings</li> <li>• Optional 3.3L Flex Fuel AWD and 3.0L EcoBoost AWD also available</li> </ul>   |  |
| <b>SAFETY:</b>  |  |
| <ul style="list-style-type: none"> <li>• Ford Police Interceptors are the only vehicles in the world designed and engineered for the 75-mph rear-impact crash test</li> <li>• Optional factory-installed Police Perimeter Alert monitors approximately 270° and secures vehicle if threatening motion detected</li> <li>• Optional Automatic Emergency Braking features unique temporary disable switch for Law Enforcement</li> <li>• Optional Level III+ &amp; IV+ NIJ Ballistic Panels – includes additional LAPD special threat rounds</li> <li>• Optional factory-installed 12.1" Integrated Computer Screen allows laptops to be stored out of the way, reducing cabin clutter</li> </ul> |  |
| <b>DURABILITY:</b>  |  |
| <ul style="list-style-type: none"> <li>• Enhanced police durability-cycle tested, proven real-world durability results</li> </ul>   |  |
| <b>PERFORMANCE:</b>   |  |
| <ul style="list-style-type: none"> <li>• New 3.0L EcoBoost AWD provides increased horsepower, torque, acceleration, and top speed vs. 3.5L EcoBoost AWD, and had the fastest 0-60 and 0-100 acceleration times of all vehicles tested by MSP in 2019CY</li> <li>• Standard AWD provides optimum handling in various road conditions – dry, ice/snow, wet/rain, gravel, etc.</li> </ul>  |  |
| The 2020CY is based on IHS Markit Registration data as of May 2020  |  |

# Ford Police Interceptor Utility 3.3L AWD



|  |   |
|--|---|
| <b>MAKE &amp; MODEL</b>                                | 2021 Police Interceptor Utility 3.3L AWD                                      |
| <b>SALES CODE</b>                                      | K8A, 99B  |
| <b>POWERTRAIN INFORMATION</b>                          |   |
| <b>CUBIC INCHES</b>                                    | 201 CI  |
| <b>LITERS</b>  | 3.3L  |
| <b>DRIVE SYSTEM</b>                                    | All Wheel Drive   |
| <b>HORSEPOWER</b>                                      | 285 HP  |
| <b>TORQUE</b>  | 260 ft./lbs.  |
| <b>ALTERNATOR</b>                                      | 250 AMP   |
| <b>BATTERY</b>   | 730 CCA   |
| <b>TRANSMISSION</b>                                    | 10 Speed  |
| <b>AXLE RATIO</b>                                      | 3.73:1  |
| <b>TURNING RADIUS</b>                                  | 40.4 ft.  |
| <b>TIRE SIZE, LOAD &amp; SPEED RATING</b>              | 255/60R18 108V  |
| <b>GROUND CLEARANCE, MINIMUM</b>                       | 7.6 inches  |
| <b>BRAKE SYSTEM</b>                                    | Power- dual piston calipers front, single piston calipers rear, 4 circuit ABS |
| <b>FUEL CAPACITY</b>                                   | 21.4 Gallons/81.0 Liters  |
| <b>GENERAL MEASUREMENTS</b>                            |   |
| <b>WHEELBASE</b>                                       | 119.1 inches  |
| <b>LENGTH</b>  | 198.8 inches  |
| <b>CURB WEIGHT</b>                                     | 4755 lbs.   |
| <b>GVWR</b>  | 6464 lbs.   |
| <b>HEIGHT</b>  | 69.3 inches   |
| <b>INTERIOR VOLUME</b>                                 |   |
| <b>FRONT</b>   | 59.7 cu. ft.  |
| <b>REAR</b>  | 58.4 cu. ft.  |
| <b>COMBINED</b>  | 118.0 cu. ft.   |
| <b>TRUNK</b>   | 52.0 cu. ft.  |
| <b>MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)</b> | 1670 lbs.   |
| <b>EPA MILEAGE EST. (MPG)</b>                          |   |
| <b>CITY</b>  | 17  |
| <b>HIGHWAY</b>   | 23  |
| <b>COMBINED</b>  | 19  |

### MANUFACTURER VEHICLE HIGHLIGHTS

**NEW FEATURES & CHANGES:**

- All-new for 2021 Model Year, the Ford Police Interceptor® Utility comes with standard Hybrid AWD and Ford Telematics
- Hybrid and AWD are ideal for law enforcement, due to optimal performance and significant potential fuel savings
- Optional 3.3L Flex Fuel AWD and 3.0L EcoBoost AWD also available

**SAFETY:**

- Ford Police Interceptors are the only vehicles in the world designed and engineered for the 75-mph rear-impact crash test
- Optional factory-installed Police Perimeter Alert monitors approximately 270° and secures vehicle if threatening motion detected
- Optional Automatic Emergency Braking features unique temporary disable switch for Law Enforcement
- Optional Level III+ & IV+ NIJ Ballistic Panels – includes additional LAPD special threat rounds
- Optional factory-installed 12.1" Integrated Computer Screen allows laptops to be stored out of the way, reducing cabin clutter

**DURABILITY:**

- Enhanced police durability-cycle tested, proven real-world durability results

**PERFORMANCE:**

- New standard Hybrid powertrain provides increased horsepower, torque, acceleration, and top speed vs. 3.7L AWD
- Standard AWD provides optimum handling in various road conditions – dry, ice/snow, wet/rain, gravel, etc.

1. The 2020CY is based on IHS Markit Registration data as of May 2020

# Ford F150 Police Responder 3.5L EcoBoost



|  |   |
|--|---|
| <b>MAKE &amp; MODEL</b>                                | 2020 F-150 Police Responder 3.5L EcoBoost                                       |
| <b>SALES CODE</b>                                      | W1P   |
| <b>POWERTRAIN INFORMATION</b>                          |   |
| <b>CUBIC INCHES</b>                                    | 213   |
| <b>LITERS</b>  | 3.5L  |
| <b>DRIVE SYSTEM</b>                                    | Four Wheel Drive  |
| <b>HORSEPOWER</b>                                      | 375 HP  |
| <b>TORQUE</b>  | 470 ft./lbs.  |
| <b>ALTERNATOR</b>                                      | 240 AMP   |
| <b>BATTERY</b>   | 800 CCA   |
| <b>TRANSMISSION</b>                                    | 10-Speed SelectShift Automatic  |
| <b>AXLE RATIO</b>                                      | 3:55:1  |
| <b>TURNING RADIUS</b>                                  | 47.1 ft.  |
| <b>TIRE SIZE, LOAD &amp; SPEED RATING</b>              | LT275/65R18, 110S   |
| <b>GROUND CLEARANCE, MINIMUM</b>                       | 9.3 inches  |
| <b>BRAKE SYSTEM</b>                                    | Power – dual piston calipers front, single piston calipers rear, 4 circuit, ABS |
| <b>FUEL CAPACITY</b>                                   | 26.0 Gallons/ 98 Liters   |
| <b>GENERAL MEASUREMENTS</b>                            |   |
| <b>WHEELBASE</b>                                       | 145.0 inches  |
| <b>LENGTH</b>  | 231.9 inches  |
| <b>CURB WEIGHT</b>                                     | 5060 lbs.   |
| <b>GVWR</b>  | 7000 lbs.   |
| <b>HEIGHT</b>  | 77.2 inches   |
| <b>INTERIOR VOLUME</b>                                 |   |
| <b>FRONT</b>   | 79.9 cu. ft.  |
| <b>REAR</b>  | 51.9 cu. ft.  |
| <b>COMBINED</b>  | 131.8 cu. ft.   |
| <b>TRUNK</b>   | 52.8 cu. ft.  |
| <b>MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)</b> | 2030 lbs.   |
| <b>EPA MILEAGE EST. (MPG)</b>                          |   |
| <b>CITY</b>  | 16  |
| <b>HIGHWAY</b>   | 22  |
| <b>COMBINED</b>  | 18  |

### MANUFACTURER VEHICLE HIGHLIGHTS

**NEW FEATURES:**

The Ford F-150 Police Responder® is the first-ever and only pursuit-rated pickup truck on the market and combines on-road pursuit performance with Built Ford Tough off-road capability. The standard FX4 off-road package includes a purpose-tuned suspension, electronic-locking rear axle and underbody skid plates. Unique upgrades include brake pad-friction material, front stabilizer bar for improved braking and handling, and durable fabric front seats with slim bolsters for comfort and anti-stab plates in seat backs. Best ground clearance of any pursuit-rated police vehicle, as well best interior passenger room, front/rear shoulder room, front/rear hip room and rear leg room.

**SAFETY:**

- Standard Anti-Stab plates in front seat backs
- Rear View Camera with Dynamic Hitch Assist
- Perimeter Alarm
- Curve Control

**DURABILITY:**

- Off-Road tuned shock absorbers
- Underbody skid plates
- Upgraded front stabilizer bar

**PERFORMANCE:**

- Powerful 3.5L EcoBoost® engine generates 375 horsepower and 470 lb.-ft. of torque, highest torque of any pursuit-rated vehicle
- Best payload capacity (2,030 lbs.) and best standard towing capacity (7,000 lbs.) of any pursuit-rated vehicle
- 240-amp alternator
- Unique brake pad-friction material

1. The 2020CY is based on IHS Markit Registration data as of May 2020

# VEHICLE DYNAMICS TESTING

## TESTING OBJECTIVE:

To determine each vehicle's high-speed pursuit or emergency response handling characteristics and performance in comparison to the other vehicles in the test group. The course used is a two-mile road racing type configuration, containing hills, curves, and corners. The course simulates actual conditions encountered in pursuit or emergency driving situations in the field, except for other traffic. The evaluation is a true test of the success or failure of the vehicle manufacturers to offer vehicles that provide the optimum balance between handling (suspension components), acceleration (usable horsepower), and braking characteristics.

## TESTING METHODOLOGY:

Each vehicle is driven a total of 32 times laps, using four separate drivers, each driving an eight-lap series. The final score for the vehicle is the combined average (from the four drivers) of the five fastest laps for each driver during the eight-lap series.



Grattan Raceway, 7201 Lessiter Road, Belding, MI 48809

**GRATTAN RACEWAY  
2021 MODEL YEAR VEHICLE DYNAMICS SCHEDULE  
OCTOBER 13, 2020**

|                   | <b>AGEMA</b>                                    | <b>SCHUTTER</b>                                 | <b>DARLINGTON</b>                               | <b>MERCER</b>                                   |
|-------------------|---|---|---|---|
| <b>9:30 a.m.</b>  | Pass  | Ford PI Utility<br>3.3L AWD                     | Dodge Durango<br>3.6L AWD                       | Ford F-150 Police<br>Responder 3.5L<br>EcoBoost |
| <b>10:00 a.m.</b> | Chevrolet Tahoe<br>5.3L RWD                     | Chevrolet Tahoe<br>5.3L 4WD                     | Dodge Durango<br>5.7L AWD                       | Ford PI Utility<br>Hybrid AWD                   |
| <b>10:30 a.m.</b> | Ford PI Utility<br>3.0L EcoBoost AWD            | Dodge Charger<br>5.7L RWD                       | Dodge Charger<br>3.6L AWD                       | Pass  |
| <b>11:00 a.m.</b> | Ford F-150 Police<br>Responder 3.5L<br>EcoBoost | Pass  | Ford PI Utility<br>3.3L AWD                     | Dodge Durango<br>3.6L AWD                       |
| <b>11:30 a.m.</b> | Ford PI Utility<br>Hybrid AWD                   | Chevrolet Tahoe<br>5.3L RWD                     | Chevrolet Tahoe<br>5.3L 4WD                     | Dodge Durango<br>5.7L AWD                       |
| <b>12:00 p.m.</b> | Pass  | Ford PI Utility<br>3.0L EcoBoost AWD            | Dodge Charger<br>5.7L RWD                       | Dodge Charger<br>3.6L AWD                       |
| <b>1:00 p.m.</b>  | Dodge Durango<br>3.6L AWD                       | Ford F-150 Police<br>Responder 3.5L<br>EcoBoost | Pass  | Ford PI Utility<br>3.3L AWD                     |
| <b>1:30 p.m.</b>  | Dodge Durango<br>5.7L AWD                       | Ford PI Utility<br>Hybrid AWD                   | Chevrolet Tahoe<br>5.3L RWD                     | Chevrolet Tahoe<br>5.3L 4WD                     |
| <b>2:00 p.m.</b>  | Dodge Charger<br>3.6L AWD                       | Pass  | Ford PI Utility<br>3.0L EcoBoost AWD            | Dodge Charger<br>5.7L RWD                       |
| <b>2:30 p.m.</b>  | Ford PI Utility<br>3.3L AWD                     | Dodge Durango<br>3.6L AWD                       | Ford F-150 Police<br>Responder 3.5L<br>EcoBoost | Pass  |
| <b>3:00 p.m.</b>  | Chevrolet Tahoe<br>5.3L 4WD                     | Dodge Durango<br>5.7L AWD                       | Ford PI Utility<br>Hybrid AWD                   | Chevrolet Tahoe<br>5.3L RWD                     |
| <b>3:30 p.m.</b>  | Dodge Charger<br>5.7L RWD                       | Dodge Charger<br>3.6L AWD                       | Pass  | Ford PI Utility<br>3.0L EcoBoost AWD            |

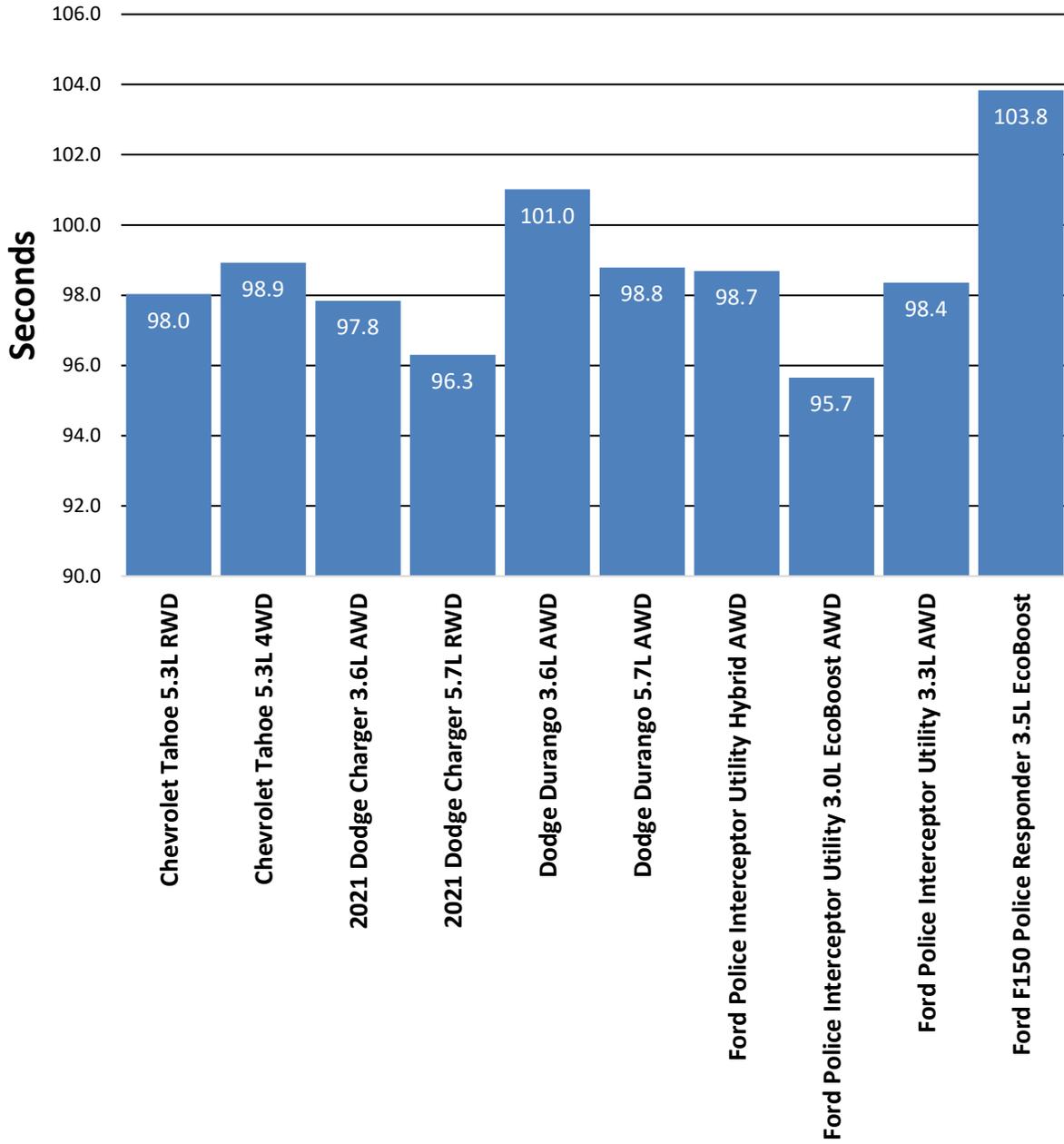
## VEHICLE DYNAMICS TESTING- OCTOBER 13, 2020

| Vehicles                 | Drivers    | Lap 1    | Lap 2    | Lap 3    | Lap 4    | Lap 5    | Average         |
|--------------------------|------------|----------|----------|----------|----------|----------|-----------------|
| Chevrolet Tahoe 5.3L RWD | AGEMA      | 01:39.18 | 01:39.18 | 01:38.77 | 01:38.68 | 01:38.83 | 01:38.93        |
|                          | SCHUTTER   | 01:38.45 | 01:37.93 | 01:38.11 | 01:38.28 | 01:38.19 | 01:38.19        |
|                          | DARLINGTON | 01:38.03 | 01:37.68 | 01:37.53 | 01:37.68 | 01:37.75 | 01:37.74        |
|                          | MERCER     | 01:37.42 | 01:37.14 | 01:37.29 | 01:37.34 | 01:37.12 | 01:37.26        |
| <b>OVERALL AVERAGE</b>   |            |          |          |          |          |          | <b>01:38.03</b> |
| Chevrolet Tahoe 5.3L 4WD | SCHUTTER   | 01:39.40 | 01:39.70 | 01:39.4  | 01:39.32 | 01:38.82 | 01:39.33        |
|                          | DARLINGTON | 01:38.76 | 01:38.48 | 01:38.41 | 01:38.63 | 01:38.62 | 01:38.58        |
|                          | MERCER     | 01:38.04 | 01:38.08 | 01:37.70 | 01:37.88 | 01:37.84 | 01:37.91        |
|                          | AGEMA      | 01:39.62 | 01:40.24 | 01:40.23 | 01:39.70 | 01:39.75 | 01:39.91        |
| <b>OVERALL AVERAGE</b>   |            |          |          |          |          |          | <b>01:38.93</b> |
| Dodge Charger 3.6L AWD   | DARLINGTON | 01:38.71 | 01:37.76 | 01:37.88 | 01:37.80 | 01:37.53 | 01:37.94        |
|                          | MERCER     | 01:37.12 | 01:37.25 | 01:37.12 | 01:37.23 | 01:37.19 | 01:37.18        |
|                          | AGEMA      | 01:37.88 | 01:37.89 | 01:37.60 | 01:37.97 | 01:37.73 | 01:37.82        |
|                          | SCHUTTER   | 01:38.36 | 01:38.40 | 01:38.24 | 01:38.52 | 01:38.54 | 01:38.41        |
| <b>OVERALL AVERAGE</b>   |            |          |          |          |          |          | <b>01:37.84</b> |
| Dodge Charger 5.7L RWD   | SCHUTTER   | 01:36.91 | 01:36.71 | 01:36.68 | 01:36.60 | 01:36.51 | 01:36.68        |
|                          | DARLINGTON | 01:36.09 | 01:36.02 | 01:35.90 | 01:36.05 | 01:36.05 | 01:36.02        |
|                          | MERCER     | 01:35.89 | 01:36.01 | 01:35.66 | 01:35.73 | 01:36.30 | 01:35.92        |
|                          | AGEMA      | 01:36.40 | 01:36.27 | 01:37.12 | 01:37.07 | 01:36.06 | 01:36.58        |
| <b>OVERALL AVERAGE</b>   |            |          |          |          |          |          | <b>01:36.30</b> |
| Dodge Durango 3.6L AWD   | DARLINGTON | 01:41.88 | 01:41.84 | 01:41.65 | 01:41.49 | 01:41.46 | 01:41.67        |
|                          | MERCER     | 01:41.00 | 01:40.23 | 01:40.53 | 01:40.52 | 01:40.05 | 01:40.47        |
|                          | AGEMA      | 01:40.52 | 01:40.66 | 01:40.58 | 01:40.68 | 01:40.37 | 01:40.56        |
|                          | SCHUTTER   | 01:41.42 | 01:41.18 | 01:41.15 | 01:41.61 | 01:41.50 | 01:41.37        |
| <b>OVERALL AVERAGE</b>   |            |          |          |          |          |          | <b>01:41.02</b> |
| Dodge Durango 5.7L AWD   | DARLINGTON | 01:39.53 | 01:39.62 | 01:39.69 | 01:39.45 | 01:39.34 | 01:39.53        |
|                          | MERCER     | 01:38.30 | 01:38.70 | 01:38.07 | 01:38.27 | 01:37.97 | 01:38.26        |
|                          | AGEMA      | 01:38.64 | 01:38.26 | 01:38.35 | 01:38.42 | 01:38.35 | 01:38.40        |
|                          | SCHUTTER   | 01:39.12 | 01:38.85 | 01:38.97 | 01:38.91 | 01:38.93 | 01:38.96        |
| <b>OVERALL AVERAGE</b>   |            |          |          |          |          |          | <b>01:38.79</b> |

## VEHICLE DYNAMICS TESTING- OCTOBER 13, 2020

|   |            |          |          |          |          |          |                 |
|---|------------|----------|----------|----------|----------|----------|-----------------|
| Ford Police Interceptor Utility Hybrid AWD        | MERCER     | 01:38.14 | 01:38.03 | 01:38.01 | 01:38.18 | 01:38.02 | 01:38.08        |
|   | AGEMA      | 01:38.41 | 01:38.86 | 01:38.13 | 01:38.85 | 01:38.98 | 01:38.65        |
|   | SCHUTTER   | 01:39.11 | 01:39.71 | 01:39.71 | 01:39.46 | 01:39.02 | 01:39.40        |
|   | DARLINGTON | 01:38.75 | 01:38.64 | 01:38.65 | 01:38.73 | 01:38.48 | 01:38.65        |
| <b>OVERALL AVERAGE</b>                            |            |          |          |          |          |          | <b>01:38.69</b> |
| Ford Police Interceptor Utility 3.0L EcoBoost AWD | AGEMA      | 01:35.96 | 01:35.60 | 01:36.14 | 01:35.78 | 01:36.17 | 01:35.93        |
|   | SCHUTTER   | 01:36.06 | 01:35.72 | 01:36.19 | 01:35.70 | 01:36.11 | 01:35.95        |
|   | DARLINGTON | 01:35.75 | 01:35.90 | 01:35.75 | 01:35.68 | 01:35.48 | 01:35.71        |
|   | MERCER     | 01:35.22 | 01:35.19 | 01:34.99 | 01:34.74 | 01:34.96 | 01:35.02        |
| <b>OVERALL AVERAGE</b>                            |            |          |          |          |          |          | <b>01:35.65</b> |
| Ford Police Interceptor Utility 3.3L AWD          | SCHUTTER   | 01:38.88 | 01:38.27 | 01:38.47 | 01:38.95 | 01:38.83 | 01:38.68        |
|   | DARLINGTON | 01:39.04 | 01:38.86 | 01:38.70 | 01:38.69 | 01:38.20 | 01:38.70        |
|   | MERCER     | 01:37.28 | 01:37.89 | 01:38.06 | 01:37.52 | 01:37.72 | 01:37.69        |
|   | AGEMA      | 01:37.83 | 01:38.38 | 01:38.61 | 01:38.92 | 01:38.09 | 01:38.36        |
| <b>OVERALL AVERAGE</b>                            |            |          |          |          |          |          | <b>01:38.36</b> |
| Ford F-150 Police Responder 3.5L EcoBoost         | MERCER     | 01:43.57 | 01:43.41 | 01:43.00 | 01:43.22 | 01:42.88 | 01:43.21        |
|   | AGEMA      | 01:44.39 | 01:44.56 | 01:44.08 | 01:44.53 | 01:44.42 | 01:44.40        |
|   | SCHUTTER   | 01:44.69 | 01:44.73 | 01:44.24 | 01:44.56 | 01:44.62 | 01:44.57        |
|   | DARLINGTON | 01:43.06 | 01:43.20 | 01:42.75 | 01:43.09 | 01:43.91 | 01:43.20        |
| <b>OVERALL AVERAGE</b>                            |            |          |          |          |          |          | <b>01:43.84</b> |

# 2021 Model Year Vehicle Dynamics





# ACCELERATION AND TOP SPEED TESTING

## ACCELERATION TESTING OBJECTIVE:

To determine the ability of each test vehicle to accelerate from a standing start to 60 mph, 80 mph, 100 mph, and determine the distance to reach 100 mph and 120 mph.

## ACCELERATION TESTING METHODOLOGY:

Using a Racelogic VBox 3i GPS based data collection unit, each vehicle is driven through four acceleration sequences, two northbound and two southbound, to allow for wind direction. The four resulting times for each target speed are averaged and the average times are used to derive scores for acceleration.

## TOP SPEED TESTING OBJECTIVE:

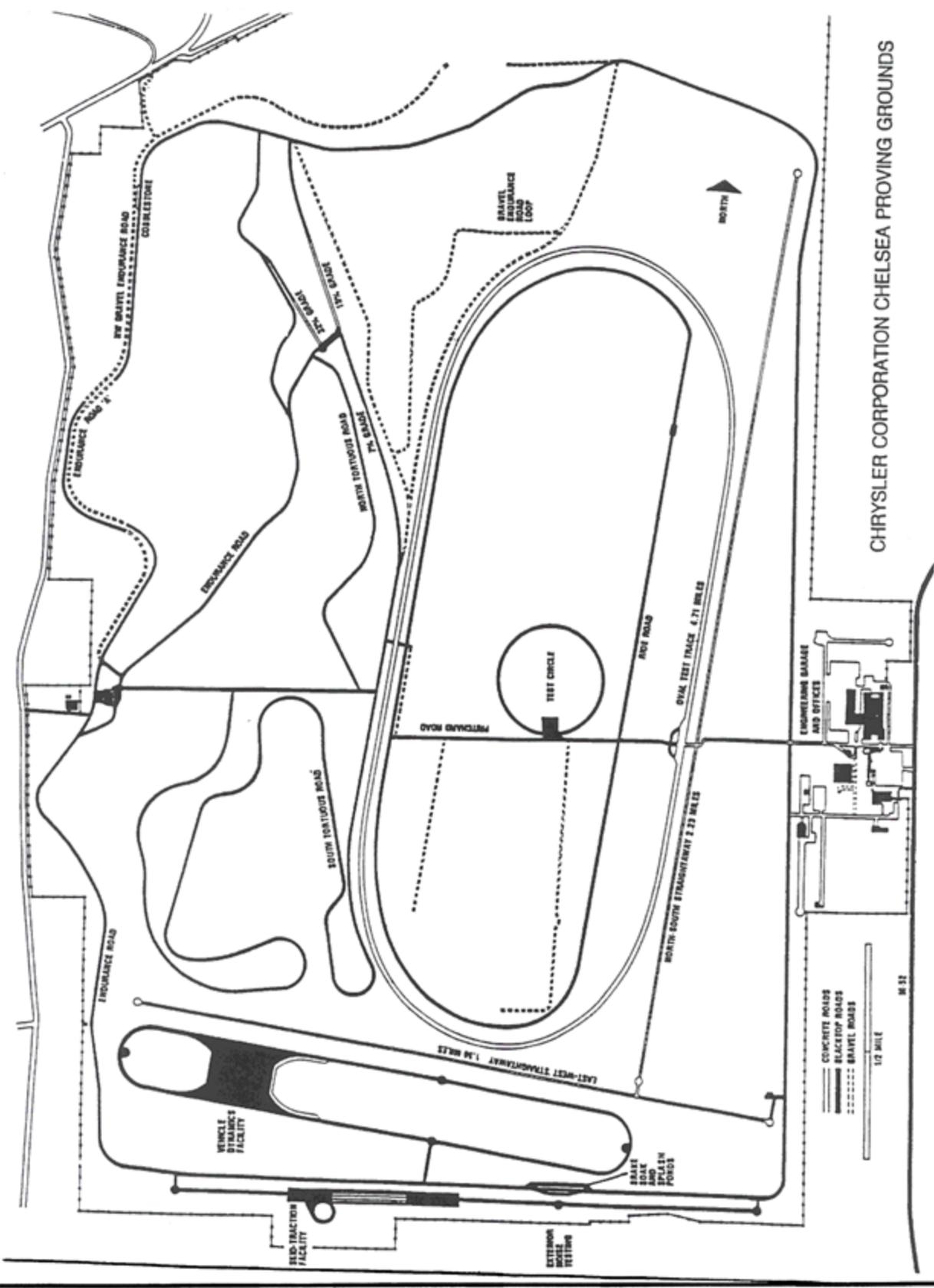
To verify the electronically limited top speed reported by the manufacturer attainable by each test vehicle within 14 miles from a standing start.

## TOP SPEED TESTING METHODOLOGY:

Following the fourth acceleration run, each test vehicle continues to accelerate until it reaches the manufacturer electronically limited top speed. The distance to reach the electronically limited top speed must be reached within 14 miles.



CHRYSLER CORPORATION CHELSEA PROVING GROUNDS



**TEST LOCATION:** Chelsea Proving Grounds

**DATE:** October 10, 2020

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### **Chevrolet Tahoe 5.3L RWD**

**BEGINNING TIME:** 11:12 a.m.

**TEMPERATURE:** 69.4° F

**WIND VELOCITY:** 8.9 mph

**WIND DIRECTION:** 241°

| <b>SPEEDS</b> | <b>RUN 1</b> | <b>RUN 2</b> | <b>RUN 3</b> | <b>RUN 4</b> | <b>AVERAGE (seconds)</b> |
|---------------|--------------|--------------|--------------|--------------|--------------------------|
| <b>0-60</b>   | 8.00         | 7.72         | 7.31         | 7.37         | 7.60                     |
| <b>0-80</b>   | 12.76        | 12.37        | 11.83        | 11.99        | 12.24                    |
| <b>0-100</b>  | 19.85        | 19.40        | 18.65        | 18.78        | 19.17                    |

**DISTANCE TO REACH 100 MPH:** 0.34 mile

**DISTANCE TO REACH 120 MPH:** 0.72 mile

**TOP SPEED ATTAINED:** 130 mph

**DISTANCE TO REACH TOP SPEED:** 1.41 miles

**TIME TO RACH TOP SPEED:** 51.21 seconds

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### **Chevrolet Tahoe 5.3L 4WD**

**BEGINNING TIME:** 12:25 p.m.

**TEMPERATURE:** 70.5° F

**WIND VELOCITY:** 10 mph

**WIND DIRECTION:** 272°

| <b>SPEEDS</b> | <b>RUN 1</b> | <b>RUN 2</b> | <b>RUN 3</b> | <b>RUN 4</b> | <b>AVERAGE (seconds)</b> |
|---------------|--------------|--------------|--------------|--------------|--------------------------|
| <b>0-60</b>   | 7.88         | 7.83         | 7.78         | 7.98         | 7.87                     |
| <b>0-80</b>   | 12.86        | 12.81        | 12.65        | 12.94        | 12.82                    |
| <b>0-100</b>  | 20.25        | 20.06        | 20.15        | 20.30        | 20.19                    |

**DISTANCE TO REACH 100 MPH:** 0.36 mile

**DISTANCE TO REACH 120 MPH:** 0.82 mile

**TOP SPEED ATTAINED:** 125 mph

**DISTANCE TO REACH TOP SPEED:** 1.06 miles

**TIME TO RACH TOP SPEED:** 42.38 seconds

**TEST LOCATION:** Chelsea Proving Grounds

**DATE:** October 10, 2020

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### Dodge Charger 3.6L AWD

**BEGINNING TIME:** 9:39 a.m.

**TEMPERATURE:** 64.5° F

**WIND VELOCITY:** 7.4 mph

**WIND DIRECTION:** 244°

| SPEEDS | RUN 1 | RUN 2 | RUN 3 | RUN 4 | AVERAGE (seconds) |
|--------|-------|-------|-------|-------|-------------------|
| 0-60   | 7.35  | 7.21  | 7.26  | 7.82  | 7.41              |
| 0-80   | 11.75 | 11.67 | 11.62 | 12.20 | 11.81             |
| 0-100  | 17.54 | 18.30 | 17.37 | 18.66 | 17.97             |

**DISTANCE TO REACH 100 MPH:** 0.31 mile

**DISTANCE TO REACH 120 MPH:** 0.67 mile

**TOP SPEED ATTAINED:** 140 mph

**DISTANCE TO REACH TOP SPEED:** 2.31 miles

**TIME TO RACH TOP SPEED:** 94.19 seconds

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### Dodge Charger 5.7L RWD

**BEGINNING TIME:** 11:45 a.m.

**TEMPERATURE:** 69.9° F

**WIND VELOCITY:** 6.5 mph

**WIND DIRECTION:** 242°

| SPEEDS | RUN 1 | RUN 2 | RUN 3 | RUN 4 | AVERAGE (seconds) |
|--------|-------|-------|-------|-------|-------------------|
| 0-60   | 5.96  | 6.07  | 5.89  | 5.72  | 5.91              |
| 0-80   | 9.49  | 9.60  | 9.29  | 9.06  | 9.36              |
| 0-100  | 14.24 | 14.47 | 14.01 | 13.82 | 14.14             |

**DISTANCE TO REACH 100 MPH:** 0.24 mile

**DISTANCE TO REACH 120 MPH:** 0.46 mile

**TOP SPEED ATTAINED:** 140 mph

**DISTANCE TO REACH TOP SPEED:** 1.01 miles

**TIME TO RACH TOP SPEED:** 35.87 seconds

**TEST LOCATION:** Chelsea Proving Grounds

**DATE:** October 10, 2020

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### Dodge Durango 3.6L AWD

**BEGINNING TIME:** 10:53 a.m.

**TEMPERATURE:** 68.5° F

**WIND VELOCITY:** 12.8 mph

**WIND DIRECTION:** 253°

| SPEEDS | RUN 1 | RUN 2 | RUN 3 | RUN 4 | AVERAGE (seconds) |
|--------|-------|-------|-------|-------|-------------------|
| 0-60   | 8.99  | 8.81  | 8.77  | 8.64  | 8.80              |
| 0-80   | 15.07 | 14.87 | 14.58 | 14.68 | 14.80             |
| 0-100  | 24.87 | 25.16 | 24.04 | 24.82 | 24.72             |

**DISTANCE TO REACH 100 MPH:** 0.46 mile

**DISTANCE TO REACH 120 MPH:** 1.16 miles

**TOP SPEED ATTAINED:** 128 mph

**DISTANCE TO REACH TOP SPEED:** 2.84 miles

**TIME TO RACH TOP SPEED:** 95.89 seconds

---

### Dodge Durango 5.7L AWD

**BEGINNING TIME:** 12:02 p.m.

**TEMPERATURE:** 70.5° F

**WIND VELOCITY:** 8.4 mph

**WIND DIRECTION:** 297°

| SPEEDS | RUN 1 | RUN 2 | RUN 3 | RUN 4 | AVERAGE (seconds) |
|--------|-------|-------|-------|-------|-------------------|
| 0-60   | 7.21  | 6.88  | 7.00  | 6.94  | 7.01              |
| 0-80   | 12.13 | 11.70 | 11.68 | 11.58 | 11.77             |
| 0-100  | 19.74 | 19.03 | 18.64 | 18.59 | 19.00             |

**DISTANCE TO REACH 100 MPH:** 0.34 mile

**DISTANCE TO REACH 120 MPH:** 0.72 mile

**TOP SPEED ATTAINED:** 130 mph

**DISTANCE TO REACH TOP SPEED:** 1.12 miles

**TIME TO RACH TOP SPEED:** 42.60 seconds

**TEST LOCATION:** Chelsea Proving Grounds

**DATE:** October 10, 2020

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### Ford Police Interceptor Utility Hybrid AWD

**BEGINNING TIME:** 9:23 a.m.

**TEMPERATURE:** 63.7° F

**WIND VELOCITY:** 6.5 mph

**WIND DIRECTION:** 237°

| SPEEDS | RUN 1 | RUN 2 | RUN 3 | RUN 4 | AVERAGE (seconds) |
|--------|-------|-------|-------|-------|-------------------|
| 0-60   | 7.18  | 7.21  | 7.14  | 7.21  | 7.19              |
| 0-80   | 11.53 | 11.61 | 11.42 | 11.53 | 11.52             |
| 0-100  | 17.00 | 17.81 | 16.99 | 17.78 | 17.40             |

**DISTANCE TO REACH 100 MPH:** 0.30 mile

**DISTANCE TO REACH 120 MPH:** 0.61 mile

**TOP SPEED ATTAINED:** 136 mph

**DISTANCE TO REACH TOP SPEED:** 1.28 miles

**TIME TO RACH TOP SPEED:** 46.12 seconds

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### Ford Police Interceptor Utility 3.0L EcoBoost AWD

**BEGINNING TIME:** 11:29 a.m.

**TEMPERATURE:** 69.4° F

**WIND VELOCITY:** 8.9 mph

**WIND DIRECTION:** 241°

| SPEEDS | RUN 1 | RUN 2 | RUN 3 | RUN 4 | AVERAGE (seconds) |
|--------|-------|-------|-------|-------|-------------------|
| 0-60   | 5.74  | 5.96  | 5.60  | 5.69  | 5.75              |
| 0-80   | 9.05  | 9.34  | 8.88  | 8.99  | 9.07              |
| 0-100  | 14.08 | 14.12 | 13.57 | 13.68 | 13.86             |

**DISTANCE TO REACH 100 MPH:** 0.24 mile

**DISTANCE TO REACH 120 MPH:** 0.45 mile

**TOP SPEED ATTAINED:** 148 mph

**DISTANCE TO REACH TOP SPEED:** 1.24 miles

**TIME TO RACH TOP SPEED:** 41.57 seconds

**TEST LOCATION:** Chelsea Proving Grounds

**DATE:** October 10, 2020

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### Ford Police Interceptor Utility 3.3L AWD

**BEGINNING TIME:** 10:02 a.m.

**TEMPERATURE:** 65.3° F

**WIND VELOCITY:** 7.3 mph

**WIND DIRECTION:** 245°

| SPEEDS | RUN 1 | RUN 2 | RUN 3 | RUN 4 | AVERAGE (seconds) |
|--------|-------|-------|-------|-------|-------------------|
| 0-60   | 7.88  | 7.80  | 7.81  | 7.87  | 7.84              |
| 0-80   | 12.65 | 12.54 | 12.41 | 12.60 | 12.55             |
| 0-100  | 19.56 | 19.71 | 17.72 | 19.57 | 19.14             |

**DISTANCE TO REACH 100 MPH:** 0.33 mile

**DISTANCE TO REACH 120 MPH:** 0.72 mile

**TOP SPEED ATTAINED:** 136 mph

**DISTANCE TO REACH TOP SPEED:** 1.78 miles

**TIME TO RACH TOP SPEED:** 61.35 seconds

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### Ford F150 Police Responder 3.5L EcoBoost

**BEGINNING TIME:** 9:02 a.m.

**TEMPERATURE:** 63.2° F

**WIND VELOCITY:** 7.8 mph

**WIND DIRECTION:** 248°

| SPEEDS | RUN 1 | RUN 2 | RUN 3 | RUN 4 | AVERAGE (seconds) |
|--------|-------|-------|-------|-------|-------------------|
| 0-60   | 6.65  | 6.65  | 6.63  | 6.52  | 6.61              |
| 0-80   | 10.72 | 10.62 | 10.77 | 10.38 | 10.62             |
| 0-100  | 17.14 | 16.54 | 17.23 | 16.22 | 16.78             |

**DISTANCE TO REACH 100 MPH:** 0.30 mile

**DISTANCE TO REACH 120 MPH:** N/A

**TOP SPEED ATTAINED:** 105 mph

**DISTANCE TO REACH TOP SPEED:** 0.36 mile

**TIME TO RACH TOP SPEED:** 18.91 seconds

# SUMMARY OF ACCELERATION AND TOP SPEED

|                                  | Chevrolet Tahoe<br>5.3L RWD | Chevrolet Tahoe<br>5.3L 4WD | Dodge Charger<br>3.6L AWD | Dodge Charger<br>5.7L RWD |
|----------------------------------|-----------------------------|-----------------------------|---------------------------|---------------------------|
| <b>ACCELERATION (seconds)</b>    |                             |                             |                           |                           |
| 0-20 mph                         | 1.89                        | 1.85                        | 1.97                      | 1.61                      |
| 0-30 mph                         | 2.92                        | 2.92                        | 2.97                      | 2.40                      |
| 0-40 mph                         | 4.34                        | 4.42                        | 4.13                      | 3.36                      |
| 0-50 mph                         | 5.79                        | 5.94                        | 5.57                      | 4.46                      |
| 0-60 mph                         | 7.60                        | 7.87                        | 7.41                      | 5.91                      |
| 0-70 mph                         | 9.66                        | 10.02                       | 9.54                      | 7.59                      |
| 0-80 mph                         | 12.24                       | 12.82                       | 11.81                     | 9.36                      |
| 0-90 mph                         | 15.36                       | 16.02                       | 14.93                     | 11.68                     |
| 0-100 mph                        | 19.17                       | 20.19                       | 17.97                     | 14.14                     |
| TOP SPEED<br>(mph)               | 130                         | 125                         | 140                       | 140                       |
| <b>DISTANCE TO REACH (miles)</b> |                             |                             |                           |                           |
| 100 mph                          | 0.34                        | 0.36                        | 0.31                      | 0.24                      |
| 120 mph                          | 0.72                        | 0.82                        | 0.67                      | 0.46                      |
| Top Speed                        | 1.41                        | 1.06                        | 2.41                      | 1.01                      |



## SUMMARY OF ACCELERATION AND TOP SPEED

|                                  | Dodge Durango<br>3.6L AWD | Dodge Durango<br>5.7L AWD | Ford Police<br>Interceptor<br>Utility Hybrid<br>AWD | Ford Police<br>Interceptor Utility<br>3.0L EcoBoost<br>AWD |
|----------------------------------|---------------------------|---------------------------|---|--|
| <b>ACCELERATION (seconds)</b>    |                           |                           |   |  |
| 0-20 mph                         | 1.95                      | 1.67                      | 1.62  | 1.65   |
| 0-30 mph                         | 3.08                      | 2.59                      | 2.72  | 2.34   |
| 0-40 mph                         | 4.63                      | 3.78                      | 4.06  | 3.32   |
| 0-50 mph                         | 6.36                      | 5.15                      | 5.52  | 4.40   |
| 0-60 mph                         | 8.80                      | 7.01                      | 7.19  | 5.75   |
| 0-70 mph                         | 11.43                     | 9.10                      | 9.18  | 7.21   |
| 0-80 mph                         | 14.80                     | 11.77                     | 11.52   | 9.07   |
| 0-90 mph                         | 19.07                     | 14.83                     | 14.30   | 11.26  |
| 0-100 mph                        | 24.72                     | 19.00                     | 17.40   | 13.86  |
| TOP SPEED<br>(mph)               | 128                       | 130                       | 136   | 148  |
| <b>DISTANCE TO REACH (miles)</b> |                           |                           |   |  |
| 100 mph                          | 0.46                      | 0.34                      | 0.30  | 0.24   |
| 120 mph                          | 1.16                      | 0.72                      | 0.61  | 0.45   |
| Top Speed                        | 2.84                      | 1.12                      | 1.28  | 1.24   |

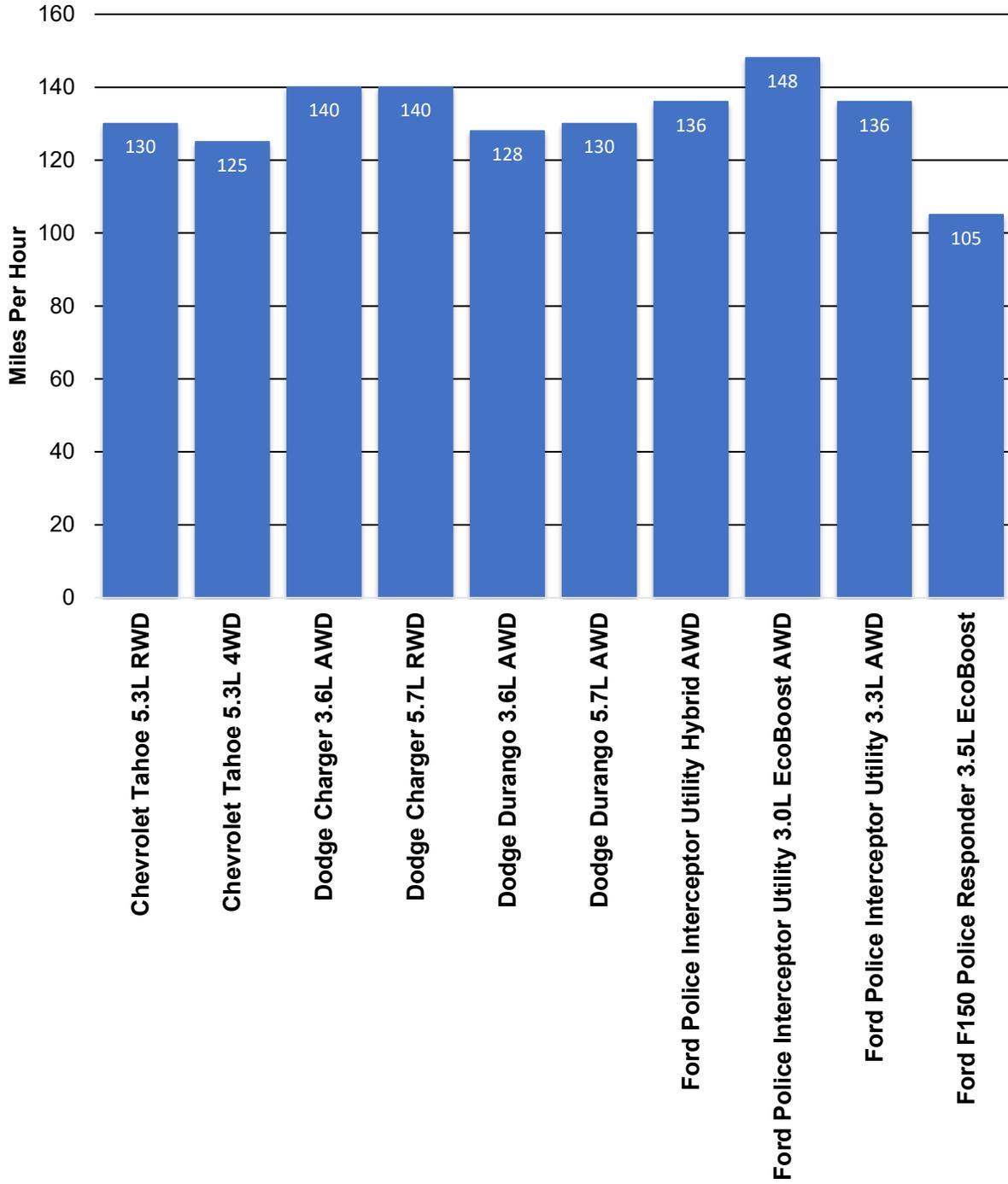


# SUMMARY OF ACCELERATION AND TOP SPEED

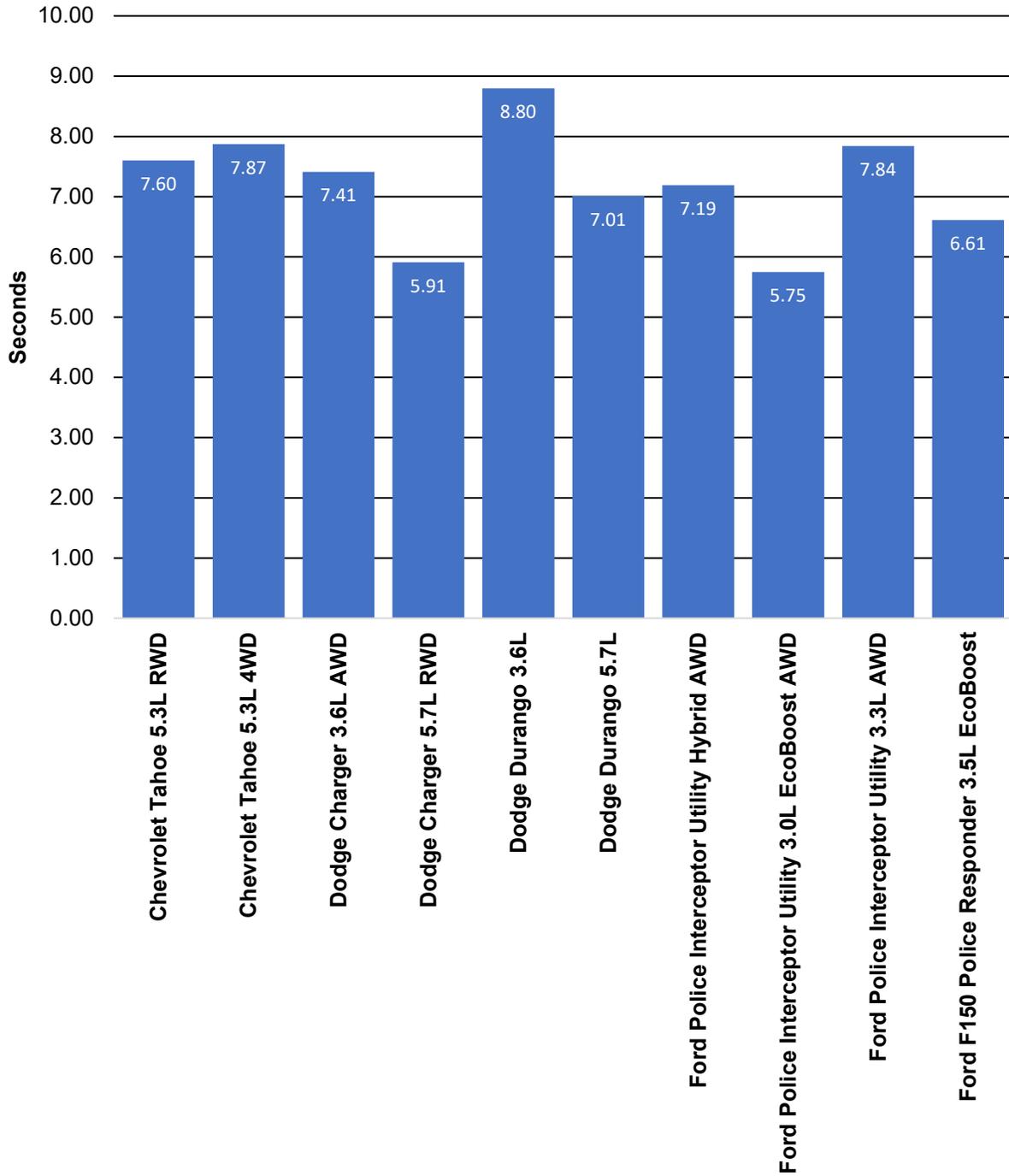
|                                  | Ford Police Interceptor Utility<br>3.3L AWD | Ford F150 Police Responder<br>3.5L EcoBoost |
|----------------------------------|---|---|
| <b>ACCELERATION (seconds)</b>    |   |   |
| 0-20 mph                         | 1.99  | 1.76  |
| 0-30 mph                         | 3.11  | 2.66  |
| 0-40 mph                         | 4.50  | 3.71  |
| 0-50 mph                         | 6.04  | 5.03  |
| 0-60 mph                         | 7.84  | 6.61  |
| 0-70 mph                         | 9.91  | 8.43  |
| 0-80 mph                         | 12.55                                       | 10.62                                       |
| 0-90 mph                         | 15.55                                       | 13.42                                       |
| 0-100 mph                        | 19.14                                       | 16.78                                       |
| TOP SPEED (mph)                  | 136   | 105   |
| <b>DISTANCE TO REACH (miles)</b> |   |   |
| 100 mph                          | 0.33  | 0.30  |
| 120 mph                          | 0.72  | N/A   |
| Top Speed                        | 1.78  | 0.36  |



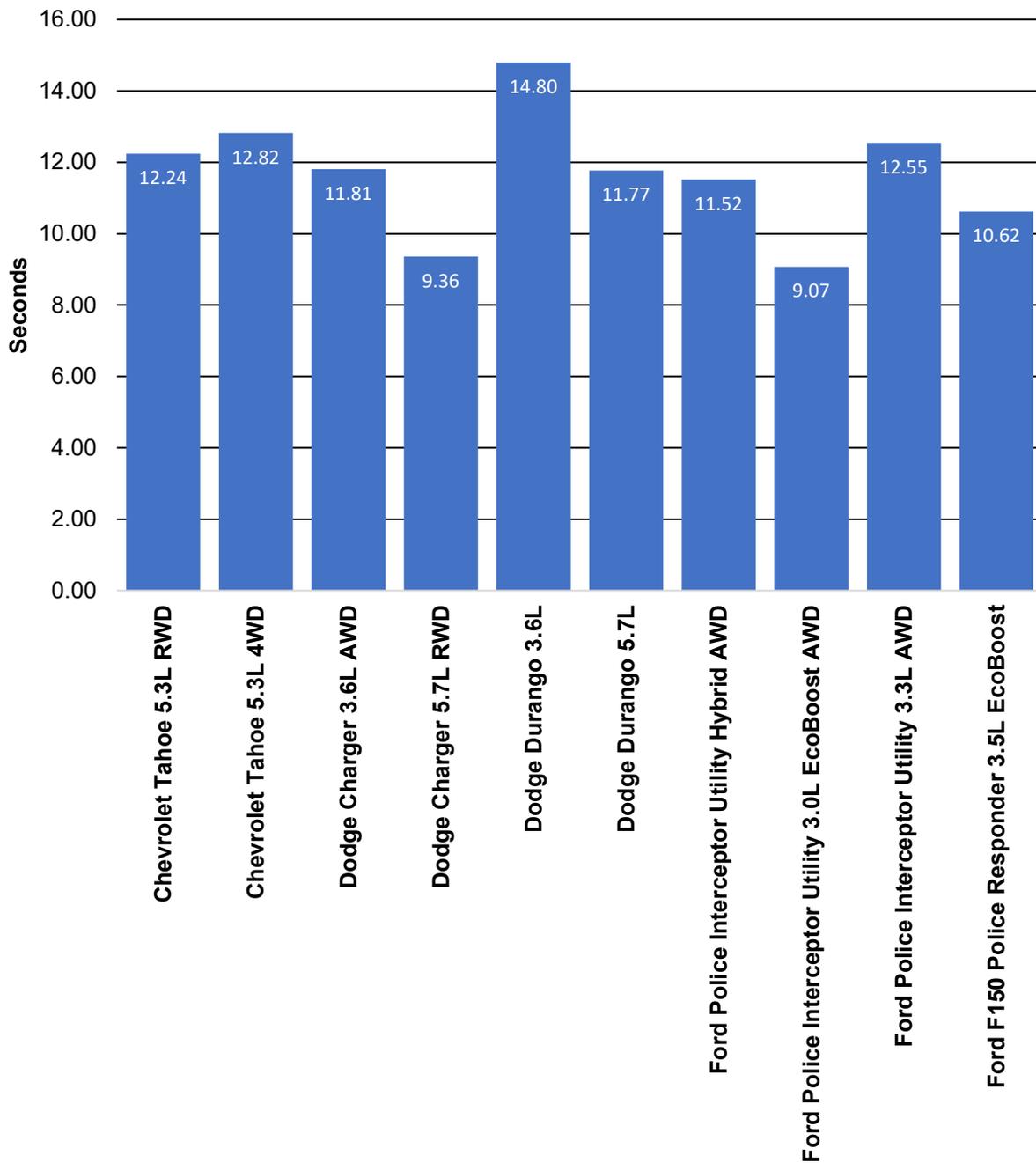
# 2021 Model Year Top Speed Comparison Top Speed Attained



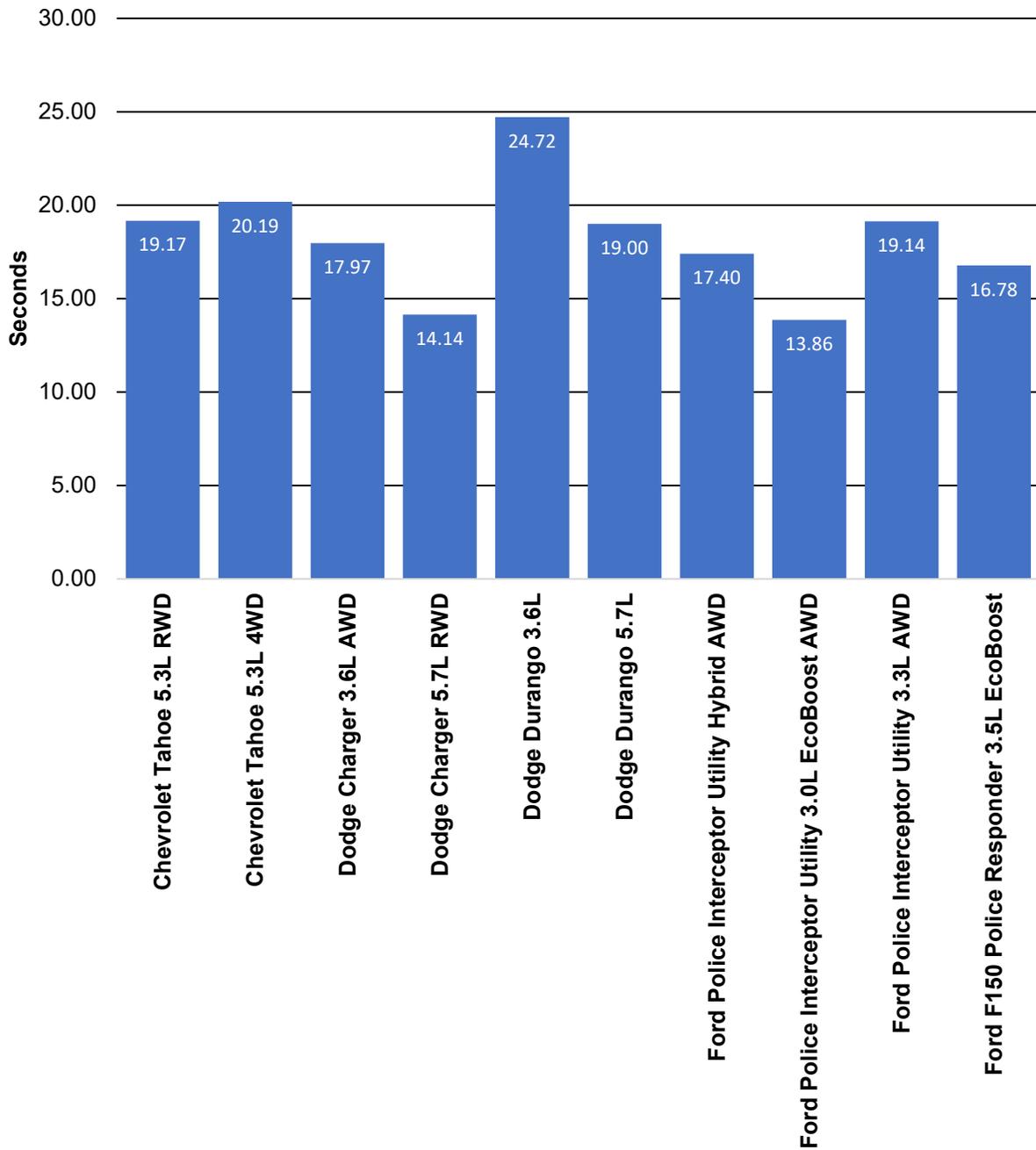
# 2021 Model Year Acceleration Comparison Acceleration Times 0-60 mph



# 2021 Model Year Acceleration Comparison Acceleration Times 0-80 mph



# 2021 Model Year Acceleration Comparison Acceleration Times 0-100 mph





# BRAKE TESTING

## BRAKE TESTING OBJECTIVE

To determine the deceleration rate attained by each test vehicle on twenty 60-0 mph full Anti-lock brake stops. Each vehicle is scored on the average deceleration rate it achieves.

## BRAKE TESTING METHODOLOGY

Each vehicle is driven to the north end of the straightaway on the east side of the oval. The vehicle then begins its sequence of stops heading in a southerly direction. The vehicle is stopped five times at pre-determined points on the roadway. The vehicle is then turned around and stops an additional five times again at pre-determined points on the roadway in a northerly direction. After the ten stops, the vehicle drives one lap around the oval at 45 mph. This is done to cool the brakes before the second sequence. After the cool down lap, the ten stops are repeated.

The data resulting from the twenty stops is used to calculate the average deceleration rate which is the vehicle's score for the test.

## DECELARATION RATE FORMULA

$$\text{Deceleration Rate (DR)} = \frac{\text{Initial Velocity* (IV) squared}}{\text{Two times Stopping Distance (SD)}} = \frac{(IV)^2}{2 (SD)}$$

### EXAMPLE:

$$\begin{aligned} \text{Initial Velocity} &= 89.175 \text{ ft/s (60.8 mph x 1.4667*)} \\ \text{Stopping Distance} &= 171.4 \text{ ft.} \end{aligned}$$

$$\text{DR} = \frac{(IV)^2}{2(SD)} = \frac{(89.175)^2}{2(171.4)} = \frac{7952.24}{342.8} = 23.198 \text{ ft/s}^2$$

Once a vehicle's average deceleration rate has been determined, it is possible to calculate the approximate stopping distance from any given speed by utilizing the following formula:

Select a speed; translate that speed into feet per second; square the feet per second figure by multiplying it by itself; divide the resultant figure by 2; divide the remaining figure by the average deceleration rate of the vehicle in question.

### EXAMPLE:

$$60 \text{ mph} = 88.002 \text{ ft/s} \times 88.002 = 7744.352 / 2 = 3872.176 / 23.198 \text{ ft/s}^2 = 166.9 \text{ ft.}$$

\* Initial velocity must be expressed in terms of feet per second, with 1 mile per hour being equal to 1.4667 feet per second.

# BRAKE TESTING

## Chevrolet Tahoe 5.3L RWD

TEST LOCATION: Chelsea Proving Grounds  
 BEGINNING TIME: 10:57 a.m.

DATE: October 10, 2020  
 TEMPERATURE: 68.5° F

### Phase I

(Ten 60-0 mph full ABS maximum deceleration stops)

| Stop #                            | Initial Velocity<br>(mph) | Stopping Distance<br>(feet) | Deceleration Rate<br>(ft/s <sup>2</sup> ) |
|-----------------------------------|---------------------------|-----------------------------|---|
| 1                                 | 59.80                     | 126.47                      | 30.41                                     |
| 2                                 | 58.70                     | 123.02                      | 30.13                                     |
| 3                                 | 59.40                     | 123.02                      | 30.85                                     |
| 4                                 | 59.60                     | 127.39                      | 29.99                                     |
| 5                                 | 59.90                     | 127.08                      | 30.37                                     |
| 6                                 | 61.60                     | 137.63                      | 29.66                                     |
| 7                                 | 59.50                     | 126.93                      | 30.00                                     |
| 8                                 | 60.60                     | 130.90                      | 30.18                                     |
| 9                                 | 61.10                     | 134.56                      | 29.84                                     |
| 10                                | 59.50                     | 126.38                      | 30.13                                     |
| <b>AVERAGE DECELERATION RATE:</b> |                           |                             | <b>30.16 ft/s<sup>2</sup></b>             |

(One cool down lap at 45 mph)

### Phase II

(Ten 60-0 mph full ABS maximum deceleration stops)

| Stop #                            | Initial Velocity<br>(mph) | Stopping Distance<br>(feet) | Deceleration Rate<br>(ft/s <sup>2</sup> ) |
|-----------------------------------|---------------------------|-----------------------------|---|
| 1                                 | 61.00                     | 133.69                      | 29.94                                     |
| 2                                 | 59.60                     | 125.52                      | 30.44                                     |
| 3                                 | 60.80                     | 130.23                      | 30.53                                     |
| 4                                 | 60.20                     | 125.08                      | 31.16                                     |
| 5                                 | 60.20                     | 126.40                      | 30.84                                     |
| 6                                 | 59.50                     | 125.50                      | 30.34                                     |
| 7                                 | 60.70                     | 130.82                      | 30.29                                     |
| 8                                 | 60.60                     | 126.63                      | 31.19                                     |
| 9                                 | 60.50                     | 128.48                      | 30.64                                     |
| 10                                | 59.70                     | 123.68                      | 31.00                                     |
| <b>AVERAGE DECELERATION RATE:</b> |                           |                             | <b>30.64 ft/s<sup>2</sup></b>             |

### Phase III

|   |                               |
|---|-------------------------------|
| <b>OVERALL AVERAGE DECELERATION RATE:</b>       | <b>30.40 ft/s<sup>2</sup></b> |
| <b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b> | <b>127.4 feet</b>             |

|                                      |     |
|--------------------------------------|-----|
| Evidence of sever fading?            | No  |
| Vehicle Stopped in straight line?    | Yes |
| Vehicle stopped within correct lane? | Yes |

\*All vehicles tested are equipped with Anti-lock brakes (ABS)

# BRAKE TESTING

## Chevrolet Tahoe 5.3L 4WD

**TEST LOCATION:** Chelsea Proving Grounds  
**BEGINNING TIME:** 12:10 p.m.

**DATE:** October 10, 2020  
**TEMPERATURE:** 70.5° F

### Phase I

(Ten 60-0 mph full ABS maximum deceleration stops)

| Stop #                            | Initial Velocity<br>(mph) | Stopping Distance<br>(feet) | Deceleration Rate<br>(ft/s <sup>2</sup> ) |
|-----------------------------------|---------------------------|-----------------------------|---|
| 1                                 | 60.50                     | 131.73                      | 29.89                                     |
| 2                                 | 59.90                     | 127.39                      | 30.29                                     |
| 3                                 | 59.90                     | 124.51                      | 31.00                                     |
| 4                                 | 60.30                     | 130.57                      | 29.95                                     |
| 5                                 | 59.80                     | 126.98                      | 30.29                                     |
| 6                                 | 60.20                     | 130.62                      | 29.84                                     |
| 7                                 | 60.00                     | 126.33                      | 30.65                                     |
| 8                                 | 59.60                     | 125.12                      | 30.54                                     |
| 9                                 | 60.10                     | 127.81                      | 30.40                                     |
| 10                                | 60.00                     | 129.19                      | 29.97                                     |
| <b>AVERAGE DECELERATION RATE:</b> |                           |                             | <b>30.28 ft/s<sup>2</sup></b>             |

(One cool down lap at 45 mph)

### Phase II

(Ten 60-0 mph full ABS maximum deceleration stops)

| Stop #                            | Initial Velocity<br>(mph) | Stopping Distance<br>(feet) | Deceleration Rate<br>(ft/s <sup>2</sup> ) |
|-----------------------------------|---------------------------|-----------------------------|---|
| 1                                 | 60.00                     | 128.24                      | 30.19                                     |
| 2                                 | 59.80                     | 126.42                      | 30.43                                     |
| 3                                 | 60.00                     | 124.49                      | 31.10                                     |
| 4                                 | 60.10                     | 127.05                      | 30.58                                     |
| 5                                 | 59.80                     | 124.06                      | 31.00                                     |
| 6                                 | 59.90                     | 127.77                      | 30.20                                     |
| 7                                 | 60.10                     | 126.52                      | 30.71                                     |
| 8                                 | 60.50                     | 127.85                      | 30.79                                     |
| 9                                 | 60.20                     | 124.58                      | 31.29                                     |
| 10                                | 59.60                     | 126.21                      | 30.27                                     |
| <b>AVERAGE DECELERATION RATE:</b> |                           |                             | <b>30.66 ft/s<sup>2</sup></b>             |

### Phase III

|   |                               |
|---|-------------------------------|
| <b>OVERALL AVERAGE DECELERATION RATE:</b>       | <b>30.47 ft/s<sup>2</sup></b> |
| <b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b> | <b>127.1 feet</b>             |

|                                      |     |
|--------------------------------------|-----|
| Evidence of sever fading?            | No  |
| Vehicle Stopped in straight line?    | Yes |
| Vehicle stopped within correct lane? | Yes |

\*All vehicles tested are equipped with Anti-lock brakes (ABS)

# BRAKE TESTING

## Dodge Charger 3.6L AWD

**TEST LOCATION:** Chelsea Proving Grounds  
**BEGINNING TIME:** 9:42 a.m.

**DATE:** October 10, 2020  
**TEMPERATURE:** 64.5° F

### Phase I

(Ten 60-0 mph full ABS maximum deceleration stops)

| Stop #                            | Initial Velocity<br>(mph) | Stopping Distance<br>(feet) | Deceleration Rate<br>(ft/s <sup>2</sup> ) |
|-----------------------------------|---------------------------|-----------------------------|---|
| 1                                 | 60.60                     | 131.94                      | 29.94                                     |
| 2                                 | 60.40                     | 130.99                      | 29.96                                     |
| 3                                 | 61.00                     | 130.25                      | 30.73                                     |
| 4                                 | 60.60                     | 131.66                      | 30.00                                     |
| 5                                 | 60.00                     | 126.22                      | 30.68                                     |
| 6                                 | 60.80                     | 131.18                      | 30.31                                     |
| 7                                 | 60.50                     | 130.59                      | 30.15                                     |
| 8                                 | 60.30                     | 127.37                      | 30.71                                     |
| 9                                 | 60.30                     | 128.48                      | 30.44                                     |
| 10                                | 60.00                     | 126.34                      | 30.65                                     |
| <b>AVERAGE DECELERATION RATE:</b> |                           |                             | <b>30.36 ft/s<sup>2</sup></b>             |

*(One cool down lap at 45 mph)*

### Phase II

(Ten 60-0 mph full ABS maximum deceleration stops)

| Stop #                            | Initial Velocity<br>(mph) | Stopping Distance<br>(feet) | Deceleration Rate<br>(ft/s <sup>2</sup> ) |
|-----------------------------------|---------------------------|-----------------------------|---|
| 1                                 | 60.50                     | 129.98                      | 30.29                                     |
| 2                                 | 59.70                     | 125.98                      | 30.43                                     |
| 3                                 | 60.60                     | 129.57                      | 30.49                                     |
| 4                                 | 60.50                     | 130.67                      | 30.13                                     |
| 5                                 | 60.10                     | 126.93                      | 30.61                                     |
| 6                                 | 60.10                     | 127.10                      | 30.57                                     |
| 7                                 | 60.70                     | 128.65                      | 30.80                                     |
| 8                                 | 60.90                     | 128.45                      | 31.06                                     |
| 9                                 | 59.70                     | 125.61                      | 30.52                                     |
| 10                                | 59.70                     | 126.38                      | 30.33                                     |
| <b>AVERAGE DECELERATION RATE:</b> |                           |                             | <b>30.52 ft/s<sup>2</sup></b>             |

### Phase III

|   |                               |
|---|-------------------------------|
| <b>OVERALL AVERAGE DECELERATION RATE:</b>       | <b>30.44 ft/s<sup>2</sup></b> |
| <b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b> | <b>127.2 feet</b>             |

|                                      |     |
|--------------------------------------|-----|
| Evidence of sever fading?            | No  |
| Vehicle Stopped in straight line?    | Yes |
| Vehicle stopped within correct lane? | Yes |

\*All vehicles tested are equipped with Anti-lock brakes (ABS)

# BRAKE TESTING

## Dodge Charger 5.7L RWD

**TEST LOCATION:** Chelsea Proving Grounds  
**BEGINNING TIME:** 11:31 a.m.

**DATE:** October 10, 2020  
**TEMPERATURE:** 69.9° F

### Phase I

(Ten 60-0 mph full ABS maximum deceleration stops)

| Stop #                            | Initial Velocity<br>(mph) | Stopping Distance<br>(feet) | Deceleration Rate<br>(ft/s <sup>2</sup> ) |
|-----------------------------------|---------------------------|-----------------------------|---|
| 1                                 | 59.70                     | 131.28                      | 29.20                                     |
| 2                                 | 60.60                     | 131.32                      | 30.08                                     |
| 3                                 | 60.10                     | 130.43                      | 29.79                                     |
| 4                                 | 60.60                     | 131.41                      | 30.06                                     |
| 5                                 | 60.20                     | 132.65                      | 29.39                                     |
| 6                                 | 60.20                     | 130.80                      | 29.80                                     |
| 7                                 | 60.40                     | 132.33                      | 29.65                                     |
| 8                                 | 60.50                     | 132.22                      | 29.78                                     |
| 9                                 | 60.20                     | 128.50                      | 30.33                                     |
| 10                                | 60.30                     | 131.56                      | 29.73                                     |
| <b>AVERAGE DECELERATION RATE:</b> |                           |                             | <b>29.78 ft/s<sup>2</sup></b>             |

*(One cool down lap at 45 mph)*

### Phase II

(Ten 60-0 mph full ABS maximum deceleration stops)

| Stop #                            | Initial Velocity<br>(mph) | Stopping Distance<br>(feet) | Deceleration Rate<br>(ft/s <sup>2</sup> ) |
|-----------------------------------|---------------------------|-----------------------------|---|
| 1                                 | 60.30                     | 130.65                      | 29.93                                     |
| 2                                 | 60.10                     | 127.82                      | 30.40                                     |
| 3                                 | 60.70                     | 128.95                      | 30.73                                     |
| 4                                 | 59.10                     | 123.54                      | 30.41                                     |
| 5                                 | 60.50                     | 130.16                      | 30.25                                     |
| 6                                 | 59.90                     | 126.89                      | 30.41                                     |
| 7                                 | 60.80                     | 130.71                      | 30.42                                     |
| 8                                 | 60.40                     | 130.55                      | 30.06                                     |
| 9                                 | 60.60                     | 130.62                      | 30.24                                     |
| 10                                | 60.10                     | 125.98                      | 30.84                                     |
| <b>AVERAGE DECELERATION RATE:</b> |                           |                             | <b>30.37 ft/s<sup>2</sup></b>             |

### Phase III

|   |                               |
|---|-------------------------------|
| <b>OVERALL AVERAGE DECELERATION RATE:</b>       | <b>30.07 ft/s<sup>2</sup></b> |
| <b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b> | <b>128.8 feet</b>             |

|                                      |     |
|--------------------------------------|-----|
| Evidence of sever fading?            | No  |
| Vehicle Stopped in straight line?    | Yes |
| Vehicle stopped within correct lane? | Yes |

\*All vehicles tested are equipped with Anti-lock brakes (ABS)

# BRAKE TESTING

## Dodge Durango 3.6L AWD

TEST LOCATION: Chelsea Proving Grounds  
 BEGINNING TIME: 10:39 a.m.

DATE: October 10, 2020  
 TEMPERATURE: 67.6° F

### Phase I

(Ten 60-0 mph full ABS maximum deceleration stops)

| Stop #                            | Initial Velocity (mph) | Stopping Distance (feet) | Deceleration Rate (ft/s <sup>2</sup> ) |
|-----------------------------------|------------------------|--------------------------|--|
| 1                                 | 60.30                  | 137.39                   | 28.47                                  |
| 2                                 | 59.90                  | 132.21                   | 29.19                                  |
| 3                                 | 59.30                  | 126.15                   | 29.98                                  |
| 4                                 | 59.90                  | 131.60                   | 29.33                                  |
| 5                                 | 60.60                  | 135.56                   | 29.14                                  |
| 6                                 | 60.00                  | 131.64                   | 29.41                                  |
| 7                                 | 60.00                  | 131.94                   | 29.35                                  |
| 8                                 | 60.30                  | 133.57                   | 29.28                                  |
| 9                                 | 60.00                  | 136.34                   | 28.40                                  |
| 10                                | 60.60                  | 134.74                   | 29.32                                  |
| <b>AVERAGE DECELERATION RATE:</b> |                        |                          | <b>29.19 ft/s<sup>2</sup></b>          |

(One cool down lap at 45 mph)

### Phase II

(Ten 60-0 mph full ABS maximum deceleration stops)

| Stop #                            | Initial Velocity (mph) | Stopping Distance (feet) | Deceleration Rate (ft/s <sup>2</sup> ) |
|-----------------------------------|------------------------|--------------------------|--|
| 1                                 | 60.80                  | 138.31                   | 28.75                                  |
| 2                                 | 59.70                  | 131.60                   | 29.13                                  |
| 3                                 | 60.20                  | 133.07                   | 29.29                                  |
| 4                                 | 60.10                  | 134.34                   | 28.92                                  |
| 5                                 | 59.70                  | 131.17                   | 29.23                                  |
| 6                                 | 60.20                  | 134.72                   | 28.93                                  |
| 7                                 | 59.20                  | 131.35                   | 28.70                                  |
| 8                                 | 60.30                  | 134.65                   | 29.05                                  |
| 9                                 | 60.30                  | 134.48                   | 29.08                                  |
| 10                                | 59.60                  | 132.30                   | 28.88                                  |
| <b>AVERAGE DECELERATION RATE:</b> |                        |                          | <b>29.00 ft/s<sup>2</sup></b>          |

### Phase III

|   |                               |
|---|-------------------------------|
| <b>OVERALL AVERAGE DECELERATION RATE:</b>       | <b>29.09 ft/s<sup>2</sup></b> |
| <b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b> | <b>133.1 feet</b>             |

|                                      |     |
|--------------------------------------|-----|
| Evidence of sever fading?            | No  |
| Vehicle Stopped in straight line?    | Yes |
| Vehicle stopped within correct lane? | Yes |

\*All vehicles tested are equipped with Anti-lock brakes (ABS)

# BRAKE TESTING

## Dodge Durango 5.7L AWD

**TEST LOCATION:** Chelsea Proving Grounds  
**BEGINNING TIME:** 11:48 a.m.

**DATE:** October 10, 2020  
**TEMPERATURE:** 69.9° F

### Phase I

(Ten 60-0 mph full ABS maximum deceleration stops)

| Stop #                            | Initial Velocity<br>(mph) | Stopping<br>Distance (feet) | Deceleration Rate<br>(ft/s <sup>2</sup> ) |
|-----------------------------------|---------------------------|-----------------------------|---|
| 1                                 | 60.30                     | 133.68                      | 29.26                                     |
| 2                                 | 60.30                     | 133.97                      | 29.19                                     |
| 3                                 | 60.30                     | 129.39                      | 30.23                                     |
| 4                                 | 60.30                     | 133.60                      | 29.27                                     |
| 5                                 | 59.90                     | 131.40                      | 29.37                                     |
| 6                                 | 60.20                     | 131.98                      | 29.54                                     |
| 7                                 | 60.30                     | 134.31                      | 29.12                                     |
| 8                                 | 60.00                     | 130.55                      | 29.66                                     |
| 9                                 | 60.30                     | 135.60                      | 28.84                                     |
| 10                                | 60.30                     | 131.74                      | 29.69                                     |
| <b>AVERAGE DECELERATION RATE:</b> |                           |                             | <b>29.42 ft/s<sup>2</sup></b>             |

(One cool down lap at 45 mph)

### Phase II

(Ten 60-0 mph full ABS maximum deceleration stops)

| Stop #                            | Initial Velocity<br>(mph) | Stopping<br>Distance (feet) | Deceleration Rate<br>(ft/s <sup>2</sup> ) |
|-----------------------------------|---------------------------|-----------------------------|---|
| 1                                 | 60.30                     | 136.47                      | 28.66                                     |
| 2                                 | 60.50                     | 135.37                      | 29.08                                     |
| 3                                 | 60.80                     | 135.36                      | 29.37                                     |
| 4                                 | 60.20                     | 132.48                      | 29.42                                     |
| 5                                 | 60.80                     | 138.64                      | 28.68                                     |
| 6                                 | 60.50                     | 135.15                      | 29.13                                     |
| 7                                 | 60.00                     | 134.12                      | 28.87                                     |
| 8                                 | 60.30                     | 134.58                      | 29.06                                     |
| 9                                 | 60.40                     | 139.89                      | 28.05                                     |
| 10                                | 59.90                     | 132.97                      | 29.02                                     |
| <b>AVERAGE DECELERATION RATE:</b> |                           |                             | <b>28.94 ft/s<sup>2</sup></b>             |

### Phase III

|   |                               |
|---|-------------------------------|
| <b>OVERALL AVERAGE DECELERATION RATE:</b>       | <b>29.18 ft/s<sup>2</sup></b> |
| <b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b> | <b>132.7 feet</b>             |

|                                      |     |
|--------------------------------------|-----|
| Evidence of sever fading?            | No  |
| Vehicle Stopped in straight line?    | Yes |
| Vehicle stopped within correct lane? | Yes |

*\*All vehicles tested are equipped with Anti-lock brakes (ABS)*

# BRAKE TESTING

## Ford Police Interceptor Utility Hybrid AWD

TEST LOCATION: Chelsea Proving Grounds  
 BEGINNING TIME: 9:39 a.m.

DATE: October 10, 2020  
 TEMPERATURE: 64.5° F

### Phase I

(Ten 60-0 mph full ABS maximum deceleration stops)

| Stop #                            | Initial Velocity<br>(mph) | Stopping<br>Distance (feet) | Deceleration Rate<br>(ft/s <sup>2</sup> ) |
|-----------------------------------|---------------------------|-----------------------------|---|
| 1                                 | 59.30                     | 130.13                      | 29.07                                     |
| 2                                 | 60.20                     | 133.50                      | 29.20                                     |
| 3                                 | 60.00                     | 129.15                      | 29.98                                     |
| 4                                 | 60.40                     | 134.63                      | 29.15                                     |
| 5                                 | 60.20                     | 130.38                      | 29.90                                     |
| 6                                 | 60.60                     | 132.57                      | 29.80                                     |
| 7                                 | 61.00                     | 135.54                      | 29.53                                     |
| 8                                 | 61.80                     | 135.54                      | 30.31                                     |
| 9                                 | 60.10                     | 132.58                      | 29.30                                     |
| 10                                | 60.00                     | 129.50                      | 29.90                                     |
| <b>AVERAGE DECELERATION RATE:</b> |                           |                             | <b>29.61 ft/s<sup>2</sup></b>             |

(One cool down lap at 45 mph)

### Phase II

(Ten 60-0 mph full ABS maximum deceleration stops)

| Stop #                            | Initial Velocity<br>(mph) | Stopping<br>Distance (feet) | Deceleration Rate<br>(ft/s <sup>2</sup> ) |
|-----------------------------------|---------------------------|-----------------------------|---|
| 1                                 | 60.50                     | 131.69                      | 29.90                                     |
| 2                                 | 60.40                     | 131.79                      | 29.77                                     |
| 3                                 | 60.70                     | 131.14                      | 30.22                                     |
| 4                                 | 60.40                     | 131.34                      | 29.88                                     |
| 5                                 | 60.80                     | 133.92                      | 29.69                                     |
| 6                                 | 59.80                     | 128.66                      | 29.90                                     |
| 7                                 | 60.30                     | 131.31                      | 29.78                                     |
| 8                                 | 59.80                     | 126.59                      | 30.38                                     |
| 9                                 | 59.90                     | 130.59                      | 29.55                                     |
| 10                                | 59.70                     | 126.81                      | 30.23                                     |
| <b>AVERAGE DECELERATION RATE:</b> |                           |                             | <b>29.93 ft/s<sup>2</sup></b>             |

### Phase III

|   |                               |
|---|-------------------------------|
| <b>OVERALL AVERAGE DECELERATION RATE:</b>       | <b>29.77 ft/s<sup>2</sup></b> |
| <b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b> | <b>130.1 feet</b>             |

|                                      |     |
|--------------------------------------|-----|
| Evidence of sever fading?            | No  |
| Vehicle Stopped in straight line?    | Yes |
| Vehicle stopped within correct lane? | Yes |

\*All vehicles tested are equipped with Anti-lock brakes (ABS)

# BRAKE TESTING

## Ford Police Interceptor Utility 3.0L EcoBoost AWD

TEST LOCATION: Chelsea Proving Grounds  
 BEGINNING TIME: 11:13 a.m.

DATE: October 10, 2020  
 TEMPERATURE: 69.4° F

### Phase I

(Ten 60-0 mph full ABS maximum deceleration stops)

| Stop #                            | Initial Velocity (mph) | Stopping Distance (feet) | Deceleration Rate (ft/s <sup>2</sup> ) |
|-----------------------------------|------------------------|--------------------------|--|
| 1                                 | 60.20                  | 131.47                   | 29.65                                  |
| 2                                 | 60.80                  | 132.86                   | 29.93                                  |
| 3                                 | 61.20                  | 136.52                   | 29.51                                  |
| 4                                 | 60.80                  | 131.69                   | 30.19                                  |
| 5                                 | 60.40                  | 131.13                   | 29.92                                  |
| 6                                 | 60.80                  | 132.00                   | 30.12                                  |
| 7                                 | 60.60                  | 131.86                   | 29.96                                  |
| 8                                 | 60.70                  | 131.59                   | 30.12                                  |
| 9                                 | 60.80                  | 132.56                   | 29.99                                  |
| 10                                | 60.90                  | 134.73                   | 29.61                                  |
| <b>AVERAGE DECELERATION RATE:</b> |                        |                          | <b>29.90 ft/s<sup>2</sup></b>          |

(One cool down lap at 45 mph)

### Phase II

(Ten 60-0 mph full ABS maximum deceleration stops)

| Stop #                            | Initial Velocity (mph) | Stopping Distance (feet) | Deceleration Rate (ft/s <sup>2</sup> ) |
|-----------------------------------|------------------------|--------------------------|--|
| 1                                 | 60.50                  | 130.95                   | 30.06                                  |
| 2                                 | 60.20                  | 131.45                   | 29.65                                  |
| 3                                 | 60.20                  | 128.29                   | 30.38                                  |
| 4                                 | 60.60                  | 132.04                   | 29.92                                  |
| 5                                 | 60.30                  | 129.79                   | 30.13                                  |
| 6                                 | 59.30                  | 126.61                   | 29.87                                  |
| 7                                 | 60.30                  | 128.55                   | 30.42                                  |
| 8                                 | 60.20                  | 128.20                   | 30.41                                  |
| 9                                 | 60.60                  | 129.61                   | 30.48                                  |
| 10                                | 60.00                  | 128.52                   | 30.13                                  |
| <b>AVERAGE DECELERATION RATE:</b> |                        |                          | <b>30.15 ft/s<sup>2</sup></b>          |

### Phase III

|   |                               |
|---|-------------------------------|
| <b>OVERALL AVERAGE DECELERATION RATE:</b>       | <b>30.02 ft/s<sup>2</sup></b> |
| <b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b> | <b>129.0 feet</b>             |

|                                      |     |
|--------------------------------------|-----|
| Evidence of sever fading?            | No  |
| Vehicle Stopped in straight line?    | Yes |
| Vehicle stopped within correct lane? | Yes |

\*All vehicles tested are equipped with Anti-lock brakes (ABS)

# BRAKE TESTING

## Ford Police Interceptor Utility 3.3L AWD

TEST LOCATION: Chelsea Proving Grounds  
 BEGINNING TIME: 10:02 a.m.

DATE: October 10, 2020  
 TEMPERATURE: 65.3° F

### Phase I

(Ten 60-0 mph full ABS maximum deceleration stops)

| Stop #                            | Initial Velocity<br>(mph) | Stopping<br>Distance (feet) | Deceleration Rate<br>(ft/s <sup>2</sup> ) |
|-----------------------------------|---------------------------|-----------------------------|---|
| 1                                 | 60.30                     | 127.28                      | 30.73                                     |
| 2                                 | 60.10                     | 125.79                      | 30.89                                     |
| 3                                 | 59.90                     | 125.26                      | 30.81                                     |
| 4                                 | 61.10                     | 131.82                      | 30.46                                     |
| 5                                 | 59.90                     | 128.92                      | 29.94                                     |
| 6                                 | 60.10                     | 127.94                      | 30.37                                     |
| 7                                 | 60.70                     | 129.33                      | 30.64                                     |
| 8                                 | 60.40                     | 129.59                      | 30.28                                     |
| 9                                 | 60.10                     | 127.94                      | 30.37                                     |
| 10                                | 60.60                     | 129.28                      | 30.55                                     |
| <b>AVERAGE DECELERATION RATE:</b> |                           |                             | <b>30.50 ft/s<sup>2</sup></b>             |

(One cool down lap at 45 mph)

### Phase II

(Ten 60-0 mph full ABS maximum deceleration stops)

| Stop #                            | Initial Velocity<br>(mph) | Stopping<br>Distance (feet) | Deceleration Rate<br>(ft/s <sup>2</sup> ) |
|-----------------------------------|---------------------------|-----------------------------|---|
| 1                                 | 60.80                     | 130.09                      | 30.56                                     |
| 2                                 | 59.90                     | 126.02                      | 30.62                                     |
| 3                                 | 60.20                     | 126.80                      | 30.74                                     |
| 4                                 | 61.10                     | 128.96                      | 31.14                                     |
| 5                                 | 60.40                     | 126.83                      | 30.94                                     |
| 6                                 | 59.30                     | 123.36                      | 30.66                                     |
| 7                                 | 60.40                     | 128.12                      | 30.63                                     |
| 8                                 | 61.30                     | 130.97                      | 30.86                                     |
| 9                                 | 59.20                     | 125.48                      | 30.04                                     |
| 10                                | 60.10                     | 127.30                      | 30.52                                     |
| <b>AVERAGE DECELERATION RATE:</b> |                           |                             | <b>30.67 ft/s<sup>2</sup></b>             |

### Phase III

|   |                               |
|---|-------------------------------|
| <b>OVERALL AVERAGE DECELERATION RATE:</b>       | <b>30.59 ft/s<sup>2</sup></b> |
| <b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b> | <b>126.6 feet</b>             |

|                                      |     |
|--------------------------------------|-----|
| Evidence of sever fading?            | No  |
| Vehicle Stopped in straight line?    | Yes |
| Vehicle stopped within correct lane? | Yes |

\*All vehicles tested are equipped with Anti-lock brakes (ABS)

# BRAKE TESTING

## Ford F150 Police Responder 3.5L EcoBoost

TEST LOCATION: Chelsea Proving Grounds  
 BEGINNING TIME: 8:47 a.m.

DATE: October 10, 2020  
 TEMPERATURE: 62.5° F

### Phase I

(Ten 60-0 mph full ABS maximum deceleration stops)

| Stop #                            | Initial Velocity<br>(mph) | Stopping<br>Distance (feet) | Deceleration Rate<br>(ft/s <sup>2</sup> ) |
|-----------------------------------|---------------------------|-----------------------------|---|
| 1                                 | 59.60                     | 146.51                      | 26.08                                     |
| 2                                 | 61.20                     | 153.60                      | 26.23                                     |
| 3                                 | 60.40                     | 149.19                      | 26.30                                     |
| 4                                 | 59.10                     | 142.14                      | 26.43                                     |
| 5                                 | 60.10                     | 146.38                      | 26.54                                     |
| 6                                 | 60.50                     | 149.06                      | 26.41                                     |
| 7                                 | 61.30                     | 152.11                      | 26.57                                     |
| 8                                 | 60.50                     | 145.14                      | 27.13                                     |
| 9                                 | 60.70                     | 151.09                      | 26.23                                     |
| 10                                | 60.60                     | 147.75                      | 26.73                                     |
| <b>AVERAGE DECELERATION RATE:</b> |                           |                             | <b>26.47 ft/s<sup>2</sup></b>             |

(One cool down lap at 45 mph)

### Phase II

(Ten 60-0 mph full ABS maximum deceleration stops)

| Stop #                            | Initial Velocity<br>(mph) | Stopping<br>Distance (feet) | Deceleration Rate<br>(ft/s <sup>2</sup> ) |
|-----------------------------------|---------------------------|-----------------------------|---|
| 1                                 | 60.40                     | 152.38                      | 25.75                                     |
| 2                                 | 61.10                     | 149.31                      | 26.89                                     |
| 3                                 | 60.80                     | 148.87                      | 26.71                                     |
| 4                                 | 59.70                     | 145.99                      | 26.26                                     |
| 5                                 | 60.40                     | 148.40                      | 26.44                                     |
| 6                                 | 60.50                     | 146.53                      | 26.87                                     |
| 7                                 | 59.90                     | 141.69                      | 27.24                                     |
| 8                                 | 59.20                     | 140.68                      | 26.80                                     |
| 9                                 | 58.30                     | 137.48                      | 26.59                                     |
| 10                                | 60.00                     | 147.73                      | 26.21                                     |
| <b>AVERAGE DECELERATION RATE:</b> |                           |                             | <b>26.58 ft/s<sup>2</sup></b>             |

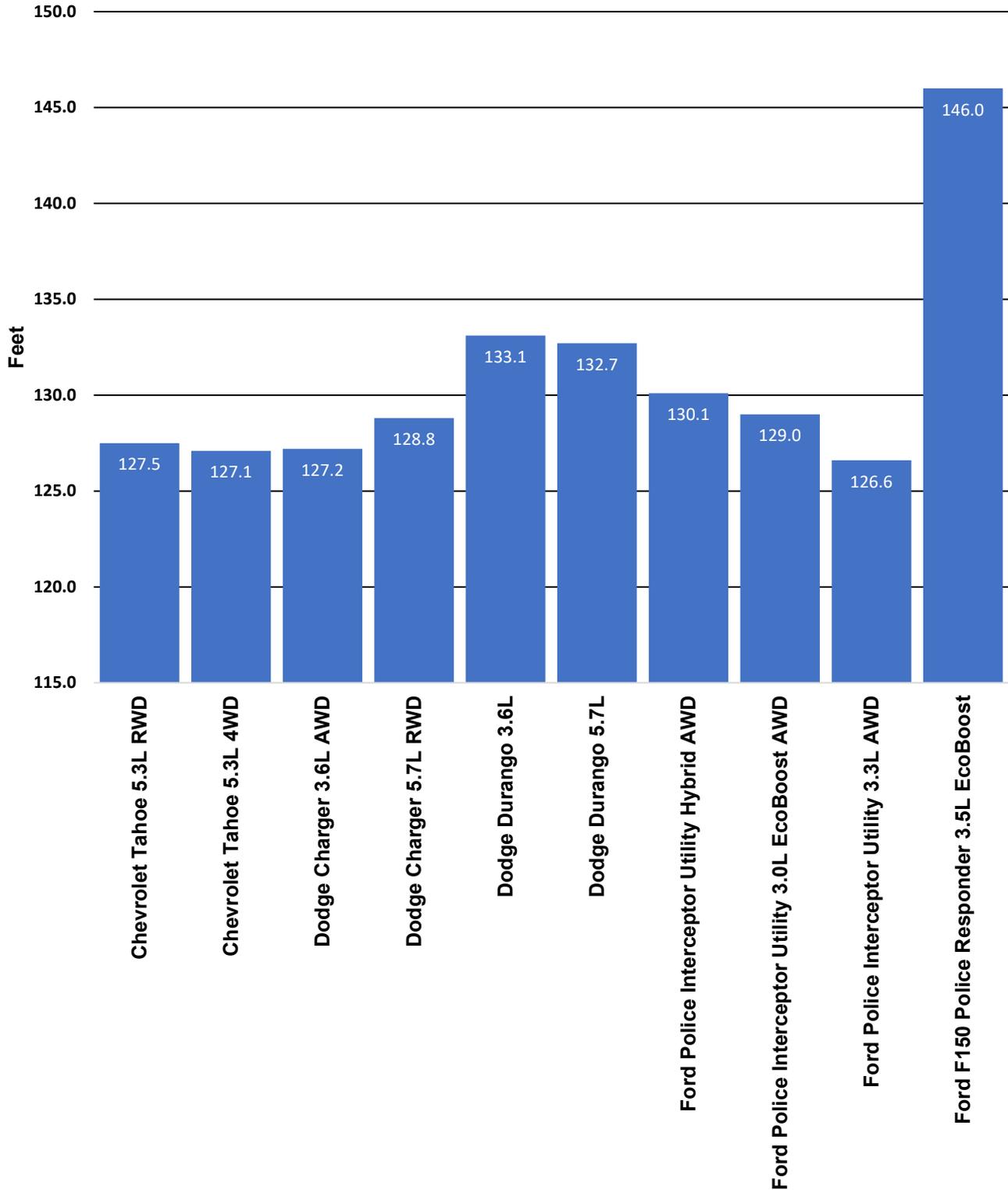
### Phase III

|   |                               |
|---|-------------------------------|
| <b>OVERALL AVERAGE DECELERATION RATE:</b>       | <b>26.52 ft/s<sup>2</sup></b> |
| <b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b> | <b>146.0 feet</b>             |

|                                      |     |
|--------------------------------------|-----|
| Evidence of sever fading?            | No  |
| Vehicle Stopped in straight line?    | Yes |
| Vehicle stopped within correct lane? | Yes |

\*All vehicles tested are equipped with Anti-lock brakes (ABS)

# 2021 Model Year Brake Testing Projected Stopping Distance



# ERGONOMICS AND COMMUNICATIONS

## TESTING OBJECTIVE:

Rate each test vehicle's ability to:

1. Provide a suitable environment for the patrol officer in the performance of his/her assigned tasks.
2. Accommodate the required communications and emergency warning equipment and assess the relative difficulty of such installations.

## TESTING METHODOLOGY:

Utilizing the Ergonomics and Communications Form (as seen on page 65 of this book), each category is graded on a scale from 1-10, with 1 representing "totally unacceptable", 5 representing "average", and 10 representing "superior". The scores given are averaged to minimize personal prejudice for or against any given vehicle.

For the ergonomics portion of the form, a minimum of four officers (in this case six), individually and independently compare and score each test vehicle in several areas. These include comfort, convenience, instrumentation, and visibility.

The installation and communications portion of the evaluation is conducted by personnel from the Michigan Public Safety Communications System. The scores are given based on the relative difficulty of the necessary installations.

## COMMUNICATIONS

|                         | <b>Chevrolet Tahoe</b> | <b>Dodge Charger</b> | <b>Dodge Durango</b> | <b>Ford Police Interceptor Utility</b> | <b>Ford F150 Police Responder</b> |
|-------------------------|------------------------|----------------------|----------------------|--|-----------------------------------|
| <b>COMMUNICATIONS</b>   |                        |                      |                      |  |                                   |
| Dashboard Accessibility | 9.33                   | 9.39                 | 10.00                | 10.00                                  | 9.56                              |
| Trunk Accessibility     | 8.86                   | 9.07                 | 9.33                 | 8.33                                   | 7.57                              |
| Engine Compartment      | 8.33                   | 7.67                 | 10.00                | 10.00                                  | 9.00                              |
| <b>TOTAL SCORES</b>     | <b>8.84</b>            | <b>8.71</b>          | <b>9.78</b>          | <b>9.44</b>                            | <b>8.71</b>                       |

# ERGONOMICS

|   | Chevrolet Tahoe | Dodge Charger | Dodge Durango | Ford Police Interceptor Utility | Ford F150 Police Responder |
|---|-----------------|---------------|---------------|---------------------------------|----------------------------|
| <b>FRONT SEAT</b>                               |                 |               |               |                                 |                            |
| Padding   | 8.67            | 9.17          | 9.17          | 8.00                            | 8.83                       |
| Depth of Bucket Seat                            | 8.60            | 9.00          | 9.00          | 8.67                            | 8.83                       |
| Adjustability – Front to Rear                   | 10.00           | 9.17          | 9.33          | 9.00                            | 9.17                       |
| Upholstery                                      | 9.60            | 8.67          | 8.50          | 8.83                            | 8.67                       |
| Bucket Seat Design                              | 8.00            | 9.00          | 9.00          | 8.17                            | 8.50                       |
| Headroom  | 10.00           | 9.00          | 9.33          | 9.00                            | 9.83                       |
| Seatbelts                                       | 9.60            | 9.17          | 9.17          | 9.17                            | 8.83                       |
| Ease of Entry and Exit                          | 9.20            | 8.50          | 9.00          | 9.17                            | 9.17                       |
| Overall Comfort Rating                          | 8.50            | 9.17          | 9.33          | 8.33                            | 9.00                       |
| <b>REAR SEAT</b>                                |                 |               |               |                                 |                            |
| Leg room – Front seat back                      | 9.40            | 6.33          | 8.17          | 8.17                            | 9.83                       |
| Ease of Entry and Exit                          | 9.20            | 6.00          | 8.83          | 8.67                            | 9.33                       |
| <b>INSTRUMENTATION</b>                          |                 |               |               |                                 |                            |
| Clarity   | 9.60            | 9.33          | 9.33          | 7.83                            | 9.33                       |
| Placement                                       | 9.80            | 9.50          | 9.00          | 8.83                            | 9.33                       |
| <b>VEHICLE CONTROLS</b>                         |                 |               |               |                                 |                            |
| Pedals, Size, and Position                      | 9.40            | 9.33          | 7.83          | 9.17                            | 9.33                       |
| Power Window Switch                             | 9.60            | 9.67          | 9.67          | 9.50                            | 8.83                       |
| Stability/Traction Control Switch               | 9.80            | 9.50          | 9.00          | 8.50                            | 9.33                       |
| Door Lock Switch                                | 9.00            | 9.50          | 9.50          | 8.67                            | 8.17                       |
| Outside Mirror Controls                         | 9.20            | 9.50          | 9.50          | 9.17                            | 8.83                       |
| Steering Wheel, Size, Tilt Release, and Surface | 9.40            | 9.50          | 9.50          | 8.67                            | 9.33                       |
| Heat/AC Vent Placement and Adjustability        | 9.80            | 9.33          | 9.17          | 8.17                            | 9.33                       |
| Trunk Release Switch                            | 8.50            | 9.67          | 8.60          | 8.00                            | NA                         |
| <b>VISIBILITY</b>                               |                 |               |               |                                 |                            |
| Front (Windshield)                              | 9.20            | 9.00          | 9.00          | 9.00                            | 9.33                       |
| Rear (Back Window)                              | 8.40            | 8.33          | 8.00          | 7.50                            | 9.17                       |
| Left Rear Quarter                               | 7.40            | 7.33          | 7.67          | 6.67                            | 8.17                       |
| Right Rear Quarter                              | 6.80            | 7.50          | 7.67          | 6.67                            | 8.33                       |
| Outside Rear View Mirrors                       | 9.80            | 8.83          | 9.00          | 8.83                            | 9.50                       |
| <b>TOTAL SCORES</b>                             | <b>9.09</b>     | <b>8.81</b>   | <b>8.89</b>   | <b>8.47</b>                     | <b>9.05</b>                |

# FUEL ECONOMY

The respective auto manufacturers provided estimates for fuel economy as show below. This information has been certified by the Environment Protection Agency.

| Vehicles<br>Make/Model/Engine                     | E.P.A. Miles Per Gallon |                  |                   |
|---|-------------------------|------------------|-------------------|
|   | City<br>Label           | Highway<br>Label | Combined<br>Label |
| Chevrolet Tahoe 5.3L RWD                          | 15                      | 19               | 16                |
| Chevrolet Tahoe 5.3L 4WD                          | 14                      | 18               | 16                |
| Dodge Charger 3.6L AWD                            | 18                      | 27               | 21                |
| Dodge Charger 5.7L RWD                            | 16                      | 25               | 19                |
| Dodge Durango 3.6L AWD                            | 18                      | 25               | 21                |
| Dodge Durango 5.7L AWD                            | 14                      | 22               | 17                |
| Ford Police Interceptor Utility Hybrid AWD        | 23                      | 24               | 24                |
| Ford Police Interceptor Utility 3.0L EcoBoost AWD | 17                      | 22               | 19                |
| Ford Police Interceptor Utility 3.3L AWD          | 17                      | 23               | 19                |
| Ford F-150 Police Responder 3.5L EcoBoost         | 16                      | 22               | 18                |

