

# POLICE VEHICLE EVALUATION

## Model Year 2024



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



**2024 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 2024 Model Year Police Vehicle Evaluation. This year we tested twelve patrol vehicles. We appreciate your continued support and encouragement. The vehicles evaluated this year included the following:

## POLICE VEHICLES

Chevrolet Tahoe 5.3L RWD  
Chevrolet Tahoe 5.3L 4WD  
Chevrolet Silverado Z7X 4WD  
Chevrolet Silverado Z71 4WD  
Chevrolet Blazer EV AWD  
Dodge Durango 5.7L AWD  
Dodge Durango 3.6L AWD  
Ford Police Interceptor Utility 3.0L EcoBoost AWD  
Ford Police Interceptor Utility Hybrid AWD  
Ford Police Interceptor Utility 3.3L AWD  
Ford F150 Police Responder 3.5L EcoBoost  
Ford Mustang Mach-E AWD



# 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. Tom Czapski for the assistance we received from the staff at the Chelsea Proving Grounds.

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

Vehicle Dynamics testing was performed at the 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 General Motors, Stellantis 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. Dale Hinz, Senior Deputy Director, Field Operations Bureau  
Lt. Col. Chris Kelenske, Senior Deputy Director, Field Support Bureau  
Lt. Col. Michael Krumm, Senior Deputy Director, Professional Development Bureau  
Maj. Joseph Brodeur, Senior Management Executive, Field Operations Bureau  
Maj. Ryan Pennell, Senior Management Executive, Field Operations Bureau  
Maj. Beth Clark, Senior Management Executive, Field Support Bureau  
Dr. Juli Liebler, Senior Management Executive, Professional Development Bureau  
Capt. James Grady, Commander, Training Division

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

Mr. Tom Czapski and personnel from Chelsea Proving Grounds  
Mr. Sam Faasen and personnel from Grattan Raceway Park

Photographs by Ms. Danielle Campbell and Ms. Kim Dowling, Michigan State Police, and  
Ret. Tpr. Daniel Obarski, Blue Diamond Photography.

Vehicle Evaluation book prepared by Ms. Jill McKerr, Michigan State Police, Precision Driving Unit.

The Michigan State Police Precision Driving Unit would like to extend a very special thank you to Chevrolet, Dodge, 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**

**Back Row:** Tpr. Mike McCuaig, Tpr. Jeff Mercer, Ret. Lt. David "Doc" Holiday, Ret. Lt. Mike McCarthy, Sgt. Ryan Davis, Lt. Nick Darlington, Sgt. Kelly Linebaugh  
**Front Row:** Sgt. Pat Agema, Tpr. Mark Fisher, Ms. Jill McKerr, Ms. Kim Szczepaniak, Sgt. John Looney, Sgt. Casey Omiljan

# TEST EQUIPMENT

The following test equipment is utilized during the Vehicle Acceleration, Top Speed, Braking, and 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 emblem containing a detailed coat of arms. 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>	2024 2WD Chevrolet Police Tahoe
<b>SALES CODE</b>	9C1

<b>POWERTRAIN INFORMATION</b>	
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<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>	900/760 CCA
<b>TRANSMISSION</b>	10 Speed
<b>AXLE RATIO</b>	3.23
<b>TURNING RADIUS</b>	19.5 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>	
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<b>WHEELBASE</b>	120.9 inches
<b>LENGTH</b>	210.7 inches
<b>CURB WEIGHT</b>	5717 lbs.
<b>HEIGHT</b>	75.8 inches

<b>INTERIOR VOLUME</b>	
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<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>	
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<b>CITY</b>	15
<b>HIGHWAY</b>	19
<b>COMBINED</b>	16

<b>MANUFACTURER VEHICLE HIGHLIGHTS</b>	
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The MY24 police Tahoe 2WD and 4WD is completely carry over content from the MY23 vehicle.

# Chevrolet Tahoe

## 5.3L 4WD



<b>MAKE &amp; MODEL</b>	2024 4WD Chevrolet Police Tahoe
<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>	900/760 CCA
<b>TRANSMISSION</b>	10 Speed
<b>AXLE RATIO</b>	3.23
<b>TURNING RADIUS</b>	19.5 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>	5730 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

### MANUFACTURER VEHICLE HIGHLIGHTS

The MY24 police Tahoe 2WD and 4WD is completely carry over content from the MY23 vehicle.

# Chevrolet Silverado Z7X 4WD



<b>MAKE &amp; MODEL</b>	2024 4WD Chevrolet Police Silverado Z7X (2" Lifted Chassis)
<b>SALES CODE</b>	9C1

<b>POWERTRAIN INFORMATION</b>	
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<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>	220 AMP
<b>BATTERY</b>	730 CCA AGM
<b>TRANSMISSION</b>	10 Speed column shift and 2 speed transfer case with Auto mode
<b>AXLE RATIO</b>	3.23 with standard Traction Lock
<b>TURNING RADIUS</b>	23.2 ft.
<b>TIRE SIZE, LOAD &amp; SPEED RATING</b>	P275/60 R-20 AT, S Speed Rating
<b>GROUND CLEARANCE, MINIMUM</b>	11.4 inches
<b>BRAKE SYSTEM</b>	eBoost ABS disc/disc
<b>FUEL CAPACITY</b>	24 Gallons/90.85 Liters
<b>MANUFACTURER LIMITED TOP SPEED</b>	112 mph

<b>GENERAL MEASUREMENTS</b>	
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<b>WHEELBASE</b>	147.4 inches
<b>LENGTH</b>	231.7 inches
<b>CURB WEIGHT</b>	5010 lbs.
<b>HEIGHT</b>	77.6 inches

<b>INTERIOR VOLUME</b>	
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<b>FRONT</b>	64.2 cu. ft.
<b>REAR</b>	65.6 cu. ft.
<b>COMBINED</b>	129.8 cu. ft.
<b>TRUNK</b>	62.9 cu. ft.
<b>MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)</b>	1850 lbs.

<b>EPA MILEAGE EST. (MPG)</b>	
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<b>CITY</b>	14
<b>HIGHWAY</b>	17
<b>COMBINED</b>	15

<b>MANUFACTURER VEHICLE HIGHLIGHTS</b>	
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The MY24 police Silverado 4WD has the following new enhancements.

- Standard Z71 suspension with optional Z7X 2-inch chassis lift

# Chevrolet Silverado Z71 4WD





<b>MAKE &amp; MODEL</b>	2024 4WD Chevrolet Police Silverado Z71
<b>SALES CODE</b>	9C1

<b>POWERTRAIN INFORMATION</b>	
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<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>	220 AMP
<b>BATTERY</b>	730 CCA AGM
<b>TRANSMISSION</b>	10 Speed column shift and 2 speed transfer case with Auto mode
<b>AXLE RATIO</b>	3.23 with standard Traction Lock
<b>TURNING RADIUS</b>	23.2 ft.
<b>TIRE SIZE, LOAD &amp; SPEED RATING</b>	P275/60 R-20 AT, S Speed Rating
<b>GROUND CLEARANCE, MINIMUM</b>	9.2 inches
<b>BRAKE SYSTEM</b>	eBoost ABS disc/disc
<b>FUEL CAPACITY</b>	24 Gallons/90.85 Liters
<b>MANUFACTURER LIMITED TOP SPEED</b>	112 mph

<b>GENERAL MEASUREMENTS</b>	
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<b>WHEELBASE</b>	147.4 inches
<b>LENGTH</b>	231.7 inches
<b>CURB WEIGHT</b>	5010 lbs.
<b>HEIGHT</b>	75.5 inches

<b>INTERIOR VOLUME</b>	
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<b>FRONT</b>	64.2 cu. ft.
<b>REAR</b>	65.6 cu. ft.
<b>COMBINED</b>	129.8 cu. ft.
<b>TRUNK</b>	62.9 cu. ft.
<b>MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)</b>	1850 lbs.

<b>EPA MILEAGE EST. (MPG)</b>	
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<b>CITY</b>	14
<b>HIGHWAY</b>	17
<b>COMBINED</b>	15

<b>MANUFACTURER VEHICLE HIGHLIGHTS</b>	
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The police Silverado 4WD has the following new enhancements.

- Standard trailer hitch

# Chevrolet Blazer EV AWD



<b>MAKE &amp; MODEL</b>	2024 AWD Chevrolet Police Blazer EV
<b>SALES CODE</b>	9C1

<b>POWERTRAIN INFORMATION</b>	
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<b>CUBIC INCHES</b>	N/A
<b>LITERS</b>	N/A
<b>DRIVE SYSTEM</b>	All Wheel Drive
<b>HORSEPOWER</b>	498 HP
<b>TORQUE</b>	571 ft./lbs.
<b>ALTERNATOR</b>	N/A AMP
<b>BATTERY</b>	520 CCA
<b>TRANSMISSION</b>	N/A
<b>AXLE RATIO</b>	N/A
<b>TURNING RADIUS</b>	39.7 ft.
<b>TIRE SIZE, LOAD &amp; SPEED RATING</b>	265/55 R-20
<b>GROUND CLEARANCE, MINIMUM</b>	7.49 inches
<b>BRAKE SYSTEM</b>	eBoost ABS disc/disc
<b>FUEL CAPACITY</b>	105kwh Battery
<b>MANUFACTURER LIMITED TOP SPEED</b>	130 MPH

<b>GENERAL MEASUREMENTS</b>	
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<b>WHEELBASE</b>	121.8 inches
<b>LENGTH</b>	192.62 inches
<b>CURB WEIGHT</b>	5870 lbs.
<b>HEIGHT</b>	64.78 inches

<b>INTERIOR VOLUME</b>	
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<b>FRONT</b>	58 cu. ft.
<b>REAR</b>	25.7 cu. ft.
<b>COMBINED</b>	83.7 cu. ft.
<b>TRUNK</b>	25.7 cu. ft.
<b>MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)</b>	904 lbs.

<b>EPA MILEAGE EST. (MPG)</b>	
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<b>CITY</b>	EPA FE Labels not yet available
<b>HIGHWAY</b>	
<b>COMBINED</b>	

<b>MANUFACTURER VEHICLE HIGHLIGHTS</b>	
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- The MY24 police Blazer EV AWD has the following
- Ultium Performance All Wheel Drive
  - 2-Motor Permanent Magnetic Drive with ETRS
  - 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 15-inch rotors with heavy duty semi metallic brake linings.
  - 6000 lb towing rating.
  - Certified Digital speedometer.
  - Exterior design with a high approach angle front fascia and front/rear skidplates.
  - Police front row seats with comfort enhancements.
  - Standard 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 power module operates upfit equipment.
  - Available Rear Camera Mirror
  - Keyless entry and push-to-start ignition
  - Optional OnStar
  - Available LED spot lamp
  - Available opened liftgate red/blue LED lighting
  - Available strobe lighting
  - The 2024 Blazer EV Police Pursuit Vehicle will be assembled at General Motors' Ramos Assembly in Mexico

# Dodge Durango 5.7L AWD



<b>MAKE &amp; MODEL</b>	2024 Dodge Durango 5.7L AWD
<b>SALES CODE</b>	22Z
<b>POWERTRAIN INFORMATION</b>	
<b>CUBIC INCHES</b>	345
<b>LITERS</b>	5.7L
<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, Dual Piston Front/Single Piston Rear, Anti-Lock
<b>FUEL CAPACITY</b>	24.6 Gallons/93.1 Liters
<b>MANUFACTURER LIMITED TOP SPEED</b>	130 MPH
<b>GENERAL MEASUREMENTS</b>	
<b>WHEELBASE</b>	119.8 inches
<b>LENGTH</b>	201.2 inches
<b>CURB WEIGHT</b>	5214 lbs.
<b>HEIGHT</b>	70.9 inches
<b>INTERIOR VOLUME</b>	
<b>FRONT</b>	54.4 cu. ft.
<b>REAR</b>	51.2 cu. ft.
<b>COMBINED</b>	105.6 cu. ft.
<b>TRUNK</b>	43.3 cu. ft.
<b>MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)</b>	1700 lbs.
<b>EPA MILEAGE EST. (MPG)</b>	
<b>CITY</b>	TBD
<b>HIGHWAY</b>	TBD
<b>COMBINED</b>	TBD

### MANUFACTURER VEHICLE HIGHLIGHTS

The 2024 Dodge Durango Pursuit comes equipped with the legendary 5.7-liter HEMI® V8 engine paired to the fuel-friendly 8-speed transmission. It comes with a full list of standard features such as an IP mounted shifter, black steel wheels with chrome center cap, vinyl flooring, police specific front seats, and the invaluable automatic tri-zone temperature control to keep K9 units comfortable. An 8.4-inch touchscreen is standard which provides maximum rear camera visibility.

The demands of police work require a vehicle with exceptional maneuverability, power and fuel economy, and Dodge Durango Pursuit is ready for duty. This SUV was built to carry 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.

# Dodge Durango 3.6L AWD



<b>MAKE &amp; MODEL</b>	2024 Dodge Durango 3.6L AWD
<b>SALES CODE</b>	2BZ
<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 Overdrive 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, Dual Piston Front/Single Piston Rear, Anti-Lock
<b>FUEL CAPACITY</b>	24.6 Gallons/93.1 Liters
<b>MANUFACTURER LIMITED TOP SPEED</b>	130 MPH
<b>GENERAL MEASUREMENTS</b>	
<b>WHEELBASE</b>	119.8 inches
<b>LENGTH</b>	201.2 inches
<b>CURB WEIGHT</b>	4929 lbs.
<b>HEIGHT</b>	70.9 inches
<b>INTERIOR VOLUME</b>	
<b>FRONT</b>	54.4 cu. ft.
<b>REAR</b>	51.2 cu. ft.
<b>COMBINED</b>	105.6 cu. ft.
<b>TRUNK</b>	43.3 cu. ft.
<b>MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)</b>	1550 lbs.
<b>EPA MILEAGE EST. (MPG)</b>	
<b>CITY</b>	TBD
<b>HIGHWAY</b>	TBD
<b>COMBINED</b>	TBD

**MANUFACTURER VEHICLE HIGHLIGHTS**

The 2024 Dodge Durango Pursuit comes equipped with the award winning 3.6-liter Pentastar V6 engine paired to the fuel-friendly 8-speed transmission. It comes with a full list of standard features such as an IP mounted shifter, black steel wheels with chrome center cap, vinyl flooring, police specific front seats, and the invaluable automatic tri-zone temperature control to keep K9 units comfortable. An 8.4" touchscreen is standard which provides maximum rear camera visibility.

The demands of police work require a vehicle with exceptional maneuverability, power and fuel economy, and Dodge Durango Pursuit is ready for duty. This SUV was built to carry with 84 cu.-ft. of cargo volume and a towing capacity up to 6,200 lbs. It all adds up to complete capability for the toughest assignments — the foundation of Durango Pursuit.

# Ford Police Interceptor Utility 3.0L EcoBoost AWD





<b>MAKE &amp; MODEL</b>	2024 Police Interceptor Utility EcoBoost AWD
<b>SALES CODE</b>	K8A, 99

POWERTRAIN INFORMATION	
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<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

GENERAL MEASUREMENTS	
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<b>WHEELBASE</b>	119.1 inches
<b>LENGTH</b>	198.8 inches
<b>CURB WEIGHT</b>	4848 lbs.
<b>HEIGHT</b>	69.0 inches

INTERIOR VOLUME	
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<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.

EPA MILEAGE EST. (MPG)	
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<b>CITY</b>	17
<b>HIGHWAY</b>	22
<b>COMBINED</b>	19

MANUFACTURER VEHICLE HIGHLIGHTS	
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**#1 SELLING POLICE BRAND FOR 2013CY, 2014CY, 2015CY, 2016CY, 2017CY, 2018CY, 2019CY, 2020CY, 2021CY and 2022CY<sup>1</sup>**

**NEW FEATURES & CHANGES:**

- All-new for 2020 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:**

- Heated Sanitization Solution. This innovative solution temporarily raises internal vehicle temperatures over 133 degrees Fahrenheit for at least 15 minutes – long enough to help disinfect touchpoints to reduce viral concentration (including COVID-19) inside by greater than 99% on interior surfaces – a way to protect officers working in frontline conditions.<sup>2</sup>
- 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 sedan and utility vehicles tested by MSP in 2020CY
- 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. Ambient temperature, installation of partitions or other upfit equipment may impede temperatures from reaching the recommended threshold.

# Ford Police Interceptor Utility 3.3L Hybrid AWD



<b>MAKE &amp; MODEL</b>	2024 Police Interceptor Utility Hybrid AWD
<b>SALES CODE</b>	K8A, 99W

<b>POWERTRAIN INFORMATION</b>	
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<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>	
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<b>WHEELBASE</b>	119.1 inches
<b>LENGTH</b>	198.8 inches
<b>CURB WEIGHT</b>	5303 lbs.
<b>HEIGHT</b>	69.2 inches

<b>INTERIOR VOLUME</b>	
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<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>	
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<b>CITY</b>	23
<b>HIGHWAY</b>	24
<b>COMBINED</b>	24

<b>MANUFACTURER VEHICLE HIGHLIGHTS</b>	
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**#1 SELLING POLICE BRAND FOR 2013CY, 2014CY, 2015CY, 2016CY, 2017CY, 2018CY, 2019CY, 2020CY, 2021CY and 2022CY<sup>1</sup>**

**NEW FEATURES & CHANGES:**

- All-new for 2020 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:**

- Heated Sanitization Solution. This innovative solution temporarily raises internal vehicle temperatures over 133 degrees Fahrenheit for at least 15 minutes – long enough to help disinfect touchpoints to reduce viral concentration (including COVID-19) inside by greater than 99% on interior surfaces – a way to protect officers working in frontline conditions.<sup>2</sup>
- 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  
2. Ambient temperature, installation of partitions or other upfit equipment may impede temperatures from reaching the recommended threshold.

# Ford Police Interceptor Utility 3.3L AWD



<b>MAKE &amp; MODEL</b>	2024 Police Interceptor Utility 3.3L AWD
<b>SALES CODE</b>	K8A, 99B

<b>POWERTRAIN INFORMATION</b>	
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<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>	
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<b>WHEELBASE</b>	119.1 inches
<b>LENGTH</b>	198.8 inches
<b>CURB WEIGHT</b>	4755 lbs.
<b>HEIGHT</b>	69.3 inches

<b>INTERIOR VOLUME</b>	
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<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>	
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<b>CITY</b>	17
<b>HIGHWAY</b>	23
<b>COMBINED</b>	19

<b>MANUFACTURER VEHICLE HIGHLIGHTS</b>	
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**NEW FEATURES & CHANGES:**

- The Ford Police Interceptor® Utility comes with standard Hybrid AWD
- 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:**

- Heated Sanitization Solution. This innovative solution temporarily raises internal vehicle temperatures over 133 degrees Fahrenheit for at least 15 minutes – long enough to help disinfect touchpoints to reduce viral concentration (including COVID-19) inside by greater than 99% on interior surfaces – a way to protect officers working in frontline conditions.<sup>2</sup>
- 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:**

- 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.

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

4. Ambient temperature, installation of partitions or other upfit equipment may impede temperatures from reaching the recommended threshold.

## Ford F150 Police Responder 3.5L EcoBoost 4WD



<b>MAKE &amp; MODEL</b>	2024 F-150 Police Responder 3.5L EcoBoost
<b>SALES CODE</b>	W1P

<b>POWERTRAIN INFORMATION</b>	
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<b>CUBIC INCHES</b>	213
<b>LITERS</b>	3.5L
<b>DRIVE SYSTEM</b>	Front Wheel Drive
<b>HORSEPOWER</b>	400 HP
<b>TORQUE</b>	500 ft./lbs.
<b>ALTERNATOR</b>	240 AMP
<b>BATTERY</b>	800 CCA
<b>TRANSMISSION</b>	10-Speed SelectShift Automatic
<b>AXLE RATIO</b>	3.31
<b>TURNING RADIUS</b>	47.8 ft.
<b>TIRE SIZE, LOAD &amp; SPEED RATING</b>	LT265/70R18 113H
<b>GROUND CLEARANCE, MINIMUM</b>	9.4 inches
<b>BRAKE SYSTEM</b>	4-wheel vented disc ABS with electronically controlled brake boost
<b>FUEL CAPACITY</b>	26 Gallons/98 Liters
<b>MANUFACTURER LIMITED TOP SPEED</b>	120 mph

<b>GENERAL MEASUREMENTS</b>	
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<b>WHEELBASE</b>	145.4 inches
<b>LENGTH</b>	231.7 inches
<b>CURB WEIGHT</b>	5016 lbs.
<b>HEIGHT</b>	77.2 inches

<b>INTERIOR VOLUME</b>	
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<b>FRONT</b>	79.9 cu. ft.
<b>REAR</b>	52.0 cu. ft.
<b>COMBINED</b>	131.9 cu. ft.
<b>TRUNK</b>	52.8 cu. ft.
<b>MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)</b>	2030 lbs.

<b>EPA MILEAGE EST. (MPG)</b>	
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<b>CITY</b>	16
<b>HIGHWAY</b>	20
<b>COMBINED</b>	18

<b>MANUFACTURER VEHICLE HIGHLIGHTS</b>	
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**NEW FEATURES:**  
The 2024 Ford F-150 Police Responder® now offers an all-new steel wheel while combining on-road pursuit performance with Built Ford Tough off-road capability. The F-150 Police Responder provides a 120mph top speed and offers a torque-on-demand 4x4 transfer case with a "4-Auto" mode that features "set it and forget it" capability. Optional Police Engine Idle feature permits officers to quickly remove the key from the ignition and exit the vehicle, while allowing the vehicle to remain securely idling to support lights, sirens and other on-board equipment.

**SAFETY:**

- Standard built-in steel intrusion plates in front seat backs
- Rear View Camera with Dynamic Hitch Assist
- Available Pre-Collision Assist with Automatic Emergency Braking (includes Law Enforcement temporary disable switch)
- Available BLIS (Blind Spot Information System) with Cross-traffic Alert

**DURABILITY:**

- Standard Off-Road package featuring severe duty shocks, underbody skid plates and electronic locking rear axle
- Severe duty brake pads and brake calipers
- Police-grade heavy-duty cloth front seats

**PERFORMANCE:**

- Standard 3.5L EcoBoost® engine generating 400 horsepower and 500 lb-ft of torque
- 120mph top speed
- Most payload (2,030 lbs), standard towing (7,000 lbs) and optional towing (11,200 lbs) of any pursuit-rated police vehicle

# Ford Mustang Mach-E AWD





<b>MAKE &amp; MODEL</b>	2024 Ford Mustang Mach-E AWD
<b>SALES CODE</b>	K1S

<b>POWERTRAIN INFORMATION</b>	
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<b>CUBIC INCHES</b>	N/A
<b>LITERS</b>	N/A
<b>DRIVE SYSTEM</b>	All Wheel Drive
<b>HORSEPOWER</b>	480 HP
<b>TORQUE</b>	428 ft./lbs.
<b>ALTERNATOR</b>	160 AMP
<b>BATTERY</b>	380 CCA
<b>TRANSMISSION</b>	Single Speed Direct Drive
<b>AXLE RATIO</b>	9.05
<b>TURNING RADIUS</b>	38.1 ft.
<b>TIRE SIZE, LOAD &amp; SPEED RATING</b>	225/55R19 103H
<b>GROUND CLEARANCE, MINIMUM</b>	5.8 inches
<b>BRAKE SYSTEM</b>	Power, 4 piston monoblock front, 2 piston rear, 4 circuit ABS
<b>FUEL CAPACITY</b>	N/A Gallons/ N/A Liters
<b>MANUFACTURER LIMITED TOP SPEED</b>	112 mph

<b>GENERAL MEASUREMENTS</b>	
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<b>WHEELBASE</b>	117 inches
<b>LENGTH</b>	185 inches
<b>CURB WEIGHT</b>	4838 lbs.
<b>HEIGHT</b>	64 inches

<b>INTERIOR VOLUME</b>	
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<b>FRONT</b>	54.0 cu. ft.
<b>REAR</b>	47.0 cu. ft.
<b>COMBINED</b>	101.1 cu. ft.
<b>TRUNK</b>	29.7 cu. ft.
<b>MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)</b>	978 lbs.

<b>EPA MILEAGE EST. (MPG)</b>	
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<b>CITY</b>	96
<b>HIGHWAY</b>	84
<b>COMBINED</b>	90

<b>MANUFACTURER VEHICLE HIGHLIGHTS</b>	
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- 270 EPA-estimated Miles of Range
- eAWD (electric all-wheel drive)
- 91kWh Usable Capacity Extended Range High-Voltage Battery
- Sport-Style Front Seats with ActiveXTM Seating Material
- Ford Co-Pilot360 2.0
- Auto High-Beam Headlamps
- BLIS® (Blind Spot Information System) with Cross-Traffic Alert
- Lane-Keeping System
- Pre-Collision Assist with Automatic Emergency Braking (AEB)
- Post-Collision Braking
- Rear View Camera
- Reverse Brake Assist
- Reverse Sensing System
- Front Trunk Volume 4.7 cu. ft.

# 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 timed 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 2024 MODEL YEAR VEHICLE DYNAMICS SCHEDULE SEPTEMBER 18, 2023

	<b>RUN</b>	<b>AGEMA</b>	<b>LOONEY</b>	<b>DAVIS</b>	<b>MERCER</b>
<b>9:00 a.m.</b>	<b>1</b>	Ford F150 Police Responder 3.5L EcoBoost 4WD	Chevrolet Tahoe 5.3L RWD	Chevrolet Tahoe 5.3L 4WD	Ford Police Interceptor Utility 3.3L Hybrid AWD
<b>9:30 a.m.</b>	<b>2</b>	Chevrolet Silverado Z71 4WD	Chevrolet Silverado Z7X 4WD	Dodge Durango 3.6L AWD	<b>PASS</b>
<b>10:00 a.m.</b>	<b>3</b>	Chevrolet Blazer EV AWD	Ford Mustang Mach-E AWD	<b>PASS</b>	<b>PASS</b>
<b>10:30 a.m.</b>	<b>4</b>	<b>PASS</b>	Dodge Durango 5.7L AWD	Ford Police Interceptor Utility 3.3L AWD	Ford Police Interceptor Utility 3.0L EcoBoost AWD
<b>11:00 a.m.</b>	<b>5</b>	Chevrolet Tahoe 5.3L RWD	Chevrolet Tahoe 5.3L 4WD	Ford Police Interceptor Utility 3.3L Hybrid AWD	Ford F150 Police Responder 3.5L EcoBoost 4WD
<b>11:30 a.m.</b>	<b>6</b>	Dodge Durango 3.6L AWD	<b>PASS</b>	Chevrolet Silverado Z7X 4WD	Chevrolet Silverado Z71 4WD
<b>12:00 p.m.</b>	<b>7</b>	Ford Mustang Mach-E AWD	<b>PASS</b>	<b>PASS</b>	Chevrolet Blazer EV AWD
<b>12:30</b>	<b>8</b>	Ford Police Interceptor Utility 3.0L EcoBoost AWD	Ford Police Interceptor Utility 3.3L AWD	<b>PASS</b>	Dodge Durango 5.7L AWD
<b>1:00 p.m.</b>	<b>9</b>	Chevrolet Tahoe 5.3L 4WD	Ford Police Interceptor Utility 3.3L Hybrid AWD	Ford F150 Police Responder 3.5L EcoBoost 4WD	Chevrolet Tahoe 5.3L RWD
<b>1:30 p.m.</b>	<b>10</b>	<b>PASS</b>	Dodge Durango 3.6L AWD	Chevrolet Silverado Z71 4WD	Chevrolet Silverado Z7X 4WD
<b>2:00 p.m.</b>	<b>11</b>	<b>PASS</b>	<b>PASS</b>	Chevrolet Blazer EV AWD	Ford Mustang Mach-E AWD
<b>2:30 p.m.</b>	<b>12</b>	Dodge Durango 5.7L AWD	<b>PASS</b>	Ford Police Interceptor Utility 3.0L EcoBoost AWD	Ford Police Interceptor Utility 3.3L AWD
<b>3:00 p.m.</b>	<b>13</b>	Ford Police Interceptor Utility 3.3L Hybrid AWD	Ford F150 Police Responder 3.5L EcoBoost 4WD	Chevrolet Tahoe 5.3L RWD	Chevrolet Tahoe 5.3L 4WD
<b>3:30 p.m.</b>	<b>14</b>	Chevrolet Silverado Z7X 4WD	Chevrolet Silverado Z71 4WD	<b>PASS</b>	Dodge Durango 3.6L AWD
<b>4:00 p.m.</b>	<b>15</b>	<b>PASS</b>	Chevrolet Blazer EV AWD	Ford Mustang Mach-E AWD	<b>PASS</b>
<b>4:30 p.m.</b>	<b>16</b>	Ford Police Interceptor Utility 3.3L AWD	Ford Police Interceptor Utility 3.0L EcoBoost AWD	Dodge Durango 5.7L AWD	<b>PASS</b>

## VEHICLE DYNAMICS TESTING- SEPTEMBER 18, 2023

Vehicles	Drivers	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Average
Chevrolet Tahoe 5.3L RWD	LOONEY	01:39.24	01:38.88	01:38.87	01:39.08	01:38.27	01:38.87
	AGEMA	01:39.54	01:39.41	01:38.66	01:39.47	01:38.89	01:39.19
	MERCER	01:37.10	01:37.20	01:37.45	01:37.07	01:37.06	01:37.18
	DAVIS	01:38.59	01:39.08	01:38.84	01:38.92	01:38.88	01:38.86
<b>OVERALL AVERAGE</b>							<b>01:38.53</b>
Chevrolet Tahoe 5.3L 4WD	DAVIS	01:39.44	01:40.81	01:39.37	01:39.31	01:38.51	01:39.49
	LOONEY	01:38.74	01:38.50	01:38.78	01:38.72	01:38.60	01:38.67
	AGEMA	01:39.86	01:39.09	01:39.75	01:39.56	01:39.62	01:39.57
	MERCER	01:37.80	01:37.98	01:37.81	01:37.92	01:37.51	01:37.81
<b>OVERALL AVERAGE</b>							<b>01:38.88</b>
Chevrolet Silverado Z7X 4WD	LOONEY	01:42.91	01:42.69	01:42.83	01:42.77	01:43.09	01:42.86
	DAVIS	01:41.83	01:41.72	01:41.95	01:41.26	01:41.92	01:41.74
	MERCER	01:40.19	01:40.03	01:40.29	01:40.29	01:40.07	01:40.17
	AGEMA	01:41.01	01:41.37	01:41.37	01:41.10	01:41.32	01:41.24
<b>OVERALL AVERAGE</b>							<b>01:41.50</b>
Chevrolet Silverado Z71 4WD	AGEMA	01:40.42	01:40.25	01:40.10	01:40.15	01:40.18	01:40.22
	MERCER	01:39.26	01:39.17	01:39.30	01:39.25	01:39.26	01:39.25
	DAVIS	01:40.74	01:40.09	01:40.69	01:40.71	01:40.07	01:40.46
	LOONEY	01:40.96	01:40.64	01:40.92	01:40.27	01:40.29	01:40.62
<b>OVERALL AVERAGE</b>							<b>01:40.14</b>
Dodge Durango 5.7L AWD	LOONEY	01:38.38	01:38.34	01:38.04	01:38.32	01:38.00	01:38.22
	MERCER	01:37.47	01:37.21	01:37.42	01:37.68	01:37.59	01:37.48
	AGEMA	01:37.83	01:37.95	01:37.91	01:38.12	01:38.09	01:37.98
	DAVIS	01:38.94	01:38.67	01:38.83	01:38.36	01:38.46	01:38.65
<b>OVERALL AVERAGE</b>							<b>01:38.08</b>

## VEHICLE DYNAMICS TESTING- SEPTEMBER 18, 2023

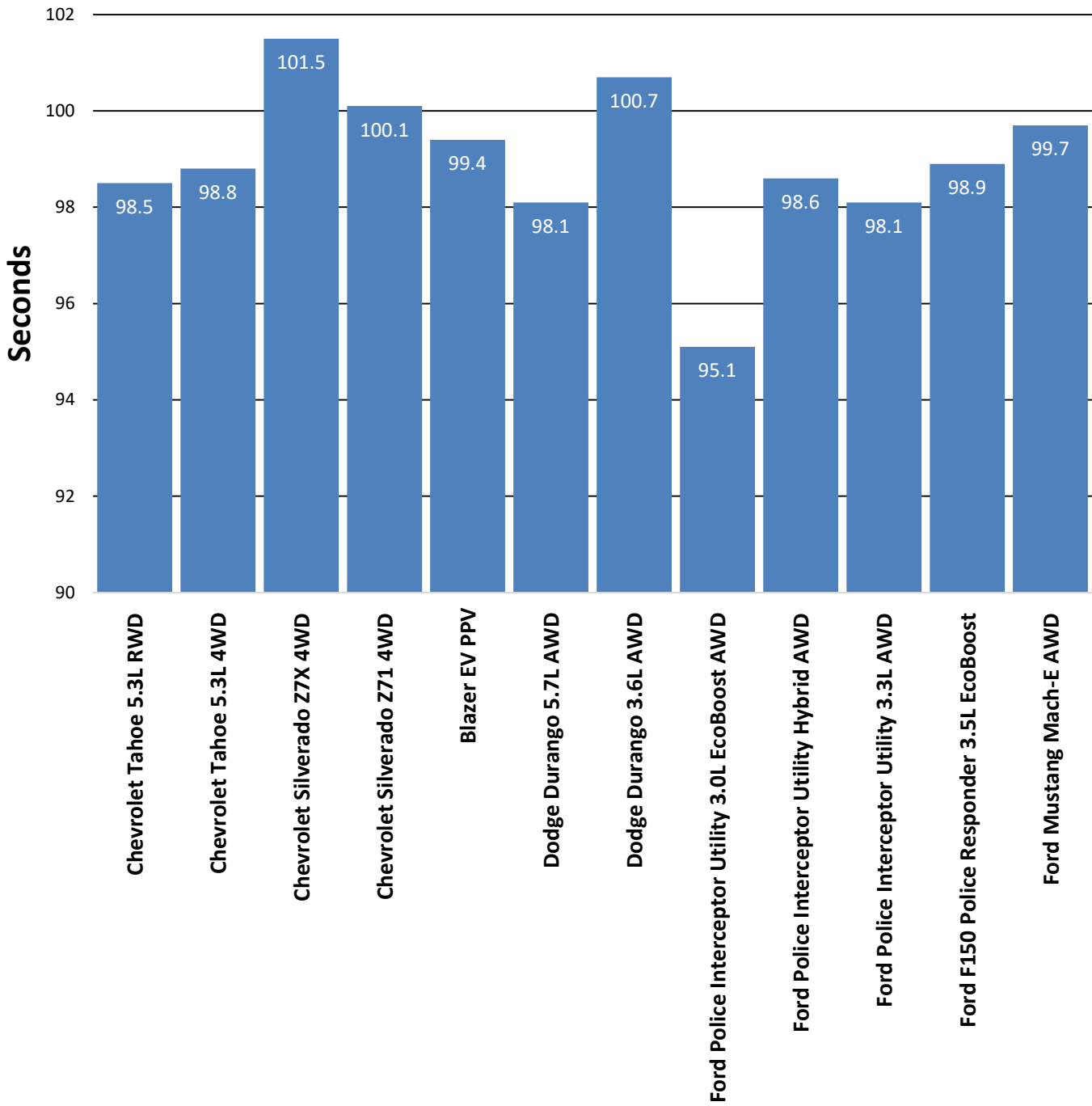
<b>Dodge Durango 3.6L AWD</b>	DAVIS	01:41.29	01:40.90	01:41.11	01:40.81	01:41.07	01:41.04
	AGEMA	01:40.72	01:40.45	01:40.61	01:39.97	01:40.81	01:40.51
	LOONEY	01:41.33	01:41.13	01:41.18	01:41.44	01:41.45	01:41.30
	MERCER	01:40.27	01:40.07	01:39.82	01:40.25	01:40.26	01:40.13
<b>OVERALL AVERAGE</b>							<b>01:40.75</b>
<b>Ford Police Interceptor Utility 3.0L EcoBoost AWD</b>	MERCER	01:34.68	01:35.01	01:34.84	01:34.88	01:34.59	01:34.80
	AGEMA	01:35.56	01:35.44	01:35.95	01:35.38	01:35.46	01:35.56
	DAVIS	01:35.04	01:35.27	01:35.41	01:35.44	01:35.35	01:35.30
	LOONEY	01:34.88	01:35.17	01:35.18	01:34.96	01:34.96	01:35.03
<b>OVERALL AVERAGE</b>							<b>01:35.17</b>
<b>Ford Police Interceptor Utility 3.3L Hybrid AWD</b>	MERCER	01:38.32	01:38.57	01:38.64	01:38.49	01:38.48	01:38.50
	DAVIS	01:38.26	01:38.18	01:38.06	01:38.62	01:38.60	01:38.34
	LOONEY	01:38.26	01:39.09	01:39.22	01:38.96	01:38.67	01:38.84
	AGEMA	01:38.51	01:38.96	01:38.34	01:38.89	01:38.86	01:38.71
<b>OVERALL AVERAGE</b>							<b>01:38.60</b>
<b>Ford Police Interceptor Utility 3.3L AWD</b>	DAVIS	01:38.77	01:38.70	01:38.10	01:38.13	01:38.13	01:38.36
	LOONEY	01:38.68	01:38.16	01:38.50	01:38.56	01:38.49	01:38.48
	MERCER	01:37.18	01:37.18	01:37.07	01:37.24	01:36.97	01:37.13
	AGEMA	01:38.50	01:38.72	01:38.98	01:38.96	01:38.54	01:38.74
<b>OVERALL AVERAGE</b>							<b>01:38.18</b>
<b>Ford F-150 Police Responder 3.5L EcoBoost 4WD</b>	AGEMA	01:39.35	01:39.84	01:39.89	01:40.01	01:39.93	01:39.81
	MERCER	01:37.96	01:37.81	01:37.84	01:38.16	01:37.50	01:37.85
	DAVIS	01:39.47	01:38.82	01:38.57	01:38.82	01:37.99	01:38.73
	LOONEY	01:39.26	01:39.63	01:39.56	01:39.87	01:39.58	01:39.58
<b>OVERALL AVERAGE</b>							<b>01:38.99</b>

**VEHICLE DYNAMICS TESTING - SEPTEMBER 18, 2023**  
**BATTERY ELECTRIC VEHICLES**

Vehicle	Driver	Time of Run	Begin Battery State of Charge	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	End Battery State of Charge	Average
Ford Mustang Mach-E AWD	LOONEY	10:58	89%	01:35.79	01:36.56	01:41.17	01:41.59	01:41.74	49%	01:39.37
	AGEMA	11:50	95%	01:34.98	01:39.70	01:42.88	01:42.89	01:43.28	62%	01:40.75
	MERCER	13:50	91%	01:33.35	01:37.48	01:41.32	01:41.07	01:41.48	60%	01:38.94
	DAVIS	15:25	93%	01:34.71	01:37.80	01:42.51	01:42.56	01:42.79	58%	01:40.07
<b>OVERALL AVERAGE</b>										<b>01:39.78</b>
Chevrolet Blazer EV AWD	AGEMA	10:08	100%	01:40.12	01:40.49	01:40.07	01:40.65	01:40.61	67%	01:40.39
	MERCER	11:50	100%	01:37.97	01:38.21	01:38.27	01:38.41	01:38.24	71%	01:38.22
	DAVIS	13:50	100%	01:39.89	01:39.38	01:39.28	01:39.65	01:39.95	70%	01:39.63
	LOONEY	15:25	90%	01:39.00	01:39.56	01:39.61	01:39.61	01:39.50	61%	01:39.45
<b>OVERALL AVERAGE</b>										<b>01:39.42</b>

The MSP Precision Driving Unit and all three manufacturers agreed that a charge time of approximately 40 minutes between runs would showcase the vehicle's capabilities in a best-case scenario. The above chart shows the beginning battery state of charge, the fastest five lap times out of the eight timed laps, and the battery ending state of charge. A 47 Kw charger was used to refresh the vehicle's state of charge between runs.

# 2024 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.

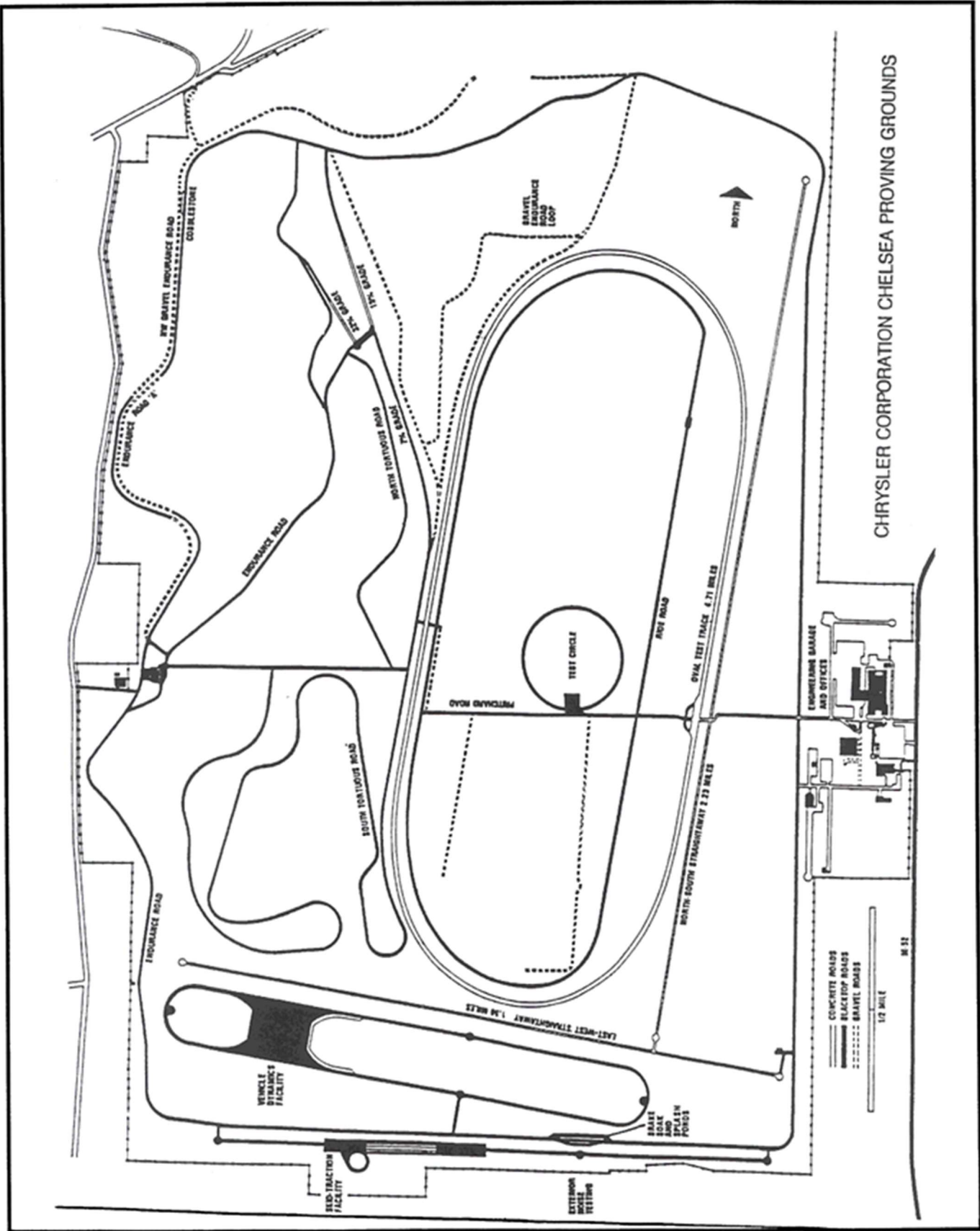
## **TOP SPEED TESTING OBJECTIVE:**

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:** September 16, 2023

---

### Chevrolet Tahoe 5.3L RWD

**BEGINNING TIME:** 10:40 a.m.

**TEMPERATURE:** 63.8° F

**WIND VELOCITY:** 1.8 mph

**WIND DIRECTION:** 124°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	7.90	7.68	7.68	7.51	7.69
0-80	12.69	12.22	12.27	12.01	12.30
0-100	20.00	18.96	19.17	18.63	19.19

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

**DISTANCE TO REACH 120 MPH:** 0.70 mile

**TOP SPEED ATTAINED:** 130 mph

**DISTANCE TO REACH TOP SPEED:** 1.49 miles

**TIME TO REACH TOP SPEED:** 53.05 seconds

---

### Chevrolet Tahoe 5.3L 4WD

**BEGINNING TIME:** 10:56 a.m.

**TEMPERATURE:** 64.9° F

**WIND VELOCITY:** 2.5 mph

**WIND DIRECTION:** 166°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	8.18	7.87	7.92	7.80	7.94
0-80	13.29	12.66	12.72	12.48	12.79
0-100	21.05	19.69	20.11	19.33	20.05

**DISTANCE TO REACH 100 MPH:** 0.35 mile

**DISTANCE TO REACH 120 MPH:** 0.74 mile

**TOP SPEED ATTAINED:** 124 mph

**DISTANCE TO REACH TOP SPEED:** 0.87 mile

**TIME TO REACH TOP SPEED:** 36.27 seconds

**TEST LOCATION:** Chelsea Proving Grounds

**DATE:** September 16, 2023

---

### **Chevrolet Silverado Z7X 4WD**

**BEGINNING TIME:** 11:48 a.m.

**TEMPERATURE:** 66.1° F

**WIND VELOCITY:** 1.7 mph

**WIND DIRECTION:** 143°

<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>	7.49	7.23	7.04	7.21	7.24
<b>0-80</b>	11.95	11.56	11.44	11.51	11.62
<b>0-100</b>	18.9	17.96	18.4	17.87	18.28

**DISTANCE TO REACH 100 MPH:** 0.32 mile

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

**TOP SPEED ATTAINED:** 112 mph

**DISTANCE TO REACH TOP SPEED:** 0.48 mile

**TIME TO REACH TOP SPEED:** 23.55 seconds

---

### **Chevrolet Silverado Z71 4WD**

**BEGINNING TIME:** 11:30 a.m.

**TEMPERATURE:** 65.1° F

**WIND VELOCITY:** 2.5 mph

**WIND DIRECTION:** 104.5°

<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>	7.62	7.38	7.29	7.26	7.39
<b>0-80</b>	12.2	11.7	11.66	11.61	11.79
<b>0-100</b>	18.82	18.08	18.24	17.98	18.28

**DISTANCE TO REACH 100 MPH:** 0.32 mile

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

**TOP SPEED ATTAINED:** 112 mph

**DISTANCE TO REACH TOP SPEED:** 0.49 mile

**TIME TO REACH TOP SPEED:** 23.81 seconds

**TEST LOCATION:** Chelsea Proving Grounds

**DATE:** September 16, 2023

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### Chevrolet Blazer EV AWD

**BEGINNING TIME:** 8:59 a.m.

**TEMPERATURE:** 53.8° F

**WIND VELOCITY:** 0 mph

**WIND DIRECTION:** 0°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	5.24	5.21	5.04	5.19	5.17
0-80	7.72	7.61	7.49	7.64	7.62
0-100	11.26	11.10	10.90	11.04	11.08

**DISTANCE TO REACH 100 MPH:** 0.18 mile

**DISTANCE TO REACH 120 MPH:** 0.32 mile

**TOP SPEED ATTAINED:** 130 mph

**DISTANCE TO REACH TOP SPEED:** 0.45 mile

**TIME TO REACH TOP SPEED:** 19.46 seconds

---

### Dodge Durango 5.7L AWD

**BEGINNING TIME:** 9:52 a.m.

**TEMPERATURE:** 62.2° F

**WIND VELOCITY:** 1.9 mph

**WIND DIRECTION:** 213°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	6.77	6.70	6.59	6.60	6.67
0-80	11.23	11.01	10.99	10.87	11.03
0-100	18.11	17.61	17.68	17.41	17.70

**DISTANCE TO REACH 100 MPH:** 0.32 mile

**DISTANCE TO REACH 120 MPH:** 0.64 mile

**TOP SPEED ATTAINED:** 130 mph

**DISTANCE TO REACH TOP SPEED:** 1.07 miles

**TIME TO REACH TOP SPEED:** 40.38 seconds

**TEST LOCATION:** Chelsea Proving Grounds

**DATE:** September 16, 2023

### Dodge Durango 3.6L AWD

**BEGINNING TIME:** 12:04 p.m.  
**WIND VELOCITY:** 2 mph

**TEMPERATURE:** 66.2° F  
**WIND DIRECTION:** 142°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
<b>0-60</b>	8.57	8.12	8.18	8.13	8.25
<b>0-80</b>	14.35	13.82	14.08	13.69	13.99
<b>0-100</b>	24.17	22.55	23.19	22.34	23.06

**DISTANCE TO REACH 100 MPH:** 0.42 mile

**DISTANCE TO REACH 120 MPH:** 0.93 miles

**TOP SPEED ATTAINED:** 125 mph

**DISTANCE TO REACH TOP SPEED:** 1.27 miles

**TIME TO REACH TOP SPEED:** 49.17 seconds

---

### Ford Police Interceptor Utility 3.0L EcoBoost AWD

**BEGINNING TIME:** 10:25 a.m.  
**WIND VELOCITY:** 2.6 mph

**TEMPERATURE:** 62.8° F  
**WIND DIRECTION:** 212°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
<b>0-60</b>	5.70	5.87	5.78	5.89	5.81
<b>0-80</b>	9.74	9.97	9.50	10.10	9.83
<b>0-100</b>	15.08	15.22	14.60	15.60	15.13

**DISTANCE TO REACH 100 MPH:** 0.27 mile

**DISTANCE TO REACH 120 MPH:** 0.50 mile

**TOP SPEED ATTAINED:** 148 mph

**DISTANCE TO REACH TOP SPEED:** 1.55 miles

**TIME TO REACH TOP SPEED:** 50.22 seconds

**TEST LOCATION:** Chelsea Proving Grounds

**DATE:** September 16, 2023

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### Ford Police Interceptor Utility 3.3L Hybrid AWD

**BEGINNING TIME:** 11:13 a.m.  
**WIND VELOCITY:** 2.5 mph

**TEMPERATURE:** 65.1° F  
**WIND DIRECTION:** 105°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	7.12	6.97	6.91	6.97	6.99
0-80	11.32	11.09	11.07	11.11	11.15
0-100	17.34	16.9	16.96	16.8	17.0

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

**DISTANCE TO REACH 120 MPH:** 0.57 mile

**TOP SPEED ATTAINED:** 136 mph

**DISTANCE TO REACH TOP SPEED:** 1.10 miles

**TIME TO REACH TOP SPEED:** 40.75 seconds

---

### Ford Police Interceptor Utility 3.3L AWD

**BEGINNING TIME:** 10:10 a.m.  
**WIND VELOCITY:** 1.9 mph

**TEMPERATURE:** 66.2° F  
**WIND DIRECTION:** 213°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	7.80	7.59	7.70	7.46	7.64
0-80	12.60	12.24	12.42	12.05	12.33
0-100	19.64	18.94	19.24	18.71	19.13

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

**DISTANCE TO REACH 120 MPH:** 0.68 mile

**TOP SPEED ATTAINED:** 136 mph

**DISTANCE TO REACH TOP SPEED:** 2.09 miles

**TIME TO REACH TOP SPEED:** 68.78 seconds

**TEST LOCATION:** Chelsea Proving Grounds

**DATE:** September 16, 2023

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### Ford F150 Police Responder 3.5L EcoBoost 4WD

**BEGINNING TIME:** 9:37 a.m.

**TEMPERATURE:** 59.4° F

**WIND VELOCITY:** 2.2 mph

**WIND DIRECTION:** 56°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
<b>0-60</b>	5.92	5.58	5.63	5.61	5.69
<b>0-80</b>	9.35	8.92	9.01	8.97	9.06
<b>0-100</b>	14.77	14.19	14.59	14.03	14.40

**DISTANCE TO REACH 100 MPH:** 0.25 mile

**DISTANCE TO REACH 120 MPH:** 0.52 mile

**TOP SPEED ATTAINED:** 120 mph

**DISTANCE TO REACH TOP SPEED:** 0.52 mile

**TIME TO REACH TOP SPEED:** 22.78 seconds

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### Ford Mustang Mach-E AWD

**BEGINNING TIME:** 9:16 a.m.

**TEMPERATURE:** 56.4° F

**WIND VELOCITY:** 1.9 mph

**WIND DIRECTION:** 77°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
<b>0-60</b>	4.08	4.06	4.08	4.07	4.07
<b>0-80</b>	6.51	6.48	6.52	6.48	6.50
<b>0-100</b>	10.91	10.85	10.92	10.80	10.87

**DISTANCE TO REACH 100 MPH:** 0.20 mile

**DISTANCE TO REACH 120 MPH:** 0.41 mile

**TOP SPEED ATTAINED:** 124 mph

**DISTANCE TO REACH TOP SPEED:** .55 miles

**TIME TO REACH TOP SPEED:** 21.87 seconds



## SUMMARY OF ACCELERATION AND TOP SPEED

**SEPTEMBER 16, 2023**

	Chevrolet Tahoe 5.3L RWD	Chevrolet Tahoe 5.3L 4WD	Chevrolet Silverado Z7X 4WD	Chevrolet Silverado Z71 4WD
<b>ACCELERATION (seconds)</b>				
0-20 mph	2.06	2.05	1.81	1.86
0-30 mph	3.07	3.11	2.82	2.86
0-40 mph	4.44	4.55	4.14	4.21
0-50 mph	5.88	6.06	5.54	5.63
0-60 mph	7.69	7.94	7.24	7.39
0-70 mph	9.71	10.09	9.22	9.38
0-80 mph	12.30	12.79	11.62	11.79
0-90 mph	15.35	16.11	14.49	14.62
0-100 mph	19.19	20.05	18.28	18.28
TOP SPEED (mph)	130	124	112	112
<b>DISTANCE TO REACH (miles)</b>				
100 mph	0.34	0.35	0.32	0.32
120 mph	0.70	0.74		
Top Speed	1.49	0.87	0.48	0.49



## SUMMARY OF ACCELERATION AND TOP SPEED

SEPTEMBER 16, 2023

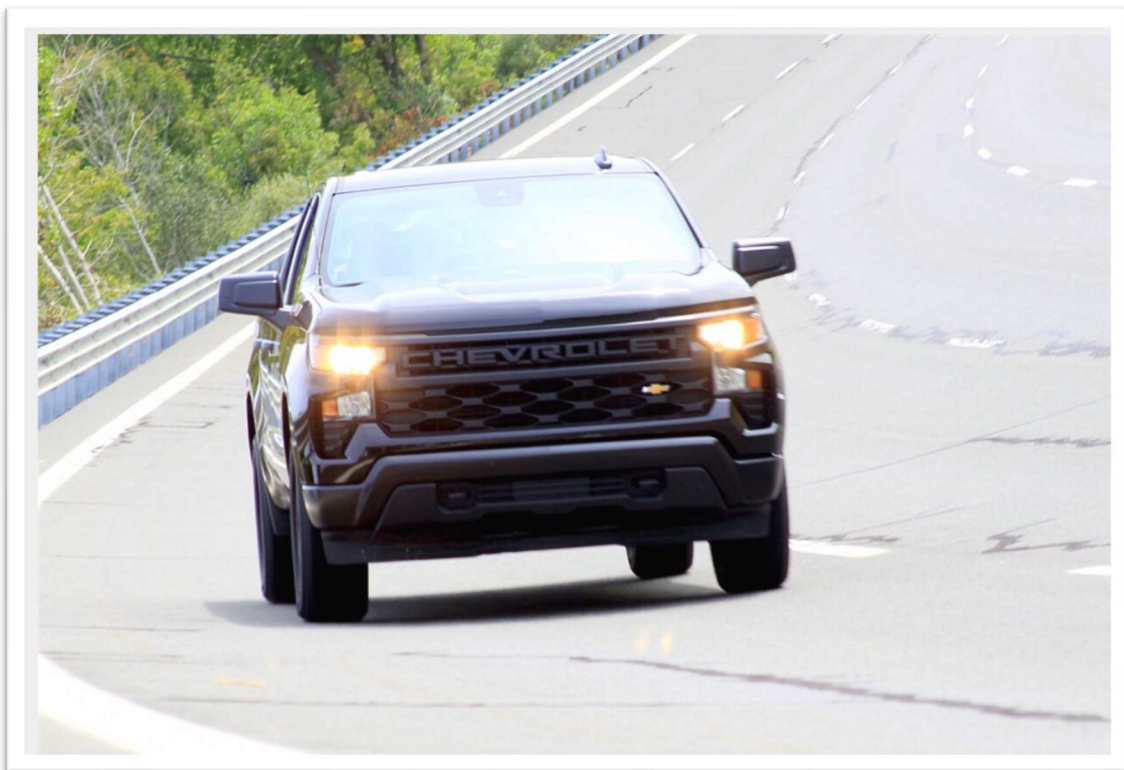
	Chevrolet Blazer EV AWD	Dodge Durango 5.7L AWD	Dodge Durango 3.6L AWD	Ford PI Utility 3.0L EcoBoost AWD
<b>ACCELERATION (seconds)</b>				
0-20 mph	1.77	1.49	1.86	1.54
0-30 mph	2.60	2.37	2.96	2.29
0-40 mph	3.41	3.53	4.37	3.31
0-50 mph	4.24	4.88	5.99	4.46
0-60 mph	5.17	6.67	8.25	5.81
0-70 mph	6.27	8.59	10.78	7.40
0-80 mph	7.62	11.03	13.99	9.83
0-90 mph	9.20	13.84	17.92	12.23
0-100 mph	11.08	17.70	23.06	15.13
TOP SPEED (mph)	130	130	125	148
<b>DISTANCE TO REACH (miles)</b>				
100 mph	0.18	0.32	0.42	0.27
120 mph	0.32	0.64	0.93	0.5
Top Speed	0.45	1.07	1.27	1.55



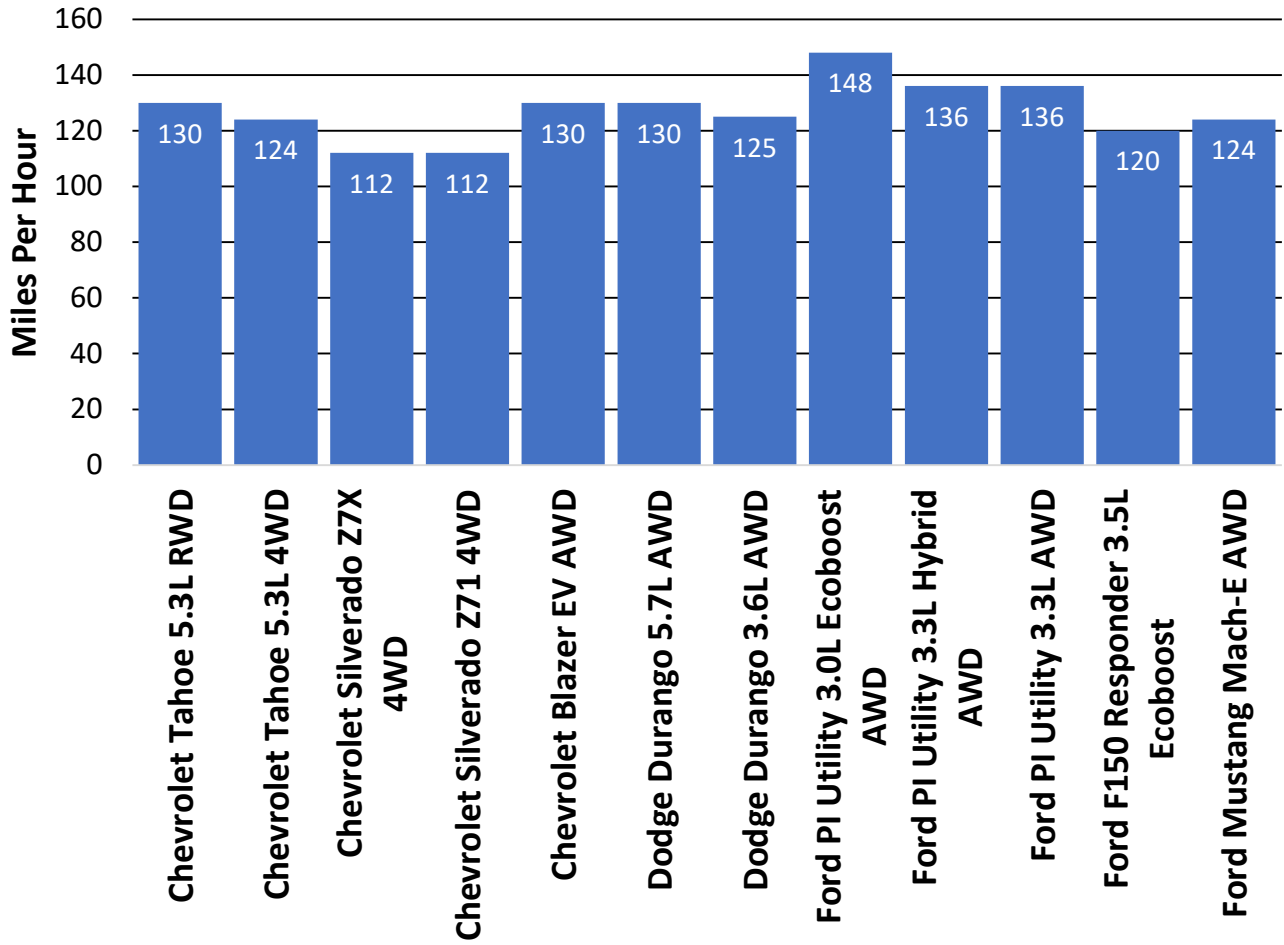
## SUMMARY OF ACCELERATION AND TOP SPEED

SEPTEMBER 16, 2023

	Ford PI Utility Hybrid AWD	Ford PI Utility 3.3L AWD	Ford F150 Police Responder 3.5L EcoBoost 4WD	Ford Mustang Mach-E AWD
<b>ACCELERATION (seconds)</b>				
0-20 mph	1.62	2.00	1.56	1.12
0-30 mph	2.75	3.08	2.25	1.71
0-40 mph	4.03	4.40	3.29	2.41
0-50 mph	5.43	5.93	4.34	3.19
0-60 mph	6.99	7.64	5.69	4.07
0-70 mph	8.89	9.70	7.17	5.13
0-80 mph	11.15	12.33	9.06	6.50
0-90 mph	13.79	15.38	11.22	8.34
0-100 mph	17.00	19.13	14.40	10.87
TOP SPEED (mph)	136	136	120	124
<b>DISTANCE TO REACH (miles)</b>				
100 mph	0.30	0.34	0.25	0.2
120 mph	0.57	0.68	0.52	0.41
Top Speed	1.10	2.09	0.52	0.55

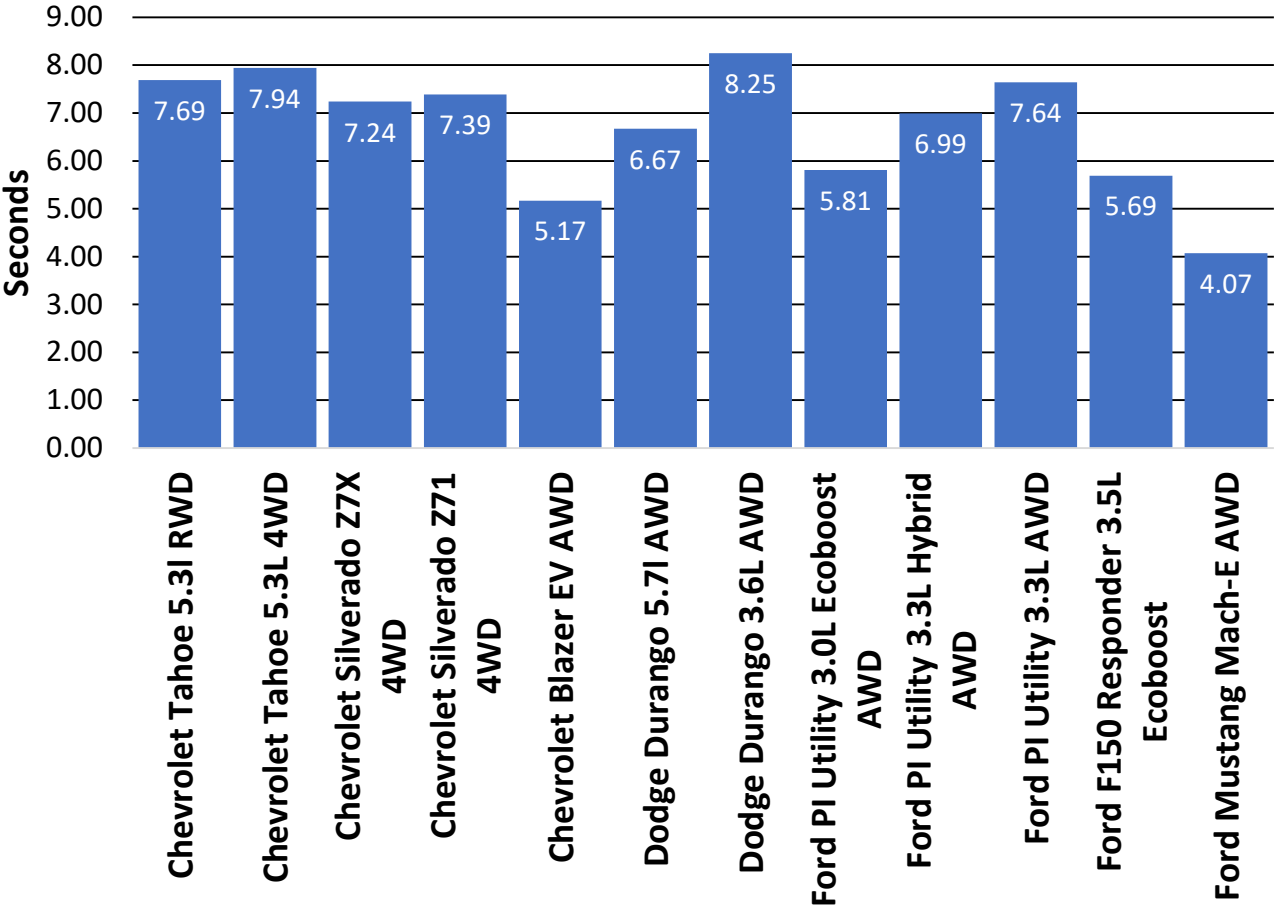


# 2024 Model Year Top Speed Comparison Top Speed Attained



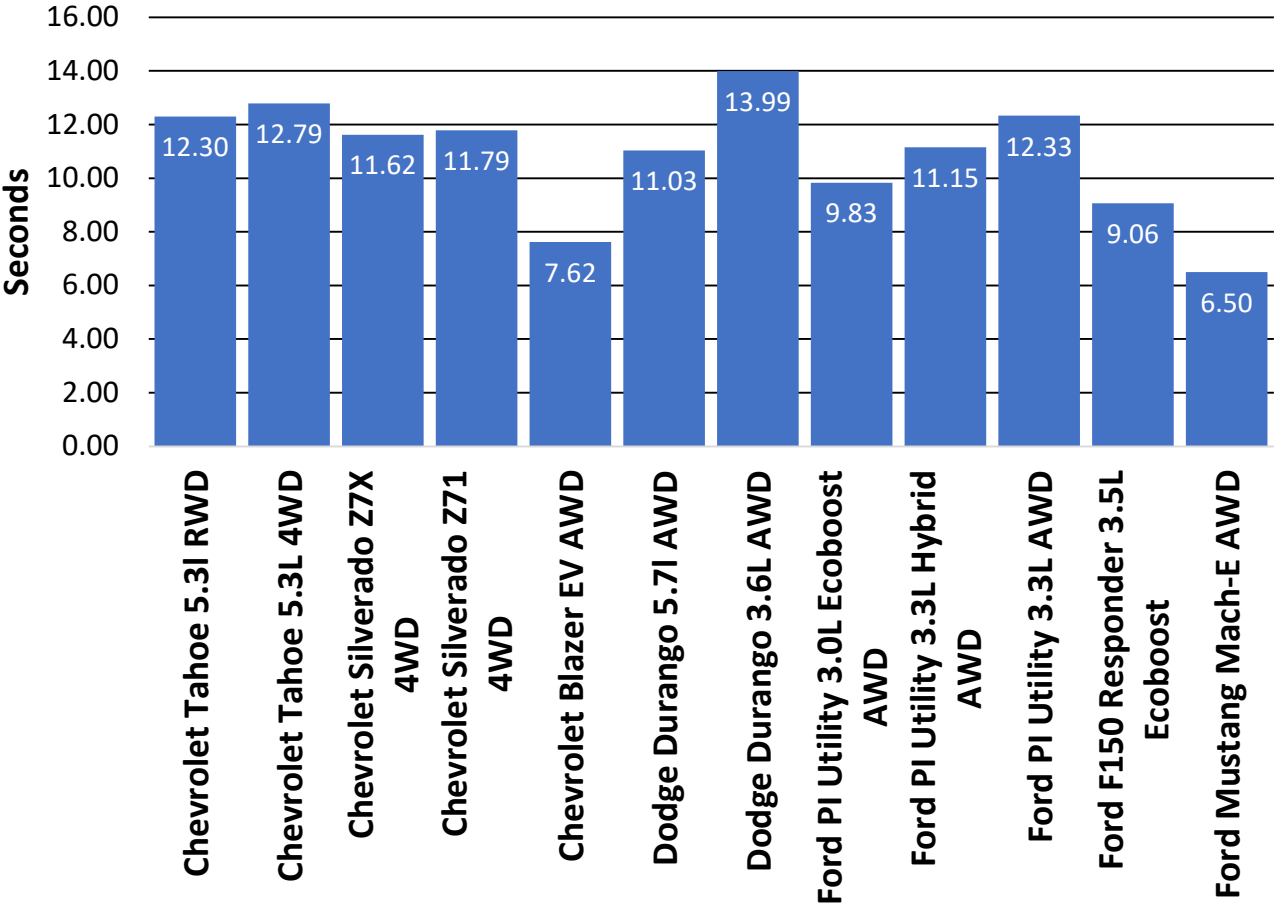
# 2024 Model Year Acceleration Comparison

## Acceleration Times 0-60 mph

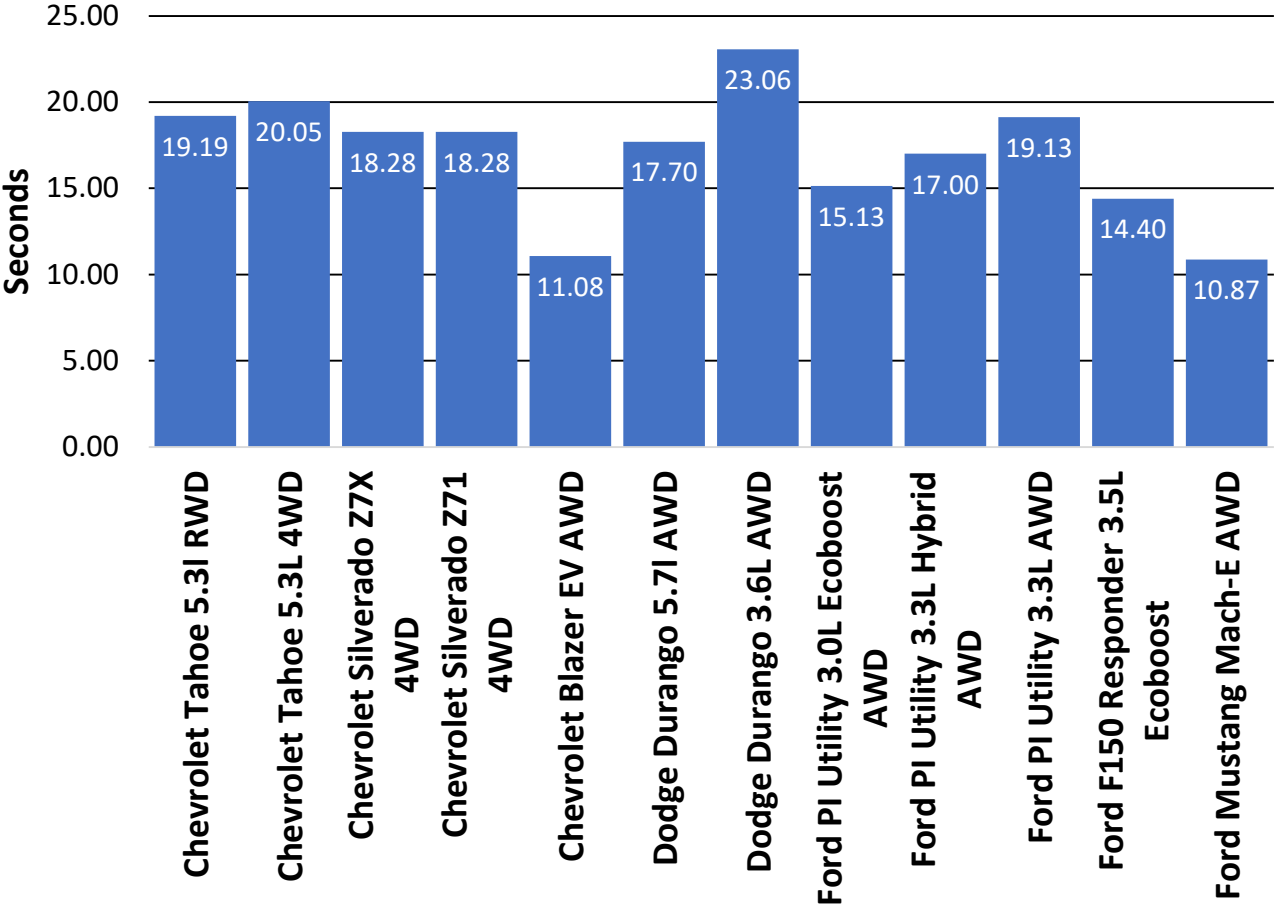


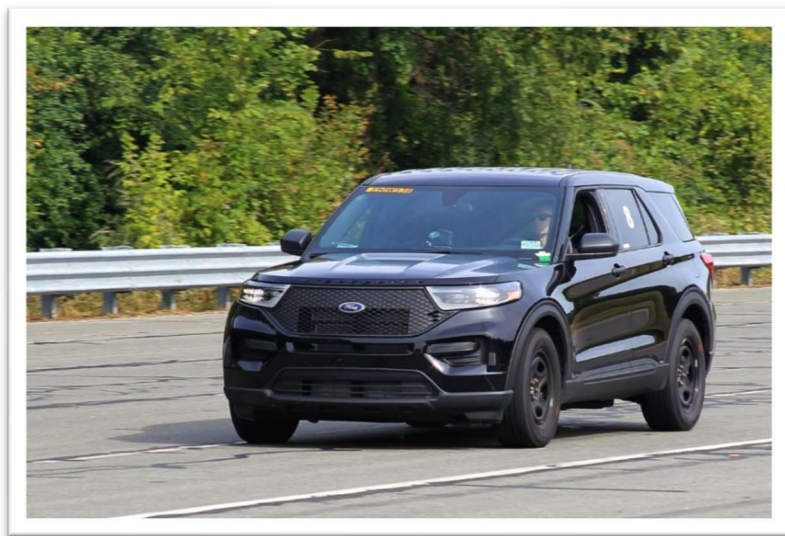
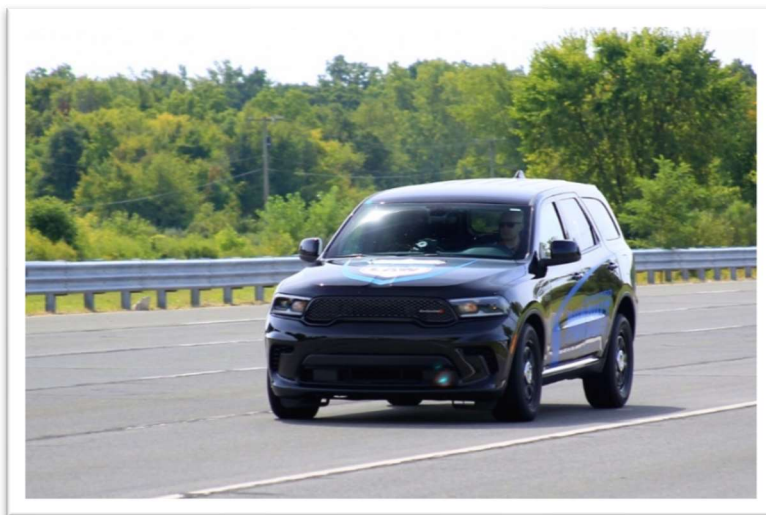
# 2024 Model Year Acceleration Comparison

## Acceleration Times 0-80 mph



# 2024 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.

## DECELERATION 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

DATE: September 16, 2023

BEGINNING TIME: 10:56 a.m.

TEMPERATURE: 65° 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	60.80	133.16	29.86
2	60.30	131.65	29.71
3	59.80	128.73	29.88
4	60.00	133.21	29.07
5	60.10	131.47	29.55
6	60.20	131.52	29.64
7	60.10	134.66	28.85
8	60.00	130.18	29.74
9	59.70	130.39	29.40
10	60.40	132.43	29.63
<b>AVERAGE DECELERATION RATE:</b>			<b>29.53 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	60.10	131.36	29.58
2	60.10	130.04	29.88
3	59.90	131.53	29.34
4	59.80	127.56	30.15
5	59.70	128.42	29.85
6	59.80	128.60	29.91
7	60.10	131.07	29.64
8	60.20	129.61	30.08
9	60.10	127.28	30.52
10	60.10	130.46	29.78
<b>AVERAGE DECELERATION RATE:</b>			<b>29.87 ft/s<sup>2</sup></b>

### Phase III

<b>OVERALL AVERAGE DECELERATION RATE:</b>	<b>29.70 ft/s<sup>2</sup></b>
<b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b>	<b>130.4 feet</b>

Evidence of severe 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

DATE: September 16, 2023

BEGINNING TIME: 11:13 a.m.

TEMPERATURE: 65.1° 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	60.80	148.74	26.73
2	60.00	131.15	29.52
3	59.40	127.99	29.65
4	59.90	132.35	29.16
5	60.30	133.46	29.30
6	60.40	134.95	29.08
7	60.70	137.10	28.91
8	60.00	131.20	29.51
9	60.00	133.75	28.95
10	60.10	135.92	28.58
<b>AVERAGE DECELERATION RATE:</b>			<b>28.94 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	59.50	128.25	29.69
2	59.30	129.01	29.32
3	60.00	131.17	29.52
4	60.30	130.91	29.88
5	59.80	129.61	29.68
6	59.80	128.69	29.89
7	60.20	132.48	29.42
8	59.70	125.23	30.61
9	59.90	128.12	30.12
10	60.10	132.38	29.35
<b>AVERAGE DECELERATION RATE:</b>			<b>29.75 ft/s<sup>2</sup></b>

### Phase III

<b>OVERALL AVERAGE DECELERATION RATE:</b>	<b>29.34 ft/s<sup>2</sup></b>
<b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b>	<b>132.0 feet</b>

Evidence of severe 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 Silverado Z7X 4WD

TEST LOCATION: Chelsea Proving Grounds

DATE: September 16, 2023

BEGINNING TIME: 12:05 p.m.

TEMPERATURE: 66.2° 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	59.60	146.73	26.04
2	59.90	146.75	26.30
3	60.00	145.38	26.63
4	59.30	140.76	26.87
5	59.40	144.98	26.18
6	60.70	149.24	26.55
7	60.20	146.29	26.65
8	59.60	144.57	26.43
9	60.30	148.10	26.41
10	60.50	148.98	26.43
<b>AVERAGE DECELERATION RATE:</b>			<b>26.45 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	60.00	141.23	27.42
2	60.30	144.61	27.05
3	60.20	149.08	26.15
4	60.40	143.43	27.36
5	60.40	144.12	27.23
6	59.80	141.06	27.27
7	60.10	140.68	27.62
8	60.10	140.08	27.73
9	59.80	140.99	27.28
10	60.00	141.80	27.31
<b>AVERAGE DECELERATION RATE:</b>			<b>27.24 ft/s<sup>2</sup></b>

### Phase III

<b>OVERALL AVERAGE DECELERATION RATE:</b>	<b>26.84 ft/s<sup>2</sup></b>
<b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b>	<b>144.2 feet</b>

Evidence of severe 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 Silverado Z71 4WD

TEST LOCATION: Chelsea Proving Grounds

DATE: September 16, 2023

BEGINNING TIME: 11:48 a.m.

TEMPERATURE: 66° 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	146.32	26.73
2	60.80	156.60	25.39
3	59.90	147.09	26.24
4	59.90	145.01	26.61
5	60.20	147.38	26.45
6	60.10	163.30	23.79
7	60.30	147.25	26.56
8	60.40	147.37	26.63
9	59.10	140.10	26.82
10	60.60	150.41	26.26
<b>AVERAGE DECELERATION RATE:</b>			<b>26.15 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	60.10	141.41	27.47
2	60.10	148.25	26.21
3	59.90	144.61	26.69
4	59.90	140.91	27.39
5	60.30	145.02	26.97
6	59.90	140.42	27.48
7	60.20	140.76	27.69
8	59.90	140.75	27.42
9	59.80	138.37	27.80
10	60.10	139.96	27.76
<b>AVERAGE DECELERATION RATE:</b>			<b>27.29 ft/s<sup>2</sup></b>

### Phase III

<b>OVERALL AVERAGE DECELERATION RATE:</b>	<b>26.72 ft/s<sup>2</sup></b>
<b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b>	<b>144.9 feet</b>

Evidence of severe 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 Blazer EV AWD

TEST LOCATION: Chelsea Proving Grounds  
 BEGINNING TIME: 9:14 a.m.

DATE: September 16, 2023  
 TEMPERATURE: 56.4° 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	58.50	127.04	28.98
2	58.70	126.39	29.32
3	59.10	127.84	29.39
4	59.00	129.00	29.02
5	59.60	134.73	28.36
6	59.10	134.43	27.95
7	60.50	140.86	27.95
8	61.30	140.67	28.73
9	61.60	137.54	29.67
10	61.80	139.03	29.55
<b>AVERAGE DECELERATION RATE:</b>			<b>28.89 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	59.10	130.86	28.71
2	60.00	136.44	28.38
3	62.00	147.11	28.11
4	60.60	142.89	27.64
5	59.40	131.31	28.90
6	59.70	135.40	28.31
7	61.00	141.05	28.38
8	59.10	130.35	28.82
9	58.90	132.32	28.20
10	58.70	131.52	28.18
<b>AVERAGE DECELERATION RATE:</b>			<b>28.36 ft/s<sup>2</sup></b>

### Phase III

<b>OVERALL AVERAGE DECELERATION RATE:</b>	<b>28.64 ft/s<sup>2</sup></b>
<b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b>	<b>135.2 feet</b>

Evidence of severe 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

DATE: September 16, 2023

BEGINNING TIME: 10:10 a.m.

TEMPERATURE: 62.2° 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	59.50	132.62	28.71
2	59.30	133.56	28.32
3	59.30	132.59	28.53
4	59.00	128.76	29.08
5	59.50	132.87	28.66
6	59.30	132.50	28.55
7	59.40	132.48	28.65
8	59.10	131.40	28.59
9	59.20	131.36	28.70
10	59.30	131.27	28.81
<b>AVERAGE DECELERATION RATE:</b>			<b>28.66 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	59.40	131.89	28.77
2	59.40	131.57	28.84
3	59.20	128.86	29.25
4	60.40	177.29	22.13
5	59.30	132.58	28.53
6	59.30	129.73	29.16
7	59.70	131.59	29.13
8	59.70	131.33	29.19
9	60.10	135.97	28.57
10	59.90	133.24	28.96
<b>AVERAGE DECELERATION RATE:</b>			<b>28.26 ft/s<sup>2</sup></b>

### Phase III

<b>OVERALL AVERAGE DECELERATION RATE:</b>	<b>28.46 ft/s<sup>2</sup></b>
<b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b>	<b>136.1 feet</b>

Evidence of severe 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

DATE: September 16, 2023

BEGINNING TIME: 12:20 p.m.

TEMPERATURE: 66.7° 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	59.80	136.61	28.16
2	59.90	137.00	28.17
3	59.10	129.02	29.12
4	58.90	130.82	28.52
5	59.00	128.63	29.11
6	58.90	130.16	28.67
7	59.40	135.20	28.07
8	59.60	137.09	27.87
9	59.30	136.38	27.73
10	60.10	141.09	27.54
<b>AVERAGE DECELERATION RATE:</b>			<b>28.30 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	60.20	141.05	27.64
2	60.70	142.18	27.87
3	61.00	143.82	27.83
4	60.10	135.97	28.57
5	60.40	141.43	27.75
6	60.60	139.13	28.39
7	59.50	134.81	28.25
8	59.10	133.75	28.09
9	59.90	136.42	28.29
10	59.70	133.96	28.62
<b>AVERAGE DECELERATION RATE:</b>			<b>28.13 ft/s<sup>2</sup></b>

### Phase III

<b>OVERALL AVERAGE DECELERATION RATE:</b>	<b>28.21 ft/s<sup>2</sup></b>
<b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b>	<b>137.3 feet</b>

Evidence of severe 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

DATE: September 16, 2023

BEGINNING TIME: 10:40 a.m.

TEMPERATURE: 64° 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	59.70	132.55	28.92
2	60.20	139.43	27.96
3	60.20	131.85	29.56
4	60.20	131.98	29.54
5	60.20	130.55	29.86
6	60.10	129.31	30.04
7	60.10	131.76	29.49
8	60.30	130.14	30.05
9	60.10	129.01	30.11
10	60.10	136.72	28.42
<b>AVERAGE DECELERATION RATE:</b>			<b>29.40 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	60.70	127.37	31.11
2	59.50	125.22	30.41
3	60.30	129.49	30.20
4	60.10	130.01	29.88
5	60.10	132.38	29.35
6	60.30	126.34	30.96
7	60.00	127.45	30.38
8	59.90	126.60	30.48
9	60.00	124.65	31.06
10	60.00	125.73	30.80
<b>AVERAGE DECELERATION RATE:</b>			<b>30.46 ft/s<sup>2</sup></b>

### Phase III

<b>OVERALL AVERAGE DECELERATION RATE:</b>	<b>29.93 ft/s<sup>2</sup></b>
<b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b>	<b>129.4 feet</b>

Evidence of severe 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 Hybrid AWD

TEST LOCATION: Chelsea Proving Grounds

DATE: September 16, 2023

BEGINNING TIME: 11:30 a.m.

TEMPERATURE: 65° 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	59.90	134.11	28.78
2	60.10	135.39	28.70
3	60.30	134.05	29.18
4	60.00	130.57	29.66
5	59.80	133.32	28.85
6	60.40	135.67	28.92
7	59.40	130.30	29.13
8	60.00	130.02	29.78
9	60.10	131.05	29.65
10	60.20	134.95	28.89
<b>AVERAGE DECELERATION RATE:</b>			<b>29.15 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	60.1	134.37	28.91
2	59.6	127.71	29.92
3	60	128.40	30.16
4	59.8	129.69	29.66
5	60.2	134.11	29.07
6	59.4	126.56	29.99
7	60.4	133.90	29.31
8	59.9	129.63	29.77
9	60.2	130.52	29.87
10	60.8	133.15	29.86
<b>AVERAGE DECELERATION RATE:</b>			<b>29.65 ft/s<sup>2</sup></b>

### Phase III

<b>OVERALL AVERAGE DECELERATION RATE:</b>	<b>29.40 ft/s<sup>2</sup></b>
<b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b>	<b>131.7 feet</b>

Evidence of severe 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

DATE: September 16, 2023

BEGINNING TIME: 10:25 a.m.

TEMPERATURE: 62.8° 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	60.10	133.85	29.03
2	60.20	135.63	28.74
3	59.90	128.36	30.07
4	60.20	128.79	30.27
5	60.10	131.01	29.65
6	60.10	132.40	29.34
7	60.10	129.61	29.98
8	60.20	130.42	29.89
9	60.10	131.49	29.55
10	60.40	139.97	28.03
<b>AVERAGE DECELERATION RATE:</b>			<b>29.45 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	59.90	128.90	29.94
2	60.20	129.11	30.19
3	60.20	129.04	30.21
4	59.90	128.72	29.98
5	60.10	133.19	29.17
6	59.80	133.05	28.91
7	60.00	131.00	29.56
8	60.20	130.72	29.82
9	59.80	130.97	29.37
10	59.90	132.65	29.09
<b>AVERAGE DECELERATION RATE:</b>			<b>29.62 ft/s<sup>2</sup></b>

### Phase III

<b>OVERALL AVERAGE DECELERATION RATE:</b>	<b>29.54 ft/s<sup>2</sup></b>
<b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b>	<b>131.1 feet</b>

Evidence of severe 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 F-150 Police Responder 3.5L EcoBoost 4WD

TEST LOCATION: Chelsea Proving Grounds

DATE: September 16, 2023

BEGINNING TIME: 9:52 a.m.

TEMPERATURE: 62.2° 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	60.00	157.94	24.52
2	59.40	153.42	24.74
3	59.60	151.14	25.28
4	60.00	154.82	25.01
5	59.70	156.82	24.45
6	60.20	160.04	24.36
7	59.90	162.61	23.73
8	59.80	165.29	23.27
9	59.60	158.99	24.03
10	59.40	162.37	23.37
<b>AVERAGE DECELERATION RATE:</b>			<b>24.28 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 (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s <sup>2</sup> )
1	59.80	153.19	25.11
2	59.50	158.46	24.03
3	59.80	161.83	23.77
4	59.50	161.42	23.59
5	59.70	162.62	23.57
6	59.70	159.76	24.00
7	59.80	158.00	24.34
8	59.70	157.98	24.27
9	59.70	154.59	24.80
10	59.60	153.68	24.86
<b>AVERAGE DECELERATION RATE:</b>			<b>24.23 ft/s<sup>2</sup></b>

### Phase III

<b>OVERALL AVERAGE DECELERATION RATE:</b>	<b>24.25 ft/s<sup>2</sup></b>
<b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b>	<b>159.6 feet</b>

Evidence of severe 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 Mustang Mach-E AWD

TEST LOCATION: Chelsea Proving Grounds

DATE: September 16, 2023

BEGINNING TIME: 9:36 a.m.

TEMPERATURE: 59.4° 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	59.10	121.92	30.81
2	59.10	123.70	30.37
3	59.80	122.66	31.36
4	58.80	123.12	30.20
5	59.30	126.40	29.92
6	59.50	125.41	30.36
7	59.40	133.07	28.52
8	60.00	123.31	31.40
9	59.60	126.07	30.31
10	59.40	125.08	30.34
<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 (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s <sup>2</sup> )
1	59.80	126.16	30.49
2	60.50	131.57	29.92
3	59.30	130.13	29.07
4	59.20	129.28	29.16
5	59.80	132.78	28.97
6	59.30	125.67	30.10
7	59.50	134.03	28.41
8	59.40	130.95	28.98
9	59.50	126.12	30.19
10	59.70	133.77	28.66
<b>AVERAGE DECELERATION RATE:</b>			<b>29.39 ft/s<sup>2</sup></b>

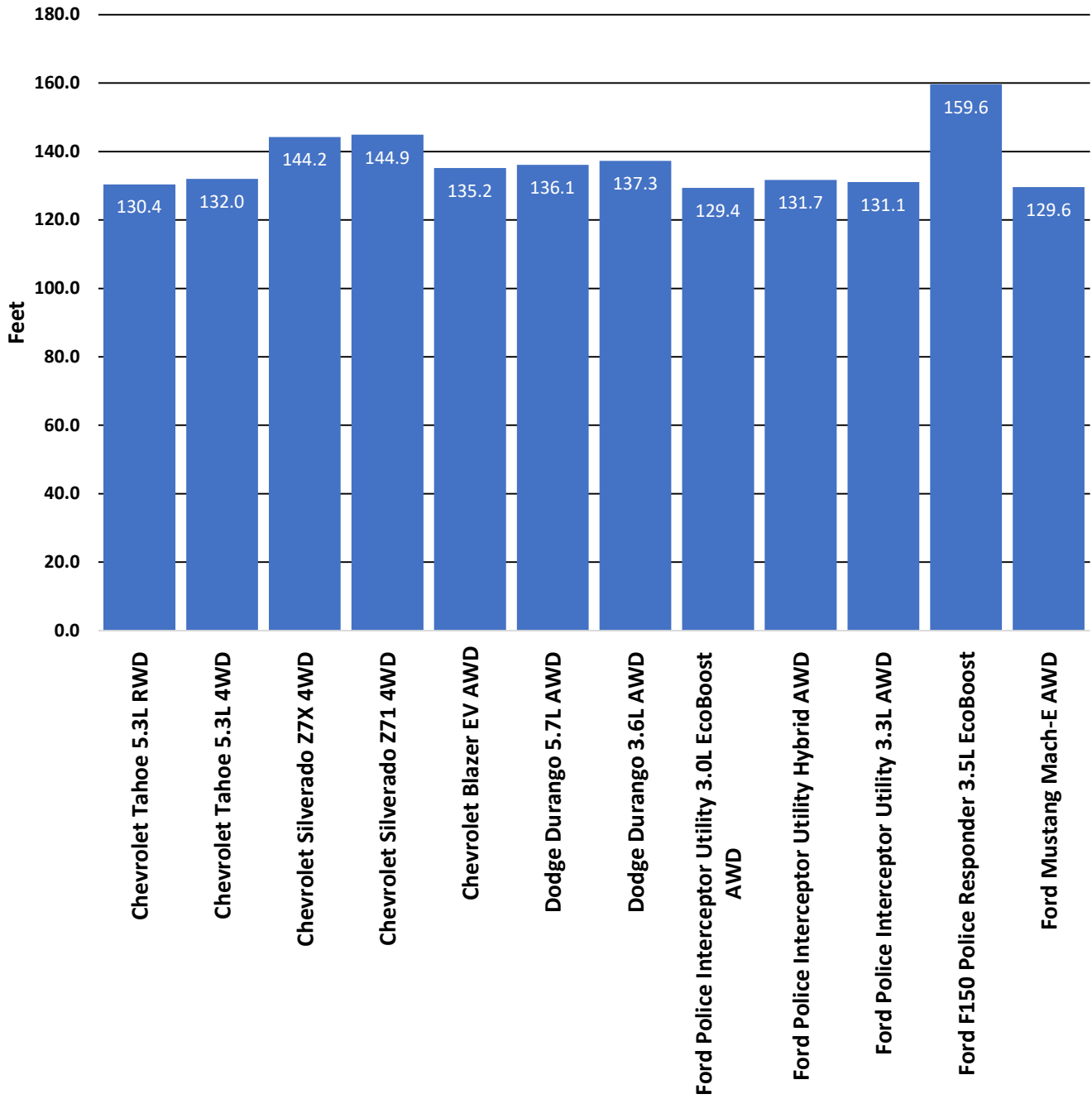
### Phase III

<b>OVERALL AVERAGE DECELERATION RATE:</b>	<b>29.88 ft/s<sup>2</sup></b>
<b>PROJECTED STOPPING DISTANCE FROM 60 mph:</b>	<b>129.6 feet</b>

Evidence of severe fading?	No
Vehicle stopped in straight line?	Yes
Vehicle stopped within correct lane?	Yes

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

# 2024 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 76 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 five), 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>Chevrolet Silverado</b>	<b>Chevrolet Blazer EV</b>	<b>Dodge Durango</b>	<b>Ford Police Interceptor Utility</b>	<b>Ford F150 Police Responder</b>	<b>Mustang Mach-E AWD</b>
<b>COMMUNICATIONS</b>							
Dashboard Accessibility	9.33	9.84	10.00	10.00	10.00	9.56	3.67
Trunk Accessibility	8.86	9.68	6.00	9.33	8.33	7.57	7.33
Engine Compartment	8.33	9.67	10.00	10.00	10.00	9.00	5.00
<b>TOTAL SCORES</b>	<b>8.84</b>	<b>9.73</b>	<b>8.71</b>	<b>9.78</b>	<b>9.44</b>	<b>8.71</b>	<b>5.33</b>

# ERGONOMICS

	Chevrolet Tahoe	Chevrolet Silverado	Chevrolet Blazer	Dodge Durango	Ford Police Interceptor Utility	Ford F150 Police Responder	Ford Mach-E
<b>FRONT SEAT</b>							
Padding	8.00	7.25	7.25	8.00	7.25	7.50	8.00
Depth of Bucket Seat	8.00	6.75	7.25	7.75	7.25	7.25	7.75
Adjustability – Front to Rear	8.50	6.25	8.00	8.25	7.50	7.50	8.25
Upholstery	8.00	7.75	8.00	8.25	7.00	7.50	8.75
Bucket Seat Design	8.25	7.00	8.00	8.25	7.50	7.50	7.75
Headroom	9.00	9.25	8.00	9.00	8.25	8.75	8.00
Seatbelts	8.25	7.50	8.00	8.00	7.75	8.00	8.25
Ease of Entry and Exit	8.50	6.50	8.25	9.00	7.75	7.00	7.25
Overall Comfort Rating	8.50	7.25	8.00	8.25	7.50	7.75	7.50
<b>REAR SEAT</b>							
Leg room – Front seat back	8.75	9.00	7.75	8.25	7.50	9.00	6.00
Ease of Entry and Exit	9.00	7.25	8.00	8.75	7.75	7.25	6.00
<b>INSTRUMENTATION</b>							
Clarity	8.25	8.50	8.00	8.50	7.25	8.50	7.75
Placement	8.25	8.25	8.25	8.50	7.50	8.25	7.50
<b>VEHICLE CONTROLS</b>							
Pedals, Size, and Position	8.25	8.25	7.75	8.25	7.50	8.00	7.50
Power Window Switch	8.25	8.25	8.00	8.00	7.75	8.00	7.75
Stability/Traction Control Switch	8.25	8.25	7.75	8.25	7.25	8.00	7.50
Door Lock Switch	8.25	8.00	7.75	8.00	7.75	7.75	7.75
Outside Mirror Controls	8.25	8.25	8.00	8.00	8.00	8.25	7.50
Steering Wheel, Size, Tilt Release, and Surface	8.50	8.25	8.25	8.75	7.75	8.50	7.50
Heat/AC Vent Placement and Adjustability	8.25	8.50	7.75	8.00	7.25	8.00	7.50
Trunk Release Switch	8.00	7.67	8.00	7.67	N/A	7.67	7.33
<b>VISIBILITY</b>							
Front (Windshield)	8.25	8.25	8.25	8.50	7.75	8.50	8.00
Rear (Back Window)	7.75	8.00	7.25	8.00	7.50	8.25	7.25
Left Rear Quarter	7.50	8.00	7.50	7.75	7.25	8.00	7.25
Right Rear Quarter	7.75	8.25	7.50	7.75	7.25	7.75	7.25
Outside Rear View Mirrors	8.50	7.75	8.00	8.00	7.75	8.00	7.25
<b>TOTAL SCORES</b>	<b>8.27</b>	<b>7.85</b>	<b>7.87</b>	<b>8.22</b>	<b>7.54</b>	<b>7.94</b>	<b>7.54</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 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
Chevrolet Silverado Z7X 4WD	14	17	15
Chevrolet Silverado Z71 4WD	14	17	15
Chevrolet Blazer EV AWD			Not available
Dodge Durango 5.7L AWD			TBD
Dodge Durango 3.6L AWD			TBD
Ford Police Interceptor Utility 3.0L EcoBoost AWD	17	22	19
Ford Police Interceptor Utility Hybrid 3.3L AWD	23	24	24
Ford Police Interceptor Utility 3.3L AWD	17	23	19
Ford F-150 Police Responder 3.5L EcoBoost 4WD	16	20	18
Ford Mustang Mach-E AWD- total range 270 miles (40 kWh/100 mi)	96	84	90