



Los Angeles County
Sheriff's Department

**45TH ANNUAL
LAW ENFORCEMENT VEHICLE TEST
AND
EVALUATION PROGRAM
VEHICLE MODEL YEAR 2020**

Alex Villanueva, SHERIFF

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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 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-police packaged" 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 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, (1) to provide law enforcement agencies with the data necessary to assist those in the vehicle selection process and (2) 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 necessities 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. Each test is designed and executed to simulate actual field conditions as closely as possible. The vehicles being tested are driven by law enforcement personnel on city streets and interstates, as well as the performance track. 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, Fleet Management Bureau would like to thank all those who contributed their time and efforts in making this year's test a success.

Vehicle Test Track Drivers

Deputy Joe Rosales – LASD
Deputy Ramiro Juarez – LASD
Deputy Richard Dee – LASD

Officer Douglas Barnhart – LAPD
Officer Carrie Dooros – LAPD

Vehicle Manufactures

Ford Motor Company Police Vehicles
General Motors Police Program
(Chrysler) FCA USA, LLC

Brake Testing

Deputy - Jeff Damooy – LASD

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Support Services

LASD Reserve Forces Bureau
LASD Food Services
LASD Print / Sign Shop
LASD Web Development Unit
LASD Video Production Unit

Vehicle Evaluation Team

Communication Noise

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Choi Chunggyun, ECT

Vehicle Test Sponsors

Federal Signal
Setina Manufacturing
West Coast Lights and Sirens
Wondries Fleet Group
MCI Communication

ACKNOWLEDGEMENTS (Continued)

The Los Angeles County Sheriff's Department Fleet Management Bureau would like to thank the following companies for their participation and continued support of the LASD Vehicle Test vendor expo.

| | |
|--|---------------------------------|
| 10-8 Retrofit | Jotto Desk |
| 911 Circuits | K & N Engineering |
| American Aluminum | Lens Lock |
| American Emergency Products | Link Engineering |
| BMW Motorrad USA | Long Beach BMW Motorcycles |
| Braun North West | Mobile Spike Technologies Inc |
| California Police Officers Association | PFC Brakes |
| Code 3 | Polaris Government and Defense |
| CopCarGraphics.com | Pro-Gard Products |
| Dana Safety Supply | Raceway Ford |
| Factory Motor Parts | Secure Idle |
| Federal Signal | Setina Mfg. Company |
| Fiat Chrysler Law Enforcement | Soundoff Signal |
| Ford Motor Company Police Vehicles | Tomar Electronics Inc |
| General Motors Police Program | Trikke Electric Patrol Vehicles |
| GETAC | Troy Products Inc |
| Harley Davidson Motorcycle Company | Truck Vault |
| Havis/ASG marketing Parts | Wattco Equipment |
| Hint Mounts | West Coast Lights and Siren |
| Huntington Beach Honda | Westin Public Safety |
| Industrial Van and Truck | Yamaha Motor Group |
| Innovative Emergency Vehicles | Zero Motorcycles |

2020 MODEL YEAR VEHICLE TEST

On November 4th–8th, 2019, 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 factory installed Police package vehicles.

The vehicles submitted for evaluation were 2020 models and are identified below.

HIGH SPEED POLICE PACKAGE VEHICLE CATEGORY:

2020 Chevrolet Tahoe 5.3L PPV 2WD:

Full size four door sport utility, rear wheel drive , 5.3 liter V-8 engine, 6-speed automatic transmission with overdrive and a 3.08:1 axle ratio.

2020 Chevrolet Tahoe 5.3L PPV 4WD:

Full size four door sport utility, four wheel drive, 5.3 liter V-8 engine , 6-speed automatic transmission with overdrive and a 3.08:1 axle ratio.

2020 Dodge Charger 3.6L RWD: Full size four door sedan, rear wheel drive, 3.6 liter V-6 engine, 5-speed automatic transmission with overdrive and a 2.62:1 axle ratio.

2020 Dodge Charger 5.7L AWD: Full size four door sedan, all-wheel drive, 5.7 liter V-8 engine, 5-speed automatic transmission with overdrive and a 3.08:1 axle ratio.

2020 Dodge Durango 3.6L AWD: Full size four door sport utility, all-wheel drive, 3.6 liter V-6 engine, 8-speed automatic transmission with overdrive and a 3.45:1 axle ratio.

2020 Dodge Durango 5.7L AWD: Full size four door sport utility all-wheel drive, 5.7 liter V-8 engine, 8-speed automatic transmission and a 3.09:1 axle ratio.

2020 Ford P.I. Utility 3.3L AWD: Full size four door sport utility, all-wheel drive, 3.3 liter V-6 engine, 10-speed electronic automatic transmission with overdrive and a 3.73:1 axle ratio.

2020 Ford P.I. Utility 3.0L AWD: Full size four door sport utility, all-wheel drive, 3.0 liter EcoBoost Twin Turbocharged V-6 engine, 10-speed electronic automatic transmission with overdrive and a 3.31:1 axle ratio.

HIGH SPEED POLICE PACKAGE VEHICLE CATEGORY: (CONTINUED)

2020 Ford P.I. Utility Hybrid AWD:

Full size 4-door sport utility, all-wheel drive, 3.3L V-6 engine with hybrid drive, lithium-ion battery and regenerative braking, 10-speed electronic automatic transmission with overdrive and a 3.73:1 axle ratio.

2020 Ford Police Responder Hybrid Sedan FWD:

Full size 4-door sedan, front wheel drive Hybrid, 2.0L I-4 engine, 88 kW electric motor, eCVT automatic electronically controlled continuously variable transmission and a 2.57 transaxle ratio.

2020 Ford F150 Police Responder 4WD:

Full size 4-door truck, four wheel drive, 3.5L EcoBoost Twin Turbo charged V-6 engine, 10-speed SelectShift automatic transmission configured with progressive range select and selectable drive modes and a 3.55 axle ratio.

Vehicle Type: Full size four door sport utility, 2 wheel drive (rear), 5.3 liter V-8 engine, 6 speed automatic transmission with overdrive and a 3.08:1 axle ratio.

| EPA | | TESTED |
|------|-----|-------------|
| CITY | HWY | AVERAGE MPG |
| 15 | 22 | Not tested |

INTERIOR

SEATS

Front: Cloth bucket, Driver 10-way power, lumbar and recline.

Rear: Cloth split folding 60/40 bench. (Vinyl no cost option)

MEASUREMENTS

| | Front | Rear |
|------------------|---------|---------|
| Headroom: | 42.8 in | 38.7 in |
| Legroom: | 45.3 in | 39.0 in |
| Shoulder: | 64.8 in | 65.1 in |
| Hip Room: | 60.8 in | 60.2 in |

Interior Volume:

| | |
|-------------------|--------------|
| Front: | 63.8 cu-ft. |
| Rear: | 56.9 cu-ft. |
| Comb: | 120.7 cu-ft. |
| MAX Cargo: | 112.1 cu-ft. |

DIMENSIONS

| | |
|--------------------------|---------------------------|
| Fuel Capacity: | 26 Gallons 98.0 Liters |
| GVWR: | 6,800 lbs. |
| Wheelbase: | 116 in |
| Ground Clearance: | 8.5 in |
| Overall Length: | 204 in |
| Overall Height: | 72.4 in |

CHASSIS

STEERING

Type: Electric power assisted 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: | 17"x 8" steel |
| Tire make: | Goodyear |
| Tire model: | RS-A |
| Tire size: | P265/60R17 |
| Speed rating: | 108V |

BRAKES

Type: Heavy duty 4 wheel anti-lock front & rear disc with vacuum boost.

Front: 13.0 inch vented disc

Rear: 13.5 inch vented disc

ENGINE

Naturally aspirated V8

Fuel delivery system: Direct injection

Displacement: 5.3 Liters

Compression Ratio: 11:1

Horse Power: 355 bhp @ 5600 rpm
Torque (SAE net): 383 ft-lb @ 4100 rpm

Alternator: 170 amp

Battery: 720 CCA Primary
730 CCA Auxiliary

DRIVETRAIN

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

Axle Ratio: 3.08:1 (Rear Wheel Drive with H/D Locking Differential)

ACCELERATION

| | |
|------------|----------------------|
| 0-30mph- | 2.88 sec |
| 0-60mph- | 7.95 sec |
| 0-100-mph- | 21.31 sec |
| 30-60mph- | 5.40 sec |
| 60-100mph- | 12.75 sec |
| 1/4 mile- | 16.27 sec @ 87.5 mph |

TEST RESULTS

BRAKING

159.3 ft. @ 60mph

32 LAP HIGH SPEED

Average Lap Time – 1:28.28
Average Speed - 59.7 mph

CITY COURSE

Average Lap Time – 4:48.50
Average Speed 32.5 mph

Vehicle Type: Full size four door sport utility, 4 wheel drive, 5.3 liter V-8 engine, 6 speed automatic transmission with overdrive and a 3.08:1 axle ratio.

| EPA | | TESTED |
|------|-----|-------------|
| CITY | HWY | AVERAGE MPG |
| 14 | 21 | Not tested |

INTERIOR

SEATS
Front: Cloth bucket, 10-way power, lumber and recline.
Rear: Cloth split folding 60/40 bench. (Vinyl no cost option)

MEASUREMENTS

| | Front | Rear |
|------------------|---------|---------|
| Headroom: | 42.8 in | 38.7 in |
| Legroom: | 45.3 in | 39.0 in |
| Shoulder: | 64.8 in | 65.1 in |
| Hip Room: | 60.8 in | 60.3 in |

Interior Volume:

| | |
|--------------------|--------------|
| Front: | 63.8 cu-ft. |
| Rear: | 56.9 cu-ft. |
| Comb: | 120.7 cu-ft. |
| Max. Cargo: | 112.1 cu-ft. |

DIMENSIONS

Fuel Capacity: 26 Gallons
98.0 Liters

GVWR: 7,100 lbs.

Payload: 1,628 lbs.

Wheelbase: 116 in

Ground Clearance: 8.5 in

Overall Length: 204 in

Overall Height: 72.4 in

CHASSIS

STEERING
Type: Electric power assist 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: 17" x 8" steel

Tire make: Goodyear

Tire model: RS-A

Tire size: P265/60R17

Speed rating: Load rating '108' V-rated

BRAKES
Type: Heavy duty 4 wheel anti-lock front & rear disc with vacuum boost.

Front: 13.0 inch vented disc

Rear: 13.5 inch vented disc

ENGINE

Naturally aspirated V8

Fuel delivery system: Direct Injection

Cubic Inches: 325

Displacement: 5.3 Liters

Compression Ratio: 11.0:1

Horse Power: 355bhp @ 5600 rpm

Torque (SAE net): 383 ft-lb @ 4100 rpm

Alternator: 170 amp

Battery: 720 CCA Primary
730 CCA Auxiliary

DRIVETRAIN

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

Axle Ratio: 3.08:1 (Rear Wheel Drive with H/D Locking Differential)

| <u>ACCELERATION</u> | <u>TEST RESULTS</u> | <u>32 LAP HIGH SPEED</u> |
|--------------------------------|--|---------------------------------|
| 0-30mph- 3.33 sec | <u>BRAKING</u> 159.8 ft. @ 60mph | Average Lap Time - 1:29.02 |
| 0-60mph- 8.63 sec | | Average Speed - 59.2 mph |
| 0-100-mph- 22.61 sec | | <u>CITY COURSE</u> |
| 30-60mph- 5.62 sec | | Average Lap Time - 4:43.50 |
| 60-100mph- 14.02 sec | | Average Speed - 33.0 mph |
| 1/4 mile- 16.83 sec @ 86.2 mph | | |

Vehicle Type: Full size four door sedan, rear wheel drive, 3.6 liter V-6 engine, 5 speed automatic transmission with overdrive and a 2.62:1 axle ratio.

| EPA | | TESTED |
|------|-----|-------------|
| CITY | HWY | AVERAGE MPG |
| 18 | 26 | Not tested |

| <u>INTERIOR</u> | <u>DIMENSIONS</u> | <u>CHASSIS</u> | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|----------------|-------------|--|---------|---------|-----------------|---------|---------|------------------|---------|---------|------------------|---------|---------|---------------|-------------|--------------|-------------|--------------|--------------|---------------|-------------|--|---|
| <p><u>SEATS</u></p> <p>Front: Heavy duty cloth bucket</p> <p>Rear: Vinyl bench</p> <p><u>MEASUREMENTS</u></p> <table border="0"> <tr> <td>Headroom:</td> <td>Front</td> <td>Rear</td> </tr> <tr> <td></td> <td>38.6 in</td> <td>36.6 in</td> </tr> <tr> <td>Legroom:</td> <td>41.8 in</td> <td>40.1 in</td> </tr> <tr> <td>Shoulder:</td> <td>59.5 in</td> <td>57.9 in</td> </tr> <tr> <td>Hip Room:</td> <td>56.2 in</td> <td>56.1 in</td> </tr> </table> <p>Interior Volume:</p> <table border="0"> <tr> <td>Front:</td> <td>55.6 cu-ft.</td> </tr> <tr> <td>Rear:</td> <td>49.2 cu-ft.</td> </tr> <tr> <td>Comb:</td> <td>104.7 cu-ft.</td> </tr> <tr> <td>Trunk:</td> <td>16.5 cu-ft.</td> </tr> </table> | Headroom: | Front | Rear | | 38.6 in | 36.6 in | Legroom: | 41.8 in | 40.1 in | Shoulder: | 59.5 in | 57.9 in | Hip Room: | 56.2 in | 56.1 in | Front: | 55.6 cu-ft. | Rear: | 49.2 cu-ft. | Comb: | 104.7 cu-ft. | Trunk: | 16.5 cu-ft. | <p>Fuel Capacity: 18.5 Gallons</p> <p>GVWR: 5,250 lbs.</p> <p>Wheelbase: 120.2 in</p> <p>Ground Clearance: 5.1 in</p> <p>Overall Length: 198.4 in</p> <p>Overall Height: 58.4 in</p> | <p><u>STEERING</u></p> <p>Type: Electric power assisted rack and pinion.</p> <p>Curb-to-curb: 37.7 ft.</p> <p><u>SUSPENSION</u></p> <p>Front: Independent SLA with high upper "A" arm, coil spring over gas-charged mono-tube shock Anti-lock Braking System(Anti-lock Braking System(ABS))orsbers and stabilizer bar. Lateral and diagonal lower links with dual ball joint knuckles</p> <p>Rear: 5 link independent with coil springs, gas charged load-leveling NIVOMAT rear shocks, suspension cradle.</p> <p><u>WHEEL + TIRES</u></p> <p>Wheel size/type: 18" x 7.5" steel</p> <p>Tire make: Goodyear</p> <p>Tire model: Eagle RS-A</p> <p>Tire size: 225/60R18</p> <p>Speed rating: W-rated</p> <p><u>BRAKES</u></p> <p>Type: Power with dual piston front calipers, single piston rear calipers, anti-lock.</p> <p>Front Disc: 388 sq. in swept area vented disc</p> <p>Rear Disc: 300 sq. in swept area vented disc</p> |
| Headroom: | Front | Rear | | | | | | | | | | | | | | | | | | | | | | | |
| | 38.6 in | 36.6 in | | | | | | | | | | | | | | | | | | | | | | | |
| Legroom: | 41.8 in | 40.1 in | | | | | | | | | | | | | | | | | | | | | | | |
| Shoulder: | 59.5 in | 57.9 in | | | | | | | | | | | | | | | | | | | | | | | |
| Hip Room: | 56.2 in | 56.1 in | | | | | | | | | | | | | | | | | | | | | | | |
| Front: | 55.6 cu-ft. | | | | | | | | | | | | | | | | | | | | | | | | |
| Rear: | 49.2 cu-ft. | | | | | | | | | | | | | | | | | | | | | | | | |
| Comb: | 104.7 cu-ft. | | | | | | | | | | | | | | | | | | | | | | | | |
| Trunk: | 16.5 cu-ft. | | | | | | | | | | | | | | | | | | | | | | | | |
| <p><u>ENGINE</u></p> <p>Naturally aspirated V6</p> <p>Fuel delivery system: SPFI</p> <p>Cubic Inches: 220</p> <p>Displacement: 3.6 liters</p> <p>Compression Ratio: 10.2:1</p> <p>Horse Power: 292bhp @ 6350 rpm</p> <p>Torque (SAE net): 260 ft-lb @ 4800 rpm</p> <p>Alternator: 220 amp</p> <p>Battery: 800 CCA</p> | <p><u>DRIVETRAIN</u></p> <p>Transmission: Model A580, 5 speed automatic with overdrive and lockup torque converter.</p> <p>Axle Ratio: 2.62:1</p> | | | | | | | | | | | | | | | | | | | | | | | | |

| <u>ACCELERATION</u> | <u>TEST RESULTS</u> | <u>32 LAP HIGH SPEED</u> | | | | | | | | | | | | |
|---|----------------------|--------------------------|----------|----------|------------|-----------|-----------|----------|------------|-----------|-----------|----------------------|--|--|
| <table border="0"> <tr> <td>0-30mph-</td> <td>3.45 sec</td> </tr> <tr> <td>0-60mph-</td> <td>8.20 sec</td> </tr> <tr> <td>0-100-mph-</td> <td>21.54 sec</td> </tr> <tr> <td>30-60mph-</td> <td>4.74 sec</td> </tr> <tr> <td>60-100mph-</td> <td>13.08 sec</td> </tr> <tr> <td>1/4 mile-</td> <td>16.42 sec @ 90.8 mph</td> </tr> </table> | 0-30mph- | 3.45 sec | 0-60mph- | 8.20 sec | 0-100-mph- | 21.54 sec | 30-60mph- | 4.74 sec | 60-100mph- | 13.08 sec | 1/4 mile- | 16.42 sec @ 90.8 mph | <p><u>BRAKING</u></p> <p>134.1 ft. @ 60 mph</p> | <p>Average Lap Time – 1:26.14</p> <p>Average Speed – 61.2 mph</p> <p><u>CITY COURSE</u></p> <p>Average Lap Time – 4:36.00</p> <p>Average Speed – 33.9 mph</p> |
| 0-30mph- | 3.45 sec | | | | | | | | | | | | | |
| 0-60mph- | 8.20 sec | | | | | | | | | | | | | |
| 0-100-mph- | 21.54 sec | | | | | | | | | | | | | |
| 30-60mph- | 4.74 sec | | | | | | | | | | | | | |
| 60-100mph- | 13.08 sec | | | | | | | | | | | | | |
| 1/4 mile- | 16.42 sec @ 90.8 mph | | | | | | | | | | | | | |

Vehicle Type: Full size four door sedan, all-wheel drive, 5.7 liter V-8 engine, 5 speed automatic transmissions with overdrive and a 3.08:1 axle ratio.

| EPA | | TESTED |
|------|-----|-------------|
| CITY | HWY | AVERAGE MPG |
| 15 | 23 | Not tested |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--------------|--------------|-------------|------------------|---------|---------|-----------------|---------|---------|------------------|---------|---------|------------------|---------|---------|---------------|-------------|--------------|-------------|--------------|--------------|---------------|-------------|---|---|
| <p align="center"><u>INTERIOR</u></p> <p><u>SEATS</u> Front: Heavy duty cloth bucket Rear: Vinyl bench</p> <p><u>MEASUREMENTS</u></p> <table border="0"> <tr> <td></td> <td align="center">Front</td> <td align="center">Rear</td> </tr> <tr> <td>Headroom:</td> <td align="center">38.6 in</td> <td align="center">36.6 in</td> </tr> <tr> <td>Legroom:</td> <td align="center">41.8 in</td> <td align="center">40.1 in</td> </tr> <tr> <td>Shoulder:</td> <td align="center">59.5 in</td> <td align="center">57.9 in</td> </tr> <tr> <td>Hip Room:</td> <td align="center">56.2 in</td> <td align="center">56.1 in</td> </tr> </table> <p>Interior Volume:</p> <table border="0"> <tr> <td>Front:</td> <td align="center">55.6 cu-ft.</td> </tr> <tr> <td>Rear:</td> <td align="center">49.2 cu-ft.</td> </tr> <tr> <td>Comb:</td> <td align="center">104.7 cu-ft.</td> </tr> <tr> <td>Trunk:</td> <td align="center">16.5 cu-ft.</td> </tr> </table> | | Front | Rear | Headroom: | 38.6 in | 36.6 in | Legroom: | 41.8 in | 40.1 in | Shoulder: | 59.5 in | 57.9 in | Hip Room: | 56.2 in | 56.1 in | Front: | 55.6 cu-ft. | Rear: | 49.2 cu-ft. | Comb: | 104.7 cu-ft. | Trunk: | 16.5 cu-ft. | <p align="center"><u>DIMENSIONS</u></p> <p>Fuel Capacity: 18.5 Gallons</p> <p>GVWR: 5,500 lbs.</p> <p>Wheelbase: 120.2 in</p> <p>Ground Clearance: 5.1 in</p> <p>Overall Length: 198.4 in</p> <p>Overall Height: 58.4 in</p> | <p align="center"><u>CHASSIS</u></p> <p><u>STEERING</u> Type: Electric power assist rack and pinion Curb-to-curb: 38.7 ft.</p> <p><u>SUSPENSION</u> Front: Independent high arm SLA with upper "A" arm, coil spring over gas-charged mono-tube shock absorbers and stabilizer bar. Lateral and diagonal lower links with dual ball joint knuckles. One piece lower control arms. Rear: Five-link independent with coil springs, gas-charged load-leveling NIVO-MAT rear shocks, stabilizer bar and isolated suspension cradle.</p> <p><u>WHEEL + TIRES</u> Wheel size/type: 18" x 7.5" steel Tire make: Goodyear Tire model: Eagle RS-A Tire size: 225/60R18 Speed rating: V -rated</p> |
| | Front | Rear | | | | | | | | | | | | | | | | | | | | | | | |
| Headroom: | 38.6 in | 36.6 in | | | | | | | | | | | | | | | | | | | | | | | |
| Legroom: | 41.8 in | 40.1 in | | | | | | | | | | | | | | | | | | | | | | | |
| Shoulder: | 59.5 in | 57.9 in | | | | | | | | | | | | | | | | | | | | | | | |
| Hip Room: | 56.2 in | 56.1 in | | | | | | | | | | | | | | | | | | | | | | | |
| Front: | 55.6 cu-ft. | | | | | | | | | | | | | | | | | | | | | | | | |
| Rear: | 49.2 cu-ft. | | | | | | | | | | | | | | | | | | | | | | | | |
| Comb: | 104.7 cu-ft. | | | | | | | | | | | | | | | | | | | | | | | | |
| Trunk: | 16.5 cu-ft. | | | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|---|--|---|
| <p align="center"><u>ENGINE</u></p> <p>Naturally aspirated V-8</p> <p>Fuel delivery system: SPFI</p> <p>Cubic Inches: 345 cid</p> <p>Displacement: 5.7 Liters</p> <p>Compression Ratio: 10.5:1</p> <p>Horse Power: 370 @ 5250 rpm</p> <p>Torque (SAE net): 395 ft. lb. @ 4200 rpm</p> <p>Alternator: 220 amp</p> <p>Battery: 800 CCA</p> | <p align="center"><u>DRIVETRAIN</u></p> <p>Transmission: Model A580, 5-speed automatic with overdrive and lockup torque converter.</p> <p>Axle Ratio: 3.08:1</p> <p>*The standard tire size for this vehicle is 225/60R18. This vehicle was tested with tire option 245/55R18.</p> | <p><u>BRAKES</u> Type: Power with dual piston front calipers, single piston rear calipers, anti-lock. Front: 388 sq. in. swept area vented disc Rear: 300 sq. in. swept area vented disc</p> |
|---|--|---|

| | | |
|--|--|--|
| <p align="center"><u>ACCELERATION</u></p> <p>0-30mph— 2.85 sec 0-60mph— 6.85 sec 0-100mph— 16.59 sec 30-60mph— 4.29 sec 60-100mph— 9.72 sec 1/4 mile— 15.33 sec @ 95.5 mph</p> | <p align="center"><u>TEST RESULTS</u></p> <p align="center"><u>BRAKING</u></p> <p align="center">140.8 ft. @ 60mph</p> | <p align="center"><u>32 LAP HIGH SPEED</u></p> <p>Average Lap Time— 1:23.55 Average Speed — 63.0 mph</p> <p align="center"><u>CITY COURSE</u></p> <p>Average Lap Time — 4:31.18 Average Speed — 34.5 mph</p> |
|--|--|--|

Vehicle Type: Full size four door SUV, all wheel drive, 3.6 liter V-6 engine, 8 speed automatic transmission with overdrive and a 3.45:1 axle ratio.

| EPA | | TESTED |
|------|-----|-------------|
| CITY | HWY | AVERAGE MPG |
| 18 | 25 | Not tested |

| <u>INTERIOR</u> | <u>DIMENSIONS</u> | <u>CHASSIS</u> | | | | | | | | | | | | | | | |
|--|-------------------|----------------|-------------|------------------|---------|---------|-----------------|---------|---------|------------------|---------|---------|------------------|---------|---------|--|---|
| <p><u>SEATS</u></p> <p>Front: Cloth bucket</p> <p>Rear: Cloth bench</p> <p><u>MEASUREMENTS</u></p> <table border="0"> <tr> <td></td> <td>Front</td> <td>Rear</td> </tr> <tr> <td>Headroom:</td> <td>39.9 in</td> <td>39.8 in</td> </tr> <tr> <td>Legroom:</td> <td>40.3 in</td> <td>38.6 in</td> </tr> <tr> <td>Shoulder:</td> <td>58.5 in</td> <td>50.4 in</td> </tr> <tr> <td>Hip Room:</td> <td>57.0 in</td> <td>42.8 in</td> </tr> </table> <p>Interior Volume:</p> <p>Front: 54.4 cu-ft.</p> <p>Rear: 44.8 cu-ft.</p> <p>Behind 2nd row: 47.7 in</p> <p>Behind 1st row: With 2nd row seats folded: 84.5 in</p> | | Front | Rear | Headroom: | 39.9 in | 39.8 in | Legroom: | 40.3 in | 38.6 in | Shoulder: | 58.5 in | 50.4 in | Hip Room: | 57.0 in | 42.8 in | <p>Fuel Capacity: 24.6 Gallons</p> <p>GVWR: 6,500 lbs.</p> <p>Wheelbase: 119.8 in</p> <p>Ground Clearance: 8.1 in</p> <p>Overall Length: 201.2 in</p> <p>Overall Height: 70.9 in</p> | <p><u>STEERING</u></p> <p>Type: Electric power assist rack and pinion</p> <p>Curb-to-curb: 41.0 ft.</p> <p><u>SUSPENSION</u></p> <p>Front: Short- and long arm independent (SLA), coil springs, gas-charged twin tube coil-over shocks, steel upper, Al lower control arms, Al knuckle, stabilizer bar.</p> <p>Rear: Multi-link rear suspension, coil spring, twin tube shocks (including load leveling), aluminum lower control arm, independent tension and camber links plus a separate toe link.</p> <p><u>WHEEL + TIRES</u></p> <p>Wheel size/type: 18" x 8" steel</p> <p>Tire make: Michelin</p> <p>Tire model: Latitude Tour HP</p> <p>Tire size: 265/60R18</p> <p>Speed rating: T-rated</p> |
| | Front | Rear | | | | | | | | | | | | | | | |
| Headroom: | 39.9 in | 39.8 in | | | | | | | | | | | | | | | |
| Legroom: | 40.3 in | 38.6 in | | | | | | | | | | | | | | | |
| Shoulder: | 58.5 in | 50.4 in | | | | | | | | | | | | | | | |
| Hip Room: | 57.0 in | 42.8 in | | | | | | | | | | | | | | | |

| <u>ENGINE</u> | <u>DRIVETRAIN</u> | |
|--|--|--|
| <p>Naturally aspirated V-6</p> <p>Fuel delivery system: SMFI</p> <p>Cubic Inches: 220 cid</p> <p>Displacement: 3.6 Liters</p> <p>Compression Ratio: 10.2:1</p> <p>Horse Power: 293 bhp @ 6400 rpm</p> <p>Torque (SAE net): 260 ft-lb @ 4000 rpm</p> <p>Alternator: 220 amp</p> <p>Battery: 650 CCA</p> <p>Electronic stop start (ESS) Aux. 200 CCA</p> | <p>Transmission: TorqueFlite Automatic 8-speed 850RE</p> <p>Transfer Case: MP3010 Single-speed, full-time AWD</p> <p>Axle Ratio: 3.45:1</p> | <p><u>BRAKES</u></p> <p>Type: Power with dual piston front calipers, single piston rear calipers, anti-lock</p> <p>Front: 324 sq. in. swept area vented disc</p> <p>Rear: 257 sq. in. swept area vented disc</p> |

| <u>ACCELERATION</u> | <u>TEST RESULTS</u> | <u>32 LAP HIGH SPEED</u> |
|--|--|--|
| <p>0-30mph- 4.02 sec</p> <p>0-60mph- 10.18 sec</p> <p>0-100-mph- 26.93 sec</p> <p>30-60mph- 6.27 sec</p> <p>60-100mph- 16.12 sec</p> <p>1/4 mile- 17.86 sec @ 81.1 mph</p> | <p><u>BRAKING</u></p> <p>141.6 ft. @ 60 mph</p> | <p>Average Lap Time - 1:32.00</p> <p>Average Speed - 57.3 mph</p> <p><u>CITY COURSE</u></p> <p>Average Lap Time - 4:54.11</p> <p>Average Speed - 31.8 mph</p> |

Vehicle Type: Full size four door SUV, all wheel drive, 5.7 liter V-8 engine, 8-speed automatic transmission with overdrive and a 3.09:1 axle ratio.

| EPA | | TESTED |
|------|-----|-------------|
| CITY | HWY | AVERAGE MPG |
| 14 | 22 | Not tested |

INTERIOR

SEATS
Front: Cloth bucket
Rear: Cloth bench

MEASUREMENTS

| | Front | Rear |
|------------------|---------|---------|
| Headroom: | 39.9 in | 39.8 in |
| Legroom: | 40.3 in | 38.6 in |
| Shoulder: | 58.5 in | 50.4 in |
| Hip Room: | 57.0 in | 42.8 in |

Interior Volume:

Front: 54.4 cu-ft.
Rear: 44.8 cu-ft.
Behind 2nd row: 47.7 in
Behind 1st row: With 2nd row seats folded: 84.5 in

DIMENSIONS

Fuel Capacity: 24.6 Gallons
GVWR: 7,100 lbs.
Wheelbase: 119.8 in
Ground Clearance: 8.1 in
Overall Length: 201.2 in
Overall Height: 70.9 in

CHASSIS

STEERING
Type: Electric power assist rack and pinion
Curb-to-curb: 41.0 ft.

SUSPENSION
Front: Short- and long arm independent (SLA), coil springs, gas-charged twin tube coil-over shocks, steel upper, Al lower control arms, Al knuckle, stabilizer bar.
Rear: Multi-link rear suspension, coil spring, twin tube shocks (including load leveling), aluminum lower control arm, independent tension and camber links plus a separate toe link.

WHEEL + TIRES
Wheel size/type: 18" x 8" steel
Tire make: Michelin
Tire model: Latitude tour HP
Tire size: 265/60R18
Speed rating: T-rated

ENGINE

Naturally aspirated V-8

Fuel delivery system: SMFI
Cubic Inches: 345 cid
Displacement: 3.6 Liters
Compression Ratio: 10.2:1
Horse Power: 360 bhp @ 5150 rpm
Torque (SAE net): 390 ft-lb @ 4250 rpm
Alternator: 220 amp
Battery: 700 CCA

DRIVETRAIN

Transmission: TORQUEFLITE Automatic 8-Speed Overdrive 8HP70
Transfer Case: MP3023 Two-speed, electronically shifted. Modes: AWD Low (Lock), Neutral; full-time active AWD. Low range ratio: 2.72

Axle Ratio: 3.09:1

BRAKES
Type: Power with dual piston front calipers, single piston rear calipers, anti-lock
Front: 324 sq. in. swept area vented disc
Rear: 257 sq. in. swept area vented disc

ACCELERATION

| | |
|------------|----------------------|
| 0-30mph- | 3.16 sec |
| 0-60mph- | 8.73 sec |
| 0-100-mph- | 23.21 sec |
| 30-60mph- | 5.86 sec |
| 60-100mph- | 14.30 sec |
| 1/4 mile- | 16.71 sec @ 86.3 mph |

TEST RESULTS

BRAKING
 142.6 ft. @ 60 mph

32 LAP HIGH SPEED

Average Lap Time – 1:29.53
 Average Speed – 58.9 mph

CITY COURSE

Average Lap Time – 4:31.20
 Average Speed – 34.5 mph

Vehicle Type: Full size four door sport utility, all-wheel drive, 3.3 liter V-6 engine, 10-speed automatic transmission with overdrive and a 3.73 axle ratio.

| EPA | | TESTED |
|------|-----|-------------|
| CITY | HWY | AVERAGE MPG |
| 16 | 23 | Not tested |

INTERIOR

SEATS
Front: Heavy duty cloth bucket, 6-way adjustable, 4-way adjustable headrest.; 2-way power lumbar
Rear: Vinyl bench, 60/40 split.

MEASUREMENTS

| | | |
|------------------|--------------|-------------|
| | Front | Rear |
| Headroom: | 40.7 in | 40.4 in |
| Legroom: | 40.9 in | 40.8 in |
| Shoulder: | 61.8 in | 61.3 in |
| Hip Room: | 59.3 in | 59.1 in |

Interior Volume:

| | |
|-------------------|--------------|
| Front: | 59.7 cu-ft. |
| Rear: | 58.5 cu-ft. |
| Comb: | 118.2 cu-ft. |
| Max Cargo: | 89.9 cu-ft. |

DIMENSIONS

| | |
|--------------------------|----------------------------|
| Fuel Capacity: | 21.4 Gallons |
| GVWR: | 6,391 lbs. |
| Wheelbase: | 119.1 in |
| Ground Clearance: | 7.6 in |
| Overall Length: | 198.8 in |
| Overall Height: | 69.5 in (w/o roof rack) |

CHASSIS

STEERING
Type: Electric power assist rack and pinion
Curb-to-curb: 40.4 ft.

SUSPENSION
Front: Independent MacPherson coil over strut.
Rear: Multi-link fully independent suspension

WHEEL + TIRES
Wheel size/type: 18" x 8" steel, 5-spoke
Tire make: Goodyear
Tire model: Eagle Enforcer
Tire size: 255/60R18
Speed rating: 108V

ENGINE

Naturally aspirated V6

| | |
|------------------------------|-----------------------|
| Fuel delivery system: | SDI |
| Displacement: | 3.3 Liters 201 cid |
| Compression Ratio: | 12:1 |
| Horse Power: | 285 bhp @ 6500 rpm |
| Torque (SAE net): | 260 ft-lb @ 4000 rpm |
| Alternator: | 250 amps |
| Battery: | 730 CCA |

DRIVETRAIN

Transmission: 10-speed electronic automatic with lockup torque converter.
Axle Ratio: 3.73:1 with all-wheel drive.

BRAKES

Type: Power dual piston calipers front, single piston calipers rear, 4-circuit and Anti-lock Braking System (ABS).
Front: 14.4 in, vented.
Rear: 13.8 in, vented.

ACCELERATION

| | |
|------------|----------------------|
| 0-30mph- | 3.49 sec |
| 0-60mph- | 8.71 sec |
| 0-100-mph- | 22.31 sec |
| 30-60mph- | 5.24 sec |
| 60-100mph- | 14.34 sec |
| 1/4 mile- | 16.78 sec @ 87.9 mph |

TEST RESULTS

BRAKING
 144.1 ft. @ 60 mph

32 LAP HIGH SPEED

| | |
|-------------------|----------|
| Average Lap Time- | 1:27.22 |
| Average Speed - | 60.4 mph |

CITY COURSE

| | |
|--------------------|----------|
| Average Lap Time - | 4:47.39 |
| Average Speed - | 32.6 mph |

Vehicle Type: Full size four door sport utility, all-wheel drive, 3.0 liter EcoBoost Twin Turbocharged V-6 engine, 10 speed automatic transmission with overdrive and a 3.31:1 axle ratio.

| EPA | | TESTED |
|------|-----|-------------|
| CITY | HWY | AVERAGE MPG |
| 18 | 24 | Not tested |

INTERIOR

SEATS
Front: Heavy duty cloth bucket, 6-way power adjustable; 4-way adjustable headrest; 2-way power lumbar
Rear: Vinyl bench, 35/30/35split-fold

MEASUREMENTS

| | | |
|------------------|--------------|-------------|
| | Front | Rear |
| Headroom: | 40.7 in | 40.4 in |
| Legroom: | 40.9 in | 40.8 in |
| Shoulder: | 61.8 in | 61.3 in |
| Hip Room: | 59.3 in | 59.1 in |

Interior Volume:

| | |
|--------------------|-------------|
| Front: | 59.7 cu-ft |
| Rear: | 58.5 cu-ft |
| Comb: | 118.2 cu-ft |
| Rear Cargo: | 89.9 cu-ft |

DIMENSIONS

Fuel Capacity: 21.4 Gallons
GVWR: 6,480 lbs.
Wheelbase: 119.1 in
Ground Clearance: 7.2 in
Overall Length: 198.8 in
Overall Height: 69.5 in
 (w/o roof rack)

CHASSIS

STEERING
Type: Electric power assist rack and pinion
Curb-to-curb: 40.4 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 make: Goodyear
Tire model: Eagle Enforcer
Tire size: 255/60R18
Speed rating: 108 V

BRAKES
Type: Power with dual piston calipers front, single piston calipers rear, 4 circuit and Anti-lock Braking System(ABS)
Front: 14.4 inch vented disc
Rear: 13.8 inch vented disc

ENGINE

Twin Turbocharged V-6

Fuel delivery system: SDI
Displacement: 3.0 Liters
Compression Ratio: 9.5:1
Horse Power: 400 bhp @ 5500 rpm
Torque (SAE net): 415 ft-lb @ 3000 rpm
Alternator: 250 amp
Battery: 730 CCA

DRIVETRAIN

Transmission: 10 speed electronic automatic with lockup torque converter
Axle Ratio: 3.31:1 with all-wheel drive.

| | | |
|--|--|---|
| <p><u>ACCELERATION</u></p> <p>0-30mph- 2.44 sec 0-60mph- 6.10 sec 0-100-mph- 15.32 sec 30-60mph- 3.92 sec 60-100mph- 8.68 sec 1/4 mile- 14.65 sec @ 98.0 mph</p> | <p><u>TEST RESULTS</u></p> <p>BRAKING</p> <p>145.5 ft. @ 60mph</p> | <p><u>32 LAP HIGH SPEED</u></p> <p>Average Lap Time – 1:22.22 Average Speed – 64.0 mph</p> <p><u>CITY COURSE</u></p> <p>Average Lap Time – 4:27.85 Average Speed – 34.9 mph</p> |
|--|--|---|

Vehicle Type: Full size four door sport utility, all-wheel drive, 3.3 liter V-6 engine with hybrid drive, lithium-ion battery and regenerative braking, 10 speed automatic transmission with overdrive and a 3.73:1 axle ratio.

| EPA | | TESTED |
|------|-----|-------------|
| CITY | HWY | AVERAGE MPG |
| 23 | 24 | 20 |

INTERIOR

SEATS
Front: Heavy duty cloth bucket; 6-way adjustable; 4-way adjustable headrest; 2-way power lumbar
Rear: Vinyl bench, 35/30/35 split-fold

MEASUREMENTS

| | | |
|------------------|--------------|-------------|
| | Front | Rear |
| Headroom: | 40.7 in | 40.4 in |
| Legroom: | 40.9 in | 40.7 in |
| Shoulder: | 61.8 in | 61.3 in |
| Hip room: | 59.3 in | 59.1 in |

Interior Volume:

| | |
|---------------|--------------|
| Front: | 59.7 cu-ft. |
| Rear: | 58.5 cu-ft. |
| Comb: | 118.2 cu-ft. |
| Trunk: | 52.0 cu-ft. |

DIMENSIONS

Fuel Capacity: 19.0 Gallons
GVWR: 6,940 lbs.
Wheelbase: 119.1 in
Ground Clearance: 7.4 in
Overall Length: 198.8 in
Overall Height: 69.5 in

CHASSIS

STEERING
Type: Electric power assist rack and pinion
Curb-to-curb: 40.4 ft.

SUSPENSION
Front: Independent MacPherson strut. with coil over shocks.
Rear: Multi-link fully independent

WHEEL + TIRES
Wheel size/type: 18" x 8" steel, 5 spoke
Tire make: Goodyear
Tire model: Eagle Enforcer
Tire size: 255/60R18
Speed rating: 108V

ENGINE

Naturally aspirated V-6 Hybrid

Fuel delivery system: SDI
Displacement: 3.3 liters
Compression Ratio: 12:1
Horse Power: 318 bhp combined system, 265 bhp @ 6500 rpm gas engine only
Torque (SAE net): 322 ft-lb combined system, 260 ft-lb @ 4000 rpm gas engine only
Alternator: 220 amp
Battery: 800 CCA

DRIVETRAIN

Transmission: 10-speed electronic automatic with lockup torque converter.
Axle Ratio: 3.73:1 with all-wheel drive

BRAKES
Type: Power— dual piston calipers front, single piston calipers rear, 4 circuit and Anti-lock Braking System (ABS)
Front Disc: 14.4 in, vented disc
Rear Disc: 13.8 in, vented disc

ACCELERATION

| | |
|------------|----------------------|
| 0-30mph— | 2.92 sec |
| 0-60mph— | 7.73 sec |
| 0-100-mph— | 19.15 sec |
| 30-60mph— | 4.82 sec |
| 60-100mph— | 11.60 sec |
| 1/4 mile— | 15.91 sec @ 91.3 mph |

TEST RESULTS

BRAKING
 143.2 ft. @ 60 mph

32 LAP HIGH SPEED
 Average Lap Time – 1:26.70
 Average Speed – 60.8 mph

CITY COURSE
 Average Lap Time— 4:47.51
 Average Speed - 32.5 mph

Vehicle Type: Full Size four door sedan; front wheel drive, Hybrid (2.0 liter, Front Atkinson cycle engine & electric A/C motor managed by power-split hybrid technology automatic electronically controlled continuously variable transmission.

| EPA | | TESTED |
|------|-----|-------------|
| CITY | HWY | AVERAGE MPG |
| 40 | 36 | Not tested |

INTERIOR

SEATS

Front: Heavy duty cloth bucket, 6-way adjustable driver; 2 way adjustable headrest
Rear: Vinyl bench, Optional cloth bench

MEASUREMENTS

| | | |
|-------------------------|--------------|-------------|
| Headroom: | Front | Rear |
| | 39.2 in | 37.8 in |
| Legroom: | 44.3 in | 38.3 in |
| Shoulder: | 57.8in | 56.9 in |
| Hip Room: | 55.0 in | 54.4 in |
| Interior Volume: | | |
| Front: | 55.2 cu-ft. | |
| Rear: | 47.6 cu-ft. | |
| Comb: | 102.8 cu-ft. | |
| Trunk: | 12.0 cu-ft. | |

DIMENSIONS

Fuel Capacity: 14.0 Gallons
GVWR: 4980 lbs.
Wheelbase: 112.2 in
Ground Clearance: 6.3 in
Overall Length: 191.8 in
Overall Height: 58.5 in

CHASSIS

STEERING

Type: Electric power assist rack and pinion
Curb-to-curb: 37.6 ft.

SUSPENSION

Front: Independent MacPherson struts
Rear: Multi-link, fully independent

WHEEL + TIRES

Wheel size/type: 17" x 7.5" steel
Tire make: Goodyear
Tire model: Eagle Sport
Tire size: 235/50R17
Speed rating: W

BRAKES

Type: 4-wheel disc brakes with Anti-lock Braking System(ABS), dual front piston calipers and regenerative braking.
Front: 12.4 sq. in. vented disc
Rear: 12.4 sq. in. solid disc

ENGINE

2.0 Intake Variable Cam Timing (iVCT). Atkinson-Cycle 1-4 Engine and 88 kW Electric Motor

Fuel delivery system: SMPEFI
Cubic Inches: 122
Displacement: 2.0 Liters
Compression Ratio: 12.3:1
Horse Power: 188 HP gas,electric combined(141 bhp @ 6000 rpm + 88 kW electric motor)
Torque (SAE net):
 129 ft-lb @ 4000 rpm
Alternator: 165 amp
Battery: 590 CCA

DRIVETRAIN

Transmission: Automatic electronically controlled continuously variable transmission (eCVT).
Axle Ratio: 2.57:1 with front-wheel drive

ACCELERATION

| | |
|------------|----------------------|
| 0-30mph- | 3.48 sec |
| 0-60mph- | 9.16 sec |
| 0-100-mph- | 25.95 sec |
| 30-60mph- | 5.95 sec |
| 60-100mph- | 15.37 sec |
| 1/4 mile- | 17.12 sec @ 84.6 mph |

TEST RESULTS

BRAKING
 140.0 ft. @ 60 mph

32 LAP HIGH SPEED

Average Lap Time – 1:32.37
 Average Speed – 57.0 mph
CITY COURSE
 Average Lap Time – 4:42.03
 Average Speed – 33.2 mph

Vehicle Type: Front engine, 3.5L EcoBoost Twin Turbocharged V-6 Engine with 10 speed select shift automatic transmission, four wheel drive, 5 passenger, 4 door truck, Police packaged vehicle

| EPA | | TESTED |
|------|-----|-------------|
| CITY | HWY | AVERAGE MPG |
| 16 | 22 | Not tested |

INTERIOR

SEATS
Front: Heavy duty cloth bucket; 8-way adjustable; Power optional passenger seat; 4-way adjustable headrest.
Rear: Vinyl bench

MEASUREMENTS

| | | |
|------------------|--------------|-------------|
| | Front | Rear |
| Headroom: | 40.8 in | 40.4 in |
| Legroom: | 43.9 in | 43.6 in |
| Shoulder: | 66.7 in | 65.9 in |
| Hip Room: | 62.5 in | 64.7 in |

Interior Volume:

| | |
|---------------|--------------|
| Front: | 79.9 cu-ft. |
| Rear: | 51.9 cu-ft. |
| Comb: | 131.8 cu-ft. |
| Trunk: | 52.8 cu-ft. |

DIMENSIONS

Fuel Capacity: 26.0 Gallons
GVWR: 7,000 lbs.
Wheelbase: 145.0 in
Ground Clearance: 9.3 in
Overall Length: 231.9 in
Overall Height: 77.2 in

CHASSIS

STEERING
Type: Electric power assist rack and pinion
Curb-to-curb: 47.1 ft.

SUSPENSION
Front: Independent double-wishbone with coil-over shock and stamped lower control arm
Rear: Leaf spring/solid axle

WHEEL + TIRES
Wheel size/type: 18" x 7.5", Alum, 6-spoke
Tire make: Goodyear
Tire model: Wrangler
Tire size: 275/65R18C

ENGINE

3.5L- V6 GTDI EcoBoost

Fuel delivery system: SDI
Displacement: 3.5 Liters
213 cid.
Compression Ratio: 10.5:1
Horse Power: 375 bhp @ 5000 rpm
Torque (SAE net): 470 ft-lb @ 3,500 rpm
Alternator: 240 amp
Battery: 800 CCA

DRIVETRAIN

Transmission: 10- speed SelectShift automatic transmission configured with progressive range select and selectable drive models.
Axle Ratio: (3.55:1 with Four-wheel drive)

Speed rating: S

BRAKES
Type: Power dual piston calipers front, single piston calipers rear, 4 circuit and Anti-lock Braking System (ABS).
Front Disc: 13.7 in, vented
Rear Disc: 13.2 in, vented

ACCELERATION

| | |
|------------|----------------------|
| 0-30mph- | 2.64 sec |
| 0-60mph- | 6.71 sec |
| 0-100-mph- | 17.08 sec |
| 30-60mph- | 4.14 sec |
| 60-100mph- | 10.28 sec |
| 1/4 mile - | 15.16 sec @ 94.7 mph |

TEST RESULTS

BRAKING

163.2 ft. @ 60 mph

32 LAP HIGH SPEED

Average Lap Time- 1:30.50
 Average Speed - 58.1 mph

CITY COURSE

Average Lap Time - 4:53.04
 Average Speed - 31.9 mph

32 LAP HIGH-SPEED VEHICLE DYNAMICS 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).

There are four Emergency Vehicle Operations Center (EVOC) training instructor drivers. They are equally from the LASD and LAPD and share the driving and evaluation of the vehicles. All four drivers will evaluate each vehicle. For this test, each driver completes eight laps around our 1.46 mile test track at the Auto Club Speedway in Fontana, for a total of 32 timed laps. Lap timing is via a GPS based Race Logic "DriftBox 02" data-logger mounted in the vehicle. Lap times are immediately recorded via RF telemetry signal produced by the data-logger. Secondary lap timing is recorded utilizing a "Video VBOX Data-logger" mounted in the vehicle. All timing is backed up on SD cards in each unit. 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.

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**

2020 CHEVROLET TAHOE 5.3L PPV 2WD

| DRIVER | TIME TEST STARTED | AIR TEMP / TRACK TEMP (Deg. F) |
|-------------------------|--------------------------|---------------------------------------|
| Ramiro Juarez - LASD | 1:02 pm | 95° F/ 112°F |
| Carrie Dooros - LAPD | 1:22 pm | 94° F/ 113°F |
| Joe Rosales - LASD | 1:43 pm | 95° F/ 111° F |
| Douglas Barnhart - LAPD | 2:03 pm | 94° F/ 111° F |

| DRIVER | LAP 1 | LAP 2 | LAP 3 | LAP 4 | LAP 5 | LAP 6 | LAP 7 | LAP 8 | AVG TIME | AVG SPEED |
|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|------------------|
| Ramiro Juarez | 1:30.34 | 1:27.62 | 1:27.19 | 1:26.66 | 1:27.04 | 1:27.63 | 1:27.70 | 1:27.81 | 1:27.75 | 59.73 |
| Carrie Dooros | 1:30.50 | 1:28.76 | 1:28.96 | 1:28.97 | 1:28.33 | 1:30.38 | 1:28.53 | 1:29.09 | 1:29.19 | 59.06 |
| Joe Rosales - | 1:29.66 | 1:28.76 | 1:28.55 | 1:28.78 | 1:28.71 | 1:28.47 | 1:28.62 | 1:28.79 | 1:28.79 | 59.12 |
| Douglas Barnhart - | 1:29.37 | 1:27.75 | 1:26.92 | 1:28.27 | 1:27.73 | 1:28.28 | 1:27.56 | 1:27.76 | 1:27.96 | 59.72 |

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2020 CHEVROLET TAHOE 5.3L PPV 2WD

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|----------------------|-----------|
| Steering | 7.8 |
| Body Lean | 6.0 |
| Bounce | 4.9 |
| Brake Fade | 8.1 |
| Brake Pull | 7.9 |
| ABS Operation | 8.6 |

| DRIVER COMMENTS |
|--|
| <p>Brakes – Brakes were consistent between laps one through eight, but faded on later laps causing you to brake sooner. Brake travel got a tad long with repeated laps. Pulls slightly to the right on hard breaking.</p> <p>Cornering/Handling – Suspension is on the soft bouncy side when not fully loaded causing understeer and oversteer. Vehicle tends to incur oscillations exiting turns with heavy weight transfer to the rear.</p> <p>Transmission (Shift Points) – Vehicle seems to be in the correct gear exiting turns, very predictable and no negative traits were noted.</p> <p>Engine – Great power, pulls strong to redline. A little sluggish for size and weight of vehicle.</p> <p>Other – Bouncing in the turns was very bad, could be a serious issue in the field.</p> |

**32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION**

2020 CHEVEROLET TAHOE 5.3L PPV 4WD

| DRIVER | TIME TEST STARTED | AIR TEMP / TRACK TEMP (Deg. F) |
|-------------------------|--------------------------|---------------------------------------|
| Ramiro Juarez - LASD | 12:36 pm | 81° F/ 96° F |
| Carrie Dooros - LAPD | 12:58 pm | 83° F/ 104° F |
| Richard Dee - LASD | 1:18 pm | 83° F/ 108° F |
| Douglas Barnhart - LAPD | 1:40 pm | 83° F/ 101° F |

| DRIVER | LAP 1 | LAP 2 | LAP 3 | LAP 4 | LAP 5 | LAP 6 | LAP 7 | LAP 8 | AVG TIME | AVG SPEED |
|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|------------------|
| Ramiro Juarez | 1:29.16 | 1:27.25 | 1:27.75 | 1:28.36 | 1:28.92 | 1:28.08 | 1:28.20 | 1:28.54 | 1:28.28 | 59.7 |
| Carrie Dooros | 1:30.25 | 1:31.00 | 1:28.91 | 1:28.89 | 1:28.51 | 1:29.17 | 1:29.78 | 1:29.99 | 1:29.56 | 58.5 |
| Richard Dee | 1:31.14 | 1:30.83 | 1:29.06 | 1:29.86 | 1:29.37 | 1:28.71 | 1:29.53 | 1:29.70 | 1:29.78 | 58.4 |
| Douglas Barnhart | 1:29.75 | 1:29.19 | 1:29.30 | 1:28.43 | 1:28.71 | 1:28.82 | 1:28.43 | 1:28.17 | 1:28.85 | 59.1 |

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2020 CHEVEROLET TAHOE 5.3L PPV 4WD

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|----------------------|-----------|
| Steering | 8.6 |
| Body Lean | 8.6 |
| Bounce | 8.1 |
| Brake Fade | 8.4 |
| Brake Pull | 8.1 |
| ABS Operation | 8.8 |

| DRIVER COMMENTS |
|--|
| <p>Brakes – Brakes were good throughout the first eight laps, there was a slight loss of deceleration after 4 laps. There was a slight pull to the right under straight hard braking applications. The Anti-lock Braking System (ABS) assist worked as designed.</p> <p>Cornering/Handling – Some body roll, mild bounce but predictable. Good suspension for vehicle of this size, Electronic Stability Control (ESC) is well tuned for vehicle. Good cornering, maintained composure throughout the turn.</p> <p>Transmission (Shift Points) – Shift points were good, always in correct gear, consistent.</p> <p>Engine – Strong smooth power delivery overall, pulls well to redline. Very responsive to small throttle movements.</p> |

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2020 DODGE CHARGER 3.6L 2.62 RWD

| DRIVER | TIME TEST STARTED | AIR TEMP / TRACK TEMP (Deg. F) |
|-------------------------|-------------------|--------------------------------|
| Ramiro Juarez - LASD | 2:25 pm | 89° F/ 102° F |
| Carrie Dooros - LAPD | 2:45 pm | 95° F/ 106°F |
| Joe Rosales - LASD | 3:06 pm | 87° F/ 91° F |
| Douglas Barnhart - LAPD | 3:26 pm | 93° F/ 86°F |

| DRIVER | LAP 1 | LAP 2 | LAP 3 | LAP 4 | LAP 5 | LAP 6 | LAP 7 | LAP 8 | AVG TIME | AVG SPEED |
|--------------------|---------|---------|---------|---------|---------|---------|---------|---------|----------|-----------|
| Ramiro Juarez - | 1:25.79 | 1:25.68 | 1:25.51 | 1:25.81 | 1:25.44 | 1:25.69 | 1:25.44 | 1:24.99 | 1:25.54 | 61.1 |
| Carrie Dooros - | 1:25.18 | 1:25.15 | 1:24.60 | 1:24.95 | 1:24.88 | 1:25.47 | 1:25.64 | 1:25.11 | 1:27.06 | 60.4 |
| Joe Rosales - | 1:27.89 | 1:26.69 | 1:26.81 | 1:26.81 | 1:26.80 | 1:26.68 | 1:27.00 | 1:26.51 | 1:26.28 | 61.5 |
| Douglas Barnhart - | 1:26.50 | 1:25.50 | 1:24.93 | 1:25.75 | 1:25.71 | 1:25.80 | 1:25.70 | 1:26.44 | 1:25.64 | 61.0 |

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2020 DODGE CHARGER 3.6L 2.62 RWD

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|----------------------|-----------|
| Steering | 9.5 |
| Body Lean | 9.5 |
| Bounce | 9.4 |
| Brake Fade | 9.4 |
| Brake Pull | 9.4 |
| ABS Operation | 9.8 |

| DRIVER COMMENTS |
|---|
| <p>Brakes – Brakes were consistent and very good, great rate of deceleration. Very slight pull to the left on a couple of applications, but went away quickly, car remained balanced after that.</p> <p>Cornering/Handling— Nice very predictable, stable with minimal body roll. Very taut suspension, almost a little too stiff. Responds well to mid corner adjustments, no issues with Electronic Stability Control (ESC).</p> <p>Transmission (Shift Points) – Great downshifts, made good use of available power. Always in correct gear, no issues.</p> <p>Engine – Smooth and consistent power delivery, pulls very strong to redline.</p> <p>Other– Good platform for law enforcement use, overall nice vehicle for law enforcement work.</p> |

**32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION**

2020 DODGE CHARGER 5.7L 3.08 AWD

| DRIVER | TIME TEST STARTED | AIR TEMP / TRACK TEMP (Deg. F) |
|-------------------------|--------------------------|---------------------------------------|
| Ramiro Juarez - LASD | 9:52 am | 70° F/ 82° F |
| Carrie Dooros - LAPD | 10:10 am | 71° F/ 89° F |
| Joe Rosales - LASD | 10:30 am | 71° F/ 96° F |
| Douglas Barnhart - LAPD | 10:51 am | 73° F/ 93° F |

| DRIVER | LAP 1 | LAP 2 | LAP 3 | LAP 4 | LAP 5 | LAP 6 | LAP 7 | LAP 8 | AVG TIME | AVG SPEED |
|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|------------------|
| Ramiro Juarez - | 1:22.88 | 1:22.06 | 1:22.05 | 1:21.93 | 1:22.26 | 1:22.60 | 1:22.07 | 1:22.23 | 1:22.26 | 64.1 |
| Carrie Dooros - | 1:24.02 | 1:23.99 | 1:24.04 | 1:24.31 | 1:23.83 | 1:23.82 | 1:23.44 | 1:24.52 | 1:24.00 | 62.6 |
| Joe Rosales - | 1:24.96 | 1:25.24 | 1:24.69 | 1:24.26 | 1:24.67 | 1:24.58 | 1:25.31 | 1:24.49 | 1:24.78 | 61.8 |
| Douglas Barnhart - | 1:23.31 | 1:23.07 | 1:22.60 | 1:23.01 | 1:23.75 | 1:22.82 | 1:23.11 | 1:23.17 | 1:23.11 | 63.3 |

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2020 DODGE CHARGER 5.7 LITER 3.08 AWD

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|----------------------|-----------|
| Steering | 9.4 |
| Body Lean | 9.8 |
| Bounce | 9.8 |
| Brake Fade | 8.3 |
| Brake Pull | 9.0 |
| ABS Operation | 9.0 |

| DRIVER COMMENTS |
|---|
| <p>Brakes –Worked extremely well on first 5 laps, after that they lost their bite and had to get on them sooner and firmer. Long pedal travel, seemed spongy at first, slight fade with repetition. No issues with Anti-lock Braking System(ABS) Intrusion.</p> <p>Cornering/Handling – Turn in was very good, Electronic Stability Control (ESC) may be too loose for deployment as the vehicle could be pushed into oversteer. Had a slight shudder in steering on turns, although handled well. Back end comes out a little fast when releasing brakes. Very taut suspension to the point of a little too stiff, steering tends to be a little vague on turn-in.</p> <p>Transmission (Shift Points) – Good, seemed to be in the right gear at the right time. Very predictable.</p> <p>Engine – Strong, smooth, always there power, good throttle response. Pulls very strong to redline.</p> |

**32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION**

2020 DODGE DURANGO 3.6L 3.45 AWD

| DRIVER | TIME TEST STARTED | AIR TEMP / TRACK TEMP (Deg. F) |
|-------------------------|--------------------------|---------------------------------------|
| Ramiro Juarez - LASD | 2:24 pm | 93° F / 106° F |
| Carrie Dooros - LAPD | 2:45 pm | 92°F / 101° F |
| Joe Rosales - LASD | 3:05 pm | 89° F / 101° F |
| Douglas Barnhart - LAPD | 3:26 pm | 95° F / 106° F |

| DRIVER | LAP 1 | LAP 2 | LAP 3 | LAP 4 | LAP 5 | LAP 6 | LAP 7 | LAP 8 | AVG TIME | AVG SPEED |
|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|------------------|
| Ramiro Juarez - | 1:32.50 | 1:30.70 | 1:31.62 | 1:31.49 | 1:31.17 | 1:30.78 | 1:31.26 | 1:31.17 | 1:31.34 | 57.8 |
| Carrie Dooros - | 1:32.26 | 1:32.36 | 1:32.47 | 1:32.57 | 1:33.81 | 1:32.92 | 1:32.94 | 1:32.19 | 1:32.69 | 56.5 |
| Joe Rosales - | 1:32.73 | 1:32.37 | 1:31.99 | 1:33.13 | 1:32.12 | 1:32.67 | 1:32.58 | 1:31.68 | 1:32.41 | 57.1 |
| Douglas Barnhart - | 1:32.28 | 1:31.72 | 1:31.12 | 1:32.52 | 1:31.50 | 1:31.69 | 1:31.81 | 1:31.38 | 1:31.75 | 57.4 |

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2020 DODGE DURANGO 3.6L 3.45 AWD

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|----------------------|-----------|
| Steering | 8.0 |
| Body Lean | 7.5 |
| Bounce | 8.3 |
| Brake Fade | 8.0 |
| Brake Pull | 8.5 |
| ABS Operation | 8.6 |

| DRIVER COMMENTS |
|--|
| <p>Brakes – Brakes worked well on first 6 laps, no issues with Anti-lock Braking System (ABS). Very nice, little fade on 7th and 8th lap but manageable through each lap. Long pedal travel, brake assist became more pronounced during the last couple of laps.</p> <p>Cornering/Handling – Very soft suspension, heavy Electronic Stability Control (ESC) Intrusion, even with adjustments there was a lot of interference. Good turn-in but moderate body roll was present.</p> <p>Transmission (Shift Points) – Slow to get to speed, delayed throttle, not in appropriate gear. The Electronic Stability Control (ESC) cut power at apex, took a few seconds to give back throttle.</p> <p>Engine – Good for size and weight of vehicle, low on power, power fell off at higher speeds.</p> <p>Other– The Electronic Stability Control (ESC) had a significant impact on corner exits. While great for safety it might cause driver frustration.</p> |

**32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION**

2020 DODGE DURANGO 5.7L 3.09 AWD

| DRIVER | TIME TEST STARTED | AIR TEMP / TRACK TEMP (Deg. F) |
|-------------------------|--------------------------|---------------------------------------|
| Ramiro Juarez - LASD | 11:10 am | 77° F/ 97° F |
| Carrie Dooros - LAPD | 11:32 am | 77° F/ 97° F |
| Richard Dee - LASD | 11:53 am | 79° F/ 97° F |
| Douglas Barnhart - LAPD | 12:15 am | 81° F/ 105° F |

| DRIVER | LAP 1 | LAP 2 | LAP 3 | LAP 4 | LAP 5 | LAP 6 | LAP 7 | LAP 8 | AVG TIME | AVG SPEED |
|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|------------------|
| Ramiro Juarez - | 1:30.00 | 1:28.88 | 1:30.00 | 1:28.26 | 1:28.49 | 1:28.82 | 1:28.52 | 1:28.72 | 1:28.96 | 59 |
| Carrie Dooros - | 1:30.27 | 1:29.30 | 1:30.00 | 1:29.57 | 1:28.99 | 1:29.56 | 1:29.19 | 1:28.75 | 1:29.45 | 58.8 |
| Richard Dee - | 1:33.57 | 1:32.42 | 1:30.00 | 1:29.45 | 1:29.11 | 1:30.12 | 1:29.38 | 1:31.88 | 1:30.74 | 57.8 |
| Douglas Barnhart - | 1:29.30 | 1:29.20 | 1:28.86 | 1:29.32 | 1:29.83 | 1:29.30 | 1:29.20 | 1:28.80 | 1:29.23 | 58.9 |

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2020 DODGE DURANGO 5.7L 3.09 AWD

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|----------------------|-----------|
| Steering | 8.0 |
| Body Lean | 7.8 |
| Bounce | 8.3 |
| Brake Fade | 8.0 |
| Brake Pull | 8.5 |
| ABS Operation | 8.4 |

| DRIVER COMMENTS |
|---|
| <p>Brakes – Worked well on all laps, good rate of deceleration. Did start feeling fade after about 5th lap. The brake assist was intrusive and remained engaged for a long time. There was moderate to long pedal travel under hard braking.</p> <p>Cornering/Handling – The cornering was good but suspension was on the soft side, significant body roll, steering was slow to respond, but understandable for a vehicle this size. The Electronic Stability Control (ESC) was calibrated well, but slow to recover after an event.</p> <p>Transmission (Shift Points) – The shifting was smooth and consistent, no issues.</p> <p>Engine – Good, not overly strong. Ok power, smooth delivery, but I did expect more from a V8, could be Electronic Stability Control (ESC) Traction Control (TC) limited.</p> |

**32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION**

2020 FORD P.I. UTILITY 3.3L AWD

| DRIVER | TIME TEST STARTED | AIR TEMP / TRACK TEMP (Deg. F) |
|-------------------------|--------------------------|---------------------------------------|
| Ramiro Juarez - LASD | 1:43 pm | 95° F / 111° F |
| Carrie Dooros - LAPD | 2:03 pm | 94° F / 108° F |
| Joe Rosales - LASD | 2:23 pm | 93° F / 106° F |
| Douglas Barnhart - LAPD | 2:45 pm | 92° F / 101° F |

| DRIVER | LAP 1 | LAP 2 | LAP 3 | LAP 4 | LAP 5 | LAP 6 | LAP 7 | LAP 8 | AVG TIME | AVG SPEED |
|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|------------------|
| Ramiro Juarez - | 1:27.69 | 1:25.77 | 1:25.30 | 1:26.57 | 1:26.99 | 1:26.68 | 1:25.94 | 1:26.20 | 1:26.39 | 61.1 |
| Carrie Dooros - | 1:28.54 | 1:27.13 | 1:27.43 | 1:27.12 | 1:28.44 | 1:27.31 | 1:27.32 | 1:26.69 | 1:27.50 | 60.4 |
| Joe Rosales - | 1:29.01 | 1:27.52 | 1:28.61 | 1:30.39 | 1:27.74 | 1:27.87 | 1:29.19 | 1:28.00 | 1:28.54 | 59.1 |
| Douglas Barnhart - | 1:25.84 | 1:26.31 | 1:26.17 | 1:26.98 | 1:26.64 | 1:27.23 | 1:27.19 | 1:26.56 | 1:26.62 | 61 |

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2020 FORD P.I. UTILITY 3.3L AWD

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|----------------------|-----------|
| Steering | 9.8 |
| Body Lean | 9.6 |
| Bounce | 9.9 |
| Brake Fade | 9.3 |
| Brake Pull | 9.9 |
| ABS Operation | 9.9 |

| DRIVER COMMENTS |
|---|
| <p>Brakes – The brakes were very good, bites hard on initial application. The brakes began to fade around lap 21, but still responsive. Just had to get on them sooner and firmer. There was no Anti-lock Braking System (ABS) intrusion, consistent throughout.</p> <p>Cornering/Handling – Very good handling characteristics, predictable, consistent. There was very well controlled body roll and bounce.</p> <p>Transmission (Shift Points) – Excellent, always in correct gear, smooth downshifts.</p> <p>Engine – The engine pulls strong to redline, well matched to chassis, smooth power delivery.</p> |

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2020 FORD P.I. UTILITY 3.0L ECOBOOST AWD

| DRIVER | TIME TEST STARTED | AIR TEMP / TRACK TEMP (Deg. F) |
|-------------------------|-------------------|--------------------------------|
| Ramiro Juarez - LASD | 9:04 am | 72° F/ 76° F |
| Carrie Dooros - LAPD | 9:31 am | 66° F/ 82° F |
| Joe Rosales - LASD | 9:52 am | 70° F/ 82° F |
| Douglas Barnhart - LAPD | 10:10 am | 71° F/ 89° F |

| DRIVER | LAP 1 | LAP 2 | LAP 3 | LAP 4 | LAP 5 | LAP 6 | LAP 7 | LAP 8 | AVG TIME | AVG SPEED |
|--------------------|---------|---------|---------|---------|---------|---------|---------|---------|----------|-----------|
| Ramiro Juarez - | 1:22.07 | 1:22.07 | 1:22.01 | 1:21.96 | 1:22.34 | 1:22.51 | 1:21.94 | 1:22.31 | 1:22.15 | 64.1 |
| Carrie Dooros - | 1:24.65 | 1:23.79 | 1:23.80 | 1:24.20 | 1:23.53 | 1:23.33 | 1:23.58 | 1:23.27 | 1:23.77 | 62.6 |
| Joe Rosales - | 1:24.84 | 1:24.91 | 1:24.00 | 1:24.70 | 1:24.67 | 1:24.38 | 1:23.84 | 1:24.12 | 1:24.43 | 62 |
| Douglas Barnhart - | 1:23.50 | 1:23.16 | 1:23.18 | 1:22.90 | 1:23.38 | 1:23.42 | 1:23.39 | 1:23.22 | 1:23.27 | 62.9 |

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2020 FORD P.I. UTILITY 3.0L ECOBOOST AWD

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|----------------------|-----------|
| Steering | 9.9 |
| Body Lean | 9.9 |
| Bounce | 9.9 |
| Brake Fade | 9.8 |
| Brake Pull | 10.0 |
| ABS Operation | 10.0 |

| DRIVER COMMENTS |
|--|
| <p>Brakes –The brakes worked extremely well the first 8 laps there was some fade on laps 21-32 but it was consistent and predictable. There was great confidence in stopping power, no issues with Anti-lock Braking System (ABS).</p> <p>Cornering/Handling – Very well dampened suspension, steering was excellent and responsive. There was some body roll, but very controlled.</p> <p>Transmission (Shift Points) – Excellent, always in the right gear, seamless.</p> <p>Engine – Very strong engine, pulls to redline, responsive to throttle input, fast.</p> <p>* At the end of lap 1, LASD noticed the right rear wheel had a crack in the center of the wheel. According to Ford engineers it was identified as an early prototype wheel and should not have been installed on the vehicle. The defective wheel and tire assembly were replaced and the remaining portion of the vehicle test was completed without further incident.</p> |

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2020 FORD P.I. UTILITY 3.3L HYBRID AWD

| DRIVER | TIME TEST STARTED | AIR TEMP / TRACK TEMP (Deg. F) |
|-------------------------|-------------------|--------------------------------|
| Ramiro Juarez - LASD | 10:30 am | 71° F/ 96° F |
| Carrie Dooros - LAPD | 10:51 am | 73° F/ 93° F |
| Joe Rosales - LASD | 11:10 am | 77° F/ 97° F |
| Douglas Barnhart - LAPD | 11:32 am | 77° F/ 97° F |

| DRIVER | LAP 1 | LAP 2 | LAP 3 | LAP 4 | LAP 5 | LAP 6 | LAP 7 | LAP 8 | AVG TIME | AVG SPEED |
|--------------------|---------|---------|---------|---------|---------|---------|---------|---------|----------|-----------|
| Ramiro Juarez - | 1:26.02 | 1:25.22 | 1:24.65 | 1:25.61 | 1:25.71 | 1:25.54 | 1:26.08 | 1:25.66 | 1:25.56 | 61 |
| Carrie Dooros - | 1:26.83 | 1:26.36 | 1:26.57 | 1:26.52 | 1:26.66 | 1:26.74 | 1:27.00 | 1:27.51 | 1:26.77 | 60.7 |
| Joe Rosales - | 1:27.86 | 1:27.26 | 1:27.43 | 1:27.53 | 1:27.30 | 1:27.37 | 1:27.64 | 1:27.51 | 1:27.49 | 60.5 |
| Douglas Barnhart - | 1:27.06 | 1:26.41 | 1:26.92 | 1:26.87 | 1:28.37 | 1:27.49 | 1:26.52 | 1:26.48 | 1:27.02 | 60.4 |

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2020 FORD P.I. UTILITY 3.3L HYBRID AWD

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|----------------------|-----------|
| Steering | 9.5 |
| Body Lean | 9.5 |
| Bounce | 9.6 |
| Brake Fade | 9.0 |
| Brake Pull | 9.8 |
| ABS Operation | 9.8 |

| DRIVER COMMENTS |
|---|
| <p>Brakes – Great rate of deceleration, very good confidence in stopping ability. There was no fade during first eight laps, some fade on later laps, but remained predictable.</p> <p>Cornering/Handling –Very solid and controlled, body roll was present but stable. Very compliant suspension, good handling characteristics. Responds well to driver inputs; Battery weight is noticeable on sharp turn-ins, no Electronic Stability Control (ESC) issues.</p> <p>Transmission (Shift Points) – No issues, always in correct gear during first 16 laps. On laps twenty-nine and thirty the shifting changed, with little to no throttle/ transmission response. This went away but was impactful on lap times.</p> <p>Engine – Good hybrid integration, no surging or other issues. The engine pulls well to redline and has enough power for law enforcement.</p> |

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2020 FORD POLICE RESPONDER HYBRID SEDAN 2.0L FWD

| DRIVER | TIME TEST STARTED | AIR TEMP / TRACK TEMP (Deg. F) |
|-------------------------|-------------------|--------------------------------|
| Ramiro Juarez - LASD | 12:18 pm | 86° F/ N/A |
| Carrie Dooros - LAPD | 12:40 pm | 95° F/ N/A |
| Joe Rosales - LASD | 1:00 pm | 95° F/ N/A |
| Douglas Barnhart - LAPD | 1:22 pm | 94° F/ 113° F |

| DRIVER | LAP 1 | LAP 2 | LAP 3 | LAP 4 | LAP 5 | LAP 6 | LAP 7 | LAP 8 | AVG TIME | AVG SPEED |
|--------------------|---------|---------|---------|---------|---------|---------|---------|---------|----------|-----------|
| Ramiro Juarez - | 1:30.99 | 1:30.84 | 1:31.37 | 1:31.56 | 1:31.99 | 1:32.63 | 1:32.10 | 1:32.26 | 1:31.72 | 57 |
| Carrie Dooros. - | 1:31.70 | 1:31.44 | 1:31.44 | 1:31.89 | 1:32.23 | 1:32.24 | 1:32.37 | 1:31.89 | 1:31.90 | 57.1 |
| Joe Rosales - | 1:32.24 | 1:32.49 | 1:32.45 | 1:31.64 | 1:32.13 | 1:32.54 | 1:32.06 | 1:33.05 | 1:33.86 | 56 |
| Douglas Barnhart - | 1:30.06 | 1:31.62 | 1:31.00 | 1:31.07 | 1:31.51 | 1:31.17 | 1:31.40 | 1:31.36 | 1:31.87 | 57.2 |

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2020 FORD POLICE RESPONDER HYBRID SEDAN 2.0L FWD

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|----------------------|-----------|
| Steering | 9.1 |
| Body Lean | 9.0 |
| Bounce | 9.4 |
| Brake Fade | 9.4 |
| Brake Pull | 10.0 |
| ABS Operation | 10.0 |

| DRIVER COMMENTS |
|--|
| <p>Brakes – Worked great on laps one through twenty-two but slight fade on laps twenty-three and twenty-four. Still very predictable and always solid. The pedal travel and pressure was consistent.</p> <p>Cornering/Handling – Car handles well, no understeer or oversteer, holds driving line well. The suspension absorbs bumps well and not overly soft. It is well matched for driving conditions in a city environment.</p> <p>Transmission (Shift Points) – Seemed to always be in correct gear coming out of turns. No issues, very consistent.</p> <p>Engine – Low on power but sufficient for vehicle size and weight. Power was smooth but not very much of it.</p> |

**32 LAP HIGH-SPEED COURSE
VEHICLE DYNAMICS EVALUATION**

2020 FORD F150 POLICE RESPONDER 3.5L 4WD

| DRIVER | TIME TEST STARTED | AIR TEMP / TRACK TEMP (Deg. F) |
|-------------------------|--------------------------|---------------------------------------|
| Ramiro Juarez - LASD | 11:53 am | 79° F/ 97° F |
| Carrie Dooros - LAPD | 12:15 pm | 81° F/ 105° F |
| Richard Dee - LASD | 12:36 pm | 81° F/ 96° F |
| Douglas Barnhart - LAPD | 12:58 pm | 83° F/ 104° F |

| DRIVER | LAP 1 | LAP 2 | LAP 3 | LAP 4 | LAP 5 | LAP 6 | LAP 7 | LAP 8 | AVG TIME | AVG SPEED |
|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|------------------|
| Ramiro Juarez | 1:30.36 | 1:29.64 | 1:29.06 | 1:28.77 | 1:29.30 | 1:29.87 | 1:29.54 | 1:30.04 | 1:29.57 | 58.5 |
| Carrie Dooros | 1:30.15 | 1:30.45 | 1:31.07 | 1:30.36 | 1:31.10 | 1:31.29 | 1:31.66 | 1:30.52 | 1:30.83 | 57.8 |
| Richard Dee | 1:31.50 | 1:32.06 | 1:30.94 | 1:31.44 | 1:31.26 | 1:31.12 | 1:31.25 | 1:32.05 | 1:31.45 | 57.6 |
| Douglas Barnhart | 1:28.25 | 1:29.75 | 1:30.51 | 1:29.99 | 1:30.44 | 1:30.63 | 1:30.44 | 1:29.56 | 1:29.95 | 58.4 |

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2020 FORD F150 POLICE RESPONDER 3.5L 4WD

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|----------------------|-----------|
| Steering | 8.5 |
| Body Lean | 8.3 |
| Bounce | 8.5 |
| Brake Fade | 7.5 |
| Brake Pull | 8.8 |
| ABS Operation | 7.8 |

| DRIVER COMMENTS |
|--|
| <p>Brakes – Brakes were good but got brake fade after four laps. Very long pedal travel, almost to floor, brake assist was intrusive.</p> <p>Cornering/Handling – The suspension was well suited for a vehicle of this size. There was mild understeer, but great roll and bounce control.</p> <p>Transmission (Shift Points) – Very smooth, no issues, consistent and always in correct gear.</p> <p>Engine – Very strong, good power, smooth delivery. Engine had great acceleration from slower speeds.</p> |

CITY COURSE EVALUATION RESULTS

This test is for those vehicles equipped with a factory installed POLICE PACKAGE and identified by the manufacturer as police packaged vehicles. This evaluation is conducted on a closed 2.6 mile city street course which closely represents the environment most urban law enforcement agencies must contend with. The course has several straight-a-ways and consists of many right and left turns and obstacles in the roadway.

This is the final test during our road certification. The manufacturers, if they so choose, are allowed to rebuild the vehicle's brake system and replace tires prior to this test.

For this test, two drivers are used for each vehicle. Each driver completes two laps around the city course. Lap timing is via a GPS based Race Logic "DriftBox02" mounted in the car. The combined times of the two laps are recorded next to the driver's name.

If the test vehicle is determined to be unacceptable in this preliminary review by not completing the course in less than 5 minutes, it is rejected and not subject to further testing and evaluation.

CITY COURSE VEHICLE DYNAMICS EVALUATION

2020 CHEVROLET TAHOE 5.3L PPV 2WD

| DRIVERS | TOTAL TIME | AIR /TRACK | SPEED |
|-------------------------|------------|----------------------|-------|
| Joe Rosales - LASD | 04:47.00 | 77°F/94°F | 32.6 |
| Douglas Barnhart - LAPD | 04:40.00 | 77°F/94°F | 33.4 |
| Average Time | 04:43.50 | Average Speed | 33.0 |

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|---------------|-----------|
| Steering | 8.5 |
| Body Lean | 8.0 |
| Bounce | 8.5 |
| Brake Fade | 8.5 |
| Brake Pull | 10.0 |
| ABS Operation | 10.0 |

| DRIVER COMMENTS |
|---|
| <p>Brakes – Good, very mild fade, but solid.</p> <p>Cornering/Handling – Mild roll and bounce but well dampened. A little understeer, but manageable.</p> <p>Transmission (Shift Points) – Good downshifts, smooth.</p> <p>Engine – Good power, always there.</p> <p>Other-Performed better on city course than high speed course. Didn't feel a lot of body lean.</p> |

CITY COURSE VEHICLE DYNAMICS EVALUATION

2020 CHEVROLET TAHOE 5.3L PPV 4WD

| DRIVERS | TOTAL TIME | AIR /TRACK | SPEED |
|----------------------|------------|----------------------|-------|
| Carrie Dooros - LAPD | 04:49.44 | 75°F/89°F | 32.4 |
| Ramiro Juarez - LASD | 04:48.00 | 75°F/89°F | 32.5 |
| Average Time | 04:48.72 | Average Speed | 32.5 |

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|---------------|-----------|
| Steering | 9.3 |
| Body Lean | 8.5 |
| Bounce | 8.8 |
| Brake Fade | 8.5 |
| Brake Pull | 8.5 |
| ABS Operation | 8.8 |

| DRIVER COMMENTS |
|---|
| <p>Brakes – Long pedal travel, decent rate of deceleration for a vehicle of this size.</p> <p>Cornering/Handling – Heavy car with a good suspension for it's size.</p> <p>Transmission (Shift Points) – No issues, slight lag.</p> <p>Engine – Little sluggish.</p> |

CITY COURSE VEHICLE DYNAMICS EVALUATION

2020 DODGE CHARGER 3.6L 2.62 RWD

| DRIVERS | TOTAL TIME | AIR /TRACK | SPEED |
|----------------------|------------|----------------------|-------|
| Ramiro Juarez - LASD | 04:33.00 | 78°F/100°F | 34.3 |
| Carrie Dooros - LASD | 04:39.00 | 78°F/100°F | 33.5 |
| Average Time | 04:36.00 | Average Speed | 33.9 |

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|---------------|-----------|
| Steering | 9.5 |
| Body Lean | 9.8 |
| Bounce | 9.8 |
| Brake Fade | 10.0 |
| Brake Pull | 10.0 |
| ABS Operation | 10.0 |

| DRIVER COMMENTS |
|--|
| <p>Brakes – Good no issues.</p> <p>Cornering/Handling – Back end comes out easily. Good suspension, great dampening, no issues with Electronic Stability Control (ESC) activation.</p> <p>Transmission (Shift Points) – No issues detected, always in correct gear.</p> <p>Engine – Pulls strong to redline.</p> |

CITY COURSE VEHICLE DYNAMICS EVALUATION

2020 DODGE CHARGER 5.7L 3.08 AWD

| DRIVERS | TOTAL TIME | AIR /TRACK | SPEED |
|----------------------|------------|----------------------|-------|
| Carrie Dooros - LAPD | 04:36.00 | 73°F/87°F | 33.9 |
| Ramiro Juarez - LASD | 04:26.35 | 73°F/87°F | 35.2 |
| Average Time | 04:31.18 | Average Speed | 34.5 |

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|---------------|-----------|
| Steering | 10.0 |
| Body Lean | 10.0 |
| Bounce | 10.0 |
| Brake Fade | 10.0 |
| Brake Pull | 10.0 |
| ABS Operation | 10.0 |

| DRIVER COMMENTS |
|---|
| <p>Brakes – The brakes worked extremely well on all laps.</p> <p>Cornering/Handling – Good suspension, well dampened, always consistent.</p> <p>Transmission (Shift Points) – No issues.</p> <p>Engine – Strong engine, very responsive to throttle inputs.</p> |

CITY COURSE VEHICLE DYNAMICS EVALUATION

2020 DODGE DURANGO SUV 3.6L AWD

| DRIVERS | TOTAL TIME | AIR /TRACK | SPEED |
|----------------------|------------|----------------------|-------|
| Carrie Dooros - LAPD | 04:54.64 | 78°F/100°F | 31.7 |
| Ramiro Juarez - LASD | 04:53.57 | 78°F/100°F | 31.9 |
| Average Time | 04:54.10 | Average Speed | 31.8 |

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|---------------|-----------|
| Steering | 8.5 |
| Body Lean | 8.3 |
| Bounce | 8.3 |
| Brake Fade | 9.0 |
| Brake Pull | 9.0 |
| ABS Operation | 7.5 |

| DRIVER COMMENTS |
|---|
| <p>Brakes – The brakes worked well on all laps, good rate of deceleration, slightly long pedal travel.</p> <p>Cornering/Handling – Very soft suspension, weight really shows, suspension needs to better control roll and pitch, Electronic Stability Control (ESC) is very intrusive.</p> <p>Transmission (Shift Points) – No issues, good.</p> <p>Engine – Good, pulls well to redline.</p> |

CITY COURSE VEHICLE DYNAMICS EVALUATION

2020 DODGE DURANGO 5.7L 3.09 AWD

| DRIVERS | TOTAL TIME | AIR /TRACK | SPEED |
|-------------------------|------------|----------------------|-------|
| Douglas Barnhart - LAPD | 04:38.93 | 73°F/88°F | 33.5 |
| Joe Rosales - LASD | 04:45.89 | 73°F/88°F | 32.7 |
| Average Time | 04:42.91 | Average Speed | 33.1 |

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|---------------|-----------|
| Steering | 9.0 |
| Body Lean | 8.0 |
| Bounce | 9.0 |
| Brake Fade | 9.5 |
| Brake Pull | 10.0 |
| ABS Operation | 9.5 |

| DRIVER COMMENTS |
|--|
| <p>Brakes – Good , no issues, a little fade on last lap</p> <p>Cornering/Handling – Slight but controlled lean and bounce, understeer. The Electronic Stability Control (ESC) were somewhat intrusive and slow to release, but a safe calibration.</p> <p>Transmission (Shift Points) – Good well timed shifts, when Electronic Stability Control (ESC) kicked in it took a few seconds before throttle responded.</p> <p>Engine – Good low end power off the corners, good for law enforcement.</p> |

CITY COURSE VEHICLE DYNAMICS EVALUATION

2020 FORD P.I. UTILITY 3.3L AWD

| DRIVERS | TOTAL TIME | AIR /TRACK | SPEED |
|----------------------|------------|----------------------|-------|
| Ramiro Juarez - LASD | 04:41.90 | 75°F/89.4°F | 33.2 |
| Carrie Dooros - LAPD | 04:52.88 | 75°F/89.4°F | 31.9 |
| Average Time | 04:47.39 | Average Speed | 32.6 |

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|---------------|-----------|
| Steering | 10.0 |
| Body Lean | 10.0 |
| Bounce | 10.0 |
| Brake Fade | 10.0 |
| Brake Pull | 10.0 |
| ABS Operation | 10.0 |

| DRIVER COMMENTS |
|--|
| <p>Brakes – The brakes worked extremely well, always there, gives confidence.</p> <p>Cornering/Handling – Very good suspension, very well dampened, predictable.</p> <p>Transmission (Shift Points) – No issues.</p> <p>Engine - There was lag in throttle response especially during sharp turns.</p> |

**CITY COURSE
VEHICLE DYNAMICS EVALUATION
2020 FORD P.I. UTILITY 3.0L AWD ECOBOOST**

| DRIVERS | TOTAL TIME | AIR /TRACK | SPEED |
|----------------------|-------------------|----------------------|--------------|
| Ramiro Juarez - LASD | 04:24.63 | 73°F/87°F | 35.3 |
| Carrie Dooros - LAPD | 04:34.78 | 73°F/87°F | 34 |
| Average Time | 04:29.71 | Average Speed | 34.7 |

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|---------------|------------------|
| Steering | 9.8 |
| Body Lean | 9.8 |
| Bounce | 10.0 |
| Brake Fade | 10.0 |
| Brake Pull | 10.0 |
| ABS Operation | 10.0 |

| DRIVER COMMENTS |
|---|
| <p>Brakes – Awesome, worked well on all laps, no issues.</p> <p>Cornering/Handling – Very good suspension, well dampened, consistent.</p> <p>Transmission (Shift Points) – No issues.</p> <p>Engine – Pulls hard to redline, strong.</p> <p>Other – Good vehicle</p> |

CITY COURSE VEHICLE DYNAMICS EVALUATION

2020 FORD P.I. UTILITY HYBRID 3.3L AWD

| DRIVERS | TOTAL TIME | AIR /TRACK | SPEED |
|-------------------------|------------|----------------------|-------|
| Joe Rosales - LASD | 04:51.64 | 73°F/88°F | 32.1 |
| Douglas Barnhart - LAPD | 04:43.38 | 73°F/88°F | 33.1 |
| Average Time | 04:47.51 | Average Speed | 32.5 |

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|---------------|-----------|
| Steering | 10.0 |
| Body Lean | 10.0 |
| Bounce | 9.5 |
| Brake Fade | 9.5 |
| Brake Pull | 10.0 |
| ABS Operation | 9.0 |

| DRIVER COMMENTS |
|---|
| <p>Brakes – The brakes were consistent ,but under medium braking resulted in harsh forward weight transfer.</p> <p>Cornering/Handling – Good, solid, well controlled roll and bounce. The Electronic Stability Control (ESC) would take a second to give you back throttle leaving apex turns.</p> <p>Transmission (Shift Points) – No throttle when initially left the starting line, took four to five seconds to activate throttle, ok in turns.</p> <p>Engine – Good power integration, smooth delivery, slow starting off.</p> |

CITY COURSE VEHICLE DYNAMICS EVALUATION

2020 FORD POLICE RESPONDER HYBRID SEDAN FWD

| DRIVERS | TOTAL TIME | AIR /TRACK | SPEED |
|-------------------------|------------|----------------------|-------|
| Joe Rosales - LASD | 04:45.93 | 78°F/98°F | 32.7 |
| Douglas Barnhart - LAPD | 04:38.12 | 78°F/98°F | 33.7 |
| Average Time | 04:42.03 | Average Speed | 33.2 |

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|---------------|-----------|
| Steering | 10.0 |
| Body Lean | 9.5 |
| Bounce | 10.0 |
| Brake Fade | 10.0 |
| Brake Pull | 10.0 |
| ABS Operation | 10.0 |

DRIVER COMMENTS

Brakes – The brakes were great during all laps, no fade, good pedal feedback.

Cornering/Handling – Excellent, no understeer or oversteer, good turn-in, controlled roll and smooth transitions in turns.

Transmission (Shift Points) – Really smooth, good, always in the right gear.

Engine – Great integration of hybrid power, but once battery is depleted power is a bit low for law enforcement.

Other– Good executive car, little slow for patrol.

**CITY COURSE
VEHICLE DYNAMICS EVALUATION
2020 FORD F150 POLICE RESPONDER 3.5L 4WD**

| DRIVERS | TOTAL TIME | AIR /TRACK | SPEED |
|-------------------------|------------|----------------------|-------|
| Douglas Barnhart - LAPD | 04:51.84 | 81°F/78°F | 32 |
| Joe Rosales - LASD | 04:59.46 | 79°F/79°F | 31.3 |
| Average Time | 04:52.20 | Average Speed | 31.7 |

** 1 – Poor 5 – Average 10 – Outstanding

| ITEM | RATING ** |
|---------------|-----------|
| Steering | 9.0 |
| Body Lean | 8.5 |
| Bounce | 9.0 |
| Brake Fade | 8.5 |
| Brake Pull | 10.0 |
| ABS Operation | 9.0 |

| DRIVER COMMENTS |
|---|
| <p>Brakes – The brakes were good, but very little bite or feedback, long pedal travel. The brake assist is delayed on pedal release.</p> <p>Cornering/Handling – Due to size there is body roll but it is well controlled, a little oversteer but corrects itself.</p> <p>Transmission (Shift Points) – Good, Electronic Stability Control (ESC) does kick in on turns, but not too punishing</p> <p>Engine – Great power in all areas.</p> |

Brake Evaluation Results

Vehicle brake evaluation is conducted to reflect real life braking situations that Law Enforcement experience every day in the field. The testing procedure measures the braking response that the driver would experience in High speed pursuits, emergency situations and normal driving. All vehicles are tested with original equipment including brake pads and tires. The vehicles are driven by professional Emergency Vehicle Operations Center (EVOC) drivers. All vehicles are equipped with an electronic logging device (VBox Datalogger) to record all evaluation events.

The evaluation is conducted immediately following the preliminary handling test. The vehicles are driven for 32 laps (approximately 48 miles). The first evaluation is conducted by having the driver accelerate to 80 miles per hour than decelerating to a stop without activating antilock braking system. This procedure is repeated three additional times. After the third test, the vehicle has a 5-minute mandatory cooldown period. The next evaluation incorporates accelerating the vehicle to 60 miles per hour and applying the brakes just before the anti-lock brake system activates, coming to a complete stop. Than a two minute cool down period. The next evaluation, the vehicle is accelerated to 60 miles, brakes are applied to stop the vehicle as quickly as possible without activating the antilock brake system. Finally with no cool down, the vehicle is accelerated to 60 miles per hour, brakes are applied with full antilock. This simulates a panic stop.

During the evaluation, if any braking malfunctions are experienced, an effort is made to determine the cause. If the failure is associated with a correctable situation, it is corrected and the evaluation is restarted. If no correctable concerns are noted, and it is decided that the failure was due to an inherent engineering fault, the vehicle is disqualified from further evaluation. Any corrections or defects are noted in the evaluation results.

BRAKE EVALUATION RESULTS

PANIC STOP FROM 60 MPH TO 0 MPH

| VEHICLE | STOPPING DISTANCE IN FEET- FROM 60 MPH TO ZERO |
|--|---|
| 2020 Chevrolet Tahoe 5.3L PPV 2WD | 159.3 ft. |
| 2020 Chevrolet Tahoe 5.3L PPV 4WD | 159.8 ft. |
| 2020 Dodge Charger 3.6L 2.62 RWD | 134.1 ft. |
| 2020 Dodge Charger 5.7L 3.08 AWD | 140.8 ft. |
| 2020 Dodge Durango 3.6L 3.45 AWD | 141.6 ft. |
| 2020 Dodge Durango 5.7L 3.09 AWD | 142.6 ft. |
| 2020 Ford P.I. Utility 3.3L AWD | 144.1 ft. |
| 2020 Ford P.I. Utility 3.0L AWD EcoBoost | 145.5 ft. |
| 2020 Ford P.I. Utility Hybrid 3.3L AWD | 143.2 ft. |
| 2020 Ford Police Responder Hybrid Sedan | 140.0 ft. |
| 2020 Ford F150 Police Responder 3.5L 4WD | 163.2 ft. |

ACCELERATION EVALUATION RESULTS

This test is designed to measure vehicle performance in terms of acceleration, including speed and time at the quarter mile. Although the top speed is not recorded, a minimum of 100 MPH is 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 speed. The vehicle's speed was allowed to level off, and then the vehicle was accelerated through the target speed. This allowed for an actual time between the targeted speed.

All of the information gathered during the acceleration and subsequent brake test is gathered using a Race Logic "Drift Box 02". The data logger is a GPS based measuring device.

ACCELERATION EVALUATION RESULTS

| SPEED | 2020 Chevrolet Tahoe 5.3L PPV 2WD | 2020 Chevrolet Tahoe 5.3L PPV 4WD | 2020 Dodge Charger 3.6L 2.62 RWD |
|---------------------|--|--|---|
| 0 – 20 MPH | 1.76 sec. | 2.18 sec | 2.04 sec |
| 0 – 30 MPH | 2.88 sec | 3.33 sec | 3.45 sec |
| 0 – 40 MPH | 4.30 sec | 4.81 sec | 4.90 sec |
| 0 – 50 MPH | 6.06 sec | 6.66 sec | 6.35 sec |
| 0 – 60 MPH | 7.95 sec | 8.63 sec | 8.20 sec |
| 0 – 70 MPH | 10.78 sec | 11.44 sec | 10.68 sec |
| 0 – 80 MPH | 13.83 sec | 14.68 sec | 13.33 sec |
| 0 – 90 MPH | 17.21 sec | 18.27 sec | 16.22 sec |
| 0 – 100 MPH | 21.31 sec | 22.61 sec | 21.54 sec |
| 30 – 60 MPH | 5.40 sec | 5.62 sec | 4.74 sec |
| 60 – 100 MPH | 12.75 sec | 14.02 sec | 13.03 sec |
| *SS – ¼ Mile | 16.27 @ 87.5 mph | 16.83 @ 86.2 mph | 16.42 @ 90.8 mph |

| SPEED | 2020 Dodge Charger 5.7L 3.08 AWD | 2020 Dodge Durango 3.6L 3.45 AWD | 2020 Dodge Durango 5.7L 3.09 AWD |
|---------------------|---|---|---|
| 0 – 20 MPH | 1.81 sec | 2.75 sec | 2.02 sec |
| 0 – 30 MPH | 2.85 sec | 4.02 sec | 3.16 sec |
| 0 – 40 MPH | 3.88 sec | 5.63 sec | 4.66 sec |
| 0 – 50 MPH | 5.35 sec | 7.54 sec | 6.37 sec |
| 0 – 60 MPH | 6.85 sec | 10.18 sec | 8.73 sec |
| 0 – 70 MPH | 8.63 sec | 13.09 sec | 11.34 sec |
| 0 – 80 MPH | 11.22 sec | 16.75 sec | 14.46 sec |
| 0 – 90 MPH | 13.85 sec | 21.19 sec | 18.14 sec |
| 0 – 100 MPH | 16.59 sec | 26.93 sec | 23.21 sec |
| 30 – 60 MPH | 4.29 sec | 6.27 sec | 5.86 sec |
| 60 – 100 MPH | 9.72 sec | 16.12 sec | 14.30 sec |
| *SS – ¼ Mile | 15.33 @ 95.5 mph | 17.87 @ 81.1 mph | 16.71 @ 86.3 mph |

* Standing Start

ACCELERATION EVALUATION RESULTS

| SPEED | 2020 Ford P.I. Utility 3.3L AWD | 2020 Ford P.I. Utility 3.0L AWD EcoBoost | 2020 Ford P.I. Utility Hybrid AWD |
|---------------------|--|---|--|
| 0 – 20 MPH | 2.29 sec. | 1.68 sec | 1.75 sec |
| 0 – 30 MPH | 3.49 sec | 2.44 sec | 2.92 sec |
| 0 – 40 MPH | 4.99 sec | 3.52 sec | 4.36 sec |
| 0 – 50 MPH | 6.73 sec | 4.72 sec | 5.92 sec |
| 0 – 60 MPH | 8.71 sec | 6.10 sec | 7.73 sec |
| 0 – 70 MPH | 11.15 sec | 7.69 sec | 9.84 sec |
| 0 – 80 MPH | 14.15 sec | 9.82 sec | 12.41 sec |
| 0 – 90 MPH | 17.71 sec | 12.27 sec | 15.50 sec |
| 0 – 100 MPH | 22.31 sec | 15.32 sec | 19.15 sec |
| 30 – 60 MPH | 5.24 sec | 3.92 sec | 4.82 sec |
| 60 – 100 MPH | 14.34 sec | 8.68 sec | 11.60 sec |
| *SS – ¼ Mile | 16.78 @ 87.9 mph | 14.65 @ 98.0 mph | 15.91 @ 91.3 mph |

| SPEED | 2020 Ford Police Responder Hybrid Sedan | 2020 Ford F150 3.5L Police Responder 4WD |
|---------------------|--|---|
| 0 – 20 MPH | 2.33 sec | 1.75 sec |
| 0 – 30 MPH | 3.48 sec | 2.64 sec |
| 0 – 40 MPH | 4.93 sec | 3.72 sec |
| 0 – 50 MPH | 6.81 sec | 5.06 sec |
| 0 – 60 MPH | 9.16 sec | 6.71 sec |
| 0 – 70 MPH | 11.94 sec | 8.56 sec |
| 0 – 80 MPH | 15.38 sec | 10.85 sec |
| 0 – 90 MPH | 19.47 sec | 13.67 sec |
| 0 – 100 MPH | 25.95 sec | 17.08 sec |
| 30 – 60 MPH | 5.95 sec | 4.14 sec |
| 60 – 100 MPH | 15.37 sec | 10.28 sec |
| *SS – ¼ Mile | 17.12 @ 84.6 mph | 15.16 @ 94.7 mph |

* Standing Start

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

2020 CHEVROLET TAHOE 5.3L PPV 2WD

| | ENGINE OIL | TRANSMISSION OIL | POWER STEERING | RADIATOR |
|--|------------|------------------|----------------|----------|
| MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE | 302° F | 248°F | Electric | 262°F |
| TESTED AT | 212°F | 219°F | N/A | 213°F |

2020 CHEVROLET TAHOE 5.3L PPV 4WD

| | ENGINE OIL | TRANSMISSION OIL | POWER STEERING | RADIATOR |
|--|------------|------------------|----------------|----------|
| MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE | 302° F | 298°F | Electric | 262°F |
| TESTED AT | 226°F | 226°F | N/A | 208°F |

2020 DODGE CHARGER 3.6L 2.62 RWD

| | ENGINE OIL | TRANSMISSION OIL | POWER STEERING | RADIATOR |
|--|------------|------------------|----------------|----------|
| MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE | 280° F | 235°F | Electric | 255°F |
| TESTED AT | 221° F | 210°F | N/A | 210°F |

2020 DODGE CHARGER 5.7L 3.08 AWD

| | ENGINE OIL | TRANSMISSION OIL | POWER STEERING | RADIATOR |
|--|------------|------------------|----------------|----------|
| MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE | 300° F | 248°F | Electric | 260°F |
| TESTED AT | 235° F | 212°F | N/A | 217°F |

2020 DODGE DURANGO 3.6L 3.45 AWD

| | ENGINE OIL | TRANSMISSION OIL | POWER STEERING | RADIATOR |
|--|------------|------------------|----------------|----------|
| MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE | 320° F | 275°F | Electric | 262°F |
| TESTED AT | 210° F | 216°F | N/A | 189°F |

VEHICLE HEAT EVALUATION

2020 DODGE DURANGO 5.7L 3.09 AWD

| | ENGINE OIL | TRANSMISSION OIL | POWER STEERING | RADIATOR |
|--|------------|------------------|----------------|----------|
| MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE | 280° F | 235°F | Electric | 255°F |
| TESTED AT | 223°F | 199°F | N/A | 203°F |

2020 FORD P.I. UTILITY 3.3L AWD

| | ENGINE OIL | TRANSMISSION OIL | POWER STEERING | RADIATOR |
|--|------------|------------------|----------------|----------|
| MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE | 300° F | 248°F | Electric | 260°F |
| TESTED AT | 222°F | 204°F | N/A | 204°F |

2020 FORD P.I. UTILITY 3.0 ECOBOOST AWD

| | ENGINE OIL | TRANSMISSION OIL | POWER STEERING | RADIATOR |
|--|------------|------------------|----------------|----------|
| MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE | 315° F | 280°F | Electric | 260° |
| TESTED AT | 231° F | 231°F | N/A | 197°F |

2020 FORD P.I. UTILITY HYBRID AWD

| | ENGINE OIL | TRANSMISSION OIL | POWER STEERING | RADIATOR |
|--|------------|------------------|----------------|----------|
| MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE | 315° F | 280°F | Electric | 280°F |
| TESTED AT | 231° F | 239°F | N/A | 189°F |

2020 FORD POLICE RESPONDER HYBRID SEDAN

| | ENGINE OIL | TRANSMISSION OIL | POWER STEERING | RADIATOR |
|--|------------|------------------|----------------|----------|
| MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE | 310° F | 284°F | Electric | 260°F |
| TESTED AT | 216° F | 188°F | N/A | 181°F |

VEHICLE HEAT EVALUATION

2020 FORD F150 POLICE RESPONDER 3.5L 4WD

| | ENGINE OIL | TRANSMISSION OIL | POWER STEERING | RADIATOR |
|--|------------|------------------|----------------|----------|
| MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE | 320° F | 275°F | Electric | 262°F |
| TESTED AT | 217° F | 230°F | N/A | 216°F |

COMMUNICATION EVALUATION RESULTS

The communication 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 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.

**** At this time Communications Evaluation Results were not performed on the following vehicles due to no distinctive changes made from the previous year model. The following pages are evaluations from last years models.**

2020 Dodge Durango 3.6L AWD

2020 Dodge Durango 5.7L AWD

2020 Ford P.I. Utility 3.3L AWD

2020 Ford P.I. Utility 3.0L Ecoboost AWD

2020 Ford P.I. Utility 3.3L Hybrid AWD

2020 Ford F150 Responder 3.5L 4WD

2020 Chevrolet Tahoe PPV 5.3L 4WD

2020 Chevrolet Tahoe PPV 5.3L 2WD

2020 Dodge Charger 3.6L RWD

2020 Dodge Charger 5.7L AWD

COMMUNICATION NOISE EVALUATION

2019 CHEVROLET TAHOE 5.3L PPV 2WD

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

| WITH ANTENNA | 12 dB SINAD | 20 dB QUIETING | DESENS dB |
|----------------------------|-------------|----------------|-----------|
| Engine Off | -94dB | -98dB | 3dB |
| Engine Idle (No Acc.) | -94dB | -98dB | 3dB |
| Engine High RPM (No Acc.) | -94dB | -98dB | 3dB |
| Engine Idle W/Air | -94dB | -98dB | 3dB |
| Engine Idle W/ Lights | -94dB | -98dB | 3dB |
| Engine Idle W/Heater | -94dB | -98dB | 3dB |
| Engine Idle W/All Acc. | -94dB | -98dB | 3dB |
| Engine High RPM W/All Acc. | -94dB | -98dB | 3dB |

Also Tested: Interference detected at 470.6875 and 484.0125 MHz on XTS5000 Portable.

FREQUENCY: 483.0875 MHz

Rating Scale: 1-10 (1-Poor/5-Average / 10- Outstanding)--

| Glove Compartment Accessibility - (Undercover Use) | Rating** |
|--|----------|
| Control Head | 5.0 |
| Microphone | 5.0 |
| Electronic Siren | 5.0 |
| Dashboard Accessibility | |
| Radio Control Head | 6.0 |
| Siren Console | 6.0 |
| Mobile Digital Terminal Computer | 6.0 |
| Speakers | 6.0 |
| Microphones | 6.0 |
| Trunk Accessibiliity | |
| Factory Power Terminal in Trunk | 5.0 |
| One Radio Installation | 9.0 |
| Two Radio Installation | 9.0 |
| Antenna Installation | 5.0 |
| Computer Installation | 7.0 |
| Engine Accessibility | |
| Battery Terminal Connection | 5.0 |
| Accommodation for Cables | 5.0 |
| Hidden Siren Installation | 5.0 |
| Ignition Fuse Terminal Block | |
| Clip-on Connections for Accessibility | 5.0 |

COMMUNICATION NOISE EVALUATION

2019 CHEVROLET TAHOE 5.3L PPV 4WD

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

| WITH ANTENNA | 12 dB SINAD | 20 dB QUIETING | DESENS dB |
|----------------------------|-------------|----------------|-----------|
| Engine Off | -93dB | -97dB | 3dB |
| Engine Idle (No Acc.) | -93dB | -97dB | 3dB |
| Engine High RPM (No Acc.) | -94dB | -98dB | 3dB |
| Engine Idle W/Air | -94dB | -98dB | 3dB |
| Engine Idle W/ Lights | -94dB | -98dB | 3dB |
| Engine Idle W/Heater | -94dB | -98dB | 3dB |
| Engine Idle W/All Acc. | -94dB | -98dB | 3dB |
| Engine High RPM W/All Acc. | -94dB | -98dB | 3dB |

Also Tested: Interference detected at 470.6875 and 484.0125 MHz on XTS5000 Portable.

FREQUENCY: 483.0875 MHz

Rating Scale: 1-10 (1-Poor/5-Average / 10- Outstanding)--

| Glove Compartment Accessibility - (Undercover Use) | Rating** |
|--|----------|
| Control Head | 5.0 |
| Microphone | 5.0 |
| Electronic Siren | 5.0 |
| Dashboard Accessibility | |
| Radio Control Head | 6.0 |
| Siren Console | 6.0 |
| Mobile Digital Terminal Computer | 6.0 |
| Speakers | 6.0 |
| Microphones | 6.0 |
| Trunk Accessibiliity | |
| Factory Power Terminal in Trunk | 5.0 |
| One Radio Installation | 9.0 |
| Two Radio Installation | 9.0 |
| Antenna Installation | 5.0 |
| Computer Installation | 7.0 |
| Engine Accessibility | |
| Battery Terminal Connection | 5.0 |
| Accommodation for Cables | 5.0 |
| Hidden Siren Installation | 5.0 |
| Ignition Fuse Terminal Block | |
| Clip-on Connections for Accessibility | 5.0 |

COMMUNICATION NOISE EVALUATION

2019 DODGE CHARGER 3.6L 2.62 RWD

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

| WITH ANTENNA | 12 dB SINAD | 20 dB QUIETING | DESENS dB |
|----------------------------|-------------|----------------|-----------|
| Engine Off | -94dB | -97dB | 2dB |
| Engine Idle (No Acc.) | -94dB | -97dB | 3dB |
| Engine High RPM (No Acc.) | -94dB | -98dB | 3dB |
| Engine Idle W/Air | -94dB | -98dB | 3dB |
| Engine Idle W/ Lights | -94dB | -98dB | 3dB |
| Engine Idle W/Heater | -94dB | -98dB | 3dB |
| Engine Idle W/All Acc. | -94dB | -98dB | 3dB |
| Engine High RPM W/All Acc. | -94dB | -98dB | 3dB |

Also Tested: Interference detected at 470.6875 and 484.0125 MHz on XTS5000 Portable.

FREQUENCY: 483.0875 MHz

Rating Scale: 1-10 (1-Poor/5-Average / 10- Outstanding)--

| Glove Compartment Accessibility - (Undercover Use) | Rating** |
|--|----------|
| Control Head | 4.0 |
| Microphone | 5.0 |
| Electronic Siren | 5.0 |
| Dashboard Accessibility | |
| Radio Control Head | 5.0 |
| Siren Console | 5.0 |
| Mobile Digital Terminal Computer | 5.0 |
| Speakers | 6.0 |
| Microphones | 5.0 |
| Trunk Accessibility | |
| Factory Power Terminal in Trunk | 8.0 |
| One Radio Installation | 7.0 |
| Two Radio Installation | 6.0 |
| Antenna Installation | 5.0 |
| Computer Installation | 5.0 |
| Engine Accessibility | |
| Battery Terminal Connection | 9.0 |
| Accommodation for Cables | 7.0 |
| Hidden Siren Installation | 3.0 |
| Ignition Fuse Terminal Block | |
| Clip-on Connections for Accessibility | 6.0 |

COMMUNICATION NOISE EVALUATION

2019 DODGE CHARGER 5.7L 2.62 RWD

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

| WITH ANTENNA | 12 dB SINAD | 20 dB QUIETING | DESENS dB |
|----------------------------|-------------|----------------|-----------|
| Engine Off | -94dB | -97dB | 1dB |
| Engine Idle (No Acc.) | -94dB | -97dB | 1dB |
| Engine High RPM (No Acc.) | -94dB | -98dB | 1dB |
| Engine Idle W/Air | -94dB | -98dB | 1dB |
| Engine Idle W/ Lights | -94dB | -98dB | 1dB |
| Engine Idle W/Heater | -94dB | -98dB | 1dB |
| Engine Idle W/All Acc. | -94dB | -98dB | 1dB |
| Engine High RPM W/All Acc. | -94dB | -98dB | 1dB |

Also Tested: Interference detected at 470.6875 and 484.0125 MHz on XTS5000 Portable.

FREQUENCY: 483.0875 MHz

Rating Scale: 1-10 (1-Poor/5-Average / 10- Outstanding)--

| Glove Compartment Accessibility - (Undercover Use) | Rating** |
|--|----------|
| Control Head | 4.0 |
| Microphone | 5.0 |
| Electronic Siren | 5.0 |
| Dashboard Accessibility | |
| Radio Control Head | 5.0 |
| Siren Console | 5.0 |
| Mobile Digital Terminal Computer | 5.0 |
| Speakers | 6.0 |
| Microphones | 5.0 |
| Trunk Accessibility | |
| Factory Power Terminal in Trunk | 8.0 |
| One Radio Installation | 7.0 |
| Two Radio Installation | 6.0 |
| Antenna Installation | 5.0 |
| Computer Installation | 5.0 |
| Engine Accessibility | |
| Battery Terminal Connection | 9.0 |
| Accommodation for Cables | 6.0 |
| Hidden Siren Installation | 3.0 |
| Ignition Fuse Terminal Block | |
| Clip-on Connections for Accessibility | 6.0 |

COMMUNICATION NOISE EVALUATION

2019 DODGE CHARGER 5.7L 3.08 AWD

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

| WITH ANTENNA | 12 dB SINAD | 20 dB QUIETING | DESENS dB |
|----------------------------|-------------|----------------|-----------|
| Engine Off | -94dB | -98dB | 3dB |
| Engine Idle (No Acc.) | -94dB | -98dB | 3dB |
| Engine High RPM (No Acc.) | -94dB | -98dB | 3dB |
| Engine Idle W/Air | -94dB | -98dB | 3dB |
| Engine Idle W/ Lights | -94dB | -98dB | 3dB |
| Engine Idle W/Heater | -94dB | -98dB | 3dB |
| Engine Idle W/All Acc. | -94dB | -98dB | 3dB |
| Engine High RPM W/All Acc. | -94dB | -98dB | 3dB |

Also Tested: Interference detected at 470.6875 and 484.0125 MHz on XTS5000 Portable.

FREQUENCY: 483.0875 MHz

Rating Scale: 1-10 (1-Poor/5-Average / 10- Outstanding)--

| Glove Compartment Accessibility - (Undercover Use) | Rating** |
|--|----------|
| Control Head | 4.0 |
| Microphone | 5.0 |
| Electronic Siren | 5.0 |
| Dashboard Accessibility | |
| Radio Control Head | 5.0 |
| Siren Console | 5.0 |
| Mobile Digital Terminal Computer | 5.0 |
| Speakers | 6.0 |
| Microphones | 5.0 |
| Trunk Accessibility | |
| Factory Power Terminal in Trunk | 8.0 |
| One Radio Installation | 7.0 |
| Two Radio Installation | 6.0 |
| Antenna Installation | 5.0 |
| Computer Installation | 5.0 |
| Engine Accessibility | |
| Battery Terminal Connection | 9.0 |
| Accommodation for Cables | 6.0 |
| Hidden Siren Installation | 3.0 |
| Ignition Fuse Terminal Block | |
| Clip-on Connections for Accessibility | 6.0 |

COMMUNICATION NOISE EVALUATION

2020 FORD P.I. UTILITY HYBRID AWD

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

| WITH ANTENNA | 12 dB SINAD | 20 dB QUIETING | DESENS dB |
|----------------------------|-------------|----------------|-----------|
| Engine Off | -91dB | -93dB | 1dB |
| Engine Idle (No Acc.) | -91dB | -92dB | 1dB |
| Engine High RPM (No Acc.) | -91dB | -92dB | 1dB |
| Engine Idle W/Air | -91dB | -92dB | 1dB |
| Engine Idle W/ Lights | -91dB | -92dB | 1dB |
| Engine Idle W/Heater | -91dB | -92dB | 1dB |
| Engine Idle W/All Acc. | -91dB | -92dB | 1dB |
| Engine High RPM W/All Acc. | -91dB | -92dB | 1dB |

Also Tested: Interference detected at 470.6875 and 484.0125 MHz on XTS5000 Portable.

FREQUENCY: 483.0875 MHz

Rating Scale: 1-10 (1-Poor/5-Average / 10- Outstanding)--

| Glove Compartment Accessibility - (Undercover Use) | Rating** |
|--|----------|
| Control Head | 5.0 |
| Microphone | 5.0 |
| Electronic Siren | 5.0 |
| Dashboard Accessibility | |
| Radio Control Head | 6.0 |
| Siren Console | 6.0 |
| Mobile Digital Terminal Computer | 6.0 |
| Speakers | 6.0 |
| Microphones | 5.0 |
| Trunk Accessibility | |
| Factory Power Terminal in Trunk | 2.0 |
| One Radio Installation | 7.0 |
| Two Radio Installation | 7.0 |
| Antenna Installation | 5.0 |
| Computer Installation | 6.0 |
| Engine Accessibility | |
| Battery Terminal Connection | 2.0 |
| Accommodation for Cables | 3.0 |
| Hidden Siren Installation | 5.0 |
| Ignition Fuse Terminal Block | |
| Clip-on Connections for Accessibility | 5.0 |

COMMUNICATION NOISE EVALUATION

2019 FORD POLICE RESPONDER HYBRID SEDAN

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

| WITH ANTENNA | 12 dB SINAD | 20 dB QUIETING | DESENS dB |
|----------------------------|-------------|----------------|-----------|
| Engine Off | -91dB | -93dB | 3dB |
| Engine Idle (No Acc.) | -91dB | -93dB | 3dB |
| Engine High RPM (No Acc.) | -91dB | -93dB | 3dB |
| Engine Idle W/Air | -91dB | -93dB | 3dB |
| Engine Idle W/ Lights | -91dB | -93dB | 3dB |
| Engine Idle W/Heater | -91dB | -93dB | 3dB |
| Engine Idle W/All Acc. | -91dB | -93dB | 3dB |
| Engine High RPM W/All Acc. | -91dB | -93dB | 3dB |

Also Tested: Interference detected at 470.6875 and 484.0125 MHz on XTS5000 Portable.

FREQUENCY: 483.0875 MHz

Rating Scale: 1-10 (1-Poor/5-Average / 10- Outstanding)--

| Glove Compartment Accessibility - (Undercover Use) | Rating** |
|--|----------|
| Control Head | 5.0 |
| Microphone | 5.0 |
| Electronic Siren | 5.0 |
| Dashboard Accessibility | |
| Radio Control Head | 5.0 |
| Siren Console | 5.0 |
| Mobile Digital Terminal Computer | 4.0 |
| Speakers | 5.0 |
| Microphones | 5.0 |
| Trunk Accessibility | |
| Factory Power Terminal in Trunk | 10 |
| One Radio Installation | 6.0 |
| Two Radio Installation | 6.0 |
| Antenna Installation | 7.0 |
| Computer Installation | 5.0 |
| Engine Accessibility | |
| Battery Terminal Connection | 5.0 |
| Accommodation for Cables | 5.0 |
| Hidden Siren Installation | 4.0 |
| Ignition Fuse Terminal Block | |
| Clip-on Connections for Accessibility | 5.0 |

COMMUNICATION NOISE EVALUATION

2019 FORD F150 POLICE RESPONDER 3.5L 4WD

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

| WITH ANTENNA | 12 dB SINAD | 20 dB QUIETING | DESENS dB |
|----------------------------|-------------|----------------|-----------|
| Engine Off | -91dB | -97dB | 1dB |
| Engine Idle (No Acc.) | -91dB | -97dB | 1dB |
| Engine High RPM (No Acc.) | -91dB | -97dB | 1dB |
| Engine Idle W/Air | -91dB | -97dB | 1dB |
| Engine Idle W/ Lights | -91dB | -97dB | 1dB |
| Engine Idle W/Heater | -91dB | -97dB | 1dB |
| Engine Idle W/All Acc. | -91dB | -97dB | 1dB |
| Engine High RPM W/All Acc. | -91dB | -97dB | 1dB |

Also Tested: Interference detected at 470.6875 and 484.0125 MHz on XTS5000 Portable.

FREQUENCY: 483.0875 MHz

Rating Scale: 1-10 (1-Poor/5-Average / 10- Outstanding)--

| Glove Compartment Accessibility - (Undercover Use) | Rating** |
|--|----------|
| Control Head | 4.0 |
| Microphone | 4.0 |
| Electronic Siren | 4.0 |
| Dashboard Accessibility | |
| Radio Control Head | 5.0 |
| Siren Console | 5.0 |
| Mobile Digital Terminal Computer | 6.0 |
| Speakers | 6.0 |
| Microphones | 5.0 |
| Trunk Accessibility | |
| Factory Power Terminal in Trunk | N/A |
| One Radio Installation | N/A |
| Two Radio Installation | N/A |
| Antenna Installation | N/A |
| Computer Installation | N/A |
| Engine Accessibility | |
| Battery Terminal Connection | 6.0 |
| Accommodation for Cables | 6.0 |
| Hidden Siren Installation | 6.0 |
| Ignition Fuse Terminal Block | |
| Clip-on Connections for Accessibility | 5.0 |

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 coddle the vehicle through the loop, but hard acceleration starts are avoided. The ratings are averaged to minimize personal prejudices that individuals may have in favor or against any given vehicle.

Statements in the "driver comments" 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.

**** 3 – Poor 5 – Average / Fair 6- Good 7-Very Good 8-Excellent**

****At this time Ergonomics results were not performed due to no distinctive changes made from the previous year model. ****

ERGONOMICS EVALUATION

2019 CHEVROLET TAHOE 5.3L PPV

| VISIBILITY | CONSIDERATION | RATING |
|------------------------------------|---|--------|
| Overall Forward Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 8.0 |
| DRIVER COMMENTS | | |
| Great viewing angle inside vehicle | | |

| VISIBILITY | RATING USING MIRRORS | RATING NOT USING MIRRORS |
|--|----------------------|--------------------------|
| 3 o'clock Position | 7.5 | 7.5 |
| 4 o'clock Position | 7.5 | 6.0 |
| 5 o'clock Position | 7.5 | 6.0 |
| 6 o'clock Position | 7.5 | 7.5 |
| 7 o'clock Position | 7.5 | 7.5 |
| 8 o'clock Position | 7.5 | 7.5 |
| 9 o'clock Position | 7.5 | 7.5 |
| DRIVER COMMENTS | | |
| Well placed driver side mirror position, but there is a blind spot on passenger side due to the height of the headrest and pillar. | | |

| FRONT SEAT | CONSIDERATIONS | RATING |
|--|---|--------|
| Seat Comfort | Overall Seat Comfort, Hip/Shoulder Room | 7.0 |
| Seat Position | Range of Adjustment | 7.0 |
| Seat Compatibility to Sam Brown | Comfort, Seatbelt Interference | 5.2 |
| Seat to Controls | Steering Wheel, Pedals, Dashboard | 7.0 |
| Headrest Position: With Hat/Helmet | Adequate | 8.0 |
| Headrest Position: Without Hat/Helmet | Adequate | 8.0 |
| Headroom | Adequate | 9.0 |
| Legroom | Adequate | 8.0 |
| Seatbelt | Ease of Hook-Up/Release | 5.0 |
| Shoulder Strap | Interference with duty gear | 6.5 |
| DRIVER COMMENTS | | |
| Has outstanding leg room. However, seat area is too cramped. It's difficult to latch seat belt with holster in the way. Having a seat belt extension might help. | | |

| INSTRUMENT PANEL | CONSIDERATIONS | RATING |
|-------------------------|--|---------------|
| Instrument Placement | Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components | 7.7 |
| Instrument Visibility | Can You See Them | 7.7 |
| Instrument Legibility | Can You Read Them | 7.7 |
| DRIVER COMMENTS | | |
| None | | |

| CONTROLS | CONSIDERATIONS | RATING |
|------------------------|---|---------------|
| Steering Wheel | Size, Position | 7.3 |
| Shift Lever | Accessibility, Indicator Visibility | 7.7 |
| Knobs & Switches | Location, Visibility, Markings, Arrangement | 7.3 |
| Pedals | Location | 7.3 |
| Pedals | Size | 7.3 |
| Pedals | Spacing (Do you hit more than one pedal with boots on?) | 7.3 |
| Parking Brake | Location | 7.3 |
| Parking Brake | Method of Release. | 6.3 |
| DRIVER COMMENTS | | |
| None | | |

| MIRRORS | CONSIDERATIONS | RATING |
|------------------------|-----------------------|---------------|
| Rearview Mirror | Placement | 7.3 |
| Rearview Mirror | Size | 7.3 |
| Rearview Mirror | Ease of Adjustment | 7.3 |
| Rearview Mirror | Distortion | 7.3 |
| Driver Side Mirror | Placement | 7.3 |
| Driver Side Mirror | Size | 7.3 |
| Driver Side Mirror | Ease of Adjustment | 7.3 |
| Driver Side Mirror | Distortion | 7.3 |
| Passenger Side Mirror | Placement | 7.3 |
| Passenger Side Mirror | Size | 7.3 |
| Passenger Side Mirror | Ease of Adjustment | 7.3 |
| Passenger Side Mirror | Distortion | 7.3 |
| DRIVER COMMENTS | | |
| None | | |

| DOORS | CONSIDERATIONS | RATING |
|------------------------|----------------------------------|---------------|
| Front Door | Ease of Ingress/Egress | 7.3 |
| Rear Door | Ease of Ingress/Egress | 7.3 |
| Window & Door Handles | Accessibility, Ease of Operation | 7.3 |
| DRIVER COMMENTS | | |
| None | | |

| REAR SEAT | CONSIDERATIONS | RATING |
|------------------------|---|---------------|
| Seat Comfort | Overall Seat Comfort, Hip/Shoulder Room | 6.7 |
| Headroom | Adequate | 7.7 |
| Legroom | Adequate | 7.7 |
| Seatbelt | Ease of Hook-Up/Release | 7.3 |
| DRIVER COMMENTS | | |
| None | | |

| TRUNK | CONSIDERATIONS | RATING |
|--------------------------|---------------------------|---------------|
| Lid | Ease of Opening | N/A |
| Lid | Size of Opening | N/A |
| Compartment | Ease of Loading/Unloading | N/A |
| DRIVER COMMENTS | | |
| Opening little too small | | |

| SLALOM | CONSIDERATIONS | RATING |
|---|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 7.0 |
| DRIVER COMMENTS | | |
| Limited visibility due to large pillars | | |

| PARALLEL PARK - LEVEL | CONSIDERATIONS | RATING |
|------------------------------|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 7.0 |
| DRIVER COMMENTS | | |
| None | | |

| PARALLEL PARK – INCLINE | CONSIDERATIONS | RATING |
|--------------------------------|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 7.3 |
| DRIVER COMMENTS | | |
| None | | |

| PARALLEL PARK- DECLINE | CONSIDERATIONS | RATING |
|-------------------------------|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 7.3 |
| DRIVER COMMENTS | | |
| None | | |

| REAR 3-POINT TURN | CONSIDERATIONS | RATING |
|----------------------------|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 7.3 |
| DRIVER COMMENTS | | |
| None | | |

ERGONOMICS EVALUATION

2019 DODGE CHARGER 3.6L AWD

| VISIBILITY | CONSIDERATION | RATING |
|----------------------------|---|--------|
| Overall Forward Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 7.0 |
| DRIVER COMMENTS | | |
| Front view is great. | | |

| VISIBILITY | RATING USING MIRRORS | RATING NOT USING MIRRORS |
|--|----------------------|--------------------------|
| 3 o'clock Position | | 7.0 |
| 4 o'clock Position | 6.2 | 5.7 |
| 5 o'clock Position | 6.2 | 5.0 |
| 6 o'clock Position | 6.2 | 6.0 |
| 7 o'clock Position | 6.2 | 5.0 |
| 8 o'clock Position | 6.2 | 5.7 |
| 9 o'clock Position | | 7.0 |
| DRIVER COMMENTS | | |
| Plenty of blind spots in rear without using mirrors. | | |

| FRONT SEAT | CONSIDERATIONS | RATING |
|---------------------------------------|---|--------|
| Seat Comfort | Overall Seat Comfort, Hip/Shoulder Room | 6.0 |
| Seat Position | Range of Adjustment | 6.0 |
| Seat Compatibility to Sam Brown | Comfort, Seatbelt Interference | 5.5 |
| Seat to Controls | Steering Wheel, Pedals, Dashboard | 5.7 |
| Headrest Position: With Hat/Helmet | Adequate | 6.4 |
| Headrest Position: Without Hat/Helmet | Adequate | 6.4 |
| Headroom | Adequate | 6.2 |
| Legroom | Adequate | 6.2 |
| Seatbelt | Ease of Hook-Up/Release | 6.0 |
| Shoulder Strap | Interference with duty gear | 5.7 |
| DRIVER COMMENTS | | |
| None | | |

| INSTRUMENT PANEL | CONSIDERATIONS | RATING |
|-------------------------|--|---------------|
| Instrument Placement | Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components | 7.0 |
| Instrument Visibility | Can You See Them | 7.0 |
| Instrument Legibility | Can You Read Them | 7.0 |
| DRIVER COMMENTS | | |
| None | | |

| CONTROLS | CONSIDERATIONS | RATING |
|------------------------|---|---------------|
| Steering Wheel | Size, Position | 7.0 |
| Shift Lever | Accessibility, Indicator Visibility | 7.0 |
| Knobs & Switches | Location, Visibility, Markings, Arrangement | 7.0 |
| Pedals | Location | 7.0 |
| Pedals | Size | 7.0 |
| Pedals | Spacing (Do you hit more than one pedal with boots on?) | 7.0 |
| Parking Brake | Location | 7.0 |
| Parking Brake | Method of Release. | 7.0 |
| DRIVER COMMENTS | | |
| None | | |

| MIRRORS | CONSIDERATIONS | RATING |
|------------------------|-----------------------|---------------|
| Rearview Mirror | Placement | 7.0 |
| Rearview Mirror | Size | 7.0 |
| Rearview Mirror | Ease of Adjustment | 7.0 |
| Rearview Mirror | Distortion | 7.0 |
| Driver Side Mirror | Placement | 7.0 |
| Driver Side Mirror | Size | 7.0 |
| Driver Side Mirror | Ease of Adjustment | 7.0 |
| Driver Side Mirror | Distortion | 7.0 |
| Passenger Side Mirror | Placement | 7.0 |
| Passenger Side Mirror | Size | 7.0 |
| Passenger Side Mirror | Ease of Adjustment | 7.0 |
| Passenger Side Mirror | Distortion | 7.0 |
| DRIVER COMMENTS | | |
| None | | |

| DOORS | CONSIDERATIONS | RATING |
|------------------------|----------------------------------|---------------|
| Front Door | Ease of Ingress/Egress | 6.7 |
| Rear Door | Ease of Ingress/Egress | 6.5 |
| Window & Door Handles | Accessibility, Ease of Operation | 6.7 |
| DRIVER COMMENTS | | |
| None | | |

| REAR SEAT | CONSIDERATIONS | RATING |
|-------------------------|---|---------------|
| Seat Comfort | Overall Seat Comfort, Hip/Shoulder Room | 6.0 |
| Headroom | Adequate | 6.0 |
| Legroom | Adequate | 6.0 |
| Seatbelt | Ease of Hook-Up/Release | 6.0 |
| DRIVERS COMMENTS | | |
| None | | |

| TRUNK | CONSIDERATIONS | RATING |
|------------------------|---------------------------|---------------|
| Lid | Ease of Opening | 8.0 |
| Lid | Size of Opening | 8.0 |
| Compartment | Ease of Loading/Unloading | 8.0 |
| DRIVER COMMENTS | | |
| None | | |

| SLALOM | CONSIDERATIONS | RATING |
|----------------------------|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 6.0 |
| DRIVER COMMENTS | | |
| None | | |

| PARALLEL PARK - LEVEL | CONSIDERATIONS | RATING |
|------------------------------|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 6.0 |
| DRIVER COMMENTS | | |
| None | | |

| PARALLEL PARK - INCLINE | CONSIDERATIONS | RATING |
|--|--|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 6.7 |
| DRIVER COMMENTS | | |
| None | | |

| PARALLEL PARK - DECLINE | CONSIDERATIONS | RATING |
|--|--|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 6.7 |
| DRIVER COMMENTS | | |
| None | | |

| REAR 3-POINT TURN | CONSIDERATIONS | RATING |
|-------------------------------|--|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 6.7 |
| DRIVER COMMENTS | | |
| None | | |

ERGONOMICS EVALUATION

2019 DODGE DURANGO 3.6L AWD

| VISIBILITY | CONSIDERATION | RATING |
|----------------------------|---|--------|
| Overall Forward Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 6.5 |
| DRIVER COMMENTS | | |
| None. | | |

| VISIBILITY | RATING USING MIRRORS | RATING NOT USING MIRRORS |
|---|----------------------|--------------------------|
| 3 o'clock Position | 6.0 | 6.3 |
| 4 o'clock Position | 5.5 | 6.0 |
| 5 o'clock Position | 5.5 | 5.0 |
| 6 o'clock Position | 5.0 | 5.0 |
| 7 o'clock Position | 6.0 | 5.3 |
| 8 o'clock Position | 6.0 | 6.0 |
| 9 o'clock Position | 6.0 | 6.7 |
| DRIVER COMMENTS | | |
| C-pillars are very large and obtrusive; Rear windows are small. | | |

| FRONT SEAT | CONSIDERATIONS | RATING |
|---|---|--------|
| Seat Comfort | Overall Seat Comfort, Hip/Shoulder Room | 5.3 |
| Seat Position | Range of Adjustment | 6.0 |
| Seat Compatibility to Sam Brown | Comfort, Seatbelt Interference | 5.3 |
| Seat to Controls | Steering Wheel, Pedals, Dashboard | 6.0 |
| Headrest Position: With Hat/Helmet | Adequate | 6.0 |
| Headrest Position: Without Hat/Helmet | Adequate | 6.0 |
| Headroom | Adequate | 6.3 |
| Legroom | Adequate | 6.3 |
| Seatbelt | Ease of Hook-Up/Release | 5.7 |
| Shoulder Strap | Interference with duty gear | 5.7 |
| DRIVER COMMENTS | | |
| Center console is in the way, takes up a lot of hip room. | | |

| INSTRUMENT PANEL | CONSIDERATIONS | RATING |
|--|--|---------------|
| Instrument Placement | Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components | 7.0 |
| Instrument Visibility | Can You See Them | 7.0 |
| Instrument Legibility | Can You Read Them | 7.0 |
| DRIVER COMMENTS | | |
| Large display; Customizable; Easy to read. | | |

| CONTROLS | CONSIDERATIONS | RATING |
|------------------------|---|---------------|
| Steering Wheel | Size, Position | 7.0 |
| Shift Lever | Accessibility, Indicator Visibility | 6.3 |
| Knobs & Switches | Location, Visibility, Markings, Arrangement | 6.3 |
| Pedals | Location | 6.7 |
| Pedals | Size | 6.7 |
| Pedals | Spacing (Do you hit more than one pedal with boots on?) | 6.7 |
| Parking Brake | Location | 6.7 |
| Parking Brake | Method of Release. | 6.7 |
| DRIVER COMMENTS | | |
| None | | |

| MIRRORS | CONSIDERATIONS | RATING |
|---|-----------------------|---------------|
| Rearview Mirror | Placement | 6.7 |
| Rearview Mirror | Size | 6.7 |
| Rearview Mirror | Ease of Adjustment | 6.7 |
| Rearview Mirror | Distortion | 6.7 |
| Driver Side Mirror | Placement | 6.0 |
| Driver Side Mirror | Size | 6.0 |
| Driver Side Mirror | Ease of Adjustment | 5.7 |
| Driver Side Mirror | Distortion | 5.7 |
| Passenger Side Mirror | Placement | 6.0 |
| Passenger Side Mirror | Size | 6.0 |
| Passenger Side Mirror | Ease of Adjustment | 5.7 |
| Passenger Side Mirror | Distortion | 5.7 |
| DRIVER COMMENTS | | |
| Drivers / passenger mirrors need secondary integrated mirror for blind spots; Larger field of vision. | | |

| DOORS | CONSIDERATIONS | RATING |
|------------------------|----------------------------------|---------------|
| Front Door | Ease of Ingress/Egress | 6.3 |
| Rear Door | Ease of Ingress/Egress | 6.7 |
| Window & Door Handles | Accessibility, Ease of Operation | 6.7 |
| DRIVER COMMENTS | | |
| None | | |

| REAR SEAT | CONSIDERATIONS | RATING |
|------------------------|---|---------------|
| Seat Comfort | Overall Seat Comfort, Hip/Shoulder Room | 6.3 |
| Headroom | Adequate | 6.7 |
| Legroom | Adequate | 6.7 |
| Seatbelt | Ease of Hook-Up/Release | 6.7 |
| DRIVER COMMENTS | | |
| None | | |

| TRUNK | CONSIDERATIONS | RATING |
|------------------------|---------------------------|---------------|
| Lid | Ease of Opening | 6.7 |
| Lid | Size of Opening | 6.7 |
| Compartment | Ease of Loading/Unloading | 6.3 |
| DRIVER COMMENTS | | |
| None | | |

| SLALOM | CONSIDERATIONS | RATING |
|--|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 5.7 |
| DRIVER COMMENTS | | |
| C-pillars block a lot of visibility; rear window is small. | | |

| PARALLEL PARK - LEVEL | CONSIDERATIONS | RATING |
|--|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 6.0 |
| DRIVER COMMENTS | | |
| Back up camera helps; Very easy to see with large display. | | |

| PARALLEL PARK - INCLINE | CONSIDERATIONS | RATING |
|--|--|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 6.0 |
| DRIVER COMMENTS | | |
| None | | |

| PARALLEL PARK - DECLINE | CONSIDERATIONS | RATING |
|---|--|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 5.7 |
| DRIVER COMMENTS | | |
| High rear window; Hard to see behind vehicle. | | |

| REAR 3-POINT TURN | CONSIDERATIONS | RATING |
|-------------------------------|--|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 6.0 |
| DRIVER COMMENTS | | |
| None | | |

ERGONOMICS EVALUATION

2019 DODGE DURANGO 5.7L AWD

| VISIBILITY | CONSIDERATION | RATING |
|----------------------------|---|--------|
| Overall Forward Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 7.3 |
| DRIVER COMMENTS | | |
| None. | | |

| VISIBILITY | RATING USING MIRRORS | RATING NOT USING MIRRORS |
|--------------------|----------------------|--------------------------|
| 3 o'clock Position | 6.7 | 6.3 |
| 4 o'clock Position | 6.3 | 5.7 |
| 5 o'clock Position | 6.0 | 5.0 |
| 6 o'clock Position | 6.0 | 5.0 |
| 7 o'clock Position | 6.0 | 5.3 |
| 8 o'clock Position | 6.3 | 6.0 |
| 9 o'clock Position | 6.7 | 6.3 |
| DRIVER COMMENTS | | |
| None. | | |

| FRONT SEAT | CONSIDERATIONS | RATING |
|---------------------------------------|---|--------|
| Seat Comfort | Overall Seat Comfort, Hip/Shoulder Room | 6.3 |
| Seat Position | Range of Adjustment | 6.7 |
| Seat Compatibility to Sam Brown | Comfort, Seatbelt Interference | 5.7 |
| Seat to Controls | Steering Wheel, Pedals, Dashboard | 6.7 |
| Headrest Position: With Hat/Helmet | Adequate | 6.0 |
| Headrest Position: Without Hat/Helmet | Adequate | 6.0 |
| Headroom | Adequate | 6.7 |
| Legroom | Adequate | 6.7 |
| Seatbelt | Ease of Hook-Up/Release | 5.7 |
| Shoulder Strap | Interference with duty gear | 5.3 |
| DRIVER COMMENTS | | |
| Center console blocks seat belt. | | |

| INSTRUMENT PANEL | CONSIDERATIONS | RATING |
|------------------------------|--|---------------|
| Instrument Placement | Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components | 7.0 |
| Instrument Visibility | Can You See Them | 7.0 |
| Instrument Legibility | Can You Read Them | 7.0 |
| DRIVER COMMENTS | | |
| Large display; Easy to read. | | |

| CONTROLS | CONSIDERATIONS | RATING |
|------------------------|---|---------------|
| Steering Wheel | Size, Position | 6.3 |
| Shift Lever | Accessibility, Indicator Visibility | 7.3 |
| Knobs & Switches | Location, Visibility, Markings, Arrangement | 6.7 |
| Pedals | Location | 6.5 |
| Pedals | Size | 7.0 |
| Pedals | Spacing (Do you hit more than one pedal with boots on?) | 6.5 |
| Parking Brake | Location | 6.5 |
| Parking Brake | Method of Release. | 6.5 |
| DRIVER COMMENTS | | |
| None | | |

| MIRRORS | CONSIDERATIONS | RATING |
|---|-----------------------|---------------|
| Rearview Mirror | Placement | 6.3 |
| Rearview Mirror | Size | 6.3 |
| Rearview Mirror | Ease of Adjustment | 6.0 |
| Rearview Mirror | Distortion | 6.3 |
| Driver Side Mirror | Placement | 6.0 |
| Driver Side Mirror | Size | 5.7 |
| Driver Side Mirror | Ease of Adjustment | 5.7 |
| Driver Side Mirror | Distortion | 6.0 |
| Passenger Side Mirror | Placement | 6.0 |
| Passenger Side Mirror | Size | 5.7 |
| Passenger Side Mirror | Ease of Adjustment | 5.7 |
| Passenger Side Mirror | Distortion | 6.0 |
| DRIVER COMMENTS | | |
| Side mirrors need secondary blind spot mirrors. | | |

| DOORS | CONSIDERATIONS | RATING |
|------------------------|----------------------------------|---------------|
| Front Door | Ease of Ingress/Egress | 6.7 |
| Rear Door | Ease of Ingress/Egress | 6.3 |
| Window & Door Handles | Accessibility, Ease of Operation | 6.3 |
| DRIVER COMMENTS | | |
| None | | |

| REAR SEAT | CONSIDERATIONS | RATING |
|------------------------|---|---------------|
| Seat Comfort | Overall Seat Comfort, Hip/Shoulder Room | 6.7 |
| Headroom | Adequate | 6.7 |
| Legroom | Adequate | 6.7 |
| Seatbelt | Ease of Hook-Up/Release | 6.7 |
| DRIVER COMMENTS | | |
| None | | |

| TRUNK | CONSIDERATIONS | RATING |
|------------------------|---------------------------|---------------|
| Lid | Ease of Opening | 6.7 |
| Lid | Size of Opening | 6.7 |
| Compartment | Ease of Loading/Unloading | 6.7 |
| DRIVER COMMENTS | | |
| None | | |

| SLALOM | CONSIDERATIONS | RATING |
|--|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 5.3 |
| DRIVER COMMENTS | | |
| C- pillars are very large and obstructive. | | |

| PARALLEL PARK - LEVEL | CONSIDERATIONS | RATING |
|------------------------------|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 5.7 |
| DRIVER COMMENTS | | |
| None | | |

| PARALLEL PARK - INCLINE | CONSIDERATIONS | RATING |
|--|--|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 5.7 |
| DRIVER COMMENTS | | |
| None | | |

| PARALLEL PARK – DECLINE | CONSIDERATIONS | RATING |
|---|--|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 5.3 |
| DRIVER COMMENTS | | |
| Rear window is small and higher up on vehicle; Difficult to see behind. | | |

| REAR 3-POINT TURN | CONSIDERATIONS | RATING |
|-------------------------------|--|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 5.7 |
| DRIVER COMMENTS | | |
| None | | |

ERGONOMICS EVALUATION

2020 FORD P.I. UTILITY HYBRID

| VISIBILITY | CONSIDERATION | RATING |
|----------------------------|---|--------|
| Overall Forward Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 5.7 |
| DRIVER COMMENTS | | |
| None. | | |

| VISIBILITY | RATING USING MIRRORS | RATING NOT USING MIRRORS |
|--|----------------------|--------------------------|
| 3 o'clock Position | 4.7 | 5.3 |
| 4 o'clock Position | 5.0 | 5.0 |
| 5 o'clock Position | 5.0 | 4.7 |
| 6 o'clock Position | 4.3 | 4.3 |
| 7 o'clock Position | 5.0 | 4.7 |
| 8 o'clock Position | 5.0 | 5.0 |
| 9 o'clock Position | 4.7 | 5.3 |
| DRIVER COMMENTS | | |
| Driver/passenger mirrors need secondary blind spot mirror. | | |

| FRONT SEAT | CONSIDERATIONS | RATING |
|--|---|--------|
| Seat Comfort | Overall Seat Comfort, Hip/Shoulder Room | 6.3 |
| Seat Position | Range of Adjustment | 6.7 |
| Seat Compatibility to Sam Brown | Comfort, Seatbelt Interference | 5.7 |
| Seat to Controls | Steering Wheel, Pedals, Dashboard | 6.7 |
| Headrest Position: With Hat/Helmet | Adequate | 6.0 |
| Headrest Position: Without Hat/Helmet | Adequate | 6.0 |
| Headroom | Adequate | 6.7 |
| Legroom | Adequate | 6.7 |
| Seatbelt | Ease of Hook-Up/Release | 5.7 |
| Shoulder Strap | Interference with duty gear | 5.3 |
| DRIVER COMMENTS | | |
| Seat bolsters are annoying and uncomfortable; Bottom seat cushion is hard. | | |

| INSTRUMENT PANEL | CONSIDERATIONS | RATING |
|-------------------------|--|---------------|
| Instrument Placement | Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components | 6.0 |
| Instrument Visibility | Can You See Them | 6.3 |
| Instrument Legibility | Can You Read Them | 6.0 |
| DRIVER COMMENTS | | |
| None | | |

| CONTROLS | CONSIDERATIONS | RATING |
|---|---|---------------|
| Steering Wheel | Size, Position | 5.3 |
| Shift Lever | Accessibility, Indicator Visibility | 5.0 |
| Knobs & Switches | Location, Visibility, Markings, Arrangement | 3.0 |
| Pedals | Location | 4.3 |
| Pedals | Size | 4.3 |
| Pedals | Spacing (Do you hit more than one pedal with boots on?) | 4.3 |
| Parking Brake | Location | 4.0 |
| Parking Brake | Method of Release. | 5.3 |
| DRIVER COMMENTS | | |
| Controls on steering wheel seem cluttered; too many pedals are close together; Parking brake will be blocked by MDC/Dock/center console.. | | |

| MIRRORS | CONSIDERATIONS | RATING |
|--|-----------------------|---------------|
| Rearview Mirror | Placement | 5.0 |
| Rearview Mirror | Size | 5.3 |
| Rearview Mirror | Ease of Adjustment | 5.3 |
| Rearview Mirror | Distortion | 5.3 |
| Driver Side Mirror | Placement | 5.3 |
| Driver Side Mirror | Size | 5.3 |
| Driver Side Mirror | Ease of Adjustment | 5.3 |
| Driver Side Mirror | Distortion | 5.3 |
| Passenger Side Mirror | Placement | 5.3 |
| Passenger Side Mirror | Size | 5.3 |
| Passenger Side Mirror | Ease of Adjustment | 5.3 |
| Passenger Side Mirror | Distortion | 5.3 |
| DRIVER COMMENTS | | |
| Side mirrors need secondary blind spot mirror. | | |

| DOORS | CONSIDERATIONS | RATING |
|------------------------|----------------------------------|---------------|
| Front Door | Ease of Ingress/Egress | 5.3 |
| Rear Door | Ease of Ingress/Egress | 5.0 |
| Window & Door Handles | Accessibility, Ease of Operation | 5.3 |
| DRIVER COMMENTS | | |
| None | | |

| REAR SEAT | CONSIDERATIONS | RATING |
|------------------------|---|---------------|
| Seat Comfort | Overall Seat Comfort, Hip/Shoulder Room | 5.0 |
| Headroom | Adequate | 5.0 |
| Legroom | Adequate | 5.0 |
| Seatbelt | Ease of Hook-Up/Release | 5.0 |
| DRIVER COMMENTS | | |
| None | | |

| TRUNK | CONSIDERATIONS | RATING |
|---|---------------------------|---------------|
| Lid | Ease of Opening | 4.5 |
| Lid | Size of Opening | 5.0 |
| Compartment | Ease of Loading/Unloading | 5.0 |
| DRIVER COMMENTS | | |
| Door can be heavy when lifting/opening; | | |

| SLALOM | CONSIDERATIONS | RATING |
|----------------------------|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 4.7 |
| DRIVER COMMENTS | | |
| None | | |

| PARALLEL PARK - LEVEL | CONSIDERATIONS | RATING |
|-------------------------------------|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 4.7 |
| DRIVER COMMENTS | | |
| C -pillars obstruct rear/side view. | | |

| PARALLEL PARK – INCLINE | CONSIDERATIONS | RATING |
|--|--|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 4.7 |
| DRIVER COMMENTS | | |
| None | | |

| PARALLEL PARK- DECLINE | CONSIDERATIONS | RATING |
|---------------------------------------|--|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 5.0 |
| DRIVER COMMENTS | | |
| None | | |

| REAR 3-POINT TURN | CONSIDERATIONS | RATING |
|-------------------------------|--|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 4.7 |
| DRIVER COMMENTS | | |
| None | | |

ERGONOMICS EVALUATION

2019 FORD POLICE RESPONDER HYBRID SEDAN

| VISIBILITY | CONSIDERATION | RATING |
|----------------------------|---|--------|
| Overall Forward Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 6.7 |
| DRIVER COMMENTS | | |
| Great visibility in front. | | |

| VISIBILITY | RATING USING MIRRORS | RATING NOT USING MIRRORS |
|------------------------------------|----------------------|--------------------------|
| 3 o'clock Position | 7.3 | 7.3 |
| 4 o'clock Position | 7.3 | 7.0 |
| 5 o'clock Position | 7.0 | 6.7 |
| 6 o'clock Position | 7.3 | 7.3 |
| 7 o'clock Position | 7.0 | 7.0 |
| 8 o'clock Position | 6.7 | 6.7 |
| 9 o'clock Position | 7.0 | 7.0 |
| DRIVER COMMENTS | | |
| Great visibility in all positions. | | |

| FRONT SEAT | CONSIDERATIONS | RATING |
|--|---|--------|
| Seat Comfort | Overall Seat Comfort, Hip/Shoulder Room | 7.0 |
| Seat Position | Range of Adjustment | 5.0 |
| Seat Compatibility to Sam Brown | Comfort, Seatbelt Interference | 6.5 |
| Seat to Controls | Steering Wheel, Pedals, Dashboard | 6.3 |
| Headrest Position: With Hat/Helmet | Adequate | 6.0 |
| Headrest Position: Without Hat/Helmet | Adequate | 6.7 |
| Headroom | Adequate | 7.3 |
| Legroom | Adequate | 7.3 |
| Seatbelt | Ease of Hook-Up/Release | 6.7 |
| Shoulder Strap | Interference with duty gear | 6.0 |
| DRIVER COMMENTS | | |
| There is interference with the front seat belts and deputies gear. | | |

| INSTRUMENT PANEL | CONSIDERATIONS | RATING |
|-------------------------|--|---------------|
| Instrument Placement | Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components | 7.5 |
| Instrument Visibility | Can You See Them | 7.5 |
| Instrument Legibility | Can You Read Them | 7.0 |
| DRIVER COMMENTS | | |
| None | | |

| CONTROLS | CONSIDERATIONS | RATING |
|--|---|---------------|
| Steering Wheel | Size, Position | 7.2 |
| Shift Lever | Accessibility, Indicator Visibility | 6.7 |
| Knobs & Switches | Location, Visibility, Markings, Arrangement | 7.0 |
| Pedals | Location | 7.0 |
| Pedals | Size | 7.0 |
| Pedals | Spacing (Do you hit more than one pedal with boots on?) | 7.0 |
| Parking Brake | Location | 7.2 |
| Parking Brake | Method of Release. | 7.2 |
| DRIVER COMMENTS | | |
| Reverse/ back up camera monitor is hard to see in current position. Needs to be incorporated into rear-view mirror. Stereo / AC control knobs slightly out of reach. | | |

| MIRRORS | CONSIDERATIONS | RATING |
|---|-----------------------|---------------|
| Rearview Mirror | Placement | 7.2 |
| Rearview Mirror | Size | 7.2 |
| Rearview Mirror | Ease of Adjustment | 7.2 |
| Rearview Mirror | Distortion | 7.2 |
| Driver Side Mirror | Placement | 7.2 |
| Driver Side Mirror | Size | 6.7 |
| Driver Side Mirror | Ease of Adjustment | 7.2 |
| Driver Side Mirror | Distortion | 7.2 |
| Passenger Side Mirror | Placement | 7.2 |
| Passenger Side Mirror | Size | 6.7 |
| Passenger Side Mirror | Ease of Adjustment | 7.2 |
| Passenger Side Mirror | Distortion | 7.2 |
| DRIVER COMMENTS | | |
| <i>Larger mirrors would help with visibility.</i> | | |

| DOORS | CONSIDERATIONS | RATING |
|------------------------|----------------------------------|---------------|
| Front Door | Ease of Ingress/Egress | 7.0 |
| Rear Door | Ease of Ingress/Egress | 7.0 |
| Window & Door Handles | Accessibility, Ease of Operation | 7.5 |
| DRIVER COMMENTS | | |
| None | | |

| REAR SEAT | CONSIDERATIONS | RATING |
|--|---|---------------|
| Seat Comfort | Overall Seat Comfort, Hip/Shoulder Room | 7.5 |
| Headroom | Adequate | 7.5 |
| Legroom | Adequate | 7.5 |
| Seatbelt | Ease of Hook-Up/Release | 6.0 |
| DRIVER COMMENTS | | |
| Seat belt is extremely hard to buckle with Sam Brown on. | | |

| TRUNK | CONSIDERATIONS | RATING |
|------------------------|---------------------------|---------------|
| Lid | Ease of Opening | 7.0 |
| Lid | Size of Opening | 7.7 |
| Compartment | Ease of Loading/Unloading | 7.3 |
| DRIVER COMMENTS | | |
| None | | |

| SLALOM | CONSIDERATIONS | RATING |
|----------------------------|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 6.2 |
| DRIVER COMMENTS | | |
| None | | |

| PARALLEL PARK - LEVEL | CONSIDERATIONS | RATING |
|------------------------------|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 6.5 |
| DRIVER COMMENTS | | |
| None | | |

| PARALLEL PARK – INCLINE | CONSIDERATIONS | RATING |
|--------------------------------|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 7.5 |
| DRIVER COMMENTS | | |
| None | | |

| PARALLEL PARK- DECLINE | CONSIDERATIONS | RATING |
|-------------------------------|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 6.5 |
| DRIVER COMMENTS | | |
| None | | |

| REAR 3-POINT TURN | CONSIDERATIONS | RATING |
|----------------------------|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 7.0 |
| DRIVER COMMENTS | | |
| None | | |

ERGONOMICS EVALUATION

2019 FORD F150 POLICE RESPONDER 4WD

| VISIBILITY | CONSIDERATION | RATING |
|----------------------------|---|--------|
| Overall Forward Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 6.3 |
| DRIVER COMMENTS | | |
| None. | | |

| VISIBILITY | RATING USING MIRRORS | RATING NOT USING MIRRORS |
|--------------------|----------------------|--------------------------|
| 3 o'clock Position | 7.7 | 7.7 |
| 4 o'clock Position | 7.7 | 7.7 |
| 5 o'clock Position | 7.3 | 7.3 |
| 6 o'clock Position | 7.3 | 7.3 |
| 7 o'clock Position | 7.3 | 5.7 |
| 8 o'clock Position | 7.3 | 5.7 |
| 9 o'clock Position | 7.7 | 7.3 |
| DRIVER COMMENTS | | |
| None. | | |

| FRONT SEAT | CONSIDERATIONS | RATING |
|---------------------------------------|---|--------|
| Seat Comfort | Overall Seat Comfort, Hip/Shoulder Room | 6.7 |
| Seat Position | Range of Adjustment | 5.7 |
| Seat Compatibility to Sam Brown | Comfort, Seatbelt Interference | 6.7 |
| Seat to Controls | Steering Wheel, Pedals, Dashboard | 6.0 |
| Headrest Position: With Hat/Helmet | Adequate | 6.7 |
| Headrest Position: Without Hat/Helmet | Adequate | 7.3 |
| Headroom | Adequate | 8.0 |
| Legroom | Adequate | 8.0 |
| Seatbelt | Ease of Hook-Up/Release | 7.3 |
| Shoulder Strap | Interference with duty gear | 7.0 |
| DRIVER COMMENTS | | |
| None. | | |

| INSTRUMENT PANEL | CONSIDERATIONS | RATING |
|--|--|---------------|
| Instrument Placement | Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components | 7.3 |
| Instrument Visibility | Can You See Them | 7.3 |
| Instrument Legibility | Can You Read Them | 7.3 |
| DRIVER COMMENTS | | |
| Instrument cluster visibility and placement excellent. | | |

| CONTROLS | CONSIDERATIONS | RATING |
|--|---|---------------|
| Steering Wheel | Size, Position | 8.0 |
| Shift Lever | Accessibility, Indicator Visibility | 6.3 |
| Knobs & Switches | Location, Visibility, Markings, Arrangement | 6.7 |
| Pedals | Location | 7.3 |
| Pedals | Size | 7.3 |
| Pedals | Spacing (Do you hit more than one pedal with boots on?) | 7.3 |
| Parking Brake | Location | 5.3 |
| Parking Brake | Method of Release. | 5.3 |
| DRIVER COMMENTS | | |
| Parking brake is awkward in its current location. Used to having parking brake in center console or left side. | | |

| MIRRORS | CONSIDERATIONS | RATING |
|--|-----------------------|---------------|
| Rearview Mirror | Placement | 8.0 |
| Rearview Mirror | Size | 8.0 |
| Rearview Mirror | Ease of Adjustment | 8.0 |
| Rearview Mirror | Distortion | 8.0 |
| Driver Side Mirror | Placement | 8.0 |
| Driver Side Mirror | Size | 6.7 |
| Driver Side Mirror | Ease of Adjustment | 7.3 |
| Driver Side Mirror | Distortion | 7.3 |
| Passenger Side Mirror | Placement | 7.3 |
| Passenger Side Mirror | Size | 6.7 |
| Passenger Side Mirror | Ease of Adjustment | 7.3 |
| Passenger Side Mirror | Distortion | 6.3 |
| DRIVER COMMENTS | | |
| Could use larger side mirrors, but location is adequate. | | |

| DOORS | CONSIDERATIONS | RATING |
|------------------------|----------------------------------|---------------|
| Front Door | Ease of Ingress/Egress | 7.3 |
| Rear Door | Ease of Ingress/Egress | 7.3 |
| Window & Door Handles | Accessibility, Ease of Operation | 7.3 |
| DRIVER COMMENTS | | |
| None | | |

| REAR SEAT | CONSIDERATIONS | RATING |
|------------------------|---|---------------|
| Seat Comfort | Overall Seat Comfort, Hip/Shoulder Room | 6.7 |
| Headroom | Adequate | 7.0 |
| Legroom | Adequate | 7.3 |
| Seatbelt | Ease of Hook-Up/Release | 6.7 |
| DRIVER COMMENTS | | |
| None | | |

| TRUNK | CONSIDERATIONS | RATING |
|------------------------|---------------------------|---------------|
| Lid | Ease of Opening | 8.0 |
| Lid | Size of Opening | 8.0 |
| Compartment | Ease of Loading/Unloading | 8.0 |
| DRIVER COMMENTS | | |
| None | | |

| SLALOM | CONSIDERATIONS | RATING |
|--|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 7.5 |
| DRIVER COMMENTS | | |
| Headrest and pillars slightly blocking view. | | |

| PARALLEL PARK - LEVEL | CONSIDERATIONS | RATING |
|------------------------------|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 7.5 |
| DRIVER COMMENTS | | |
| None | | |

| PARALLEL PARK – INCLINE | CONSIDERATIONS | RATING |
|--------------------------------|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 7.5 |
| DRIVER COMMENTS | | |
| None | | |

| PARALLEL PARK- DECLINE | CONSIDERATIONS | RATING |
|-------------------------------|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 7.5 |
| DRIVER COMMENTS | | |
| None | | |

| REAR 3-POINT TURN | CONSIDERATIONS | RATING |
|----------------------------|---|---------------|
| Overall Backing Visibility | Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion | 7.5 |
| DRIVER COMMENTS | | |
| None | | |

FUEL EFFICIENCY RESULTS

| VEHICLE | AVERAGE MPG (EPA) |
|--|-------------------|
| 2020 Chevrolet Tahoe 5.3L PPV 2WD | 18 MPG |
| 2020 Chevrolet Tahoe 5.3L PPV 4WD | 17 MPG |
| 2020 Dodge Charger 3.6L 2.62 RWD | 21 MPG |
| 2020 Dodge Charger 5.7L 3.08 AWD | 19 MPG |
| 2020 Dodge Durango 3.6L 3.45 AWD | 21 MPG |
| 2020 Dodge Durango 5.7L 3.09 AWD | 17.MPG |
| 2020 Ford P.I. Utility 3.3L AWD | 19 MPG |
| 2020 Ford P.I. Utility 3.0L AWD EcoBoost | 20 MPG |
| 2020 Ford P.I. Utility Hybrid AWD | 25 MPG |
| 2020 Ford Police Responder Hybrid Sedan | 42 MPG |
| 2020 Ford F150 Police Responder 3.5L 4WD | 19 MPG |



Los Angeles County

Sheriff's Department

Communications and Fleet Management Bureau

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