

### **STATE OF MICHIGAN**

Department of State Police and Department of Technology, Management and Budget

# 2025 Model Year Police Vehicle Evaluation Program

Published by:

Michigan State Police Precision Driving Unit December 2024

### **TABLE OF CONTENTS**

Preface	3
General Information	4
Evaluation Information	5
Acknowledgements	6
Test Equipment	7
Police Package Vehicle Descriptions	
Police Package Vehicle Photographs & Descriptions	8-30
Vehicle Dynamics Testing	
Vehicle Dynamics Testing Objective & Methodology	31
Test Facility Diagram	31
Vehicle Dynamics Testing Schedule	32
Vehicle Dynamics Test Data	33-35
Vehicle Dynamics Test Comparison Chart	36
Acceleration and Top Speed Testing	
Acceleration and Top Speed Testing Objectives & Methodology	37
Test Facility Diagram	38
Acceleration and Top Speed Data	39-44
Summary of Acceleration and Top Speed	45-47
Acceleration and Top Speed Test Data Comparison Chart	48-51
Brake Testing	
Brake Testing Objectives & Methodology	53
Brake Testing Data	54-64
Brake Testing Data Comparison Chart	65
Ergonomics and Communications Evaluation	
Ergonomics and Communications Evaluation Objectives & Methodology	66
Ergonomics and Communications Evaluation Test Data	67
Fuel Economy	
Test Data Comparison Chart	68
Police Motorcycle Descriptions	
Motorcycle Introduction	69
Police Motorcycle Photographs & Descriptions	71-76
Motorcycle Acceleration and Top Speed Testing	
Motorcycle Acceleration and Top Speed Testing Objective and Methodology	78
Motorcycle Acceleration and Top Speed Data	79-80
Summary of Motorcycle Acceleration and Top Speed	81
Motorcycle Acceleration and Top Speed Comparison Charts	82-85
Motorcycle Brake Testing	
Motorcycle Brake Testing Objective and Methodology	86
Motorcycle Brake Testing Data	87-89
Motorcycle Brake Testing Data Comparison Chart	90

### **PREFACE**

The Michigan State Police Vehicle Test Team is pleased to announce the results of the 2025 Model Year Police Vehicle Evaluation. This year we tested eleven patrol vehicles and two motorcycles. 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 3.3L Hybrid AWD

Ford Police Interceptor Utility 3.3L AWD

Ford F150 Police Responder 3.5L EcoBoost 4WD

### **MOTORCYCLES**

BMW RTP

Harley-Davidson Electra Glide Harley- Davidson Road Glide



### 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.

Motorcycles were tested with equipment installed as provided by their respective manufacturer.

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.

### <u>Grattan Raceway - Vehicle Dynamics Test</u>

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 Chevrolet, Dodge, 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 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.

Lt. Nicholas Darlington, Phone: 517-643-5019, email: darlingtonn@michigan.gov
Sgt. John Looney, Phone: 989-818-2228. email: looneyj@michigan.gov
Sgt. Ryan Davis, Phone: 517-930-2579, email: davisr34@michigan.gov
Sgt. Eddie Mazurski, Phone: 269-308-0118, email: mazurskie@michigan.gov
Precision Driving Unit Main Line: 517-282-8710
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. James Grady II, Director, Michigan Department of State Police

Lt. Col. Aimee Brimacombe, Chief Deputy Director

Lt. Col. David Sosinski, Senior Deputy Director, Field Services Bureau

Lt. Col. Michael Krumm, Senior Deputy Director, Professional Development Bureau

Lt. Col. Ryan Pennell, Senior Deputy Director, State Services Bureau

Maj. Christopher Hawkins, Chief of Staff

Ms. Melissa Castro, Senior Deputy Director Information and Technology Bureau

Dr. Juli Liebler, Senior Management Executive, Professional Development Bureau

Capt. Tim Olson, 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. Kim Dowling, Michigan State Police, and Tpr. Daniel Obarski, Ret., 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 Vehicle Test Team Photo

**Back Row:** Jon Wilkinson, Kevin Moe, Lt. Kelly Linebaugh, Tpr. Todd Goodrich, Sgt. Casey Omiljan, Ret. Sgt. Andy Douville, Ret. Lt. Michael McCarthy, Ret. Lt. Daivd "Doc" Halliday.

Front Row: Jacob Davis, MC Sgt. Nick Asmus, Sgt. Eddie Mazurski, Sgt. Ryan Davis, Sgt. John Looney, Sgt. Doug Schutter, Lt. Nick Darlington.



### **TEST EQUIPMENT**

The following test equipment is utilized during the Motorcycle and 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

Shoei Helmets North America, 2855 Malibu Hills Rd., Calabasas Hills, CA 91301

Motorcycle Helmet

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

- Orbits 5.2 Extended Loop Decoder
- AMB TranX260 Transponders

Alpinestars USA 2780 W. 237th Street Torrance, CA 90505-5270

• Alpinestars Protective Riding Apparel

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

# VEHICLE DESCRIPTIONS AND PHOTOGRAPHS

# Chevrolet Tahoe 5.3L RWD







MAKE & MODEL	2025 RWD Chevrolet Police Tahoe
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	900/760 CCA
TRANSMISSION	10 Speed
AXLE RATIO	3.23
TURNING RADIUS	19.5 ft.
TIRE SIZE, LOAD & SPEED RATING	275/55 R-20,
GROUND CLEARANCE, MINIMUM	7.5 inches
BRAKE SYSTEM	eBoost ABS disc/disc
FUEL CAPACITY	24 Gallons/90.85 Liters
MANUFACTURER LIMITED	130 mph
TOP SPEED	100 mpn
	GENERAL MEASUREMENTS
WHEELBASE	120.9 inches
LENGTH	210.7 inches
CURB WEIGHT	5610 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	1780 lbs.
(INCLUDING PASSENGERS)	
EPA MILEAGE EST. (MPG)	
CITY	15
HIGHWAY	19
COMBINED	16

### **NEW STANDARD FEATURES FOR 2025**

- Audio System 17.7" diagonal advanced color LCD display
- Driver Information Display 11" diagonal multi-color digital display with Certified Speedometer
- HD Surround Vision includes front grill and exterior mirror cameras for front, overhead and side views
- 5G Wi-Fi Hotspot capable
- OnStar One Business Essentials for Fleet
- Column Mounted Electronic Transmission Gear Selector
- · Vinyl Steering Wheel with high/low paddle shift
- 4 Additional Remotes for a total of 6 key fobs
- Remote Start
- Universal Vehicle Module Provides CAN readability utilizing SAE J1939 formatting. This gateway module offers 10-switchable inputs and outputs and includes a Graphical User Interface (GUI) to customize the UVM to specific customer needs
- Engine Idle Hour Meter

**NEW OPTIONAL FEATURES FOR 2025** 

- 20" x 9" machined aluminum wheels validated for pursuit usage
- Engine Block Heater (K05)
- 1FL Safety Package includes:

Blind Zone Steering Assist, Automatic Emergency Braking, Rear Cross Traffic Braking, Front Pedestrian and Bicyclist Braking, Side Bicyclist Alert, Rear Camera Mirror, IntelliBeam Automatic High Beams, Rear Pedestrian Alert, Intersection Automatic Emergency Braking, Enhanced Lane Keep Assist with Lane Departure Warning.

# Chevrolet Tahoe 5.3L 4WD







SALES CODE   9C1	MAKE & MODEL	2025 4WD Chevrolet Police Tahoe
CUBIC INCHES		
CUBIC INCHES	SALES CODE	
LITERS   DRIVE SYSTEM   Four Wheel Drive		
DRIVE SYSTEM		
HORSEPOWER   355 HP   383 ft./lbs.   ALTERNATOR   250 AMP   900/760 CCA   10 Speed   3.23   19.5 ft.   17.5 inches   276/55 R-20,   7.5 inches   24 Gallons/90.85 Liters   124 mph   120		
TORQUE		
ALTERNATOR BATTERY TRANSMISSION AXLE RATIO TURNING RADIUS TIRE SIZE, LOAD & SPEED RATING GROUND CLEARANCE, MINIMUM BRAKE SYSTEM FUEL CAPACITY MANUFACTURER LIMITED TOP SPEED   WHEELBASE LENGTH CURB WEIGHT HEIGHT  FRONT REAR COMBINED TRUNK MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)  250 AMP 9000/760 CCA 10 Speed 9000/760 CA 10 Speed 9000/760 CCA 1		
BATTERY	•	
TRANSMISSION   AXLE RATIO   3.23   19.5 ft.   275/55 R-20,   7.5 inches   eBoost ABS disc/disc   24 Gallons/90.85 Liters   124 mph	_	
AXLE RATIO TURNING RADIUS TIRE SIZE, LOAD & SPEED RATING GROUND CLEARANCE, MINIMUM BRAKE SYSTEM FUEL CAPACITY MANUFACTURER LIMITED TOP SPEED  GENERAL MEASUREMENTS  WHEELBASE LENGTH CURB WEIGHT HEIGHT  TREAR COMBINED TRUNK MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)  12.3 23 19.5 ft. 275/55 R-20, 7.5 inches eBoost ABS disc/disc 24 Gallons/90.85 Liters 124 mph  124 mph  124 mph  125 mph 125 mches 120.9 inches 210.7 inches 250.6 lbs. 75.8 inches  INTERIOR VOLUME  FRONT REAR COMBINED TRUNK TO.3 cu. ft. 70.3 cu. ft. 1700 lbs.  EPA MILEAGE EST. (MPG)  CITY  15		
TURNING RADIUS TIRE SIZE, LOAD & SPEED RATING GROUND CLEARANCE, MINIMUM BRAKE SYSTEM FUEL CAPACITY MANUFACTURER LIMITED TOP SPEED  GENERAL MEASUREMENTS  WHEELBASE LENGTH CURB WEIGHT HEIGHT  FRONT REAR COMBINED TRUNK MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)  19.5 ft. 275/55 R-20, 7.5 inches eBoost ABS disc/disc 24 Gallons/90.85 Liters  124 mph  75 inches EPA MILEAGE EST. (MPG)  1275/55 R-20, 7.5 inches EPS 475/55 R-20, 7.5 inches EPS 481 Sisc/disc EPS 481		
TIRE SIZE, LOAD & SPEED RATING GROUND CLEARANCE, MINIMUM BRAKE SYSTEM FUEL CAPACITY MANUFACTURER LIMITED TOP SPEED  GENERAL MEASUREMENTS  WHEELBASE LENGTH CURB WEIGHT HEIGHT  FRONT REAR COMBINED TRUNK MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)  EPA MILEAGE EST. (MPG)  7.5 inches eBoost ABS disc/disc 24 Gallons/90.85 Liters 124 mph  124 mph  124 mph  124 mph  125 inches 120.9 inches 210.7		
GROUND CLEARANCE, MINIMUM BRAKE SYSTEM FUEL CAPACITY MANUFACTURER LIMITED TOP SPEED  GENERAL MEASUREMENTS  WHEELBASE LENGTH CURB WEIGHT HEIGHT T7.5 inches  EVALUATION 100 Ibs.  INTERIOR VOLUME  FRONT REAR COMBINED TRUNK MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)  FROM CITY  15.5 inches  Boost ABS disc/disc 24 Gallons/90.85 Liters  124 mph  124 mph  120.9 inches 210.7 inches 210.7 inches 210.7 inches 210.7 inches 210.8 inches  120.9 inches 210.7 inches 210.7 inches 210.7 inches 210.7 inches 210.9 inches 210.7 inches 210.9 inches 210.7 inches 210.7 inches 210.9 inches 210.7 inches		
BRAKE SYSTEM FUEL CAPACITY MANUFACTURER LIMITED TOP SPEED  GENERAL MEASUREMENTS  WHEELBASE LENGTH CURB WEIGHT HEIGHT  FRONT REAR COMBINED TRUNK MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)  EPA MILEAGE EST. (MPG)  C4 Gallons/90.85 Liters 124 mph 124 mph 124 mph 120.9 inches 120.9 inches 210.7 inches 210.7 inches 210.7 inches 210.7 inches 210.8 inches 210.7 inches 210.9 inches 210.9 inches 210.9 inches 210.7 inches 210.9 inches 210.7 inches 210.9 inches		•
FUEL CAPACITY MANUFACTURER LIMITED TOP SPEED  GENERAL MEASUREMENTS  WHEELBASE LENGTH CURB WEIGHT HEIGHT  INTERIOR VOLUME  FRONT REAR COMBINED TRUNK MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)  EPA MILEAGE EST. (MPG)  124 mph  124 mph  124 mph  120.9 inches 210.7 inches 210.7 inches 210.7 inches 210.8 inches 210.9 inches 210.7 inches 210.		
MANUFACTURER LIMITED TOP SPEED  GENERAL MEASUREMENTS  WHEELBASE 120.9 inches LENGTH 210.7 inches CURB WEIGHT 5806 lbs. HEIGHT 75.8 inches  INTERIOR VOLUME  FRONT 64.1 cu. ft. FRAR 59.2 cu. ft. COMBINED 123.2 cu. ft. TRUNK 70.3 cu. ft. MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)  EPA MILEAGE EST. (MPG)  CITY 15		
TOP SPEED   124 mpn		24 Gallons/90.85 Liters
TOP SPEED		124 mph
Table   Tabl	TOP SPEED	·
CURB WEIGHT		GENERAL MEASUREMENTS
CURB WEIGHT	_	
T5.8 inches   INTERIOR VOLUME   FRONT   64.1 cu. ft.   59.2 cu. ft.   COMBINED   123.2 cu. ft.   TRUNK   70.3 cu. ft.   1700 lbs.   EPA MILEAGE EST. (MPG)   CITY   15	_	
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)         1700 lbs.           EPA MILEAGE EST. (MPG)           CITY         15	HEIGHT	75.8 inches
Second		INTERIOR VOLUME
COMBINED TRUNK MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)  TRUNK 170.3 cu. ft. 1700 lbs.  TRUNK 1700 lbs.  TRUNK 1700 lbs.  TRUNK 1700 lbs.	FRONT	64.1 cu. ft.
TRUNK MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)  EPA MILEAGE EST. (MPG)  CITY  70.3 cu. ft. 1700 lbs.	REAR	59.2 cu. ft.
MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)  1700 lbs.  EPA MILEAGE EST. (MPG)  CITY  15	COMBINED	123.2 cu. ft.
(INCLUDING PASSENGERS)  EPA MILEAGE EST. (MPG)  CITY  15	TRUNK	70.3 cu. ft.
EPA MILEAGE EST. (MPG)  CITY  15		1700 lbs
CITY 15	(INCLUDING PASSENGERS)	1700 103.
	EPA MILEAGE EST. (MPG)	
LUCUMAY	CITY	15
NGOVYAT	HIGHWAY	19
COMBINED 16	COMBINED	16

### **NEW STANDARD FEATURES FOR 2025**

- Audio System 17.7" diagonal advanced color LCD display
- Driver Information Display 11" diagonal multi-color digital display with Certified Speedometer
- HD Surround Vision includes front grill and exterior mirror cameras for front, overhead and side views
- 5G Wi-Fi Hotspot capable
- OnStar One Business Essentials for Fleet
- Column Mounted Electronic Transmission Gear Selector
- Vinyl Steering Wheel with high/low paddle shift
- 4 Additional Remotes for a total of 6 key fobs
- Remote Start
- Universal Vehicle Module (KGU) Provides CAN readability utilizing SAE J1939 formatting. This gateway module offers 10-switchable inputs and outputs and includes a Graphical User Interface (GUI) to customize the UVM to specific customer needs.
- Engine Idle Hour Meter

### **NEW OPTIONAL FEATURES FOR 2025**

- 20" x 9" machined aluminum wheels validated for pursuit usage
- Engine Block Heater (K05)
- 1FL Safety Package includes:

Blind Zone Steering Assist, Automatic Emergency Braking, Rear Cross Traffic Braking, Front Pedestrian and Bicyclist Braking, Side Bicyclist Alert, Rear Camera Mirror, IntelliBeam Automatic High Beams, Rear Pedestrian Alert, Intersection Automatic Emergency Braking, Enhanced Lane Keep Assist with Lane Departure Warning

# Chevrolet Silverado Z7X 4WD







MAKE & MODEL	2025 4WD Chevrolet Police Silverado Z7X
SALES CODE	9C1
	POWERTRAIN INFORMATION
CUBIC INCHES	325
LITERS	5.3
DRIVE SYSTEM	Four Wheel Drive
HORSEPOWER	355 HP
TORQUE	383 ft./lbs.
ALTERNATOR	220 AMP
BATTERY	730 CCA AGM
TRANSMISSION	10 Speed column shift and 2 speed transfer case with Auto mode
AXLE RATIO	3.23 with standard Traction Lock
TURNING RADIUS	23.2 ft.
TIRE SIZE, LOAD & SPEED RATING	P275/60 R-20 AT, S Speed Rating
GROUND CLEARANCE, MINIMUM	11.4 inches
BRAKE SYSTEM	eBoost ABS disc/disc
FUEL CAPACITY	24 Gallons/90.85 Liters
MANUFACTURER LIMITED	112 mph
TOP SPEED	112 IIIpii
	GENERAL MEASUREMENTS
WHEELBASE	147.4 inches
LENGTH	231.7 inches
CURB WEIGHT	5010 lbs.
HEIGHT	77.6 inches
	INTERIOR VOLUME
FRONT	64.2 cu. ft.
REAR	65.6 cu. ft.
COMBINED	129.8 cu. ft.
TRUNK	62.9 cu. ft.
MAXIMUM PAYLOAD CAPACITY	1050 lba
(INCLUDING PASSENGERS)	1850 lbs.
EPA MILEAGE EST. (MPG)	
CITY	14
HIGHWAY	17
COMBINED	15
COMBINED	15

\*Tested with optional Z7X suspension package which includes 2-inch lift that still retains a pursuit capable rating

### Standard Equipment Highlights:

- 6-piston Brembo front brake calipers with 16" rotors
- Z71 Skid Plates
- Protected Idle
- Keyless Entry & Push To Start
- Matching Spare Wheel & Tire Assembly
- Head and Taillamp Flasher Calibration
- Surveillance Mode Calibration
- Column Mounted Mechanical Transmission Gear Selector
- 120v Power Outlet Located In Bed and Interior Cab

### Available Equipment Highlights:

- MultiFlex tailgate
- Trifold Locking Tonneau Cover
- A-pillar mounted LED spot lamps
- Front & Rear Park Assist

Safety Package Includes: Automatic Emergency Braking, Front Pedestrian Braking, Lane Keep Assist with Lane Departure Warning, Following Distance Indicator, Forward Collision Alert and IntelliBeam Automatic High Beams

# Chevrolet Silverado Z71 4WD







MAKE & MODEL	2025 4WD Chevrolet Police Silverado Z71
SALES CODE	9C1
	POWERTRAIN INFORMATION
CUBIC INCHES	325
LITERS	5.3
DRIVE SYSTEM	Four Wheel Drive
HORSEPOWER	355 HP
TORQUE	383 ft./lbs.
ALTERNATOR	220 AMP
BATTERY	730 CCA AGM
TRANSMISSION	10 Speed column shift and 2 speed transfer case with Auto mode
AXLE RATIO	3.23 with standard Traction Lock
TURNING RADIUS	23.2 ft.
TIRE SIZE, LOAD & SPEED RATING	P275/60 R-20 T, S Speed Rating
GROUND CLEARANCE, MINIMUM	9.2 inches
BRAKE SYSTEM	eBoost ABS disc/disc
FUEL CAPACITY	24 Gallons/90.85 Liters
WHEELBASE	147.4 inches
LENGTH	231.7 inches
CURB WEIGHT	5010 lbs.
HEIGHT	75.5 inches
	INTERIOR VOLUME
FRONT	64.2 cu. ft.
REAR	65.6 cu. ft.
COMBINED	129.8 cu. ft.
TRUNK	62.9 cu. ft.
MAXIMUM PAYLOAD CAPACITY	1850 lbs.
(INCLUDING PASSENGERS)	
	EPA MILEAGE EST. (MPG)
CITY	14
HIGHWAY	17
COMBINED	15

### Standard Equipment Highlights:

- 6-piston Brembo front brake calipers with 16" rotors
- Z71 Skid Plates and Rancho Suspension
- Protected Idle
- Keyless Entry & Push to Start
- Matching Spare Wheel & Tire Assembly
- Head and Taillamp Flasher Calibration
- Surveillance Mode Calibration
- Column Mounted Mechanical Transmission Gear Selector
- 120v Power Outlet Located in Bed and Interior Cab

### Available Equipment Highlights:

- MultiFlex tailgate
- Trifold Locking Tonneau Cover
- A-pillar mounted LED spot lamps
- Z7X suspension package which includes 2-inch lift that retains a pursuit capable rating
- Chrome Bumpers with Front & Rear Park Assist
- Safety Package Includes: Automatic Emergency Braking, Front Pedestrian Braking, Lane Keep Assist with Lane Departure Warning, Following Distance Indicator, Forward Collision Alert and IntelliBeam Automatic High Beams

# Chevrolet Blazer EV AWD







MAKE & MODEL	2025 AWD Chevrolet Police Blazer EV
SALES CODE	9C1/9C3
	POWERTRAIN INFORMATION
CUBIC INCHES	N/A
LITERS	N/A
DRIVE SYSTEM	All Wheel Drive
HORSEPOWER	498 HP
TORQUE	571 ft./lbs.
ALTERNATOR	N/A
BATTERY	520 CCA
TRANSMISSION	N/A
AXLE RATIO	N/A 39.7 ft.
TURNING RADIUS	39.7 II. 265/55 R-20
TIRE SIZE, LOAD & SPEED RATING GROUND CLEARANCE, MINIMUM	7.49 inches
BRAKE SYSTEM	eBoost ABS disc/disc
FUEL CAPACITY	105kwh Battery
TOLL OALAGIT	Tookwii Ballory
	GENERAL MEASUREMENTS
WHEELBASE	121.8 inches
LENGTH	192.62 inches
CURB WEIGHT	5870 lbs.
HEIGHT	64.78 inches
	INTERIOR VOLUME
FRONT	58 cu. ft.
REAR	25.7 cu. ft.
COMBINED	83.7 cu. ft.
TRUNK	25.7 cu. ft.
MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)	1192 lbs. (1159 lbs. with optional trailer hitch)
EPA MILEAGE EST. (MPG)	
CITY	89
HIGHWAY	74
COMBINED	81

### STANDARD EQUIPMENT HIGHLIGHTS:

- Improved EPA Rating of 297 miles for 2025MY
- Ultium Performance Dual Motor All Wheel Drive
- Firestone Firehawk Pursuit 20": tires and steel wheels.
- Specific suspension tuning with unique monotube dampers, coil springs and stabilizer bars.
- Heavy-duty braking system with six-piston front Brembo aluminum mono-block calipers on 15-inch rotors.
- Certified digital speedometer.
- Exterior design with a high approach angle front fascia and front/rear skid plates.
- HD vinyl floor covering.
- Police specific cloth front seats and vinyl rear seating with armrest and cupholders removed.
- Rear park assist with pedestrian detection and haptic feedback alert driver's seat.
- Standard wire harness with 31 wire circuits to 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.
- Universal vehicle module provides CAN readability utilizing SAE J1939 formatting. This gateway module offers 10-switchable inputs & outputs and includes a Graphical User Interface to customize the UVM to specific customer needs.
- Repurposed steering wheel-mounted buttons connected to blunt-cut wires to perform initiating aftermarket lights and sirens and or activating a
  department 2-way radio microphone.
- Dedicated auxiliary power module operates upfit equipment.
- Rear camera mirror and keyless entry with remote start
- Head and taillamp flasher calibration
- Surveillance mode calibration

**OPTIONAL EQUIPMENT HIGHLIGHTS:** LED spot lamp, opened liftgate red/blue LED lighting, Whelen ion corer lighting package, trailer package with 1,000 lb. tow rating.

### Dodge Durango 5.7L AWD







MAKE & MODEL	2025 Dodge Durango 5.7L AWD
SALES CODE	22Z
	POWERTRAIN INFORMATION
CUBIC INCHES	345
LITERS	5.7L
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, Dual Piston Front/Single Piston Rear, Anti-Lock
FUEL CAPACITY	24.6 Gallons/93.1 Liters
MANUFACTURER LIMITED TOP	130 MPH
SPEED	130 MPH
	GENERAL MEASUREMENTS
WHEELBASE	119.8 inches
LENGTH	201.2 inches
CURB WEIGHT	5214 lbs.
HEIGHT	70.9 inches
	INTERIOR VOLUME
FRONT	54.4 cu. ft.
REAR	51.2 cu. ft.
COMBINED	105.6 cu. ft.
TRUNK	43.3 cu. ft.
MAXIMUM PAYLOAD CAPACITY	1700 lbs.
(INCLUDING PASSENGERS)	1700 IDS.
EPA MILEAGE EST. (MPG)	
CITY	TBD
HIGHWAY	TBD
COMBINED	TBD

The 2025 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







MAKE & MODEL	2025 Dodge Durango 3.6L AWD
SALES CODE	2BZ
	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 Overdrive 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, Dual Piston Front/Single Piston Rear, Anti-Lock
FUEL CAPACITY	24.6 Gallons/93.1 Liters
MANUFACTURER LIMITED TOP	130 MPH
SPEED	130 MF11
	GENERAL MEASUREMENTS
WHEELBASE	119.8 inches
LENGTH	201.2 inches
CURB WEIGHT	4929 lbs.
HEIGHT	70.9 inches
	INTERIOR VOLUME
FRONT	54.4 cu. ft.
REAR	51.2 cu. ft.
COMBINED	105.6 cu. ft.
TRUNK	43.3 cu. ft.
MAXIMUM PAYLOAD CAPACITY	1550 lbs.
(INCLUDING PASSENGERS)	างงบางจ.
EPA MILEAGE EST. (MPG)	
CITY	TBD
HIGHWAY	TBD
COMBINED	TBD

The 2025 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-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 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







MAKE & MODEL	2025 Police Interceptor Utility 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.
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	1670 lbs.
(INCLUDING PASSENGERS)	
EPA MILEAGE EST. (MPG)	
CITY	17
HIGHWAY	22
COMBINED	19

#1 SELLING POLICE BRAND FOR 2013CY through 2022 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.2
- 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







MAKE & MODEL	2025 Police Interceptor Utility Hybrid AWD
SALES CODE	K8A, 99W
	POWERTRAIN INFORMATION
CUBIC INCHES	201 CI
LITERS	3.3L Hybrid
DRIVE SYSTEM	All Wheel Drive
HORSEPOWER	318 combined HP
TORQUE	322 combined ft./lbs.
ALTERNATOR	DC/DC Converter: 220 AMP
BATTERY	800 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	7.4 inches
BRAKE SYSTEM	Power- dual piston calipers front, single piston calipers rear, 4 circuit ABS
FUEL CAPACITY	19.0 Gallons/ 72.0 Liters
MANUFACTURER LIMITED TOP	136 mph
SPEED	130 HipH
	GENERAL MEASUREMENTS
WHEELBASE	119.1 inches
LENGTH	198.8 inches
CURB WEIGHT	5303 lbs.
HEIGHT	69.2 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	1670 lbs.
(INCLUDING PASSENGERS)	1070 IDS.
EPA MILEAGE EST. (MPG)	
CITY	23
HIGHWAY	24
COMBINED	24

#1 SELLING POLICE BRAND FOR 2013CY, 2014CY, 2015CY, 2016CY, 2017CY, 2018CY, 2019CY, 2020CY, 2021CY and 2022CY1 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
- Potential fuel savings of over \$3,400 per year, per vehicle, at \$2.75/gallon; see www.fordpoliceinterceptor.com for details

### 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.2
- 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 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 0-60mph, 0-80mph, lap, average lap and highest top speed of utility vehicles tested by MSP in 2020CY2
- 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. 3. Excludes Ford Police Interceptor Utility 3.0L EcoBoost

# Ford Police Interceptor Utility 3.3L AWD







MAKE & MODEL	2025 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.
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	1670 lbs.
(INCLUDING PASSENGERS)	
EPA MILEAGE EST. (MPG)	
CITY	17
HIGHWAY	23
COMBINED	19

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







MAKE & MODEL SALES CODE	2025 F-150 Police Responder 3.5L EcoBoost W1P
GALLO GOBL	POWERTRAIN INFORMATION
CUBIC INCHES LITERS	213 3.5L
DRIVE SYSTEM	Front Wheel Drive
HORSEPOWER	400 HP
TORQUE	500 ft./lbs.
ALTERNATOR	240 AMP
BATTERY TRANSMISSION	800 CCA 10-Speed SelectShift Automatic
AXLE RATIO	3.31
TURNING RADIUS	47.8 ft.
TIRE SIZE, LOAD & SPEED RATING	LT265/70R18 113H
GROUND CLEARANCE, MINIMUM	9.4 inches
BRAKE SYSTEM	4-wheel vented disc ABS with electronically controlled brake boost
FUEL CAPACITY	26 Gallons/98 Liters
MANUFACTURER LIMITED TOP SPEED	120 mph
	GENERAL MEASUREMENTS
WHEELBASE	145.4 inches
LENGTH	231.7 inches
CURB WEIGHT	5016 lbs.
HEIGHT	77.2 inches
FDONT	INTERIOR VOLUME
FRONT REAR	79.9 cu. ft. 52.0 cu. ft.
COMBINED	131.9 cu. ft.
TRUNK	52.8 cu. ft.
MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)	2030 lbs.
EPA MILEAGE EST. (MPG)	
CITY	16
HIGHWAY	20
COMBINED	18

The 2025 Ford F-150 Police Responder® combines on-road pursuit performance with Built Ford Tough off-road capability. The F-150 Police Responder provides a 120 mph top speed and offers a torque-on-demand 4x4 transfer case with a "4-Auto" mode that features "set it and forget it" capability. Standard 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:

- Police Perimeter Alert
- · Standard built-in steel intrusion plates in front seat backs
- Rear View Camera with Dynamic Hitch Assist
- · Pre-Collision Assist with Automatic Emergency Braking (includes Law Enforcement temporary disable switch)
- BLIS (Blind Spot Information System) with Cross-Traffic Alert
- SOS Post-Crash Alert System™

### **DURABILITY:**

- Standard FX4 Off-Road Package featuring heavy-duty shocks, 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
- 120 mph top speed
- Most payload (2,030 lbs.), standard towing (7,000 lbs.) and optional towing (11,200 lbs.) of any pursuit-rated police vehicle

### 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.



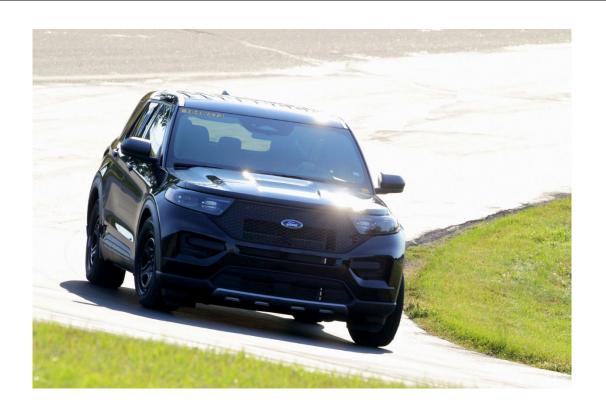
Grattan Raceway, 7201 Lessiter Road, Belding, MI 48809

### GRATTAN RACEWAY 2025 MODEL YEAR VEHICLE DYNAMICS SCHEDULE SEPTEMBER 16, 2024

	LOONEY	DAVIS	SCHUTTER	MAZURSKI		
9 a.m.	Ford F150 Police Responder 3.5L EcoBoost 4WD	Chevrolet Tahoe 5.3L 2WD	Chevrolet Tahoe 5.3L 4WD	PASS		
9:30 a.m.	Chevrolet Silverado Z71 4WD	Chevrolet Silverado Z7X 4WD PASS		Ford Police Interceptor Utility 3.3L AWD		
10 a.m.	Chevrolet Blazer EV AWD	PASS Dodge Durango 3.6L AWD		PASS		
10:30 a.m.	PASS	Dodge Durango 5.7L AWD Ford Police Interceptor Utility 3.0L EcoBoost AWD		Ford Police Interceptor Utility 3.3L Hybrid AWD		
11 a.m.	PASS	Ford F150 Police Responder 3.5L EcoBoost 4WD	Chevrolet Tahoe 5.3L 2WD	Chevrolet Tahoe 5.3L 4WD		
11:30 a.m.	Ford Police Interceptor Utility 3.3L AWD	Chevrolet Silverado Z71 4WD	Chevrolet Silverado Z7X 4WD	PASS		
12 p.m.	PASS	Chevrolet Blazer EV AWD	PASS	Dodge Durango 3.6L AWD		
12:30 p.m.	Ford Police Interceptor Utility 3.3L Hybrid AWD	PASS	Dodge Durango 5.7L AWD	Ford Police Interceptor Utility 3.0L EcoBoost AWD		
1 p.m.	Chevrolet Tahoe 5.3L 4WD	PASS	Ford F150 Police Responder 3.5L EcoBoost 4WD	Chevrolet Tahoe 5.3L 2WD		
1:30 p.m.	PASS	Ford Police Interceptor Utility 3.3L AWD	Chevrolet Silverado Z71 4WD	Chevrolet Silverado Z7X 4WD		
2 p.m.	Dodge Durango 3.6L AWD	PASS	Chevrolet Blazer EV AWD	PASS		
2:30 p.m.	Ford Police Interceptor Utility 3.0L EcoBoost AWD	Ford Police Interceptor Utility 3.3L Hybrid AWD	PASS	Dodge Durango 5.7L AWD		
3 p.m.	Chevrolet Tahoe 5.3L 2WD	Chevrolet Tahoe 5.3L 4WD	PASS	Ford F150 Police Responder 3.5L EcoBoost 4WD		
3:30 p.m.	Chevrolet Silverado Z7X 4WD	PASS	Ford Police Interceptor Utility 3.3L AWD	Chevrolet Silverado Z71 4WD		
4 p.m.	PASS	Dodge Durango 3.6L AWD	PASS	Chevrolet Blazer EV AWD		
4:30 p.m.	Dodge Durango 5.7L AWD	Ford Police Interceptor Utility 3.0L EcoBoost AWD	Ford Police Interceptor Utility 3.3L Hybrid AWD	PASS		
5 p.m.						

### **VEHICLE DYNAMICS TESTING- SEPTEMBER 16, 2024** Lap 2 Lap 3 **Drivers** Lap 1 Lap 4 Lap 5 **Average Vehicles** DAVIS 01:39.27 01:39.05 01:39.21 01:39.00 01:39.09 01:39.12 **SCHUTTER** 01:39.05 01:39.02 01:39.07 01:38.85 01:38.74 01:38.95 **Chevrolet Tahoe 5.3L RWD MAZURSKI** 01:39.08 01:39.07 01:39.19 01:39.10 01:39.26 01:39.14 01:38.88 LOONEY 01:39.05 01:38.70 01:38.92 01:38.93 01:38.79 **OVERALL AVERAGE** 01:39.02 SCHUTTER 01:39.83 01:39.44 01:39.32 01:39.49 01:39.06 01:39.43 **MAZURSKI** 01:39.81 01:39.46 01:39.27 01:39.19 01:39.45 01:39.50 **Chevrolet Tahoe 5.3L 4WD** LOONEY 01:39.93 01:39.78 01:39.83 01:39.78 01:39.44 01:39.75 **DAVIS** 01:40.44 01:40.61 01:40.52 01:40.54 01:40.60 01:39.94 **OVERALL AVERAGE** 01:39.77 01:42.33 01:42.00 01:41.81 01:41.94 01:41.25 DAVIS 01:41.87 SCHUTTER 01:42.37 01:42.13 01:42.03 01:42.28 01:42.24 01:42.21 Chevrolet Silverado Z7X 4WD MAZURSKI 01:42.57 01:42.23 01:42.09 01:42.06 01:41.78 01:42.15 LOONEY 01:41.91 01:42.13 01:42.10 01:41.89 01:41.89 01:41.55 **OVERALL AVERAGE** 01:42.03 01:41.11 01:40.98 01:40.75 01:41.12 LOONEY 01:40.87 01:40.97 DAVIS 01:41.44 01:40.94 01:40.83 01:41.56 01:40.62 01:41.08 **Chevrolet Silverado Z71 4WD SCHUTTER** 01:41.43 01:41.24 01:40.98 01:41.26 01:40.87 01:41.16 MAZURSKI 01:40.47 01:40.79 01:40.60 01:40.15 01:40.13 01:40.68 **OVERALL AVERAGE** 01:40.92 01:38.74 01:39.07 01:38.68 01:38.69 01:38.78 DAVIS 01:38.74 01:39.32 01:39.16 01:39.26 01:39.38 01:39.22 01:39.27 SCHUTTER Dodge Durango 5.7L RWD **MAZURSKI** 01:39.26 01:39.26 01:39.32 01:39.30 01:39.11 01:39.28 LOONEY 01:39.48 01:39.62 01:39.39 01:39.62 01:39.62 01:39.17 **OVERALL AVERAGE** 01:39.20 SCHUTTER 01:41.48 01:41.14 01:41.88 01:41.56 01:41.41 01:40.98 MAZURSKI 01:41.99 01:41.99 01:42.47 01:42.26 01:42.63 01:42.27 **Dodge Durango 3.6L AWD** LOONEY 01:41.63 01:41.73 01:41.38 01:41.87 01:41.33 01:41.83 DAVIS 01:42.30 01:42.77 01:42.45 01:42.15 01:41.44 01:42.68 **OVERALL AVERAGE** 01:41.90

### **VEHICLE DYNAMICS TESTING-SEPTEMBER 16, 2024 Drivers** Lap 1 Lap 2 Lap 3 Lap 4 Lap 5 **Average Vehicles SCHUTTER** 01:36.10 01:36.00 01:36.00 01:36.20 01:36.30 01:36.12 **MAZURSKI** 01:35.06 01:35.51 01:35.95 01:35.54 01:35.51 01:35.51 Ford Police Interceptor Utility 3.0L EcoBoost **LOONEY** 01:36.10 01:35.41 01:35.80 01:36.47 01:36.66 01:36.15 **DAVIS** 01:36.17 01:35.76 01:36.12 01:36.20 01:36.40 01:36.35 **OVERALL AVERAGE** 01:35.97 **MAZURSKI** 01:39.57 01:39.73 01:39.90 01:39.71 01:39.67 01:39.72 01:39.84 01:40.39 01:40.24 01:40.10 LOONEY 01:39.69 01:40.33 Ford Police Interceptor Utility 3.3L **AWD DAVIS** 01:40.52 01:40.44 01:39.93 01:40.55 01:40.68 01:41.00 01:39.78 **SCHUTTER** 01:39.57 01:39.83 01:39.78 01:39.83 01:39.89 **OVERALL AVERAGE** 01:40.03 **MAZURSKI** 01:39.42 01:40.09 01:40.31 01:39.70 01:40.27 01:39.96 LOONEY 01:38.81 01:39.97 01:40.28 01:39.99 01:39.82 01:39.77 Ford Police Interceptor Utility 3.3L AWD **DAVIS** 01:40.01 01:40.70 01:40.76 01:40.72 01:40.68 01:40.57 **SCHUTTER** 01:40.69 01:40.71 01:40.45 01:40.85 01:40.89 01:40.55 **OVERALL AVERAGE** 01:40.25 LOONEY 01:40.48 01:40.71 01:40.56 01:40.07 01:40.35 01:40.44 **DAVIS** 01:39.25 01:39.60 01:39.53 01:39.75 01:39.44 01:39.51 Ford F-150 Police Responder 3.5L EcoBoost 4WD 01:40.89 **SCHUTTER** 01:40.31 01:41.00 01:40.34 01:40.64 01:40.64 **MAZURSKI** 01:39.42 01:39.28 01:39.09 01:39.72 01:39.63 01:39.35



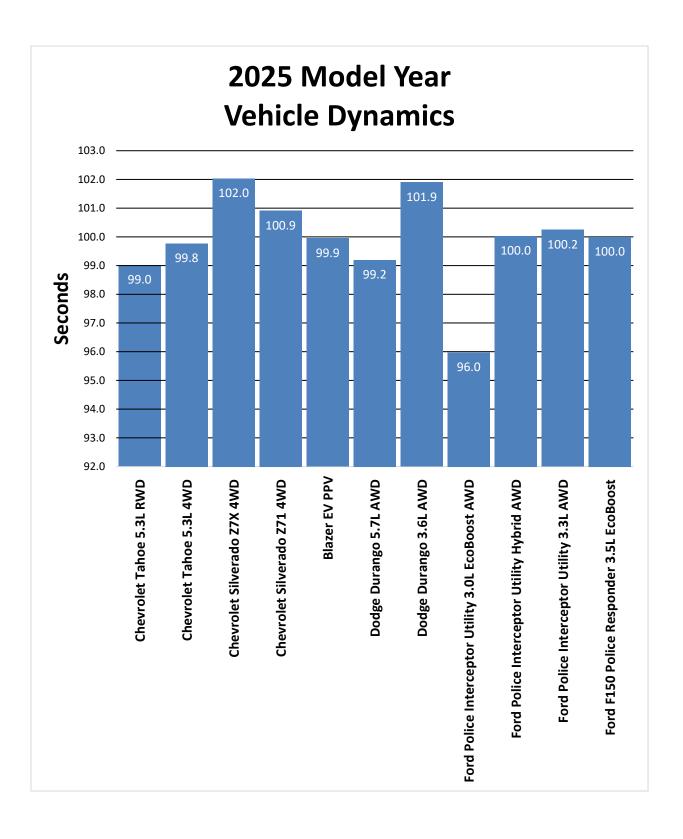
**OVERALL AVERAGE** 

01:40.00

VEHICLE DYNAMICS TESTING - SEPTEMBER 16, 2024 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			
	LOONEY	9:45	97%	01:39.70	01:39.67	01:39.69	01:39.84	01:39.48	65%	01:39.68			
Chevrolet Blazer EV AWD	DAVIS	11:22	97%	01:39.47	01:39.97	01:39.88	01:39.89	01:39.92	67%	01:39.83			
Chevrolet Blazer EV AVVD	<b>SCHUTTER</b>	12:58	97%	01:40.38	01:40.03	01:40.20	01:40.36	01:40.36	66%	01:40.27			
	MAZURSKI	2:30	97%	01:40.06	01:39.86	01:40.08	01:40.17	01:39.96	66%	01:40.03			
OVERALL AVERAGE										01:39.95			

The MSP Precision Driving Unit and vehicle manufacturers have been in discussions regarding the testing of Battery Electric Vehicles for the past three years. 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.





#### **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.

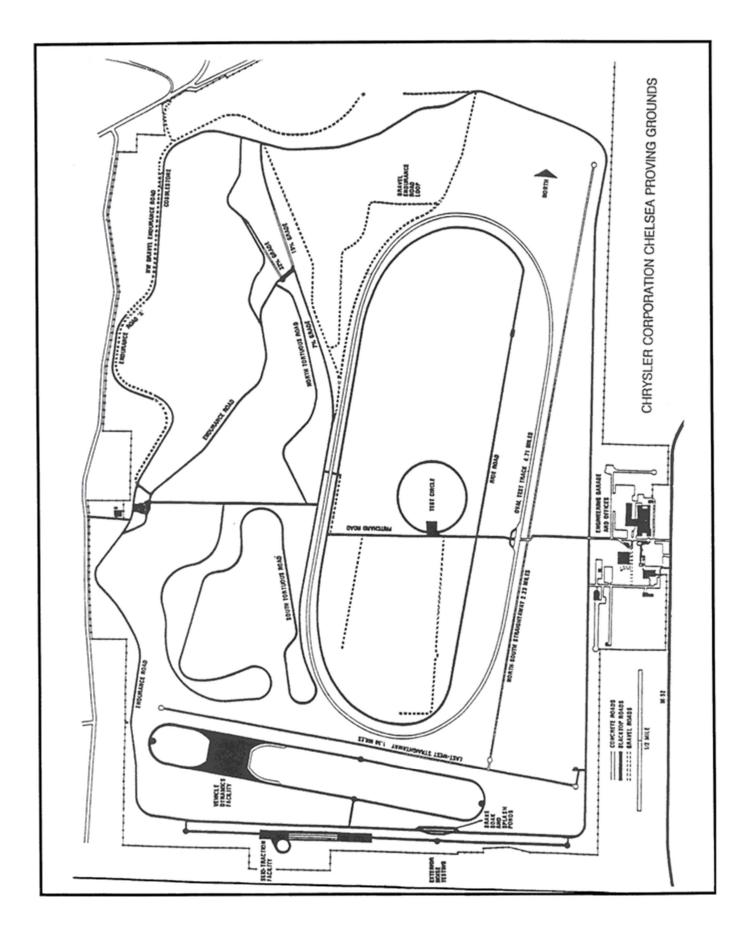
#### TOP SPEED TESTING OBJECTIVE:

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.





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

**BEGINNING TIME**: 12:52 p.m. **TEMPERATURE**: 78.3° F **WIND VELOCITY**: 6.5 mph **WIND DIRECTION**: 85°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	7.67	7.50	7.42	7.47	7.52
0-80	12.36	12.22	11.99	12.15	12.18
0-100	19.59	19.27	18.99	19.25	19.28

**DISTANCE TO REACH 100 MPH:** 0.34 mile **DISTANCE TO REACH 120 MPH:** 0.76 mile

**TOP SPEED ATTAINED:** 130 mph

**DISTANCE TO REACH TOP SPEED:** 1.81miles **TIME TO REACH TOP SPEED:** 62.5 seconds

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

**BEGINNING TIME:** 12:33 p.m. **TEMPERATURE:** 78.2° F **WIND VELOCITY:** 7 mph **WIND DIRECTION:** 78°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	8.13	7.82	7.74	7.70	7.85
0-80	13.07	12.64	12.54	12.53	12.70
0-100	20.69	20.04	19.83	19.98	20.14

DISTANCE TO REACH 100 MPH: 0.36 mile DISTANCE TO REACH 120 MPH: 0.82 mile

**TOP SPEED ATTAINED:** 124 mph

**DISTANCE TO REACH TOP SPEED:** 1.01 mile **TIME TO REACH TOP SPEED:** 40.71 seconds

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

**BEGINNING TIME:** 2:15 p.m. **TEMPERATURE:** 80° F **WIND VELOCITY:** 7.3 mph **WIND DIRECTION:** 63°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	7.61	7.55	7.40	7.51	7.52
0-80	12.31	12.13	11.99	12.04	12.12
0-100	19.64	19.47	19.02	19.29	19.36

DISTANCE TO REACH 100 MPH: 0.35 mile DISTANCE TO REACH 120 MPH: N/A

**TOP SPEED ATTAINED:** 112 mph

**DISTANCE TO REACH TOP SPEED:** 0.55 mile **TIME TO REACH TOP SPEED:** 26.14 seconds

#### Chevrolet Silverado Z71 4WD

**BEGINNING TIME**: 1:59 p.m. **TEMPERATURE**: 80.4° F **WIND VELOCITY**: 8 mph **WIND DIRECTION**: 59°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	7.35	7.33	7.21	7.24	7.28
0-80	11.96	11.94	11.72	11.76	11.85
0-100	18.82	18.97	18.56	18.57	18.73

DISTANCE TO REACH 100 MPH: 0.33 mile DISTANCE TO REACH 120 MPH: N/A

TOP SPEED ATTAINED: 112 mph

**DISTANCE TO REACH TOP SPEED:** 0.53 mile **TIME TO REACH TOP SPEED:** 25.18 seconds

#### **Chevrolet Blazer EV AWD**

**BEGINNING TIME:** 9:24 a.m. **TEMPERATURE:** 63.8° F **WIND VELOCITY:** 1.5 mph **WIND DIRECTION:** 109°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	5.04	5.16	5.06	5.05	5.08
0-80	7.54	7.66	7.58	7.56	7.59
0-100	11.21	11.33	11.18	11.20	11.23

**DISTANCE TO REACH 100 MPH: 0.18 mile DISTANCE TO REACH 120 MPH: 0.35 mile** 

**TOP SPEED ATTAINED:** 130 mph

**DISTANCE TO REACH TOP SPEED:** 0.48 miles **TIME TO REACH TOP SPEED:** 20.38 seconds

#### **Dodge Durango 5.7L AWD**

**BEGINNING TIME:** 10:43 a.m. **TEMPERATURE:** 72.4° F **WIND VELOCITY:** 3.3 mph **WIND DIRECTION:** 126°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	7.45	7.40	7.20	7.15	7.30
0-80	12.14	11.98	11.75	11.57	11.86
0-100	19.56	18.87	18.58	18.56	18.89

**DISTANCE TO REACH 100 MPH:** 0.34mile **DISTANCE TO REACH 120 MPH:** 0.68 mile

**TOP SPEED ATTAINED:** 130 mph

DISTANCE TO REACH TOP SPEED: 1.22miles TIME TO REACH TOP SPEED: 45.44 seconds

#### **Dodge Durango 3.6L AWD**

**BEGINNING TIME**: 2:28 p.m. **TEMPERATURE**: 80° F **WIND VELOCITY**: 7.3 mph **WIND DIRECTION**: 63°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	9.33	8.98	8.89	8.90	9.03
0-80	15.59	14.97	15.17	14.81	15.14
0-100	25.90	25.15	24.91	24.59	25.14

DISTANCE TO REACH 100 MPH: 0.46 mile DISTANCE TO REACH 120 MPH: 1.11 miles

TOP SPEED ATTAINED: 127 mph

**DISTANCE TO REACH TOP SPEED:** 2.03 miles **TIME TO REACH TOP SPEED:** 72.56 seconds

#### Ford Police Interceptor Utility 3.0L EcoBoost AWD

**BEGINNING TIME:** 9:45 a.m. **TEMPERATURE:** 65.9° **WIND VELOCITY:** 2.5 mph **WIND DIRECTION:** 87°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	6.04	6.39	6.15	6.10	6.17
0-80	9.43	9.69	9.45	9.17	9.44
0-100	14.01	14.50	13.86	13.73	14.03

**DISTANCE TO REACH 100 MPH:** 0.23 mile **DISTANCE TO REACH 120 MPH:** 0.44 mile

TOP SPEED ATTAINED: 148 mph

DISTANCE TO REACH TOP SPEED: 1.16 miles TIME TO REACH TOP SPEED: 39.74 seconds

#### Ford Police Interceptor Utility 3.3L Hybrid AWD

**BEGINNING TIME**: 1:11 p.m. **TEMPERATURE**: 80.5° F **WIND VELOCITY**: 6 mph **WIND DIRECTION**: 87°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	7.84	7.82	7.77	7.59	7.76
0-80	12.07	12.07	12.08	11.87	12.02
0-100	17.99	17.94	17.99	17.80	17.93

DISTANCE TO REACH 100 MPH: 0.30 mile DISTANCE TO REACH 120 MPH: 0.60 mile

TOP SPEED ATTAINED: 136 mph

**DISTANCE TO REACH TOP SPEED:** 1.25 miles **TIME TO REACH TOP SPEED:** 4507 seconds

#### Ford Police Interceptor Utility 3.3L AWD

**BEGINNING TIME:** 11:05 a.m. **TEMPERATURE:** 72.6° F **WIND VELOCITY:** 6 mph **WIND DIRECTION:** 77°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	9.18	8.80	8.47	8.62	8.77
0-80	14.09	13.68	13.28	13.47	13.63
0-100	21.54	21.05	20.32	20.54	20.86

DISTANCE TO REACH 100 MPH: 0.36 mile DISTANCE TO REACH 120 MPH: 0.73 mile

**TOP SPEED ATTAINED:** 136 mph

**DISTANCE TO REACH TOP SPEED:** 1.79 miles **TIME TO REACH TOP SPEED:** 62.27 seconds

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

**BEGINNING TIME**: 11:51 a.m. **TEMPERATURE**: 76.4° F **WIND VELOCITY**: 3.2 mph **WIND DIRECTION**: 83°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	5.90	5.92	5.91	6.06	5.95
0-80	9.42	9.38	9.33	9.61	9.44
0-100	14.77	14.88	14.58	15.01	14.81

DISTANCE TO REACH 100 MPH: 0.26 mile DISTANCE TO REACH 120 MPH: 0.56 mile

TOP SPEED ATTAINED: 121 mph

**DISTANCE TO REACH TOP SPEED:** 0.63 mile **TIME TO REACH TOP SPEED:** 26.69 seconds



SUMMARY OF ACCELERATION AND TOP SPEED								
	Chevrolet Tahoe 5.3L RWD	Chevrolet Tahoe 5.3L 4WD	Chevrolet Silverado Z7X 4WD	Chevrolet Silverado Z71 4WD				
ACCELERATION (seconds)								
0-20 mph	1.77	1.87	1.77	1.70				
0-30 mph	2.82	2.94	2.83	2.74				
0-40 mph	4.19	4.43	4.23	4.09				
0-50 mph	5.65	5.95	5.71	5.54				
0-60 mph	7.52	7.85	7.52	7.28				
0-70 mph	9.57	10.02	9.61	9.34				
0-80 mph	12.18	12.70	12.12	11.85				
0-90 mph	15.27	16.03	15.23	14.89				
0-100 mph	19.28	20.14	19.36	18.73				
TOP SPEED (mph)	130	124	112	112				
DISTANCE TO REACH (miles)								
100 mph	0.34	0.36	0.35	0.33				
120 mph	0.76	0.82	N/A	N/A				
Top Speed	1.81	1.01	0.55	0.53				



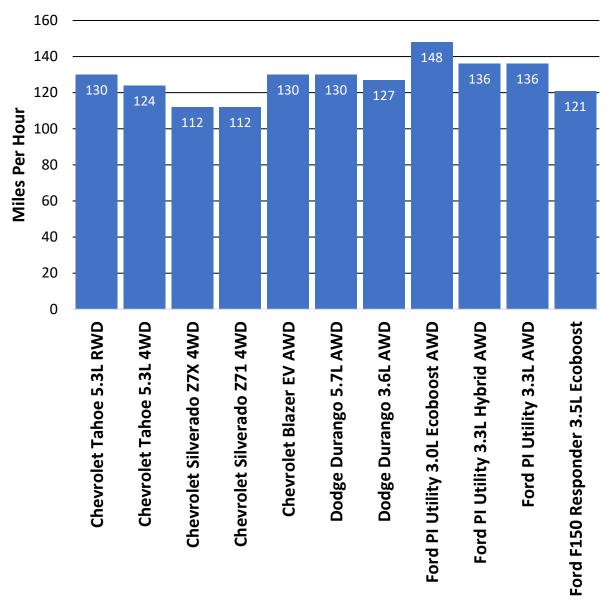
SUMMARY OF ACCELERATION AND TOP SPEED				
	Chevrolet Blazer EV AWD	Dodge Durango 5.7L AWD	Dodge Durango 3.6L AWD	Ford PI Utility 3.0L EcoBoost AWD
ACCELERATION	N (seconds)			
0-20 mph	1.66	1.94	2.08	2.00
0-30 mph	2.48	2.85	3.21	2.75
0-40 mph	3.30	4.03	4.72	3.74
0-50 mph	4.13	5.44	6.47	4.86
0-60 mph	5.08	7.30	9.03	6.17
0-70 mph	6.21	9.29	11.81	7.59
0-80 mph	7.59	11.86	15.14	9.44
0-90 mph	9.27	14.83	19.40	11.45
0-100 mph	11.23	18.89	25.14	14.03
TOP SPEED (mph)	130	130	127	148
DISTANCE TO REACH (miles)				
100 mph	0.18	0.34	0.46	0.23
120 mph	0.35	0.68	1.11	0.44
Top Speed	0.48	1.22	2.03	1.16



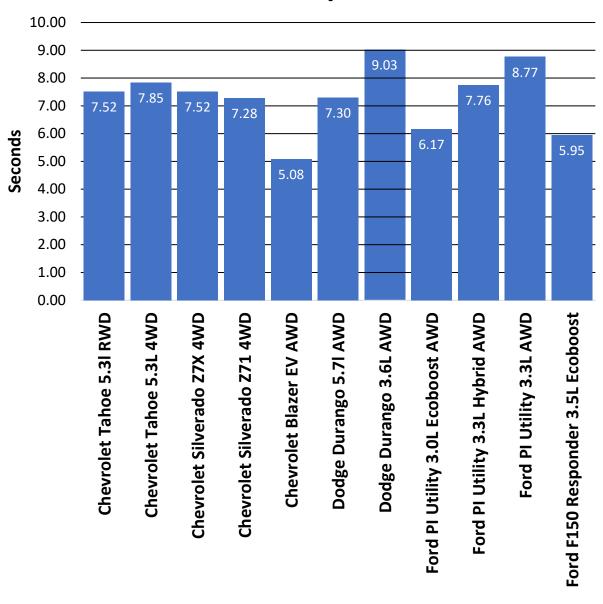
SUMMARY OF ACCELERATION AND TOP SPEED			
	Ford PI Utility Hybrid AWD	Ford PI Utility 3.3L AWD	Ford F150 Police Responder 3.5L EcoBoost
ACCELERATION (se	conds)		
0-20 mph	1.97	2.47	1.75
0-30 mph	3.11	3.65	2.46
0-40 mph	4.51	5.19	3.48
0-50 mph	5.98	6.83	4.58
0-60 mph	7.76	8.77	5.95
0-70 mph	9.68	10.96	7.51
0-80 mph	12.02	13.63	9.44
0-90 mph	14.65	16.82	11.70
0-100 mph	17.93	20.86	14.81
TOP SPEED (mph)	136	136	121
DISTANCE TO REACH (miles)			
100 mph	0.30	0.36	0.26
120 mph	0.60	0.73	0.56
Top Speed	1.25	1.79	0.63



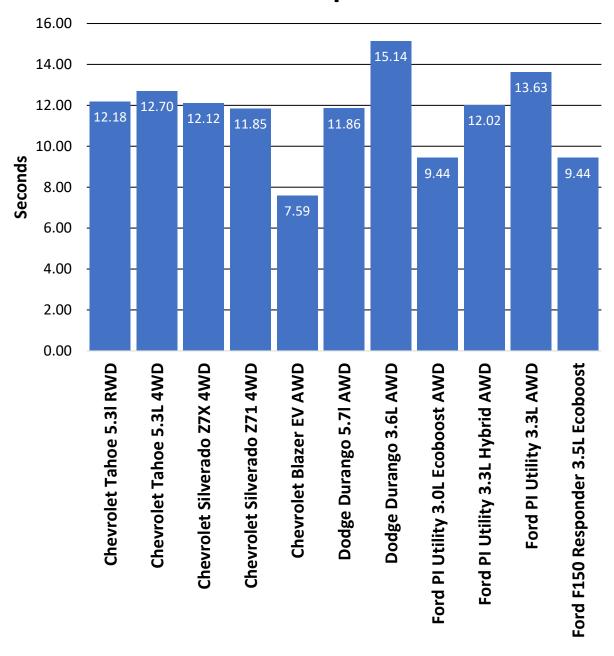
## 2025 Model Year Top Speed Comparison Top Speed Attained



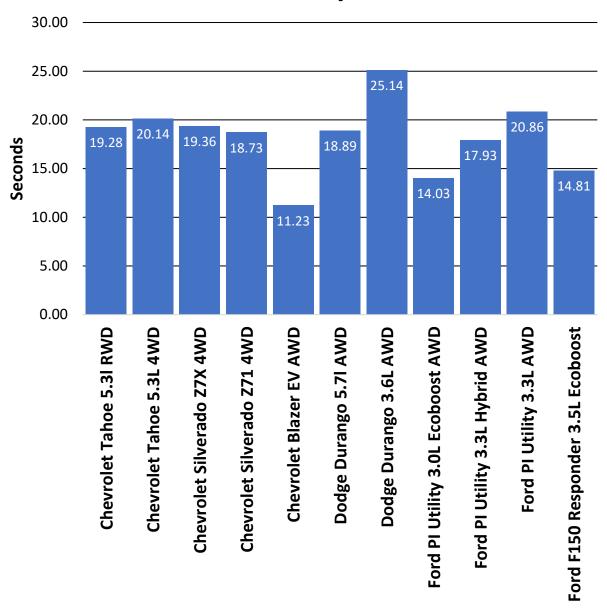
## 2025 Model Year Acceleration Comparison Acceleration Times 0-60 mph



## 2025 Model Year Acceleration Comparison Acceleration Times 0-80 mph



# 2025 Model Year Acceleration Comparison Acceleration Times 0-100 mph













#### **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:**

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

#### **EXAMPLE:**

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

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

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 mph = 88.002 ft/s x 88.002 = 7744.352 / 2 = 3872.176 / 23.198 ft/s<sup>2</sup> = 166.9 ft.

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

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

**TEST LOCATION:** Chelsea Proving Grounds **DATE:** September 14, 2024

**BEGINNING TIME:** 12:29 p.m. **TEMPERATURE:** 78° F

#### Phase I

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

Stop#	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s²)
1	60.44	133.22	29.49
2	60.68	135.59	29.21
3	60.45	131.40	29.91
4	59.14	125.19	30.05
5	60.30	133.65	29.26
6	59.80	129.13	29.79
7	60.27	131.44	29.73
8	59.85	130.51	29.52
9	60.41	134.17	29.26
10	60.27	134.03	29.15
AVERAGE DECELERATION RATE:			29.54 ft/s <sup>2</sup>

(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/s²)
1	60.16	129.57	30.04
2	60.42	130.65	30.05
3	59.95	128.13	30.17
4	60.10	128.51	30.23
5	60.30	130.51	29.97
6	59.47	130.90	29.06
7	59.80	128.09	30.03
8	59.70	128.21	29.90
9	60.83	130.11	30.59
10	59.73	123.44	31.09
A	VERAGE DECELERA	30.11 ft/s²	

OVERALL AVERAGE DECELERATION RATE:	29.83 ft/s <sup>2</sup>
PROJECTED STOPPING DISTANCE FROM 60 mph:	129.83 feet

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

<sup>\*</sup>All vehicles tested are equipped with Anti-lock brakes (ABS)

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

TEST LOCATION: Chelsea Proving Grounds

DATE: September 14, 2024

**BEGINNING TIME:** 1:05 p.m.

**TEMPERATURE:** 78.3° F

#### Phase I

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

Stop#	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s²)
1	60.17	137.78	28.26
2	60.24	137.44	28.40
3	60.17	140.00	27.82
4	59.52	134.97	28.23
5	60.32	136.15	28.74
6	58.05	126.19	28.72
7	61.32	139.92	28.91
8	59.87	134.10	28.75
9	61.40	139.43	29.08
10	60.43	141.09	27.84
A'	VERAGE DECELER	ATION RATE:	28.48 ft/s <sup>2</sup>

(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/s²)
1	59.84	135.16	28.50
2	60.23	134.23	29.07
3	59.98	127.74	30.29
4	60.32	131.45	29.77
5	60.43	134.87	29.12
6	60.11	135.39	28.71
7	60.11	131.08	29.65
8	59.39	129.33	29.33
9	60.16	128.88	30.21
10	59.63	130.27	29.36
A'	VERAGE DECELER	ATION RATE:	29.4 ft/s²

OVERALL AVERAGE DECELERATION RATE:	28.94 ft/s <sup>2</sup>
PROJECTED STOPPING DISTANCE FROM 60 mph:	133.81 feet

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

<sup>\*</sup>All vehicles tested are equipped with Anti-lock brakes (ABS)

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

TEST LOCATION: Chelsea Proving Grounds DATE: September 14, 2024 **TEMPERATURE:** 80.4° F

BEGINNING TIME: 1:58 p.m.

Phase I

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

Stop#	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s²)
1	59.39	147.40	25.74
2	59.44	144.05	26.38
3	59.83	145.84	26.40
4	59.97	151.74	25.49
5	60.38	149.19	26.28
6	59.94	149.62	25.83
7	59.92	145.23	26.59
8	58.96	163.30	22.90
9	60.06	150.81	25.73
10	60.16	151.57	25.68
Α	VERAGE DECELERA	25.70 ft/s <sup>2</sup>	

(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/s²)
1	60.25	152.92	25.53
2	60.37	143.15	27.38
3	60.07	142.74	27.19
4	60.19	137.04	28.44
5	59.83	143.28	26.87
6	59.48	137.95	27.58
7	60.41	147.30	26.65
8	60.65	147.16	26.89
9	60.22	142.78	27.32
10	59.90	140.06	27.55
A'	VERAGE DECELER	27.14 ft/s <sup>2</sup>	

OVERALL AVERAGE DECELERATION RATE:	26.42 ft/s <sup>2</sup>
PROJECTED STOPPING DISTANCE FROM 60 mph:	146.55 feet

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

<sup>\*</sup>All vehicles tested are equipped with Anti-lock brakes (ABS)

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

TEST LOCATION: Chelsea Proving Grounds DATE: September 14, 2024 **TEMPERATURE**: 79.2° F

BEGINNING TIME: 1:39 p.m.

Phase I

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

Stop#	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s²)
1	59.48	140.02	27.18
2	60.00	140.84	27.49
3	59.74	144.80	26.51
4	60.91	147.43	27.07
5	60.35	145.41	26.94
6	59.47	138.77	27.41
7	60.52	145.02	27.17
8	60.22	141.19	27.63
9	59.44	140.95	26.96
10	60.28	141.82	27.56
Α'	VERAGE DECELER	ATION RATE:	27.19 ft/s <sup>2</sup>

(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/s²)
1	60.36	144.59	27.10
2	59.96	136.76	28.28
3	59.43	136.76	27.78
4	59.67	135.59	28.24
5	59.21	132.91	28.37
6	60.49	140.17	28.08
7	60.30	139.64	28.01
8	60.26	138.79	28.14
9	59.51	133.95	28.44
10	59.90	137.19	28.13
Α	VERAGE DECELERA	ATION RATE:	28.06 ft/s <sup>2</sup>

OVERALL AVERAGE DECELERATION RATE:	27.62 ft/s <sup>2</sup>
PROJECTED STOPPING DISTANCE FROM 60 mph:	140.17 feet

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

<sup>\*</sup>All vehicles tested are equipped with Anti-lock brakes (ABS)

#### **Chevrolet Blazer EV AWD**

TEST LOCATION: Chelsea Proving Grounds DATE: September 14, 2024 **TEMPERATURE:** 57.3° F

BEGINNING TIME: 8:37 a.m.

#### Phase I

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

Stop#	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s²)
1	59.39	121.80	31.15
2	58.93	123.60	30.22
3	58.91	122.37	30.50
4	60.38	127.09	30.86
5	60.09	127.32	30.50
6	61.55	135.13	30.15
7	59.52	125.84	30.28
8	59.23	125.76	30.00
9	59.38	123.69	30.66
10	59.34	125.06	30.29
Α	VERAGE DECELERA	TION RATE:	30.46 ft/s <sup>2</sup>

(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/s²)
1	58.96	124.70	29.98
2	59.77	126.81	30.30
3	58.85	123.14	30.25
4	60.85	130.59	30.50
5	59.52	125.76	30.30
6	61.24	138.73	29.08
7	60.70	136.78	28.97
8	61.52	135.81	29.97
9	59.83	126.28	30.49
10	60.25	130.56	29.91
A۱	VERAGE DECELERA	TION RATE:	29.94 ft/s <sup>2</sup>

OVERALL AVERAGE DECELERATION RATE:	30.21 ft/s <sup>2</sup>
PROJECTED STOPPING DISTANCE FROM 60 mph:	128.16 feet

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

<sup>\*</sup>All vehicles tested are equipped with Anti-lock brakes (ABS)

#### **Dodge Durango 5.7L AWD**

**TEST LOCATION:** Chelsea Proving Grounds **DATE:** September 14, 2024

BEGINNING TIME: 11:09 a.m.

**TEMPERATURE**: 72.6° F

#### Phase I

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

Stop#	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s²)
1	61.08	142.44	28.17
2	59.40	135.73	27.96
3	59.81	130.37	29.51
4	59.71	140.16	27.36
5	60.61	140.54	28.12
6	59.32	132.88	28.48
7	59.40	137.75	27.55
8	59.29	139.96	27.02
9	60.01	139.95	27.68
10	60.31	139.25	28.10
A۱	VERAGE DECELERA	TION RATE:	27.99 ft/s <sup>2</sup>

(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/s²)
1	58.95	136.72	27.34
2	60.82	148.19	26.85
3	58.99	134.98	27.73
4	59.64	136.28	28.07
5	59.52	136.54	27.91
6	60.00	148.96	25.99
7	59.72	139.51	27.50
8	60.35	148.04	26.46
9	59.40	137.28	27.65
10	59.41	134.99	28.12
Α	VERAGE DECELERA	TION RATE:	27.36 ft/s <sup>2</sup>

OVERALL AVERAGE DECELERATION RATE:	27.68 ft/s <sup>2</sup>
PROJECTED STOPPING DISTANCE FROM 60 mph:	139.90 feet

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

<sup>\*</sup>All vehicles tested are equipped with Anti-lock brakes (ABS)

#### **Dodge Durango 3.6L AWD**

**TEST LOCATION:** Chelsea Proving Grounds **DATE:** September 14, 2024

**BEGINNING TIME:** 2:12 p.m. **TEMPERATURE:** 80° F

#### Phase I

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

Stop#	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s²)
1	59.96	158.57	24.39
2	59.59	150.18	25.43
3	60.11	145.38	26.73
4	60.20	144.73	26.93
5	59.91	138.69	27.84
6	58.95	140.17	26.67
7	60.31	141.39	27.67
8	60.85	144.01	27.66
9	60.19	143.66	27.12
10	60.66	139.48	28.38
A۱	/ERAGE DECELERA	TION RATE:	26.88 ft/s <sup>2</sup>

(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/s²)
1	60.02	144.31	26.85
2	60.73	143.78	27.59
3	60.05	136.53	28.41
4	59.96	144.66	26.73
5	60.00	139.20	27.82
6	59.75	136.83	28.06
7	57.53	126.72	28.09
8	60.29	142.16	27.50
9	60.26	135.48	28.83
10	59.90	137.84	28.00
A۱	/ERAGE DECELERA	TION RATE:	27.79 ft/s <sup>2</sup>

OVERALL AVERAGE DECELERATION RATE:	27.33 ft/s²
PROJECTED STOPPING DISTANCE FROM 60 mph:	141.66 feet

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

<sup>\*</sup>All vehicles tested are equipped with Anti-lock brakes (ABS)

#### Ford Police Interceptor Utility 3.0L EcoBoost AWD

**TEST LOCATION:** Chelsea Proving Grounds **DATE:** September 14, 2024

**BEGINNING TIME:** 2:23 p.m. **TEMPERATURE:** 80° F

#### Phase I

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s²)
1	60.19	135.55	28.75
2	60.24	139.65	27.95
3	60.10	136.12	28.54
4	59.87	138.77	27.78
5	59.97	133.54	28.97
6	60.12	138.49	28.07
7	59.89	141.27	27.31
8	60.13	140.06	27.77
9	60.14	136.19	28.56
10	60.28	140.16	27.89
A'	VERAGE DECELERA	TION RATE:	28.16 ft/s <sup>2</sup>

(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/s²)
1	60.27	142.52	27.41
2	60.16	139.17	27.97
3	60.29	140.66	27.80
4	59.91	137.52	28.07
5	60.12	135.22	28.75
6	59.38	134.97	28.10
7	60.43	135.51	28.99
8	60.31	133.11	29.39
9	59.76	130.79	29.37
10	60.20	139.72	27.90
A'	VERAGE DECELERA	TION RATE:	28.38 ft/s <sup>2</sup>

OVERALL AVERAGE DECELERATION RATE:	28.27 ft/s <sup>2</sup>
PROJECTED STOPPING DISTANCE FROM 60 mph:	136.99 feet

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

<sup>\*</sup>All vehicles tested are equipped with Anti-lock brakes (ABS)

#### Ford Police Interceptor Utility 3.3L Hybrid AWD

**TEST LOCATION:** Chelsea Proving Grounds **DATE:** September 14, 2024

**BEGINNING TIME:** 12:49 a.m. **TEMPERATURE:** 78.3° F

#### Phase I

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

Stop#	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s²)
1	60.71	142.02	27.91
2	59.77	135.73	28.31
3	59.70	135.36	28.32
4	60.97	140.00	28.56
5	60.45	137.46	28.59
6	58.45	126.42	29.07
7	60.55	139.02	28.37
8	60.28	134.45	29.07
9	60.90	142.16	28.06
10	60.37	140.83	27.84
Α'	VERAGE DECELERA	TION RATE:	28.41 ft/s <sup>2</sup>

(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/s²)
1	60.19	130.79	29.79
2	60.38	132.05	29.70
3	60.33	130.99	29.89
4	59.98	136.00	28.45
5	60.32	136.74	28.62
6	60.40	137.94	28.45
7	60.50	144.49	27.25
8	60.05	133.29	29.10
9	60.35	138.10	28.37
10	60.77	138.42	28.70
Α	VERAGE DECELERA	TION RATE:	28.83 ft/s <sup>2</sup>

OVERALL AVERAGE DECELERATION RATE:	28.62 ft/s²
PROJECTED STOPPING DISTANCE FROM 60 mph:	135.29 feet

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

<sup>\*</sup>All vehicles tested are equipped with Anti-lock brakes (ABS)

#### Ford Police Interceptor Utility 3.3L AWD

**TEST LOCATION:** Chelsea Proving Grounds **DATE:** September 14, 2024

**BEGINNING TIME:** 10:44 a.m.

**TEMPERATURE:** 72.4° F

#### Phase I

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s²)
1	60.22	136.45	28.59
2	60.94	139.65	28.60
3	60.09	133.07	29.19
4	59.90	132.76	29.07
5	61.37	138.59	29.23
6	59.91	132.99	29.03
7	59.75	133.61	28.74
8	59.85	119.81	32.16
9	60.45	124.68	31.52
10	59.79	131.93	29.15
A	29.53 ft/s <sup>2</sup>		

(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/s²)			
1	59.63	120.05	31.86			
2	59.50	121.36	31.38			
3						
4	60.44	134.86	29.14			
5	59.42	133.09	28.53			
6	60.83	144.96	27.46			
7	60.02	134.96	28.71			
8	61.95	138.62	29.78			
9	59.44	135.49	28.05			
10	59.97	131.65	29.38			
Α	AVERAGE DECELERATION RATE: 29.36 ft/s <sup>2</sup>					

OVERALL AVERAGE DECELERATION RATE:	27.98 ft/s²
PROJECTED STOPPING DISTANCE FROM 60 mph:	138.40 feet

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

<sup>\*</sup>All vehicles tested are equipped with Anti-lock brakes (ABS)

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

TEST LOCATION: Chelsea Proving Grounds

DATE: September 14, 2024

BEGINNING TIME: 11:33 a.m.

**TEMPERATURE**: 75.9° F

#### Phase I

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

Stop#	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s²)
1	59.99	153.79	25.17
2	60.77	158.76	25.02
3	60.94	159.07	25.11
4	61.01	156.14	25.64
5	60.15	149.28	26.07
6	59.89	149.36	25.83
7	60.10	151.77	25.60
8	60.15	155.16	25.08
9	60.30	156.13	25.05
10	60.28	161.36	24.22
A۱	/ERAGE DECELERA	25.28 ft/s <sup>2</sup>	

(One cool down lap at 45 mph)

#### Phase II

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

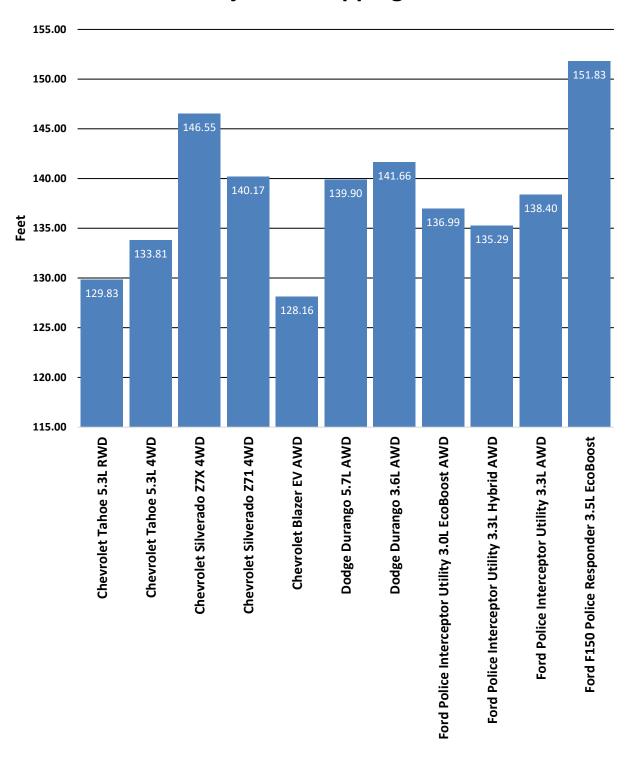
Stop#	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s²)		
1	59.88	151.80	25.41		
2	60.06	147.94	26.23		
3	59.82	148.62	25.90		
4	61.18	161.39	24.95		
5	61.14	154.56	26.01		
6	60.00	146.39	26.45		
7	60.67	167.92	23.58		
8	60.32	150.76	25.96		
9	60.28	148.11	26.39		
10	60.51	149.13	26.41		
A	AVERAGE DECELERATION RATE: 25.73 ft/s <sup>2</sup>				

OVERALL AVERAGE DECELERATION RATE:	25.50 ft/s <sup>2</sup>
PROJECTED STOPPING DISTANCE FROM 60 mph:	151.83 feet

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

<sup>\*</sup>All vehicles tested are equipped with Anti-lock brakes (ABS)

## 2025 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 67 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, 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	Chevrolet Silverado	Chevy Blazer	Dodge Durango	Ford Police Interceptor Utility	Ford F150 Police Responder
COMMUNICAT	TIONS					
Dashboard Accessibility	9.33	9.84	10.00	10.00	10.00	9.56
Trunk Accessibility	8.86	9.68	6.00	9.33	8.33	7.57
Engine Compartment	8.33	9.67	10.00	10.00	10.00	9.00
TOTAL SCORES	8.84	9.73	8.71	9.78	9.44	8.71

### **ERGONOMICS**

	Chevrolet Tahoe	Chevrolet Silverado	Chevrolet Blazer	Dodge Durango	Ford Police Interceptor Utility	Ford F150 Police Responder
FRONT SEAT						
Padding	7.25	7.50	7.75	8.25	7.50	7.75
Depth of Bucket Seat	7.50	7.50	7.50	8.25	7.25	7.50
Adjustability - Front to						
Rear	8.00	7.75	8.00	8.00	7.50	7.75
Upholstery	7.50	7.25	7.50	7.75	7.25	7.00
Bucket Seat Design	8.00	7.75	6.75	8.25	7.50	7.25
Headroom	8.50	8.50	7.75	8.00	8.00	8.50
Seatbelts	7.50	7.50	7.25	8.25	7.75	7.75
Ease of Entry and Exit	8.25	7.50	7.00	8.25	7.75	7.50
Overall Comfort Rating	8.00	7.75	7.50	8.00	7.50	7.75
REAR SEAT						
Leg Room - Front seat back	7.75	8.50	6.00	6.50	7.00	8.50
Ease of Entry and Exit	8.00	7.25	6.75	7.75	7.75	7.25
INSTRUMENTATION	<u>'</u>					
Clarity	7.50	8.25	7.75	7.75	7.75	7.25
Placement	7.50	8.25	6.75	8.00	8.00	8.25
VEHICLE	L					
Pedals, Size, and Position	8.00	8.25	7.00	8.25	7.50	8.00
Power Window Switch	8.25	8.25	8.25	8.25	7.50	8.25
Stability/Traction Control						
Switch	8.00	8.00	6.25	8.25	7.75	8.25
Door Lock Switch	8.00	8.00	7.75	8.25	7.50	8.00
Outside Mirror Controls	7.75	7.75	7.75	8.00	7.50	7.75
Steering Wheel, Size, Tilt Release, and Surface	9.00	8.25	8.75	8.50	8.25	8.25
Heat/AC Vent Placement						
and Adjustability	7.75	8.00	7.00	8.00	7.50	7.75
Trunk Release Switch	7.00	N/A	7.00	8.00	N/A	N/A
VISIBILITY						
Front (Windshield)	8.25	8.25	8.00	8.25	7.50	8.50
Rear (Back Window)	7.25	7.75	7.00	7.75	7.00	8.25
Left Rear Quarter	7.25	8.00	6.75	8.00	6.75	8.00
Right Rear Quarter	7.50	8.00	6.75	8.00	7.00	8.25
Outside Rear-View Mirrors	8.00	8.25	7.50	8.00	7.25	8.25
TOTAL SCORES	7.82	7.92	7.31	8.02	7.50	7.90

### **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	15	19	16
Chevrolet Silverado Z7X 4WD	14	17	15
Chevrolet Silverado Z71 4WD	14	17	15
Chevrolet Police Blazer EV AWD- total range 297 miles (40 kWh/100 mi)	89	74	81 MPGe
Dodge Durango 5.7L AWD	TBD	TBD	TBD
Dodge Durango 3.6L AWD	TBD	TBD	TBD
Ford Police Interceptor Utility 3.0L EcoBoost AWD	17	22	19
Ford Police Interceptor Utility Hybrid AWD	23	24	24
Ford Police Interceptor Utility 3.3L AWD	17	23	19
Ford F-150 Police Responder 3.5L EcoBoost	16	20	18



#### **MOTORCYCLES**

Like many law enforcement agencies, the Michigan State Police used motorcycles until late 1942 and then switched to automobiles. The Michigan State Police rekindled interest in motorcycles for day-to-day patrol operations in 1993. In 2004, Michigan State Police headquarters asked if we had additional information as a resource for our purchasing decisions regarding motorcycles. During that time, we were given direction to expand vehicle testing to include motorcycle testing. It should be noted, the only motorcycles we test are those provided by the manufacturers which are purpose built as police motorcycles. We would like to thank BMW Motorrad USA and Harley-Davidson Motorcycles for participating and providing their assistance in preparation for this year's successful testing program.

We are constantly evaluating our various tests with the manufacturers and the law enforcement industry to provide you with the most objective test data available. While there are many similarities to automobiles, there are also quite a few differences.

When looking at the data, it is very important for the reader to apply your mission requirements to the motorcycle you are considering so you may make an appropriate decision. This report is not an endorsement of products, but a means of learning what's available for your officers so they can do their job more effectively and safely. If anything in this report requires further explanation or clarification, please call, or write the Michigan State Police Precision Driving Unit.







## **BMW RT-P**



MAKE & MODEL	BMW R 1250 RT-P			
SALES CODE	23RP			
	POWERTRAIN INFORMATION			
CUBIC INCHES	76.5			
LITERS	1.254			
HORSEPOWER	136 bhp @ 7,750 rpm			
TORQUE	105 ft./lbs @ 6,500 rpm			
ALTERNATOR	23 AMP @ 1150 rpm			
BATTERY	2 x 16 ah AGM no maintenance batteries 220 CCA			
TRANSMISSION	Constant mesh 6-speed w/helical cut gears			
SUSPENSION TYPE (FRONT)	BMW Telelever, 37 mm stanchions, central spring strut			
SUSPENSION TYPE (REAR)	BMW Paralever, travel related damping single strut			
TURNING CIRCLE (CURB TO CURB)	16 ft.			
TIRE SIZE, LOAD & SPEED RATING	120-70 ZR 17 Front / 180-55 ZR 17 Rear			
GROUND CLEARANCE, MINIMUM	5.2 inches			
BRAKE SYSTEM	BMW fully integrated ABS with traction control & ABS Pro			
FUEL CAPACITY	6.6 Gallons/ 25 Liters			
MANUFACTURER LIMITED TOP	136 mph			
SPEED	100 111011			
	GENERAL MEASUREMENTS			
WHEELBASE	58.5 inches			
LENGTH	87.5 inches			
TEST WEIGHT	650 lbs.			
HEIGHT	55.7 inches			
MAXIMUM PAYLOAD CAPACITY	1,114 lbs.			
(INCLUDING PASSENGERS)	1,114 100.			
EPA MILEAGE EST. (MPG)				
CITY	Not Provided by Manufacturer			
HIGHWAY	Not Provided by Manufacturer			
COMBINED	50 (WMTC)			

#### **MANUFACTURER HIGHLIGHTS**

The R 1250 RT-P is the newest generation police motor derived from the K52 platform. The R 1250 RT-P model includes an unmatched list of standard features: Electronic Suspension Adjustment (ESA), ABS brakes with traction control, rain or road riding modes, heated handlebar grips, heated seat, electrically adjustable windshield, cruise control, tire pressure monitors and weather protection.

The newest version of the BMW R 1250 RT-P is equipped with a standard, industry leading, 10.25" TFT instrument panel that displays all motorcycle performance data and a moving map navigational display. Additional new features include an all-new LED headlight system with revised front fairing. New available options include Adaptive Headlight and Enhanced Smart Phone Connectivity.

This generation contains a multi-plate self-adjusting wet clutch that can be changed in an hour, variable valve timing, BMW-Code 3 standard emergency lighting system (including take-down lights and alley lights), handlebar switch system, power management system for all authority accessories, plus a host of special conveniences including electronic radio box latch release, saddlebag lights, alternating headlight system, selectable emergency light start sequence, narrower/lower seat with heat-reflective material (18° cooler in sun), integrated PTT/PTPA switches, etc.

The test motorcycle options include Ride Modes Pro, enabling the selection of riding modes Rain, Road or Dynamic, Dynamic ESA electronic suspension control, Gear Shift Assist Pro, which allows you to shift up or down once the motorcycle is in motion without use of the clutch, ABS Pro enabling braking in corners, and additional fog lights, which also wig-wag with the headlight when there is sufficient ambient light (controlled by dashboard light sensor).

The R 1200 RT-P has 6,000-mile oil change service intervals, comes with a 3-year / 60,000-mile limited warranty at no extra charge and now with EU4 engine management can be run on regular 87 AKI fuel

Now a BMW Extended Service Contract is available that will extend the limited factory warranty for up to 7 years / Unlimited Mileage.

## **Harley Davidson Electra Glide**



MAKE & MODEL	Harley-Davidson Electra Glide		
SALES CODE	FLHTP		
POWERTRAIN INFORMATION			
CUBIC INCHES	114		
LITERS	1.868 mm		
HORSEPOWER	N/A		
TORQUE	123 ft/lbs. @ 3000 RPM		
ALTERNATOR	46-50 AMP		
BATTERY	12 Volt 28 Ah 405 CCA Sealed/Maintenance Free		
TRANSMISSION	6 Speed / Constant Mesh Foot Shifter		
SUSPENSION TYPE (FRONT)	Showa 49 mm Dual Bending Valve		
SUSPENSION TYPE (REAR)	Premium Standard Height Hand Adjustable		
TURNING CIRCLE (CURB TO CURB)	N/A		
TIRE SIZE, LOAD & SPEED RATING	Front – Dunlop D408F 130/80B17 M/C65H		
GROUND CLEARANCE, MINIMUM	Rear – Dunlop D407T 180/65B16 M/C 81H 5.3 inches		
BRAKE SYSTEM	32mm 4 piston front and rear, Anti-Lock		
FUEL CAPACITY	6 Gallons		
MANUFACTURER LIMITED TOP			
SPEED	110 mph		
	GENERAL MEASUREMENTS		
WHEELBASE	64 inches		
LENGTH	94.7 inches		
TEST WEIGHT	844 lbs.		
HEIGHT	57.1 inches		
MAXIMUM PAYLOAD CAPACITY	1,360 lbs.		
(INCLUDING PASSENGERS)	· ·		
	EPA MILEAGE EST. (MPG)		
CITY	N/A		
HIGHWAY	N/A		
COMBINED	43		

#### **MANUFACTURER HIGHLIGHTS**

<sup>•</sup> Mechanical Adjustable Actuation Clutch • Limited 3 year, 60,000 mile factory warranty -Police Duty Use only -Fully Transferable -Expires at 3 years or 60,000 miles, whichever comes first MODEL UNIQUE FEATURES • RDRS Rider Safety Enhancements - Cornering Enhanced ABS (C-ABS) - Cornering Enhanced Electronic Linked Braking (C-ELB) - Cornering Enhanced Traction Control System (C-TCS) - Drag-Torque Slip Control System (DSCS) - Vehicle Hold Control (VHC) - Tire Pressure Monitoring System (TPMS) • Handlebar with bar ends turned higher to provide more clearance to the operator's legs • Fan-assisted oil cooler • Batwing fairing • Floating, dual-front open brake rotors • Heated hand grips with adjustable six-setting heat control • 2-1-2 exhaust with dual tapered mufflers • Dual law enforcement blue license plate marker lamps (OEM standard) • Pivoting footboards with heel/toe shift lever • Daymaker® LED headlight • Reflex™ Linked Brembo® Brakes with ABS • 4-piston front and rear caliper • Trigger switch activation allows approx. 15 minutes of power to police emergency equipment with ignition off • Independent hazard warning switch • Emergency light switch with 4 functions and individual indicator lights for: Off, Both Front and Rear On, Front On only, Rear On only • Saddlebags with One-Touch latch, luggage locks, common with ignition key

## **Harley Davidson Road Glide**



MAKE & MODEL	Harley-Davidson Road Glide		
SALES CODE	FLTRXP		
POWERTRAIN INFORMATION			
CUBIC INCHES	114		
LITERS	1.868 mm		
HORSEPOWER	N/A		
TORQUE	123 ft/lbs. @ 3000 RPM		
ALTERNATOR	46-50 AMP		
BATTERY	12 Volt 28 Ah 405 CCA Sealed/Maintenance Free		
TRANSMISSION	6 Speed / Constant Mesh / Foot Shifter		
SUSPENSION TYPE (FRONT)	Showa 49 mm Dual Bending Valve		
SUSPENSION TYPE (REAR)	Premium Standard Height Hand Adjustable		
TURNING CIRCLE (CURB TO CURB)	N/A		
TIRE SIZE, LOAD & SPEED RATING	Front - Dunlop D408F 130/80B17 M/C 65H		
	Rear – Dunlop D407T 180/65B16 M/C 81H		
GROUND CLEARANCE, MINIMUM	5.3 inches		
BRAKE SYSTEM	32mm 4 piston front and rear, Anti-Lock		
FUEL CAPACITY	6 Gallons		
MANUFACTURER LIMITED TOP	110 mph		
SPEED	·		
	GENERAL MEASUREMENTS		
WHEELBASE	64 inches		
LENGTH	94.5 inches		
TEST WEIGHT	855 lbs.		
HEIGHT	56.6 inches		
MAXIMUM PAYLOAD CAPACITY	1,360 lbs.		
(INCLUDING PASSENGERS)	· ·		
EPA MILEAGE EST. (MPG)			
CITY	N/A		
HIGHWAY	N/A		
COMBINED	43		

#### **MANUFACTURER HIGHLIGHTS**

<sup>•</sup> Mechanical Adjustable Actuation Clutch • Limited 3 year, 60,000 mile factory warranty -Police Duty Use only -Fully Transferable -Expires at 3 years or 60,000 miles, whichever comes first MODEL UNIQUE FEATURES • RDRS Rider Safety Enhancements - Cornering Enhanced ABS (C-ABS) - Cornering Enhanced Electronic Linked Braking (C-ELB) - Cornering Enhanced Traction Control System (C-TCS) - Drag-Torque Slip Control System (DSCS) - Vehicle Hold Control (VHC) - Tire Pressure Monitoring System (TPMS) • Handlebar with bar ends turned higher to provide more clearance to the operator's legs • Fan-assisted oil cooler • Floating, dual-front open brake rotors • 2-1-2 exhaust with dual tapered mufflers • Dual law enforcement blue license plate marker lamps (OEM standard) • Pivoting footboards with heel/toe shift lever • Reflex™ Linked Brembo® Brakes with ABS • 4-piston front and rear caliper • Trigger switch activation allows approx.15 minutes of power to police emergency equipment with ignition off • Independent hazard warning switch • Emergency light switch with 4 functions and individual indicator lights for: Off, Both Front and Rear On, Front On only, Rear On only • Saddlebags with One-Touch latch, luggage locks, common with ignition key











# MOTORCYCLE ACCELERATION AND TOP SPEED TESTING

#### **ACCELERATION TEST OBJECTIVE:**

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

#### **ACCELERATION TEST METHODOLOGY:**

Using a Race Logic Vbox 3i GPS data collection unit, each motorcycle 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. To ensure accuracy, the same rider performs the test for all motorcycles.

#### **TOP SPEED TEST OBJECTIVE:**

To determine the actual top speed attainable by each test motorcycle within 14 miles from a standing start.

#### **TOP SPEED TEST METHODOLOGY:**

Following the fourth acceleration run, each test motorcycle will continue to accelerate to the top speed attainable within 14 miles from the start of the run. The highest speed attained within the 14-mile distance will be recorded as the vehicle's top speed.



**TEST LOCATION:** Chelsea Proving Grounds **DATE:** September 14, 2024

#### **BMW R1250 RT-P**

**BEGINNING TIME**: 12:18 p.m. **TEMPERATURE**: 66.3° F **WIND VELOCITY**: 2.2 mph **WIND DIRECTION**: 86°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	4.25	3.98	3.95	3.93	4.03
0-80	6.41	6.05	6.06	6.13	6.16
0-100	9.46	9.33	9.23	9.43	9.36

**DISTANCE TO REACH 100 MPH:** 0.16 mile **DISTANCE TO REACH 120 MPH:** 0.36 mile

**TOP SPEED ATTAINED:** 137 mph

DISTANCE TO REACH TOP SPEED: 1.85 miles TIME TO REACH TOP SPEED: 56.15 seconds

#### Harley-Davidson Electra Glide

**BEGINNING TIME:** 10:20 a.m. **TEMPERATURE:** 79.2° F **WIND VELOCITY:** 2.9 mph **WIND DIRECTION:** 164°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	5.26	5.26	5.39	5.44	5.34
0-80	9.65	9.67	9.39	9.56	9.57
0-100	20.30	20.60	19.70	19.97	20.14

DISTANCE TO REACH 100 MPH: 0.41 mile DISTANCE TO REACH 120 MPH: N/A

**TOP SPEED ATTAINED:** 110 mph

**DISTANCE TO REACH TOP SPEED:** 06.45 mile **TIME TO REACH TOP SPEED:** 222.78 seconds

#### Harley-Davidson Road Glide

**BEGINNING TIME:** 1:42 p.m. **TEMPERATURE:** 74.9° F **WIND VELOCITY:** 4.4 mph **WIND DIRECTION:** 245°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	5.56	5.54	5.53	5.33	5.49
0-80	9.65	9.48	9.56	9.61	9.58
0-100	18.42	17.91	18.86	17.79	18.25

DISTANCE TO REACH 100 MPH: 0.35 mile DISTANCE TO REACH 120 MPH: N/A

**TOP SPEED ATTAINED:** 110 mph

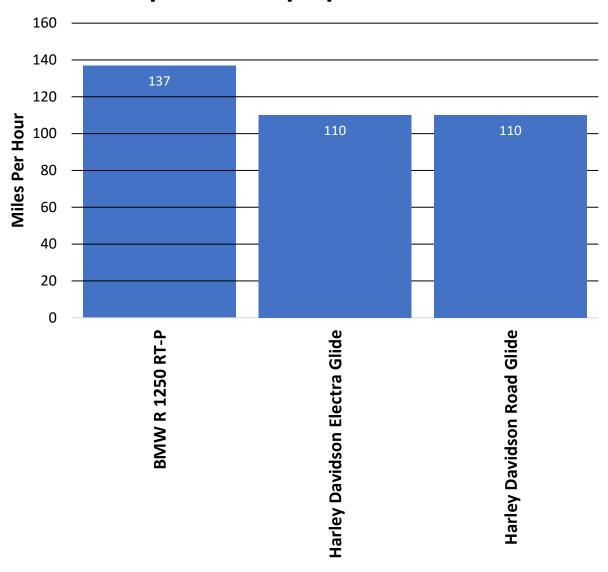
**DISTANCE TO REACH TOP SPEED:** 0.86 mile **TIME TO REACH TOP SPEED:** 35.21 seconds



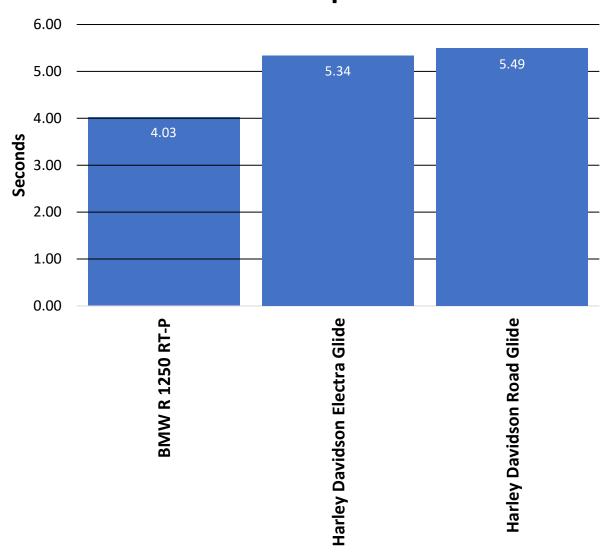
SUMMARY OF ACCELERATION AND TOP SPEED							
	BMW R 1250 RT-P	Harley-Davidson Electra Glide	Harley-Davidson Road Glide				
ACCELERATION (se	ACCELERATION (seconds)						
0-20 mph	1.54	1.34	1.39				
0-30 mph	2.07	1.96	2.14				
0-40 mph	2.69	2.81	3.05				
0-50 mph	3.32	3.91	4.22				
0-60 mph	4.25	5.26	5.56				
0-70 mph	5.12	7.26	7.38				
0-80 mph	6.41	9.65	9.65				
0-90 mph	7.63	13.31	12.64				
0-100 mph	9.46	20.30	18.42				
TOP SPEED (mph)	137	110	110				
DISTANCE TO REACH (miles)							
100 mph	0.16	0.41	0.35				
120 mph	0.36	N/A	N/A				
Top Speed	1.85	6.45	0.86				



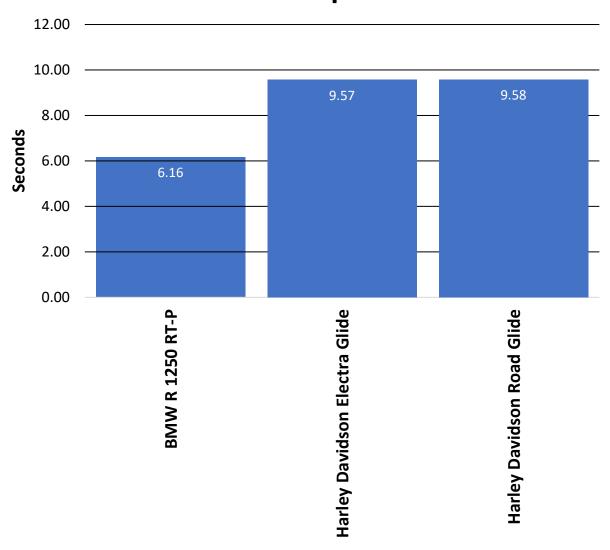
# **2025 Model Year Top Speed Comparison Top Speed Attained**



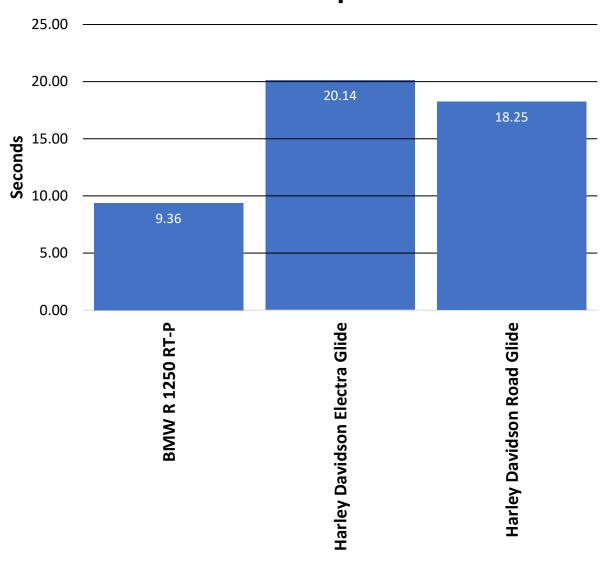
# 2025 Model Year Acceleration Comparison Acceleration Times 0-60 mph



### 2025 Model Year Acceleration Comparison Acceleration Times 0-80 mph



### 2025 Model Year Acceleration Comparison Acceleration Times 0-100 mph



#### MOTORCYCLE BRAKE TESTING

#### **BRAKE TEST OBJECTIVE:**

To determine the deceleration rate attained by each test motorcycle on twenty 60 – 0 mph full ABS maximum deceleration panic stops. Each motorcycle will be scored on the average deceleration rate it attains.

#### **BRAKE TEST METHODOLOGY:**

Each motorcycle makes ten measured 60 - 0 mph full ABS maximum deceleration panic stops, at specific predetermined points. After a one-mile lap to cool the brakes, the entire sequence is repeated. The exact initial velocity at the beginning of each of the 60 - 0 mph decelerations, and the exact distance required to make each stop, is recorded by means of a Race Logic Vbox 3i GPS based data collection unit. The data resulting from the twenty total stops is used to calculate the average deceleration rate which is the motorcycle's score for this test. To ensure consistency, the same rider performs all the stops on every motorcycle.

#### **DECELERATION RATE FORMULA:**

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

#### **EXAMPLE:**

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

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

Once a motorcycle'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 motorcycle in question.

#### **EXAMPLE:**

60 mph = 88.002 ft/s x 88.002 = 7744.352 / 2 = 3872.176 / 23.198 ft/s<sup>2</sup> = 166.9 ft.

<sup>\*</sup> 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**

#### **BMW R 1250 RT-P**

**TEST LOCATION:** Chelsea Proving Grounds

BEGINNING TIME: 11:56 a.m.

**DATE:** September 14, 2024 **TEMPERATURE:** 68.4° F

#### Phase I

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

Stop#	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s²)
1	60.79	146.33	27.16
2	60.84	150.13	26.52
3	61.19	141.42	28.48
4	59.58	140.71	27.13
5	60.55	140.48	28.07
6	59.26	142.38	26.53
7	61.23	149.33	27.00
8	59.46	141.45	26.88
9	59.92	142.85	27.03
10	60.94	152.65	26.17
AVERAGE DECELERATION RATE:			27.10 ft/s <sup>2</sup>

(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/s²)
1	60.31	154.70	25.29
2	60.63	145.56	27.16
3	60.43	143.70	27.33
4	60.11	147.06	26.43
5	59.95	141.47	27.33
6	60.47	145.92	26.95
7	59.18	139.44	27.02
8	60.76	140.79	28.20
9	59.56	139.90	27.27
10	60.03	143.99	26.92
AVERAGE DECELERATION RATE:			26.99 ft/s <sup>2</sup>

#### Phase III

OVERALL AVERAGE DECELERATION RATE:	26.99 ft/s <sup>2</sup>
PROJECTED STOPPING DISTANCE FROM 60 mph:	143.18 feet

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

<sup>\*</sup>All motorcycles tested are equipped with Anti-lock brakes (ABS)

#### **BRAKE TESTING**

#### Harley-Davidson Electra Glide

**TEST LOCATION:** Chelsea Proving Grounds

DATE: September 14, 2024

**BEGINNING TIME:** 10:00 a.m. **TEMPERATURE:** 78.7° F

#### Phase I

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

Stop#	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s²)
1	61.41	153.55	26.42
2	61.83	161.98	25.39
3	59.92	151.81	25.44
4	61.60	160.71	25.40
5	59.81	145.35	26.47
6	60.96	150.14	26.62
7	60.64	151.05	26.18
8	60.95	146.00	27.37
9	61.89	160.53	25.66
10	61.28	159.21	25.37
Α	VERAGE DECELERA	26.03 ft/s <sup>2</sup>	

(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/s²)
1	61.94	154.43	26.72
2	58.95	140.66	26.57
3	60.10	145.51	26.70
4	61.12	157.96	25.44
5	61.73	162.05	25.29
6	60.33	162.50	24.09
7	60.30	152.07	25.72
8	60.72	154.67	25.64
9	60.58	153.01	25.80
10	59.95	148.17	26.09
AVERAGE DECELERATION RATE:		25.81 ft/s <sup>2</sup>	

#### Phase III

OVERALL AVERAGE DECELERATION RATE:	25.92 ft/s <sup>2</sup>
PROJECTED STOPPING DISTANCE FROM 60 mph:	149.39 feet

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

<sup>\*</sup>All motorcycles tested are equipped with Anti-lock brakes (ABS)

#### **BRAKE TESTING**

#### Harley-Davidson Road Glide

**TEST LOCATION:** Chelsea Proving Grounds

DATE: September 14, 2024

BEGINNING TIME: 1:20 p.m.

**TEMPERATURE:** 80.5° F

#### Phase I

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

Stop#	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s²)
1	60.30	168.76	23.17
2	59.49	157.82	24.12
3	58.55	143.52	25.69
4	60.01	149.76	25.86
5	59.64	151.30	25.29
6	60.53	164.30	23.99
7	61.80	159.40	25.77
8	61.00	154.99	25.82
9	60.10	152.56	25.47
10	60.09	154.49	25.14
AVERAGE DECELERATION RATE:		25.03 ft/s <sup>2</sup>	

(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/s²)
1	59.83	157.62	24.43
2	60.01	151.70	25.53
3	60.35	169.93	23.05
4	60.24	167.17	23.35
5	61.66	189.51	21.58
6	59.56	156.34	24.41
7	60.04	165.38	23.45
8	60.80	171.89	23.13
9	59.61	158.49	24.12
10	59.74	144.65	26.54
AVERAGE DECELERATION RATE:		23.96 ft/s <sup>2</sup>	

#### Phase III

OVERALL AVERAGE DECELERATION RATE:	24.50 ft/s <sup>2</sup>
PROJECTED STOPPING DISTANCE FROM 60 mph:	158.08 feet

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

<sup>\*</sup>All motorcycles tested are equipped with Anti-lock brakes (ABS)

# 2025 Model Year Brake Testing Projected Stopping Distance

