



Los Angeles County
Sheriff's Department

**46TH ANNUAL
LAW ENFORCEMENT VEHICLE TEST
AND
EVALUATION PROGRAM
VEHICLE MODEL YEAR 2021**

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 Jeff Damooy - LASD
Deputy Ramiro Juarez - LASD

Officer Douglas Barnhart - LAPD
Officer Alex Penrith LAPD

Vehicle Manufactures

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

Brake Testing

Sergeant David Davis-LASD

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Lieutenant Robert Furman (Test Director)
Jason Hausken (CFMB)
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Juan Amaya (FSB)
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Deputy Jaime Huerta (EOB)
Larry Rottweiler (CFMB)

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Roberto Fuentes(Penske)
Kevin Lara (Penske)
Nick Saykhamphone (Penske)
Chris Beltran (Penske)

Vehicle Evaluation Team

Communication Noise

Richard Santivong, ECT Supervisor
Joseph Nassar, ECT
Choi Chunggyun, ECT

Vehicle Test Sponsors

Due to Covid, there was no vendors at our event this year. LASD still wants to appreciate our past vendors for all their support for our annual vehicle test.

2021 MODEL YEAR VEHICLE TEST

On November 16th–20th, 2020, 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.

HIGH SPEED POLICE PACKAGE VEHICLE CATEGORY:

2021 Chevrolet Tahoe 5.3L PPV 2WD:

Full size four door sport utility, 2 wheel drive (rear), 5.3 liter V-8 engine, 10 speed automatic transmission with overdrive and a 3.23:1 axle ratio.

2021 Chevrolet Tahoe 5.3L PPV 4WD:

Full size four door sport utility, 2 wheel drive (rear), 5.3 liter V-8 engine, 10 speed automatic transmission with overdrive and a 3.23:1 axle ratio.

2021 Dodge Charger 3.6L AWD:

Full size four door sedan, all wheel drive, 3.6 liter V-6 engine, 8 speed automatic transmission with overdrive and a 3.08:1 axle ratio.

2021 Dodge Charger 5.7L RWD:

Full size four door sedan, rear-wheel drive, 5.7 liter V-8 engine, 8 speed automatic transmissions with overdrive and a 2.62:1 axle ratio.

2021 Dodge Durango 3.6L AWD:

Full size four door SUV, all wheel drive, 3.6 liter V-6 engine, 8 speed automatic transmission with overdrive. Front engine with full-time all-wheel drive.

2021 Dodge Durango 5.7L AWD:

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.

2021 Ford P.I. Utility 3.3L AWD:

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.

2021 Ford P.I. Utility 3.0L EcoBoost AWD:

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.

HIGH SPEED POLICE PACKAGE VEHICLE CATEGORY: (CONTINUED)

2021 Ford P.I. Utility Hybrid AWD:

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.

2021 Ford F150 Police Responder 4WD:

Police package truck includes 3.5L Ecoboost engine with 10 speed SelectShift automatic transmission, four-wheel drive, 5 passenger, 4 door Super Crew cab and 5.5 ft. bed.

Vehicle Type: Full size four door sport utility, 2 wheel drive (rear), 5.3 liter V-8 engine, 10 speed automatic transmission with overdrive and a 3.23:1 axle ratio.
*****Vehicle was not equipped with the 400 pounds in cargo area to stimulate command box as part of our requirement for fuel mileage*****

EPA		TESTED
CITY	HWY	AVERAGE MPG
TBD	TBD	14.3

INTERIOR

SEATS
Front: Cloth bucket, Driver 10-way power, lumbar and recline. (40/20/40 std, 40/40 opt, buckets opt.)
Rear: Cloth split folding 60/40 bench. (Vinyl no cost option)

MEASUREMENTS

	Front	Rear
Headroom:	42.8 in	38.9 in
Legroom:	45.5 in	42.0 in
Shoulder:	66.0 in	64.8 in
Hip Room:	61.5 in	61.3 in

Interior Volume:

Front:	64.1 cu-ft.
Rear:	59.2 cu-ft.
Comb:	123.2 cu-ft.
MAX Cargo:	125.9 cu-ft.

DIMENSIONS

Fuel Capacity: 24 Gallons
98.0 Liters

GVWR: 7,200 lbs.

Wheelbase: 120.9 in

Ground Clearance: 7.1 in

Overall Length: 210.7 in

Overall Height: 75.7 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: 20"x 9" steel
Tire make: Firestone
Tire model: Firehawk Pursuit
Tire size: P275/55R20
Speed rating: V

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

ENGINE

Naturally aspirated V8

Fuel delivery system: Direct injection

Displacement: 5.3 Liters

Compression Ratio: 11:0

Horse Power: 355 @ 5600 rpm

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

Alternator: 250 amp

Battery: 900 CCA Primary
760 CCA Auxiliary

DRIVETRAIN

Transmission: Model 10L80 10-speed automatic with lockup torque converter.

Axle Ratio: 3.23:1 (Rear Wheel Drive with H/D Locking Differential)

Front: 16.1 inch vented disc

Rear: 13.6 inch vented disc

Vehicle Type: Full size four door sport utility, 4 wheel drive, 5.3 liter V-8 engine, 10 speed automatic transmission with overdrive and a 3.23:1 axle ratio.
******Vehicle was not equipped with the 400 pounds in cargo area to stimulate command box as part of our requirement for fuel mileage******

EPA		TESTED
CITY	HWY	AVERAGE MPG
TBD	TBD	12.9

INTERIOR

DIMENSIONS

CHASSIS

SEATS

Front: Cloth bucket, Driver 10-way power, lumbar and recline. (40/20/40 std, 40/40 opt, buckets opt.)

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

MEASUREMENTS

	Front	Rear
Headroom:	42.8 in	38.9 in
Legroom:	45.5 in	42.0 in
Shoulder:	66.0 in	64.8 in
Hip Room:	61.5 in	61.3 in

Interior Volume:

Front:	64.1 cu-ft.
Rear:	59.2 cu-ft.
Comb:	123.2 cu-ft.
MAX Cargo:	125.9 cu-ft.

Fuel Capacity:	24 Gallons 98.0 Liters
GVWR:	7,400 lbs.
Wheelbase:	120.9 in
Ground Clearance:	7.1 in
Overall Length:	210.7 in
Overall Height:	75.7 in

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: 20"x 9" steel

Tire make: Firestone

Tire model: Firehawk Pursuit

Tire size: P275/55R20

Speed rating: V

BRAKES

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

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Alternator: 250 amp

Battery: 900 CCA Primary
760 CCA Auxiliary

DRIVETRAIN

Transmission: Model 10L80 10-speed automatic with lockup torque converter.

Axle Ratio: 3.23:1 (Rear Wheel Drive with H/D Locking Differential)

<p>Vehicle Type: Full size four door sedan, all wheel drive, 3.6 liter V-6 engine, 5 speed automatic transmission with overdrive and a 3.08:1 axle ratio.</p>		EPA		TESTED																
		CITY	HWY	AVERAGE MPG																
		18	26	22.5																
<u>INTERIOR</u>		<u>DIMENSIONS</u>		<u>CHASSIS</u>																
<p><u>SEATS</u> Front: Heavy duty cloth bucket Rear: Cloth bench</p> <p><u>MEASUREMENTS</u></p> <table border="0"> <thead> <tr> <th></th> <th style="text-align: center;">Front</th> <th style="text-align: center;">Rear</th> </tr> </thead> <tbody> <tr> <td>Headroom:</td> <td style="text-align: center;">38.6 in</td> <td style="text-align: center;">36.6 in</td> </tr> <tr> <td>Legroom:</td> <td style="text-align: center;">41.8 in</td> <td style="text-align: center;">40.1 in</td> </tr> <tr> <td>Shoulder:</td> <td style="text-align: center;">59.5 in</td> <td style="text-align: center;">57.9 in</td> </tr> <tr> <td>Hip Room:</td> <td style="text-align: center;">56.2 in</td> <td style="text-align: center;">56.1 in</td> </tr> </tbody> </table> <p>Interior Volume:</p> <p>Front: 55.6 cu-ft. Rear: 49.2 cu-ft. Comb: 104.7 cu-ft. Trunk: 16.5 cu-ft.</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	<p>Fuel Capacity: 18.5 Gallons GVWR: 5,500 lbs. Wheelbase: 120.2 in Ground Clearance: 5.1 in Overall Length: 198.4 in Overall Height: 58.4 in</p>		<p><u>STEERING</u> Type: Electric power assisted rack and pinion. Curb-to-curb: 38.7 ft.</p> <p><u>SUSPENSION</u> Front: Independent SLA with high upper "A" arm, coil spring over gas-charged mono-tube shock absorbers, stabilizer bar and one-piece lower control arms, Rear: Five -link independent with coil springs, gas charged load-leveling NIVOMAT 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: W</p> <p><u>BRAKES</u> Type: Power with dual piston front calipers, single piston rear calipers, anti-lock. Front Disc: 388 sq. in swept area vented disc Rear Disc: 300 sq. in swept area vented disc</p>	
	Front	Rear																		
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Hip Room:	56.2 in	56.1 in																		
<u>ENGINE</u>		<u>DRIVETRAIN</u>																		
<p>Naturally aspirated V6 Fuel delivery system: SPFI Cubic Inches: 220 Displacement: 3.6 liters Compression Ratio: 10.2:1 Horse Power: 300 @ 6350 rpm Torque (SAE net): 264 ft-lb @ 4800 rpm Alternator: 220 amp Battery: 800 CCA</p>		<p>Transmission: Torqueflite 8HP70 8-speed automatic Axle Ratio: 3.08:1</p>																		

<p>Vehicle Type: Full size four door sedan, all-wheel drive, 5.7 liter V-8 engine, 8 speed automatic transmissions with overdrive and a 2.62:1 axle ratio.</p>		<table border="1"> <tr> <th colspan="2">EPA</th> <th>TESTED</th> </tr> <tr> <th>CITY</th> <th>HWY</th> <th>AVERAGE MPG</th> </tr> <tr> <td>16</td> <td>25</td> <td>16.1</td> </tr> </table>		EPA		TESTED	CITY	HWY	AVERAGE MPG	16	25	16.1																
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	Front	Rear																										
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<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: Torqueflite *HP70 8-speed automatic</p> <p>Axle Ratio: 2.62:1</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>Vehicle Type: Full size four door SUV, all wheel drive, 3.6 liter V-6 engine, 8 speed automatic transmission with overdrive. Front engine with full-time all-wheel drive.</p>		EPA		TESTED																	
		CITY	HWY	AVERAGE MPG																	
		18	25	17.7																	
<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 style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Front</th> <th style="text-align: center;">Rear</th> </tr> </thead> <tbody> <tr> <td>Headroom:</td> <td style="text-align: center;">39.9 in</td> <td style="text-align: center;">39.8 in</td> </tr> <tr> <td>Legroom:</td> <td style="text-align: center;">40.3 in</td> <td style="text-align: center;">38.6 in</td> </tr> <tr> <td>Shoulder:</td> <td style="text-align: center;">58.5 in</td> <td style="text-align: center;">50.4 in</td> </tr> <tr> <td>Hip Room:</td> <td style="text-align: center;">57.0 in</td> <td style="text-align: center;">42.8 in</td> </tr> </tbody> </table> <p>Interior Volume:</p> <p>Front: 54.4 cu-ft.</p> <p>Rear: 51.2 cu-ft.</p> <p>Behind 2nd row: 47.1 in ft</p> <p>Behind 1st row: With 2nd row seats folded: 85.1 in ft</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: 200.8 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: Firestone</p> <p>Tire model: Firehawk Pursuit</p> <p>Tire size: 255/60R18</p> <p>Speed rating: V</p> <p><u>BRAKES</u></p> <p>Type: Power with dual piston front calipers, single piston rear calipers, anti-lock</p> <p>Front: 380 sq. in. swept area vented disc</p> <p>Rear: 299 sq. in. swept area vented disc</p>		
	Front	Rear																			
Headroom:	39.9 in	39.8 in																			
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<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 @ 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>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.</p>		EPA		TESTED
		CITY	HWY	AVERAGE MPG
		14	22	15.3
<u>INTERIOR</u>		<u>DIMENSIONS</u>		<u>CHASSIS</u>
<u>SEATS</u>				<u>STEERING</u>
Front: Cloth bucket		Fuel Capacity: 24.6 Gallons		Type: Electric power assist rack and pinion
Rear: Cloth bench		GVWR: 7,100 lbs.		
		Wheelbase: 119.8 in		Curb-to-curb: 41.0 ft.
<u>MEASUREMENTS</u>		Ground Clearance: 8.1 in		<u>SUSPENSION</u>
	Front	Rear	Overall Length: 200.8 in	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.
Headroom:	39.9 in	39.8 in	Overall Height: 70.9 in	
Legroom:	40.3 in	38.6 in		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.
Shoulder:	58.5 in	50.4 in		<u>WHEEL + TIRES</u>
Hip Room:	57.0 in	42.8 in		Wheel size/type: 18" x 8" steel
Interior Volume:				Tire make: Firestone
Front:	54.4 cu-ft.			Tire model: Firehawk Pursuit
Rear:	44.8 cu-ft.			Tire size: 265/60R18
Behind 2nd row:	47.1 in			Speed rating: V
Behind 1st row: With 2nd row seats folded:	85.1 in			<u>BRAKES</u>
<u>ENGINE</u>		<u>DRIVETRAIN</u>		Type: Power with dual piston front calipers, single piston rear calipers, anti-lock
Naturally aspirated V-8				Front: 380 sq. in. swept area vented disc
Fuel delivery system:	SMFI	Transmission: TORQUEFLITE Automatic 8-Speed Overdrive 8HP70		Rear: 299 sq. in. swept area vented disc
Cubic Inches:	345 cid	Transfer Case: MP3023 Two-speed, electronically shifted. Modes: AWD Low (Lock), Neutral; full-time active AWD. Low range ratio: 2.72		
Displacement:	3.6 Liters	Axle Ratio: 3.09:1		
Compression Ratio:	10.2:1			
Horse Power:	360 @ 5150 rpm			
Torque (SAE net):	390 ft-lb @ 4250 rpm			
Alternator:	220 amp			
Battery:	700 CCA			

<p>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.</p>		EPA		TESTED																								
		CITY	HWY	AVERAGE MPG																								
		17	23	18																								
<p align="center"><u>INTERIOR</u></p> <p><u>SEATS</u></p> <p>Front: Heavy duty cloth bucket, 6-way adjustable, 4-way adjustable headrest.; 2-way power lumbar</p> <p>Rear: Vinyl bench, 60/40 split.</p> <p><u>MEASUREMENTS</u></p> <table border="0"> <thead> <tr> <th></th> <th align="center">Front</th> <th align="center">Rear</th> </tr> </thead> <tbody> <tr> <td>Headroom:</td> <td align="center">40.7 in</td> <td align="center">40.4 in</td> </tr> <tr> <td>Legroom:</td> <td align="center">40.9 in</td> <td align="center">40.8 in</td> </tr> <tr> <td>Shoulder:</td> <td align="center">61.8 in</td> <td align="center">61.3 in</td> </tr> <tr> <td>Hip Room:</td> <td align="center">59.3 in</td> <td align="center">59.1 in</td> </tr> </tbody> </table> <p>Interior Volume:</p> <table border="0"> <tbody> <tr> <td>Front:</td> <td align="center">59.7 cu-ft.</td> </tr> <tr> <td>Rear:</td> <td align="center">58.5 cu-ft.</td> </tr> <tr> <td>Comb:</td> <td align="center">118.0 cu-ft.</td> </tr> <tr> <td>Cargo:</td> <td align="center">52.0 cu-ft.</td> </tr> </tbody> </table>			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	Front:	59.7 cu-ft.	Rear:	58.5 cu-ft.	Comb:	118.0 cu-ft.	Cargo:	52.0 cu-ft.	<p align="center"><u>DIMENSIONS</u></p> <p>Fuel Capacity: 21.4 Gallons</p> <p>GVWR: 6,465 lbs.</p> <p>Wheelbase: 119.1 in</p> <p>Ground Clearance: 7.6 in</p> <p>Overall Length: 198.8 in</p> <p>Overall Height: 69.3 in</p>		<p align="center"><u>CHASSIS</u></p> <p><u>STEERING</u></p> <p>Type: Electric power assist rack and pinion</p> <p>Curb-to-curb: 40.4 ft.</p> <p><u>SUSPENSION</u></p> <p>Front: Independent MacPherson coil over strut.</p> <p>Rear: Multi-link fully independent suspension</p> <p><u>WHEEL + TIRES</u></p> <p>Wheel size/type: 18" x 8" steel, 5-spoke</p> <p>Tire make: Goodyear</p> <p>Tire model: Eagle Enforcer</p> <p>Tire size: 255/60R18</p> <p>Speed rating: V</p>	
	Front	Rear																										
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Cargo:	52.0 cu-ft.																											
<p align="center"><u>ENGINE</u></p> <p>Naturally aspirated V6</p> <p>Fuel delivery system: SDI</p> <p>Displacement: 3.3 Liters 201 cid</p> <p>Compression Ratio: 12:1</p> <p>Horse Power: 285 @ 6500 rpm</p> <p>Torque (SAE net): 260 ft-lb @ 4000 rpm</p> <p>Alternator: 250 amps</p> <p>Battery: 730 CCA</p>		<p align="center"><u>DRIVETRAIN</u></p> <p>Transmission: 10-speed electronic automatic with lockup torque converter.</p> <p>Axle Ratio: 3.73:1 with all-wheel drive.</p>		<p align="center"><u>BRAKES</u></p> <p>Type: Power dual piston calipers front, single piston calipers rear, 4-circuit and Automatic Braking System (ABS).</p> <p>Front: 14.4 in, vented.</p> <p>Rear: 13.8 in, vented.</p>																								

<p>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.</p>		<table border="1"> <tr> <th colspan="2">EPA</th> <th>TESTED</th> </tr> <tr> <th>CITY</th> <th>HWY</th> <th>AVERAGE MPG</th> </tr> <tr> <td>17</td> <td>22</td> <td>15.7</td> </tr> </table>	EPA		TESTED	CITY	HWY	AVERAGE MPG	17	22	15.7														
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<p style="text-align: center;"><u>INTERIOR</u></p> <p><u>SEATS</u> Front: Heavy duty cloth bucket, 6-way power adjustable; 4-way adjustable headrest; 2-way power lumbar Rear: Vinyl bench, 35/30/35split-fold</p> <p><u>MEASUREMENTS</u></p> <table border="0"> <thead> <tr> <th></th> <th style="text-align: center;">Front</th> <th style="text-align: center;">Rear</th> </tr> </thead> <tbody> <tr> <td>Headroom:</td> <td style="text-align: center;">40.7 in</td> <td style="text-align: center;">40.4 in</td> </tr> <tr> <td>Legroom:</td> <td style="text-align: center;">40.9 in</td> <td style="text-align: center;">40.8 in</td> </tr> <tr> <td>Shoulder:</td> <td style="text-align: center;">61.8 in</td> <td style="text-align: center;">61.3 in</td> </tr> <tr> <td>Hip Room:</td> <td style="text-align: center;">59.3 in</td> <td style="text-align: center;">59.1 in</td> </tr> </tbody> </table> <p>Interior Volume:</p> <table border="0"> <tbody> <tr> <td>Front:</td> <td style="text-align: center;">59.7 cu-ft</td> </tr> <tr> <td>Rear:</td> <td style="text-align: center;">58.5 cu-ft</td> </tr> <tr> <td>Comb:</td> <td style="text-align: center;">118.2 cu-ft</td> </tr> <tr> <td>Cargo:</td> <td style="text-align: center;">52.0 cu-ft</td> </tr> </tbody> </table>		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	Front:	59.7 cu-ft	Rear:	58.5 cu-ft	Comb:	118.2 cu-ft	Cargo:	52.0 cu-ft	<p style="text-align: center;"><u>DIMENSIONS</u></p> <p>Fuel Capacity: 21.4 Gallons GVWR: 6,500 lbs. Wheelbase: 119.1 in Ground Clearance: 7.2 in Overall Length: 198.8 in Overall Height: 69.0in</p>	<p style="text-align: center;"><u>CHASSIS</u></p> <p><u>STEERING</u> Type: Electric power assist rack and pinion Curb-to-curb: 40.4 ft.</p> <p><u>SUSPENSION</u> Front: Independent MacPherson strut with coil over shocks Rear: Multi-link full independent suspension</p> <p><u>WHEEL + TIRES</u> Wheel size/type: 18" x 8" steel, 5-spoke Tire make: Goodyear Tire model: Eagle Enforcer Tire size: 255/60R18 Speed rating: V</p> <p><u>BRAKES</u></p>
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Cargo:	52.0 cu-ft																								
<p style="text-align: center;"><u>ENGINE</u></p> <p style="text-align: center;">Twin Turbocharged V-6</p> <p>Fuel delivery system: SDI Displacement: 3.0 Liters Compression Ratio: 9.5:1 Horse Power: 400 @ 5500 rpm Torque (SAE net): 415 ft-lb @ 3000 rpm Alternator: 250 amp Battery: 730 CCA</p>	<p style="text-align: center;"><u>DRIVETRAIN</u></p> <p>Transmission: 10 speed electronic automatic with lockup torque converter Axle Ratio: 3.31:1 with all-wheel drive.</p>	<p>Type: Power with dual piston calipers front, single piston calipers rear, 4 circuit and Automatic Braking System (ABS)</p> <p>Front: 14.4 inch vented disc Rear: 13.8 inch vented disc</p>																							

<p>Vehicle Type: Police package truck includes 3.5L EcoBoost engine with 10 speed SelectShift automatic transmission, four-wheel drive, 5 passenger, 4 door SuperCrew cab and 5.5 ft bed</p>		EPA		TESTED																						
		CITY	HWY	AVERAGE MPG																						
		TBD	TBD	TBD																						
<u>INTERIOR</u>	<u>DIMENSIONS</u>		<u>CHASSIS</u>																							
<p><u>SEATS</u></p> <p>Front: Heavy duty cloth bucket; 8-way adjustable; Power optional passenger seat; 4-way adjustable headrest.</p> <p>Rear: Vinyl bench</p> <p><u>MEASUREMENTS</u></p> <table border="0"> <tr> <td></td> <td style="text-align: center;">Front</td> <td style="text-align: center;">Rear</td> </tr> <tr> <td>Headroom:</td> <td style="text-align: center;">40.8 in</td> <td style="text-align: center;">40.4 in</td> </tr> <tr> <td>Legroom:</td> <td style="text-align: center;">43.9 in</td> <td style="text-align: center;">43.6 in</td> </tr> <tr> <td>Shoulder:</td> <td style="text-align: center;">66.7 in</td> <td style="text-align: center;">65.9 in</td> </tr> <tr> <td>Hip Room:</td> <td style="text-align: center;">62.5 in</td> <td style="text-align: center;">64.7 in</td> </tr> </table> <p>Interior Volume:</p> <table border="0"> <tr> <td>Front:</td> <td style="text-align: center;">79.9 cu-ft.</td> </tr> <tr> <td>Rear:</td> <td style="text-align: center;">51.9 cu-ft.</td> </tr> <tr> <td>Comb:</td> <td style="text-align: center;">131.8 cu-ft.</td> </tr> <tr> <td>Cargo Box:</td> <td style="text-align: center;">52.8 cu-ft.</td> </tr> </table>		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	Front:	79.9 cu-ft.	Rear:	51.9 cu-ft.	Comb:	131.8 cu-ft.	Cargo Box:	52.8 cu-ft.	<p>Fuel Capacity: 26.0 Gallons</p> <p>GVWR: 7,050 lbs.</p> <p>Wheelbase: 145.4 in</p> <p>Ground Clearance: 9.4 in</p> <p>Overall Length: 231.7 in</p> <p>Overall Height: 77.2 in</p> <p>Max Payload: 2030 lbs.</p> <p>Max Towing: 11,200lbs.</p>	<p><u>STEERING</u></p> <p>Type: Electric power assist rack and pinion</p> <p>Curb-to-curb: 47.1 ft.</p> <p><u>SUSPENSION</u></p> <p>Front: Independent double-wishbone with coil-over shock and stamped lower control arm</p> <p>Rear: Leaf spring/solid axle</p> <p><u>WHEEL + TIRES</u></p> <p>Wheel size/type: 18" x 8.5", Alum, 6-spoke</p> <p>Tire make: Goodyear</p> <p>Tire model: Wrangler Enforcer AT</p> <p>Tire size: LT265/700R18</p> <p>Speed rating: 113H</p>	
	Front	Rear																								
Headroom:	40.8 in	40.4 in																								
Legroom:	43.9 in	43.6 in																								
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<u>ENGINE</u>	<u>DRIVETRAIN</u>		<u>BRAKES</u>																							
<p>3.5L- V6 GTDI EcoBoost</p> <p>Fuel delivery system: SDI</p> <p>Displacement: 3.5 Liters 213 cid.</p> <p>Compression Ratio: 10.5:1</p> <p>Horse Power: 400 @ 6000 rpm</p> <p>Torque (SAE net): 500 ft-lb @ 3,100 rpm</p> <p>Alternator: 240 amp</p> <p>Battery: 800 CCA</p>	<p>Transmission: 10- speed SelectShift automatic transmission configured with progressive range select and selectable drive models.</p> <p>Axle Ratio: 3.31:1 electronic locking rear differential with four-wheel drive</p>		<p>Type: Power 4-wheel ABS vented disc with electronically controlled brake boost; dual piston caliper front, single piston calipers rear.</p> <p>Front Disc: 13.2 in, vented</p> <p>Rear Disc: 13.2 in, vented</p>																							

<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.</p>		<table border="1"> <thead> <tr> <th colspan="2">EPA</th> <th>TESTED</th> </tr> <tr> <th>CITY</th> <th>HWY</th> <th>AVERAGE MPG</th> </tr> </thead> <tbody> <tr> <td>23</td> <td>24</td> <td>20</td> </tr> </tbody> </table>	EPA		TESTED	CITY	HWY	AVERAGE MPG	23	24	20														
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	Front	Rear																							
Headroom:	40.7 in	40.4 in																							
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Cargo:	52.0 cu-ft.																								
<p align="center"><u>ENGINE</u></p> <p>Naturally aspirated V-6 Hybrid Fuel delivery system: SDI Displacement: 3.3 liters Compression Ratio: 12:1 Horse Power: 318 combined system, 265 @ 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</p>	<p align="center"><u>DRIVETRAIN</u></p> <p>Transmission: 10-speed electronic automatic with lockup torque converter. Axle Ratio: 3.73:1 with all-wheel drive</p>	<p>Type: Power— dual piston calipers front, single piston calipers rear, 4 circuit and Automatic Braking System (ABS) Front Disc: 14.4 in, vented disc Rear Disc: 13.8 in, vented disc</p>																							

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

2021 CHEVROLET TAHOE 5.3L PPV 2WD

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
Ramiro Juarez - LASD	12:52 pm	95° F/ 97°F
Douglas Barnhart - LAPD	1:18 pm	95° F/ 98°F
Jeff DaMooy- LASD	1:40 pm	95° F/ 98° F
Alex Penrith- LAPD	1:55 pm	92° F/ 95° F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
Ramiro Juarez	1:25:54	1:25:94	1:24:56	1:25:06	1:24:88	1:25:69	1:25:31	1:26:05	1:25.38	61.8
Douglas Barnhart	1:25:74	1:26:13	1:26:22	1:27:69	1:26:82	1:26:49	1:26:00	1:26.19	1:26.41	61.2
Jeff DaMooy	1:29:08	1:26.84	1:27.98	1:27:64	1:27.20	1:27:24	1:27.37	1:27:45	1:27.60	59.7
Alex Penrith	1:26:59	1:26:68	1:25:79	1:25:70	1:25:89	1:26:96	1:25:69	DNF	1:26.19	61.5

**** Vehicle did not complete the 32 laps. Lap 31 ABS , check engine light and traction control light came on. Lap 32, reduced power braking came on . Brake system failure warning light. ***

**** January 6th 2021, GM brought the vehicle back with the corrections made. The vehicle had passed the 32 laps with no problem-****

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2021 CHEVROLET TAHOE 5.3L PPV 2WD

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering Response	8
Steering Effort/ Feedback	8
Body Roll	8
Body Bounce	3
Braking Performance	10
Brake Pull	10
Abs/ Traction Control	9
Engine Acceleration	9
Transmission Performance	8
Driving Performance	8

FLUID TEMPERATURES AFTER COMPLETION OF 32 LAPS

	ENGINE OIL	TRANSMISSION OIL	COOLANT
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	302° F	248°F	262°F
TESTED AT	180°F	181°F	210°F

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2021 CHEVEROLET TAHOE 5.3L PPV 4WD

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
Ramiro Juarez - LASD	12:52 pm	95° F/ 97°F
Douglas Barnhart - LAPD	1:18 pm	95° F/ 98°F
Jeff DaMooy- LASD	1:40 pm	95° F/ 98° F
Alex Penrith- LAPD	1:55 pm	92° F/ 95° F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
Ramiro Juarez	1:24.58	1:24.99	1:25.17	1:25:98	1:25:82	1:25:56	1:25:70	1:25.96	1:25.47	61.8
Douglas Barnhart	1:27:97	1:26.75	1:26:48	1:26.57	1:26.48	1:27.06	1:26.33	1:26.88	1:26.82	60.4
Jeff DaMooy	1:30.05	1:28.33	1:27.99	1:27:56	1:27:57	1:27:86	1:26.94	1:26.57	1:27.86	59.7
Alex Penrith	1:29.75	1:29.19	1:29.30	1:28.43	1:28.71	1:28.82	DNF	DNF	1:29.03	59.1

**** Vehicle did not complete the 32 laps. Lap 31 ABS , check engine light and traction control light came on. Lap 32, reduced power braking came on . Brake system failure warning light. ****

****January 6th 2021, GM brought the vehicle back with the corrections made. The vehicle had passed the 32 laps with no problem-****

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2021 CHEVEROLET TAHOE 5.3L PPV 4WD

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering Response	7
Steering Effort/ Feedback	7
Body Roll	6
Body Bounce	4
Braking Performance	10
Brake Pull	10
Abs/ Traction Control	8
Engine Acceleration	8
Transmission Performance	8
Driving Performance	8

FLUID TEMPERATURES AFTER COMPLETION OF 32 LAPS

	ENGINE OIL	TRANSMISSION OIL	COOLANT
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	302° F	248°F	262°F
TESTED AT	199°F	187°F	210°F

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2021 DODGE CHARGER 3.6L 2.62 AWD

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
Ramiro Juarez - LASD	1:45 pm	75° F/ 96°F
Douglas Barnhart - LAPD	2:05 pm	75° F/ 95°F
Jeff DaMooy- LASD	2:26 pm	75° F/ 95° F
Alex Penrith- LAPD	2:47 pm	73° F/ 94° F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
Ramiro Juarez	1:23:26	1:22:49	1:22:00	1:22:19	1:23:17	1:22:51	1:22:88	1:22:94	1:22.68	63.7
Douglas Barnhart	1:23:91	1:23:70	1:23:68	1:23:45	1:23:42	1:22:82	1:23:18	1:22:78	1:23.37	63.3
Jeff DaMooy	1:26:63	1:25:21	1:25:60	1:25:33	1:25:33	1:23:94	1:25:38	1:25:42	1:25.36	61.8
Alex Penrith	1:23:76	1:23:20	1:23:48	1:22:62	1:23:08	1:22:58	1:23:00	1:22:98	1:23.08	63.5

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2021 DODGE CHARGER 3.6L 2.62 AWD

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering Response	9
Steering Effort/ Feedback	9
Body Roll	9
Body Bounce	9
Braking Performance	9
Brake Pull	9
Abs/ Traction Control	9
Engine Acceleration	9
Transmission Performance	9
Driving Performance	9

FLUID TEMPERATURES AFTER COMPLETION OF 32 LAPS

	ENGINE OIL	TRANSMISSION OIL	COOLANT
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	280° F	235°F	255°F
TESTED AT	221°F	210°F	210°F

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

2021 DODGE CHARGER 5.7L 3.08 RWD

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
Ramiro Juarez - LASD	10:20 am	68° F/ 88°F
Douglas Barnhart - LAPD	10:40 am	68° F/ 88°F
Jeff DaMooy- LASD	11:00 am	69° F/ 92° F
Alex Penrith- LAPD	11:20 am	70° F/ 94° F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
Ramiro Juarez	1:22.16	1:21.49	1:21.83	1:22.00	1:21.61	1:21.61	1:21.51	1:22.01	1:21.78	64.2
Douglas Barnhart	1:21.94	1:21.80	1:22.51	1:22.32	1:23.05	1:22.63	1:22.56	1:23.06	1:22.48	64.1
Jeff DaMooy	1:24.58	1:25.23	1:25.53	1:24.97	1:25.20	1:25.14	1:26.27	1:25.79	1:25.34	61.8
Alex Penrith	1:22.90	1:23.30	1:22.24	1:22.20	1:22.87	1:22.11	1:22.09	1:22.24	1:22.49	64.1

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2021 DODGE CHARGER 5.7 LITER 3.08 RWD

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering Response	8
Steering Effort/ Feedback	8
Body Roll	9
Body Bounce	8
Braking Performance	8
Brake Pull	8
Abs/ Traction Control	8
Engine Acceleration	9
Transmission Performance	8
Driving Performance	9

FLUID TEMPERATURES AFTER COMPLETION OF 32 LAPS

	ENGINE OIL	TRANSMISSION OIL	COOLANT
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	300° F	248°F	260°F
TESTED AT	235°F	212°F	217°F

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

2021 DODGE DURANGO 3.6L 3.45 AWD

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
Ramiro Juarez - LASD	2:27 pm	75° F/ 98°F
Douglas Barnhart - LAPD	2:48 pm	74° F/ 95°F
Jeff DaMooy- LASD	3:08 pm	74° F/ 94° F
Alex Penrith- LAPD	3:28 pm	74° F/ 94° F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 9	AVG TIME	AVG SPEED
Ramiro Juarez	1:28.26	1:27.79	1:27.45	1:27:45	1:27.37	1:25:45	1:27:.43	1:27:45	1:27.33	60.4
Douglas Barnhart	1:29:94	1:28:05	1:28:15	1:28:88	1:27:95	1:27:84	1:28.00	1:27:69	1:28.31	59.8
Jeff DaMooy	1:32:08	1:30:17	1:30:09	1:29:66	1:30:38	1:30:24	1:29:44	1:28:89	1:30.12	58.4
Alex Penrith	1:29:37	1:28:01	1:28:19	1:27:54	1:27:23	1:27:23	1:27:65	1:27:19	1:27.80	59.7

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2021 DODGE DURANGO 3.6L 3.45 AWD

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering Response	8
Steering Effort/ Feedback	8
Body Roll	8
Body Bounce	8
Braking Performance	8
Brake Pull	8
Abs/ Traction Control	9
Engine Acceleration	7
Transmission Performance	7
Driving Performance	8

FLUID TEMPERATURES AFTER COMPLETION OF 32 LAPS

	ENGINE OIL	TRANSMISSION OIL	COOLANT
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	320° F	275°F	262°F
TESTED AT	210°F	216°F	189°F

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

2021 DODGE DURANGO 5.7L 3.09 AWD

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
Ramiro Juarez - LASD	9:00 am	62° F/ 72°F
Douglas Barnhart - LAPD	9:20 am	63° F/ 74°F
Jeff DaMooy- LASD	9:41 am	64° F/ 76° F
Alex Penrith- LAPD	10:00 am	66° F/ 82° F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 6	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
Ramiro Juarez	1:26.18	1:24.02	1:24:24	1:24:01	1:24.68	1:24:50	1:24:20	1:24:71	1:24.57	61.9
Douglas Barnhart	1:26:48	1:24:57	1:24:80	1:25:43	1:25:26	1:25:14	1:24:73	1:24:73	1:25.14	61.8
Jeff DaMooy	1:28:41	1:27:66	1:26:70	1:26.90	1:27:65	1:27:81	1:26:75	1:27:38	1:27.41	60.4
Alex Penrith	1:26.96	1:25:54	1:25:70	1:25:48	1:26:03	1:25:13	1:25:55	1:25:02	1:25.68	61.5

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2021 DODGE DURANGO 5.7L 3.09 AWD

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering Response	8
Steering Effort/ Feedback	9
Body Roll	8
Body Bounce	9
Braking Performance	9
Brake Pull	8
Abs/ Traction Control	9
Engine Acceleration	8
Transmission Performance	8
Driving Performance	8

FLUID TEMPERATURES AFTER COMPLETION OF 32 LAPS

	ENGINE OIL	TRANSMISSION OIL	COOLANT
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	280° F	235°F	255°F
TESTED AT	223°F	199°F	203°F

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

2021 FORD P.I. UTILITY 3.3L AWD

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
Ramiro Juarez - LASD	12:52 pm	95° F/ 97°F
Douglas Barnhart - LAPD	1:18 pm	95° F/ 98°F
Jeff DaMooy- LASD	1:40 pm	95° F/ 98° F
Alex Penrith- LAPD	1:55 pm	92° F/ 95° 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
Douglas Barnhart	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	60.1
Jeff DaMooy	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	59.2
Alex Penrith	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

2021 FORD P.I. UTILITY 3.3L AWD

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering Response	9
Steering Effort/ Feedback	9
Body Roll	9
Body Bounce	9
Braking Performance	9
Brake Pull	8
Abs/ Traction Control	9
Engine Acceleration	9
Transmission Performance	9
Driving Performance	9

FLUID TEMPERATURES AFTER COMPLETION OF 32 LAPS

	ENGINE OIL	TRANSMISSION OIL	COOLANT
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	300° F	248°F	260°F
TESTED AT	222°F	204°F	204°F

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2021 FORD P.I. UTILITY 3.0L ECOBOOST AWD

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
Ramiro Juarez - LASD	09:40 am	65° F/ 76°F
Douglas Barnhart - LAPD	09:59 am	66° F/ 85°F
Jeff DaMooy- LASD	10:19 am	68° F/ 85° F
Alex Penrith- LAPD	10:40 am	70° 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	1:21.28	1:20.71	1:20.50	1:21.26	1:20.81	1:20.92	1:21.18	1:21.44	1:21.01	64.9
Douglas Barnhart	1:20.04	1:20.90	1:21.60	1:22.14	1:22.14	1:21.91	1:21.10	1:22.90	1:21.59	63.9
Jeff DaMooy	1:26.34	1:24.34	1:23.35	1:22.77	1:23.16	1:23.15	1:23.16	1:23.72	1:23.75	62.2
Alex Penrith	1:22.88	1:21.70	1:21.68	1:23.20	1:21.80	1:21.62	1:21.62	1:21.59	1:22.01	64.1

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2021 FORD P.I. UTILITY 3.0L ECOBOOST AWD

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering Response	9
Steering Effort/ Feedback	9
Body Roll	9
Body Bounce	9
Braking Performance	9
Brake Pull	9
Abs/ Traction Control	9
Engine Acceleration	10
Transmission Performance	9
Driving Performance	8

FLUID TEMPERATURES AFTER COMPLETION OF 32 LAPS

	ENGINE OIL	TRANSMISSION OIL	COOLANT
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	315° F	280°F	260°F
TESTED AT	231°F	231°F	197°F

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2021 FORD P.I. UTILITY 3.3L HYBRID AWD

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
Ramiro Juarez - LASD	12:55 pm	95° F/ 97°F
Douglas Barnhart - LAPD	1:18 pm	95° F/ 98°F
Jeff DaMooy- LASD	1:40 pm	95° F/ 98° F
Alex Penrith- LAPD	1:55 pm	92° F/ 95° F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
Ramiro Juarez	1:25.17	1:24.43	1:25.27	1:26.07	1:25.89	1:25.71	1:26.06	1:25.91	1:25.56	61.6
Douglas Barnhart	1:26.93	1:25.62	1:26.31	1:25.81	1:26.00	1:26.41	1:26.66	1:27.49	1:26.40	61.1
Jeff DaMooy	1:28.95	1:28.75	1:28.48	1:27.34	1:26.75	1:26.43	1:27.07	1:27.24	1:27.63	59.7
Alex Penrith	1:27.32	1:27.40	1:26.40	1:26.98	1:26.74	1:26.76	1:27.16	1:27.39	1:27.02	60.4

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2021 FORD P.I. UTILITY 3.3L HYBRID AWD

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering Response	9
Steering Effort/ Feedback	9
Body Roll	9
Body Bounce	9
Braking Performance	9
Brake Pull	9
Abs/ Traction Control	9
Engine Acceleration	9
Transmission Performance	9
Driving Performance	8

FLUID TEMPERATURES AFTER COMPLETION OF 32 LAPS

	ENGINE OIL	TRANSMISSION OIL	COOLANT
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	315° F	280°F	280°F
TESTED AT	231°F	239°F	189°F

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2021 FORD F150 POLICE RESPONDER

***Vehicle was tested on March 30,2021. Vehicle was not available at the time due to COVID slowing production ***

DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
Ramiro Juarez - LASD	10:14 am	67° F/ 92°F
Douglas Barnhart - LAPD	10:34 am	66° F/ 93°F
Jeff DaMooy- LASD	10:54 am	67° F/ 93° F
Alex Penrith- LAPD	11:15 am	81° F/ 99° F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	AVG TIME	AVG SPEED
Ramiro Juarez	1:29:73	1:25:04	1:23:86	1:24:56	1:24:66	1:26:02	1:24:35	1:25:00	1:25.40	61.5
Douglas Barnhart	1:28:69	1:26:76	1:26:35	1:27:76	1:26:67	1:26:87	1:26:09	1:26:90	1:27.01	60.4
Jeff DaMooy	1:27:88	1:27:88	1:26:61	1:26:75	1:26:86	1:25:92	1:27:46	1:26:06	1:26.93	60.4
Alex Penrith	1:25:41	1:25:89	1:25:59	1:26:34	1:25:36	1:27:15	1:26:84	1:27:60	1:26.27	60.9

32 LAP HIGH-SPEED COURSE VEHICLE DYNAMICS EVALUATION

2021 FORD F150 POLICE RESPONDER

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering Response	9
Steering Effort/ Feedback	8
Body Roll	9
Body Bounce	9
Braking Performance	9
Brake Pull	8
Abs/ Traction Control	8
Engine Acceleration	10
Transmission Performance	10
Driving Performance	9

FLUID TEMPERATURES AFTER COMPLETION OF 32 LAPS

	ENGINE OIL	TRANSMISSION OIL	COOLANT
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	310° F	284°F	260°F
TESTED AT:	217°F	229°F	216°F

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

2021 CHEVROLET TAHOE 5.3L PPV 2WD

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Ramiro Juarez - LASD	04:38.60	78°F/95°F	33.5
Douglas Barnhart - LAPD	04:38.80	78°F/95°F	33.4
Average Time	04:38.70	Average Speed	33.4

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering Response	7
Steering Effort/ Feedback	7
Body Roll	8
Body Bounce	7
Braking Performance	10
Brake Pull	10
Abs/ Traction Control	9
Engine Acceleration	9
Transmission Performance	9
Driving Performance	8

CITY COURSE VEHICLE DYNAMICS EVALUATION

2021 CHEVROLET TAHOE 5.3L PPV 4WD

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Jeff DaMooy- LASD	04:41.10	77°F/91°F	33.3
Alex Penrith- LAPD	04:38.90	77°F/91°F	33.5
Average Time	04:40.00	Average Speed	33.4

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering Response	7
Steering Effort/ Feedback	7
Body Roll	8
Body Bounce	8
Braking Performance	10
Brake Pull	10
Abs/ Traction Control	10
Engine Acceleration	9
Transmission Performance	8
Driving Performance	8

CITY COURSE VEHICLE DYNAMICS EVALUATION

2021 DODGE CHARGER 3.6L 2.62 AWD

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Ramiro Juarez - LASD	04:25.90	80°F/101°F	35.2
Douglas Barnhart - LAPD	04:26.80	80°F/101°F	35.1
Average Time	04:26.35	Average Speed	35.1

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering Response	9
Steering Effort/ Feedback	9
Body Roll	9
Body Bounce	9
Braking Performance	10
Brake Pull	9
Abs/ Traction Control	10
Engine Acceleration	9
Transmission Performance	10
Driving Performance	8

CITY COURSE VEHICLE DYNAMICS EVALUATION

2021 DODGE CHARGER 5.7L 3.08 RWD

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Jeff DaMooy- LASD	04:31.00	75°F/89°F	34.5
Alex Penrith- LAPD	04:30.20	75°F/89°F	34.7
Average Time	04:30.60	Average Speed	34.6

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering Response	9
Steering Effort/ Feedback	9
Body Roll	9
Body Bounce	9
Braking Performance	7
Brake Pull	9
Abs/ Traction Control	9
Engine Acceleration	10
Transmission Performance	10
Driving Performance	8

CITY COURSE VEHICLE DYNAMICS EVALUATION

2021 DODGE DURANGO SUV 3.6L AWD

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Ramiro Juarez - LASD	04:38:70	80°F/102°F	33.5
Douglas Barnhart - LAPD	04:43:40	80°F/102°F	33.1
Average Time	04:41:05	Average Speed	33.3

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering Response	8
Steering Effort/ Feedback	8
Body Roll	8
Body Bounce	8
Braking Performance	8
Brake Pull	8
Abs/ Traction Control	9
Engine Acceleration	8
Transmission Performance	8
Driving Performance	8

CITY COURSE VEHICLE DYNAMICS EVALUATION

2021 DODGE DURANGO 5.7L 3.09 AWD

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Jeff DaMooy- LASD	04:36.60	78°F/92°F	33.8
Alex Penrith- LAPD	04:31.80	78°F/92°F	34.4
Average Time	04:34.20	Average Speed	34.1

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering Response	9
Steering Effort/ Feedback	9
Body Roll	8
Body Bounce	8
Braking Performance	9
Brake Pull	9
Abs/ Traction Control	9
Engine Acceleration	9
Transmission Performance	8
Driving Performance	9

CITY COURSE VEHICLE DYNAMICS EVALUATION

2021 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
Douglas Barnhart - 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 Response	9
Steering Effort/ Feedback	9
Body Roll	10
Body Bounce	10
Braking Performance	9
Brake Pull	9
Abs/ Traction Control	10
Engine Acceleration	7
Transmission Performance	9
Driving Performance	8

**CITY COURSE
VEHICLE DYNAMICS EVALUATION
2021 FORD P.I. UTILITY 3.0L AWD ECOBOOST**

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Jeff DaMooy- LASD	04:22.90	75°F/89°F	35.6
Alex Penrith- LAPD	04:27.40	75°F/89°F	35.1
Average Time	04:25.15	Average Speed	35.4

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering Response	9
Steering Effort/ Feedback	9
Body Roll	9
Body Bounce	10
Braking Performance	9
Brake Pull	9
Abs/ Traction Control	9
Engine Acceleration	10
Transmission Performance	10
Driving Performance	8

CITY COURSE VEHICLE DYNAMICS EVALUATION

2021 FORD P.I. UTILITY HYBRID 3.3L AWD

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Ramiro Juarez - LASD	04:46.70	75°F/89°F	32.6
Douglas Barnhart - LAPD	04:48.30	75°F/89°F	32.5
Average Time	04:47.50	Average Speed	32.5

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering Response	9
Steering Effort/ Feedback	8
Body Roll	8
Body Bounce	8
Braking Performance	9
Brake Pull	8
Abs/ Traction Control	9
Engine Acceleration	9
Transmission Performance	9
Driving Performance	9

**CITY COURSE
VEHICLE DYNAMICS EVALUATION
2021 FORD F150 POLICE RESPONDER**

DRIVERS	TOTAL TIME	AIR /TRACK	SPEED
Jeff DaMooy- LASD	04:45.41	73°F/83°F	32.8
Douglas Barnhart - LAPD	04:36.12	73°F/84°F	33.9
Average Time	04:40.77	Average Speed	33.4

** 1 – Poor 5 – Average 10 – Outstanding

ITEM	RATING **
Steering Response	8
Steering Effort/ Feedback	8
Body Roll	9
Body Bounce	9
Braking Performance	9
Brake Pull	8
Abs/ Traction Control	8
Engine Acceleration	10
Transmission Performance	10
Driving Performance	9

***Vehicle was tested on March 31,2021. Vehicle was not available at the time due to COVID slowing production down. ***

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
2021 Chevrolet Tahoe 5.3L PPV 2WD	142 ft.
2021 Chevrolet Tahoe 5.3L PPV 4WD	159 ft.
2021 Dodge Charger 3.6L 2.62 RWD	139 ft.
2021 Dodge Charger 5.7L 3.08 AWD	140 ft.
2021 Dodge Durango 3.6L 3.45 AWD	131 ft.
2021 Dodge Durango 5.7L 3.09 AWD	130 ft.
2021 Ford P.I. Utility 3.3L AWD	137 ft.
2021 Ford P.I. Utility 3.0L AWD EcoBoost	140 ft.
2021 Ford P.I. Utility Hybrid 3.3L AWD	142 ft.
2021 Ford F150 Police Responder	148 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	2021 Chevrolet Tahoe 5.3L PPV 2WD	2021 Chevrolet Tahoe 5.3L PPV 4WD	2021 Dodge Charger 3.6L 2.62 AWD
0 – 60 MPH	9.0 sec	9.4 sec	7.4 sec
30 – 60 MPH	5.9 sec	6.2 sec	5.5 sec
60 – 100 MPH	14.5 sec	15.5 sec	12.1 sec
*SS – ¼ Mile	16.95 @ 86.4 mph	17.05 @ 85.1 mph	15.80 @ 92.3 mph

SPEED	2021 Dodge Charger 5.7L 3.08 RWD	2021 Dodge Durango 3.6L 3.45 AWD	2021 Dodge Durango 5.7L 3.09 AWD
0 – 60 MPH	6.5 sec	9.8 sec	8.3 sec
30 – 60 MPH	4.3 sec	7.0 sec	5.8 sec
60 – 100 MPH	9.6 sec	18.3 sec	14.3 sec
*SS – ¼ Mile	14.85 @ 99.9 mph	17.45 @ 81.8 mph	16.40 @ 87.5 mph

SPEED	2021 Ford P.I. Utility 3.3L AWD	2021 Ford P.I. Utility 3.0L AWD EcoBoost	2021 Ford P.I. Utility Hybrid AWD
0 – 60 MPH	8.9 sec	6.4 sec	7.7 sec
30 – 60 MPH	6.1 sec	4.4 sec	5.9 sec
60 – 100 MPH	14.25 sec	9.2 sec	12.1 sec
*SS – ¼ Mile	17.05 @ 88.3 mph	14.90 @ 98.8 mph	15.95 @ 92.2 mph

SPEED	2021 Ford F150 Police Responder
0 – 60 MPH	5.9 sec
30 – 60 MPH	4.6 sec
60 – 100 MPH	14.9 sec
*SS – ¼ Mile	14.44 @ 98.19 mph

* Standing Start

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.

******No Communication Evaluation was performed on the 2021 Ford F150 this year******

COMMUNICATION NOISE EVALUATION

2021 CHEVROLET TAHOE 5.3L PPV 2WD

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	MWU4002S	5dB Gain Whip	Roof

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-90dB	-92dB	0
Engine Idle (No Acc.)	-90dB	-92dB	0
Engine High RPM (No Acc.)	-90dB	-92dB	0
Engine Idle W/Air	-90dB	-92dB	0
Engine Idle W/ Lights	-90dB	-92dB	0
Engine Idle W/Heater	-90dB	-92dB	0
Engine Idle W/All Acc.	-90dB	-92dB	0
Engine High RPM W/All Acc.	-90dB	-92dB	0

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
Microphone	5
Electronic Siren	5
Dashboard Accessibility	
Radio Control Head	6
Siren Console	6
Mobile Digital Terminal Computer	5
Speakers	6
Microphones	5
Trunk Accessibiliity	
Factory Power Terminal in Trunk	5
One Radio Installation	9
Two Radio Installation	9
Antenna Installation	6
Computer Installation	6
Engine Accessibility	
Battery Terminal Connection	5
Accommodation for Cables	5
Hidden Siren Installation	5
Ignition Fuse Terminal Block	
Clip-on Connections for Accessibility	5

COMMUNICATION NOISE EVALUATION

2021 CHEVROLET TAHOE 5.3L PPV 4WD

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	MWU4002S	5dB Gain Whip	Roof

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-90dB	-92dB	0
Engine Idle (No Acc.)	-90dB	-92dB	0
Engine High RPM (No Acc.)	-90dB	-92dB	0
Engine Idle W/Air	-90dB	-92dB	0
Engine Idle W/ Lights	-89dB	-92dB	0
Engine Idle W/Heater	-89dB	-92dB	0
Engine Idle W/All Acc.	-89dB	-92dB	0
Engine High RPM W/All Acc.	-89dB	-92dB	0

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
Microphone	5
Electronic Siren	5
Dashboard Accessibility	
Radio Control Head	6
Siren Console	6
Mobile Digital Terminal Computer	5
Speakers	6
Microphones	5
Trunk Accessibiliity	
Factory Power Terminal in Trunk	5
One Radio Installation	9
Two Radio Installation	9
Antenna Installation	6
Computer Installation	6
Engine Accessibility	
Battery Terminal Connection	5
Accommodation for Cables	5
Hidden Siren Installation	5
Ignition Fuse Terminal Block	
Clip-on Connections for Accessibility	5

COMMUNICATION NOISE EVALUATION

2021 DODGE CHARGER 3.6L 2.62 AWD

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	MWU4002S	2dB Gain Whip	Roof

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-88dB	-95dB	0
Engine Idle (No Acc.)	-88dB	-95dB	0
Engine High RPM (No Acc.)	-88dB	-95dB	0
Engine Idle W/Air	-88dB	-95dB	0
Engine Idle W/ Lights	-88dB	-95dB	0
Engine Idle W/Heater	-88dB	-95dB	0
Engine Idle W/All Acc.	-88dB	-95dB	0
Engine High RPM W/All Acc.	-88dB	-95dB	0

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
Microphone	5
Electronic Siren	5
Dashboard Accessibility	
Radio Control Head	5
Siren Console	5
Mobile Digital Terminal Computer	5
Speakers	6
Microphones	5
Trunk Accessibility	
Factory Power Terminal in Trunk	8
One Radio Installation	7
Two Radio Installation	6
Antenna Installation	5
Computer Installation	5
Engine Accessibility	
Battery Terminal Connection	9
Accommodation for Cables	6
Hidden Siren Installation	3
Ignition Fuse Terminal Block	
Clip-on Connections for Accessibility	6

COMMUNICATION NOISE EVALUATION

2021 DODGE CHARGER 5.7L 2.62 RWD

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	MWU4002S	2dB Gain Whip	Roof

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-90dB	-92dB	0
Engine Idle (No Acc.)	-90dB	-92dB	0
Engine High RPM (No Acc.)	-90dB	-92dB	0
Engine Idle W/Air	-90dB	-92dB	0
Engine Idle W/ Lights	-90dB	-92dB	0
Engine Idle W/Heater	-90dB	-92dB	0
Engine Idle W/All Acc.	-90dB	-92dB	0
Engine High RPM W/All Acc.	-89dB	-92dB	0

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
Microphone	5
Electronic Siren	5
Dashboard Accessibility	
Radio Control Head	5
Siren Console	5
Mobile Digital Terminal Computer	5
Speakers	6
Microphones	5
Trunk Accessibility	
Factory Power Terminal in Trunk	8
One Radio Installation	7
Two Radio Installation	6
Antenna Installation	5
Computer Installation	5
Engine Accessibility	
Battery Terminal Connection	9
Accommodation for Cables	6
Hidden Siren Installation	3
Ignition Fuse Terminal Block	
Clip-on Connections for Accessibility	6

COMMUNICATION NOISE EVALUATION

2021 DODGE DURANGO 5.7L 3.09 AWD

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	MWU4002S	2dB Gain Whip	Roof

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-89dB	-90dB	1 dB
Engine Idle (No Acc.)	-88dB	-90dB	1dB
Engine High RPM (No Acc.)	-89dB	-90dB	1dB
Engine Idle W/Air	-89dB	-90dB	1dB
Engine Idle W/ Lights	-89dB	-90dB	1dB
Engine Idle W/Heater	-89dB	-90dB	1dB
Engine Idle W/All Acc.	-89dB	-90dB	1dB
Engine High RPM W/All Acc.	-89dB	-90dB	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
Microphone	5
Electronic Siren	5
Dashboard Accessibility	
Radio Control Head	6
Siren Console	6
Mobile Digital Terminal Computer	7
Speakers	7
Microphones	5
Trunk Accessibility	
Factory Power Terminal in Trunk	7
One Radio Installation	7
Two Radio Installation	7
Antenna Installation	7
Computer Installation	7
Engine Accessibility	
Battery Terminal Connection	5
Accommodation for Cables	5
Hidden Siren Installation	5
Ignition Fuse Terminal Block	5
Clip-on Connections for Accessibility	5

COMMUNICATION NOISE EVALUATION

2021 DODGE DURANGO 3.6L 3.45 AWD

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	MWU4002S	2dB Gain Whip	Roof

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-90dB	-93dB	0
Engine Idle (No Acc.)	-90dB	-93dB	0
Engine High RPM (No Acc.)	-90dB	-93dB	0
Engine Idle W/Air	-90dB	-93dB	0
Engine Idle W/ Lights	-90dB	-93dB	0
Engine Idle W/Heater	-90dB	-93dB	0
Engine Idle W/All Acc.	-90dB	-93dB	0
Engine High RPM W/All Acc.	-9dB	-93dB	0

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
Microphone	5
Electronic Siren	5
Dashboard Accessibility	
Radio Control Head	6
Siren Console	6
Mobile Digital Terminal Computer	7
Speakers	7
Microphones	5
Trunk Accessibility	
Factory Power Terminal in Trunk	7
One Radio Installation	7
Two Radio Installation	7
Antenna Installation	7
Computer Installation	7
Engine Accessibility	
Battery Terminal Connection	5
Accommodation for Cables	5
Hidden Siren Installation	5
Ignition Fuse Terminal Block	5
Clip-on Connections for Accessibility	5

COMMUNICATION NOISE EVALUATION

2021 FORD P.I. UTILITY HYBRID AWD

RADIO MAKE	MODEL NO.	ANTENNA TYPE	LOCATION
Motorola XTL-5000	MWU4002S	2dB Gain Whip	Roof

WITH ANTENNA	12 dB SINAD	20 dB QUIETING	DESENS dB
Engine Off	-91dB	-93dB	0
Engine Idle (No Acc.)	-91dB	-92dB	0
Engine High RPM (No Acc.)	-91dB	-92dB	0
Engine Idle W/Air	-91dB	-92dB	0
Engine Idle W/ Lights	-91dB	-92dB	0
Engine Idle W/Heater	-91dB	-92dB	0
Engine Idle W/All Acc.	-91dB	-92dB	0
Engine High RPM W/All Acc.	-91dB	-92dB	0

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
Microphone	5
Electronic Siren	5
Dashboard Accessibility	
Radio Control Head	6
Siren Console	6
Mobile Digital Terminal Computer	6
Speakers	6
Microphones	5
Trunk Accessibility	
Factory Power Terminal in Trunk	2
One Radio Installation	7
Two Radio Installation	7
Antenna Installation	5
Computer Installation	6
Engine Accessibility	
Battery Terminal Connection	2
Accommodation for Cables	3
Hidden Siren Installation	5
Ignition Fuse Terminal Block	
Clip-on Connections for Accessibility	5

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**

****No Ergonomics was performed on the 2021 F150 this year. ****

ERGONOMICS EVALUATION

2021 CHEVROLET TAHOE 5.3L 2WD PPV

VISIBILITY	CONSIDERATION	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 o'clock Position	10	6.5
4 o'clock Position	6.5	6
5 o'clock Position	6.5	6.5
6 o'clock Position	7	6.5
7 o'clock Position	7	6.5
8 o'clock Position	7	6.5
9 o'clock Position	10	7

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6.5
Seat Position	Range of Adjustment	7
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	6
Seat to Controls	Steering Wheel, Pedals, Dashboard	7
Headrest Position: With Hat/Helmet	Adequate	10
Headrest Position: Without Hat/Helmet	Adequate	7
Headroom	Adequate	7
Legroom	Adequate	7
Seatbelt	Ease of Hook-Up/Release	6
Shoulder Strap	Interference with duty gear	6

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	7
Instrument Visibility	Can You See Them	7
Instrument Legibility	Can You Read Them	7

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	7
Shift Lever	Accessibility, Indicator Visibility	7
Knobs & Switches	Location, Visibility, Markings, Arrangement	7
Pedals	Location	7
Pedals	Size	7
Pedals	Spacing (Do you hit more than one pedal with boots on?)	7
Parking Brake	Location	6.5
Parking Brake	Method of Release.	6.5

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	6.5
Rearview Mirror	Size	5.5
Rearview Mirror	Ease of Adjustment	7
Rearview Mirror	Distortion	7
Driver Side Mirror	Placement	7
Driver Side Mirror	Size	7
Driver Side Mirror	Ease of Adjustment	7
Driver Side Mirror	Distortion	7
Passenger Side Mirror	Placement	7
Passenger Side Mirror	Size	7
Passenger Side Mirror	Ease of Adjustment	7
Passenger Side Mirror	Distortion	7

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	7
Rear Door	Ease of Ingress/Egress	7
Window & Door Handles	Accessibility, Ease of Operation	7

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	10
Headroom	Adequate	10
Legroom	Adequate	10
Seatbelt	Ease of Hook-Up/Release	10

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	N/A
Lid	Size of Opening	N/A
Compartment	Ease of Loading/Unloading	N/A

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	10

PARALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7

PARALLEL PARK – INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7

PARALLEL PARK- DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7

ERGONOMICS EVALUATION

2021 CHEVROLET TAHOE 5.3L 4WD PPV

VISIBILITY	CONSIDERATION	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	3.5

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 o'clock Position	3	3
4 o'clock Position	3	2.5
5 o'clock Position	3	3
6 o'clock Position	4	3
7 o'clock Position	3	3
8 o'clock Position	3.5	3
9 o'clock Position	3	3.5

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	3.5
Seat Position	Range of Adjustment	4
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	3
Seat to Controls	Steering Wheel, Pedals, Dashboard	3.5
Headrest Position: With Hat/Helmet	Adequate	3
Headrest Position: Without Hat/Helmet	Adequate	3.5
Headroom	Adequate	3.5
Legroom	Adequate	3.5
Seatbelt	Ease of Hook-Up/Release	3
Shoulder Strap	Interference with duty gear	3

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	4
Instrument Visibility	Can You See Them	4
Instrument Legibility	Can You Read Them	4

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	3.5
Shift Lever	Accessibility, Indicator Visibility	3.5
Knobs & Switches	Location, Visibility, Markings, Arrangement	3.5
Pedals	Location	3.5
Pedals	Size	3.5
Pedals	Spacing (Do you hit more than one pedal with boots on?)	3.5
Parking Brake	Location	3.5
Parking Brake	Method of Release.	3.5

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	3.5
Rearview Mirror	Size	3
Rearview Mirror	Ease of Adjustment	3.5
Rearview Mirror	Distortion	3.5
Driver Side Mirror	Placement	3.5
Driver Side Mirror	Size	3.5
Driver Side Mirror	Ease of Adjustment	3.5
Driver Side Mirror	Distortion	3.5
Passenger Side Mirror	Placement	3.5
Passenger Side Mirror	Size	3.5
Passenger Side Mirror	Ease of Adjustment	3.5
Passenger Side Mirror	Distortion	3.5

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	3.5
Rear Door	Ease of Ingress/Egress	3
Window & Door Handles	Accessibility, Ease of Operation	3.5

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	3
Headroom	Adequate	3
Legroom	Adequate	3
Seatbelt	Ease of Hook-Up/Release	3

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	N/A
Lid	Size of Opening	N/A
Compartment	Ease of Loading/Unloading	N/A

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	4

PARALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	3.5

PARALLEL PARK – INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	3.5

PARALLEL PARK- DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	3.5

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	3.5

ERGONOMICS EVALUATION

2021 DODGE CHARGER 3.6L AWD

VISIBILITY	CONSIDERATION	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	10

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 o'clock Position	10	9
4 o'clock Position	10	8.5
5 o'clock Position	10	8
6 o'clock Position	10	8
7 o'clock Position	9	8
8 o'clock Position	9	10
9 o'clock Position	10	10

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6.5
Seat Position	Range of Adjustment	10
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	8.8
Seat to Controls	Steering Wheel, Pedals, Dashboard	10
Headrest Position: With Hat/Helmet	Adequate	10
Headrest Position: Without Hat/Helmet	Adequate	10
Headroom	Adequate	10
Legroom	Adequate	10
Seatbelt	Ease of Hook-Up/Release	10
Shoulder Strap	Interference with duty gear	10

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	10
Instrument Visibility	Can You See Them	10
Instrument Legibility	Can You Read Them	10

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	10
Shift Lever	Accessibility, Indicator Visibility	10
Knobs & Switches	Location, Visibility, Markings, Arrangement	10
Pedals	Location	10
Pedals	Size	10
Pedals	Spacing (Do you hit more than one pedal with boots on?)	10
Parking Brake	Location	10
Parking Brake	Method of Release.	10

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	10
Rearview Mirror	Size	10
Rearview Mirror	Ease of Adjustment	10
Rearview Mirror	Distortion	10
Driver Side Mirror	Placement	10
Driver Side Mirror	Size	9
Driver Side Mirror	Ease of Adjustment	10
Driver Side Mirror	Distortion	10
Passenger Side Mirror	Placement	10
Passenger Side Mirror	Size	9
Passenger Side Mirror	Ease of Adjustment	10
Passenger Side Mirror	Distortion	10

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	10
Rear Door	Ease of Ingress/Egress	10
Window & Door Handles	Accessibility, Ease of Operation	10

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	10
Headroom	Adequate	10
Legroom	Adequate	10
Seatbelt	Ease of Hook-Up/Release	10

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	N/A
Lid	Size of Opening	N/A
Compartment	Ease of Loading/Unloading	N/A

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	10

PARALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	10

PARALLEL PARK - INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	10

PARALLEL PARK - DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	10

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	8

ERGONOMICS EVALUATION

2021 DODGE CHARGER 5.7L RWD

VISIBILITY	CONSIDERATION	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	10

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 o'clock Position	10	10
4 o'clock Position	10	9.5
5 o'clock Position	10	9
6 o'clock Position	7	7
7 o'clock Position	8	8
8 o'clock Position	8	8
9 o'clock Position	10	10

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	7.5
Seat Position	Range of Adjustment	10
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	9
Seat to Controls	Steering Wheel, Pedals, Dashboard	10
Headrest Position: With Hat/Helmet	Adequate	10
Headrest Position: Without Hat/Helmet	Adequate	10
Headroom	Adequate	10
Legroom	Adequate	10
Seatbelt	Ease of Hook-Up/Release	9.5
Shoulder Strap	Interference with duty gear	9.5

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	10
Instrument Visibility	Can You See Them	10
Instrument Legibility	Can You Read Them	10

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	10
Shift Lever	Accessibility, Indicator Visibility	10
Knobs & Switches	Location, Visibility, Markings, Arrangement	10
Pedals	Location	10
Pedals	Size	10
Pedals	Spacing (Do you hit more than one pedal with boots on?)	10
Parking Brake	Location	10
Parking Brake	Method of Release.	10

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	10
Rearview Mirror	Size	8.5
Rearview Mirror	Ease of Adjustment	10
Rearview Mirror	Distortion	10
Driver Side Mirror	Placement	10
Driver Side Mirror	Size	7.5
Driver Side Mirror	Ease of Adjustment	10
Driver Side Mirror	Distortion	10
Passenger Side Mirror	Placement	10
Passenger Side Mirror	Size	7.5
Passenger Side Mirror	Ease of Adjustment	10
Passenger Side Mirror	Distortion	10

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	9
Rear Door	Ease of Ingress/Egress	10
Window & Door Handles	Accessibility, Ease of Operation	10

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	10
Headroom	Adequate	10
Legroom	Adequate	10
Seatbelt	Ease of Hook-Up/Release	10

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	10
Lid	Size of Opening	10
Compartment	Ease of Loading/Unloading	10

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	10

PARALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	9

PARALLEL PARK - INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	9

PARALLEL PARK – DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	9

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	9

ERGONOMICS EVALUATION

2021 DODGE DURANGO 3.6L AWD

VISIBILITY	CONSIDERATION	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	9

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 o'clock Position		8
4 o'clock Position		8
5 o'clock Position		8
6 o'clock Position		9
7 o'clock Position		8
8 o'clock Position		8
9 o'clock Position		8

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	7
Seat Position	Range of Adjustment	9
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	9
Seat to Controls	Steering Wheel, Pedals, Dashboard	8
Headrest Position: With Hat/Helmet	Adequate	10
Headrest Position: Without Hat/Helmet	Adequate	10
Headroom	Adequate	10
Legroom	Adequate	10
Seatbelt	Ease of Hook-Up/Release	9
Shoulder Strap	Interference with duty gear	9

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	10
Instrument Visibility	Can You See Them	10
Instrument Legibility	Can You Read Them	10

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	10
Shift Lever	Accessibility, Indicator Visibility	6
Knobs & Switches	Location, Visibility, Markings, Arrangement	8
Pedals	Location	8
Pedals	Size	8
Pedals	Spacing (Do you hit more than one pedal with boots on?)	6
Parking Brake	Location	10
Parking Brake	Method of Release.	10

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	10
Rearview Mirror	Size	10
Rearview Mirror	Ease of Adjustment	9
Rearview Mirror	Distortion	9
Driver Side Mirror	Placement	9
Driver Side Mirror	Size	6
Driver Side Mirror	Ease of Adjustment	9
Driver Side Mirror	Distortion	9
Passenger Side Mirror	Placement	9
Passenger Side Mirror	Size	6
Passenger Side Mirror	Ease of Adjustment	9
Passenger Side Mirror	Distortion	9

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	9
Rear Door	Ease of Ingress/Egress	7
Window & Door Handles	Accessibility, Ease of Operation	10

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	8
Headroom	Adequate	10
Legroom	Adequate	7
Seatbelt	Ease of Hook-Up/Release	7

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	10
Lid	Size of Opening	10
Compartment	Ease of Loading/Unloading	10

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	8

PARALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6

PARALLEL PARK - INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	8

PARALLEL PARK – DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	8

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	8

ERGONOMICS EVALUATION

2021 DODGE DURANGO 5.7L AWD

VISIBILITY	CONSIDERATION	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	9.5

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 o'clock Position	10	9
4 o'clock Position	10	8
5 o'clock Position	10	6.5
6 o'clock Position	10	9.5
7 o'clock Position	10	6.5
8 o'clock Position	10	8
9 o'clock Position	10	9

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	7.5
Seat Position	Range of Adjustment	9.5
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	8
Seat to Controls	Steering Wheel, Pedals, Dashboard	8.5
Headrest Position: With Hat/Helmet	Adequate	10
Headrest Position: Without Hat/Helmet	Adequate	10
Headroom	Adequate	10
Legroom	Adequate	10
Seatbelt	Ease of Hook-Up/Release	8.5
Shoulder Strap	Interference with duty gear	8.5

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	8
Instrument Visibility	Can You See Them	8
Instrument Legibility	Can You Read Them	8

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	10
Shift Lever	Accessibility, Indicator Visibility	6
Knobs & Switches	Location, Visibility, Markings, Arrangement	7.5
Pedals	Location	9
Pedals	Size	9
Pedals	Spacing (Do you hit more than one pedal with boots on?)	8
Parking Brake	Location	10
Parking Brake	Method of Release.	10

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	10
Rearview Mirror	Size	10
Rearview Mirror	Ease of Adjustment	9.5
Rearview Mirror	Distortion	9.5
Driver Side Mirror	Placement	9
Driver Side Mirror	Size	8
Driver Side Mirror	Ease of Adjustment	9.5
Driver Side Mirror	Distortion	9
Passenger Side Mirror	Placement	9.5
Passenger Side Mirror	Size	8
Passenger Side Mirror	Ease of Adjustment	9.5
Passenger Side Mirror	Distortion	9

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	9.5
Rear Door	Ease of Ingress/Egress	8.5
Window & Door Handles	Accessibility, Ease of Operation	10

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	9
Headroom	Adequate	10
Legroom	Adequate	8.5
Seatbelt	Ease of Hook-Up/Release	7

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	10
Lid	Size of Opening	10
Compartment	Ease of Loading/Unloading	10

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	9

PARALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7

PARALLEL PARK - INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	8

PARALLEL PARK – DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	8

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	8.5

ERGONOMICS EVALUATION

2021 FORD P.I. UTILITY HYBRID

VISIBILITY	CONSIDERATION	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5.7

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

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

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

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

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

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

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

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	4.5
Lid	Size of Opening	5.0
Compartment	Ease of Loading/Unloading	5.0

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	4.7

PARALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	4.7

PARALLEL PARK – INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	4.7

PARALLEL PARK- DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	5.0

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	4.7

ERGONOMICS EVALUATION

2021 FORD P.I. UTILITY 3.3L AWD

VISIBILITY	CONSIDERATION	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	9

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 o'clock Position	N/A	9
4 o'clock Position	N/A	7.5
5 o'clock Position	N/A	5
6 o'clock Position	N/A	5.5
7 o'clock Position	N/A	1
8 o'clock Position	N/A	2
9 o'clock Position	N/A	6

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	9.5
Seat Position	Range of Adjustment	10
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	8
Seat to Controls	Steering Wheel, Pedals, Dashboard	9
Headrest Position: With Hat/Helmet	Adequate	10
Headrest Position: Without Hat/Helmet	Adequate	9
Headroom	Adequate	10
Legroom	Adequate	10
Seatbelt	Ease of Hook-Up/Release	9
Shoulder Strap	Interference with duty gear	8

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	9.5
Instrument Visibility	Can You See Them	9.5
Instrument Legibility	Can You Read Them	9.5

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	10
Shift Lever	Accessibility, Indicator Visibility	8
Knobs & Switches	Location, Visibility, Markings, Arrangement	8.5
Pedals	Location	9
Pedals	Size	9
Pedals	Spacing (Do you hit more than one pedal with boots on?)	7.5
Parking Brake	Location	9.5
Parking Brake	Method of Release.	9.5

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	9
Rearview Mirror	Size	8
Rearview Mirror	Ease of Adjustment	9
Rearview Mirror	Distortion	9.5
Driver Side Mirror	Placement	9
Driver Side Mirror	Size	7
Driver Side Mirror	Ease of Adjustment	6.5
Driver Side Mirror	Distortion	8
Passenger Side Mirror	Placement	9.5
Passenger Side Mirror	Size	7
Passenger Side Mirror	Ease of Adjustment	6.5
Passenger Side Mirror	Distortion	8

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	9
Rear Door	Ease of Ingress/Egress	8.5
Window & Door Handles	Accessibility, Ease of Operation	10

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	9
Headroom	Adequate	10
Legroom	Adequate	10
Seatbelt	Ease of Hook-Up/Release	8

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	8
Lid	Size of Opening	9
Compartment	Ease of Loading/Unloading	10

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	9

PARALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	9.5

PARALLEL PARK – INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	9.5

PARALLEL PARK- DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	8.5

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	9

ERGONOMICS EVALUATION

2021 FORD P.I. UTILITY 3.0L Ecoboost AWD

VISIBILITY	CONSIDERATION	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	10

VISIBILITY	RATING USING MIRRORS	RATING NOT USING MIRRORS
3 o'clock Position	9	8.5
4 o'clock Position	9	6
5 o'clock Position	9	5
6 o'clock Position	10	6.5
7 o'clock Position	9	1
8 o'clock Position	8	4.5
9 o'clock Position	10	9.5

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	10
Seat Position	Range of Adjustment	10
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	8.5
Seat to Controls	Steering Wheel, Pedals, Dashboard	10
Headrest Position: With Hat/Helmet	Adequate	10
Headrest Position: Without Hat/Helmet	Adequate	9.5
Headroom	Adequate	10
Legroom	Adequate	10
Seatbelt	Ease of Hook-Up/Release	9
Shoulder Strap	Interference with duty gear	8

INSTRUMENT PANEL	CONSIDERATIONS	RATING
Instrument Placement	Ease of Viewing, Are They Obstructed by the Steering Wheel or Other Components	10
Instrument Visibility	Can You See Them	10
Instrument Legibility	Can You Read Them	10

CONTROLS	CONSIDERATIONS	RATING
Steering Wheel	Size, Position	10
Shift Lever	Accessibility, Indicator Visibility	8
Knobs & Switches	Location, Visibility, Markings, Arrangement	8.5
Pedals	Location	8
Pedals	Size	8.5
Pedals	Spacing (Do you hit more than one pedal with boots on?)	8.5
Parking Brake	Location	8.5
Parking Brake	Method of Release.	9.5

MIRRORS	CONSIDERATIONS	RATING
Rearview Mirror	Placement	9.5
Rearview Mirror	Size	9
Rearview Mirror	Ease of Adjustment	9.5
Rearview Mirror	Distortion	9.5
Driver Side Mirror	Placement	9
Driver Side Mirror	Size	8.5
Driver Side Mirror	Ease of Adjustment	8
Driver Side Mirror	Distortion	9
Passenger Side Mirror	Placement	9.5
Passenger Side Mirror	Size	8.5
Passenger Side Mirror	Ease of Adjustment	8
Passenger Side Mirror	Distortion	9.5

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	10
Rear Door	Ease of Ingress/Egress	10
Window & Door Handles	Accessibility, Ease of Operation	10

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	10
Headroom	Adequate	10
Legroom	Adequate	10
Seatbelt	Ease of Hook-Up/Release	10

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	9
Lid	Size of Opening	9
Compartment	Ease of Loading/Unloading	9.5

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	9

PARALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	9.5

PARALLEL PARK – INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	9.5

PARALLEL PARK- DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	9.5

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	10



Los Angeles County

Sheriff's Department

Communications and Fleet Management Bureau

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