LOS ANGELES COUNTY SHERIFF'S DEPARTMENT

LAW ENFORCEMENT VEHICLE TEST AND EVALUATION PROGRAM

VEHICLE MODEL YEAR 2012

LEROY D. BACA, SHERIFF

TABLE OF CONTENTS

PREFACE

The Los Angeles County Sheriff's Department first implemented its police vehicle testing program in 1974. Since that time, our department has become nationally recognized as a major source of information relative to police vehicles and their use. It is our goal to provide law enforcement agencies with the information they require to successfully evaluate those vehicles currently being offered for police service. The Los Angeles County Sheriff's Department is proud to publish this information, via the internet, to all law enforcement agencies.

Since the inception of our vehicle testing program in 1974, we have continually refined our efforts in this area in order to provide the law enforcement community with the most current information available. During the 1997 model year testing, the Sheriff's department expanded its existing criteria to include an urban or "city street" pursuit course. This course consists of multiple city block distances punctuated by the various types of turns normally found in most inner city environments. The "city street" course is designed to simulate the conditions encountered by most officers working in typical urban communities. The test is only conducted on vehicles offered with a factory "Police Package". Since many law enforcement agencies buy "non-pursuit" vehicles, we also test vehicles offered in a "Special Service" configuration when offered by the manufacturers. These vehicles are tested in a similar fashion as "Police Package" vehicles however we do not subject them to the city street pursuit course.

The booklet is not intended as a recommendation for any specific vehicle contained within. The Sheriff's Department conducts the vehicle testing program in order to accomplish two primary goals. To provide law enforcement agencies with the data necessary to assist those in the vehicle selection process, and to provide the various vehicle manufacturers with the input necessary to better meet the needs of law enforcement. We recognize the fact that individual agency needs can be influenced by cost, operational considerations and other factors.

Our testing process is designed to address the law enforcement officer's operational requirements in terms of vehicle performance, vehicle safety, and comfort. The fleet maintenance interest is addressed by performing an extensive mechanical evaluation on each vehicle submitted.

Each test is designed and executed to simulate actual field conditions as closely as possible. The vehicles being tested are driven on city streets and interstates, as well as the performance track, by law enforcement personnel.
The maneuvers duplicated during the electronic test procedures are those encountered in actual patrol and emergency operations which the law enforcement officer may encounter in the field.

Interpretation of test results is the responsibility of each agency. The importance with which each individual phase is weighted is a subjective decision which should be made by each agency based upon that agency's needs.

ACKNOWLEDGEMENTS

The Los Angeles County Sheriff's Department would like to thank all those who have contributed their time and effort in making this year's test a success.

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Officer Alex Penrith, test vehicle driver and evaluator, Emergency Vehicle Operations Course, LAPD.

2012 MODEL YEAR VEHICLE TEST

On November 10, 2011, vehicle testing was performed at the Auto Club Speedway in Fontana, California. Chrysler, General Motors, and Ford all submitted vehicles in the "Police Package" category. Police Package vehicles have been identified by the manufacturers as pursuit vehicles. With the exception of the Dodge Charger (Sales Code 29A), all of the vehicles submitted completed the test satisfactorily, without incident.

The vehicles submitted for evaluation were all 2012 models, and are identified below.

HIGH SPEED POLICE PACKAGE VEHICLE CATEGORY:

Chevrolet Impala:	Full size four door sedan, front wheel drive, 3.6 liter V-6 engine, 6 speed automatic transmission with overdrive, and a 2.44:1 axle ratio.
Chevrolet Impala E-85:	Full size four door sedan, front wheel drive, 3.6 liter V-6 engine, 6 speed automatic transmission with overdrive and a 2.44:1 axle ratio.
Chevrolet Tahoe:	Full size four door sport utility, rear wheel drive, 5.3 liter V-8 engine, 6 speed automatic transmission with overdrive and a 3.08 axle ratio.
Chevrolet Tahoe E-85:	Full size four door sport utility, rear wheel drive, 5.3 liter V-8 engine, 6 speed automatic transmission with overdrive and a 3.08 axle ratio.
Chevrolet Caprice	Full size four door sedan, rear wheel drive, 3.6 liter V-6 engine, 6 speed automatic transmission with overdrive and a 2.92:1 axle ratio.
Chevrolet Caprice E-85	Full size four door sedan, rear wheel drive, 3.6 liter V-6 engine, 6 speed automatic transmission with overdrive and a 2.92:1 axle ratio.
Chevrolet Caprice:	Full size four door sedan, rear wheel drive, 6.0 liter V-8 engine, 6 speed automatic transmission with overdrive and a 2.92:1 axle ratio.
Chevrolet Caprice E-85	Full size four door sedan, rear wheel drive, 6.0 liter V-8 engine, 6 speed automatic transmission with overdrive and a 2.92:1 axle ratio.
Dodge Charger V-6:	Full size four door sedan, rear wheel drive, 3.6 liter V-6 engine, 5 speed automatic transmission with overdrive and a 2.65:1 axle ratio.

Dodge Charger V-6:	Full size four door sedan, rear wheel drive, 3.6 liter V-6 engine, 5 speed automatic transmission with overdrive and a 3.07:1 axle ratio.
Dodge Charger V-6 E85:	Full size four door sedan, rear wheel drive, 3.6 liter V-6 engine, 5 speed automatic transmission with overdrive and a 2.65:1 axle ratio.
Dodge Charger V-8:	Full size four door sedan, rear wheel drive, 5.7 liter V-8 Hemi engine, 5 speed automatic transmission with overdrive and a 2.65 axle ratio.
Dodge Charger V-8:	Full size four door sedan, rear wheel drive, 5.7 liter V-8 Hemi engine, 5 speed automatic transmission with overdrive and a 3.06 axle ratio.
Ford PI FWD	Full size four door sedan, front wheel drive, 3.7 liter V-6 engine, 6 speed automatic transmission with overdrive and a 3.16 axle ratio.
Ford PI AWD	Full size four door sedan, all-wheel drive, 3.5 liter V-6 engine, 6 speed automatic transmission with overdrive and a 3.39 axle ratio.
Ford PI EcoBoost AWD	Full size four door sedan, all-wheel drive, 3.5 liter EcoBoost V-6 engine, 6 speed automatic transmission with overdrive and a 3.16 axle ratio.
Ford PI Utility AWD	Full size four door sport utility, all-wheel drive, 3.7 liter V-6 engine, 6 speed automatic transmission with overdrive and a 3.65 axle ratio.
Ford PI Utility FWD	Full size four door sport utility, front wheel drive, 3.7 liter V-6 engine, 6 speed automatic transmission with overdrive and a 3.39 axle ratio.

VEHICLE SPECIFICATIONS

MAKE: 2012 Chevrolet MODEL: Impala 9C1 SALES CODE # 1WS19

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

EPA		TESTED	
CITY	HWY	CITY	HWY
17	28	17.8 mpg	

INTERIOR

SEATS:

Front: High density foam bucket, 6 way power, manual lumbar
Rear: Cloth with high density foam bench

MEASUREMENTS:

	Front	Rear
Headroom:	39.4 in	37.8 in
Legroom:	42.3 in	37.6 in
Shoulder	58.7 in	58.6 in
Hip Room:	56.4 in	57.2 in

Interior Volume:
Front 56.6 cubic feet
Rear 48.2 cubic feet
Comb 105 cubic feet
Trunk 18.6 cubic feet

DIMENSIONS

Fuel Capacity:
64.0 Liters 17.0 gallons

GVW:

Wheelbase: 110.5 in

Ground Clearance: 7.1 in

Length: 200.4 in

Height: 58.7 in

CHASSIS

STEERING

Power rack-and-pinion

Curb-to-curb: 38 ft.

SUSPENSION

Front: Independent strut, coil springs and stabilizer bar
Rear: Independent tri-link, coil spring over strut and stabilizer bar

WHEEL+TIRES

Wheel size/type: 16x6.5 steel,
Tire type: Goodyear P235/50R18 W Rated

BRAKES

Hydraulic with antilock control

Front: 11.9 inch vented disc
Rear: 10.9 inch solid disc

ENGINE

Naturally aspirated V-6

Fuel delivery system: SIDI
Cubic Inches: 217
Displacement: 3.6 Liters
Compression Ratio: 11.5:1
Horse Power: 302 bhp @ 6800 rpm
Torque (SAE net): 262 lb-ft @ 5300 rpm
Alternator: 170 amp
Battery: 720 CCA

DRIVETRAIN

Transmission: Model 6T70 6 speed automatic with lockup torque converter

Axle Ratio: 2.44:1

TEST RESULTS

ACCELERATION
0-30mph – 3.32 sec.
0-60mph – 7.66 sec
0-100mph – 19.51 sec
30-60mph – 5.73 sec
60-100mph – 14.04 sec
¼ mile – 16.06 sec @ 90.65 mph

BRAKING
139.21 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:26.14
Average Speed - 61.15

PURSUIT
Average Lap Time - 4:14.50
Average Speed - 34.8

MAKE: 2012 Chevrolet MODEL: Impala 9C1 SALES CODE # 1WS19

Vehicle Type: front-engine, front wheel drive, 4-passenger, 4 door sedan, Police Package vehicle E85

EPA		TESTED	
CITY	HWY	CITY	HWY
13	21	Not Tested	

INTERIOR

SEATS:

Front: High density foam bucket, 6 way power, manual lumbar
Rear: Cloth with high density foam bench

MEASUREMENTS:

	Front	Rear
Headroom:	39.4 in	37.8 in
Legroom:	42.3 in	37.6 in
Shoulder	58.7 in	58.6 in
Hip Room:	56.4 in	57.2 in

Interior Volume:

Front	56.6 cubic feet
Rear	48.2 cubic feet
Comb	105 cubic feet
Trunk	18.6 cubic feet

DIMENSIONS

Fuel Capacity:
64.0 Liters 17.0 gallons

GVW:

Wheelbase: 110.5 in

Ground Clearance: 7.1 in

Length: 200.4 in

Height: 58.7 in

CHASSIS

STEERING

Power rack-and-pinion

Curb-to-curb: 38 ft.

SUSPENSION

Front: Independent strut, coil springs and stabilizer bar
Rear: Independent tri-link, coil spring over strut and stabilizer bar

WHEEL+TIRES

Wheel size/type: 16x6.5 steel,
Tire type: Goodyear P235/50R18 W Rated

BRAKES

Hydraulic with antilock control

Front: 11.9 inch vented disc
Rear: 10.9 inch solid disc

ENGINE

Naturally aspirated V-6

Fuel Type E85
Fuel delivery system: SIDI
Cubic Inches: 217
Displacement: 3.6 Liters
Compression Ratio: 11.5:1
Horse Power: 302 bhp @ 6800 rpm
Torque (SAE net): 262 lb-ft @ 5300 rpm
Alternator: 170 amp
Battery: 720 CCA

DRIVETRAIN

Transmission: Model 6T70 6 speed automatic with lockup torque converter

Axle Ratio: 2.44:1

TEST RESULTS

ACCELERATION
0-30mph – 3.22 sec.
0-60mph – 7.39 sec
0-100mph – 18.51 sec
30-60mph – 5.39 sec
60-100mph – 12.28 sec
¼ mile – 15.84 sec @ 92.14 mph

BRAKING
138.87 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:26.45
Average Speed - 60.9

PURSUIT
Average Lap Time - 4:12.82
Average Speed - 35.0

MAKE: 2012 Chevrolet MODEL: Tahoe PPV SALES CODE # CC10706

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

EPA		TESTED	
CITY	HWY	CITY	HWY
15	21	12.2 mpg	

INTERIOR

SEATS:

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

MEASUREMENTS:

	Front	Rear
Headroom:	41.1 in	39.2 in
Legroom:	41.3 in	39.0 in
Shoulder	65.2 in	65.2 in
Hip Room:	60.3 in	60.6 in

Interior Volume:

Front	64.1 cubic feet
Rear	57.7 cubic feet
Comb	122 cubic feet
Trunk	108.9 cubic feet

DIMENSIONS

Fuel Capacity:
98.0 Liters 26.0 gallons

GVW:

Wheelbase: 116.0 in

Ground Clearance: 8.0 in

Length: 202.0 in

Height: 73.9 in

CHASSIS

STEERING

Power rack-and-pinion

Curb-to-curb: 39 ft.

SUSPENSION

Front: Independent single coil over shock with stabilizer bar
Rear: Multi-link with coil springs

WHEEL+TIRES

Wheel size/type: 17x7.5 steel
Tire type: Goodyear P265/60R17 RSA V Rated

BRAKES

Power vacuum boost with antilock control

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

ENGINE

Naturally aspirated V-8

Fuel delivery system: SFI
Cubic Inches: 327
Displacement: 5.3 Liters
Compression Ratio: 9.5:1
Horse Power: 320 bhp @ 5200 rpm
Torque (SAE net): 340 lb-ft @ 4000 rpm
Alternator: 160 amp
Battery: 730 CCA

DRIVETRAIN

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

Axle Ratio: 3.08:1

TEST RESULTS

ACCELERATION

0-30mph – 3.45 sec.
0-60mph – 9.55 sec
0-100mph – 24.30 sec
30-60mph – 5.74 sec
60-100mph – 14.80 sec
¼ mile – 17.28 sec @ 83.67 mph

BRAKING

152.71 ft. @ 60 mph

32 LAP HIGH SPEED

Average Lap Time - 1:26.00
Average Speed - 59.1

PURSUIT

Average Lap Time - 4:30.22
Average Speed - 32.8

MAKE: 2012 Chevrolet MODEL: Tahoe PPV SALES CODE # CC10706

Vehicle Type: front-engine, rear wheel drive, , 4 door sport utility, Police Package vehicle E85

EPA		TESTED	
CITY	HWY	CITY	HWY
11	16	Not Tested	

INTERIOR

SEATS:

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

MEASUREMENTS:

	Front	Rear
Headroom:	41.1 in	39.2 in
Legroom:	41.3 in	39.0 in
Shoulder	65.2 in	65.2 in
Hip Room:	60.3 in	60.6 in

Interior Volume:

Front	64.1 cubic feet
Rear	57.7 cubic feet
Comb	122 cubic feet
Trunk	108.9 cubic feet

DIMENSIONS

Fuel Capacity:
98.0 Liters 26.0 gallons

GVW:

Wheelbase: 116.0 in

Ground Clearance: **8**.0 in

Length: 202.0 in

Height: 73.9 in

CHASSIS

STEERING

Power rack-and-pinion

Curb-to-curb: 39 ft.

SUSPENSION

Front: Independent single coil over shock with stabilizer bar
Rear: Multi-link with coil springs

WHEEL+TIRES

Wheel size/type: 17x7.5 steel
Tire type: Goodyear P265/60R17 RSA V Rated

BRAKES

Power vacuum boost with antilock control

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

ENGINE

Naturally aspirated V-8

Fuel Type E85
Fuel delivery system: SFI
Cubic Inches: 327
Displacement: 5.3 Liters
Compression Ratio: 9.5:1
Horse Power: 320 bhp @ 5200 rpm
Torque (SAE net): 340 lb-ft @ 4000 rpm
Alternator: 160 amp
Battery: 730 CCA

DRIVETRAIN

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

Axle Ratio: 3.08:1

TEST RESULTS

ACCELERATION
0-30mph – 3.37 sec.
0-60mph – 8.67 sec
0-100mph – 23.36 sec
30-60mph – 5.73 sec
60-100mph – 14.61 sec
¼ mile – 16.85 sec @ 85.85 mph

BRAKING
164.40 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:26.00
Average Speed - 59.2

PURSUIT
Average Lap Time - 4:31.71
Average Speed - 33.0

MAKE: 2012 Chevrolet MODEL: Caprice 9C1 SALES CODE # 1EW19

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

EPA		TESTED	
CITY	HWY	CITY	HWY
15.0	24.0	14.5 mpg	

INTERIOR

SEATS:

Front: Cloth bucket with high density foam, 8D/4P way power, manual lumbar
Rear: Cloth bench

MEASUREMENTS:

	Front	Rear
Headroom:	38.7 in	37.6 in
Legroom:	2.2 in	43.2 in
Shoulder	59.1 in	59.0 in
Hip Room:	56.7 in	57.9 in

Interior Volume:

- **Front** 56.0 cubic feet
- **Rear** 55.5 cubic feet
- **Comb** 112 cubic feet
- **Trunk** 17.4 cubic feet

DIMENSIONS

Fuel Capacity:
72.0 Liters 19.0 gallons

GVW:

Wheelbase: 118.5 in

Ground Clearance: 5.6 in

Length: 204.2 in

Height: 58.7 in

CHASSIS

STEERING

Power rack-and-pinion

Curb-to-curb: 38 ft

SUSPENSION

Front: Independent strut, coil springs and stabilizer bar
Rear: Independent strut, coil springs and stabilizer bar

WHEEL+TIRES

Wheel size/type: 8.0x18 steel,
Tire type: Goodyear P235/50R18 W Rated

BRAKES

Hydraulic with anti-lock control

Front: 13.5 inch vented disc
Rear: 12.7 inch vented disc

ENGINE

Naturally aspirated V-8

Fuel delivery system: SPFI
Cubic Inches: 364
Displacement: 6.0 Liters
Compression Ratio: 10.4:1
Horse Power: 355 bhp @ 5300 rpm
Torque (SAE net): 384 lb-ft @ 4300 rpm
Alternator: 170 amp
Battery: 700 CCA

DRIVETRAIN

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

Axle Ratio: 2.92:1

TEST RESULTS

ACCELERATION
0-30mph – 2.84 sec.
0-60mph – 6.76 sec
0-100mph – 15.93 sec
30-60mph – 4.15 sec
60-100mph – 9.21 sec
¼ mile – 15.23 sec @ 97.45 mph

BRAKING
138.07 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:24.00
Average Speed - 63.0

PURSUIT
Average Lap Time - 4:12.66
Average Speed - 34.6

MAKE: 2012 Chevrolet MODEL: Caprice 9C1 SALES CODE # 1EW19

Vehicle Type: front-engine, rear wheel drive, 4-passenger, 4 door sedan, Police Package vehicle. E85

EPA		TESTED	
CITY	HWY	CITY	HWY
11.0	17.0	Not Tested	

INTERIOR

SEATS:

Front: Cloth bucket with high density foam, 8D/4P way power, manual lumbar
Rear: Cloth bench

MEASUREMENTS:

	Front	Rear
Headroom:	38.7 in	37.6 in
Legroom:	2.2 in	43.2 in
Shoulder	59.1 in	59.0 in
Hip Room:	56.7 in	57.9 in

Interior Volume:
Front 56.0 cubic feet
Rear 55.5 cubic feet
Comb 112 cubic feet
Trunk 17.4 cubic feet

DIMENSIONS

Fuel Capacity:
72.0 Liters 19.0 gallons

GVW:

Wheelbase: 118.5 in

Ground Clearance: 5.6 in

Length: 204.2 in

Height: 58.7 in

CHASSIS

STEERING

Power rack-and-pinion

Curb-to-curb: 38 ft

SUSPENSION

Front: Independent strut, coil springs and stabilizer bar
Rear: Independent strut, coil springs and stabilizer bar

WHEEL+TIRES

Wheel size/type: 8.0x18 steel,
Tire type: Goodyear P235/50R18 W Rated

BRAKES

Hydraulic with anti-lock control

Front: 13.5 inch vented disc
Rear: 12.7 inch vented disc

ENGINE

Naturally aspirated V-8

Fuel Type E85
Fuel delivery system: SPFI
Cubic Inches: 364
Displacement: 6.0 Liters
Compression Ratio: 10.4:1
Horse Power: 355 bhp @ 5300 rpm
Torque (SAE net): 384 lb-ft @ 4300 rpm
Alternator: 170 amp
Battery: 700 CCA

DRIVETRAIN

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

Axle Ratio: 2.92:1

TEST RESULTS

ACCELERATION
0-30mph – 2.66 sec.
0-60mph – 6.28 sec
0-100mph – 14.88 sec
30-60mph – 3.85 sec
60-100mph – 8.35 sec
¼ mile – 14.81 sec @ 99.55 mph

BRAKING
135.78 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:22.17
Average Speed - 64.0

PURSUIT
Average Lap Time - 4:10.72
Average Speed - 35.3

MAKE: 2012 Chevrolet MODEL: Caprice 9C1 SALES CODE # 1EW19

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

EPA		TESTED	
CITY	HWY	CITY	HWY
N/A	N/A	17.9 mpg	

INTERIOR

SEATS:

Front: Cloth bucket with high density foam, 8D/4P way power, manual lumbar
Rear: Cloth bench

MEASUREMENTS:

	Front	Rear
Headroom:	38.7 in	37.6 in
Legroom:	2.2 in	43.2 in
Shoulder	59.1 in	59.0 in
Hip Room:	56.7 in	57.9 in

Interior Volume:
Front 56.0 cubic feet
Rear 55.5 cubic feet
Comb 112 cubic feet
Trunk 17.4 cubic feet

DIMENSIONS

Fuel Capacity:
72.0 Liters 19.0 gallons

GVW:

Wheelbase: 118.5 in

Ground Clearance: 5.6 in

Length: 204.2 in

Height: 58.7 in

CHASSIS

STEERING

Power rack-and-pinion

Curb-to-curb: 38 ft.

SUSPENSION

Front: Independent strut, coil springs and stabilizer bar
Rear: Independent strut, coil springs and stabilizer bar

WHEEL+TIRES

Wheel size/type: 8.0x18 steel,
Tire type: Goodyear P235/50R18 W Rated

BRAKES

Hydraulic with anti-lock control

Front: 13.5 inch vented disc
Rear: 12.7 inch vented disc

ENGINE

Naturally aspirated V-6

Fuel delivery system: SIDI
Cubic Inches: 217
Displacement: 3.6 Liters
Compression Ratio: 11.3:1
Horse Power: 282 bhp @ 6400 rpm
Torque (SAE net): 258 lb-ft @ 2900 rpm
Alternator: 170 amp
Battery: 700 CCA

DRIVETRAIN

Transmission: Model 6L45 6 speed automatic with lockup torque converter

Axle Ratio: 2.92:1

TEST RESULTS

ACCELERATION
0-30mph – 3.33 sec.
0-60mph – 8.22 sec
0-100mph – 20.36 sec
30-60mph – 4.83 sec
60-100mph – 11.69 sec
¼ mile – 16.36 sec @ 88.98 mph

BRAKING
133.59 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:24.17
Average Speed - 62.5

PURSUIT
Average Lap Time - 4:09.97
Average Speed - 35.4

MAKE: 2012 Chevrolet MODEL: Caprice 9C1 SALES CODE # 1EW19

Vehicle Type: front-engine, rear wheel drive, 4-passenger, 4 door sedan, Police Package vehicle. E85

EPA		TESTED	
CITY	HWY	CITY	HWY
N/A	N/A	Not Tested	

INTERIOR

SEATS:

Front: Cloth bucket with high density foam, 8D/4P way power, manual lumbar
Rear: Cloth bench

MEASUREMENTS:

	Front	Rear
Headroom:	38.7 in	37.6 in
Legroom:	2.2 in	43.2 in
Shoulder	59.1 in	59.0 in
Hip Room:	56.7 in	57.9 in

Interior Volume:
Front 56.0 cubic feet
Rear 55.5 cubic feet
Comb 112 cubic feet
Trunk 17.4 cubic feet

DIMENSIONS

Fuel Capacity:
72.0 Liters 19.0 gallons

GVW:

Wheelbase: 118.5 in

Ground Clearance: 5.6 in

Length: 204.2 in

Height: 58.7 in

CHASSIS

STEERING

Power rack-and-pinion

Curb-to-curb: 38 ft.

SUSPENSION

Front: Independent strut, coil springs and stabilizer bar
Rear: Independent strut, coil springs and stabilizer bar

WHEEL+TIRES

Wheel size/type: 8.0x18 steel,
Tire type: Goodyear P235/50R18 W Rated

BRAKES

Hydraulic with anti-lock control

Front: 13.5 inch vented disc
Rear: 12.7 inch vented disc

ENGINE

Naturally aspirated V-6

Fuel Type: E85
Fuel delivery system: SIDI
Cubic Inches: 217
Displacement: 3.6 Liters
Compression Ratio: 11.3:1
Horse Power: 282 bhp @ 6400 rpm
Torque (SAE net): 258 lb-ft @ 2900 rpm
Alternator: 170 amp
Battery: 700 CCA

DRIVETRAIN

Transmission: Model 6L45 6 speed automatic with lockup torque converter

Axle Ratio: 2.92:1

TEST RESULTS

ACCELERATION
0-30mph – 2.82 sec.
0-60mph – 7.34 sec
0-100mph – 19.13 sec
30-60mph – 4.53 sec
60-100mph – 12.00 sec
¼ mile – 15.71 sec @ 90.94 mph

BRAKING
131.74 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:24.06
Average Speed - 62.7

PURSUIT
Average Lap Time - 4:11.50
Average Speed 35.2

MAKE: 2012 Dodge MODEL: Charger SALES CODE # 29A

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

EPA		TESTED	
CITY	HWY	CITY	HWY
16	25	16.9 mpg	

INTERIOR

SEATS:

Front: Heavy duty cloth bucket
Rear: Vinyl bench

MEASUREMENTS:

	Front	Rear
Headroom:	38.6 in	36.7 in
Legroom:	41.8 in	40.1 in
Shoulder	59.5 in	57.9 in
Hip Room:	56.2 in	56.1 in

Interior Volume:
Front 55.6 cubic feet
Rear 49.3 cubic feet
Comb 104.9 cubic feet
Trunk 16.5 cubic feet

DIMENSIONS

Fuel Capacity:
72.0 Liters 19.0 gallons

GVW: 4,253 lbs.

Wheelbase: 120.0 in

Ground Clearance: 5.2 in

Length: 201.0 in

Height: 58.2 in

CHASSIS

STEERING

Power rack-and-pinion

Curb-to-curb: 38.9 ft.

SUSPENSION

Front: Independent high arm SLA with dual ball joint lower, coil spring and sway bar
Rear: Independent multi-link, coil spring and sway bar

WHEEL+TIRES

Wheel size/type: 18 x 7.5 steel
Tire type: : Firestone Firehawk Pursuit GTV P225/60R18 W Rated

BRAKES

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

Front: 13.6 inch vented disc
Rear: 13.8 inch vented disc

ENGINE

Naturally aspirated V-8

Fuel delivery system: SPFI
Cubic Inches: 345
Displacement: 5.7 Liters
Compression Ratio: 11.5:1
Horse Power: 370 bhp @ 5150 rpm
Torque (SAE net): 397 lb-ft @ 4250 rpm
Alternator: 220 amp
Battery: 800 CCA

DRIVETRAIN

Transmission: Model A580 5 speed automatic with lockup torque converter

Axle Ratio: 2.65:1

TEST RESULTS

ACCELERATION
0-30mph – 3.46 sec.
0-60mph – 7.12 sec
0-100mph – 16.29 sec
30-60mph – 4.15 sec
60-100mph – 8.34 sec
¼ mile – 15.56 sec @ 97.43 mph

BRAKING
138.97 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:22.87
Average Speed - 63.5

PURSUIT
Average Lap Time - 4:12.28
Average Speed - 35.1

MAKE: 2012 Dodge MODEL: Charger SALES CODE # 29A

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

EPA		TESTED	
CITY	HWY	CITY	HWY
16	25	Not Tested	

INTERIOR

SEATS:

Front: Heavy duty cloth bucket
Rear: Vinyl bench

MEASUREMENTS:

	Front	Rear
Headroom:	38.6 in	36.7 in
Legroom:	41.8 in	40.1 in
Shoulder	59.5 in	57.9 in
Hip Room:	56.2 in	56.1 in

Interior Volume:
Front 55.6 cubic feet
Rear 49.3 cubic feet
Comb 104.9 cubic feet
Trunk 16.5 cubic feet

DIMENSIONS

Fuel Capacity:
72.0 Liters 19.0 gallons

GVW: 4,253 lbs.

Wheelbase: 120.0 in

Ground Clearance: 5.2 in

Length: 201.0 in

Height: 58.2 in

CHASSIS

STEERING

Power rack-and-pinion

Curb-to-curb: 38.9 ft.

SUSPENSION

Front: Independent high arm SLA with dual ball joint lower, coil spring and sway bar
Rear: Independent multi-link, coil spring and sway bar

WHEEL+TIRES

Wheel size/type: 18 x 7.5 steel
Tire type: : Firestone Firehawk Pursuit GTV P225/60R18 W Rated

BRAKES

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

Front: 13.6 inch vented disc
Rear: 13.8 inch vented disc

ENGINE

Naturally aspirated V-8

Fuel delivery system: SPFI
Cubic Inches: 345
Displacement: 5.7 Liters
Compression Ratio: 11.5:1
Horse Power: 370 bhp @ 5150 rpm
Torque (SAE net): 397 lb-ft @ 4250 rpm
Alternator: 220 amp
Battery: 800 CCA

DRIVETRAIN

Transmission: Model A580 5 speed automatic with lockup torque converter

Axle Ratio: 3.06:1

TEST RESULTS

ACCELERATION
0-30mph – 2.69 sec.
0-60mph – 6.19 sec
0-100mph – 14.50 sec
30-60mph – 3.54 sec
60-100mph – 8.20 sec
¼ mile – 14.71 sec @ 99.07 mph

BRAKING

32 LAP HIGH SPEED

PURSUIT

MAKE: 2012 Dodge MODEL: Charger SALES CODE # 27A

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

EPA		TESTED	
CITY	HWY	CITY	HWY
19	26	19.1 mpg	

INTERIOR

SEATS:

Front: Heavy duty cloth bucket
Rear: Vinyl bench

MEASUREMENTS:

	Front	Rear
Headroom:	38.6 in	36.7 in
Legroom:	41.8 in	40.1 in
Shoulder	59.5 in	57.9 in
Hip Room:	56.2 in	56.1 in

Interior Volume:
Front 55.6 cubic feet
Rear 49.3 cubic feet
Comb 104.9 cubic feet
Trunk 16.5 cubic feet

DIMENSIONS

Fuel Capacity:
72.0 Liters 19.0 gallons

GVW: 4,021 lbs.

Wheelbase: 120.0 in

Ground Clearance: 5.2 in

Length: 201.0 in

Height: 58.2 in

CHASSIS

STEERING

Power rack-and-pinion

Curb-to-curb: 38.9 ft.

SUSPENSION

Front: Independent high arm SLA with dual ball joint lower, coil spring and sway bar
Rear: Independent multi-link, coil spring and sway bar

WHEEL+TIRES

Wheel size/type: 18 x 7.5 steel
Tire type: : Firestone Firehawk Pursuit GTV P225/60R18 W Rated

BRAKES

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

Front: 13.6 inch vented disc
Rear: 13.8 inch vented disc

ENGINE

Naturally aspirated V-6

Fuel delivery system: SPFI
Cubic Inches: 220
Displacement: 3.6 Liters
Compression Ratio: 10.2:1
Horse Power: 292 bhp @ 6400 rpm
Torque (SAE net): 260 lb-ft @ 4400 rpm
Alternator: 220 amp
Battery: 800 CCA

DRIVETRAIN

Transmission: Model A580 5 speed automatic with lockup torque converter

Axle Ratio: 3.07:1

TEST RESULTS

ACCELERATION
0-30mph – 3.61 sec.
0-60mph – 8.21 sec
0-100mph – 20.63 sec
30-60mph – 4.60 sec
60-100mph – 11.54 sec
¼ mile – 16.47 sec @ 89.53 mph

BRAKING
138.25 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:24.00
Average Speed - 62.7

PURSUIT
Average Lap Time - 4:09.00
Average Speed - 36.0

MAKE: 2012 Dodge MODEL: Charger SALES CODE # 27A

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

EPA		TESTED	
CITY	HWY	CITY	HWY
19	26	19.6 mpg	

INTERIOR

SEATS:

Front: Heavy duty cloth bucket
Rear: Vinyl bench

MEASUREMENTS:

	Front	Rear
Headroom:	38.6 in	36.7 in
Legroom:	41.8 in	40.1 in
Shoulder	59.5 in	57.9 in
Hip Room:	56.2 in	56.1 in

Interior Volume:
Front 55.6 cubic feet
Rear 49.3 cubic feet
Comb 104.9 cubic feet
Trunk 16.5 cubic feet

DIMENSIONS

Fuel Capacity:
72.0 Liters 19.0 gallons

GVW: 4,021 lbs.

Wheelbase: 120.0 in

Ground Clearance: 5.2 in

Length: 201.0 in

Height: 58.2 in

CHASSIS

STEERING

Power rack-and-pinion

Curb-to-curb: 38.9 ft.

SUSPENSION

Front: Independent high arm SLA with dual ball joint lower, coil spring and sway bar
Rear: Independent multi-link, coil spring and sway bar

WHEEL+TIRES

Wheel size/type: 18 x 7.5 steel
Tire type: : Firestone Firehawk Pursuit GTV P225/60R18 W Rated

BRAKES

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

Front: 13.6 inch vented disc
Rear: 13.8 inch vented disc

ENGINE

Naturally aspirated V-6

Fuel delivery system: SPFI
Cubic Inches: 220
Displacement: 3.6 Liters
Compression Ratio: 10.2:1
Horse Power: 292 bhp @ 6400 rpm
Torque (SAE net): 260 lb-ft @ 4400 rpm
Alternator: 220 amp
Battery: 800 CCA

DRIVETRAIN

Transmission: Model A580 5 speed automatic with lockup torque converter

Axle Ratio: 2.65:1

TEST RESULTS

ACCELERATION
0-30mph – 3.76 sec.
0-60mph – 8.32 sec
0-100mph – 20.70 sec
30-60mph – 4.82 sec
60-100mph – 11.95 sec
¼ mile – 16.57 sec @ 92.19 mph

BRAKING
137.14 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:24.53
Average Speed - 62.3

PURSUIT
Average Lap Time - 4:14.69
Average Speed - 34.8

MAKE: 2012 Dodge MODEL: Charger SALES CODE # 27A

Vehicle Type: front-engine, rear wheel drive, 4-passenger, 4 door sedan, Police Package vehicle E85

EPA		TESTED	
CITY	HWY	CITY	HWY
19	26	Not Tested	

INTERIOR

SEATS:

Front: Heavy duty cloth bucket
Rear: Vinyl bench

MEASUREMENTS:

	Front	Rear
Headroom:	38.6 in	36.7 in
Legroom:	41.8 in	40.1 in
Shoulder	59.5 in	57.9 in
Hip Room:	56.2 in	56.1 in

Interior Volume:
Front 55.6 cubic feet
Rear 49.3 cubic feet
Comb 104.9 cubic feet
Trunk 16.5 cubic feet

DIMENSIONS

Fuel Capacity:
71.9 Liters 19.0 gallons

GVW: 4,021 lbs.

Wheelbase: 120.0 in

Ground Clearance: 5.2 in

Length: 201.0 in

Height: 58.2 in

CHASSIS

STEERING

Power rack-and-pinion

Curb-to-curb: 38.9 ft.

SUSPENSION

Front: Independent high arm SLA with dual ball joint lower, coil spring and sway bar
Rear: Independent multi-link, coil spring and sway bar

WHEEL+TIRES

Wheel size/type: 18 x 7.5 steel
Tire type: : Firestone Firehawk Pursuit GTV P225/60R18 W Rated

BRAKES

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

Front: 13.6 inch vented disc
Rear: 13.8 inch vented disc

ENGINE

Naturally aspirated V-6

Fuel Type E85
Fuel delivery system: SPFI
Cubic Inches: 220
Displacement: 3.6 Liters
Compression Ratio: 10.2:1
Horse Power: 292 bhp @ 6400 rpm
Torque (SAE net): 260 lb-ft @ 4400 rpm
Alternator: 220 amp
Battery: 800 CCA

DRIVETRAIN

Transmission: Model A580 5 speed automatic with lockup torque converter

Axle Ratio: 2.65:1

TEST RESULTS

ACCELERATION
0-30mph – 3.32 sec.
0-60mph – 7.68 sec
0-100mph – 19.72 sec
30-60mph – 4.55 sec
60-100mph – 11.50 sec
¼ mile – 16.04 sec @ 92.46 mph

BRAKING
140.26 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:24.66
Average Speed - 62.3

PURSUIT
Average Lap Time - 4:14.69
Average Speed - 34.8

MAKE: 2012 Ford MODEL: PI FWD Sedan SALES CODE # P2L

Vehicle Type: front engine, front wheel drive, four door sedan, Police Package vehicle.

EPA		TESTED	
CITY	HWY	CITY	HWY
TBD	TBD	16.4 mpg	

INTERIOR

SEATS:

Front: Heavy duty cloth bucket, 6 way power; manual lumbar
Rear: Vinyl bench, Optional cloth bench

MEASUREMENTS:

	Front	Rear
Headroom:	39.0 in	36.7 in
Legroom:	41.9 in	39.9 in
Shoulder	57.9 in	56.89 in
Hip Room:	56.3 in	55.9 in

Interior Volume:
Front 54.8 cubic feet
Rear 48.1 cubic feet
Comb 102.9 cubic feet
Trunk 16.6 cubic feet

DIMENSIONS

Fuel Capacity:
71.9 Liters 19.0 gallons

GVW: 4,171 lbs.

Wheelbase: 112.9 in

Ground Clearance: 6.0 in

Length: 202.9 in

Height: 61.3 in

CHASSIS

STEERING

Electric power assist rack and pinion

Curb-to-curb: 38.4 ft.

SUSPENSION

Front: Independent MacPherson strut with coil over shocks
Rear: Multi-Link full independent

WHEEL+TIRES

Wheel size/type: 18 x 8 Steel, 5 spoke
Tire type: Goodyear 245/55R18 RS-A 103W

BRAKES

Power - dual piston calipers front, single piston calipers rear, 4 circuit and ABS

Front: 13.9 inch vented disc
Rear: 13.6 inch vented disc

ENGINE

Naturally aspirated V-6

Fuel Type Gas
Fuel delivery system: SPFI
Cubic Inches: 214
Displacement: 3.5 Liters
Compression Ratio: 10.8:1
Horse Power: 280 bhp @ 6500 rpm
Torque (SAE net): 250 lb-ft @ 4000 rpm
Alternator: 220 amp
Battery: 750 CCA

DRIVETRAIN

Transmission: Model 6F50 6 speed electronic automatic with lockup torque converter

Axle Ratio: 3.16:1

TEST RESULTS

ACCELERATION
0-30mph – 3.53 sec.
0-60mph – 8.36 sec
0-100mph – 21.38 sec
30-60mph – 5.01 sec
60-100mph – 11.93 sec
¼ mile – 16.65 sec @ 99.49 mph

BRAKING
140.86 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:25.11
Average Speed - 62.0

PURSUIT
Average Lap Time - 4:09.73
Average Speed - 36.1

MAKE: 2012 Ford MODEL: PI AWD Sedan SALES CODE # P2M

Vehicle Type: front engine, all-wheel drive, four door sedan, Police Package vehicle.

EPA		TESTED	
CITY	HWY	CITY	HWY
TBD	TBD	17.9 mpg	

INTERIOR

SEATS:

Front: Heavy duty cloth bucket, 6 way power; manual lumbar
Rear: Vinyl bench, Optional cloth bench

MEASUREMENTS:

	Front	Rear
Headroom:	39.0 in	36.7 in
Legroom:	41.9 in	39.9 in
Shoulder	57.9 in	56.89 in
Hip Room:	56.3 in	55.9 in

Interior Volume:

- **Front** 54.8 cubic feet
- **Rear** 48.1 cubic feet
- **Comb** 102.9 cubic feet
- **Trunk** 16.6 cubic feet

DIMENSIONS

Fuel Capacity: 71.9 Liters 19.0 gallons

GVW: 4,375 lbs.

Wheelbase: 112.9 in

Ground Clearance: 5.3 in

Length: 202.9 in

Height: 61.3 in

CHASSIS

STEERING

Electric power assist rack and pinion

Curb-to-curb: 38.4 ft.

SUSPENSION

Front: Independent MacPherson strut with coil over shocks
Rear: Multi-Link full independent

WHEEL+TIRES

Wheel size/type: 18 x 8 Steel, 5 spoke
Tire type: Goodyear 245/55R18 RS-A 103W

BRAKES

Power - dual piston calipers front, single piston calipers rear, 4 circuit and ABS

Front: 13.9 inch vented disc
Rear: 13.6 inch vented disc

ENGINE

Naturally aspirated V-6

Fuel Type Gas
Fuel delivery system: SPFI
Cubic Inches: 214
Displacement: 3.5 Liters
Compression Ratio: 10.8:1
Horse Power: 280 bhp @ 6500 rpm
Torque (SAE net): 250 lb-ft @ 4000 rpm
Alternator: 220 amp
Battery: 750 CCA

DRIVETRAIN

Transmission: Model 6F50 6 speed electronic automatic with lockup torque converter

Axle Ratio: 3.16:1 with all-wheel drive

TEST RESULTS

ACCELERATION

0-30mph – 4.00 sec.
0-60mph – 9.02 sec
0-100mph – 22.16 sec
30-60mph – 5.08 sec
60-100mph – 12.38 sec
¼ mile – 17.15 sec @ 88.93 mph

BRAKING

134.29 ft. @ 60 mph

32 LAP HIGH SPEED

Average Lap Time - 1:24.51
Average Speed - 62.3

PURSUIT

Average Lap Time - 4:09.80
Average Speed - 35.45

MAKE: 2012 Ford MODEL: PI AWD EcoBoost Sedan
SALES CODE # P2M 99T

Vehicle Type: front engine, all-wheel drive, four door sedan, Police Package vehicle.

EPA		TESTED	
CITY	HWY	CITY	HWY
TBD	TBD	16.9 mpg	

INTERIOR

SEATS:

Front: Heavy duty cloth bucket, 6 way power; manual lumbar
Rear: Vinyl bench, Optional cloth bench

MEASUREMENTS:

	Front	Rear
Headroom:	39.0 in	36.7 in
Legroom:	41.9 in	39.9 in
Shoulder	57.9 in	56.89 in
Hip Room:	56.3 in	55.9 in

Interior Volume:
Front 54.8 cubic feet
Rear 48.1 cubic feet
Comb 102.9 cubic feet
Trunk 16.6 cubic feet

DIMENSIONS

Fuel Capacity:
72.0 Liters 19.0 gallons

GVW: 4,468 lbs.

Wheelbase: 112.9 in

Ground Clearance: 6.0 in

Length: 202.9 in

Height: 61.3 in

CHASSIS

STEERING

Electric power assist rack and pinion

Curb-to-curb: 38.4 ft.

SUSPENSION

Front: Independent MacPherson strut with coil over shocks
Rear: Multi-Link full independent

WHEEL+TIRES

Wheel size/type: 18 x 8 Steel, 5 spoke
Tire type: Goodyear 245/55R18 RS-A 103W

BRAKES

Power - dual piston calipers front, single piston calipers rear, 4 circuit and ABS

Front: 13.9 inch vented disc
Rear: 13.6 inch vented disc

ENGINE

Twin turbo charged V-6

Fuel Type Gas
Fuel delivery system: SDI
Cubic Inches: 214
Displacement: 3.5 Liters
Compression Ratio: 10.0:1
Horse Power: 365 bhp @ 5500 rpm
Torque (SAE net): 350 lb-ft @ 1500-5250 rpm
Alternator: 220 amp
Battery: 750 CCA

DRIVETRAIN

Transmission: Model 6F55 6 speed electronic automatic with lockup torque converter

Axle Ratio: 3.39:1 with all-wheel drive

TEST RESULTS

ACCELERATION
0-30mph – 2.69 sec.
0-60mph – 6.19 sec
0-100mph – 14.50 sec
30-60mph – 3.54 sec
60-100mph – 8.20 sec
¼ mile – 14.71 sec @ 99.07 mph

BRAKING
145.59 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:20.80
Average Speed - 65.2

PURSUIT
Average Lap Time - 4:08.39
Average Speed - 35.7

MAKE: 2012 Ford MODEL: PI AWD Sedan E85 SALES CODE # P2M

Vehicle Type: front engine, all-wheel drive, four door sedan, Police Package vehicle.

EPA		TESTED	
CITY	HWY	CITY	HWY
TBD	TBD	Not Tested	

INTERIOR

SEATS:

Front: Heavy duty cloth bucket, 6 way power; manual lumbar
Rear: Vinyl bench, Optional cloth bench

MEASUREMENTS:

	Front	Rear
Headroom:	39.0 in	36.7 in
Legroom:	41.9 in	39.9 in
Shoulder	57.9 in	56.89 in
Hip Room:	56.3 in	55.9 in

Interior Volume:
Front 54.8 cubic feet
Rear 48.1 cubic feet
Comb 102.9 cubic feet
Trunk 16.6 cubic feet

DIMENSIONS

Fuel Capacity:
71.9 Liters 19.0 gallons

GVW: 4,375 lbs.

Wheelbase: 112.9 in

Ground Clearance: 5.3 in

Length: 202.9 in

Height: 61.3 in

CHASSIS

STEERING

Electric power assist rack and pinion

Curb-to-curb: 38.4 ft.

SUSPENSION

Front: Independent MacPherson strut with coil over shocks
Rear: Multi-Link full independent

WHEEL+TIRES

Wheel size/type: 18 x 8 Steel, 5 spoke
Tire type: Goodyear 245/55R18 RS-A 103W

BRAKES

Power - dual piston calipers front, single piston calipers rear, 4 circuit and ABS

Front: 13.9 inch vented disc
Rear: 13.6 inch vented disc

ENGINE

Naturally aspirated V-6

Fuel Type E85
Fuel delivery system: SPFI
Cubic Inches: 214
Displacement: 3.5 Liters
Compression Ratio: 10.8:1
Horse Power: 280 bhp @ 6500 rpm
Torque (SAE net): 250 lb-ft @ 4000 rpm
Alternator: 220 amp
Battery: 750 CCA

DRIVETRAIN

Transmission: Model 6F50 6 speed electronic automatic with lockup torque converter

Axle Ratio: 3.16:1 with all-wheel drive

TEST RESULTS

ACCELERATION
0-30mph – 2.97 sec.
0-60mph – 7.52 sec
0-100mph – 19.38 sec
30-60mph – 4.78 sec
60-100mph – 11.30 sec
¼ mile – 15.89 sec @ 91.33 mph

BRAKING
137.55 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:24.10
Average Speed - 62.7

PURSUIT
Average Lap Time - 4:06.21
Average Speed - 35.9

MAKE: 2012 Ford MODEL: PI FWD Utility SALES CODE # K7A

Vehicle Type: front engine, front wheel drive, four door sport utility, Police Package vehicle.

EPA		TESTED	
CITY	HWY	CITY	HWY
TBD	TBD	17.8 mpg	

INTERIOR

SEATS:

Front: Heavy duty cloth bucket, 6 way power; manual lumbar
Rear: Vinyl bench, 60/40 split

MEASUREMENTS:

	Front	Rear
Headroom:	41.4 in	40.1 in
Legroom:	40.6 in	41.6 in
Shoulder	61.3 in	60.9 in
Hip Room:	57.3 in	56.8 in

Interior Volume:
Front 59.7 cubic feet
Rear 58.7 cubic feet
Comb 118.4 cubic feet
Rear Cargo 85.1 cubic feet

DIMENSIONS

Fuel Capacity:
71.9 Liters 19.0 gallons

GVW: 4,547 lbs.

Wheelbase: 112.6 in

Ground Clearance: 6.5 in

Length: 197.1 in

Height: 69.2 in

CHASSIS

STEERING

Electronic power assist rack and pinion

Curb-to-curb: 38.8 ft.

SUSPENSION

Front: Independent MacPherson strut with coil over shocks
Rear: Multi-link full independent suspension

WHEEL+TIRES

Wheel size/type: 18 x 8 steel, 5 spoke

Tire type: Goodyear Eagle 245/55R18 103W RS-A

BRAKES

Power with dual piston calipers front, single piston calipers rear, 4 circuit and ABS

Front: 13.9 inch vented disc
Rear: 13.6 inch vented disc

ENGINE

Naturally aspirated V-6

Fuel Type Gas
Fuel delivery system: SMPFI
Cubic Inches: 226
Displacement: 3.7 Liters
Compression Ratio: 10.5:1
Horse Power: 300 bhp @ 6500 rpm
Torque (SAE net): 280 lb-ft @ 4000 rpm
Alternator: 220 amp
Battery: 750 CCA

DRIVETRAIN

Transmission: Model 6F55 6 speed electronic automatic with lockup torque converter

Axle Ratio: 3.65:1

TEST RESULTS

ACCELERATION
0-30mph – 3.42 sec.
0-60mph – 8.40 sec
0-100mph – 21.58 sec
30-60mph – 4.94 sec
60-100mph – 12.49 sec
¼ mile – 16.54 sec @ 88.77 mph

BRAKING
144.67 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:29.24
Average Speed - 59.0

PURSUIT
Average Lap Time - 4:22.67
Average Speed - 33.7

MAKE: 2012 Ford MODEL: PI AWD Utility SALES CODE # K8A

Vehicle Type: front engine, all-wheel drive, four door sport utility, Police Package vehicle.

EPA		TESTED	
CITY	HWY	CITY	HWY
TBD	TBD	14.3 mpg	

INTERIOR

SEATS:

Front: Heavy duty cloth bucket, 6 way power; manual lumbar
Rear: Vinyl bench, 60/40 split

MEASUREMENTS:

	Front	Rear
Headroom:	41.4 in	40.1 in
Legroom:	40.6 in	41.6 in
Shoulder	61.3 in	60.9 in
Hip Room:	57.3 in	56.8 in

Interior Volume:
Front 59.7 cubic feet
Rear 58.7 cubic feet
Comb 118.4 cubic feet
Rear Cargo 85.1 cubic feet

DIMENSIONS

Fuel Capacity:
71.9 Liters 19.0 gallons

GVW: 4,547 lbs.

Wheelbase: 112.6 in

Ground Clearance: 6.5 in

Length: 197.1 in

Height: 69.2 in

CHASSIS

STEERING

Electronic power assist rack and pinion

Curb-to-curb: 38.8 ft.

SUSPENSION

Front: Independent MacPherson strut with coil over shocks
Rear: Multi-link full independent suspension

WHEEL+TIRES

Wheel size/type: 18 x 8 steel, 5 spoke

Tire type: Goodyear Eagle 245/55R18 103W RS-A

BRAKES

Power with dual piston calipers front, single piston calipers rear, 4 circuit and ABS

Front: 13.9 inch vented disc
Rear: 13.6 inch vented disc

ENGINE

Naturally aspirated V-6

Fuel Type Gas
Fuel delivery system: SMPFI
Cubic Inches: 226
Displacement: 3.7 Liters
Compression Ratio: 10.5:1
Horse Power: 300 bhp @ 6500 rpm
Torque (SAE net): 280 lb-ft @ 4000 rpm
Alternator: 220 amp
Battery: 750 CCA

DRIVETRAIN

Transmission: Model 6F55 6 speed electronic automatic with lockup torque converter

Axle Ratio: 3.65:1

TEST RESULTS

ACCELERATION
0-30mph – 3.18 sec.
0-60mph – 8.47 sec
0-100mph – 23.37 sec
30-60mph – 5.23 sec
60-100mph – 14.42 sec
¼ mile – 16.53 sec @ 87.84 mph

BRAKING
144.53 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:27.34
Average Speed - 60.4

PURSUIT
Average Lap Time - 4:11.64
Average Speed - 35.2

MAKE: 2012 Ford MODEL: PI AWD Utility E85 SALES CODE # K7A

Vehicle Type: front engine, all-wheel drive, four door sport utility, Police Package vehicle.

EPA		TESTED	
CITY	HWY	CITY	HWY
TBD	TBD	Not Tested	

INTERIOR

SEATS:

Front: Heavy duty cloth bucket, 6 way power; manual lumbar
Rear: Vinyl bench, 60/40 split

MEASUREMENTS:

	Front	Rear
Headroom:	41.4 in	40.1 in
Legroom:	40.6 in	41.6 in
Shoulder	61.3 in	60.9 in
Hip Room:	57.3 in	56.8 in

Interior Volume:

Front	59.7 cubic feet
Rear	58.7 cubic feet
Comb	118.4 cubic feet
Rear Cargo	85.1 cubic feet

DIMENSIONS

Fuel Capacity:
71.9 Liters 19.0 gallons

GVW: 4,547 lbs.

Wheelbase: 112.6 in

Ground Clearance: 6.5 in

Length: 197.1 in

Height: 69.2 in

CHASSIS

STEERING

Electronic power assist rack and pinion

Curb-to-curb: 38.8 ft.

SUSPENSION

Front: Independent MacPherson strut with coil over shocks
Rear: Multi-link full independent suspension

WHEEL+TIRES

Wheel size/type: 18 x 8 steel, 5 spoke

Tire type: Goodyear Eagle 245/55R18 103W RS-A

BRAKES

Power with dual piston calipers front, single piston calipers rear, 4 circuit and ABS

Front: 13.9 inch vented disc
Rear: 13.6 inch vented disc

ENGINE

Naturally aspirated V-6

Fuel Type E85
Fuel delivery system: SMPFI
Cubic Inches: 226
Displacement: 3.7 Liters
Compression Ratio: 10.5:1
Horse Power: 300 bhp @ 6500 rpm
Torque (SAE net): 280 lb-ft @ 4000 rpm
Alternator: 220 amp
Battery: 750 CCA

DRIVETRAIN

Transmission: Model 6F55 6 speed electronic automatic with lockup torque converter

Axle Ratio: 3.65:1

TEST RESULTS

ACCELERATION
0-30mph – 3.24 sec.
0-60mph – 8.56 sec
0-100mph – 23.37 sec
30-60mph – 5.04 sec
60-100mph – 14.29 sec
¼ mile – 16.63 sec @ 87.38 mph

BRAKING
137.40 ft. @ 60 mph

32 LAP HIGH SPEED
Average Lap Time - 1:26.72
Average Speed - 60.8

PURSUIT
Average Lap Time - 4:11.96
Average Speed - 35.1

32 LAP HIGH-SPEED VEHICLE EVALUATION RESULTS

This test is conducted on a high-speed driving course. It is designed to evaluate, identify and eliminate the obviously unacceptable vehicles (i.e., those vehicles that are demonstrably unstable or otherwise exhibit unsafe characteristics).

For this test, four drivers are utilized for each vehicle. Each driver completes eight laps around our 1.46 mile test track at the AutoClub Speedway in Fontana, for a total of 32 timed laps. Lap timing is via a GPS based "VBOX Datalogger" mounted in the vehicle. The fastest and the slowest lap times are eliminated, the remaining six lap times are averaged. The average time and speed are recorded next to the driver's name.

Four Emergency Vehicle Operations Center driver training instructors, two each from the Los Angeles County Sheriff's Department and Los Angeles Police Department share the driving and evaluation of these vehicles.

At the conclusion of the preliminary handling portion of the test, each driver completes a "Driver's Subjective Evaluation" form. If the test vehicle is judged unacceptable in this preliminary review, it is rejected and not subject to further testing and evaluation.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET IMPALA

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
G. Correa, LAPD	01:27.45	01:27.03	01:26.84	01:26.89	01:27.66	01:27.24	01:27.28	01:27.15	01:27.17	60.4
R. Juarez, LASD	01:26.54	01:25.96	01:25.89	01:25.32	01:25.12	01:25.27	01:26.24	01:25.98	01:25.78	61.4
A. Penrith, LAPD	01:25.91	01:25.74	01:25.53	01:25.64	01:25.02	01:25.53	01:25.32	01:25.30	01:25.51	61.6
R. Robinson, LASD	01:28.32	01:26.60	01:26.43	01:26.23	01:26.44	01:26.86	01:26.75	01:26.45	01:26.59	60.8

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Officer G. Correa, LAPD	10:15 am	73 degrees / 84 degrees
Deputy R. Juarez, LASD	10:30 am	74 degrees / 84 degrees
Officer A. Penrith, LAPD	10:50 am	74 degrees / 83 degrees
Deputy R. Robinson, LASD	11:08 am	75 degrees / 85 degrees

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET IMPALA

ITEM	RATING **
Steering	8.5
Body Lean	8.0
Bounce	8.5
Brake Fade	9.0
Brake Pull	8.7
ABS Operation	9.7

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes were very consistent throughout. No fade or pull experienced. Good pedal feel, able to modulate throughout. Cornering/Handling –Good handling package, chassis tends to be on the soft side. Neutral to moderate understeer. Turn in good but tends to push out on exit of slower corners. Transmission (Shift Points) – Transmission worked well on all laps, consistent positive shifts. Kept engine in its powerband at all times. Engine – Smooth consistent power delivery with easy throttle modulation. Pulls well through the rpm band. Other – Very easy to drive fast, very safe balance.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET IMPALA E-85

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
G. Correa, LAPD	01:27.27	01:25.63	01:26.50	01:26.89	01:27.11	01:27.53	01:27.59	01:26.94	01:27.04	60.5
R. Juarez, LASD	01:25.48	01:26.60	01:26.20	01:24.82	01:25.44	01:25.22	01:25.82	01:24.94	01:25.52	61.5
A. Penrith, LAPD	01:27.07	01:26.49	01:27.03	01:27.28	01:27.84	01:26.72	01:27.22	01:27.50	01:27.14	60.5
R. Robinson, LASD	01:27.16	01:26.67	01:26.56	01:26.37	01:25.73	01:25.56	01:25.56	01:25.85	01:26.12	61.2

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Officer G. Correa, LAPD	1:40 pm	70 degrees / 86 degrees
Deputy R. Juarez, LASD	2:00 pm	69 degrees / 84 degrees
Officer A. Penrith, LAPD	2:23 pm	69 degrees / 83 degrees
Deputy R. Robinson, LASD	2:42 pm	68 degrees / 82 degrees

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET IMPALA E-85

ITEM	RATING **
Steering	7.5
Body Lean	7.2
Bounce	7.5
Brake Fade	8.5
Brake Pull	8.2
ABS Operation	8.2

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Very strong and consistent throughout first 5 laps. After lap 5 pedal travel increased yet rate of deceleration remained consistent. Slight pull to the right under firm straight line braking. Cornering/Handling – Moderate understeer. Steering feel and input good. Vehicle feels soft and dampening is average. Transitional body roll noticed. Transmission (Shift Points) – Transmission performed well with keeping the engine in its powerband. Engine – Engine pulled strong throughout the powerband. Plenty of torque on corner exits. Other – Stability control is the weak point; intrusive activation seems to penalize the performance.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET TAHOE

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
G. Correa, LAPD	01:31.84	01:30.39	01:29.81	01:31.17	01:29.67	01:28.90	01:29.30	01:30.05	01:30.07	58.7
R. Juarez, LASD	01:30.12	01:27.98	01:27.54	01:28.59	01:28.63	01:29.20	01:29.15	01:29.14	01:28.78	59.2
A. Penrith, LAPD	01:29.85	01:28.29	01:28.58	01:28.19	01:28.30	01:27.78	01:28.82	01:27.81	01:28.33	59.5
R. Robinson, LASD	01:30.69	01:28.86	01:28.82	01:29.12	01:29.29	01:29.10	01:28.96	01:29.46	01:29.13	59.1

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Officer G. Correa, LAPD	10:13 pm	72 degrees / 82 degrees
Deputy R. Juarez, LASD	10:33 pm	72 degrees / 86 degrees
Officer A. Penrith, LAPD	10:52 pm	73 degrees / 88 degrees
Deputy R. Robinson, LASD	11:12 pm	74 degrees / 90 degrees

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET TAHOE

ITEM	RATING **
Steering	7.2
Body Lean	7.5
Bounce	8.0
Brake Fade	5.7
Brake Pull	9.0
ABS Operation	9.5

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes consistent through lap 6 on first session. Noticeable drop off in deceleration rate associated with long brake pedal travel on laps 7 & 8. Necessary to brake earlier for corners. Second, third, and fourth session noticed a drop off in rate of deceleration after lap 4. Necessary to make adjustments in braking zones to compensate for drop off. Cornering/Handling –Turn in is sluggish with moderate body lean. Good high speed stability. Bounce was minimal and manageable. Transmission (Shift Points) – Transmission seemed well matched to the engine. Shift points were seamless. Engine – Strong, smooth power delivery. No issues.

*Note: A tire inspection is performed at the completion of every 8 lap session on all test vehicles. The left front tire of this vehicle was found to have a 4” to 5” section of outer tread rib missing, exposing the tire cord. This occurred during laps 25 to 32.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET TAHOE E-85

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
G. Correa, LAPD	01:32.67	01:30.76	01:29.44	01:30.03	01:29.57	01:29.51	01:29.13	01:29.31	01:29.77	58.8
R. Juarez, LASD	01:28.68	01:27.41	01:27.46	01:26.90	01:27.78	01:27.81	01:28.67	01:29.43	01:27.97	59.9
A. Penrith, LAPD	01:30.43	01:28.34	01:29.33	01:28.53	01:29.11	01:29.46	01:30.12	01:29.67	01:29.37	58.9
R. Robinson, LASD	01:30.92	01:29.06	01:28.88	01:28.86	01:28.91	01:29.37	01:28.85	01:29.79	01:29.14	59.1

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Officer G. Correa, LAPD	12:00 pm	68 degrees / 82 degrees
Deputy R. Juarez, LASD	12:20 pm	68 degrees / 86 degrees
Officer A. Penrith, LAPD	12:40 pm	70 degrees / 88 degrees
Deputy R. Robinson, LASD	1:00 pm	70 degrees / 87 degrees

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET TAHOE E-85

ITEM	RATING **
Steering	6.7
Body Lean	5.5
Bounce	5.0
Brake Fade	4.2
Brake Pull	9.0
ABS Operation	9.0

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS

Brakes –Good pedal feel and rate of deceleration until lap 3 and 4, all sessions. Then pedal feel was soft with long pedal travel. Brakes did not inspire confidence, fade was minimal but present.

Cornering/Handling – Slight understeer entering turns with slight oversteer exiting turns. Body lean was minimal but felt. Experienced a bucking or oscillation during right/left transitions if a bump was hit during lateral weight transfer.

Transmission (Shift Points) – Transmission performed consistently all eight laps. Well matched to the engine. Never hunted or searched for a gear when accelerating out of a turn.

Engine – Engine made ok power, torque band was fairly linear, responded well to throttle modulation.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET CAPRICE 6.0L

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
G, Correa, LAPD	01:24.79	01:22.81	01:22.62	01:22.63	01:23.09	01:23.42	01:23.96	01:23.60	01:23.25	63.3
R. Juarez, LASD	01:23.81	01:22.92	01:23.21	01:22.75	01:23.37	01:23.12	01:23.14	01:24.72	01:23.26	63.2
A. Penrith, LAPD	01:25.59	01:23.99	01:23.43	01:23.15	01:23.91	01:23.86	01:23.57	01:23.57	01:23.72	62.8
R. Robinson, LASD	01:25.67	01:23.71	01:23.91	01:23.79	01:24.43	01:24.04	01:24.42	01:24.36	01:24.16	62.5

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Officer G. Correa, LAPD	10:51 am	73 degrees / 88 degrees
Deputy R. Juarez, LASD	11:10 am	74 degrees / 90 degrees
Officer A. Penrith, LAPD	11:30 am	73 degrees / 88 degrees
Deputy R. Robinson, LASD	11:50 am	83 degrees / 90 degrees

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET CAPRICE 6.0L

ITEM	RATING **
Steering	8.5
Body Lean	9.0
Bounce	9.0
Brake Fade	9.0
Brake Pull	9.5
ABS Operation	9.5

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes performed well through laps 5-6, all sessions. Brake fade felt laps 7 & 8, all sessions. Pedal feel remained constant with longer pedal travel in last laps. Cornering/Handling – Steering felt on the light side. Oversteer when exiting turns was apparent without throttle modulation. Chassis felt tight, turns in well with minimal body roll. Transmission (Shift Points) – Transmission worked very well. Consistent shift points. Well matched to engine. Engine – Throttle modulation somewhat difficult at times due to engine power. Aggressive throttle mapping induces a power on/power off effect, again making it difficult to modulate the throttle. Excellent power and torque. Other – Very aggressive car when driven to limits.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET CAPRICE 6.0L E-85

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
G. Correa, LAPD	01:24.67	01:22.48	01:22.27	01:21.86	01:21.55	01:21.80	01:23.48	01:22.23	01:22.35	64.0
R.Juarez, LASD	01:21.59	01:21.34	01:21.66	01:20.78	01:21.19	01:21.91	01:21.67	01:21.31	01:21.46	64.6
A. Penrith, LAPD	01:22.91	01:22.42	01:22.65	01:22.28	01:22.01	01:22.09	01:23.40	01:22.34	01:22.45	63.7
R. Robinson, LASD	01:24.29	01:22.18	01:22.36	01:21.92	01:22.11	01:22.89	01:22.32	01:22.65	01:22.42	63.8

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Officer G. Correa, LAPD	9:00 am	64 degrees / 65 degrees
Deputy R. Juarez, LASD	9:20 am	65 degrees / 68 degrees
Officer A. Penrith, LAPD	9:36 am	68 degrees / 76 degrees
Deputy R. Robinson, LASD	9:52 am	70 degrees / 79 degrees

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET CAPRICE 6.0L E-85

ITEM	RATING **
Steering	9.0
Body Lean	8.7
Bounce	8.7
Brake Fade	7.5
Brake Pull	9.5
ABS Operation	9.5

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes worked well all eight laps, some fade experienced in last two laps, all sessions. Consistent pedal feel with longer pedal travel in later laps. Consistent rate of deceleration. Cornering/Handling – Turns in well but oversteer occurs quickly. Chassis felt taught, not always compliant when curbed. Transmission (Shift Points) – Transmission performed well, seamless upshifts and downshifts. Engine – Lots of power. Easy to induce oversteer with throttle. Throttle mapping aggressive in performance mode. Other –Tires worked well with predictable results during understeer and oversteer.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET CAPRICE 3.6L

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
G. Correa, LAPD	01:25.29	01:23.76	01:23.52	01:23.91	01:24.79	01:24.16	01:24.56	01:25.09	01:24.38	62.3
R.Juarez, LASD	01:24.97	01:23.31	01:23.35	01:23.27	01:23.68	01:23.79	01:24.11	01:23.88	01:23.69	62.9
A. Penrith, LAPD	01:24.53	01:23.72	01:23.89	01:23.60	01:23.59	01:23.96	01:24.33	01:23.81	01:23.89	62.7
R. Robinson, LASD	01:25.59	01:24.26	01:24.59	01:25.52	01:24.19	01:24.20	01:23.99	01:26.77	01:24.72	62.1

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Officer G. Correa, LAPD	12:10 pm	75 degrees / 82 degrees
Deputy R. Juarez, LASD	12:27 pm	75 degrees / 82 degrees
Officer A. Penrith, LAPD	12:45 pm	74 degrees / 81 degrees
Deputy R. Robinson, LASD	1:00 pm	74 degrees / 76 degrees

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET CAPRICE 3.6L

ITEM	RATING **
Steering	9.5
Body Lean	9.7
Bounce	9.2
Brake Fade	9.5
Brake Pull	9.5
ABS Operation	9.5

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes worked very well all 32 laps. No fade or pull. Good rate of deceleration. Great pedal feel and modulation. Cornering/Handling – Well balanced chassis. Good dampening and rebound settings. Transmission (Shift Points) – Consistent upshifts and downshifts. No lag or hunting felt. Engine – Good linear torque, pulled well to redline. Good power exiting turns.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET CAPRICE 3.6L E-85

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
G. Correa, LAPD	01:24.51	01:22.09	01:21.86	01:22.87	01:22.71	01:22.35	01:22.49	01:23.12	01:22.61	63.7
R. Juarez, LASD	01:25.31	01:23.62	01:24.67	01:23.95	01:24.54	01:23.60	01:23.07	01:23.58	01:23.99	63.0
A. Penrith, LAPD	01:25.64	01:24.48	01:24.69	01:25.04	01:24.34	01:25.29	01:24.41	01:24.85	01:24.79	62.0
R. Robinson, LASD	01:27.72	01:25.21	01:25.14	01:25.05	01:24.51	01:24.79	01:24.45	01:24.10	01:24.86	62.1

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Officer G. Correa, LAPD	3:23 pm	67 degrees / 75 degrees
Deputy R. Juarez, LASD	3:45 pm	66 degrees / 74 degrees
Officer A. Penrith, LAPD	4:00 pm	66 degrees / 70 degrees
Deputy R. Robinson, LASD	4:20 pm	76 degrees / 66 degrees

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET CAPRICE 3.6L E-85

ITEM	RATING **
Steering	9.2
Body Lean	9.5
Bounce	9
Brake Fade	9.7
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes were very consistent all 32 laps. Good pedal travel and modulation. Cornering/Handling – Good steering feel, very responsive. On throttle oversteer is smooth and predictable. Well balanced chassis. Transmission (Shift Points) – Transmission performed well, seamless upshifts and downshifts. Engine – Strong V6, pulled hard. Smooth power delivery. Good torque.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 DODGE CHARGER 3.6L 2.65 axle

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
G. Correa, LAPD	01:25.94	01:24.53	01:24.86	01:25.15	01:25.34	01:25.14	01:25.04	01:25.26	01:25.13	61.8
R. Juarez, LASD	01:23.81	01:22.91	01:23.44	01:23.68	01:24.22	01:23.73	01:23.71	01:24.76	01:23.77	62.8
A. Penrith, LAPD	01:24.05	01:24.22	01:24.17	01:24.14	01:24.54	01:23.96	01:24.16	01:23.47	01:24.12	62.5
R. Robinson, LASD	01:26.45	01:24.91	01:24.87	01:23.93	01:25.12	01:24.68	01:25.36	01:25.56	01:25.08	61.9

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Officer G. Correa, LAPD	11:30 am	76 degrees / 79 degrees
Deputy R. Juarez, LASD	11:45 am	75 degrees / 76 degrees
Officer A. Penrith, LAPD	12:05 am	75 degrees / 77 degrees
Deputy R. Robinson, LASD	12:25 am	75 degrees / 78 degrees

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 DODGE CHARGER 3.6L 2.65 axle

ITEM	RATING **
Steering	8.2
Body Lean	8.7
Bounce	9.2
Brake Fade	8.5
Brake Pull	9.0
ABS Operation	9.5

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes felt consistent with a good rate of deceleration. Pedal feel and travel good. Cornering/Handling – Well balance, displays neutral to slight oversteer characteristics. Steering feel felt medium to heavy. Transmission (Shift Points) – Transmission performed well. Kept engine in its powerband at all times. Engine – Good strong powerplant. Throttle modulation was very easy. Good toque band in all gears.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 DODGE CHARGER 3.6L 3.07 axle

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
G. Correa, LAPD	01:25.13	01:23.84	01:23.75	01:24.03	01:24.24	01:24.42	01:23.79	01:24.35	01:24.11	62.6
R. Juarez, LASD	01:24.06	01:23.35	01:23.77	01:24.15	01:24.04	01:23.88	01:23.72	01:24.23	01:23.94	62.7
A. Penrith, LAPD	01:25.42	01:23.34	01:22.93	01:23.60	01:23.81	01:23.55	01:23.41	01:23.79	01:23.58	62.9
R. Robinson, LASD	01:25.73	01:24.39	01:23.87	01:24.02	01:23.99	01:24.44	01:23.78	01:25.56	01:24.38	62.4

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Officer G. Correa, LAPD	11:30 am	73 degrees / 88 degrees
Deputy R. Juarez, LASD	11:50 am	73 degrees / 90 degrees
Officer A. Penrith, LAPD	12:10 pm	74 degrees / 88 degrees
Deputy R. Robinson, LASD	12:30 pm	75 degrees / 91 degrees

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 DODGE CHARGER 3.6L 3.07 axle

ITEM	RATING **
Steering	9.0
Body Lean	9.0
Bounce	8.5
Brake Fade	9.5
Brake Pull	9.5
ABS Operation	9.5

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes were consistent all 8 laps, all sessions. Good pedal feel and travel. Very predictable, easy to modulate. Cornering/Handling – Neutral to moderate oversteer. Steering input and turn in good. No excessive bounce or lean. Transmission (Shift Points) – Transmission displayed a lag in 2-3 and 3-4 upshifts. Felt like waiting for shifts to happen. Engine – Good power. Throttle modulation was easy.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 DODGE CHARGER 3.6L 2.65 axle E-85

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
G. Correa, LAPD	01:24.14	01:23.57	01:23.99	01:23.71	01:24.50	01:23.37	01:24.06	01:24.12	01:23.93	63.0
R. Juarez, LASD	01:24.34	01:24.15	01:24.21	01:24.41	01:25.34	01:23.94	01:23.78	01:24.66	01:24.29	62.3
A. Penrith, LAPD	01:27.42	01:25.47	01:25.08	01:25.73	01:25.64	01:24.94	01:24.89	01:24.76	01:25.29	61.8
R. Robinson, LASD	01:28.84	01:25.82	01:24.29	01:24.65	01:24.90	01:25.24	01:24.84	01:25.29	01:25.12	62.0

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Officer G. Correa, LAPD	4:00 pm	66 degrees / 69 degrees
Deputy R. Juarez, LASD	4:20 pm	66 degrees / 65 degrees
Officer A. Penrith, LAPD	4:40 pm	70 degrees / 62 degrees
Deputy R. Robinson, LASD	5:00 pm	65 degrees / 59 degrees

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 DODGE CHARGER 3.6L 3.07 axle E-85

ITEM	RATING **
Steering	8.5
Body Lean	8.7
Bounce	8.7
Brake Fade	8.2
Brake Pull	9.5
ABS Operation	9.0

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes consistent with good rate of deceleration for all 8 laps , 1st and 2nd session. Pedal travel increase and drop off in deceleration throughout 8 laps of 3rd session. 4th session experienced the following; lap 1 pedal went to the floor on each application. Pumping the brake pedal did not alleviate the issue. On lap 2-8 the pedal firmed up and the rate of deceleration improved slightly. Cornering/Handling –Steering felt sluggish, heavy. Neutral to moderate oversteer. Minimal body lean. Transmission (Shift Points) – Transmission shift points well matched to engine output. Some delayed downshifts occurred exiting corners, only occurred randomly. Engine – Strong, smooth power delivery. Pulled consistently all 32 laps.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHARGER HEMI 5.7L 2.65 axle

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
G. Correa, LAPD	01:24.42	01:23.06	01:22.90	01:22.45	01:22.97	01:21.46	01:24.08	01:23.48	01:23.16	63.4
R. Juarez, LASD	01:23.77	01:22.09	01:22.46	01:22.71	01:22.68	01:22.64	01:22.62	01:23.66	01:22.79	63.5
A. Penrith, LAPD	01:23.66	01:22.93	01:22.04	01:22.63	01:22.55	01:22.24	01:22.41	01:21.77	01:22.47	63.7
R. Robinson, LASD	01:26.84	01:23.72	01:22.64	01:22.64	01:23.14	01:23.00	01:23.15	01:22.80	01:23.07	63.3

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Officer G. Correa, LAPD	12.50 pm	75 degrees / 90 degrees
Deputy R. Juarez, LASD	1:14 pm	76 degrees / 89 degrees
Officer A. Penrith, LAPD	2:00 pm	74 degrees / 86 degrees
Deputy R. Robinson, LASD	2:20 pm	74 degrees / 84 degrees

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHARGER HEMI 5.7L 2.65 axle

ITEM	RATING **
Steering	8
Body Lean	8.7
Bounce	9
Brake Fade	6.2
Brake Pull	8.7
ABS Operation	8.2

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Laps 1-4, 1st session, brakes worked well. Laps 5-8 brakes began to fade and became increasingly worse. Lap 1, 2nd session, brake pedal went to the floor. Brakes came back with average pedal feel with a good rate of deceleration. 3rd session brakes had strong rate of deceleration but pedal feel was soft and travel lengthened. Laps 1-2, 4th session, brakes went to floor on every application and extended stopping distances. Laps 3-8 pedal feel came back and remained consistent. Cornering/Handling – Chassis felt good, minimal lean and roll. Oversteer prevalent requiring more throttle modulation than usual. Rear of vehicle steps out in trail braking. Transmission (Shift Points) – Shift points constant and predictable. Transmission is well matched to the engine. Engine – Strong engine, pulls hard to redline. Engine power demands careful throttle modulation. Other – Car is very fast but demanding to drive. Requires constant driver's attention when driven near the limits.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHARGER HEMI 5.7L 3.06 axle

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
G. Correa, LAPD	01:22.82	01:21.91	01:21.88	01:21.47	01:23.57	01:22.18	01:22.13	01:22.68	01:22.27	63.7
R. Juarez, LASD	01:28.89	01:23.43	01:22.45	01:22.30	01:22.56	01:23.45	01:22.79	01:23.35	01:23.01	63.4
A. Penrith, LAPD	01:26.24	01:22.73	01:23.08	01:22.72	01:22.33	01:23.59	01:23.58	01:23.48	01:23.20	63.2
R. Robinson, LASD	-	-	-	-	-	-	-	-	-	-

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Officer G. Correa, LAPD	9:30 am	68 degrees / 73 degrees
Deputy R. Juarez, LASD	9:55 am	70 degrees / 75 degrees
Officer A. Penrith, LAPD	10:15 am	73 degrees / 84 degrees
Deputy R. Robinson, LASD	-	-

*Note - Vehicle was unable to complete the last eight lap session due to brake failure. Vehicle was not allowed to continue in the testing/evaluation process.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHARGER HEMI 5.7L 3.06 axle

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

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Cornering/Handling – Transmission (Shift Points) – Engine – Other

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 FORD POLICE INTERCEPTOR FWD BASE

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
G. Correa, LAPD	01:25.95	01:25.00	01:25.38	01:26.26	01:25.41	01:25.71	01:25.42	01:25.87	01:26.52	61.5
R. Juarez, LASD	01:24.30	01:25.00	01:25.01	01:24.65	01:24.72	01:25.65	01:25.74	01:25.07	01:25.02	61.8
A. Penrith, LAPD	01:24.28	01:23.93	01:24.21	01:24.41	01:24.18	01:23.96	01:25.05	01:25.34	01:24.35	62.3
R. Robinson, LASD	01:25.88	01:24.57	01:24.41	01:24.82	01:23.82	01:24.41	01:24.67	01:24.47	01:24.56	62.3

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Officer G. Correa, LAPD	1:35 pm	74 degrees / 87 degrees
Deputy R. Juarez, LASD	2:00 pm	74 degrees / 86 degrees
Officer A. Penrith, LAPD	2:20 pm	74 degrees / 84 degrees
Deputy R. Robinson, LASD	2:40 pm	73 degrees / 82 degrees

VEHICLE DYNAMICS EVALUATION

2012 FORD POLICE INTERCEPTOR FWD BASE

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

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes –Brakes performed very well all 32 laps. Great pedal feel and modulation on all applications. No fade or pull felt. Cornering/Handling – Chassis very compliant during turns and stable at high speeds. Torque is virtually non-existent. Steering feel and turn in are very good. Nice handling package. Transmission (Shift Points) – Shift points very consistent. Engine – Engine power well matched to chassis. Engine is responsive and makes good power. Other – Very good platform, easy car to drive when nearing its limits.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 FORD POLICE INTERCEPTOR AWD BASE

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
G. Correa, LAPD	01:25.40	01:24.51	01:24.65	01:25.04	01:25.52	01:25.26	01:25.06	01:25.24	01:25.11	61.9
R. Juarez, LASD	01:24.30	01:24.36	01:24.80	01:25.17	01:24.73	01:24.46	01:24.69	01:24.46	01:24.58	62.2
A. Penrith, LAPD	01:24.12	01:24.89	01:24.99	01:24.27	01:24.29	01:24.11	01:23.90	01:24.25	01:24.32	62.4
R. Robinson, LASD	01:24.70	01:23.77	01:23.95	01:23.60	01:23.87	01:24.34	01:24.07	01:24.30	01:24.05	62.6

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Officer G. Correa, LAPD	9:36 am	67 degrees / 76 degrees
Deputy R. Juarez, LASD	9:50 am	70 degrees / 79 degrees
Officer A. Penrith, LAPD	10:15 am	71 degrees / 82 degrees
Deputy R. Robinson, LASD	10:35 am	72degrees / 86 degrees

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 FORD POLICE INTERCEPTOR AWD BASE

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

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes performed very well all 32 laps. Great rate of deceleration, minimal fade. Cornering/Handling – Well balanced, excellent turn in. Chassis dampening roll and high speed stability excellent. Transmission (Shift Points) – Shifts consistent. Well matched to the engine. Always in the right gear when accelerating, braking or in transition. Engine – Good powerplant. Very linear power delivery through entire powerband. Other – Very easy car to drive. Excellent handling, brakes and power.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 FORD POLICE INTERCEPTOR ECOBOOST AWD

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
G. Correa, LAPD	01:22.16	01:20.59	01:20.94	01:21.52	01:21.24	01:21.28	01:22.06	01:21.60	01:21.44	64.7
R. Juarez, LASD	01:20.40	01:20.07	01:19.98	01:20.43	01:20.25	01:20.15	01:20.60	01:20.47	01:20.30	65.6
A. Penrith, LAPD	01:20.54	01:20.87	01:20.94	01:20.34	01:20.77	01:20.92	01:19.91	01:20.54	01:20.66	65.2
R. Robinson, LASD	01:21.66	01:20.07	01:20.18	01:20.41	01:20.89	01:20.75	01:21.32	01:21.16	01:20.79	65.2

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Officer G. Correa, LAPD	9:00 am	65 degrees / 67 degrees
Deputy R. Juarez, LASD	9:20 am	66 degrees / 66 degrees
Officer A. Penrith, LAPD	9:38 am	69 degrees / 73 degrees
Deputy R. Robinson, LASD	10:03 am	70 degrees / 75 degrees

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 FORD POLICE INTERCEPTOR ECOBOOST AWD

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

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – brakes worked very well all 32 laps. Solid feel – confidence inspiring. Great initial bite and rate of deceleration. Firm pedal with great modulation. Cornering/Handling – Very flat and neutral. Weight distribution feels perfect. Steering feel is very good and turn in is quick and precise. Transmission (Shift Points) – Transmission performed well. Consistent shift points, whether upshifting or downshifting. Engine – Strong powerplant. Never hesitated to accelerate under any and all demands. Easy throttle modulation. Well matched to the chassis. Other – Very fast yet easy to drive. Very forgiving of driver error.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 FORD POLICE INTERCEPTOR UTILITY FWD

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
G. Correa, LAPD	01:32.12	01:30.36	01:30.40	01:31.98	01:30.76	01:29.93	01:30.35	01:30.07	01:30.65	58.2
R. Juarez, LASD	01:30.62	01:29.26	01:30.13	01:28.94	01:28.73	01:29.10	01:28.29	01:28.03	01:29.07	59.1
A. Penrith, LAPD	01:28.54	01:28.58	01:27.93	01:28.18	01:27.84	01:28.05	01:27.93	01:27.99	01:28.10	59.7
R. Robinson, LASD	01:31.17	01:29.31	01:29.12	01:28.78	01:29.16	01:29.35	01:29.05	01:28.33	01:29.13	59.1

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Officer G. Correa, LAPD	12:10 pm	74 degrees / 88 degrees
Deputy R. Juarez, LASD	12:30 pm	75 degrees / 91 degrees
Officer A. Penrith, LAPD	12:50 pm	75 degrees / 90 degrees
Deputy R. Robinson, LASD	1:15 pm	75 degrees / 89 degrees

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 FORD POLICE INTERCEPTOR UTILITY FWD

ITEM	RATING **
Steering	8.0
Body Lean	7.7
Bounce	8.5
Brake Fade	8.7
Brake Pull	9.2
ABS Operation	9.5

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – brakes performed well through all 32 laps. Firm pedal feel. No pull or fade experienced. Initial bite was good and rate of deceleration was consistent. Cornering/Handling – Mostly neutral in turns with some body lean and bounce. Necessary to modulate the throttle and steering angle in turns to avoid wheel spin and traction control intervention. Transmission (Shift Points) – Transmission shifts points were consistent and kept the vehicle moving under all conditions. Engine – Good powerplant – pulled strong to redline. Excellent throttle response

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 FORD POLICE INTERCEPTOR UTILITY AWD

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
G. Correa, LAPD	01:29.26	01:27.81	01:28.18	01:28.74	01:28.56	01:28.59	01:28.34	01:27.98	01:28.40	60.0
R. Juarez, LASD	01:27.21	01:26.91	01:26.85	01:26.94	01:26.92	01:26.88	01:27.28	01:26.92	01:26.96	60.6
A. Penrith, LAPD	01:27.12	01:26.88	01:27.15	01:27.02	01:26.64	01:27.39	01:26.95	01:27.50	01:27.08	60.4
R. Robinson, LASD	01:28.37	01:26.65	01:26.67	01:26.66	01:26.69	01:26.96	01:27.30	01:26.95	01:26.87	60.5

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Officer G. Correa, LAPD	10:50 am	75 degrees / 83 degrees
Deputy R. Juarez, LASD	11:10 am	75 degrees / 85 degrees
Officer A. Penrith, LAPD	11:30 am	76 degrees / 89 degrees
Deputy R. Robinson, LASD	11:45 am	75 degrees / 86 degrees

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 FORD POLICE INTERCEPTOR UTILITY AWD

ITEM	RATING **
Steering	9.5
Body Lean	9.2
Bounce	9.5
Brake Fade	9.5
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes were very good all 32 laps. Good pedal effort and easy modulation. No fade or pull. Cornering/Handling – Great handling vehicle, especially when driving turn to turn. Extremely easy to drive. Transmission (Shift Points) – Consistent shift points throughout. No lag felt. Vehicle was always in the correct gear. Engine – Smooth power delivery, does not overpower any of the dynamics of the vehicle. Other – Easy SUV to drive, well mannered.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 FORD POLICE INTERCEPTOR AWD BASE E-85

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
G. Correa, LAPD	01:25.39	01:24.25	01:24.08	01:24.44	01:24.85	01:24.81	01:24.94	01:25.29	01:24.76	62.3
R. Juarez, LASD	01:23.68	01:24.12	01:24.63	01:24.85	01:25.64	01:24.41	01:24.71	01:23.84	01:24.43	62.5
A. Penrith, LAPD	01:23.95	01:23.32	01:23.49	01:23.55	01:23.28	01:24.05	01:23.92	01:23.36	01:23.60	62.9
R. Robinson, LASD	01:25.26	01:23.35	01:23.27	01:23.76	01:23.36	01:23.58	01:23.98	01:23.64	01:23.61	63.0

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Officer G. Correa, LAPD	12:00 pm	70 degrees / 83 degrees
Deputy R. Juarez, LASD	12:58 pm	70 degrees / 85 degrees
Officer A. Penrith, LAPD	1:16 pm	70 degrees / 89 degrees
Deputy R. Robinson, LASD	1:38 pm	70 degrees / 86 degrees

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 FORD POLICE INTERCEPTOR AWD BASE E-85

ITEM	RATING **
Steering	9.5
Body Lean	9.5
Bounce	9.2
Brake Fade	10
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes were very good all 32 laps. Good pedal effort and easy modulation. No fade or pull. Great rate of deceleration throughout. Cornering/Handling – Great handling vehicle, especially when driving turn to turn. Extremely easy to drive. Good high speed stability. Transmission (Shift Points) – Consistent shift points throughout. No lag felt. Vehicle was always in the correct gear. Engine – Smooth power delivery, does not overpower any of the dynamics of the vehicle. Good throttle modulation. Other – Easy car to drive, well mannered.

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 FORD POLICE UTILITY AWD BASE E-85

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
A. Penrith, LAPD	01:47.10	01:25.60	01:25.98	01:26.63	01:26.62	01:26.82	01:26.78	01:26.66	01:26.58	60.8
G. Correa, LAPD	01:29.60	01:27.44	01:27.57	01:27.51	01:28.37	01:28.36	01:27.60	01:27.74	01:27.86	60.0
R. Juarez, LASD	01:26.47	01:26.13	01:26.05	01:25.95	01:26.31	01:26.52	01:26.20	01:26.16	01:26.22	61.1
R. Robinson, LASD	01:27.26	01:26.17	01:25.83	01:26.34	01:26.08	01:26.24	01:26.26	01:26.10	01:26.20	61.1

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Officer A. Penrith, LAPD	2:00 pm	69 degrees / 84 degrees
Officer G. Correa, LAPD	2:20 pm	69 degrees / 83 degrees
Deputy R. Juarez, LASD	2:40 pm	69 degrees / 82 degrees
Deputy R. Robinson, LASD	3:00 pm	68 degrees / 79 degrees

32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION

2012 FORD POLICE UTILITY AWD BASE E-85

ITEM	RATING **
Steering	9
Body Lean	9
Bounce	9.2
Brake Fade	9.2
Brake Pull	9.5
ABS Operation	9.5

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Good initial bite and strong deceleration with good pedal modulation. No fade or pull. Cornering/Handling – Very neutral handling characteristics with a hint of understeer exiting the turns. Good steering feel from on-center to transitions. Transmission (Shift Points) – Shift points feel well mapped out. No lag or hunting when downshifting. Engine – Strong, smooth power delivery. Very responsive. Other – Easy SUV to drive, well mannered.

PURSUIT COURSE EVALUATION RESULTS

This test is for those vehicles equipped with a factory installed “POLICE PACKAGE” and identified by the manufacturer as pursuit vehicles. This evaluation is conducted on a closed 2.45 mile city street course which closely represents the environment most urban law enforcement agencies must contend with. The course has virtually no straight-a-ways and consists of right and left turns and obstacles in the roadway.

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

For this test, two drivers are utilized for each vehicle. Each driver completes two laps around the city or “pursuit” course. Lap timing is via a GPS based “VBOX Datalogger" mounted in the car. The combined times of the two laps are recorded next to the driver's name.

If the test vehicle is unable to complete the course in less than 4 minutes and 45 seconds, it is judged unacceptable for high speed law enforcement use.

PURSUIT COURSE TEST RESULTS

2012 CHEVROLET IMPALA				
DRIVER	**LAP 1 TIME**	**LAP 2 TIME**	**TOTAL TIME**	**AVERAGE SPEED**
Deputy R. Juarez LASD	02:08.55	02:07.56	04:16.11	34.57
Officer A. Penrith LAPD	02:07.23	02:05.66	04:12.89	35.01

2012 CHEVROLET IMPALA E-85				
DRIVER	**LAP 1 TIME**	**LAP 2 TIME**	**TOTAL TIME**	**AVERAGE SPEED**
Deputy R. Juarez LASD	02:07.90	02:03.77	04:11.67	35.18
Officer A. Penrith LAPD	02:08.41	02:05.56	04:13.97	34.87

2012 CHEVROLET TAHOE				
DRIVER	**LAP 1 TIME**	**LAP 2 TIME**	**TOTAL TIME**	**AVERAGE SPEED**
Deputy R. Robinson LASD	02:17.87	02:13.81	04:31.68	32.59
Officer G. Correa LAPD	02:15.70	02:13.05	04:28.75	32.95

2012 CHEVROLET TAHOE E-85				
DRIVER	**LAP 1 TIME**	**LAP 2 TIME**	**TOTAL TIME**	**AVERAGE SPEED**
Deputy R. Robinson LASD	02:15.91	02:12.80	04:28.71	32.95
Officer G. Correa LAPD	02:20.21	02:14.50	04:34.71	32.23

2012 CHEVROLET CAPRICE 3.6L				
DRIVER	**LAP 1 TIME**	**LAP 2 TIME**	**TOTAL TIME**	**AVERAGE SPEED**
Deputy R. Robinson LASD	02:05.87	02:03.41	04:09.28	35.52
Officer G. Correa LAPD	02:07.40	02:03.26	04:10.66	35.33

2012 CHEVROLET CAPRICE 3.6L E-85				
DRIVER	**LAP 1 TIME**	**LAP 2 TIME**	**TOTAL TIME**	**AVERAGE SPEED**
Deputy R. Juarez LASD	02:05.92	02:04.96	04:10.88	35.29
Officer A. Penrith LAPD	02:07.62	02:04.49	04:12.11	35.12

PURSUIT COURSE TEST RESULTS

2012 CHEVROLET CAPRICE 6.0L				
DRIVER	**LAP 1 TIME**	**LAP 2 TIME**	**TOTAL TIME**	**AVERAGE SPEED**
Deputy R. Robinson LASD	02:07.37	02:04.60	04:12.00	34.15
Officer G. Correa LAPD	02:07.88	02:05.44	04:13.32	34.95

2012 CHEVROLET CAPRICE 6.0L E-85				
DRIVER	**LAP 1 TIME**	**LAP 2 TIME**	**TOTAL TIME**	**AVERAGE SPEED**
Deputy R. Robinson LASD	02:07.38	02:04.76	04:12.14	35.12
Officer G. Correa LAPD	02:05.34	02:03.96	04:09.30	35.52

2012 DODGE CHARGER 5.7L 3.06				
DRIVER	**LAP 1 TIME**	**LAP 2 TIME**	**TOTAL TIME**	**AVERAGE SPEED**
Deputy R. Robinson LASD	-	-	-	-
Officer M. Hemsworth LAPD	-	-	-	-

Vehicle did not participate in Pursuit Testing due to brake failure.

2012 DODGE CHARGER 3.6L 2.65				
DRIVER	**LAP 1 TIME**	**LAP 2 TIME**	**TOTAL TIME**	**AVERAGE SPEED**
Deputy R. Juarez LASD	02:11.05	02:07.78	04:18.83	34.21
Officer A. Penrith LAPD	02:06.33	02:04.22	04:10.55	35.34

2012 DODGE CHARGER 3.6L 2.65 E-85				
DRIVER	**LAP 1 TIME**	**LAP 2 TIME**	**TOTAL TIME**	**AVERAGE SPEED**
Deputy R. Robinson LASD	02:07.70	02:05.61	04:13.31	34.96
Officer G. Correa LAPD	02:08.49	02:07.58	04:16.07	34.58

2012 DODGE CHARGER 3.6L 3.07				
DRIVER	**LAP 1 TIME**	**LAP 2 TIME**	**TOTAL TIME**	**AVERAGE SPEED**
Deputy R. Juarez LASD	02:05.84	02:02.16	04:08.00	36.90
Officer A. Penrith LAPD	02:07.75	02:04.24	04:11.99	35.14

PURSUIT COURSE TEST RESULTS

2012 DODGE CHARGER 5.7L 2.65				
DRIVER	**LAP 1 TIME**	**LAP 2 TIME**	**TOTAL TIME**	**AVERAGE SPEED**
Deputy R. Robinson LASD	02:06.55	02:03.87	04:10.42	35.36
Officer G. Correa LAPD	02:09.31	02:04.82	04:14.13	34.84

2012 FORD POLICE INTERCEPTOR FWD				
DRIVER	**LAP 1 TIME**	**LAP 2 TIME**	**TOTAL TIME**	**AVERAGE SPEED**
Deputy R. Robinson LASD	02:05.37	02:02.82	04:08.19	36.88
Officer G. Correa LAPD	02:07.38	02:03.88	04:11.26	35.24

2012 FORD POLICE INTERCEPTOR AWD				
DRIVER	**LAP 1 TIME**	**LAP 2 TIME**	**TOTAL TIME**	**AVERAGE SPEED**
Deputy R. Juarez LASD	02:06.05	02:03.73	04:09.78	35.45
Officer A. Penrith LAPD	02:05.05	02:04.76	04:09.81	35.45

2012 FORD POLICE INTERCEPTOR AWD E-85				
DRIVER	**LAP 1 TIME**	**LAP 2 TIME**	**TOTAL TIME**	**AVERAGE SPEED**
Deputy R. Juarez LASD	02:04.50	02:01.22	04:05.72	36.04
Officer A. Penrith LAPD	02:03.59	02:03.10	04:06.69	35.89

2012 FORD POLICE INTERCEPTOR AWD ECOBOOST				
DRIVER	**LAP 1 TIME**	**LAP 2 TIME**	**TOTAL TIME**	**AVERAGE SPEED**
Deputy R. Robinson LASD	02:03.88	02:01.51	04:05.39	36.08
Officer G. Correa LAPD	02:07.00	02:04.38	04:11.38	35.22

2012 FORD POLICE INTERCEPTOR UTILITY FWD				
DRIVER	**LAP 1 TIME**	**LAP 2 TIME**	**TOTAL TIME**	**AVERAGE SPEED**
Deputy R. Juarez LASD	02:11.85	02:11.24	04:23.09	33.66
Officer A. Penrith LAPD	02:12.50	02:09.74	04:22.24	33.77

2012 FORD POLICE INTERCEPTOR UTILITY AWD				
DRIVER	**LAP 1 TIME**	**LAP 2 TIME**	**TOTAL TIME**	**AVERAGE SPEED**
Deputy R. Juarez LASD	02:05.65	02:04.33	04:09.98	35.42
Officer A. Penrith LAPD	02:07.48	02:05.82	04:13.30	34.96

PURSUIT COURSE TEST RESULTS

2012 FORD POLICE INTERCEPTOR UTILITY AWD E-85				
DRIVER	**LAP 1 TIME**	**LAP 2 TIME**	**TOTAL TIME**	**AVERAGE SPEED**
Deputy R. Juarez LASD	02:08.16	02:05.22	04:13.38	34.95
Officer A. Penrith LAPD	02:06.54	02:03.99	04:10.53	35.34

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET IMPALA

ITEM	RATING **
Steering	8
Body Lean	8
Bounce	8
Brake Fade	9
Brake Pull	9
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Strong, consistent, feel and pedal travel was very good. Cornering/Handling – Moderate understeer through transitions. Transmission (Shift Points) – Always in correct gear, no lag or hunting. Engine – Strong powerplant, eager to rev.

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET IMPALA E-85

ITEM	RATING **
Steering	8.5
Body Lean	8
Bounce	8.5
Brake Fade	9.5
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes worked very well both sessions. Easy to modulate with excellent rate of deceleration. Good pedal feel and travel. Cornering/Handling – Chassis felt soft. Transmission (Shift Points) – Transmission worked very well, no lag or hunting. Engine – Strong engine, well matched to chassis.

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET TAHOE

ITEM	RATING **
Steering	5.5
Body Lean	5.5
Bounce	7
Brake Fade	8.5
Brake Pull	9.5
ABS Operation	9.5

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Long pedal travel, felt the ABS was too intrusive. Initial bite and rate of deceleration was good. Cornering/Handling – Steering feel was light and slow. Lot of body lean and neutral to moderate understeer in turns. Transmission (Shift Points) – Transmission felt ok, noticed delayed downshifts when transitioning from turn to straight away. Engine – Good power.

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET TAHOE E-85

ITEM	RATING **
Steering	5
Body Lean	5
Bounce	6.5
Brake Fade	8.5
Brake Pull	9.5
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Good, predictable and consistent. Increased pedal travel during second lap, both sessions. Cornering/Handling – Weight transfers were very noticeable and moderately difficult to control through tight turns. Steering felt light and slow. Transmission (Shift Points) – Slow engagement when downshifting while exiting a turn. Engine – Smooth Power delivery.

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET CAPRICE V6

ITEM	RATING **
Steering	10
Body Lean	10
Bounce	9
Brake Fade	10
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Pedal travel and feel were good. 2nd driver felt increase in pedal travel yet rate of deceleration felt consistent. Cornering/Handling – Neutral to mild understeer in turns. Transmission (Shift Points) – Slight hesitation in shift point when exiting a turn. Engine – Good power, easy to modulate the throttle.

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET CAPRICE V6 E-85

ITEM	RATING **
Steering	9
Body Lean	10
Bounce	10
Brake Fade	10
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Strong brakes. Good modulation and pedal feel. Hard to use all the brakes that are available. Cornering/Handling – Slight understeer when driven hard into a turn. Well balanced, smooth transitions. Transmission (Shift Points) – Transmission worked very well. Smooth, positive shifts. Engine – Very strong, even at low rpm's.

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET CAPRICE 6.0L

ITEM	RATING **
Steering	8
Body Lean	8
Bounce	8
Brake Fade	9.5
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – No fade or pull experienced. Worked well both sessions. Cornering/Handling – Oversteer was prevalent without careful throttle modulation. Body lean and bounce were minimal. Quick turn in. Transmission (Shift Points) – Shift points were consistent. Engine – Made good power, required careful throttle modulation.

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2012 CHEVROLET CAPRICE 6.0L E-85

ITEM	RATING **
Steering	8
Body Lean	7.5
Bounce	8
Brake Fade	9.5
Brake Pull	9.5
ABS Operation	9.5

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes worked well both sessions. Excellent rate of deceleration. Good modulation and pedal feel. Cornering/Handling – Chassis felt on the soft side, spring rate felt sluggish. Transmission (Shift Points) – Consistent, no issues. Engine – The engine made good power.

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2012 DODGE CHARGER 5.7L 3.06

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

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Cornering/Handling – Transmission (Shift Points) – Engine –

Vehicle was unable to participate in the Pursuit Test due to brake failure.

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2012 DODGE CHARGER 3.6L 2.65

ITEM	RATING **
Steering	8.5
Body Lean	9
Bounce	9
Brake Fade	8.5
Brake Pull	8.5
ABS Operation	9.5

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Hard pedal, short travel. Hard to modulate. Cornering/Handling – Handled well, firm chassis. Predictable on throttle oversteer. Transmission (Shift Points) – Transmission worked well. Engine – Strong engine, consistent throughout the powerband.

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2012 DODGE CHARGER 3.6L 2.65 E-85

ITEM	RATING **
Steering	8.5
Body Lean	8.5
Bounce	8
Brake Fade	8.5
Brake Pull	10
ABS Operation	9.5

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Initial application was a hard pedal. Pedal feel improved during the run. Cornering/Handling – Neutral to moderate oversteer. Transmission (Shift Points) – Consistent shift points, trans performed well. Engine – Strong engine, good power.

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2012 DODGE CHARGER 3.6L 3.07

ITEM	RATING **
Steering	8.5
Body Lean	9
Bounce	6.5
Brake Fade	9
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brake pedal felt hard, not easy to modulate. Rate of deceleration was average. Cornering/Handling – Chassis felt tight. Steering was responsive with average turn in. Transmission (Shift Points) – Transmission worked well both sessions. Engine – The engine made good power, pulled well from low rpm's.

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2012 DODGE CHARGER 5.7L 2.65

ITEM	RATING **
Steering	8
Body Lean	9
Bounce	9
Brake Fade	9
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes worked very well both sessions. Minimal fade or pull. Good rate of deceleration. Cornering/Handling – Neutral to moderate understeer and oversteer handling characteristics in turns. Required constant throttle modulation. Body lean and bounce were minimal. Transmission (Shift Points) – Shift points were consistent. Trans worked well in both sessions. Engine – Engine makes more power than is useable making throttle modulation difficult. Throttle is like an on-off switch.

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2012 FORD POLICE INTERCEPTOR FWD

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

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes worked very well both sessions. Good initial bite and good rate of deceleration. Cornering/Handling – Minimal understeer in turns. Turn in was quick and precise. Transmission (Shift Points) – Shift points were consistent. Engine – Strong pulling engine throughout rpm band.

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2012 FORD POLICE INTERCEPTOR AWD

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

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Very good brakes with great rate of deceleration. Short pedal travel, easy to modulate. Cornering/Handling – Well tuned chassis, tough to upset. Reacts well to transitions and turn ins. Transmission (Shift Points) – Consistent shift points. Engine – Very strong, smooth delivery.

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2012 FORD POLICE INTERCEPTOR AWD E-85

ITEM	RATING **
Steering	9
Body Lean	9.5
Bounce	9
Brake Fade	10
Brake Pull	10
ABS Operation	10

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Strong brakes, good modulation and pedal feel. Cornering/Handling – Very good, mostly neutral handling. Well balanced, smooth transitions. Transmission (Shift Points) – Worked well both sessions. Always in correct gear for given situation. Engine – Strong powerplant pulls hard at low rpm.

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2012 FORD POLICE INTERCEPTOR AWD ECOBOOST

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

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Strong brakes, good modulation and pedal feel. No fade or pull experienced. Cornering/Handling – Very good, mostly neutral handling. Well balanced, smooth transitions. Careful throttle modulation necessary throughout both sessions to minimize understeer. Transmission (Shift Points) – Worked well both sessions. Always in correct gear for given situation. Engine – Strong powerplant pulls hard at low rpm.

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2012 FORD POLICE INTERCEPTOR UTILITY FWD

ITEM	RATING **
Steering	8
Body Lean	8
Bounce	8.5
Brake Fade	9.5
Brake Pull	9.5
ABS Operation	9.5

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes worked well both sessions. With deep braking, pedal feel is very hard. Cornering/Handling – Chassis feels taught but suffers under hard braking causing excessive forward weight transfer. Transmission (Shift Points) – Trans is well matched to the engine. No lag or gear hunting. Engine – Strong powerplant pulls hard to redline.

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2012 FORD POLICE INTERCEPTOR UTILITY AWD

ITEM	RATING **
Steering	9
Body Lean	9
Bounce	9
Brake Fade	9.5
Brake Pull	9.5
ABS Operation	9.5

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes were consistent both sessions. Firm/hard brake pedal under hard braking. Cornering/Handling – Chassis well dampened and responds well to turn ins. Stable and easy to drive during transitions. Transmission (Shift Points) – Trans is well matched to the engine. No lag or gear hunting. Engine – Strong powerplant pulls hard and consistent under all demands.

PURSUIT COURSE
VEHICLE DYNAMICS EVALUATION

2012 FORD POLICE INTERCEPTOR UTILITY AWD
E-85

ITEM	RATING **
Steering	9
Body Lean	9
Bounce	9
Brake Fade	9
Brake Pull	9
ABS Operation	9

** 1 – Poor 5 – Average 10 – Outstanding

DRIVER COMMENTS
Brakes – Brakes worked well both sessions. Good rate of deceleration, decent modulation. Under hard braking pedal felt firm with no increase in rate of deceleration. Cornering/Handling – Chassis is well dampened and taught. Medium to hard steering feel. Very stable and easy to drive in transitions. Transmission (Shift Points) – Trans is well matched to the engine. No lag or gear hunting. Engine – Good powerplant. Good torque band, pulls hard to redline.

BRAKE EVALUATION RESULTS

This test procedure measures the braking response and efficiency of the vehicle.

The test is conducted immediately following the preliminary handling test (32 laps). This ensures that the brakes are tested after being driven at high speeds, thus simulating the actual operating conditions experienced by the officer in the field.

The test is conducted by first accelerating the vehicle to 80 MPH, then decelerating to a stop, maintaining an average deceleration rate of 22 feet per second. This procedure is repeated three additional times. At this point, a five minute stationary cool down period occurs. The vehicle is then accelerated to a speed of 60 MPH and decelerated at the maximum deceleration rate attainable before the onset of ABS. After a two minute delay, the 60 MPH procedure is repeated again. As soon as the vehicle has stopped, it is immediately accelerated to 60 MPH and then stopped as quickly as possible, simulating a panic stop. That stopping distance is measured and recorded, utilizing a "VBOX Datalogger". The "Datalogger" is a GPS based measuring device. If a brake malfunction is experienced (i.e., severe fading or inability to stop in a straight line,) an effort is made to detect the cause of the brake failure. If it is decided that the failure is inherent in the engineering of the brake system of the vehicle, the test is discontinued and the vehicle is disqualified from further testing. If the failure is associated with a correctable situation, it is corrected and the test is rerun. The defect and any remedial action taken are noted in the test results.

BRAKE TEST RESULTS
PANIC STOP FROM 60 MPH TO ZERO

VEHICLE	STOPPING DISTANCE IN FEET CORRECTED TO 60 MPH
Chevrolet Impala 3.6L	139.21 feet @ 60 mph
Chevrolet Impala 3.6L E-85	138.87 feet @ 60 mph
Chevrolet Tahoe 5.3L	152.71 feet @ 60 mph
Chevrolet Tahoe 5.3L E-85	164.40 feet @ 60 mph
Chevrolet Caprice 6.0L	138.07 feet @ 60 mph
Chevrolet Caprice 6.0L E-85	135.78 feet @ 60 mph
Chevrolet Caprice 3.6L	133.59 feet @ 60 mph
Chevrolet Caprice 3.6L E-85	131.74 feet @ 60 mph
Dodge Charger 5.7L 3.06	Disqualified
Dodge Charger 5.7L 2.65	138.97 feet @ 60 mph
Dodge Charger 3.6L 2.65 E85	140.26 feet @ 60 mph
Dodge Charger 3.6L 3.07	138.25 feet @ 60 mph
Dodge Charger 3.6L 2.65	137.14 feet @ 60 mph
Ford Police Interceptor FWD Base 3.5L	140.86 feet @ 60 mph
Ford Police Interceptor AWD Base 3.5L	134.29 feet @ 60 mph
Ford Police Interceptor AWD Base E-85 3.5L	137.55 feet @ 60 mph

BRAKE TEST RESULTS
PANIC STOP FROM 60 MPH TO ZERO

VEHICLE	STOPPING DISTANCE IN FEET CORRECTED TO 60 MPH
Ford Police Interceptor AWD EcoBoost 3.5L	145.59 feet @ 60 mph
Ford Police Interceptor Utility AWD 3.7L	144.53 feet @ 60 mph
Ford Police Interceptor Utility AWD E-85 3.7L	137.40 feet @ 60 mph
Ford Police Interceptor Utility FWD 3.7L	144.67 feet @ 60 mph

ACCELERATION EVALUATI0N RESULTS

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

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

All of the information gathered during the acceleration and subsequent brake test is gathered using a "VBOX Datalogger". The "Datalogger" is a GPS based measuring device.

ACCELERATION EVALUATION

SPEED	CHEVROLET IMPALA 3.6L	CHEVROLET IMPALA 3.6L E-85	CHEVROLET TAHOE PPV 5.3L	CHEVROLET TAHOE PPV 5.3L E85
0 – 20 MPH	2.17 sec	2.15 sec	2.17 sec	2.21 sec
0 – 30 MPH	3.32 sec	3.22 sec	3.45 sec	3.37 sec
0 – 40 MPH	4.47 sec	4.31 sec	4.95 sec	4.82 sec
0 – 50 MPH	5.90 sec	5.75 sec	6.98 sec	6.66 sec
0 – 60 MPH	7.66 sec	7.39 sec	9.55 sec	8.67 sec
0 – 70 MPH	9.52 sec	9.18 sec	12.73 sec	11.40 sec
0 – 80 MPH	12.47 sec	11.97 sec	15.95 sec	14.77 sec
0 – 90 MPH	15.84 sec	15.17 sec	19.69 sec	18.31 sec
0 – 100 MPH	19.51 sec	18.51 sec	24.30 sec	23.36 sec
30 – 60 MPH	5.73 sec	5.39 sec	5.74 sec	5.73 sec
60 – 100 MPH	14.04 sec	12.28 sec	14.80 sec	14.61 sec
***SS – ¼ Mile**	16.06 sec @ 90.65 mph	15.84 sec @ 92.15 mph	17.28 sec @ 83.67 mph	16.85 sec @ 85.82 mph

SPEED	CHEVROLET CAPRICE 6.0L E-85	CHEVROLET CAPRICE 6.0L	CHEVROLET CAPRICE 3.6L E-85	CHEVROLET CAPRICE 3.6L
0 – 20 MPH	1.76 sec	1.92 sec	1.73 sec	2.16 sec
0 – 30 MPH	2.66 sec	2.84 sec	2.82 sec	3.33 sec
0 – 40 MPH	3.69 sec	3.95 sec	3.95 sec	4.55 sec
0 – 50 MPH	4.89 sec	5.27 sec	5.58 sec	6.32 sec
0 – 60 MPH	6.28 sec	6.76 sec	7.34 sec	8.22 sec
0 – 70 MPH	8.13 sec	8.67 sec	9.34 sec	10.21 sec
0 – 80 MPH	10.20 sec	10.84 sec	12.29 sec	13.15 sec
0 – 90 MPH	12.41 sec	13.23 sec	15.38 sec	16.68 sec
0 – 100 MPH	14.88 sec	15.93 sec	19.13 sec	20.36 sec
30 – 60 MPH	3.85 sec	4.15 sec	4.53 sec	4.83 sec
60 – 100 MPH	8.35 sec	9.21 sec	12.00 sec	11.69 sec
***SS – ¼ Mile**	14.81 sec @ 99.55 mph	15.23 sec @ 97.45 mph	15.71 sec @ 90.94 mph	16.36 sec @ 88.98 mph

** Standing Start

ACCELERATION EVALUATION

SPEED		FORD POLICE INTERCEPTOR AWD 3.5L E-85	FORD POLICE INTERCEPTOR AWD UTILITY 3.7L E-85	FORD POLICE INTERCEPTOR FWD UTILITY 3.7L
0 – 20 MPH		2.03 sec	2.22 sec	2.22 sec
0 – 30 MPH		2.97 sec	3.24 sec	3.42 sec
0 – 40 MPH		4.21 sec	4.66 sec	4.79 sec
0 – 50 MPH		5.59 sec	6.24 sec	6.24 sec
0 – 60 MPH		7.52 sec	8.56 sec	8.40 sec
0 – 70 MPH		9.84 sec	10.99 sec	10.84 sec
0 – 80 MPH		12.34 sec	13.88 sec	13.61 sec
0 – 90 MPH		15.37 sec	17.62 sec	16.93 sec
0 – 100 MPH		19.38 sec	23.37 sec	21.58 sec
30 – 60 MPH		4.78 sec	5.04 sec	4.94 sec
60 – 100 MPH		11.30 sec	14.29 sec	12.49 sec
***SS – ¼ Mile**		15.89 sec @ 91.33 mph	16.63 sec @ 87.38 mph	16.54 sec @ 88.77 mph

SPEED	FORD POLICE INTERCEPTOR AWD 3.5L	FORD POLICE INTERCEPTOR AWD ECOBOOST 3.5L	FORD POLICE INTERCEPTOR AWD UTILITY 3.7L	FORD POLICE INTERCEPTOR FWD 3.5L
0 – 20 MPH	2.88 sec	1.95 sec	2.19 sec	2.41 sec
0 – 30 MPH	4.00 sec	2.69 sec	3.18 sec	3.53 sec
0 – 40 MPH	5.35 sec	3.61 sec	4.53 sec	4.81 sec
0 – 50 MPH	6.85 sec	4.69 sec	6.08 sec	6.45 sec
0 – 60 MPH	9.02 sec	6.19 sec	8.47 sec	8.36 sec
0 – 70 MPH	11.55 sec	7.76 sec	10.86 sec	10.95 sec
0 – 80 MPH	14.23 sec	9.60 sec	13.73 sec	13.74 sec
0 – 90 MPH	17.48 sec	11.97 sec	17.36 sec	16.81 sec
0 – 100 MPH	22.16 sec	14.50 sec	23.37 sec	21.38 sec
30 – 60 MPH	5.08 sec	3.54 sec	5.23 sec	5.01 sec
60 – 100 MPH	12.38 sec	8.20 sec	14.42 sec	11.93 sec
***SS – ¼ Mile**	17.15 sec @ 88.93 mph	14.71 sec @ 99.07 mph	16.53 sec @ 87.84 mph	16.65 sec @ 89.49 mph

ACCELERATION EVALUATION

SPEED	DODGE CHARGER 5.7L HEMI – 3.06	DODGE CHARGER 5.7L HEMI – 2.65	DODGE CHARGER 3.6L – 3.07	DODGE CHARGER 3.6L – 2.65
0 – 20 MPH	1.95 sec	2.44 sec	2.42 sec	2.41 sec
0 – 30 MPH	2.69 sec	3.46 sec	3.61 sec	3.76 sec
0 – 40 MPH	3.61 sec	4.43 sec	4.75 sec	5.10 sec
0 – 50 MPH	4.69 sec	5.58 sec	6.17 sec	6.48 sec
0 – 60 MPH	6.19 sec	7.12 sec	8.21 sec	8.32 sec
0 – 70 MPH	7.76 sec	8.73 sec	10.42 sec	10.62 sec
0 – 80 MPH	9.60 sec	10.67 sec	12.89 sec	13.18 sec
0 – 90 MPH	11.97 sec	13.51 sec	16.59 sec	15.92 sec
0 – 100 MPH	14.50 sec	16.29 sec	20.63 sec	20.70 sec
30 – 60 MPH	3.54 sec	4.15 sec	4.60 sec	4.82 sec
60 – 100 MPH	8.20 sec	8.34 sec	11.54 sec	11.95 sec
***SS – ¼ Mile**	14.71 sec @ 99.07 mph	15.56 sec @ 97.43 mph	16.47 sec @ 89.53 mph	16.57 sec @ 92.19 mph

SPEED	DODGE CHARGER 3.6L – 2.65 E-85			
0 – 20 MPH	2.02 sec			
0 – 30 MPH	3.32 sec			
0 – 40 MPH	4.55 sec			
0 – 50 MPH	5.89 sec			
0 – 60 MPH	7.68 sec			
0 – 70 MPH	10.00 sec			
0 – 80 MPH	12.47 sec			
0 – 90 MPH	15.23 sec			
0 – 100 MPH	19.72 sec			
30 – 60 MPH	4.55 sec			
60 – 100 MPH	11.50 sec			
***SS – ¼ Mile**	16.04 sec @ 92.46 mph			

HEAT EVALUATION RESULTS

Today's modern exhaust emission and computer monitored automobile is designed to operate at much higher temperatures than vehicles from the 1970's and 1980's. Scientific breakthroughs in metallurgy and lubrication compositions allow the modern engine to operate at temperatures formerly thought to be detrimental. A vehicle from the 1970 era usually exceeded 180 degrees under normal driving conditions and generally overheated at 212 degrees. Today, modern engines operate safely between 200 to 260 degrees. Our heat testing is a "PASS-FAIL" scenario and is based on manufacturer's allowable operating temperatures.

Heat from each engine component is measured by a diagnostic tool via the vehicles data link connector. Components not electronically monitored by the onboard computers are measured by means of a digital thermometer.
Measurements are taken at the conclusion of the 32 high speed laps. This process is accomplished in the following manner:

1. Transmission Fluid	Measurement taken via DLC (data link connector).
2. Engine Oil	Measurement taken via DLC (data link connector).
3. Power Steering	The probe is inserted into the pump reservoir fluid.
4. Radiator Coolant	Measurement taken via DLC (data link connector)
5. Outside Air	Temperature is measured away from the vehicle and in direct sunlight.

VEHICLE HEAT EVALUATION

CHEVROLET IMPALA

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	302º F	248º F	302º F	262° F
TESTED AT	224° F	239° F	199° F	206° F

CHEVROLET IMPALA – E85

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	302º F	248º F	302º F	262° F
TESTED AT	224° F	215° F	172° F	210° F

CHEVROLET TAHOE

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	298º F	302º F	262° F
TESTED AT	237° F	215° F	176° F	199° F

CHEVROLET TAHOE E-85

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	298º F	302º F	262° F
TESTED AT	239° F	221° F	170° F	201 ° F

CHEVROLET CAPRICE 3.6L

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	298º F	302º F	262° F
TESTED AT	258° F	221° F	210° F	206° F

VEHICLE HEAT EVALUATION

CHEVROLET CAPRICE 3.6L E-85

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	298º F	302º F	262° F
TESTED AT	242° F	215° F	192° F	206° F

CHEVROLET CAPRICE 6.0L

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	298º F	302º F	262° F
TESTED AT	260° F	215° F	183° F	217° F

CHEVROLET CAPRICE 6.0L E-85

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	298º F	302º F	262° F
TESTED AT	257° F	226° F	190° F	210° F

DODGE CHARGER 3.6L 2.65

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	300º F	275º F		260° F
TESTED AT	213° F	203° F		212° F

DODGE CHARGER 3.6L 3.07

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	300º F	275º F		260° F
TESTED AT	212° F	203° F		212° F

VEHICLE HEAT EVALUATION

DODGE CHARGER 3.6L 2.65 E-85

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	300º F	275º F		260° F
TESTED AT	215° F	212° F		212° F

DODGE CHARGER 5.7L 2.65

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	300º F	275º F		260° F
TESTED AT	235° F	206° F		219° F

DODGE CHARGER 5.7L 3.07

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	300º F	275º F		260° F
TESTED AT	-	-		-

FORD POLICE INTERCEPTOR FWD

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	275º F	Electronic Assist	262° F
TESTED AT	296° F	257° F		226° F

FORD POLICE INTERCEPTOR AWD

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	275º F	Electronic Assist	262° F
TESTED AT	293° F	261° F		217° F

VEHICLE HEAT EVALUATION

FORD POLICE INTERCEPTOR AWD E-85

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	275º F	Electronic Assist	262° F
TESTED AT	286.° F	261.° F		214.° F

FORD POLICE INTERCEPTOR AWD ECOBOOST

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	275º F	Electronic Assist	262° F
TESTED AT	278.° F	255.° F		239.° F

FORD POLICE INTERCEPTOR UTILITY FWD

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	275º F	Electronic Assist	262° F
TESTED AT	284.° F	257.° F		230.° F

FORD POLICE INTERCEPTOR UTILITY AWD

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	275º F	Electronic Assist	262° F
TESTED AT	292.° F	253.° F		229.° F

FORD POLICE INTERCEPTOR UTILITY AWD E-85

	ENGINE OIL	TRANSMISSION OIL	POWER STEERING	RADIATOR
MANUFACTURER'S RECOMMENDATION	320º F	275º F	Electronic Assist	262° F
TESTED AT	287.° F	254.° F		227.° F

MECHANICAL EVALUATION RESULTS

The mechanical evaluation (performed by mechanics employed by the Sheriff's Department's fleet maintenance contractor) evaluates the day-to-day serviceability and maintenance of the vehicle.

Major consideration is given toward the accessibility and ease of repair of component parts for the purpose of obtaining a predictive evaluation of the time, and ease, of major repairs. The specific factors considered in evaluating each component are enumerated on the Mechanical Evaluation form.

MECHANICAL EVALUATION

2012 CHEVROLET IMPALA

ELECTRICAL SYSTEM	CONSIDERATIONS	RATING *
Battery	Accessibility, Group, Size	8
Alternator	Accessibility, Amperage	6
Starter	Accessibility, Power	6
Ignition	Accessibility	6
Spark Plugs	Accessibility	6
Lights	Ease of Replacement & Headlight Adjustment	8
Fuse Box	Accessibility, Serviceability	6
FUEL SYSTEM	**CONSIDERATIONS**	**RATING ***
Fuel Injection	Accessibility, Serviceability	6
Fuel Pump	Accessibility, Serviceability	7
Fuel Filter	Accessibility, Serviceability	N/A
Fuel Tank / Lines	Accessibility, Puncture Resistant	7
COOLING SYSTEM	**CONSIDERATIONS**	**RATING ***
Radiator	Accessibility, Protection, Size	4
Heater Core	Accessibility	2
Water Pump	Accessibility, Belt Arrangement	4
Thermostat	Accessibility	6
Hoses	Accessibility	6
Coolant Recovery	Accessibility, Capacity	7
SUSPENSION & STEERING	**CONSIDERATIONS**	**RATING ***
Front	Accessibility, Serviceability	7
Rear	Accessibility, Serviceability	8
Shock Absorbers – Front	Accessibility, Serviceability	8
Shock Absorbers – Rear	Accessibility, Serviceability	6
Front End Alignments	Accessibility, Serviceability	8
Steering Gear Box	Accessibility, Serviceability	N/A
Rack & Pinion Assembly	Accessibility, Serviceability	7
Control Arms – Front	Accessibility, Serviceability	8
Control Arms - Rear	Accessibility, Serviceability	8
EXHAUST SYSTEM	**CONSIDERATIONS**	**RATING ***
Catalytic Converter	Accessibility, Protection	7
Muffler	Accessibility	8
Pipes	Accessibility, Support	9
Manifold	Accessibility	N/A

* 1 – Poor 5 – Average 10 - Outstanding

2012 CHEVROLET IMPALA – Continued

ENGINE & ACCESSORIES	CONSIDERATIONS	RATING *
Engine Removal	Accessibility, Ease of Removal	4
Cylinder Head Removal	Accessibility, Ease of Removal	4
Valve Covers	Accessibility, Valve Train Serviceability	5
Timing Cover	Accessibility	3
Oil Pan	Accessibility, Ease of Removal	3.5
Drain Plug	Accessibility, Ease of Removal	10
Dip Stick	Accessibility, Night Usability	10
Oil Filter	Accessibility, Ease of Removal	3
Power Steering Pump	Accessibility, Serviceability	5
Engine Mounts	Accessibility	6
A/C Compressor	Accessibility, Serviceability	4
Evaporator	Accessibility, Ease of Removal	2
A/C Condenser	Accessibility, Ease of Removal	5
Oil Cooler(s)	Accessibility, Ease of Removal	4
TRANSMISSION	**CONSIDERATIONS**	**RATING ***
Transmission	Ease Of Removal, Serviceability	3
Pan & Drain Plug	Accessibility, Ease of Removal	10
Dip Stick	Accessibility	10
Filter	Accessibility	N/A
Cooler	Accessibility, Ease of Removal	6
BRAKES	**CONSIDERATIONS**	**RATING ***
Master Cylinder	Accessibility, Serviceability	8
Power Brake Booster	Accessibility, Serviceability	4
Front Wheel Brakes	Accessibility	9
Rear Wheel Brakes	Accessibility	9
ABS System	Accessibility, Serviceability	8
RWD / FWD / DRIVE SHAFT	**CONSIDERATIONS**	**RATING ***
Differential Removal	Accessibility, Serviceability	N/A
Differential Service	Accessibility	N/A
Axle Bearings & Seals	Accessibility, Serviceability	6 / FWD
Drive Shaft	Accessibility, Serviceability	N/A
Universal Joints	Accessibility, Serviceability	N/A
C.V. Joints	Accessibility, Serviceability	6 / FWD

* 1 – Poor 5 – Average 10 – Outstanding

2012 CHEVROLET IMPALA – Continued

BODY	CONSIDERATIONS	RATING *
Windshield	Tinted	8
Door Glass	Framed	7
Heater	Accessibility, Serviceability	4
Door Pillars	Adequacy, Ease of Barrier Installation	5
Patrol Equipment – Outfitting	Ease of Outfitting, Emergency Lights	5
Instrument Panel	Accessibility, Serviceability	6
Seat Belts	Accessibility, Serviceability	7
Air Bag Location	Accessibility, Serviceability	7

* 1 – Poor 5 – Average 10 - Outstanding

2012 CHEVROLET TAHOE

ELECTRICAL SYSTEM	CONSIDERATIONS	RATING *
Battery	Accessibility, Group, Size	10
Alternator	Accessibility, Amperage	10
Starter	Accessibility, Power	7
Ignition	Accessibility	8
Spark Plugs	Accessibility	7
Lights	Ease of Replacement & Headlight Adjustment	7
Fuse Box	Accessibility, Serviceability	8
FUEL SYSTEM	**CONSIDERATIONS**	**RATING ***
Fuel Injection	Accessibility, Serviceability	7
Fuel Pump	Accessibility, Serviceability	5
Fuel Filter	Accessibility, Serviceability	N/A
Fuel Tank / Lines	Accessibility, Puncture Resistant	5
COOLING SYSTEM	**CONSIDERATIONS**	**RATING ***
Radiator	Accessibility, Protection, Size	6
Heater Core	Accessibility	2
Water Pump	Accessibility, Belt Arrangement	8
Thermostat	Accessibility	7
Hoses	Accessibility	8
Coolant Recovery	Accessibility, Capacity	9
SUSPENSION & STEERING	**CONSIDERATIONS**	**RATING ***
Front	Accessibility, Serviceability	8
Rear	Accessibility, Serviceability	8
Shock Absorbers – Front	Accessibility, Serviceability	7
Shock Absorbers – Rear	Accessibility, Serviceability	8
Front End Alignments	Accessibility, Serviceability	8
Steering Gear Box	Accessibility, Serviceability	N/A
Rack & Pinion Assembly	Accessibility, Serviceability	9
Control Arms – Front	Accessibility, Serviceability	9
Control Arms - Rear	Accessibility, Serviceability	9
EXHAUST SYSTEM	**CONSIDERATIONS**	**RATING ***
Catalytic Converter	Accessibility, Protection	5.5
Muffler	Accessibility	6
Pipes	Accessibility, Support	6
Manifold	Accessibility	6

* 1 – Poor 5 – Average 10 – Outstanding

2012 CHEVROLET TAHOE – Continued

ENGINE & ACCESSORIES	CONSIDERATIONS	RATING *
Engine Removal	Accessibility, Ease of Removal	6.5
Cylinder Head Removal	Accessibility, Ease of Removal	6
Valve Covers	Accessibility, Valve Train Serviceability	7
Timing Cover	Accessibility	6
Oil Pan	Accessibility, Ease of Removal	6.5
Drain Plug	Accessibility, Ease of Removal	10
Dip Stick	Accessibility, Night Usability	10
Oil Filter	Accessibility, Ease of Removal	10
Power Steering Pump	Accessibility, Serviceability	9
Engine Mounts	Accessibility	6
A/C Compressor	Accessibility, Serviceability	7.5
Evaporator	Accessibility, Ease of Removal	3.5
A/C Condenser	Accessibility, Ease of Removal	5.5
Oil Cooler(s)	Accessibility, Ease of Removal	7.5
TRANSMISSION	**CONSIDERATIONS**	**RATING ***
Transmission	Ease Of Removal, Serviceability	6.5
Pan & Drain Plug	Accessibility, Ease of Removal	6
Dip Stick	Accessibility	10
Filter	Accessibility	8
Cooler	Accessibility, Ease of Removal	6.5
BRAKES	**CONSIDERATIONS**	**RATING ***
Master Cylinder	Accessibility, Serviceability	10
Power Brake Booster	Accessibility, Serviceability	8
Front Wheel Brakes	Accessibility	10
Rear Wheel Brakes	Accessibility	9
ABS System	Accessibility, Serviceability	7
REAR AXLE DRIVE SHAFT	**CONSIDERATIONS**	**RATING ***
Differential Removal	Accessibility, Serviceability	6
Differential Service	Accessibility	7
Axle Bearings & Seals	Accessibility, Serviceability	7
Drive Shaft	Accessibility, Serviceability	9
Universal Joints	Accessibility, Serviceability	8
C.V. Joints	Accessibility, Serviceability	N/A

* 1 – Poor 5 – Average 10 – Outstanding

2012 CHEVROLET TAHOE – Continued

BODY	CONSIDERATIONS	RATING *
Windshield	Tinted	8
Door Glass	Framed	7
Heater	Accessibility, Serviceability	5
Door Pillars	Adequacy, Ease of Barrier Installation	6
Patrol Equipment – Outfitting	Ease of Outfitting, Emergency Lights	6
Instrument Panel	Accessibility, Serviceability	5
Body Wiring	Accessibility, Serviceability	4.5
Seat Belts	Accessibility, Serviceability	7
Shotgun Rack	Ease of Installation, Ease of Shotgun Removal	UNK
Air Bag Location	Accessibility, Serviceability	5

* 1 – Poor 5 – Average 10 - Outstanding

2012 CHEVROLET CAPRICE 3.6L

ELECTRICAL SYSTEM	CONSIDERATIONS	RATING *
Battery	Accessibility, Group, Size	6.5
Alternator	Accessibility, Amperage	3
Starter	Accessibility, Power	6
Ignition	Accessibility	6
Spark Plugs	Accessibility	6
Lights	Ease of Replacement & Headlight Adjustment	6
Fuse Box	Accessibility, Serviceability	9
FUEL SYSTEM	**CONSIDERATIONS**	**RATING ***
Fuel Injection	Accessibility, Serviceability	6
Fuel Pump	Accessibility, Serviceability	4
Fuel Filter	Accessibility, Serviceability	N/A
Fuel Tank / Lines	Accessibility, Puncture Resistant	4
COOLING SYSTEM	**CONSIDERATIONS**	**RATING ***
Radiator	Accessibility, Protection, Size	6
Heater Core	Accessibility	3.5
Water Pump	Accessibility, Belt Arrangement	4
Thermostat	Accessibility	7
Hoses	Accessibility	6
Coolant Recovery	Accessibility, Capacity	2
SUSPENSION & STEERING	**CONSIDERATIONS**	**RATING ***
Front	Accessibility, Serviceability	7
Rear	Accessibility, Serviceability	5
Shock Absorbers – Front	Accessibility, Serviceability	8
Shock Absorbers – Rear	Accessibility, Serviceability	6.5
Front End Alignments	Accessibility, Serviceability	8.5
Steering Gear Box	Accessibility, Serviceability	N/A
Rack & Pinion Assembly	Accessibility, Serviceability	6.5
Control Arms – Front	Accessibility, Serviceability	8
Control Arms - Rear	Accessibility, Serviceability	5
EXHAUST SYSTEM	**CONSIDERATIONS**	**RATING ***
Catalytic Converter	Accessibility, Protection	8
Muffler	Accessibility	7
Pipes	Accessibility, Support	7
Manifold	Accessibility	N/A

* 1 – Poor 5 – Average 10 – Outstanding

2012 CHEVROLET CAPRICE 3.6L– Continued

ENGINE & ACCESSORIES	CONSIDERATIONS	RATING *
Engine Removal	Accessibility, Ease of Removal	5
Cylinder Head Removal	Accessibility, Ease of Removal	5
Valve Covers	Accessibility, Valve Train Serviceability	6
Timing Cover	Accessibility	5
Oil Pan	Accessibility, Ease of Removal	4
Drain Plug	Accessibility, Ease of Removal	9
Dip Stick	Accessibility, Night Usability	9
Oil Filter	Accessibility, Ease of Removal	9
Power Steering Pump	Accessibility, Serviceability	6
Engine Mounts	Accessibility	7
A/C Compressor	Accessibility, Serviceability	3
Evaporator	Accessibility, Ease of Removal	5
A/C Condenser	Accessibility, Ease of Removal	4
Oil Cooler(s)	Accessibility, Ease of Removal	3
TRANSMISSION	**CONSIDERATIONS**	**RATING ***
Transmission	Ease Of Removal, Serviceability	8.5
Pan & Drain Plug	Accessibility, Ease of Removal	9
Dip Stick	Accessibility	N/A
Filter	Accessibility	9
Cooler	Accessibility, Ease of Removal	6.5
BRAKES	**CONSIDERATIONS**	**RATING ***
Master Cylinder	Accessibility, Serviceability	6
Power Brake Booster	Accessibility, Serviceability	5
Front Wheel Brakes	Accessibility	9
Rear Wheel Brakes	Accessibility	9
ABS System	Accessibility, Serviceability	8.5
REAR AXLE DRIVE SHAFT	**CONSIDERATIONS**	**RATING ***
Differential Removal	Accessibility, Serviceability	6
Differential Service	Accessibility	5
Axle Bearings & Seals	Accessibility, Serviceability	5
Drive Shaft	Accessibility, Serviceability	4
Universal Joints	Accessibility, Serviceability	N/A
C.V. Joints	Accessibility, Serviceability	4

* 1 – Poor 5 – Average 10 – Outstanding

2012 CHEVROLET CAPRICE 3.6L– Continued

BODY	CONSIDERATIONS	RATING *
Windshield	Tinted	7
Door Glass	Framed	6
Heater	Accessibility, Serviceability	3
Door Pillars	Adequacy, Ease of Barrier Installation	5
Patrol Equipment – Outfitting	Ease of Outfitting, Emergency Lights	5
Instrument Panel	Accessibility, Serviceability	5
Body Wiring	Accessibility, Serviceability	5
Seat Belts	Accessibility, Serviceability	5
Shotgun Rack	Ease of Installation, Ease of Shotgun Removal	N/A
Air Bag Location	Accessibility, Serviceability	5

* 1 – Poor 5 – Average 10 - Outstanding

2012 CHEVROLET CAPRICE 6.0L

ELECTRICAL SYSTEM	CONSIDERATIONS	RATING *
Battery	Accessibility, Group, Size	6.5
Alternator	Accessibility, Amperage	3
Starter	Accessibility, Power	7
Ignition	Accessibility	8
Spark Plugs	Accessibility	6
Lights	Ease of Replacement & Headlight Adjustment	6
Fuse Box	Accessibility, Serviceability	9
FUEL SYSTEM	**CONSIDERATIONS**	**RATING ***
Fuel Injection	Accessibility, Serviceability	6.5
Fuel Pump	Accessibility, Serviceability	4
Fuel Filter	Accessibility, Serviceability	N/A
Fuel Tank / Lines	Accessibility, Puncture Resistant	4
COOLING SYSTEM	**CONSIDERATIONS**	**RATING ***
Radiator	Accessibility, Protection, Size	6
Heater Core	Accessibility	3.5
Water Pump	Accessibility, Belt Arrangement	5
Thermostat	Accessibility	7
Hoses	Accessibility	6.5
Coolant Recovery	Accessibility, Capacity	2
SUSPENSION & STEERING	**CONSIDERATIONS**	**RATING ***
Front	Accessibility, Serviceability	7
Rear	Accessibility, Serviceability	5
Shock Absorbers – Front	Accessibility, Serviceability	8
Shock Absorbers – Rear	Accessibility, Serviceability	6.5
Front End Alignments	Accessibility, Serviceability	8.5
Steering Gear Box	Accessibility, Serviceability	N/A
Rack & Pinion Assembly	Accessibility, Serviceability	6.5
Control Arms – Front	Accessibility, Serviceability	8
Control Arms - Rear	Accessibility, Serviceability	5
EXHAUST SYSTEM	**CONSIDERATIONS**	**RATING ***
Catalytic Converter	Accessibility, Protection	8
Muffler	Accessibility	7
Pipes	Accessibility, Support	7
Manifold	Accessibility	5

* 1 – Poor 5 – Average 10 – Outstanding

2012 CHEVROLET CAPRICE 6.0L– Continued

ENGINE & ACCESSORIES	CONSIDERATIONS	RATING *
Engine Removal	Accessibility, Ease of Removal	5.5
Cylinder Head Removal	Accessibility, Ease of Removal	5.5
Valve Covers	Accessibility, Valve Train Serviceability	7
Timing Cover	Accessibility	5
Oil Pan	Accessibility, Ease of Removal	4
Drain Plug	Accessibility, Ease of Removal	10
Dip Stick	Accessibility, Night Usability	9
Oil Filter	Accessibility, Ease of Removal	9
Power Steering Pump	Accessibility, Serviceability	6
Engine Mounts	Accessibility	7.5
A/C Compressor	Accessibility, Serviceability	3
Evaporator	Accessibility, Ease of Removal	3
A/C Condenser	Accessibility, Ease of Removal	5
Oil Cooler(s)	Accessibility, Ease of Removal	7
TRANSMISSION	**CONSIDERATIONS**	**RATING ***
Transmission	Ease Of Removal, Serviceability	8.5
Pan & Drain Plug	Accessibility, Ease of Removal	9
Dip Stick	Accessibility	N/A
Filter	Accessibility	9
Cooler	Accessibility, Ease of Removal	6.5
BRAKES	**CONSIDERATIONS**	**RATING ***
Master Cylinder	Accessibility, Serviceability	6
Power Brake Booster	Accessibility, Serviceability	5
Front Wheel Brakes	Accessibility	9
Rear Wheel Brakes	Accessibility	9
ABS System	Accessibility, Serviceability	8.5
REAR AXLE DRIVE SHAFT	**CONSIDERATIONS**	**RATING ***
Differential Removal	Accessibility, Serviceability	6
Differential Service	Accessibility	5
Axle Bearings & Seals	Accessibility, Serviceability	5
Drive Shaft	Accessibility, Serviceability	4
Universal Joints	Accessibility, Serviceability	N/A
C.V. Joints	Accessibility, Serviceability	4

* 1 – Poor 5 – Average 10 – Outstanding

2012 CHEVROLET CAPRICE 6.0L– Continued

BODY	CONSIDERATIONS	RATING *
Windshield	Tinted	7
Door Glass	Framed	6
Heater	Accessibility, Serviceability	3
Door Pillars	Adequacy, Ease of Barrier Installation	5
Patrol Equipment – Outfitting	Ease of Outfitting, Emergency Lights	5
Instrument Panel	Accessibility, Serviceability	5
Body Wiring	Accessibility, Serviceability	5
Seat Belts	Accessibility, Serviceability	5
Shotgun Rack	Ease of Installation, Ease of Shotgun Removal	UNK
Air Bag Location	Accessibility, Serviceability	5

* 1 – Poor 5 – Average 10 - Outstanding

2012 DODGE CHARGER 5.7L

ELECTRICAL SYSTEM	CONSIDERATIONS	RATING *
Battery	Accessibility, Group, Size	9
Alternator	Accessibility, Amperage	5
Starter	Accessibility, Power	7.5
Ignition	Accessibility	8
Spark Plugs	Accessibility	5
Lights	Ease of Replacement & Headlight Adjustment	9
Fuse Box	Accessibility, Serviceability	7
FUEL SYSTEM	**CONSIDERATIONS**	**RATING ***
Fuel Injection	Accessibility, Serviceability	7
Fuel Pump	Accessibility, Serviceability	9
Fuel Filter	Accessibility, Serviceability	N/A
Fuel Tank / Lines	Accessibility, Puncture Resistant	4
COOLING SYSTEM	**CONSIDERATIONS**	**RATING ***
Radiator	Accessibility, Protection, Size	4.5
Heater Core	Accessibility	2
Water Pump	Accessibility, Belt Arrangement	6
Thermostat	Accessibility	9
Hoses	Accessibility	6
Coolant Recovery	Accessibility, Capacity	8.5
SUSPENSION & STEERING	**CONSIDERATIONS**	**RATING ***
Front	Accessibility, Serviceability	6
Rear	Accessibility, Serviceability	5
Shock Absorbers – Front	Accessibility, Serviceability	8
Shock Absorbers – Rear	Accessibility, Serviceability	8
Front End Alignments	Accessibility, Serviceability	8.5
Steering Gear Box	Accessibility, Serviceability	N/A
Rack & Pinion Assembly	Accessibility, Serviceability	8
Control Arms – Front	Accessibility, Serviceability	8.5
Control Arms - Rear	Accessibility, Serviceability	8
EXHAUST SYSTEM	**CONSIDERATIONS**	**RATING ***
Catalytic Converter	Accessibility, Protection	7.5
Muffler	Accessibility	7.5
Pipes	Accessibility, Support	7.5
Manifold	Accessibility	4

* 1 – Poor 5 – Average 10 – Outstanding

2012 DODGE CHARGER 5.7L– Continued

ENGINE & ACCESSORIES	CONSIDERATIONS	RATING *
Engine Removal	Accessibility, Ease of Removal	6
Cylinder Head Removal	Accessibility, Ease of Removal	5.5
Valve Covers	Accessibility, Valve Train Serviceability	7.5
Timing Cover	Accessibility	4
Oil Pan	Accessibility, Ease of Removal	7
Drain Plug	Accessibility, Ease of Removal	9
Dip Stick	Accessibility, Night Usability	9
Oil Filter	Accessibility, Ease of Removal	8
Power Steering Pump	Accessibility, Serviceability	3
Engine Mounts	Accessibility	5
A/C Compressor	Accessibility, Serviceability	4
Evaporator	Accessibility, Ease of Removal	4.5
A/C Condenser	Accessibility, Ease of Removal	4.5
Oil Cooler(s)	Accessibility, Ease of Removal	6
TRANSMISSION	**CONSIDERATIONS**	**RATING ***
Transmission	Ease Of Removal, Serviceability	7
Pan & Drain Plug	Accessibility, Ease of Removal	8
Dip Stick	Accessibility	5.5
Filter	Accessibility	8
Cooler	Accessibility, Ease of Removal	6
BRAKES	**CONSIDERATIONS**	**RATING ***
Master Cylinder	Accessibility, Serviceability	4
Power Brake Booster	Accessibility, Serviceability	3
Front Wheel Brakes	Accessibility	8.5
Rear Wheel Brakes	Accessibility	8.5
ABS System	Accessibility, Serviceability	9
REAR AXLE DRIVE SHAFT	**CONSIDERATIONS**	**RATING ***
Differential Removal	Accessibility, Serviceability	4
Differential Service	Accessibility	9
Axle Bearings & Seals	Accessibility, Serviceability	5
Drive Shaft	Accessibility, Serviceability	4
Universal Joints	Accessibility, Serviceability	N/A
C.V. Joints	Accessibility, Serviceability	4

* 1 – Poor 5 – Average 10 – Outstanding

2012 DODGE CHARGER 5.7L – Continued

BODY	CONSIDERATIONS	RATING *
Windshield	Tinted	7
Door Glass	Framed	7
Heater	Accessibility, Serviceability	6
Door Pillars	Adequacy, Ease of Barrier Installation	5
Patrol Equipment – Outfitting	Ease of Outfitting, Emergency Lights	5
Instrument Panel	Accessibility, Serviceability	4
Body Wiring	Accessibility, Serviceability	5
Seat Belts	Accessibility, Serviceability	5
Shotgun Rack	Ease of Installation, Ease of Shotgun Removal	UNK
Air Bag Location	Accessibility, Serviceability	5

* 1 – Poor 5 – Average 10 - Outstanding

2012 DODGE CHARGER – 3.6L

ELECTRICAL SYSTEM	CONSIDERATIONS	RATING *
Battery	Accessibility, Group, Size	9
Alternator	Accessibility, Amperage	7
Starter	Accessibility, Power	8
Ignition	Accessibility	8.5
Spark Plugs	Accessibility	6
Lights	Ease of Replacement & Headlight Adjustment	6
Fuse Box	Accessibility, Serviceability	9
FUEL SYSTEM	**CONSIDERATIONS**	**RATING ***
Fuel Injection	Accessibility, Serviceability	8
Fuel Pump	Accessibility, Serviceability	9
Fuel Filter	Accessibility, Serviceability	N/A
Fuel Tank / Lines	Accessibility, Puncture Resistant	4
COOLING SYSTEM	**CONSIDERATIONS**	**RATING ***
Radiator	Accessibility, Protection, Size	5
Heater Core	Accessibility	2
Water Pump	Accessibility, Belt Arrangement	6
Thermostat	Accessibility	7
Hoses	Accessibility	6
Coolant Recovery	Accessibility, Capacity	8
SUSPENSION & STEERING	**CONSIDERATIONS**	**RATING ***
Front	Accessibility, Serviceability	5
Rear	Accessibility, Serviceability	4
Shock Absorbers – Front	Accessibility, Serviceability	8
Shock Absorbers – Rear	Accessibility, Serviceability	8
Front End Alignments	Accessibility, Serviceability	8
Steering Gear Box	Accessibility, Serviceability	N/A
Rack & Pinion Assembly	Accessibility, Serviceability	8
Control Arms – Front	Accessibility, Serviceability	8.5
Control Arms - Rear	Accessibility, Serviceability	7
EXHAUST SYSTEM	**CONSIDERATIONS**	**RATING ***
Catalytic Converter	Accessibility, Protection	7.5
Muffler	Accessibility	7
Pipes	Accessibility, Support	7
Manifold	Accessibility	5.5

* 1 – Poor 5 – Average 10 – Outstanding

2012 DODGE CHARGER 3.6L – Continued

ENGINE & ACCESSORIES	CONSIDERATIONS	RATING *
Engine Removal	Accessibility, Ease of Removal	6
Cylinder Head Removal	Accessibility, Ease of Removal	6.5
Valve Covers	Accessibility, Valve Train Serviceability	6
Timing Cover	Accessibility	4
Oil Pan	Accessibility, Ease of Removal	4
Drain Plug	Accessibility, Ease of Removal	8.5
Dip Stick	Accessibility, Night Usability	9
Oil Filter	Accessibility, Ease of Removal	8
Power Steering Pump	Accessibility, Serviceability	3
Engine Mounts	Accessibility	5
A/C Compressor	Accessibility, Serviceability	4
Evaporator	Accessibility, Ease of Removal	2
A/C Condenser	Accessibility, Ease of Removal	3
Oil Cooler(s)	Accessibility, Ease of Removal	4
TRANSMISSION	**CONSIDERATIONS**	**RATING ***
Transmission	Ease Of Removal, Serviceability	7
Pan & Drain Plug	Accessibility, Ease of Removal	8
Dip Stick	Accessibility	5.5
Filter	Accessibility	8
Cooler	Accessibility, Ease of Removal	6
BRAKES	**CONSIDERATIONS**	**RATING ***
Master Cylinder	Accessibility, Serviceability	4
Power Brake Booster	Accessibility, Serviceability	3
Front Wheel Brakes	Accessibility	8.5
Rear Wheel Brakes	Accessibility	8.5
ABS System	Accessibility, Serviceability	9
REAR AXLE DRIVE SHAFT	**CONSIDERATIONS**	**RATING ***
Differential Removal	Accessibility, Serviceability	4
Differential Service	Accessibility	7
Axle Bearings & Seals	Accessibility, Serviceability	5
Drive Shaft	Accessibility, Serviceability	4.5
Universal Joints	Accessibility, Serviceability	N/A
C.V. Joints	Accessibility, Serviceability	4

* 1 – Poor 5 – Average 10 – Outstanding

2012 DODGE CHARGER 3.6L – Continued

BODY	CONSIDERATIONS	RATING *
Windshield	Tinted	7
Door Glass	Framed	7
Heater	Accessibility, Serviceability	5
Door Pillars	Adequacy, Ease of Barrier Installation	5
Patrol Equipment – Outfitting	Ease of Outfitting, Emergency Lights	5
Instrument Panel	Accessibility, Serviceability	5
Body Wiring	Accessibility, Serviceability	5
Seat Belts	Accessibility, Serviceability	5
Shotgun Rack	Ease of Installation, Ease of Shotgun Removal	UNK
Air Bag Location	Accessibility, Serviceability	5

* 1 – Poor 5 – Average 10 - Outstanding

2012 FORD POLICE INTERCEPTOR 3.5L FWD

ELECTRICAL SYSTEM	CONSIDERATIONS	RATING *
Battery	Accessibility, Group, Size	10
Alternator	Accessibility, Amperage	3
Starter	Accessibility, Power	6
Ignition	Accessibility	5
Spark Plugs	Accessibility	5
Lights	Ease of Replacement & Headlight Adjustment	8.5
Fuse Box	Accessibility, Serviceability	6
FUEL SYSTEM	**CONSIDERATIONS**	**RATING ***
Fuel Injection	Accessibility, Serviceability	4
Fuel Pump	Accessibility, Serviceability	7.5
Fuel Filter	Accessibility, Serviceability	N/A
Fuel Tank / Lines	Accessibility, Puncture Resistant	7.5
COOLING SYSTEM	**CONSIDERATIONS**	**RATING ***
Radiator	Accessibility, Protection, Size	4
Heater Core	Accessibility	2
Water Pump	Accessibility, Belt Arrangement	3
Thermostat	Accessibility	5.5
Hoses	Accessibility	3.5
Coolant Recovery	Accessibility, Capacity	9
SUSPENSION & STEERING	**CONSIDERATIONS**	**RATING ***
Front	Accessibility, Serviceability	6
Rear	Accessibility, Serviceability	5
Shock Absorbers – Front	Accessibility, Serviceability	8
Shock Absorbers – Rear	Accessibility, Serviceability	8
Front End Alignments	Accessibility, Serviceability	8
Steering Gear Box	Accessibility, Serviceability	N/A
Rack & Pinion Assembly	Accessibility, Serviceability	3
Control Arms – Front	Accessibility, Serviceability	8
Control Arms - Rear	Accessibility, Serviceability	7.5
EXHAUST SYSTEM	**CONSIDERATIONS**	**RATING ***
Catalytic Converter	Accessibility, Protection	3.5
Muffler	Accessibility	8.5
Pipes	Accessibility, Support	8.5
Manifold	Accessibility	N/A

* 1 – Poor 5 – Average 10 – Outstanding

2012 FORD POLICE INTERCEPTOR 3.5L FWD
Continued

ENGINE & ACCESSORIES	CONSIDERATIONS	RATING *
Engine Removal	Accessibility, Ease of Removal	3.5
Cylinder Head Removal	Accessibility, Ease of Removal	3
Valve Covers	Accessibility, Valve Train Serviceability	4.5
Timing Cover	Accessibility	2
Oil Pan	Accessibility, Ease of Removal	7.5
Drain Plug	Accessibility, Ease of Removal	9
Dip Stick	Accessibility, Night Usability	9
Oil Filter	Accessibility, Ease of Removal	9
Power Steering Pump	Accessibility, Serviceability	N/A
Engine Mounts	Accessibility	3
A/C Compressor	Accessibility, Serviceability	7.5
Evaporator	Accessibility, Ease of Removal	2
A/C Condenser	Accessibility, Ease of Removal	3
Oil Cooler(s)	Accessibility, Ease of Removal	3
TRANSMISSION	**CONSIDERATIONS**	**RATING ***
Transmission	Ease Of Removal, Serviceability	3
Pan & Drain Plug	Accessibility, Ease of Removal	7
Dip Stick	Accessibility	5
Filter	Accessibility	N/A
Cooler	Accessibility, Ease of Removal	3
BRAKES	**CONSIDERATIONS**	**RATING ***
Master Cylinder	Accessibility, Serviceability	5
Power Brake Booster	Accessibility, Serviceability	3
Front Wheel Brakes	Accessibility	8.5
Rear Wheel Brakes	Accessibility	8.5
ABS System	Accessibility, Serviceability	4
REAR AXLE DRIVE SHAFT	**CONSIDERATIONS**	**RATING ***
Differential Removal	Accessibility, Serviceability	N/A
Differential Service	Accessibility	N/A
Axle Bearings & Seals	Accessibility, Serviceability	6
Drive Shaft	Accessibility, Serviceability	N/A
Universal Joints	Accessibility, Serviceability	N/A
C.V. Joints	Accessibility, Serviceability	5

* 1 – Poor 5 – Average 10 – Outstanding

2012 FORD POLICE INTERCEPTOR 3.5L FWD
Continued

BODY	CONSIDERATIONS	RATING *
Windshield	Tinted	7
Door Glass	Framed	7
Heater	Accessibility, Serviceability	4
Door Pillars	Adequacy, Ease of Barrier Installation	5
Patrol Equipment – Outfitting	Ease of Outfitting, Emergency Lights	5
Instrument Panel	Accessibility, Serviceability	4
Body Wiring	Accessibility, Serviceability	5
Seat Belts	Accessibility, Serviceability	5
Shotgun Rack	Ease of Installation, Ease of Shotgun Removal	UNK
Air Bag Location	Accessibility, Serviceability	5

* 1 – Poor 5 – Average 10 - Outstanding

2012 FORD POLICE INTERCEPTOR 3.5L AWD

ELECTRICAL SYSTEM	CONSIDERATIONS	RATING *
Battery	Accessibility, Group, Size	10
Alternator	Accessibility, Amperage	3
Starter	Accessibility, Power	6
Ignition	Accessibility	5
Spark Plugs	Accessibility	4
Lights	Ease of Replacement & Headlight Adjustment	8.5
Fuse Box	Accessibility, Serviceability	6
FUEL SYSTEM	**CONSIDERATIONS**	**RATING ***
Fuel Injection	Accessibility, Serviceability	4
Fuel Pump	Accessibility, Serviceability	7.5
Fuel Filter	Accessibility, Serviceability	N/A
Fuel Tank / Lines	Accessibility, Puncture Resistant	7.5
COOLING SYSTEM	**CONSIDERATIONS**	**RATING ***
Radiator	Accessibility, Protection, Size	4
Heater Core	Accessibility	2
Water Pump	Accessibility, Belt Arrangement	3
Thermostat	Accessibility	5.5
Hoses	Accessibility	3.5
Coolant Recovery	Accessibility, Capacity	9
SUSPENSION & STEERING	**CONSIDERATIONS**	**RATING ***
Front	Accessibility, Serviceability	6
Rear	Accessibility, Serviceability	5
Shock Absorbers – Front	Accessibility, Serviceability	8
Shock Absorbers – Rear	Accessibility, Serviceability	8
Front End Alignments	Accessibility, Serviceability	8
Steering Gear Box	Accessibility, Serviceability	N/A
Rack & Pinion Assembly	Accessibility, Serviceability	3
Control Arms – Front	Accessibility, Serviceability	8
Control Arms - Rear	Accessibility, Serviceability	7.5
EXHAUST SYSTEM	**CONSIDERATIONS**	**RATING ***
Catalytic Converter	Accessibility, Protection	3.5
Muffler	Accessibility	8.5
Pipes	Accessibility, Support	8.5
Manifold	Accessibility	N/A

* 1 – Poor 5 – Average 10 – Outstanding

2012 FORD POLICE INTERCEPTOR 3.5L AWD
Continued

ENGINE & ACCESSORIES	CONSIDERATIONS	RATING *
Engine Removal	Accessibility, Ease of Removal	3.5
Cylinder Head Removal	Accessibility, Ease of Removal	3
Valve Covers	Accessibility, Valve Train Serviceability	4.5
Timing Cover	Accessibility	2
Oil Pan	Accessibility, Ease of Removal	7.5
Drain Plug	Accessibility, Ease of Removal	9
Dip Stick	Accessibility, Night Usability	9
Oil Filter	Accessibility, Ease of Removal	9
Power Steering Pump	Accessibility, Serviceability	N/A
Engine Mounts	Accessibility	3
A/C Compressor	Accessibility, Serviceability	7.5
Evaporator	Accessibility, Ease of Removal	2
A/C Condenser	Accessibility, Ease of Removal	3
Oil Cooler(s)	Accessibility, Ease of Removal	3
TRANSMISSION	**CONSIDERATIONS**	**RATING ***
Transmission	Ease Of Removal, Serviceability	3
Pan & Drain Plug	Accessibility, Ease of Removal	7
Dip Stick	Accessibility	5
Filter	Accessibility	N/A
Cooler	Accessibility, Ease of Removal	3
BRAKES	**CONSIDERATIONS**	**RATING ***
Master Cylinder	Accessibility, Serviceability	5
Power Brake Booster	Accessibility, Serviceability	3
Front Wheel Brakes	Accessibility	8.5
Rear Wheel Brakes	Accessibility	8.5
ABS System	Accessibility, Serviceability	4
REAR AXLE DRIVE SHAFT	**CONSIDERATIONS**	**RATING ***
Differential Removal	Accessibility, Serviceability	4
Differential Service	Accessibility	4
Axle Bearings & Seals	Accessibility, Serviceability	4
Drive Shaft	Accessibility, Serviceability	4
Universal Joints	Accessibility, Serviceability	N/A
C.V. Joints	Accessibility, Serviceability	5

* 1 – Poor 5 – Average 10 – Outstanding

2012 FORD POLICE INTERCEPTOR 3.5L AWD
Continued

BODY	CONSIDERATIONS	RATING *
Windshield	Tinted	7
Door Glass	Framed	7
Heater	Accessibility, Serviceability	4
Door Pillars	Adequacy, Ease of Barrier Installation	5
Patrol Equipment – Outfitting	Ease of Outfitting, Emergency Lights	5
Instrument Panel	Accessibility, Serviceability	4
Body Wiring	Accessibility, Serviceability	5
Seat Belts	Accessibility, Serviceability	5
Shotgun Rack	Ease of Installation, Ease of Shotgun Removal	UNK
Air Bag Location	Accessibility, Serviceability	5

* 1 – Poor 5 – Average 10 - Outstanding

2012 FORD POLICE INTERCEPTOR 3.5L AWD ECOBOOST

ELECTRICAL SYSTEM	CONSIDERATIONS	RATING *
Battery	Accessibility, Group, Size	10
Alternator	Accessibility, Amperage	2
Starter	Accessibility, Power	6
Ignition	Accessibility	5
Spark Plugs	Accessibility	5
Lights	Ease of Replacement & Headlight Adjustment	8.5
Fuse Box	Accessibility, Serviceability	5
FUEL SYSTEM	**CONSIDERATIONS**	**RATING ***
Fuel Injection	Accessibility, Serviceability	4
Fuel Pump	Accessibility, Serviceability	7.5
Fuel Filter	Accessibility, Serviceability	N/A
Fuel Tank / Lines	Accessibility, Puncture Resistant	7.5
COOLING SYSTEM	**CONSIDERATIONS**	**RATING ***
Radiator	Accessibility, Protection, Size	4
Heater Core	Accessibility	2
Water Pump	Accessibility, Belt Arrangement	3
Thermostat	Accessibility	5.5
Hoses	Accessibility	3.5
Coolant Recovery	Accessibility, Capacity	9
SUSPENSION & STEERING	**CONSIDERATIONS**	**RATING ***
Front	Accessibility, Serviceability	6
Rear	Accessibility, Serviceability	5
Shock Absorbers – Front	Accessibility, Serviceability	8
Shock Absorbers – Rear	Accessibility, Serviceability	8
Front End Alignments	Accessibility, Serviceability	8
Steering Gear Box	Accessibility, Serviceability	N/A
Rack & Pinion Assembly	Accessibility, Serviceability	3
Control Arms – Front	Accessibility, Serviceability	8
Control Arms - Rear	Accessibility, Serviceability	7.5
EXHAUST SYSTEM	**CONSIDERATIONS**	**RATING ***
Catalytic Converter	Accessibility, Protection	3.5
Muffler	Accessibility	8.5
Pipes	Accessibility, Support	8.5
Manifold	Accessibility	2

* 1 – Poor 5 – Average 10 – Outstanding

2012 FORD POLICE INTERCEPTOR 3.5L AWD ECOBOOST- Continued

ENGINE & ACCESSORIES	CONSIDERATIONS	RATING *
Engine Removal	Accessibility, Ease of Removal	3.5
Cylinder Head Removal	Accessibility, Ease of Removal	3
Valve Covers	Accessibility, Valve Train Serviceability	4.5
Timing Cover	Accessibility	2
Oil Pan	Accessibility, Ease of Removal	7.5
Drain Plug	Accessibility, Ease of Removal	9
Dip Stick	Accessibility, Night Usability	9
Oil Filter	Accessibility, Ease of Removal	9
Power Steering Pump	Accessibility, Serviceability	N/A
Engine Mounts	Accessibility	3
A/C Compressor	Accessibility, Serviceability	7.5
Evaporator	Accessibility, Ease of Removal	2
A/C Condenser	Accessibility, Ease of Removal	3
Oil Cooler(s)	Accessibility, Ease of Removal	3
TRANSMISSION	**CONSIDERATIONS**	**RATING**
Transmission	Ease Of Removal, Serviceability	3
Pan & Drain Plug	Accessibility, Ease of Removal	7
Dip Stick	Accessibility	5
Filter	Accessibility	N/A
Cooler	Accessibility, Ease of Removal	3
BRAKES	**CONSIDERATIONS**	**RATING ***
Master Cylinder	Accessibility, Serviceability	5
Power Brake Booster	Accessibility, Serviceability	3
Front Wheel Brakes	Accessibility	8.5
Rear Wheel Brakes	Accessibility	8.5
ABS System	Accessibility, Serviceability	4
REAR AXLE DRIVE SHAFT	**CONSIDERATIONS**	**RATING ***
Differential Removal	Accessibility, Serviceability	3
Differential Service	Accessibility	3
Axle Bearings & Seals	Accessibility, Serviceability	4
Drive Shaft	Accessibility, Serviceability	4
Universal Joints	Accessibility, Serviceability	UNK
C.V. Joints	Accessibility, Serviceability	5

* 1 – Poor 5 – Average 10 – Outstanding

2012 FORD POLICE INTERCEPTOR 3.5L AWD ECOBOOST- Continued

BODY	CONSIDERATIONS	RATING *
Windshield	Tinted	7
Door Glass	Framed	7
Heater	Accessibility, Serviceability	4
Door Pillars	Adequacy, Ease of Barrier Installation	5
Patrol Equipment – Outfitting	Ease of Outfitting, Emergency Lights	5
Instrument Panel	Accessibility, Serviceability	4
Body Wiring	Accessibility, Serviceability	5
Seat Belts	Accessibility, Serviceability	5
Shotgun Rack	Ease of Installation, Ease of Shotgun Removal	UNK
Air Bag Location	Accessibility, Serviceability	5

* 1 – Poor 5 – Average 10 - Outstanding

2012 FORD POLICE INTERCEPTOR 3.7L UTILITY FWD

ELECTRICAL SYSTEM	CONSIDERATIONS	RATING *
Battery	Accessibility, Group, Size	9.5
Alternator	Accessibility, Amperage	2.5
Starter	Accessibility, Power	6
Ignition	Accessibility	6
Spark Plugs	Accessibility	6
Lights	Ease of Replacement & Headlight Adjustment	6
Fuse Box	Accessibility, Serviceability	9.5
FUEL SYSTEM	**CONSIDERATIONS**	**RATING ***
Fuel Injection	Accessibility, Serviceability	4
Fuel Pump	Accessibility, Serviceability	5.5
Fuel Filter	Accessibility, Serviceability	N/A
Fuel Tank / Lines	Accessibility, Puncture Resistant	7
COOLING SYSTEM	**CONSIDERATIONS**	**RATING ***
Radiator	Accessibility, Protection, Size	3.5
Heater Core	Accessibility	2
Water Pump	Accessibility, Belt Arrangement	2
Thermostat	Accessibility	5
Hoses	Accessibility	4
Coolant Recovery	Accessibility, Capacity	9
SUSPENSION & STEERING	**CONSIDERATIONS**	**RATING ***
Front	Accessibility, Serviceability	5
Rear	Accessibility, Serviceability	5
Shock Absorbers – Front	Accessibility, Serviceability	7.5
Shock Absorbers – Rear	Accessibility, Serviceability	8
Front End Alignments	Accessibility, Serviceability	8
Steering Gear Box	Accessibility, Serviceability	N/A
Rack & Pinion Assembly	Accessibility, Serviceability	5
Control Arms – Front	Accessibility, Serviceability	8
Control Arms - Rear	Accessibility, Serviceability	7.5
EXHAUST SYSTEM	**CONSIDERATIONS**	**RATING ***
Catalytic Converter	Accessibility, Protection	3.5
Muffler	Accessibility	8.5
Pipes	Accessibility, Support	8.5
Manifold	Accessibility	N/A

* 1 – Poor 5 – Average 10 – Outstanding

2012 FORD POLICE INTERCEPTOR 3.7L UTILITY FWD - Continued

ENGINE & ACCESSORIES	CONSIDERATIONS	RATING *
Engine Removal	Accessibility, Ease of Removal	3.5
Cylinder Head Removal	Accessibility, Ease of Removal	2
Valve Covers	Accessibility, Valve Train Serviceability	5
Timing Cover	Accessibility	2
Oil Pan	Accessibility, Ease of Removal	7
Drain Plug	Accessibility, Ease of Removal	10
Dip Stick	Accessibility, Night Usability	10
Oil Filter	Accessibility, Ease of Removal	10
Power Steering Pump	Accessibility, Serviceability	N/A
Engine Mounts	Accessibility	4
A/C Compressor	Accessibility, Serviceability	7
Evaporator	Accessibility, Ease of Removal	2
A/C Condenser	Accessibility, Ease of Removal	3
Oil Cooler(s)	Accessibility, Ease of Removal	4
TRANSMISSION	**CONSIDERATIONS**	**RATING ***
Transmission	Ease Of Removal, Serviceability	3.5
Pan & Drain Plug	Accessibility, Ease of Removal	8
Dip Stick	Accessibility	4
Filter	Accessibility	N/A
Cooler	Accessibility, Ease of Removal	5.5
BRAKES	**CONSIDERATIONS**	**RATING ***
Master Cylinder	Accessibility, Serviceability	5
Power Brake Booster	Accessibility, Serviceability	3
Front Wheel Brakes	Accessibility	8.5
Rear Wheel Brakes	Accessibility	8.5
ABS System	Accessibility, Serviceability	4
REAR AXLE DRIVE SHAFT	**CONSIDERATIONS**	**RATING ***
Differential Removal	Accessibility, Serviceability	N/A
Differential Service	Accessibility	N/A
Axle Bearings & Seals	Accessibility, Serviceability	5
Drive Shaft	Accessibility, Serviceability	5
Universal Joints	Accessibility, Serviceability	N/A
C.V. Joints	Accessibility, Serviceability	4

* 1 – Poor 5 – Average 10 – Outstanding

2012 FORD POLICE INTERCEPTOR 3.7L UTILITY FWD - Continued

BODY	CONSIDERATIONS	RATING *
Windshield	Tinted	8
Door Glass	Framed	5
Heater	Accessibility, Serviceability	3
Door Pillars	Adequacy, Ease of Barrier Installation	4
Patrol Equipment – Outfitting	Ease of Outfitting, Emergency Lights	5
Instrument Panel	Accessibility, Serviceability	3
Body Wiring	Accessibility, Serviceability	4
Seat Belts	Accessibility, Serviceability	5
Shotgun Rack	Ease of Installation, Ease of Shotgun Removal	UNK
Air Bag Location	Accessibility, Serviceability	5

* 1 – Poor 5 – Average 10 - Outstanding

2012 FORD POLICE INTERCEPTOR 3.7L UTILITY AWD

ELECTRICAL SYSTEM	CONSIDERATIONS	RATING *
Battery	Accessibility, Group, Size	9.5
Alternator	Accessibility, Amperage	2.5
Starter	Accessibility, Power	6
Ignition	Accessibility	6
Spark Plugs	Accessibility	6
Lights	Ease of Replacement & Headlight Adjustment	9.5
Fuse Box	Accessibility, Serviceability	6
FUEL SYSTEM	**CONSIDERATIONS**	**RATING ***
Fuel Injection	Accessibility, Serviceability	4
Fuel Pump	Accessibility, Serviceability	5.5
Fuel Filter	Accessibility, Serviceability	N/A
Fuel Tank / Lines	Accessibility, Puncture Resistant	7
COOLING SYSTEM	**CONSIDERATIONS**	**RATING ***
Radiator	Accessibility, Protection, Size	3.5
Heater Core	Accessibility	2
Water Pump	Accessibility, Belt Arrangement	2
Thermostat	Accessibility	5
Hoses	Accessibility	4
Coolant Recovery	Accessibility, Capacity	9
SUSPENSION & STEERING	**CONSIDERATIONS**	**RATING ***
Front	Accessibility, Serviceability	5
Rear	Accessibility, Serviceability	5
Shock Absorbers – Front	Accessibility, Serviceability	7.5
Shock Absorbers – Rear	Accessibility, Serviceability	8
Front End Alignments	Accessibility, Serviceability	8
Steering Gear Box	Accessibility, Serviceability	N/A
Rack & Pinion Assembly	Accessibility, Serviceability	5
Control Arms – Front	Accessibility, Serviceability	7.5
Control Arms - Rear	Accessibility, Serviceability	7.5
EXHAUST SYSTEM	**CONSIDERATIONS**	**RATING ***
Catalytic Converter	Accessibility, Protection	3.5
Muffler	Accessibility	8.5
Pipes	Accessibility, Support	8.5
Manifold	Accessibility	N/A

* 1 – Poor 5 – Average 10 – Outstanding

2012 FORD POLICE INTERCEPTOR 3.7L UTILITY AWD - Continued

ENGINE & ACCESSORIES	CONSIDERATIONS	RATING *
Engine Removal	Accessibility, Ease of Removal	3.5
Cylinder Head Removal	Accessibility, Ease of Removal	2
Valve Covers	Accessibility, Valve Train Serviceability	5
Timing Cover	Accessibility	2
Oil Pan	Accessibility, Ease of Removal	7
Drain Plug	Accessibility, Ease of Removal	10
Dip Stick	Accessibility, Night Usability	10
Oil Filter	Accessibility, Ease of Removal	10
Power Steering Pump	Accessibility, Serviceability	N/A
Engine Mounts	Accessibility	2
A/C Compressor	Accessibility, Serviceability	7
Evaporator	Accessibility, Ease of Removal	2
A/C Condenser	Accessibility, Ease of Removal	3
Oil Cooler(s)	Accessibility, Ease of Removal	3
TRANSMISSION	**CONSIDERATIONS**	**RATING ***
Transmission	Ease Of Removal, Serviceability	3.5
Pan & Drain Plug	Accessibility, Ease of Removal	8
Dip Stick	Accessibility	4
Filter	Accessibility	N/A
Cooler	Accessibility, Ease of Removal	5.5
BRAKES	**CONSIDERATIONS**	**RATING ***
Master Cylinder	Accessibility, Serviceability	5
Power Brake Booster	Accessibility, Serviceability	3
Front Wheel Brakes	Accessibility	8.5
Rear Wheel Brakes	Accessibility	8.5
ABS System	Accessibility, Serviceability	4
REAR AXLE DRIVE SHAFT	**CONSIDERATIONS**	**RATING ***
Differential Removal	Accessibility, Serviceability	3
Differential Service	Accessibility	4
Axle Bearings & Seals	Accessibility, Serviceability	4
Drive Shaft	Accessibility, Serviceability	7
Universal Joints	Accessibility, Serviceability	N/A
C.V. Joints	Accessibility, Serviceability	4

* 1 – Poor 5 – Average 10 – Outstanding

2012 FORD POLICE INTERCEPTOR 3.7L UTILITY AWD - Continued

BODY	CONSIDERATIONS	RATING *
Windshield	Tinted	8
Door Glass	Framed	5
Heater	Accessibility, Serviceability	3
Door Pillars	Adequacy, Ease of Barrier Installation	4
Patrol Equipment – Outfitting	Ease of Outfitting, Emergency Lights	5
Instrument Panel	Accessibility, Serviceability	3
Body Wiring	Accessibility, Serviceability	4
Seat Belts	Accessibility, Serviceability	5
Shotgun Rack	Ease of Installation, Ease of Shotgun Removal	UNK
Air Bag Location	Accessibility, Serviceability	5

* 1 – Poor 5 – Average 10 - Outstanding

COMMUNICATIONS EVALUATION RESULTS

The communications evaluation of each vehicle is conducted by technicians assigned to the Los Angeles County Sheriff's Department's Communications and Fleet Management Bureau. This evaluation concerns itself with the radio installation, the effect of radio operation on vehicle performance and the effect of the vehicle on radio performance.

The Electromagnetic Interference Susceptibility test is intended for use in the presence of electromagnetic fields resulting from use of public safety two-way radios.

Vehicle performance must not be affected in any way by transmissions from a radio and antenna installed in the vehicle and operating in any of the frequency ranges of 450 to 512 MHz, and having a radio frequency output no more than 50 watts. Vehicle performance shall not be affected by the presence of another vehicle equipped with the above described radio and operated next to the subject vehicle.

Radiated and conducted electromagnetic interference vehicle systems and accessories shall be designed to reduce interference with the use of public safety radio receivers or electronic sirens or sound amplifiers. The effective sensitivity of a receiver installed in the vehicle shall not be reduced by more than the amount tabulated below for each frequency band:

FREQUENCY BAND	ALLOWABLE DEGRADATION
450 to 512 MHz	3 dB

Degradation is the difference in effective receiver sensitivity measured with the vehicle engine and accessories turned off as compared to that measured with the engine and accessories turned on.

Sensitivity is measured in terms of the 12 dB Sinad signal as defined in EIA Standard RS-204. To determine effective sensitivity, the receiver is connected to the antenna through an isolating the connector which allows introduction of the signal generator through the isolated port. Comparative signal strength readings are then taken with and without the interference present.

COMMUNICATION NOISE EVALUATION

2012 CHEVROLET IMPALA

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	5dB Gain Whip	Roof

FREQUENCY: 483.0875 MHz

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-87dB	-92dB	1dB
Engine Idle (No Acc)	-87dB	-92dB	1dB
Engine High RPM (No Acc)	-87dB	-92dB	1dB
Engine Idle W/Air	-87dB	-92dB	1dB
Engine Idle W/ Lights	-87dB	-92dB	1dB
Engine Idle W/Heater	-87dB	-92dB	1dB
Engine Idle W/All Acc	-87dB	-92dB	1dB
Engine High RPM W/All Acc	-87dB	-92dB	1dB

Also Tested: Monitored approx. 200 frequencies. No spurious signal detected. Radio used XTS-5000 Portable.

COMMUNICATION NOISE EVALUATION
Continued

2012 CHEVROLET IMPALA

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	7
Microphone	7
Electronic Siren	7
Dashboard Accessibility	
Radio Control Head	7
Siren Console	7
Mobile Digital Terminal/Computer	5
Speakers	7
Microphones	6
Trunk Accessibility	
Factory Power Terminal in Trunk	9
One Radio Installation	8
Two Radio Installation	7
Antenna Installation	4
Computer Installation	5
Engine Accessibility	
Battery Terminal Connection	8
Accommodation for Cables	5
Hidden Siren Installation	6
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	5

** 1 – Poor 5 – Average 10 – Outstanding

COMMUNICATION NOISE EVALUATION

2012 CHEVROLET TAHOE

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	5dB Gain Whip	Roof

FREQUENCY: 483.0875 MHz

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-885dB	-92dB	1dB
Engine Idle (No Acc)	-88dB	-92dB	1dB
Engine High RPM (No Acc)	-88dB	-92dB	1dB
Engine Idle W/Air	-88dB	-92dB	1dB
Engine Idle W/ Lights	-88dB	-92dB	1dB
Engine Idle W/Heater	-88dB	-92dB	1dB
Engine Idle W/All Acc	-88dB	-92dB	1dB
Engine High RPM W/All Acc	-88dB	-92dB	1dB

Also Tested: Monitored approx. 200 frequencies. No spurious signal detected. Radios used XTS-5000 Portable.

COMMUNICATION NOISE EVALUATION
Continued

2012 CHEVROLET TAHOE

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	5
Microphone	6
Electronic Siren	5
Dashboard Accessibility	
Radio Control Head	7
Siren Console	7
Mobile Digital Terminal/Computer	7
Speakers	7
Microphones	7
Trunk Accessibility	
Factory Power Terminal in Trunk	5
One Radio Installation	9
Two Radio Installation	9
Antenna Installation	5
Computer Installation	8
Engine Accessibility	
Battery Terminal Connection	5
Accommodation for Cables	5
Hidden Siren Installation	5
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	5

** 1 – Poor 5 – Average 10 – Outstanding

COMMUNICATION NOISE EVALUATION

2012 CHEVROLET CAPRICE 6.0L

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	5dB Gain Whip	Roof

FREQUENCY: 483.0875 MHz

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-89dBm	-93dB	0dB
Engine Idle (No Acc)	-89dB	-93dB	0dB
Engine High RPM (No Acc)	-89dB	-93dB	0dB
Engine Idle W/Air	-89dB	-93dB	0dB
Engine Idle W/ Lights	-89dB	-93dB	0dB
Engine Idle W/Heater	-89dB	-93dB	0dB
Engine Idle W/All Acc	-89dB	-93dB	0dB
Engine High RPM W/All Acc	-89dB	-93dB	0dB

Also Tested: Monitored approx. 300 frequencies between 470 and 510MHz. No spurious signal detected . Radios used XTS-5000 Portable.

COMMUNICATION NOISE EVALUATION
Continued

2012 CHEVROLET CAPRICE 6.0L

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	7
Microphone	7
Electronic Siren	7
Dashboard Accessibility	
Radio Control Head	6
Siren Console	5
Mobile Digital Terminal/Computer	4
Speakers	4
Microphones	4
Trunk Accessibility	
Factory Power Terminal in Trunk	8
One Radio Installation	8
Two Radio Installation	7
Antenna Installation	5
Computer Installation	5
Engine Accessibility	
Battery Terminal Connection	8
Accommodation for Cables	5
Hidden Siren Installation	6
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	5

** 1 – Poor 5 – Average 10 – Outstanding

COMMUNICATION NOISE EVALUATION

2012 CHEVROLET CAPRICE 3.6L

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	5dB Gain Whip	Roof

FREQUENCY: 483.0875 MHz

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

Also Tested: Monitored approx. 200 frequencies. No spurious signal detected. Radios used XTS-5000 Portable.

COMMUNICATION NOISE EVALUATION
Continued

2012 CHEVROLET CAPRICE 3.6L

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	7
Microphone	7
Electronic Siren	7
Dashboard Accessibility	
Radio Control Head	6
Siren Console	5
Mobile Digital Terminal/Computer	5
Speakers	4
Microphones	4
Trunk Accessibility	
Factory Power Terminal in Trunk	8
One Radio Installation	8
Two Radio Installation	8
Antenna Installation	7
Computer Installation	6
Engine Accessibility	
Battery Terminal Connection	8
Accommodation for Cables	6
Hidden Siren Installation	6
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	5

** 1 – Poor 5 – Average 10 – Outstanding

COMMUNICATION NOISE EVALUATION

2012 DODGE CHARGER 5.7L

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	5dB Gain Whip	Roof

FREQUENCY: 483.0875 MHz

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-86dB	-91dB	1dB
Engine Idle (No Acc)	-86dB	-91dB	1dB
Engine High RPM (No Acc)	-86dB	-91dB	1dB
Engine Idle W/Air	-86dB	-91dB	1dB
Engine Idle W/ Lights	-86dB	-91dB	1dB
Engine Idle W/Heater	-86dB	-91dB	1dB
Engine Idle W/All Acc	-86dB	-91dB	1dB
Engine High RPM W/All Acc	-86dB	-91dB	2dB

Also Tested: Monitored approx. 200 frequencies. Spurious signals detected at 483.1375 and 470.825. Radios used XTS-5000 Portable.

COMMUNICATION NOISE EVALUATION
Continued

2012 DODGE CHARGER 5.7L

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	4
Microphone	5
Electronic Siren	5
Dashboard Accessibility	
Radio Control Head	5
Siren Console	5
Mobile Digital Terminal/Computer	5
Speakers	6
Microphones	5
Trunk Accessibility	
Factory Power Terminal in Trunk	8
One Radio Installation	7
Two Radio Installation	6
Antenna Installation	5
Computer Installation	5
Engine Accessibility	
Battery Terminal Connection	9
Accommodation for Cables	7
Hidden Siren Installation	3
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	6

** 1 – Poor 5 – Average 10 – Outstanding

COMMUNICATION NOISE EVALUATION

2012 DODGE CHARGER 3.6L

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	5dB Gain Whip	Roof

FREQUENCY: 482.8375 MHz

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-90dB	-93dB	4dB
Engine Idle (No Acc)	-90dB	-93dB	4dB
Engine High RPM (No Acc)	-90dB	-93dB	4dB
Engine Idle W/Air	-90dB	-93dB	4dB
Engine Idle W/ Lights	-90dB	-93dB	4dB
Engine Idle W/Heater	-90dB	-93dB	4dB
Engine Idle W/All Acc	-90dB	-93dB	4dB
Engine High RPM W/All Acc	-90dB	-93dB	4dB

Also Tested: Monitored approx. 200 frequencies. Spurious signal detected at 482.8125C-TAC 1, 483.3375 S-TAC 2R, 483.2875 EMERGENCY, 483.6125 S-TAC 4R, 453.2125 S-TAC 28R and 478.8125. Radios used XTS-5000 portable.

COMMUNICATION NOISE EVALUATION
Continued

2012 DODGE CHARGER 3.6L

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	4
Microphone	5
Electronic Siren	5
Dashboard Accessibility	
Radio Control Head	5
Siren Console	5
Mobile Digital Terminal/Computer	5
Speakers	6
Microphones	5
Trunk Accessibility	
Factory Power Terminal in Trunk	8
One Radio Installation	7
Two Radio Installation	6
Antenna Installation	5
Computer Installation	5
Engine Accessibility	
Battery Terminal Connection	9
Accommodation for Cables	7
Hidden Siren Installation	3
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	6

** 1 – Poor 5 – Average 10 - Outstanding

COMMUNICATION NOISE EVALUATION

2012 FORD POLICE INTERCEPTOR 3.5L

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	5dB Gain Whip	Roof

FREQUENCY: 482.8375 MHz

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-89dB	-92dB	0dB
Engine Idle (No Acc)	-89dB	-92dB	0dB
Engine High RPM (No Acc)	-89dB	-92dB	0dB
Engine Idle W/Air	-89dB	-92dB	0dB
Engine Idle W/ Lights	-89dB	-92dB	0dB
Engine Idle W/Heater	-89dB	-92dB	0dB
Engine Idle W/All Acc	-89dB	-92dB	0dB
Engine High RPM W/All Acc	-89dB	-92dB	0dB

Also Tested: Monitored approx. 200 frequencies. No spurious signal detected. Radios used XTS-5000 portable.

COMMUNICATION NOISE EVALUATION
Continued

2012 FORD POLICE INTERCEPTOR 3.5L

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	10
Microphone	10
Electronic Siren	9
Dashboard Accessibility	
Radio Control Head	10
Siren Console	7
Mobile Digital Terminal/Computer	4
Speakers	10
Microphones	9
Trunk Accessibility	
Factory Power Terminal in Trunk	1
One Radio Installation	6
Two Radio Installation	5
Antenna Installation	8
Computer Installation	6
Engine Accessibility	
Battery Terminal Connection	7
Accommodation for Cables	7
Hidden Siren Installation	7
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	5

** 1 – Poor 5 – Average 10 - Outstanding

COMMUNICATION NOISE EVALUATION

2012 FORD POLICE INTERCEPTOR UTILTY 3.7L

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	M20SSS9PW1AN	5dB Gain Whip	Roof

FREQUENCY: 483.0875 MHz

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

Also Tested: Monitored approx. 200 frequencies between. No spurious signal detected. Radios used XTS-5000 portable.

COMMUNICATION NOISE EVALUATION
Continued

2012 FORD POLICE INTERCEPTOR UTILITY 3.7L

Glove Compartment Accessibility – (Undercover Use)	Rating **
Control Head	7
Microphone	7
Electronic Siren	7
Dashboard Accessibility	
Radio Control Head	5
Siren Console	7
Mobile Digital Terminal/Computer	7
Speakers	7
Microphones	7
Trunk Accessibility	
Factory Power Terminal in Trunk	1
One Radio Installation	7
Two Radio Installation	7
Antenna Installation	7
Computer Installation	7
Engine Accessibility	
Battery Terminal Connection	6
Accommodation for Cables	6
Hidden Siren Installation	7
Ignition Fuse Terminal Block	
Clip – on Connections for Accessories	6

** 1 – Poor 5 – Average 10 - Outstanding

ERGONOMICS

This subjective evaluation is a rating of human factors and space utilization done individually and independently by four patrol trained Deputy Sheriffs from the Los Angeles County Sheriff's Department. Each vehicle is driven through a 100 mile loop four times, each time by a different driver. The loop is divided equally into urban, suburban, and freeway driving conditions. The vehicle is operated with the air conditioner and headlights "turned on" and with the transmission selector in the "overdrive" position. No attempt is made to "baby" the vehicle through the loop, but hard acceleration starts are avoided. The ratings are averaged to minimize personal prejudices that individuals may have for, or against, any given vehicle.

Statements in the "drivers comment" section of the evaluation reflect a consensus of their individual comments.

Additionally, during the Ergonomics evaluation, fuel efficiency is also recorded. While EPA mileage estimates may be helpful for comparative purposes, they are based on simulated driving conditions. The fuel efficiency evaluation is an attempt to estimate MPG (miles per gallon) based on actual driving conditions.

The test results are averaged between the four drivers and recorded.

ERGONOMICS EVALUATION
2012 CHEVROLET IMPALA

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6
DRIVERS COMMENTS		
Good view forward and sides. No forward distortion, ceiling and dash height was good.		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 o'clock Position	5	5
4 o'clock Position	4	4.7
5 o'clock Position	4	5
6 o'clock Position	5	5
7 o'clock Position	4	4.7
8 o'clock Position	4	5
9 o'clock Position	4	5
DRIVERS COMMENTS		
Good visibility all around without mirrors. Side mirrors too small and too far back.		

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6
Seat Position	Range of Adjustment	6
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	5.7
Seat to Controls	Steering Wheel, Pedals, Dashboard	6
Headrest Position: With Hat/Helmet	Adequacy	5
Headrest Position: Without Hat/Helmet	Adequacy	5
Headroom	Adequacy	6
Legroom	Adequacy	6
Seatbelt	Ease of Hook-Up/Release	5
Shoulder Strap	Interference with duty gear	6
DRIVERS COMMENTS		
Driver seat comfortable, no issues with seatbelts interfering with equipment. Adequate headroom, adequate leg room.		

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	6
Instrument Visibility	Can You See Them	6
Instrument Legibility	Can You Read Them	6
DRIVERS COMMENTS		
Clear view of instruments, placement was good, easy to read and understand.		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	6
Shift Lever	Accessibility, Indicator Visibility	6
Knobs & Switches	Location, Visibility, Markings, Arrangement	5
Pedals	Location	5
Pedals	Size	5
Pedals	Spacing (Do you hit more than one pedal with boots on?)	5
Parking Brake	Location	5
Parking Brake	Method of Release.	6
DRIVERS COMMENTS		
Steering wheel was comfortable, foot pedals spaced apart nicely. Parking brake foot operated, very easy to use. Trunk release and Hazard switch difficult to use.		

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	5
Rearview Mirror	Size	4
Rearview Mirror	Ease of Adjustment	5
Rearview Mirror	Distortion	5
Driver Side Mirror	Placement	4
Driver Side Mirror	Size	4
Driver Side Mirror	Ease of Adjustment	5
Driver Side Mirror	Distortion	5
Passenger Side Mirror	Placement	4
Passenger Side Mirror	Size	4
Passenger Side Mirror	Ease of Adjustment	4
Passenger Side Mirror	Distortion	5
DRIVERS COMMENTS		
Rear view mirror was fine, no problems. Side view mirrors are easy to adjust and use while driving, but too small to view, loss of visibility, difficult to see very much.		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	5
Rear Door	Ease of Ingress/Egress	8
Window & Door Handles	Accessibility, Ease of Operation	9
DRIVERS COMMENTS		
Small front doors, hard to get in / out. Handles and window controls easy to operate.		

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	5
Headroom	Adequacy	5
Legroom	Adequacy	5
Seatbelt	Ease of Hook-Up/Release	6
DRIVERS COMMENTS		
Minimal head and leg room for tall people.		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	6
Lid	Size of Opening	6
Compartment	Ease of Loading/Unloading	6
DRIVERS COMMENTS		
Spacious trunk. Easy to maneuver gear in and out of truck.		

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Backing visibility was OK, no distortion.		

PARRALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Small side mirrors make it difficult to see low objects.		

PARRALLEL PARK - INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Visibility was limited during incline backing, issue with rear pillars.		

PARRALLEL PARK – DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Visibility was decreased during decline backing due to rear pillars. No distortion.		

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	3
DRIVER COMMENTS		
Backing on 3 point turn, Ok. No distortions, rear visibility obstructed by oversized rear seat headrests.		

ERGONOMICS EVALUATION
2012 CHEVROLET TAHOE

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	8
DRIVERS COMMENTS		
Overall visibility is good. Dashboard at comfortable height.		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 O'clock Position	8	7.5
4 O'clock Position	8	7
5 O'clock Position	8	6
6 O'clock Position	8	6.7
7 O'clock Position	8	6
8 O'clock Position	8	8.7
9 O'clock Position	8	7.5
DRIVERS COMMENTS		
Rear seats block 5 O'clock view and 6 O' clock view.		

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	8
Seat Position	Range of Adjustment	8
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	8
Seat to Controls	Steering Wheel, Pedals, Dashboard	8
Headrest Position: With Hat/Helmet	Adequacy	7
Headrest Position: Without Hat/Helmet	Adequacy	7
Headroom	Adequacy	8
Legroom	Adequacy,	6
Seatbelt	Ease of Hook-Up/Release	6
Shoulder Strap	Interference with duty gear	6
DRIVERS COMMENTS		
Seat comfort is great, plenty of leg and head room.		

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	8
Instrument Visibility	Can You See Them	8
Instrument Legibility	Can You Read Them	8
DRIVERS COMMENTS		
Good instrument placement, good visibility. Panel gets washed out in bright sunlight.		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	7.5
Shift Lever	Accessibility, Indicator Visibility	7
Knobs & Switches	Location, Visibility, Markings, Arrangement	8
Pedals	Location	7
Pedals	Size	7
Pedals	Spacing (Do you hit more than one pedal with boots on?)	7
Parking Brake	Location	7.5
Parking Brake	Method of Release.	7.5
DRIVERS COMMENTS		
All controls are within easy reach. Pedals placed comfortably. Parking brake pedal easy to use.		

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	6
Rearview Mirror	Size	7
Rearview Mirror	Ease of Adjustment	9
Rearview Mirror	Distortion	7
Driver Side Mirror	Placement	6
Driver Side Mirror	Size	6
Driver Side Mirror	Ease of Adjustment	6
Driver Side Mirror	Distortion	5
Passenger Side Mirror	Placement	6
Passenger Side Mirror	Size	6
Passenger Side Mirror	Ease of Adjustment	6
Passenger Side Mirror	Distortion	6
DRIVERS COMMENTS		
Both side mirrors are positioned well, sized right, and provide ample room to see with.		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	7
Rear Door	Ease of Ingress/Egress	6
Window & Door Handles	Accessibility, Ease of Operation	6
DRIVERS COMMENTS		
All doors were large enough to enter and exit without any problems.		

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	5
Headroom	Adequacy	5
Legroom	Adequacy	5
Seatbelt	Ease of Hook-Up/Release	5
DRIVERS COMMENTS		
Rear seats were comfortable and had plenty of head and leg room. Seatbelt was also easy to operate.		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	6
Lid	Size of Opening	6
Compartment	Ease of Loading/Unloading	6
DRIVERS COMMENTS		
Large opening, plenty of space and easy to store gear.		

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Vehicle had good visibility. Plenty of headroom to maneuver during backing.		

PARRALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Vehicle was fairly easy to parallel park.		

PARRALLEL PARK - INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Vehicle had good visibility. Used mirrors to pick up cones.		

PARRALLEL PARK – DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
No problems, easy to see in all directions due to vehicle's height. No difference from incline.		

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Vehicle felt comfortable, had good turning radius, and was easy to turn. .		

ERGONOMICS EVALUATION
2012 CHEVROLET CAPRICE

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6
DRIVERS COMMENTS		
Overall visibility is good.		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 O'clock Position	4	6.5
4 O'clock Position	5	7
5 O'clock Position	5	6
6 O'clock Position	5	7
7 O'clock Position	5	6
8 O'clock Position	5	7
9 O'clock Position	5	7
DRIVERS COMMENTS		
Good visibility right side. Left side has blind spots due to pillar placement. Side mirrors too small		

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6.7
Seat Position	Range of Adjustment	7
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	6
Seat to Controls	Steering Wheel, Pedals, Dashboard	6.5
Headrest Position: With Hat/Helmet	Adequacy	5
Headrest Position: Without Hat/Helmet	Adequacy	5.5
Headroom	Adequacy	5.5
Legroom	Adequacy	5.7
Seatbelt	Ease of Hook-Up/Release	5
Shoulder Strap	Interference with duty gear	5
DRIVERS COMMENTS		
Driver's seat uncomfortable with a gun belt. Seat belt caught on gun belt.		

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	6.5
Instrument Visibility	Can You See Them	6.5
Instrument Legibility	Can You Read Them	6.5
DRIVERS COMMENTS		
Panel laid out well, easy to read gauges.		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	6.5
Shift Lever	Accessibility, Indicator Visibility	5
Knobs & Switches	Location, Visibility, Markings, Arrangement	5
Pedals	Location	5
Pedals	Size	5
Pedals	Spacing (Do you hit more than one pedal with boots on?)	5
Parking Brake	Location	5
Parking Brake	Method of Release.	5
DRIVERS COMMENTS		
All controls are within easy reach. Pedals placed comfortably.		

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	5
Rearview Mirror	Size	5
Rearview Mirror	Ease of Adjustment	5
Rearview Mirror	Distortion	5
Driver Side Mirror	Placement	5
Driver Side Mirror	Size	3
Driver Side Mirror	Ease of Adjustment	4
Driver Side Mirror	Distortion	4
Passenger Side Mirror	Placement	4
Passenger Side Mirror	Size	3
Passenger Side Mirror	Ease of Adjustment	4
Passenger Side Mirror	Distortion	4
DRIVERS COMMENTS		
Outside mirrors are too small.		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	5
Rear Door	Ease of Ingress/Egress	5
Window & Door Handles	Accessibility, Ease of Operation	5
DRIVERS COMMENTS		
All doors were large enough to enter and exit without any problems.		

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	5
Headroom	Adequacy	5
Legroom	Adequacy	5
Seatbelt	Ease of Hook-Up/Release	5
DRIVERS COMMENTS		
Lots of room, good headroom		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	5
Lid	Size of Opening	4
Compartment	Ease of Loading/Unloading	4
DRIVERS COMMENTS		
Deep trunk, easy to load and unload		

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Vehicle had good visibility. Plenty of headroom to maneuver during backing.		

PARRALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6
DRIVER COMMENTS		
Vehicle was fairly easy to parallel park.		

PARRALLEL PARK - INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Vehicle had good visibility.		

PARRALLEL PARK – DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
No problems. No difference from incline.		

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Vehicle felt comfortable, had good turning radius, and was easy to turn. .		

ERGONOMICS EVALUATION
2012 DODGE CHARGER

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVERS COMMENTS		
Low ceiling		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 O'clock Position	5	5
4 O'clock Position	5	5
5 O'clock Position	5	5
6 O'clock Position	5	6
7 O'clock Position	5	5
8 O'clock Position	5	5
9 O'clock Position	5	5
DRIVERS COMMENTS		
Restricted views due to B pillar and passenger headrest.		

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	5
Seat Position	Range of Adjustment	7
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	6
Seat to Controls	Steering Wheel, Pedals, Dashboard	7
Headrest Position: With Hat/Helmet	Adequacy	7
Headrest Position: Without Hat/Helmet	Adequacy	7
Headroom	Adequacy	7
Legroom	Adequacy	6
Seatbelt	Ease of Hook-Up/Release	7
Shoulder Strap	Interference with duty gear	7
DRIVERS COMMENTS		
Seat was very comfortable. Plenty of head and leg room.		

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	7
Instrument Visibility	Can You See Them	7
Instrument Legibility	Can You Read Them	7
DRIVERS COMMENTS		
All instruments are easy to see, read, and use.		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	7
Shift Lever	Accessibility, Indicator Visibility	7
Knobs & Switches	Location, Visibility, Markings, Arrangement	7
Pedals	Location	6
Pedals	Size	7
Pedals	Spacing (Do you hit more than one pedal with boots on?)	5
Parking Brake	Location	7
Parking Brake	Method of Release.	7
DRIVERS COMMENTS		
Steering wheel size and position is good, solid, and comfortable. Boots hit something under dash when transitioning from brake pedal to gas pedal.		

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	7
Rearview Mirror	Size	7
Rearview Mirror	Ease of Adjustment	7
Rearview Mirror	Distortion	7
Driver Side Mirror	Placement	7
Driver Side Mirror	Size	7
Driver Side Mirror	Ease of Adjustment	7
Driver Side Mirror	Distortion	7
Passenger Side Mirror	Placement	7
Passenger Side Mirror	Size	7
Passenger Side Mirror	Ease of Adjustment	7
Passenger Side Mirror	Distortion	7
DRIVERS COMMENTS		
Both side mirrors were fine and easy to adjust, they provide ample room to see with. Rear view mirror seems a little small.		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	6
Rear Door	Ease of Ingress/Egress	5
Window & Door Handles	Accessibility, Ease of Operation	6
DRIVERS COMMENTS		
Difficult to exit vehicle with low cut roof		

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	5
Headroom	Adequacy	7
Legroom	Adequacy	5
Seatbelt	Ease of Hook-Up/Release	5
DRIVERS COMMENTS		
Minimal headroom for small person		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	7
Lid	Size of Opening	7
Compartment	Ease of Loading/Unloading	6
DRIVERS COMMENTS		
Trunk lid was easy to operate, plenty of trunk space.		

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Rear panels and narrow rear door windows make it more difficult to back up, utilized both side mirrors to pick up cones.		

PARRALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	4
DRIVER COMMENTS		
Narrow viewing out the rear adds difficulty to backing, used both side mirrors to parallel park.		

PARRALLEL PARK - INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	4
DRIVER COMMENTS		
Visibility on the incline was fair. Hard to see out rear window		

PARRALLEL PARK – DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	4
DRIVER COMMENTS		
Visibility was fair, no problems backing.		

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Overall, visibility to the front was good. Visibility to the rear was fair due to sloping roof and wide rear pillars. Easy to complete 3 point turn.		

ERGONOMICS EVALUATION
2012 FORD POLICE INTERCEPTOR

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVERS COMMENTS		
Windows are too small. Rear window does not give enough view.		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 O'clock Position	5	4.5
4 O'clock Position	5	4.5
5 O'clock Position	5	4.5
6 O'clock Position	5	5
7 O'clock Position	5	4.2
8 O'clock Position	5	4.5
9 O'clock Position	5	4
DRIVERS COMMENTS		
B pillar blocks 4-5 o'clock view and 7-8 o'clock view. Headrest and pillars block view.		

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6.2
Seat Position	Range of Adjustment	6.2
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	6
Seat to Controls	Steering Wheel, Pedals, Dashboard	6
Headrest Position: With Hat/Helmet	Adequacy	5.2
Headrest Position: Without Hat/Helmet	Adequacy	6
Headroom	Adequacy	5.2
Legroom	Adequacy	6
Seatbelt	Ease of Hook-Up/Release	5.7
Shoulder Strap	Interference with duty gear	6
DRIVERS COMMENTS		
Needs more headroom. Shoulder belt hard to reach.		

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	6
Instrument Visibility	Can You See Them	6
Instrument Legibility	Can You Read Them	6
DRIVERS COMMENTS		
Instrument placement and visibility is good. System controls were easy to reach and read while driving.		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	6
Shift Lever	Accessibility, Indicator Visibility	6
Knobs & Switches	Location, Visibility, Markings, Arrangement	5.7
Pedals	Location	6
Pedals	Size	5.7
Pedals	Spacing (Do you hit more than one pedal with boots on?)	6
Parking Brake	Location	6
Parking Brake	Method of Release.	6
DRIVERS COMMENTS		
Steering wheel has good fit/feel. Controls laid out well. Good pedal spacing.		

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	5.5
Rearview Mirror	Size	5.5
Rearview Mirror	Ease of Adjustment	5.5
Rearview Mirror	Distortion	5.5
Driver Side Mirror	Placement	5.5
Driver Side Mirror	Size	5.5
Driver Side Mirror	Ease of Adjustment	5.5
Driver Side Mirror	Distortion	5.5
Passenger Side Mirror	Placement	5.5
Passenger Side Mirror	Size	5.5
Passenger Side Mirror	Ease of Adjustment	5.5
Passenger Side Mirror	Distortion	5.5
DRIVERS COMMENTS		
Large mirrors that picked up bling spots. Easy adjustment, no distortion		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	5
Rear Door	Ease of Ingress/Egress	5
Window & Door Handles	Accessibility, Ease of Operation	5
DRIVERS COMMENTS		
Rear doors small, hard to enter.		

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	5.7
Headroom	Adequacy	5
Legroom	Adequacy	5.7
Seatbelt	Ease of Hook-Up/Release	5
DRIVERS COMMENTS		
Minimal headroom in rear seat. Difficult ingress/egress.		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	5.5
Lid	Size of Opening	5.5
Compartment	Ease of Loading/Unloading	5.5
DRIVERS COMMENTS		
Large trunk space, easy loading.		

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Overall backing was average. Rear pillars hard to see around.		

PARRALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Rear window has poor visibility.		

PARRALLEL PARK - INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Average.		

PARRALLEL PARK – DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Poor visibility through rear window.		

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Easy to maneuver, rear pillars hard to see through.		

ERGONOMICS EVALUATION
2012 FORD POLICE INTERCEPTOR UTILITY

VISIBILITY	CONSIDERATIONS	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.2
DRIVERS COMMENTS		
Good forward visibility.		

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 O'clock Position	5	5
4 O'clock Position	5	5
5 O'clock Position	5	4
6 O'clock Position	5	5
7 O'clock Position	5	4
8 O'clock Position	5	5
9 O'clock Position	5	5
DRIVERS COMMENTS		
Rear pillars block 5,7 and 8 o'clock view.		

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6
Seat Position	Range of Adjustment	6.5
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	5.7
Seat to Controls	Steering Wheel, Pedals, Dashboard	5.7
Headrest Position: With Hat/Helmet	Adequacy	6
Headrest Position: Without Hat/Helmet	Adequacy	6.5
Headroom	Adequacy	6.7
Legroom	Adequacy	6
Seatbelt	Ease of Hook-Up/Release	6
Shoulder Strap	Interference with duty gear	5.5
DRIVERS COMMENTS		
Comfortable seat, easy to adjust. Good placement of seat belts latches, did not interfere with gun belt.		

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	6
Instrument Visibility	Can You See Them	6.5
Instrument Legibility	Can You Read Them	5.7
DRIVERS COMMENTS		
Odometer hard to read, good panel layout.		

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	5
Shift Lever	Accessibility, Indicator Visibility	5
Knobs & Switches	Location, Visibility, Markings, Arrangement	5.5
Pedals	Location	4
Pedals	Size	5
Pedals	Spacing (Do you hit more than one pedal with boots on?)	5.7
Parking Brake	Location	5.5
Parking Brake	Method of Release.	5.5
DRIVERS COMMENTS		
Can’t adjust steering wheel up. Parking brake pedal seems high to actuate.		

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	5
Rearview Mirror	Size	6
Rearview Mirror	Ease of Adjustment	6.5
Rearview Mirror	Distortion	5.5
Driver Side Mirror	Placement	5.5
Driver Side Mirror	Size	5.5
Driver Side Mirror	Ease of Adjustment	5.5
Driver Side Mirror	Distortion	4.7
Passenger Side Mirror	Placement	5
Passenger Side Mirror	Size	5.5
Passenger Side Mirror	Ease of Adjustment	5
Passenger Side Mirror	Distortion	4.7
DRIVERS COMMENTS		
Could use bigger mirrors. Distortion is a problem.		

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	6
Rear Door	Ease of Ingress/Egress	5.5
Window & Door Handles	Accessibility, Ease of Operation	6
DRIVERS COMMENTS		
Doors are easy to maneuver through.		

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6
Headroom	Adequacy	5.5
Legroom	Adequacy	6
Seatbelt	Ease of Hook-Up/Release	5.5
DRIVERS COMMENTS		
Difficult to enter and exit rear seat with gun belt on.		

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	6
Lid	Size of Opening	6
Compartment	Ease of Loading/Unloading	6
DRIVERS COMMENTS		
Rear hatch needs to ne higher when open. Hatch hits head on taller people.		

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	4.5
DRIVER COMMENTS		
Rear window too small, difficult to see through.		

PARRALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5.7
DRIVER COMMENTS		
Rear window has poor visibility.		

PARRALLEL PARK - INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Poor visibility through rear window.		

PARRALLEL PARK – DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5
DRIVER COMMENTS		
Poor visibility through rear window.		

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	4.5
DRIVER COMMENTS		
Pillars obstruct view, rear window could be bigger.		

FUEL EFFICIENCY RESULTS

Regular Fuel Vehicles

VEHICLE	AVERAGE MPG
Chevrolet Impala 3.6L	17.8 mpg
Chevrolet Tahoe 5.3L	12.2 mpg
Chevrolet Caprice 3.6L	17.9 mpg
Chevrolet Caprice 6.0L	14.5 mpg
Dodge Charger – 3.6L 2.65	19.6 mpg
Dodge Charger – 3.6L 3.07	19.1 mpg
Dodge Charger – 5.7L 2.65	16.9 mpg
Dodge Charger – 5.7L 3.06	Not Tested
Ford Police Interceptor AWD 3.5L	17.9 mpg
Ford Police Interceptor AWD 3.5L EcoBoost	16.9 mpg
Ford Police Interceptor FWD 3.5L	16.4 mpg
Ford Police Interceptor Utility FWD 3.7L	17.8 mpg
Ford Police Interceptor Utility AWD 3.7L	14.3 mpg