

POLICE VEHICLE EVALUATION

Model Year 2021



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

A large, light blue and yellow watermark of the Michigan State Police badge is centered in the background. The badge is shield-shaped with a yellow border and a blue center. The word "MICHIGAN" is written in yellow across the top, and "STATE POLICE" is written in yellow across the bottom. In the center of the shield is a smaller yellow circle containing a blue emblem of the state of Michigan. The badge is flanked by two yellow stars.

2021 Model Year
Police Vehicle Evaluation Program

Published by:
Michigan State Police
Precision Driving Unit
November 2020

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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

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./sec² 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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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

A large, light blue and yellow watermark of the Michigan State Police badge is centered on the page. The badge is shield-shaped with a yellow border and features the word "MICHIGAN" in yellow at the top and "STATE POLICE" in yellow at the bottom. In the center is a circular seal with a blue background and a yellow border, containing a blue silhouette of a Native American figure holding a bow and arrow. The seal also includes the text "OFFICE OF THE ATTORNEY GENERAL" and "STATE OF MICHIGAN".

VEHICLE DESCRIPTIONS AND PHOTOGRAPHS

Chevrolet Tahoe

5.3L RWD



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

MANUFACTURER VEHICLE HIGHLIGHTS	
<p>The MY21 police Tahoe 2WD and 4WD has the following new enhancements</p> <ul style="list-style-type: none"> • 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 2nd 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



MAKE & MODEL	2021 Chevrolet Tahoe 5.3L 4WD
SALES CODE	9C1
POWERTRAIN INFORMATION	
CUBIC INCHES	325
LITERS	5.3
DRIVE SYSTEM	Four Wheel Drive
HORSEPOWER	355 HP
TORQUE	383 ft./lbs.
ALTERNATOR	250 AMP
BATTERY	900 Primary 760 Auxiliary CCA
TRANSMISSION	10 Speed Automatic
AXLE RATIO	3.23
TURNING RADIUS	39 ft.
TIRE SIZE, LOAD & SPEED RATING	275/55 R-20,
GROUND CLEARANCE, MINIMUM	7.1 inches
BRAKE SYSTEM	eBoost ABS disc/disc
FUEL CAPACITY	24 Gallons/90.85 Liters
MANUFACTURER LIMITED	
TOP SPEED	124 mph
GENERAL MEASUREMENTS	
WHEELBASE	120.9 inches
LENGTH	210.7 inches
CURB WEIGHT	5,730 lbs.
GVWR	7400 lbs.
HEIGHT	75.9 inches
INTERIOR VOLUME	
FRONT	64.1 cu. ft.
REAR	59.2 cu. ft.
COMBINED	123.2 cu. ft.
TRUNK	70.3 cu. ft.
MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)	1600 lbs.
EPA MILEAGE EST. (MPG)	
CITY	14
HIGHWAY	18
COMBINED	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 2nd 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

Dodge Charger 3.6L AWD



MAKE & MODEL	2021 Dodge Charger 3.6L AWD
SALES CODE	28A
POWERTRAIN INFORMATION	
CUBIC INCHES	220
LITERS	3.6L
DRIVE SYSTEM	All Wheel Drive
HORSEPOWER	300 HP
TORQUE	260 ft./lbs.
ALTERNATOR	220 AMP
BATTERY	800 CCA
TRANSMISSION	TorqueFlite Automatic, 8-Speed Overdrive 850RE
AXLE RATIO	3.08
TURNING RADIUS	38.7 ft.
TIRE SIZE, LOAD & SPEED RATING	P225/60/R18, 99W, Goodyear Eagle RSA
GROUND CLEARANCE, MINIMUM	5.1 inches
BRAKE SYSTEM	Power, Dual Piston Front/Single Piston Rear, 4 Channel Anti-Lock
FUEL CAPACITY	18.5 Gallons/70.0 Liters
MANUFACTURER LIMITED TOP SPEED	140 mph
GENERAL MEASUREMENTS	
WHEELBASE	120.2 inches
LENGTH	198.4 inches
CURB WEIGHT	4338 lbs.
GVWR	5500 lbs.
HEIGHT	58.4 inches
INTERIOR VOLUME	
FRONT	55.6 cu. ft.
REAR	49.2 cu. ft.
COMBINED	104.7 cu. ft.
TRUNK	16.5 cu. ft.
MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)	1280 lbs.
EPA MILEAGE EST. (MPG)	
CITY	18
HIGHWAY	27
COMBINED	21

MANUFACTURER VEHICLE HIGHLIGHTS

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



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



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



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



MAKE & MODEL SALES CODE	2021 Police Interceptor Utility Hybrid AWD K8A, 99W
POWERTRAIN INFORMATION	
CUBIC INCHES LITERS DRIVE SYSTEM HORSEPOWER TORQUE ALTERNATOR BATTERY TRANSMISSION AXLE RATIO TURNING RADIUS TIRE SIZE, LOAD & SPEED RATING GROUND CLEARANCE, MINIMUM BRAKE SYSTEM FUEL CAPACITY	201 CI 3.3L Hybrid All Wheel Drive 318 combined HP 322 combined ft./lbs. DC/DC Converter: 220 AMP 800 CCA 10 Speed 3.73:1 40.4 ft. 255/60R18 108V 7.4 inches Power- dual piston calipers front, single piston calipers rear, 4 circuit ABS 19.0 Gallons/72.0 Liters
GENERAL MEASUREMENTS	
WHEELBASE LENGTH CURB WEIGHT GVWR HEIGHT	119.1 inches 198.8 inches 5303 lbs. 6840 lbs. 69.2 inches
INTERIOR VOLUME	
FRONT REAR COMBINED TRUNK MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)	59.7 cu. ft. 58.4 cu. ft. 118.0 cu. ft. 52 cu. ft. 1670 lbs.
EPA MILEAGE EST. (MPG)	
CITY HIGHWAY COMBINED	23 24 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 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 2019CY²
- 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



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

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

Ford Police Interceptor Utility 3.3L AWD



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



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

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

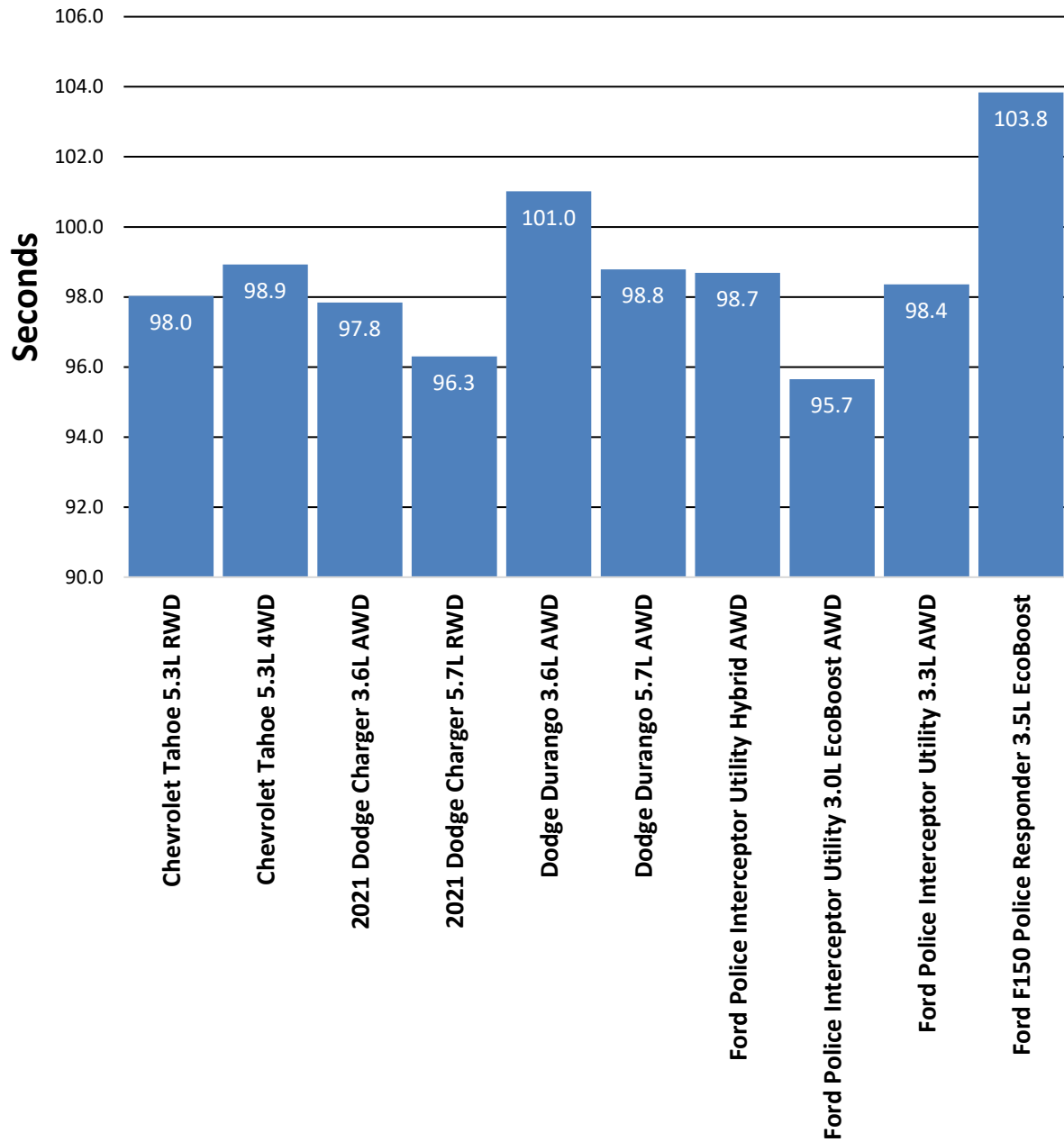
VEHICLE DYNAMICS TESTING- OCTOBER 13, 2020

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
OVERALL AVERAGE							01:38.03
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
OVERALL AVERAGE							01:38.93
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
OVERALL AVERAGE							01:37.84
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
OVERALL AVERAGE							01:36.30
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
OVERALL AVERAGE							01:41.02
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
OVERALL AVERAGE							01:38.79

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
OVERALL AVERAGE							01:38.69
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
OVERALL AVERAGE							01:35.65
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
OVERALL AVERAGE							01:38.36
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
OVERALL AVERAGE							01:43.84

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:

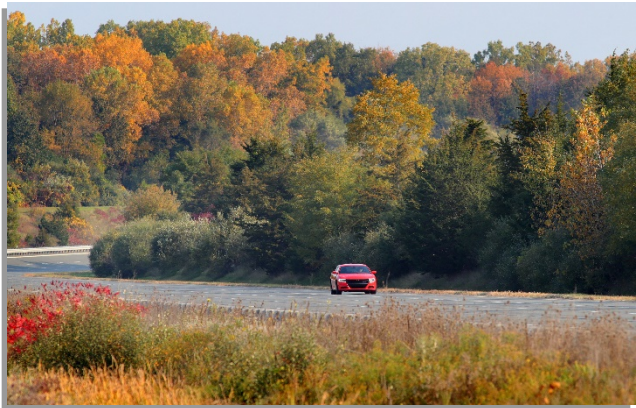
Using a Racelogic Vbox 3i GPS based data collection unit, each vehicle is driven through four acceleration sequences, two northbound and two southbound, to allow for wind direction. The four resulting times for each target speed are averaged and the average times are used to derive scores for acceleration.

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.



TEST LOCATION: Chelsea Proving Grounds

DATE: October 10, 2020

Chevrolet Tahoe 5.3L RWD

BEGINNING TIME: 11:12 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	8.00	7.72	7.31	7.37	7.60
0-80	12.76	12.37	11.83	11.99	12.24
0-100	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

Chevrolet Tahoe 5.3L 4WD

BEGINNING TIME: 12:25 p.m.

TEMPERATURE: 70.5° F

WIND VELOCITY: 10 mph

WIND DIRECTION: 272°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	7.88	7.83	7.78	7.98	7.87
0-80	12.86	12.81	12.65	12.94	12.82
0-100	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

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

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

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

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

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

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

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 5.3L RWD	Chevrolet Tahoe 5.3L 4WD	Dodge Charger 3.6L AWD	Dodge Charger 5.7L RWD
ACCELERATION (seconds)				
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 (mph)	130	125	140	140
DISTANCE TO REACH (miles)				
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 3.6L AWD	Dodge Durango 5.7L AWD	Ford Police Interceptor Utility Hybrid AWD	Ford Police Interceptor Utility 3.0L EcoBoost AWD
ACCELERATION (seconds)				
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 (mph)	128	130	136	148
DISTANCE TO REACH (miles)				
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

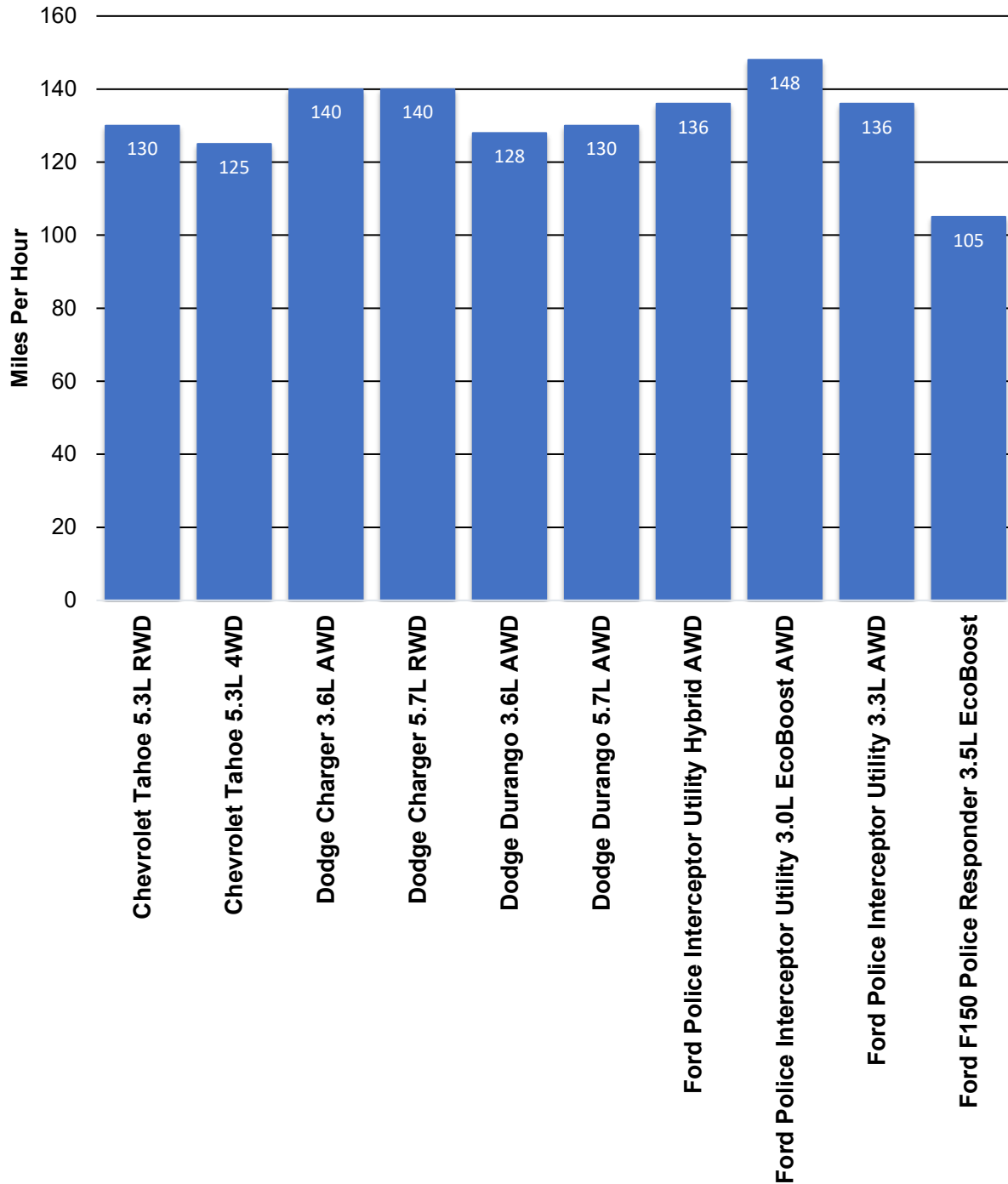


SUMMARY OF ACCELERATION AND TOP SPEED

	Ford Police Interceptor Utility 3.3L AWD	Ford F150 Police Responder 3.5L EcoBoost
ACCELERATION (seconds)		
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
DISTANCE TO REACH (miles)		
100 mph	0.33	0.30
120 mph	0.72	N/A
Top Speed	1.78	0.36

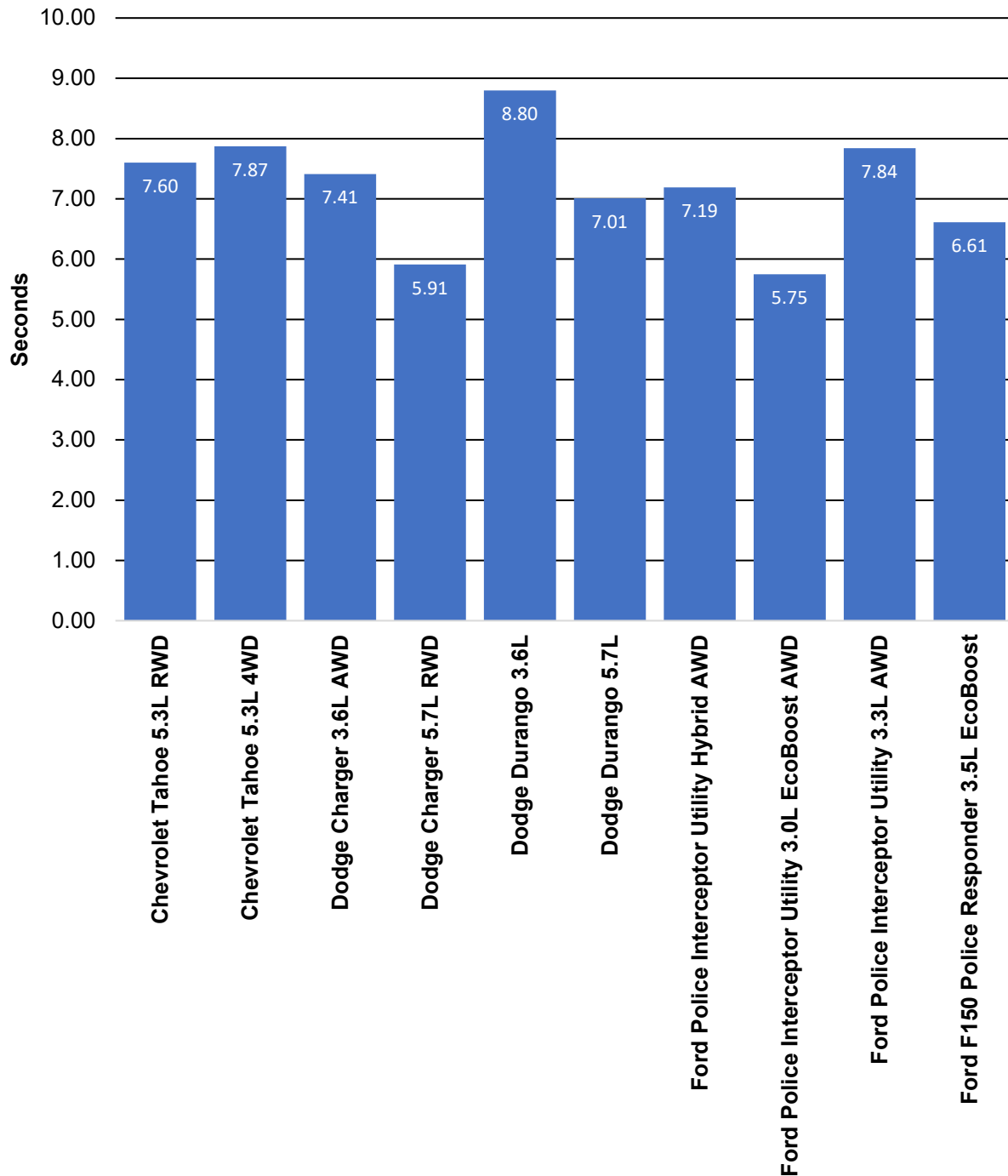


2021 Model Year Top Speed Comparison Top Speed Attained

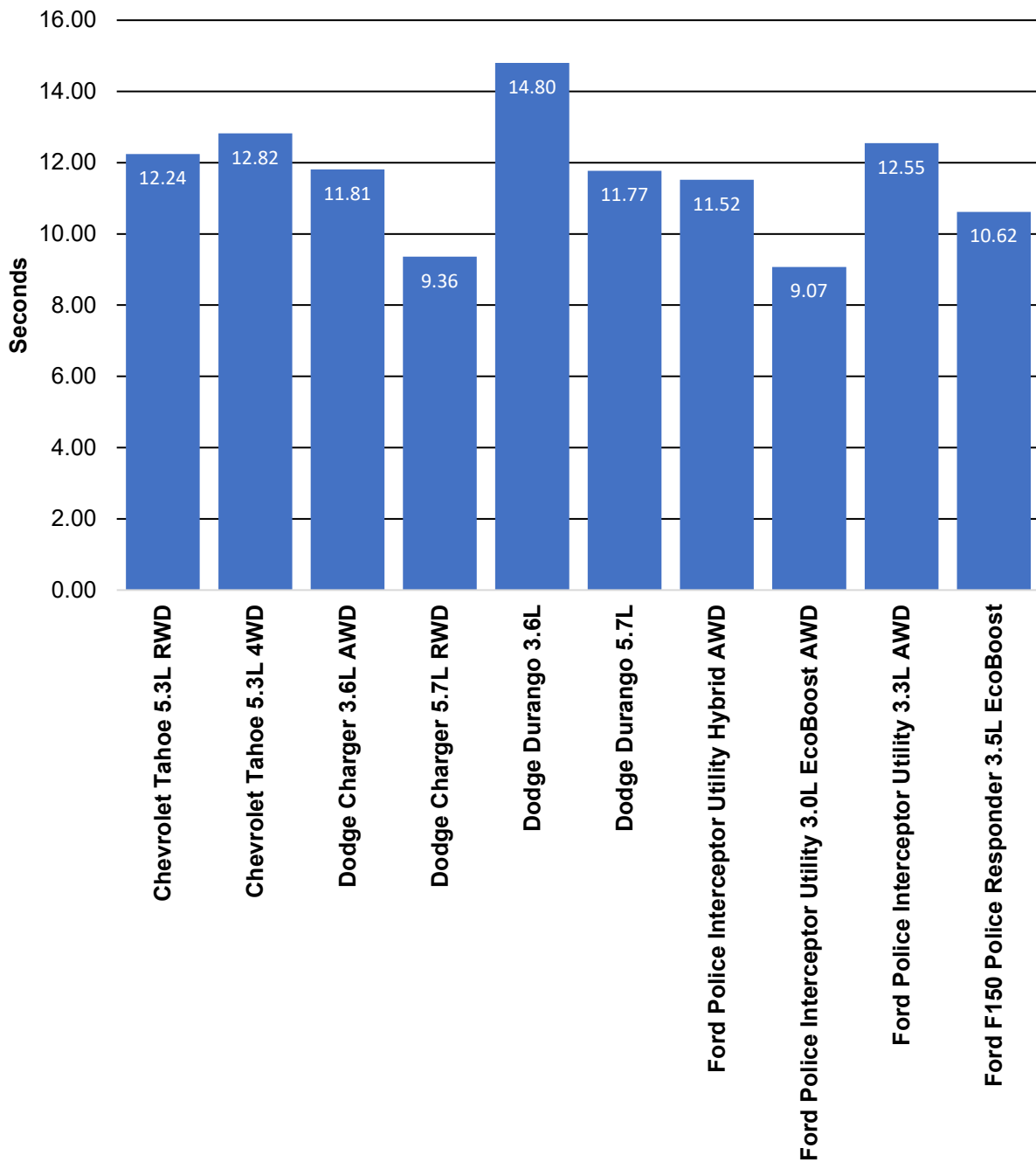


2021 Model Year Acceleration Comparison

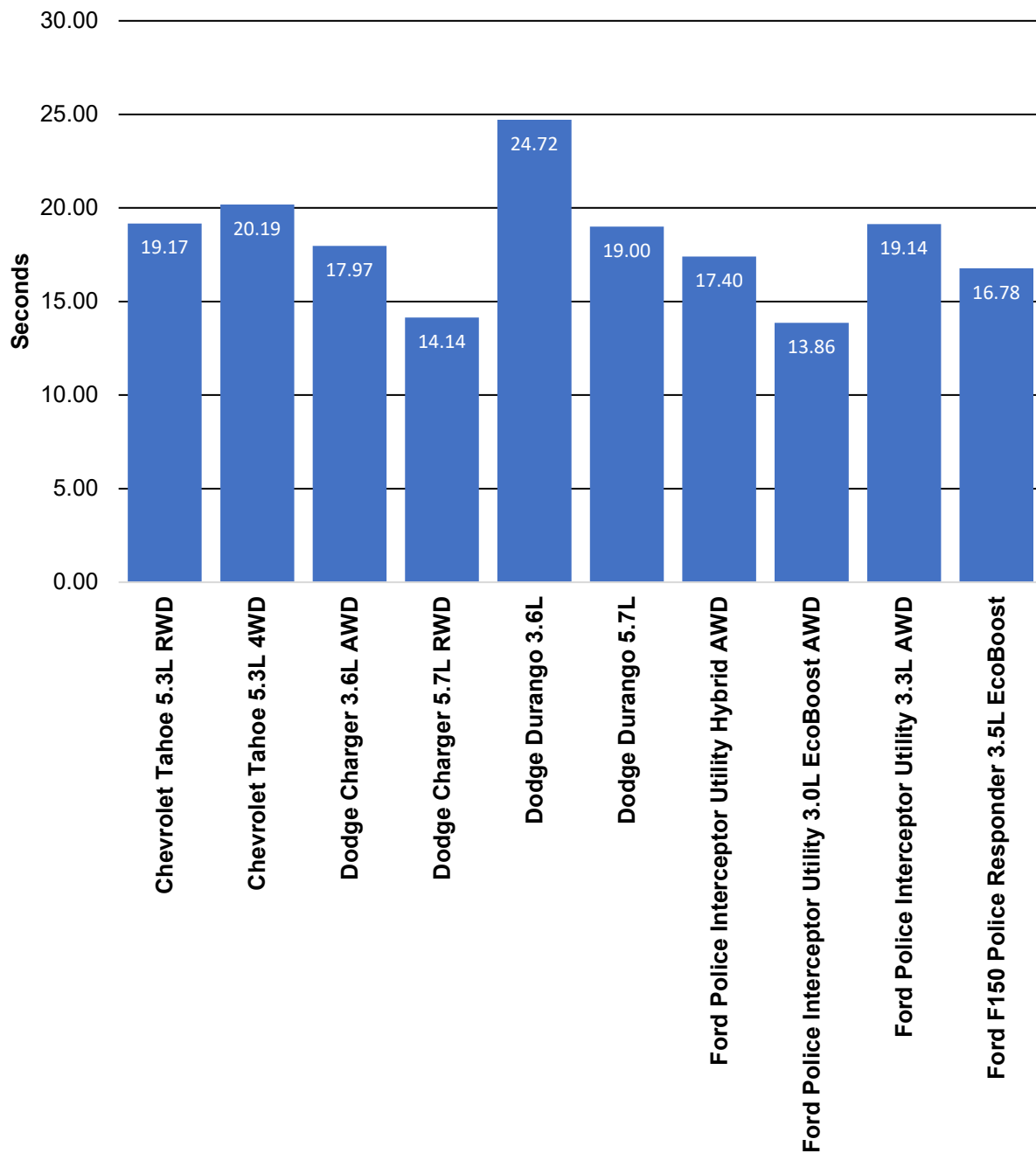
Acceleration Times 0-60 mph



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 (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
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
AVERAGE DECELERATION RATE:			30.16 ft/s ²

(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 ²)
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
AVERAGE DECELERATION RATE:			30.64 ft/s ²

Phase III

OVERALL AVERAGE DECELERATION RATE:	30.40 ft/s ²
PROJECTED STOPPING DISTANCE FROM 60 mph:	127.4 feet

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 (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
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
AVERAGE DECELERATION RATE:			30.28 ft/s ²

(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 ²)
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
AVERAGE DECELERATION RATE:			30.66 ft/s ²

Phase III

OVERALL AVERAGE DECELERATION RATE:	30.47 ft/s ²
PROJECTED STOPPING DISTANCE FROM 60 mph:	127.1 feet

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 (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
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
AVERAGE DECELERATION RATE:			30.36 ft/s²

(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 ²)
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
AVERAGE DECELERATION RATE:			30.52 ft/s²

Phase III

OVERALL AVERAGE DECELERATION RATE:	30.44 ft/s²
PROJECTED STOPPING DISTANCE FROM 60 mph:	127.2 feet

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 (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
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
AVERAGE DECELERATION RATE:			29.78 ft/s²

(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 ²)
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
AVERAGE DECELERATION RATE:			30.37 ft/s²

Phase III

OVERALL AVERAGE DECELERATION RATE:	30.07 ft/s²
PROJECTED STOPPING DISTANCE FROM 60 mph:	128.8 feet

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 ²)
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
AVERAGE DECELERATION RATE:			29.19 ft/s²

(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 ²)
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
AVERAGE DECELERATION RATE:			29.00 ft/s²

Phase III

OVERALL AVERAGE DECELERATION RATE:	29.09 ft/s²
PROJECTED STOPPING DISTANCE FROM 60 mph:	133.1 feet

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 (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
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
AVERAGE DECELERATION RATE:			29.42 ft/s ²

(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 ²)
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
AVERAGE DECELERATION RATE:			28.94 ft/s ²

Phase III

OVERALL AVERAGE DECELERATION RATE:	29.18 ft/s ²
PROJECTED STOPPING DISTANCE FROM 60 mph:	132.7 feet

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 (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
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
AVERAGE DECELERATION RATE:			29.61 ft/s ²

(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 ²)
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
AVERAGE DECELERATION RATE:			29.93 ft/s ²

Phase III

OVERALL AVERAGE DECELERATION RATE:	29.77 ft/s ²
PROJECTED STOPPING DISTANCE FROM 60 mph:	130.1 feet

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 ²)
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
AVERAGE DECELERATION RATE:			29.90 ft/s²

(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 ²)
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
AVERAGE DECELERATION RATE:			30.15 ft/s²

Phase III

OVERALL AVERAGE DECELERATION RATE:	30.02 ft/s²
PROJECTED STOPPING DISTANCE FROM 60 mph:	129.0 feet

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 (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
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
AVERAGE DECELERATION RATE:			30.50 ft/s ²

(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 ²)
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
AVERAGE DECELERATION RATE:			30.67 ft/s ²

Phase III

OVERALL AVERAGE DECELERATION RATE:	30.59 ft/s ²
PROJECTED STOPPING DISTANCE FROM 60 mph:	126.6 feet

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 (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
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
AVERAGE DECELERATION RATE:			26.47 ft/s ²

(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 ²)
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
AVERAGE DECELERATION RATE:			26.58 ft/s ²

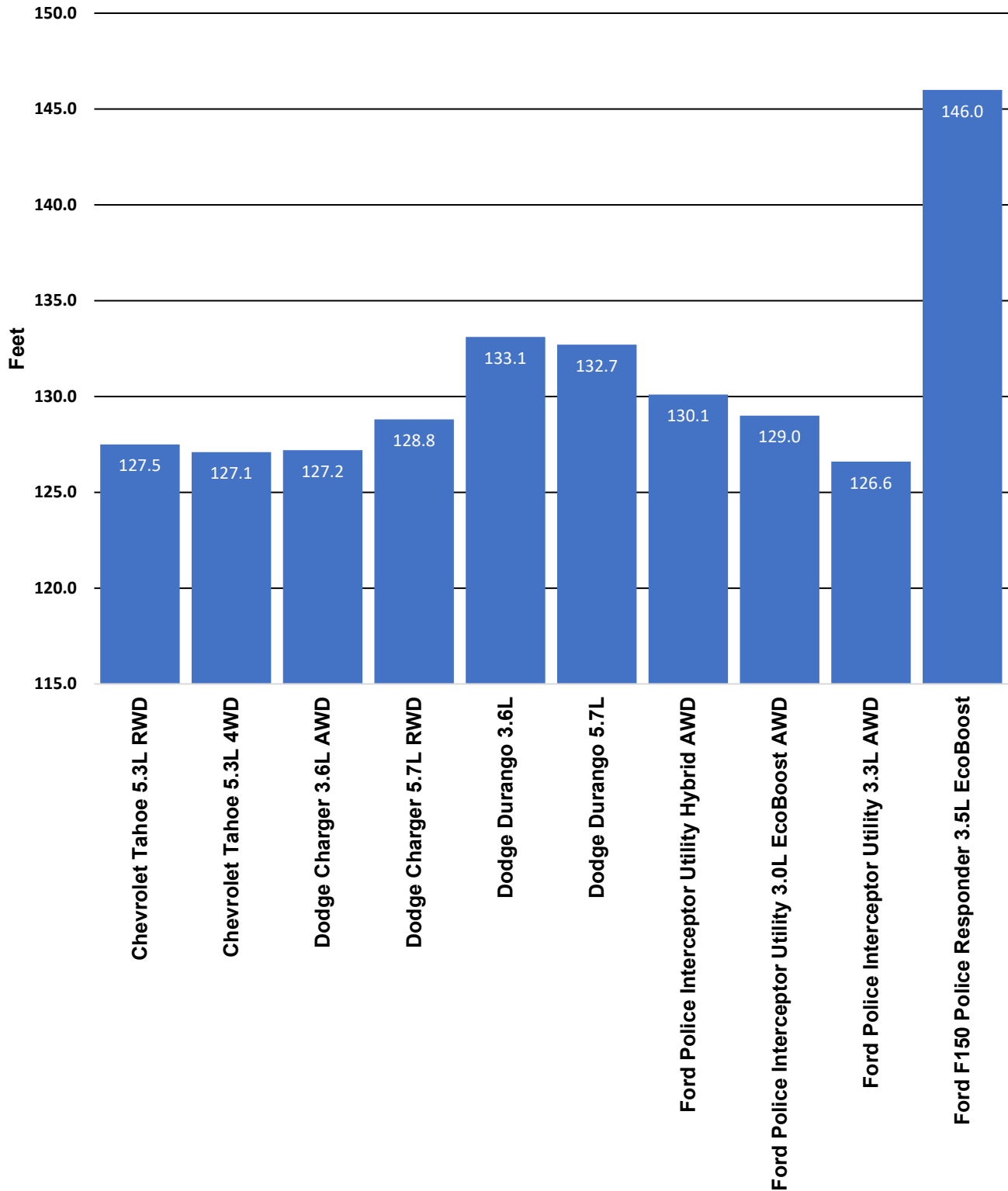
Phase III

OVERALL AVERAGE DECELERATION RATE:	26.52 ft/s ²
PROJECTED STOPPING DISTANCE FROM 60 mph:	146.0 feet

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

	Chevrolet Tahoe	Dodge Charger	Dodge Durango	Ford Police Interceptor Utility	Ford F150 Police Responder
COMMUNICATIONS					
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
TOTAL SCORES	8.84	8.71	9.78	9.44	8.71

ERGONOMICS

	Chevrolet Tahoe	Dodge Charger	Dodge Durango	Ford Police Interceptor Utility	Ford F150 Police Responder
FRONT SEAT					
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
REAR SEAT					
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
INSTRUMENTATION					
Clarity	9.60	9.33	9.33	7.83	9.33
Placement	9.80	9.50	9.00	8.83	9.33
VEHICLE CONTROLS					
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
VISIBILITY					
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
TOTAL SCORES	9.09	8.81	8.89	8.47	9.05

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 Make/Model/Engine	E.P.A. Miles Per Gallon		
	City Label	Highway Label	Combined 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

