

POLICE VEHICLE EVALUATION

Model Year 2024



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



2024 Model Year
Police Vehicle Evaluation Program

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Precision Driving Unit
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PREFACE

The Michigan State Police Vehicle Test Team is pleased to announce the results of the 2024 Model Year Police Vehicle Evaluation. This year we tested twelve patrol vehicles. We appreciate your continued support and encouragement. The vehicles evaluated this year included the following:

POLICE VEHICLES

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



GENERAL INFORMATION

All patrol vehicles were tested with a clean roof (no overhead light or light bar) and without "A" pillar mount spotlights. We believe this is the best way to ensure all the vehicles are tested on an equal basis. Remember that once overhead lights, spotlights, radio antennas, sirens, and other emergency equipment are installed, overall performance may be somewhat lower than we report.

Each vehicle was tested with the tires that are available as original equipment on the production model. Specific tire information for each vehicle is available in the Vehicle Description portion of this report. All vehicles listed in this report were equipped with electronic speed limiters unless otherwise noted.

The manufacturers could submit a one-half page highlight of their vehicle. These highlights will be included with the vehicle description and photograph. This information is direct from the manufacturer and is not an opinion or endorsement from the Michigan State Police. It is only an attempt to give the consumer the most information about the vehicle.

Chelsea Proving Grounds - Acceleration, Top Speed, & Braking Tests

Acceleration and Top Speed tests were performed at the Chelsea Proving Grounds. This 4.7-mile 140 mph neutral steer banked oval provides ample space to obtain accurate test results in these areas.

The Brake test is also performed at the Chelsea Proving Grounds, utilizing lanes one and two of the straightaway on the eastside of the oval.

We would like to thank Mr. Tom Czapski for the assistance we received from the staff at the Chelsea Proving Grounds.

Grattan Raceway - Vehicle Dynamics Test

Vehicle Dynamics testing was performed at the Grattan Raceway. This two-mile road course provides a realistic environment to test vehicles in dynamics and continues to produce comprehensive results regarding durability and performance.

We appreciate the support we received from General Motors, Stellantis and Ford Motor Company during testing.

Vehicle Testing History, Pursuit Ratings, and Purchasing Specifications

The Michigan State Police (MSP) began testing patrol cars in the 1950s. At that time, quotations were requested from manufacturers and only the vehicle with the lowest quotation was tested to see if it met our purchasing requirements. Years later, the quotations received from manufacturers were only four dollars apart. At that point, the MSP decided to test all vehicles to select the best vehicle. The equipment used to measure speed and distance has evolved from tape measure to global positioning systems, providing more accurate measurements, making the MSP vehicle testing an internationally recognized resource for law enforcement agencies.

The term pursuit rated vehicle has recently been called into question as no one fully understands what this term represents. The term pursuit capable is more appropriate as there is no sanctioning body, or specific performance criteria, to determine if the vehicle meets a specialized designation. Each vehicle has been modified from a civilian vehicle to perform better under the rigors of police use. These vehicles are engineered to repetitively stop in a shorter distance, accelerate faster, and handle better than the base platform. Modifications to engines, cooling systems, transmissions and shifting parameters, brakes, tires, stability control programming, and other changes may all be included as part of the manufacturers police package.

The manufacturers provide upcoming model year vehicles to both the MSP and Los Angeles County Sheriff's Department to be tested for suitability in their respective operations. Historically, successful results at both test sites have validated the manufacturers' engineering efforts in building a car capable of handling the stress associated with police pursuits. Neither the MSP, nor the Los Angeles County Sheriff's Department, has the authority or credentials to award the term pursuit rated to any vehicle.

The MSP has performance criteria attached to its purchasing specifications. The criteria historically have been that a vehicle must accelerate from 0 – 60 mph in 9.0 seconds, 0 – 80 mph in 14.9 seconds, and 0 – 100 mph in 24.6 seconds. The vehicle must reach 110 mph in 0.92 mile and 120 mph in 1.70 miles. The vehicle must maintain an average deceleration rate of 25.79 ft./sec² while performing twenty 60 – 0 mph full anti-lock brake stops. The vehicle must also successfully complete all 32 laps of the Grattan Raceway dynamics testing without major component failure. Meeting the above criteria does not certify a vehicle as being pursuit rated, rather it justifies a vehicle can perform the job function the MSP requires in a police vehicle. When reading the testing results in this book, it is up to each agency to determine if the vehicle is suitable for the mission of their agency.

We recommend you review the information contained in this report and then apply it to the needs of your agency. This report is not an endorsement of products, but a means of learning what is available for your officers so they can do their job effectively and safely. If anything in this report requires further explanation or clarification, please call, or write.

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ACKNOWLEDGEMENTS

We would like to thank the following contributors. We are grateful for their support and encouragement toward our goal: a safe, successful testing program that benefits the law enforcement community nationwide and beyond.

Col. Joe Gasper, Director, Michigan Department of State Police
Lt. Col. Dale Hinz, Senior Deputy Director, Field Operations Bureau
Lt. Col. Chris Kelenske, Senior Deputy Director, Field Support Bureau
Lt. Col. Michael Krumm, Senior Deputy Director, Professional Development Bureau
Maj. Joseph Brodeur, Senior Management Executive, Field Operations Bureau
Maj. Ryan Pennell, Senior Management Executive, Field Operations Bureau
Maj. Beth Clark, Senior Management Executive, Field Support Bureau
Dr. Juli Liebler, Senior Management Executive, Professional Development Bureau
Capt. James Grady, Commander, Training Division

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

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

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

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

The Michigan State Police Precision Driving Unit would like to extend a very special thank you to Chevrolet, Dodge, and Ford Motor Company for their hard work in building and preparing the test vehicles. We are grateful for your dedication to law enforcement. Law enforcement officers rely on these vehicles to perform a vast array of duties.

Finally, thank you to all in the United States and Canada who represent law enforcement and purchasing agencies for your constant encouragement and support. We are proud to contribute to the law enforcement community.



Michigan State Police Vehicle Test Team

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

TEST EQUIPMENT

The following test equipment is utilized during the Vehicle Acceleration, Top Speed, Braking, and Dynamics portions of the evaluation program.

Racelogic USA 27240 Haggerty Rd. Suite E17, Farmington Hills, MI 48331

- VBox 3i Data Collection System

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

- Orbits 5.2 Extended Loop Decoder
- AMB TranX260 Transponders

Stilo Helmets USA 9A Electronics Ave., Danvers, MA 01923


- Test Driver Helmet- ST5 GT Carbon Fiber

Simpson Race Products 328 FM 306, New Braunfels, TX 78130

- Hybrid S Head and Neck Restraint

Motorola Solutions 1303 East Algonquin Road, Schaumburg, IL 60196

- Mag One BPR 40 Two-Way Radio

The logo of the Michigan State Police is a blue shield with a yellow border. At the top, the word "MICHIGAN" is written in yellow, and at the bottom, "STATE POLICE" is written in yellow. In the center is a circular seal featuring a figure holding a scale and a sword, with the word "PROGRESS" above it. The shield is flanked by two yellow, pointed shapes.

**VEHICLE DESCRIPTIONS
AND
PHOTOGRAPHS**

Chevrolet Tahoe 5.3L RWD



MAKE & MODEL	2024 2WD Chevrolet Police Tahoe
SALES CODE	9C1

POWERTRAIN INFORMATION	
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CUBIC INCHES	325
LITERS	5.3
DRIVE SYSTEM	Rear Wheel Drive
HORSEPOWER	355 HP
TORQUE	383 ft./lbs.
ALTERNATOR	250 AMP
BATTERY	900/760 CCA
TRANSMISSION	10 Speed
AXLE RATIO	3.23
TURNING RADIUS	19.5 ft.
TIRE SIZE, LOAD & SPEED RATING	275/55 R-20
GROUND CLEARANCE, MINIMUM	7.1 inches
BRAKE SYSTEM	eBoost ABS disc/disc
FUEL CAPACITY	24 Gallons/90.85 Liters
MANUFACTURER LIMITED TOP SPEED	130 mph

GENERAL MEASUREMENTS	
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WHEELBASE	120.9 inches
LENGTH	210.7 inches
CURB WEIGHT	5717 lbs.
HEIGHT	75.8 inches

INTERIOR VOLUME	
------------------------	--

FRONT	64.1 cu. ft.
REAR	59.2 cu. ft.
COMBINED	123.2 cu. ft.
TRUNK	70.3 cu. ft.
MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)	1600 lbs.

EPA MILEAGE EST. (MPG)	
-------------------------------	--

CITY	15
HIGHWAY	19
COMBINED	16

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

Chevrolet Tahoe 5.3L 4WD



MAKE & MODEL	2024 4WD Chevrolet Police Tahoe
SALES CODE	9C1
POWERTRAIN INFORMATION	
CUBIC INCHES	325
LITERS	5.3
DRIVE SYSTEM	Four Wheel Drive
HORSEPOWER	355 HP
TORQUE	383 ft./lbs.
ALTERNATOR	250 AMP
BATTERY	900/760 CCA
TRANSMISSION	10 Speed
AXLE RATIO	3.23
TURNING RADIUS	19.5 ft.
TIRE SIZE, LOAD & SPEED RATING	275/55 R-20
GROUND CLEARANCE, MINIMUM	7.1 inches
BRAKE SYSTEM	eBoost ABS disc/disc
FUEL CAPACITY	24 Gallons/90.85 Liters
MANUFACTURER LIMITED TOP SPEED	124 mph
GENERAL MEASUREMENTS	
WHEELBASE	120.9 inches
LENGTH	210.7 inches
CURB WEIGHT	5730 lbs.
HEIGHT	75.9 inches
INTERIOR VOLUME	
FRONT	64.1 cu. ft.
REAR	59.2 cu. ft.
COMBINED	123.2 cu. ft.
TRUNK	70.3 cu. ft.
MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)	1600 lbs.
EPA MILEAGE EST. (MPG)	
CITY	14
HIGHWAY	18
COMBINED	16

MANUFACTURER VEHICLE HIGHLIGHTS

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

Chevrolet Silverado Z7X 4WD



MAKE & MODEL	2024 4WD Chevrolet Police Silverado Z7X (2" Lifted Chassis)
SALES CODE	9C1

POWERTRAIN INFORMATION	
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CUBIC INCHES	325
LITERS	5.3
DRIVE SYSTEM	Four Wheel Drive
HORSEPOWER	355 HP
TORQUE	383 ft./lbs.
ALTERNATOR	220 AMP
BATTERY	730 CCA AGM
TRANSMISSION	10 Speed column shift and 2 speed transfer case with Auto mode
AXLE RATIO	3.23 with standard Traction Lock
TURNING RADIUS	23.2 ft.
TIRE SIZE, LOAD & SPEED RATING	P275/60 R-20 AT, S Speed Rating
GROUND CLEARANCE, MINIMUM	11.4 inches
BRAKE SYSTEM	eBoost ABS disc/disc
FUEL CAPACITY	24 Gallons/90.85 Liters
MANUFACTURER LIMITED TOP SPEED	112 mph

GENERAL MEASUREMENTS	
-----------------------------	--

WHEELBASE	147.4 inches
LENGTH	231.7 inches
CURB WEIGHT	5010 lbs.
HEIGHT	77.6 inches

INTERIOR VOLUME	
------------------------	--

FRONT	64.2 cu. ft.
REAR	65.6 cu. ft.
COMBINED	129.8 cu. ft.
TRUNK	62.9 cu. ft.
MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)	1850 lbs.

EPA MILEAGE EST. (MPG)	
-------------------------------	--

CITY	14
HIGHWAY	17
COMBINED	15

MANUFACTURER VEHICLE HIGHLIGHTS	
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The MY24 police Silverado 4WD has the following new enhancements.

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

Chevrolet Silverado Z71 4WD



MAKE & MODEL	2024 4WD Chevrolet Police Silverado Z71
SALES CODE	9C1

POWERTRAIN INFORMATION	
-------------------------------	--

CUBIC INCHES	325
LITERS	5.3
DRIVE SYSTEM	Four Wheel Drive
HORSEPOWER	355 HP
TORQUE	383 ft./lbs.
ALTERNATOR	220 AMP
BATTERY	730 CCA AGM
TRANSMISSION	10 Speed column shift and 2 speed transfer case with Auto mode
AXLE RATIO	3.23 with standard Traction Lock
TURNING RADIUS	23.2 ft.
TIRE SIZE, LOAD & SPEED RATING	P275/60 R-20 AT, S Speed Rating
GROUND CLEARANCE, MINIMUM	9.2 inches
BRAKE SYSTEM	eBoost ABS disc/disc
FUEL CAPACITY	24 Gallons/90.85 Liters
MANUFACTURER LIMITED TOP SPEED	112 mph

GENERAL MEASUREMENTS	
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WHEELBASE	147.4 inches
LENGTH	231.7 inches
CURB WEIGHT	5010 lbs.
HEIGHT	75.5 inches

INTERIOR VOLUME	
------------------------	--

FRONT	64.2 cu. ft.
REAR	65.6 cu. ft.
COMBINED	129.8 cu. ft.
TRUNK	62.9 cu. ft.
MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)	1850 lbs.

EPA MILEAGE EST. (MPG)	
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CITY	14
HIGHWAY	17
COMBINED	15

MANUFACTURER VEHICLE HIGHLIGHTS	
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The police Silverado 4WD has the following new enhancements.

- Standard trailer hitch

Chevrolet Blazer EV AWD



MAKE & MODEL	2024 AWD Chevrolet Police Blazer EV
SALES CODE	9C1

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

GENERAL MEASUREMENTS	
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WHEELBASE	121.8 inches
LENGTH	192.62 inches
CURB WEIGHT	5870 lbs.
HEIGHT	64.78 inches

INTERIOR VOLUME	
------------------------	--

FRONT	58 cu. ft.
REAR	25.7 cu. ft.
COMBINED	83.7 cu. ft.
TRUNK	25.7 cu. ft.
MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)	904 lbs.

EPA MILEAGE EST. (MPG)	
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CITY	EPA FE Labels not yet available
HIGHWAY	
COMBINED	

MANUFACTURER VEHICLE HIGHLIGHTS	
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- The MY24 police Blazer EV AWD has the following
- Ultium Performance All Wheel Drive
 - 2-Motor Permanent Magnetic Drive with ETRS
 - Firestone Firehawk Pursuit 20" tires and steel wheels.
 - Specific suspension tuning with unique monotube dampers, coil springs and stabilizer bars.
 - Lower ride height compared to civilian model.
 - Heavy-duty braking system with large front Brembo six-piston aluminum mono-block calipers on 15-inch rotors with heavy duty semi metallic brake linings.
 - 6000 lb towing rating.
 - Certified Digital speedometer.
 - Exterior design with a high approach angle front fascia and front/rear skidplates.
 - Police front row seats with comfort enhancements.
 - Standard wire harness has 31 wire circuits to the cockpit, 56 wire circuits to the cargo area and 25 shared circuits to connect aftermarket equipment without removing major panels or components to reduce time and complexity of upfitting.
 - Repurpose the LH steering wheel-mounted buttons using the blunt-cut wires to perform initiating a Code 3 with lights and sirens or activating a department 2-way radio microphone.
 - Auxiliary power module operates upfit equipment.
 - Available Rear Camera Mirror
 - Keyless entry and push-to-start ignition
 - Optional OnStar
 - Available LED spot lamp
 - Available opened liftgate red/blue LED lighting
 - Available strobe lighting
 - The 2024 Blazer EV Police Pursuit Vehicle will be assembled at General Motors' Ramos Assembly in Mexico

Dodge Durango 5.7L AWD



MAKE & MODEL	2024 Dodge Durango 5.7L AWD
SALES CODE	22Z
POWERTRAIN INFORMATION	
CUBIC INCHES	345
LITERS	5.7L
DRIVE SYSTEM	All Wheel Drive
HORSEPOWER	360 HP
TORQUE	390 ft./lbs.
ALTERNATOR	220 AMP
BATTERY	800 CCA
TRANSMISSION	TorqueFlite Automatic, 8-Speed Overdrive 8HP70
AXLE RATIO	3.09
TURNING RADIUS	41.0 ft.
TIRE SIZE, LOAD & SPEED RATING	255/60R18 108V Firestone Firehawk Pursuit
GROUND CLEARANCE, MINIMUM	8.1 inches
BRAKE SYSTEM	Power, Dual Piston Front/Single Piston Rear, Anti-Lock
FUEL CAPACITY	24.6 Gallons/93.1 Liters
MANUFACTURER LIMITED TOP SPEED	130 MPH
GENERAL MEASUREMENTS	
WHEELBASE	119.8 inches
LENGTH	201.2 inches
CURB WEIGHT	5214 lbs.
HEIGHT	70.9 inches
INTERIOR VOLUME	
FRONT	54.4 cu. ft.
REAR	51.2 cu. ft.
COMBINED	105.6 cu. ft.
TRUNK	43.3 cu. ft.
MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)	1700 lbs.
EPA MILEAGE EST. (MPG)	
CITY	TBD
HIGHWAY	TBD
COMBINED	TBD

MANUFACTURER VEHICLE HIGHLIGHTS

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

The demands of police work require a vehicle with exceptional maneuverability, power and fuel economy, and Dodge Durango Pursuit is ready for duty. This SUV was built to carry with 84 cu.-ft. of cargo volume and a towing capacity up to 7,200 lbs. It all adds up to complete capability for the toughest assignments — the foundation of Durango Pursuit.

Dodge Durango 3.6L AWD



MAKE & MODEL	2024 Dodge Durango 3.6L AWD
SALES CODE	2BZ
POWERTRAIN INFORMATION	
CUBIC INCHES	220
LITERS	3.6L
DRIVE SYSTEM	All Wheel Drive
HORSEPOWER	293 HP
TORQUE	260 ft./lbs.
ALTERNATOR	220 AMP
BATTERY	650 CCA
TRANSMISSION	TorqueFlite Automatic, 8-Speed Overdrive 850RE
AXLE RATIO	3.45
TURNING RADIUS	41.0 ft.
TIRE SIZE, LOAD & SPEED RATING	255/60R18 108V Firestone Firehawk Pursuit
GROUND CLEARANCE, MINIMUM	8.1 inches
BRAKE SYSTEM	Power, Dual Piston Front/Single Piston Rear, Anti-Lock
FUEL CAPACITY	24.6 Gallons/93.1 Liters
MANUFACTURER LIMITED TOP SPEED	130 MPH
GENERAL MEASUREMENTS	
WHEELBASE	119.8 inches
LENGTH	201.2 inches
CURB WEIGHT	4929 lbs.
HEIGHT	70.9 inches
INTERIOR VOLUME	
FRONT	54.4 cu. ft.
REAR	51.2 cu. ft.
COMBINED	105.6 cu. ft.
TRUNK	43.3 cu. ft.
MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)	1550 lbs.
EPA MILEAGE EST. (MPG)	
CITY	TBD
HIGHWAY	TBD
COMBINED	TBD

MANUFACTURER VEHICLE HIGHLIGHTS

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

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

Ford Police Interceptor Utility 3.0L EcoBoost AWD



MAKE & MODEL	2024 Police Interceptor Utility EcoBoost AWD
SALES CODE	K8A, 99

POWERTRAIN INFORMATION	
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CUBIC INCHES	183 CI
LITERS	3.0L
DRIVE SYSTEM	All Wheel Drive
HORSEPOWER	400 HP
TORQUE	415 ft./lbs.
ALTERNATOR	250 AMP
BATTERY	730 CCA
TRANSMISSION	10 Speed
AXLE RATIO	3.31:1
TURNING RADIUS	40.4 ft.
TIRE SIZE, LOAD & SPEED RATING	255/60R18 108V
GROUND CLEARANCE, MINIMUM	7.2 inches
BRAKE SYSTEM	Power- dual piston calipers front, single piston calipers rear, 4 circuit ABS
FUEL CAPACITY	21.4 Gallons/81.0 Liters

GENERAL MEASUREMENTS	
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WHEELBASE	119.1 inches
LENGTH	198.8 inches
CURB WEIGHT	4848 lbs.
HEIGHT	69.0 inches

INTERIOR VOLUME	
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FRONT	59.7 cu. ft.
REAR	58.4 cu. ft.
COMBINED	118.0 cu. ft.
TRUNK	52 cu. ft.
MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)	1670 lbs.

EPA MILEAGE EST. (MPG)	
------------------------	--

CITY	17
HIGHWAY	22
COMBINED	19

MANUFACTURER VEHICLE HIGHLIGHTS	
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#1 SELLING POLICE BRAND FOR 2013CY, 2014CY, 2015CY, 2016CY, 2017CY, 2018CY, 2019CY, 2020CY, 2021CY and 2022CY¹

NEW FEATURES & CHANGES:

- All-new for 2020 Model Year, the Ford Police Interceptor® Utility comes with standard Hybrid AWD and Ford Telematics
- Hybrid and AWD are ideal for law enforcement, due to optimal performance and significant potential fuel savings
- Optional 3.3L Flex Fuel AWD and 3.0L EcoBoost AWD also available

SAFETY:

- Heated Sanitization Solution. This innovative solution temporarily raises internal vehicle temperatures over 133 degrees Fahrenheit for at least 15 minutes – long enough to help disinfect touchpoints to reduce viral concentration (including COVID-19) inside by greater than 99% on interior surfaces – a way to protect officers working in frontline conditions.²
- Ford Police Interceptors are the only vehicles in the world designed and engineered for the 75-mph rear-impact crash test
- Optional factory-installed Police Perimeter Alert monitors approximately 270° and secures vehicle if threatening motion detected
- Optional Automatic Emergency Braking features unique temporary disable switch for Law Enforcement
- Optional Level III+ & IV+ NIJ Ballistic Panels – includes additional LAPD special threat rounds
- Optional factory-installed 12.1" Integrated Computer Screen allows laptops to be stored out of the way, reducing cabin clutter

DURABILITY:

- Enhanced police durability-cycle tested, proven real-world durability results

PERFORMANCE:

- New 3.0L EcoBoost AWD provides increased horsepower, torque, acceleration and top speed vs. 3.5L EcoBoost AWD, and had the fastest 0-60 and 0-100 acceleration times of all sedan and utility vehicles tested by MSP in 2020CY
- Standard AWD provides optimum handling in various road conditions – dry, ice/snow, wet/rain, gravel, etc.
 1. The 2020CY is based on IHS Markit Registration data as of May 2020
 2. Ambient temperature, installation of partitions or other upfit equipment may impede temperatures from reaching the recommended threshold.

Ford Police Interceptor Utility 3.3L Hybrid AWD



MAKE & MODEL	2024 Police Interceptor Utility Hybrid AWD
SALES CODE	K8A, 99W

POWERTRAIN INFORMATION	
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CUBIC INCHES	201 CI
LITERS	3.3L Hybrid
DRIVE SYSTEM	All Wheel Drive
HORSEPOWER	318 combined HP
TORQUE	322 combined ft./lbs.
ALTERNATOR	DC/DC Converter: 220 AMP
BATTERY	800 CCA
TRANSMISSION	10 Speed
AXLE RATIO	3.73:1
TURNING RADIUS	40.4 ft.
TIRE SIZE, LOAD & SPEED RATING	255/60R18 108V
GROUND CLEARANCE, MINIMUM	7.4 inches
BRAKE SYSTEM	Power- dual piston calipers front, single piston calipers rear, 4 circuit ABS
FUEL CAPACITY	19.0 Gallons/ 72.0 Liters

GENERAL MEASUREMENTS	
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WHEELBASE	119.1 inches
LENGTH	198.8 inches
CURB WEIGHT	5303 lbs.
HEIGHT	69.2 inches

INTERIOR VOLUME	
------------------------	--

FRONT	59.7 cu. ft.
REAR	58.4 cu. ft.
COMBINED	118.0 cu. ft.
TRUNK	52 cu. ft.
MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)	1670 lbs.

EPA MILEAGE EST. (MPG)	
-------------------------------	--

CITY	23
HIGHWAY	24
COMBINED	24

MANUFACTURER VEHICLE HIGHLIGHTS	
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#1 SELLING POLICE BRAND FOR 2013CY, 2014CY, 2015CY, 2016CY, 2017CY, 2018CY, 2019CY, 2020CY, 2021CY and 2022CY¹

NEW FEATURES & CHANGES:

- All-new for 2020 Model Year, the Ford Police Interceptor® Utility comes with standard Hybrid AWD and Ford Telematics
- Hybrid and AWD are ideal for law enforcement, due to optimal performance and significant potential fuel savings
- Optional 3.3L Flex Fuel AWD and 3.0L EcoBoost AWD also available

SAFETY:

- Heated Sanitization Solution. This innovative solution temporarily raises internal vehicle temperatures over 133 degrees Fahrenheit for at least 15 minutes – long enough to help disinfect touchpoints to reduce viral concentration (including COVID-19) inside by greater than 99% on interior surfaces – a way to protect officers working in frontline conditions.²
- Ford Police Interceptors are the only vehicles in the world designed and engineered for the 75-mph rear-impact crash test
- Optional factory-installed Police Perimeter Alert monitors approximately 270° and secures vehicle if threatening motion detected
- Optional Automatic Emergency Braking features unique temporary disable switch for Law Enforcement
- Optional Level III+ & IV+ NIJ Ballistic Panels – includes additional LAPD special threat rounds
- Optional factory-installed 12.1" Integrated Computer Screen allows laptops to be stored out of the way, reducing cabin clutter

DURABILITY:

- Enhanced police durability-cycle tested, proven real-world durability results

PERFORMANCE:

- New standard Hybrid powertrain provides increased horsepower, torque, acceleration and top speed vs. 3.7L AWD
- Standard AWD provides optimum handling in various road conditions – dry, ice/snow, wet/rain, gravel, etc.

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

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

Ford Police Interceptor Utility 3.3L AWD



MAKE & MODEL	2024 Police Interceptor Utility 3.3L AWD
SALES CODE	K8A, 99B

POWERTRAIN INFORMATION	
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CUBIC INCHES	201 CI
LITERS	3.3L
DRIVE SYSTEM	All Wheel Drive
HORSEPOWER	285 HP
TORQUE	260 ft./lbs.
ALTERNATOR	250 AMP
BATTERY	730 CCA
TRANSMISSION	10 Speed
AXLE RATIO	3.73:1
TURNING RADIUS	40.4 ft.
TIRE SIZE, LOAD & SPEED RATING	255/60R18 108V
GROUND CLEARANCE, MINIMUM	7.6 inches
BRAKE SYSTEM	Power- dual piston calipers front, single piston calipers rear, 4 circuit ABS
FUEL CAPACITY	21.4 Gallons/81.0 Liters

GENERAL MEASUREMENTS	
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WHEELBASE	119.1 inches
LENGTH	198.8 inches
CURB WEIGHT	4755 lbs.
HEIGHT	69.3 inches

INTERIOR VOLUME	
------------------------	--

FRONT	59.7 cu. ft.
REAR	58.4 cu. ft.
COMBINED	118.0 cu. ft.
TRUNK	52.0 cu. ft.
MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)	1670 lbs.

EPA MILEAGE EST. (MPG)	
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CITY	17
HIGHWAY	23
COMBINED	19

MANUFACTURER VEHICLE HIGHLIGHTS	
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NEW FEATURES & CHANGES:

- The Ford Police Interceptor® Utility comes with standard Hybrid AWD
- Hybrid and AWD are ideal for law enforcement, due to optimal performance and significant potential fuel savings
- Optional 3.3L Flex Fuel AWD and 3.0L EcoBoost AWD also available

SAFETY:

- Heated Sanitization Solution. This innovative solution temporarily raises internal vehicle temperatures over 133 degrees Fahrenheit for at least 15 minutes – long enough to help disinfect touchpoints to reduce viral concentration (including COVID-19) inside by greater than 99% on interior surfaces – a way to protect officers working in frontline conditions.²
- Ford Police Interceptors are the only vehicles in the world designed and engineered for the 75-mph rear-impact crash test
- Optional factory-installed Police Perimeter Alert monitors approximately 270° and secures vehicle if threatening motion detected
- Optional Automatic Emergency Braking features unique temporary disable switch for Law Enforcement
- Optional Level III+ & IV+ NIJ Ballistic Panels – includes additional LAPD special threat rounds
- Optional factory-installed 12.1" Integrated Computer Screen allows laptops to be stored out of the way, reducing cabin clutter

DURABILITY:

- Enhanced police durability-cycle tested, proven real-world durability results

PERFORMANCE:

- Standard Hybrid powertrain provides increased horsepower, torque, acceleration and top speed vs. 3.7L AWD
- Standard AWD provides optimum handling in various road conditions – dry, ice/snow, wet/rain, gravel, etc.

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

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

Ford F150 Police Responder 3.5L EcoBoost 4WD



MAKE & MODEL	2024 F-150 Police Responder 3.5L EcoBoost
SALES CODE	W1P
POWERTRAIN INFORMATION	
CUBIC INCHES	213
LITERS	3.5L
DRIVE SYSTEM	Front Wheel Drive
HORSEPOWER	400 HP
TORQUE	500 ft./lbs.
ALTERNATOR	240 AMP
BATTERY	800 CCA
TRANSMISSION	10-Speed SelectShift Automatic
AXLE RATIO	3.31
TURNING RADIUS	47.8 ft.
TIRE SIZE, LOAD & SPEED RATING	LT265/70R18 113H
GROUND CLEARANCE, MINIMUM	9.4 inches
BRAKE SYSTEM	4-wheel vented disc ABS with electronically controlled brake boost
FUEL CAPACITY	26 Gallons/98 Liters
MANUFACTURER LIMITED TOP SPEED	120 mph
GENERAL MEASUREMENTS	
WHEELBASE	145.4 inches
LENGTH	231.7 inches
CURB WEIGHT	5016 lbs.
HEIGHT	77.2 inches
INTERIOR VOLUME	
FRONT	79.9 cu. ft.
REAR	52.0 cu. ft.
COMBINED	131.9 cu. ft.
TRUNK	52.8 cu. ft.
MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)	2030 lbs.
EPA MILEAGE EST. (MPG)	
CITY	16
HIGHWAY	20
COMBINED	18

MANUFACTURER VEHICLE HIGHLIGHTS	
<p>NEW FEATURES: The 2024 Ford F-150 Police Responder® now offers an all-new steel wheel while combining on-road pursuit performance with Built Ford Tough off-road capability. The F-150 Police Responder provides a 120mph top speed and offers a torque-on-demand 4x4 transfer case with a "4-Auto" mode that features "set it and forget it" capability. Optional Police Engine Idle feature permits officers to quickly remove the key from the ignition and exit the vehicle, while allowing the vehicle to remain securely idling to support lights, sirens and other on-board equipment.</p>	
<p>SAFETY:</p> <ul style="list-style-type: none"> • Standard built-in steel intrusion plates in front seat backs • Available Pre-Collision Assist with Automatic Emergency Braking (includes Law Enforcement temporary disable switch) • Available BLIS (Blind Spot Information System) with Cross-traffic Alert • Rear View Camera with Dynamic Hitch Assist 	
<p>DURABILITY:</p> <ul style="list-style-type: none"> • Standard Off-Road package featuring severe duty shocks, underbody skid plates and electronic locking rear axle • Severe duty brake pads and brake calipers • Police-grade heavy-duty cloth front seats 	
<p>PERFORMANCE:</p> <ul style="list-style-type: none"> • Standard 3.5L EcoBoost® engine generating 400 horsepower and 500 lb-ft of torque • Most payload (2,030 lbs), standard towing (7,000 lbs) and optional towing (11,200 lbs) of any pursuit-rated police vehicle • 120mph top speed 	

Ford Mustang Mach-E AWD



MAKE & MODEL	2024 Ford Mustang Mach-E AWD
SALES CODE	K1S
POWERTRAIN INFORMATION	
CUBIC INCHES	N/A
LITERS	N/A
DRIVE SYSTEM	All Wheel Drive
HORSEPOWER	346 HP
TORQUE	428 ft./lbs.
ALTERNATOR	160 AMP
BATTERY	380 CCA
TRANSMISSION	Single Speed Direct Drive
AXLE RATIO	9.05
TURNING RADIUS	38.1 ft.
TIRE SIZE, LOAD & SPEED RATING	225/55R19 103H
GROUND CLEARANCE, MINIMUM	5.8 inches
BRAKE SYSTEM	Power, 4 piston monoblock front, 2 piston rear, 4 circuit ABS
FUEL CAPACITY	N/A Gallons/ N/A Liters
MANUFACTURER LIMITED TOP SPEED	112 mph
GENERAL MEASUREMENTS	
WHEELBASE	117 inches
LENGTH	185 inches
CURB WEIGHT	4838 lbs.
HEIGHT	64 inches
INTERIOR VOLUME	
FRONT	54.0 cu. ft.
REAR	47.0 cu. ft.
COMBINED	101.1 cu. ft.
TRUNK	29.7 cu. ft.
MAXIMUM PAYLOAD CAPACITY (INCLUDING PASSENGERS)	978 lbs.
EPA MILEAGE EST. (MPG)	
CITY	96
HIGHWAY	84
COMBINED	90

MANUFACTURER VEHICLE HIGHLIGHTS	
<ul style="list-style-type: none"> - 270 EPA-estimated Miles of Range - eAWD (electric all-wheel drive) - 91kWh Usable Capacity Extended Range High-Voltage Battery - Sport-Style Front Seats with ActiveXTM Seating Material - Ford Co-Pilot360 2.0 - Auto High-Beam Headlamps - BLIS® (Blind Spot Information System) with Cross-Traffic Alert - Lane-Keeping System - Pre-Collision Assist with Automatic Emergency Braking (AEB) - Post-Collision Braking - Rear View Camera - Reverse Brake Assist - Reverse Sensing System - Front Trunk Volume 4.7 cu. ft. 	

VEHICLE DYNAMICS TESTING

TESTING OBJECTIVE:

To determine each vehicle's high-speed pursuit or emergency response handling characteristics and performance in comparison to the other vehicles in the test group. The course used is a two-mile road racing type configuration, containing hills, curves, and corners. The course simulates actual conditions encountered in pursuit or emergency driving situations in the field, except for other traffic. The evaluation is a true test of the success or failure of the vehicle manufacturers to offer vehicles that provide the optimum balance between handling (suspension components), acceleration (usable horsepower), and braking characteristics.

TESTING METHODOLOGY:

Each vehicle is driven a total of 32 timed laps, using four separate drivers, each driving an eight-lap series. The final score for the vehicle is the combined average (from the four drivers) of the five fastest laps for each driver during the eight-lap series.



Grattan Raceway, 7201 Lessiter Road, Belding, MI 48809

GRATTAN RACEWAY 2024 MODEL YEAR VEHICLE DYNAMICS SCHEDULE SEPTEMBER 18, 2023

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

VEHICLE DYNAMICS TESTING- SEPTEMBER 18, 2023

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

VEHICLE DYNAMICS TESTING- SEPTEMBER 18, 2023

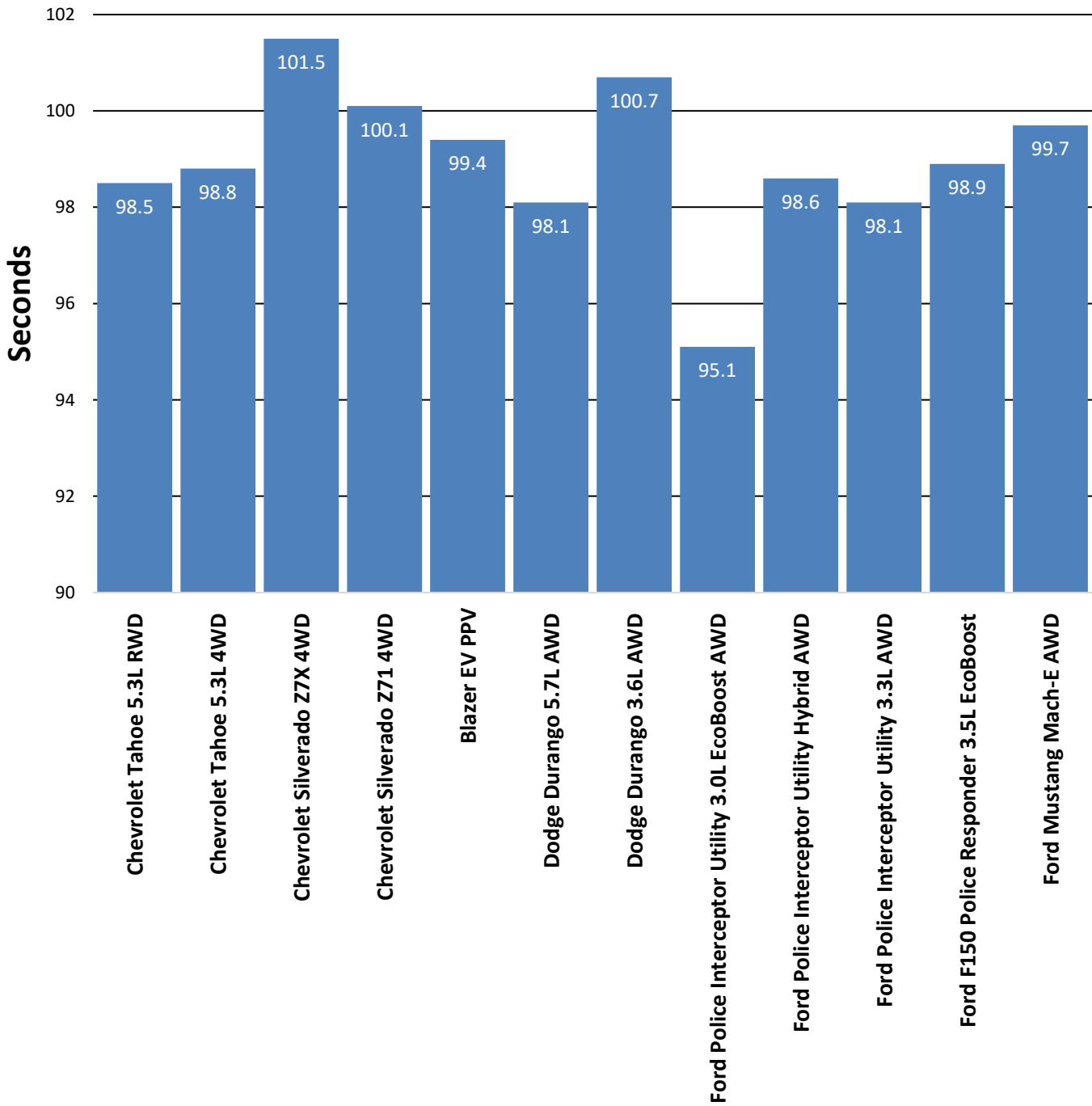
Dodge Durango 3.6L AWD	DAVIS	01:41.29	01:40.90	01:41.11	01:40.81	01:41.07	01:41.04
	AGEMA	01:40.72	01:40.45	01:40.61	01:39.97	01:40.81	01:40.51
	LOONEY	01:41.33	01:41.13	01:41.18	01:41.44	01:41.45	01:41.30
	MERCER	01:40.27	01:40.07	01:39.82	01:40.25	01:40.26	01:40.13
OVERALL AVERAGE							01:40.75
Ford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

VEHICLE DYNAMICS TESTING - SEPTEMBER 18, 2023
BATTERY ELECTRIC VEHICLES

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

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

2024 Model Year Vehicle Dynamics





ACCELERATION AND TOP SPEED TESTING

ACCELERATION TESTING OBJECTIVE:

To determine the ability of each test vehicle to accelerate from a standing start to 60 mph, 80 mph, 100 mph, and determine the distance to reach 100 mph and 120 mph.

ACCELERATION TESTING METHODOLOGY:

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

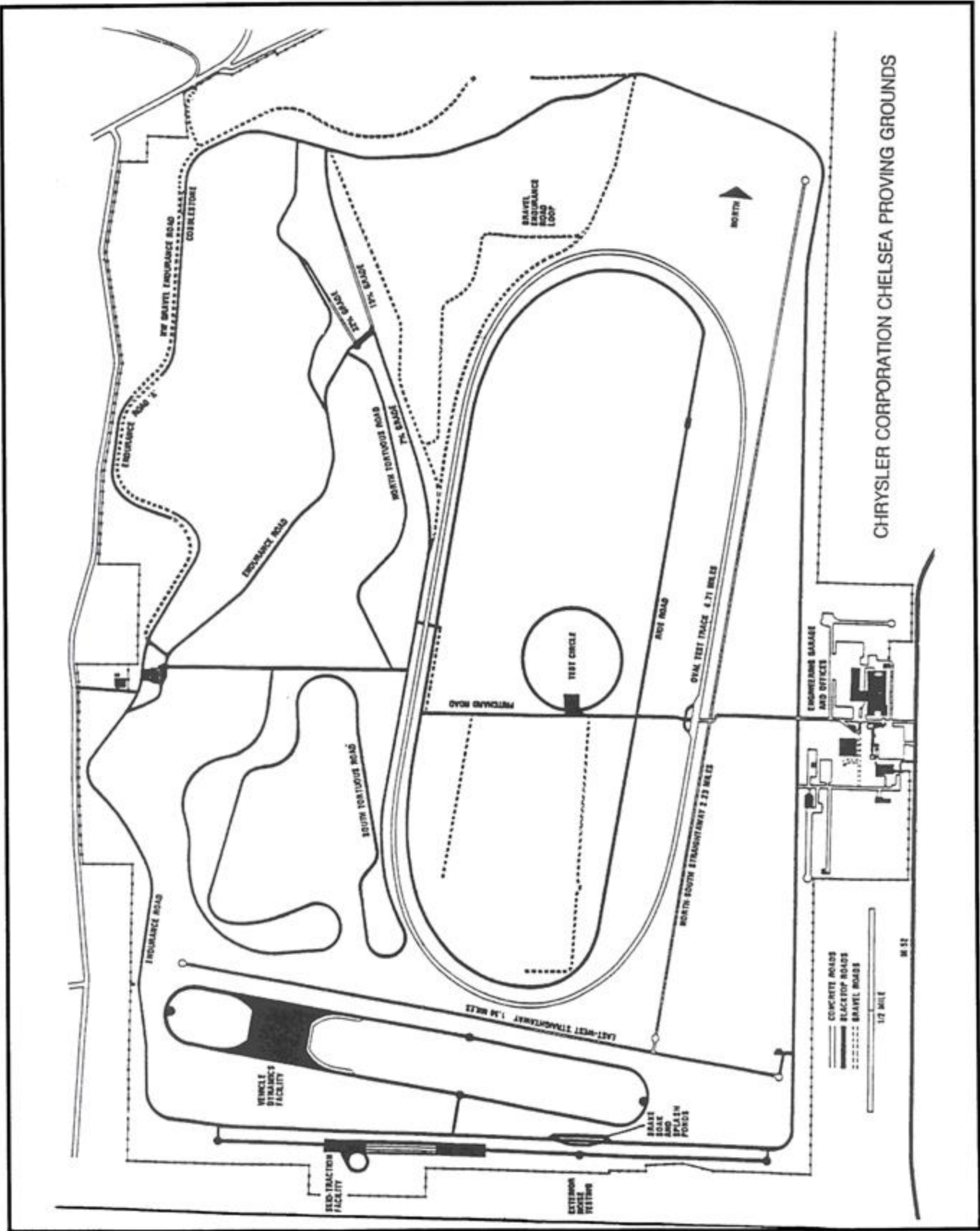
TOP SPEED TESTING OBJECTIVE:

To verify the electronically limited top speed reported by the manufacturer attainable by each test vehicle within 14 miles from a standing start.

TOP SPEED TESTING METHODOLOGY:

Following the fourth acceleration run, each test vehicle continues to accelerate until it reaches the manufacturer electronically limited top speed. The distance to reach the electronically limited top speed must be reached within 14 miles.





TEST LOCATION: Chelsea Proving Grounds

DATE: September 16, 2023

Chevrolet Tahoe 5.3L RWD

BEGINNING TIME: 10:40 a.m.

TEMPERATURE: 63.8° F

WIND VELOCITY: 1.8 mph

WIND DIRECTION: 124°

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

DISTANCE TO REACH 100 MPH: 0.34 mile

DISTANCE TO REACH 120 MPH: 0.70 mile

TOP SPEED ATTAINED: 130 mph

DISTANCE TO REACH TOP SPEED: 1.49 miles

TIME TO REACH TOP SPEED: 53.05 seconds

Chevrolet Tahoe 5.3L 4WD

BEGINNING TIME: 10:56 a.m.

TEMPERATURE: 64.9° F

WIND VELOCITY: 2.5 mph

WIND DIRECTION: 166°

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

DISTANCE TO REACH 100 MPH: 0.35 mile

DISTANCE TO REACH 120 MPH: 0.74 mile

TOP SPEED ATTAINED: 124 mph

DISTANCE TO REACH TOP SPEED: 0.87 mile

TIME TO REACH TOP SPEED: 36.27 seconds

TEST LOCATION: Chelsea Proving Grounds

DATE: September 16, 2023

Chevrolet Silverado Z7X 4WD

BEGINNING TIME: 11:48 a.m.

TEMPERATURE: 66.1° F

WIND VELOCITY: 1.7 mph

WIND DIRECTION: 143°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	7.49	7.23	7.04	7.21	7.24
0-80	11.95	11.56	11.44	11.51	11.62
0-100	18.9	17.96	18.4	17.87	18.28

DISTANCE TO REACH 100 MPH: 0.32 mile

DISTANCE TO REACH 120 MPH: N/A

TOP SPEED ATTAINED: 112 mph

DISTANCE TO REACH TOP SPEED: 0.48 mile

TIME TO REACH TOP SPEED: 23.55 seconds

Chevrolet Silverado Z71 4WD

BEGINNING TIME: 11:30 a.m.

TEMPERATURE: 65.1° F

WIND VELOCITY: 2.5 mph

WIND DIRECTION: 104.5°

SPEEDS	RUN 1	RUN 2	RUN 3	RUN 4	AVERAGE (seconds)
0-60	7.62	7.38	7.29	7.26	7.39
0-80	12.2	11.7	11.66	11.61	11.79
0-100	18.82	18.08	18.24	17.98	18.28

DISTANCE TO REACH 100 MPH: 0.32 mile

DISTANCE TO REACH 120 MPH: N/A

TOP SPEED ATTAINED: 112 mph

DISTANCE TO REACH TOP SPEED: 0.49 mile

TIME TO REACH TOP SPEED: 23.81 seconds

TEST LOCATION: Chelsea Proving Grounds

DATE: September 16, 2023

Chevrolet Blazer EV AWD

BEGINNING TIME: 8:59 a.m.

TEMPERATURE: 53.8° F

WIND VELOCITY: 0 mph

WIND DIRECTION: 0°

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

DISTANCE TO REACH 100 MPH: 0.18 mile

DISTANCE TO REACH 120 MPH: 0.32 mile

TOP SPEED ATTAINED: 130 mph

DISTANCE TO REACH TOP SPEED: 0.45 mile

TIME TO REACH TOP SPEED: 19.46 seconds

Dodge Durango 5.7L AWD

BEGINNING TIME: 9:52 a.m.

TEMPERATURE: 62.2° F

WIND VELOCITY: 1.9 mph

WIND DIRECTION: 213°

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

DISTANCE TO REACH 100 MPH: 0.32 mile

DISTANCE TO REACH 120 MPH: 0.64 mile

TOP SPEED ATTAINED: 130 mph

DISTANCE TO REACH TOP SPEED: 1.07 miles

TIME TO REACH TOP SPEED: 40.38 seconds

TEST LOCATION: Chelsea Proving Grounds

DATE: September 16, 2023

Dodge Durango 3.6L AWD

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

TEMPERATURE: 66.2° F
WIND DIRECTION: 142°

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

DISTANCE TO REACH 100 MPH: 0.42 mile

DISTANCE TO REACH 120 MPH: 0.93 miles

TOP SPEED ATTAINED: 125 mph

DISTANCE TO REACH TOP SPEED: 1.27 miles

TIME TO REACH TOP SPEED: 49.17 seconds

Ford Police Interceptor Utility 3.0L EcoBoost AWD

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

TEMPERATURE: 62.8° F
WIND DIRECTION: 212°

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

DISTANCE TO REACH 100 MPH: 0.27 mile

DISTANCE TO REACH 120 MPH: 0.50 mile

TOP SPEED ATTAINED: 148 mph

DISTANCE TO REACH TOP SPEED: 1.55 miles

TIME TO REACH TOP SPEED: 50.22 seconds

TEST LOCATION: Chelsea Proving Grounds

DATE: September 16, 2023

Ford Police Interceptor Utility 3.3L Hybrid AWD

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

TEMPERATURE: 65.1° F
WIND DIRECTION: 105°

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

DISTANCE TO REACH 100 MPH: 0.30 mile

DISTANCE TO REACH 120 MPH: 0.57 mile

TOP SPEED ATTAINED: 136 mph

DISTANCE TO REACH TOP SPEED: 1.10 miles

TIME TO REACH TOP SPEED: 40.75 seconds

Ford Police Interceptor Utility 3.3L AWD

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

TEMPERATURE: 66.2° F
WIND DIRECTION: 213°

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

DISTANCE TO REACH 100 MPH: 0.34 mile

DISTANCE TO REACH 120 MPH: 0.68 mile

TOP SPEED ATTAINED: 136 mph

DISTANCE TO REACH TOP SPEED: 2.09 miles

TIME TO REACH TOP SPEED: 68.78 seconds

Ford F150 Police Responder 3.5L EcoBoost 4WD

BEGINNING TIME: 9:37 a.m.
WIND VELOCITY: 2.2 mph

TEMPERATURE: 59.4° F
WIND DIRECTION: 56°

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

DISTANCE TO REACH 100 MPH: 0.25 mile

DISTANCE TO REACH 120 MPH: 0.52 mile

TOP SPEED ATTAINED: 120 mph

DISTANCE TO REACH TOP SPEED: 0.52 mile

TIME TO REACH TOP SPEED: 22.78 seconds

Ford Mustang Mach-E AWD

BEGINNING TIME: 9:16 a.m.
WIND VELOCITY: 1.9 mph

TEMPERATURE: 56.4° F
WIND DIRECTION: 77°

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

DISTANCE TO REACH 100 MPH: 0.20 mile

DISTANCE TO REACH 120 MPH: 0.41 mile

TOP SPEED ATTAINED: 124 mph

DISTANCE TO REACH TOP SPEED: .55 miles

TIME TO REACH TOP SPEED: 21.87 seconds

SUMMARY OF ACCELERATION AND TOP SPEED

SEPTEMBER 16, 2023

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



SUMMARY OF ACCELERATION AND TOP SPEED

SEPTEMBER 16, 2023

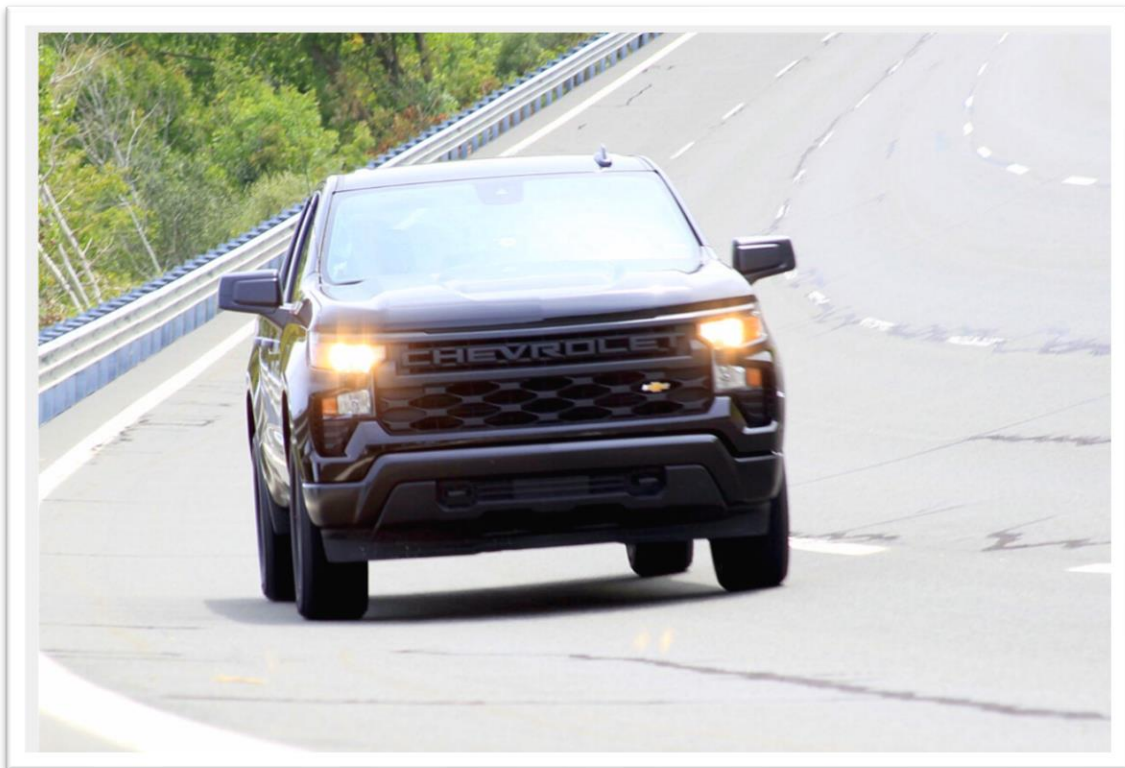
	Chevrolet Blazer EV AWD	Dodge Durango 5.7L AWD	Dodge Durango 3.6L AWD	Ford PI Utility 3.0L EcoBoost AWD
ACCELERATION (seconds)				
0-20 mph	1.77	1.49	1.86	1.54
0-30 mph	2.60	2.37	2.96	2.29
0-40 mph	3.41	3.53	4.37	3.31
0-50 mph	4.24	4.88	5.99	4.46
0-60 mph	5.17	6.67	8.25	5.81
0-70 mph	6.27	8.59	10.78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



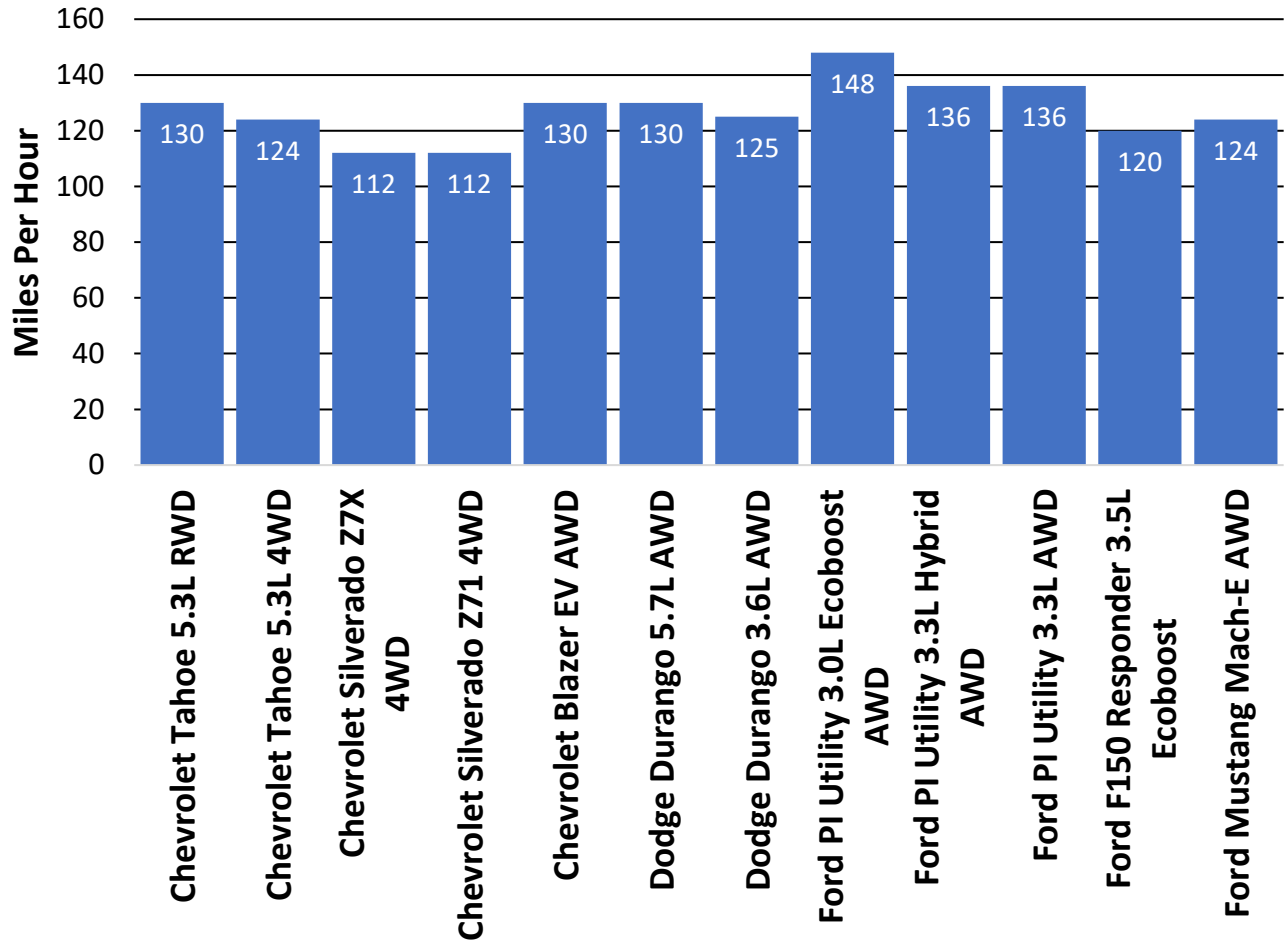
SUMMARY OF ACCELERATION AND TOP SPEED

SEPTEMBER 16, 2023

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

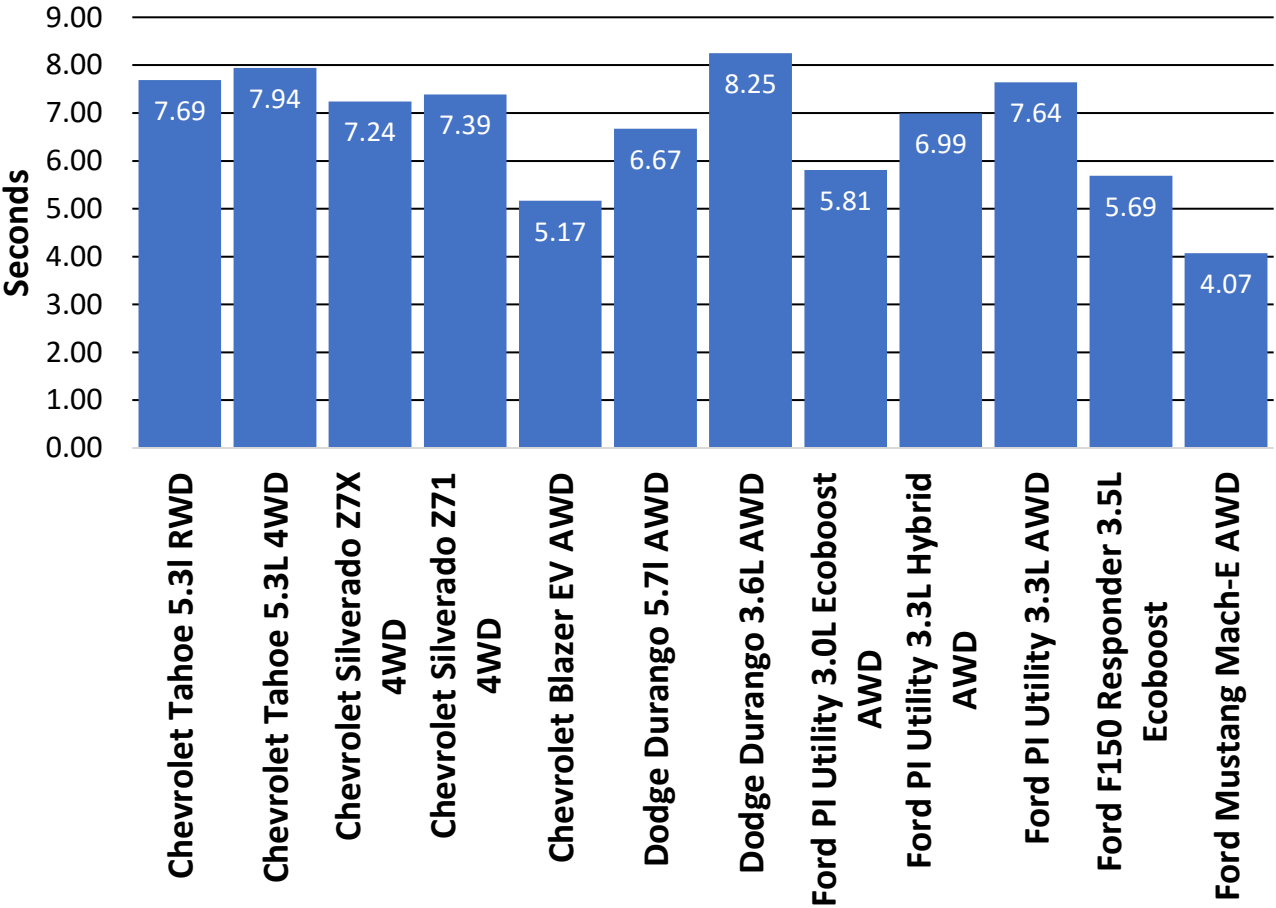


2024 Model Year Top Speed Comparison Top Speed Attained



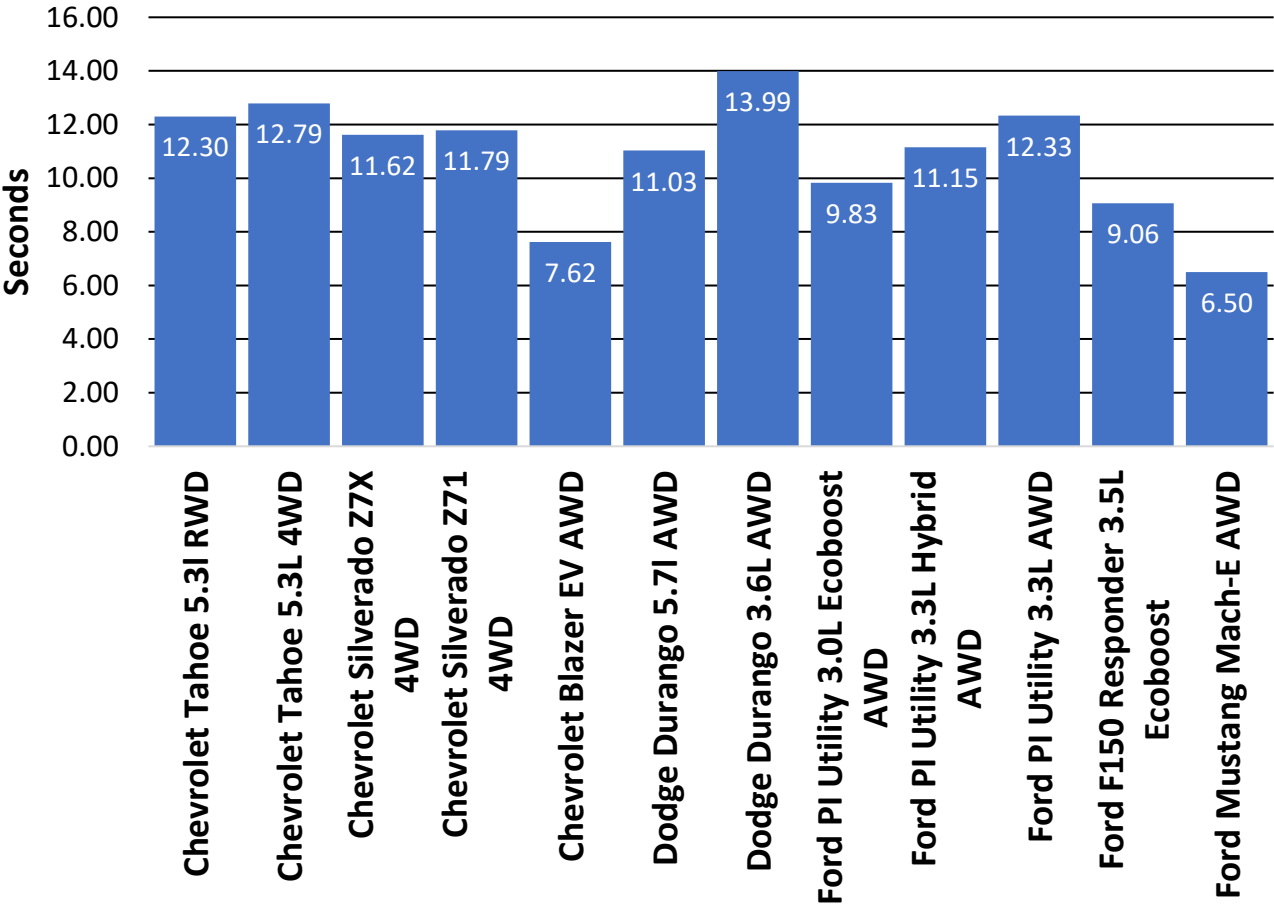
2024 Model Year Acceleration Comparison

Acceleration Times 0-60 mph

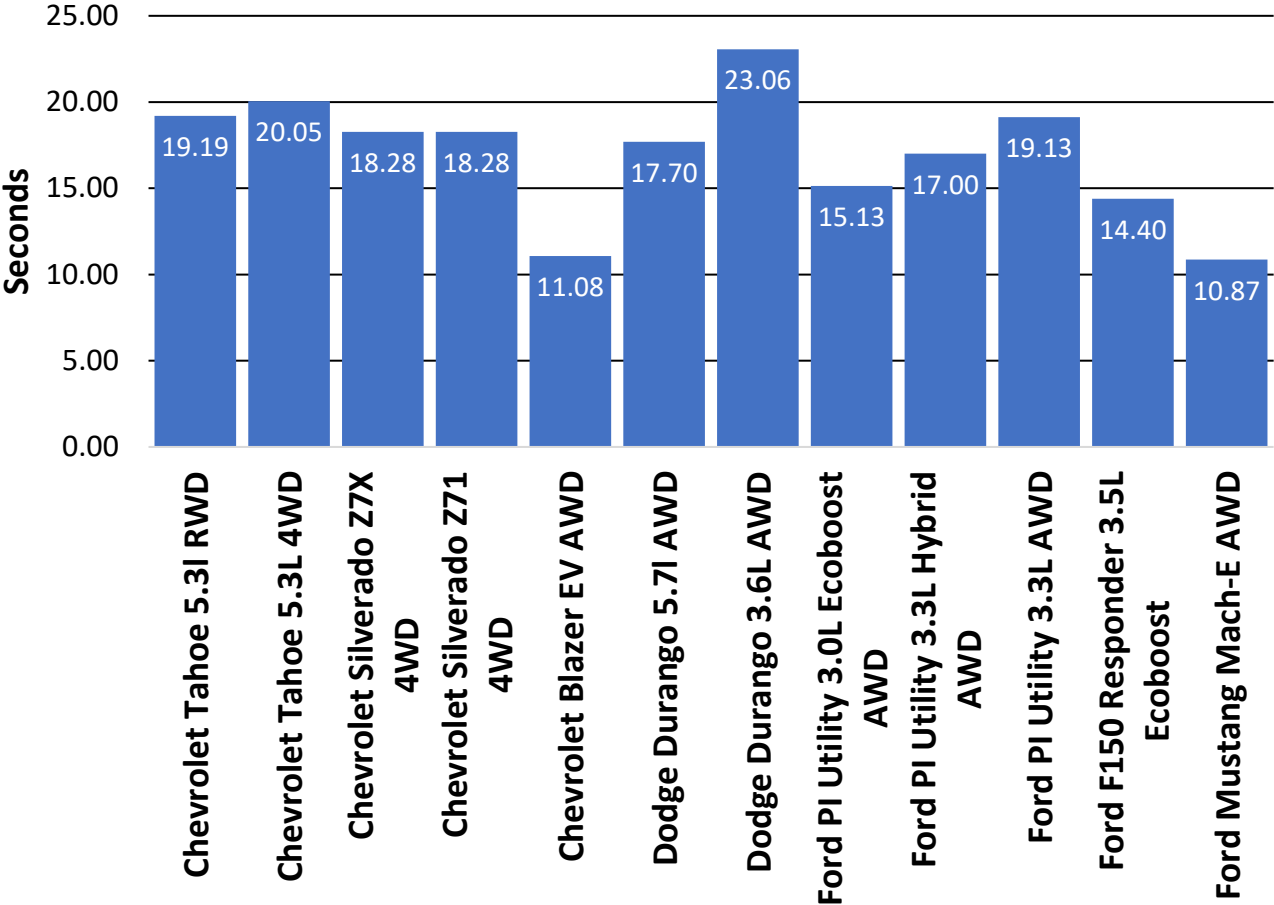


2024 Model Year Acceleration Comparison

Acceleration Times 0-80 mph



2024 Model Year Acceleration Comparison Acceleration Times 0-100 mph





BRAKE TESTING

BRAKE TESTING OBJECTIVE:

To determine the deceleration rate attained by each test vehicle on twenty 60-0 mph full Anti-lock brake stops. Each vehicle is scored on the average deceleration rate it achieves.

BRAKE TESTING METHODOLOGY:

Each vehicle is driven to the north end of the straightaway on the east side of the oval. The vehicle then begins its sequence of stops heading in a southerly direction. The vehicle is stopped five times at pre-determined points on the roadway. The vehicle is then turned around and stops an additional five times again at pre-determined points on the roadway in a northerly direction. After the ten stops, the vehicle drives one lap around the oval at 45 mph. This is done to cool the brakes before the second sequence. After the cool down lap, the ten stops are repeated.

The data resulting from the twenty stops is used to calculate the average deceleration rate which is the vehicle's score for the test.

DECELERATION RATE FORMULA:

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

EXAMPLE:

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

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

Once a vehicle's average deceleration rate has been determined, it is possible to calculate the approximate stopping distance from any given speed by utilizing the following formula:

Select a speed; translate that speed into feet per second; square the feet per second figure by multiplying it by itself; divide the resultant figure by 2; divide the remaining figure by the average deceleration rate of the vehicle in question.

EXAMPLE:

$$60 \text{ mph} = 88.002 \text{ ft/s} \times 88.002 = 7744.352 / 2 = 3872.176 / 23.198 \text{ ft/s}^2 = 166.9 \text{ ft.}$$

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

BRAKE TESTING

Chevrolet Tahoe 5.3L RWD

TEST LOCATION: Chelsea Proving Grounds

DATE: September 16, 2023

BEGINNING TIME: 10:56 a.m.

TEMPERATURE: 65° F

Phase I

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	60.80	133.16	29.86
2	60.30	131.65	29.71
3	59.80	128.73	29.88
4	60.00	133.21	29.07
5	60.10	131.47	29.55
6	60.20	131.52	29.64
7	60.10	134.66	28.85
8	60.00	130.18	29.74
9	59.70	130.39	29.40
10	60.40	132.43	29.63
AVERAGE DECELERATION RATE:			29.53 ft/s²

(One cool down lap at 45 mph)

Phase II

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	60.10	131.36	29.58
2	60.10	130.04	29.88
3	59.90	131.53	29.34
4	59.80	127.56	30.15
5	59.70	128.42	29.85
6	59.80	128.60	29.91
7	60.10	131.07	29.64
8	60.20	129.61	30.08
9	60.10	127.28	30.52
10	60.10	130.46	29.78
AVERAGE DECELERATION RATE:			29.87 ft/s²

Phase III

OVERALL AVERAGE DECELERATION RATE:	29.70 ft/s²
PROJECTED STOPPING DISTANCE FROM 60 mph:	130.4 feet

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

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

BRAKE TESTING

Chevrolet Tahoe 5.3L 4WD

TEST LOCATION: Chelsea Proving Grounds

DATE: September 16, 2023

BEGINNING TIME: 11:13 a.m.

TEMPERATURE: 65.1° F

Phase I

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	60.80	148.74	26.73
2	60.00	131.15	29.52
3	59.40	127.99	29.65
4	59.90	132.35	29.16
5	60.30	133.46	29.30
6	60.40	134.95	29.08
7	60.70	137.10	28.91
8	60.00	131.20	29.51
9	60.00	133.75	28.95
10	60.10	135.92	28.58
AVERAGE DECELERATION RATE:			28.94 ft/s²

(One cool down lap at 45 mph)

Phase II

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	59.50	128.25	29.69
2	59.30	129.01	29.32
3	60.00	131.17	29.52
4	60.30	130.91	29.88
5	59.80	129.61	29.68
6	59.80	128.69	29.89
7	60.20	132.48	29.42
8	59.70	125.23	30.61
9	59.90	128.12	30.12
10	60.10	132.38	29.35
AVERAGE DECELERATION RATE:			29.75 ft/s²

Phase III

OVERALL AVERAGE DECELERATION RATE:	29.34 ft/s²
PROJECTED STOPPING DISTANCE FROM 60 mph:	132.0 feet

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

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

BRAKE TESTING

Chevrolet Silverado Z7X 4WD

TEST LOCATION: Chelsea Proving Grounds

DATE: September 16, 2023

BEGINNING TIME: 12:05 p.m.

TEMPERATURE: 66.2° F

Phase I

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	59.60	146.73	26.04
2	59.90	146.75	26.30
3	60.00	145.38	26.63
4	59.30	140.76	26.87
5	59.40	144.98	26.18
6	60.70	149.24	26.55
7	60.20	146.29	26.65
8	59.60	144.57	26.43
9	60.30	148.10	26.41
10	60.50	148.98	26.43
AVERAGE DECELERATION RATE:			26.45 ft/s²

(One cool down lap at 45 mph)

Phase II

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	60.00	141.23	27.42
2	60.30	144.61	27.05
3	60.20	149.08	26.15
4	60.40	143.43	27.36
5	60.40	144.12	27.23
6	59.80	141.06	27.27
7	60.10	140.68	27.62
8	60.10	140.08	27.73
9	59.80	140.99	27.28
10	60.00	141.80	27.31
AVERAGE DECELERATION RATE:			27.24 ft/s²

Phase III

OVERALL AVERAGE DECELERATION RATE:	26.84 ft/s²
PROJECTED STOPPING DISTANCE FROM 60 mph:	144.2 feet

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

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

BRAKE TESTING

Chevrolet Silverado Z71 4WD

TEST LOCATION: Chelsea Proving Grounds
 BEGINNING TIME: 11:48 a.m.

DATE: September 16, 2023
 TEMPERATURE: 66° F

Phase I

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	60.30	146.32	26.73
2	60.80	156.60	25.39
3	59.90	147.09	26.24
4	59.90	145.01	26.61
5	60.20	147.38	26.45
6	60.10	163.30	23.79
7	60.30	147.25	26.56
8	60.40	147.37	26.63
9	59.10	140.10	26.82
10	60.60	150.41	26.26
AVERAGE DECELERATION RATE:			26.15 ft/s²

(One cool down lap at 45 mph)

Phase II

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	60.10	141.41	27.47
2	60.10	148.25	26.21
3	59.90	144.61	26.69
4	59.90	140.91	27.39
5	60.30	145.02	26.97
6	59.90	140.42	27.48
7	60.20	140.76	27.69
8	59.90	140.75	27.42
9	59.80	138.37	27.80
10	60.10	139.96	27.76
AVERAGE DECELERATION RATE:			27.29 ft/s²

Phase III

OVERALL AVERAGE DECELERATION RATE:	26.72 ft/s²
PROJECTED STOPPING DISTANCE FROM 60 mph:	144.9 feet

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

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

BRAKE TESTING

Chevrolet Blazer EV AWD

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

DATE: September 16, 2023
TEMPERATURE: 56.4° F

Phase I

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	58.50	127.04	28.98
2	58.70	126.39	29.32
3	59.10	127.84	29.39
4	59.00	129.00	29.02
5	59.60	134.73	28.36
6	59.10	134.43	27.95
7	60.50	140.86	27.95
8	61.30	140.67	28.73
9	61.60	137.54	29.67
10	61.80	139.03	29.55
AVERAGE DECELERATION RATE:			28.89 ft/s²

(One cool down lap at 45 mph)

Phase II

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	59.10	130.86	28.71
2	60.00	136.44	28.38
3	62.00	147.11	28.11
4	60.60	142.89	27.64
5	59.40	131.31	28.90
6	59.70	135.40	28.31
7	61.00	141.05	28.38
8	59.10	130.35	28.82
9	58.90	132.32	28.20
10	58.70	131.52	28.18
AVERAGE DECELERATION RATE:			28.36 ft/s²

Phase III

OVERALL AVERAGE DECELERATION RATE:	28.64 ft/s²
PROJECTED STOPPING DISTANCE FROM 60 mph:	135.2 feet

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

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

BRAKE TESTING

Dodge Durango 5.7L AWD

TEST LOCATION: Chelsea Proving Grounds
 BEGINNING TIME: 10:10 a.m.

DATE: September 16, 2023
 TEMPERATURE: 62.2° F

Phase I

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	59.50	132.62	28.71
2	59.30	133.56	28.32
3	59.30	132.59	28.53
4	59.00	128.76	29.08
5	59.50	132.87	28.66
6	59.30	132.50	28.55
7	59.40	132.48	28.65
8	59.10	131.40	28.59
9	59.20	131.36	28.70
10	59.30	131.27	28.81
AVERAGE DECELERATION RATE:			28.66 ft/s²

(One cool down lap at 45 mph)

Phase II

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	59.40	131.89	28.77
2	59.40	131.57	28.84
3	59.20	128.86	29.25
4	60.40	177.29	22.13
5	59.30	132.58	28.53
6	59.30	129.73	29.16
7	59.70	131.59	29.13
8	59.70	131.33	29.19
9	60.10	135.97	28.57
10	59.90	133.24	28.96
AVERAGE DECELERATION RATE:			28.26 ft/s²

Phase III

OVERALL AVERAGE DECELERATION RATE:	28.46 ft/s²
PROJECTED STOPPING DISTANCE FROM 60 mph:	136.1 feet

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

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

BRAKE TESTING

Dodge Durango 3.6L AWD

TEST LOCATION: Chelsea Proving Grounds

DATE: September 16, 2023

BEGINNING TIME: 12:20 p.m.

TEMPERATURE: 66.7° F

Phase I

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	59.80	136.61	28.16
2	59.90	137.00	28.17
3	59.10	129.02	29.12
4	58.90	130.82	28.52
5	59.00	128.63	29.11
6	58.90	130.16	28.67
7	59.40	135.20	28.07
8	59.60	137.09	27.87
9	59.30	136.38	27.73
10	60.10	141.09	27.54
AVERAGE DECELERATION RATE:			28.30 ft/s²

(One cool down lap at 45 mph)

Phase II

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	60.20	141.05	27.64
2	60.70	142.18	27.87
3	61.00	143.82	27.83
4	60.10	135.97	28.57
5	60.40	141.43	27.75
6	60.60	139.13	28.39
7	59.50	134.81	28.25
8	59.10	133.75	28.09
9	59.90	136.42	28.29
10	59.70	133.96	28.62
AVERAGE DECELERATION RATE:			28.13 ft/s²

Phase III

OVERALL AVERAGE DECELERATION RATE:	28.21 ft/s²
PROJECTED STOPPING DISTANCE FROM 60 mph:	137.3 feet

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

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

BRAKE TESTING

Ford Police Interceptor Utility 3.0L EcoBoost AWD

TEST LOCATION: Chelsea Proving Grounds

DATE: September 16, 2023

BEGINNING TIME: 10:40 a.m.

TEMPERATURE: 64° F

Phase I

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	59.70	132.55	28.92
2	60.20	139.43	27.96
3	60.20	131.85	29.56
4	60.20	131.98	29.54
5	60.20	130.55	29.86
6	60.10	129.31	30.04
7	60.10	131.76	29.49
8	60.30	130.14	30.05
9	60.10	129.01	30.11
10	60.10	136.72	28.42
AVERAGE DECELERATION RATE:			29.40 ft/s²

(One cool down lap at 45 mph)

Phase II

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	60.70	127.37	31.11
2	59.50	125.22	30.41
3	60.30	129.49	30.20
4	60.10	130.01	29.88
5	60.10	132.38	29.35
6	60.30	126.34	30.96
7	60.00	127.45	30.38
8	59.90	126.60	30.48
9	60.00	124.65	31.06
10	60.00	125.73	30.80
AVERAGE DECELERATION RATE:			30.46 ft/s²

Phase III

OVERALL AVERAGE DECELERATION RATE:	29.93 ft/s²
PROJECTED STOPPING DISTANCE FROM 60 mph:	129.4 feet

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

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

BRAKE TESTING

Ford Police Interceptor Utility 3.3L Hybrid AWD

TEST LOCATION: Chelsea Proving Grounds

DATE: September 16, 2023

BEGINNING TIME: 11:30 a.m.

TEMPERATURE: 65° F

Phase I

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	59.90	134.11	28.78
2	60.10	135.39	28.70
3	60.30	134.05	29.18
4	60.00	130.57	29.66
5	59.80	133.32	28.85
6	60.40	135.67	28.92
7	59.40	130.30	29.13
8	60.00	130.02	29.78
9	60.10	131.05	29.65
10	60.20	134.95	28.89
AVERAGE DECELERATION RATE:			29.15 ft/s²

(One cool down lap at 45 mph)

Phase II

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	60.1	134.37	28.91
2	59.6	127.71	29.92
3	60	128.40	30.16
4	59.8	129.69	29.66
5	60.2	134.11	29.07
6	59.4	126.56	29.99
7	60.4	133.90	29.31
8	59.9	129.63	29.77
9	60.2	130.52	29.87
10	60.8	133.15	29.86
AVERAGE DECELERATION RATE:			29.65 ft/s²

Phase III

OVERALL AVERAGE DECELERATION RATE:	29.40 ft/s²
PROJECTED STOPPING DISTANCE FROM 60 mph:	131.7 feet

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

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

BRAKE TESTING

Ford Police Interceptor Utility 3.3L AWD

TEST LOCATION: Chelsea Proving Grounds

DATE: September 16, 2023

BEGINNING TIME: 10:25 a.m.

TEMPERATURE: 62.8° F

Phase I

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	60.10	133.85	29.03
2	60.20	135.63	28.74
3	59.90	128.36	30.07
4	60.20	128.79	30.27
5	60.10	131.01	29.65
6	60.10	132.40	29.34
7	60.10	129.61	29.98
8	60.20	130.42	29.89
9	60.10	131.49	29.55
10	60.40	139.97	28.03
AVERAGE DECELERATION RATE:			29.45 ft/s²

(One cool down lap at 45 mph)

Phase II

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	59.90	128.90	29.94
2	60.20	129.11	30.19
3	60.20	129.04	30.21
4	59.90	128.72	29.98
5	60.10	133.19	29.17
6	59.80	133.05	28.91
7	60.00	131.00	29.56
8	60.20	130.72	29.82
9	59.80	130.97	29.37
10	59.90	132.65	29.09
AVERAGE DECELERATION RATE:			29.62 ft/s²

Phase III

OVERALL AVERAGE DECELERATION RATE:	29.54 ft/s²
PROJECTED STOPPING DISTANCE FROM 60 mph:	131.1 feet

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

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

BRAKE TESTING

Ford F-150 Police Responder 3.5L EcoBoost 4WD

TEST LOCATION: Chelsea Proving Grounds

DATE: September 16, 2023

BEGINNING TIME: 9:52 a.m.

TEMPERATURE: 62.2° F

Phase I

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	60.00	157.94	24.52
2	59.40	153.42	24.74
3	59.60	151.14	25.28
4	60.00	154.82	25.01
5	59.70	156.82	24.45
6	60.20	160.04	24.36
7	59.90	162.61	23.73
8	59.80	165.29	23.27
9	59.60	158.99	24.03
10	59.40	162.37	23.37
AVERAGE DECELERATION RATE:			24.28 ft/s²

(One cool down lap at 45 mph)

Phase II

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	59.80	153.19	25.11
2	59.50	158.46	24.03
3	59.80	161.83	23.77
4	59.50	161.42	23.59
5	59.70	162.62	23.57
6	59.70	159.76	24.00
7	59.80	158.00	24.34
8	59.70	157.98	24.27
9	59.70	154.59	24.80
10	59.60	153.68	24.86
AVERAGE DECELERATION RATE:			24.23 ft/s²

Phase III

OVERALL AVERAGE DECELERATION RATE:	24.25 ft/s²
PROJECTED STOPPING DISTANCE FROM 60 mph:	159.6 feet

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

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

BRAKE TESTING

Ford Mustang Mach-E AWD

TEST LOCATION: Chelsea Proving Grounds

DATE: September 16, 2023

BEGINNING TIME: 9:36 a.m.

TEMPERATURE: 59.4° F

Phase I

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	59.10	121.92	30.81
2	59.10	123.70	30.37
3	59.80	122.66	31.36
4	58.80	123.12	30.20
5	59.30	126.40	29.92
6	59.50	125.41	30.36
7	59.40	133.07	28.52
8	60.00	123.31	31.40
9	59.60	126.07	30.31
10	59.40	125.08	30.34
AVERAGE DECELERATION RATE:			30.36 ft/s²

(One cool down lap at 45 mph)

Phase II

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

Stop #	Initial Velocity (mph)	Stopping Distance (feet)	Deceleration Rate (ft/s ²)
1	59.80	126.16	30.49
2	60.50	131.57	29.92
3	59.30	130.13	29.07
4	59.20	129.28	29.16
5	59.80	132.78	28.97
6	59.30	125.67	30.10
7	59.50	134.03	28.41
8	59.40	130.95	28.98
9	59.50	126.12	30.19
10	59.70	133.77	28.66
AVERAGE DECELERATION RATE:			29.39 ft/s²

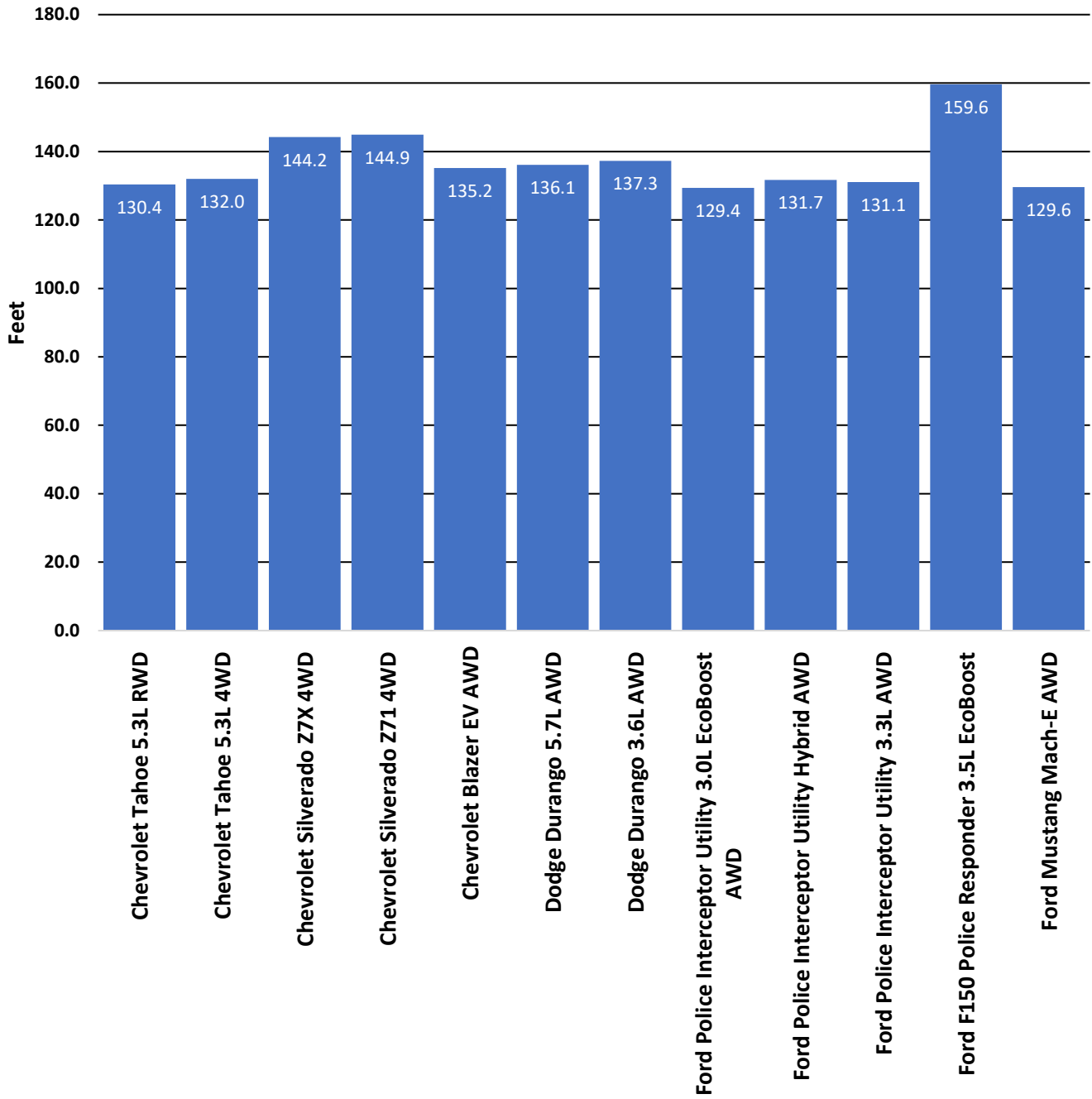
Phase III

OVERALL AVERAGE DECELERATION RATE:	29.88 ft/s²
PROJECTED STOPPING DISTANCE FROM 60 mph:	129.6 feet

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

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

2024 Model Year Brake Testing Projected Stopping Distance



ERGONOMICS AND COMMUNICATIONS

TESTING OBJECTIVE:

Rate each test vehicle's ability to:

1. Provide a suitable environment for the patrol officer in the performance of his/her assigned tasks.
2. Accommodate the required communications and emergency warning equipment and assess the relative difficulty of such installations.

TESTING METHODOLOGY:

Utilizing the Ergonomics and Communications Form (as seen on page 76 of this book), each category is graded on a scale from 1-10, with 1 representing "totally unacceptable", 5 representing "average", and 10 representing "superior". The scores given are averaged to minimize personal prejudice for or against any given vehicle.

For the ergonomics portion of the form, a minimum of four officers (in this case five), individually and independently compare and score each test vehicle in several areas. These include comfort, convenience, instrumentation, and visibility.

The installation and communications portion of the evaluation is conducted by personnel from the Michigan Public Safety Communications System. The scores are given based on the relative difficulty of the necessary installations.

COMMUNICATIONS

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

ERGONOMICS

	Chevrolet Tahoe	Chevrolet Silverado	Chevrolet Blazer	Dodge Durango	Ford Police Interceptor Utility	Ford F150 Police Responder	Ford Mach-E
FRONT SEAT							
Padding	8.00	7.25	7.25	8.00	7.25	7.50	8.00
Depth of Bucket Seat	8.00	6.75	7.25	7.75	7.25	7.25	7.75
Adjustability – Front to Rear	8.50	6.25	8.00	8.25	7.50	7.50	8.25
Upholstery	8.00	7.75	8.00	8.25	7.00	7.50	8.75
Bucket Seat Design	8.25	7.00	8.00	8.25	7.50	7.50	7.75
Headroom	9.00	9.25	8.00	9.00	8.25	8.75	8.00
Seatbelts	8.25	7.50	8.00	8.00	7.75	8.00	8.25
Ease of Entry and Exit	8.50	6.50	8.25	9.00	7.75	7.00	7.25
Overall Comfort Rating	8.50	7.25	8.00	8.25	7.50	7.75	7.50
REAR SEAT							
Leg room – Front seat back	8.75	9.00	7.75	8.25	7.50	9.00	6.00
Ease of Entry and Exit	9.00	7.25	8.00	8.75	7.75	7.25	6.00
INSTRUMENTATION							
Clarity	8.25	8.50	8.00	8.50	7.25	8.50	7.75
Placement	8.25	8.25	8.25	8.50	7.50	8.25	7.50
VEHICLE CONTROLS							
Pedals, Size, and Position	8.25	8.25	7.75	8.25	7.50	8.00	7.50
Power Window Switch	8.25	8.25	8.00	8.00	7.75	8.00	7.75
Stability/Traction Control Switch	8.25	8.25	7.75	8.25	7.25	8.00	7.50
Door Lock Switch	8.25	8.00	7.75	8.00	7.75	7.75	7.75
Outside Mirror Controls	8.25	8.25	8.00	8.00	8.00	8.25	7.50
Steering Wheel, Size, Tilt Release, and Surface	8.50	8.25	8.25	8.75	7.75	8.50	7.50
Heat/AC Vent Placement and Adjustability	8.25	8.50	7.75	8.00	7.25	8.00	7.50
Trunk Release Switch	8.00	7.67	8.00	7.67	N/A	7.67	7.33
VISIBILITY							
Front (Windshield)	8.25	8.25	8.25	8.50	7.75	8.50	8.00
Rear (Back Window)	7.75	8.00	7.25	8.00	7.50	8.25	7.25
Left Rear Quarter	7.50	8.00	7.50	7.75	7.25	8.00	7.25
Right Rear Quarter	7.75	8.25	7.50	7.75	7.25	7.75	7.25
Outside Rear View Mirrors	8.50	7.75	8.00	8.00	7.75	8.00	7.25
TOTAL SCORES	8.27	7.85	7.87	8.22	7.54	7.94	7.54

FUEL ECONOMY

The respective auto manufacturers provided estimates for fuel economy as show below. This information has been certified by the Environment Protection Agency.

Vehicles Make/Model/Engine	E.P.A. Miles Per Gallon		
	City Label	Highway Label	Combined Label
Chevrolet Tahoe 5.3L RWD	15	19	16
Chevrolet Tahoe 5.3L 4WD	14	18	16
Chevrolet Silverado Z7X 4WD	14	17	15
Chevrolet Silverado Z71 4WD	14	17	15
Chevrolet Blazer EV AWD			Not available
Dodge Durango 5.7L AWD			TBD
Dodge Durango 3.6L AWD			TBD
Ford Police Interceptor Utility 3.0L EcoBoost AWD	17	22	19
Ford Police Interceptor Utility Hybrid 3.3L AWD	23	24	24
Ford Police Interceptor Utility 3.3L AWD	17	23	19
Ford F-150 Police Responder 3.5L EcoBoost 4WD	16	20	18
Ford Mustang Mach-E AWD- total range 270 miles (40 kWh/100 mi)	96	84	90