The Los Angeles County Sheriff's Department

50th Annual Law Enforcement Vehicle Test & Evaluation Program


SIMPSON
SIMPSON

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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 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 a "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.

"Since the inception of our vehicle testing program in 1974, we have continually refined our efforts in order to provide the law enforcement community with the most current information available"



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

Los Angeles County Sheriff's Department

Deputy Richard Dee

Deputy Todd Reinke

Deputy Jeremiah Song

Los Angeles Police Department

Officer Douglas Barnhart

Officer James White

Vehicle Manufacture

Ford Motor Company Police Vehicles

Brake Testing

Los Angeles County Sheriff's Department

Sergeant David Davis



ACKNOWLEDGEMENTS

Continued.

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Lap Timers / Flag man

Nick Saykhamphone (Centerra)

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2025 MODEL YEAR VEHICLE TEST

LASD Jubilee vehicle testing was conducted on October 21st - 24th, 2024 at the LASD EVOC track Fairplex, in Pomona, California. Ford Motors submitted vehicles in the "Police Package" category. Police Package vehicles have been identified by the manufacturers as factory installed Police package vehicle. Most of the vehicles satisfactorily completed the test.

The vehicles submitted for evaluation were 2025 model and are idenfified below.

HIGH SPEED POLICE PACKAGE VEHICLE CATEGORY:

2025 Ford P.I. Utility 3.3L AWD:

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

2025 Ford P.I. Utility Ecoboost 3.0L AWD:

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

2025 Ford P.I. Utility Hybrid AWD:

Full size four door sport utility, all-wheel drive, 3.3 liter V-6 Hybrid, 10 speed electronic automatic transmission with a 3.73:1 axle ratio.

2025 Ford F150 3.5L 4WD EcoBoost:

Full size four door truck, four-wheel drive, 3.5 liter, V6, EcoBoost engine with 10 speed automatic transmission configured with progressive range select and selectable drive models with 3.31:1.axle ratio.

2025 Ford Mustang Mach-E AWD:

480 HP all electric 5 passenger AWD sedan featuring an EPA estimated 270 miles of range made possible by its 88k Wh extended range high voltage battery.

“Ford’s Mustang Mach-E is being added to more and more law enforcement fleets.“



Policemag.com
March 2, 2022

MAKE: 2025 FORD MODEL: P.I. UTILITY 3.3L AWD SALES CODE: K8A, 99B

Vehicle Type: Full size four door sport utility, all-wheel drive, 5 passenger, 3.3 liter V-6 engine, 10-speed automatic transmission with overdrive and a 3.73 axle ratio.

EPA		TESTED
CITY	HWY	AVERAGE MPG
17	23	18

INTERIOR

SEATS

Front: Heavy duty cloth bucket, 6-way adjustable, 4-way adjustable headrest.; 2-way power lumbar

Rear: Vinyl bench, 35/30/35 split fold.

MEASUREMENTS

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

Interior Volume:

Front: 59.7 cu-ft.
Rear: 58.4 cu-ft.
Comb: 118 cu-ft.
Cargo: 52 cu-ft.

DIMENSIONS

Fuel Capacity: 21.4 Gallons
GVWR: 6,465 lbs.
Wheelbase: 119.1 in
Ground Clearance: 7.6 in
Overall Length: 198.8 in
Overall Height: 69.3 in

CHASSIS

STEERING

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

SUSPENSION

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

WHEEL + TIRES

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

ENGINE

Naturally aspirated V6
Fuel delivery system: SDI
Displacement: 3.3 Liters 201 cid
Compression Ratio: 12:1
Horse Power: 285 bhp @ 6500 rpm
Torque (SAE net): 260 ft-lb @ 4000 rpm
Alternator: 250 amps
Battery: 730 CCA

DRIVETRAIN

Transmission: 10-speed electronic automatic with lockup torque converter.

Axle Ratio: 3.73:1 with all-wheel drive.

BRAKES

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

ACCELERATION

O-60 mph- 9.10 sec
30-60 mph– 5.20 sec
60-100 mph– 14.44 sec
1/4 mile– 17.07 sec @ 86.87 mph

TEST RESULTS

BRAKING

141.30 ft. @ 60 mph

28 LAP HIGH SPEED

Average Lap Time- 1:42.6
Average Speed – 55.77 mph

CITY COURSE

Average Lap Time – 4:14.39
Average Speed – 35.0 mph

MAKE: 2025 FORD MODEL: P.I. UTILITY 3.0L AWD EcoBoost SALES CODE:K8A, 99C

Vehicle Type: Full size four door sport utility, all-wheel drive, 5 passenger, 3.0 liter EcoBoost Twin Turbocharged V-6 engine, 10 speed automatic transmission with overdrive and a 3.31:1 axle ratio.

EPA		TESTED
CITY	HWY	AVERAGE MPG
17	22	15.7

INTERIOR

SEATS

Front: Heavy duty cloth bucket, 6-way power adjustable; 4-way adjustable headrest; 2-way power lumbar

Rear: Vinyl bench, 35/30/35 split-fold

MEASUREMENTS

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

Interior Volume:

Front: 59.7 cu-ft
Rear: 58.4 cu-ft
Comb: 118.0 cu-ft
Cargo: 52 cu-ft

DIMENSIONS

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 in

CHASSIS STEERING

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

SUSPENSION

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

WHEEL + TIRES

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

BRAKES

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

ENGINE

Twin Turbocharged V-6

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

DRIVETRAIN

Transmission: 10 speed electronic automatic with lockup torque converter

Axle Ratio: 3.31:1 with all-wheel drive.

ACCELERATION

0-60 mph- 6.32 sec
30-60 mph– 3.51 sec
60-100 mph– 8.43 sec
1/4 mile– 14.80 sec @ 98.26 mph

TEST RESULTS

BRAKING

143.3 ft. @ 60mph

28 LAP HIGH SPEED

Average Lap Time – 1:39.30
Average Speed – 57.60 mph

CITY COURSE

Average Lap Time – 4:04.35
Average Speed – 36.3 mph

MAKE: 2025 FORD MODEL: P.I. UTILITY HYBRID AWD SALES CODE: K8A, 99W

Vehicle Type: Full size four door sport utility, 5 passenger, all-wheel drive, 3.3 liter V-6 engine with hybrid drive, lithium-ion battery and regenerative braking, 10 speed automatic transmission with overdrive and a 3.73:1 axle ratio.

EPA		TESTED
CITY	HWY	AVERAGE MPG
23	24	20

INTERIOR

SEATS

Front: Heavy duty cloth bucket; 6-way adjustable; 4-way adjustable headrest; 2-way power lumbar

Rear: Vinyl bench, 35/30/35 split-fold

MEASUREMENTS

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

Interior Volume:

Front: 59.7 cu-ft.
Rear: 58.4 cu-ft.
Comb: 118.0 cu-ft.
Trunk: 52.0 cu-ft.

DIMENSIONS

Fuel Capacity: 19.0 Gallons
GVWR: 6,840 lbs.
Wheelbase: 119.1 in
Ground Clearance: 7.4 in
Overall Length: 198.8 in
Overall Height: 69.2 in

CHASSIS

STEERING

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

SUSPENSION

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

WHEEL + TIRES

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

ENGINE

Naturally aspirated V-6 Hybrid

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

DRIVETRAIN

Transmission: 10-speed electronic automatic with lockup torque converter.

Axle Ratio: 3.73:1 with all-wheel drive

BRAKES

Type: Power– dual piston calipers front, single piston calipers rear, 4 circuit and Automatic Braking System (ABS)
Front Disc: 14.4 in, vented disc
Rear Disc: 13.8 in, vented disc

ACCELERATION

0-60 mph- 8.38 sec
30-60 mph– 4.81 sec
60-100 mph– 12.54 sec
1/4 mile– 16.39 sec @ 89.62 mph

TEST RESULTS

BRAKING

143.3 ft. @ 60 mph

28 LAP HIGH SPEED

Average Lap Time – 1:43.30
Average Speed – 55.39 mph

CITY COURSE

Average Lap Time– 4:22.52
Average Speed - 34.0 mph

MAKE: 2025 FORD MODEL: F150 Police Responder 4WD SALES CODE: W1P

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.

EPA		TESTED
CITY	HWY	AVERAGE MPG
16	20	Not tested

INTERIOR

SEATS

Front: Heavy duty cloth bucket; 8-way adjustable, power driver/manual passenger (power optional) seats.

Rear: Vinyl 60/40 split, flip-up bench.

MEASUREMENTS

	Front	Rear
Headroom:	40.8 in	40.4 in
Legroom:	43.9 in	43.6 in
Shoulder:	66.7 in	66.0 in
Hip Room:	62.5 in	62.6 in

Interior Volume:

Front: 79.9 cu-ft.

Rear: 51.9 cu-ft.

Comb: 131.8 cu-ft.

Cargo Box: 52.8 cu-ft.

DIMENSIONS

Fuel Capacity: 26.0 Gallons

GVWR: 7,050 lbs.

Wheelbase: 145.4 in

Ground Clearance: 9.4 in

Overall Length: 231.7 in

Overall Height: 77.2 in

Max Payload: 2,030 lbs.

Max Towing: 11,200 lbs

CHASSIS

STEERING

Type: Electric power assist rack and pinion

Curb-to-curb: 47.8 ft.

SUSPENSION

Front: Independent double-wishbone with coil-over shock and stamped lower control arm

Rear: Leaf spring/solid axle

WHEEL + TIRES

Wheel size/type: 18” x 8.5” Steel

Tire make: Goodyear

Tire model: Wrangler Enforcer AT

Tire size: 265/70R18

Speed rating: **113**H

BRAKES

Type: Power 4-wheel ABS vented disc with electronically controlled brake boost; dual piston caliper front, single piston calipers rear.

Front Disc: 13.8 in, vented

Rear Disc: 13.2 in, vented

ENGINE

3.5L–GTDI EcoBoost V6

Fuel delivery system: Port Fuel Injection and direct Injection.

Displacement: 3.5 Liters 213 cid.

Compression Ratio: 10.5:1

Horse Power: 400 bhp @ 6000 rpm

Torque (SAE net): 500 ft-lb @ 3,100 rpm

Alternator: 240 amp

Battery: 800 CCA

DRIVETRAIN

Transmission: 10-speed SelectShift automatic transmission configured with progressive range select and selectable drive models.

Axle Ratio: (3.31:1 electronic locking rear differential with Four- wheel drive)

ACCELERATION

0-60 mph- 6.31 sec

30-60 mph– 3.62 sec

60-100 mph– 10.23 sec

1/4 mile – 14.94 sec @ 95.60 mph

TEST RESULTS

BRAKING

147.1 ft. @ 60 mph

28 LAP HIGH SPEED

Average Lap Time– 1:43.50

Average Speed – 55.40 mph

CITY COURSE

Average Lap Time – 4:24.17

Average Speed – 33.7 mph

MAKE: 2025 FORD MODEL: Mustang Mach-E **SALES CODE: K4S**

Vehicle Type: 480 HP all electric 5 passenger AWD sedan featuring an EPA estimated 270 miles of range made possible by it's 88 kWh extended range high voltage battery.

EPA		TESTED
CITY	HWY	AVERAGE MPG
90	77	Not tested

INTERIOR

SEATS

Front: Sport-style bucket with Active XTM material, 8-way adjustable, power driver/manual passenger (power optional)

Rear: Cloth 60/40 split

MEASUREMENTS

	Front	Rear
Headroom:	38.9 in	38.2 in
Legroom:	43.3 in	38.1 in
Shoulder:	57.6 in	55.9 in
Hip Room:	55.4 in	53.2 in

Interior Volume:
Front: 54.0 cu-ft.
Rear: 47.0 cu-ft.
Comb: 101.1 cu-ft.
Trunk: 29.7 cu-ft.

DIMENSIONS

Fuel Capacity: N/A Gallons
GVWR: 5,820 lbs.
Wheelbase: 117.5 in
Ground Clearance: 5.8 in
Overall Length: 185.6 in
Overall Height: 64.0 in

CHASSIS

STEERING

Type: Rack-Pinion

Curb-to-curb: 38.1 ft.

SUSPENSION

Front: Independent Macpherson strut with hollow stabilizer bar.

Rear: Independent multilink with hollow stabilizer bar.

WHEEL + TIRES

Wheel size/type: 19" x 8" Alum.
Tire make: Michelin
Tire model: Primacy A/S
Tire size: 225/55R19
Speed rating: V

BRAKES

Type: Power 4 piston Monoblock front, 2 piston rear, 4 circuit ABS
Front Disc: 18 in, vented
Rear Disc: 18 in, vented

ENGINE

Fuel delivery system: N/A
Displacement: N/A
Compression Ratio: N/A
Horse Power: 346 hp @ N/A rpm
Torque (SAE net): 428 ft-lb @ N/A rpm
Alternator: 160 amp
Battery: 380 CCA

DRIVETRAIN

Transmission: Single speed direct drive with selectable drive modes.
Axle Ratio: 9.05

ACCELERATION

0-60 mph– 4.15 sec
30-60 mph– 2.29 sec
60-100 mph– 6.95 sec
1/4 mile – 12.86 sec@ 103.93 mph

TEST RESULTS

BRAKING

142.0 ft. @ 60 mph

28 LAP HIGH SPEED

Average Lap Time – 1:42.50
Average Speed – 55.90 mph

CITY COURSE

Average Lap Time – 3:57.86
Average Speed – 38.0 mph

28 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 oth-erwise exhibit unsafe characteristics).

There are four Emergency Vehicle Operations Center (EVOC training instructor drivers. They are equally from LASD and LAPD. They share the driving and evaluation of the vehicles. All four drivers will evaluate each vehicle. For this test, each driver completes seven laps around our 1.59 mile test track at the Pomona Fairgrounds in Pomona CA for a total of 28 timed laps. Lap timing is via a GPS based Race Logic “Touch RTK V1” data-logger mounted in the vehicle. Lap times are immediately recorded via RF telemetry signal produced by the data-logger. 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.

ELECTRIC VEHICELE SETUP DUE TO CURRENT BATTERY TECHNOLOGY - The high-speed test setup for electric vehicles includes a one-hour break within 28 laps, enabling the vehicle to be fast-charged and thereby proceed to the second half of the test. The vehicle that successfully



28 LAP HIGH-SPEED COURSE

VEHICLE DYNAMICS EVALUATION

2025 FORD P.I. UTILITY 3.3L AWD



DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP (Deg. F)
Douglas Barnhart- LAPD	9:34 am	78.0°/91°F
Richard Dee- LASD	9:57 am	79.5°F/97°F
Jeremiah Song- LASD	10:16 am	80.8°F/101°F
William Reinke- LASD	10:37 am	82.7°F/103.8°F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	AVG TIME	AVG SPEED
Douglas Barnhart	1:40.4	1:40.6	1:40.4	1:40.6	1:40.7	1:41.5	1:41.2	1:40.7	56.7
Richard Dee	1:41.9	1:42.2	1:42.6	1:43.1	1:42.6	1:43.3	1:43.3	1:42.8	55.7
Jeremiah Song	1:45.2	1:44.7	1:45.0	1:45.0	1:44.5	1:43.7	1:44.2	1:44.7	54.6
William Reinke	1:42.4	1:41.9	1:42.2	1:42.3	1:42.1	1:41.8	1:41.8	1:42.1	56.1

* The fastest and slowest times are listed in red.

28 LAP HIGH-SPEED COURSE

VEHICLE DYNAMICS EVALUATION

2025 FORD P.I. UTILITY 3.3 L AWD

ITEM	RATING**
Steering Response	8.5
Steering Effort / Feedback	8.75
Body Roll	8.5
Body Bounce	9.0
Braking Performance	8.25
Brake Pull	9.25
ABS / Traction Control	9.0
Engine Acceleration	8.0
Transmission Performance	8.25
Driving Performance	8.5

***1- Poor 5 - Average 10 - Outstanding

TEMPERATURE RESULT AFTER COMPLETION OF 28 LAPS

	Brake Rotor (Front)	Brake Rotor (Rear)	Engine (Temps.)	Trans. (Temp.)
Manufacturer's Maximum Recommended Temperature	N/A	N/A	300°F	248°F
Test Result	579.9°F	470.1°F	228°F	99°F

28 LAP HIGH-SPEED COURSE

VEHICLE DYNAMICS EVALUATION

2025 FORD P.I. UTILITY 3.0L ECOBOOST AWD



DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Douglas Barnhart- LAPD	1:39 pm	98.1°F/118°F
Richard Dee- LASD	1:59 pm	101.3°F/116°F
James White- LAPD	2:18 pm	97.8°F/117°F
William Reinke- LASD	2:38 pm	94.3°F/111°F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	AVG TIME	AVG SPEED
Douglas Barnhart	1:37.1	1:38.4	1:38.6	1:39.3	1:39.1	1:38.9	1:39.0	1:38.8	57.9
Richard Dee	1:38.3	1:39.1	1:40.1	1:39.2	1:39.7	1:38.8	1:39.6	1:39.3	57.8
James White	1:40.2	1:40.3	1:40.6	1:40.9	1:40.8	1:41.8	1:40.7	1:40.7	56.8
William Reinke	1:37.1	1:39.4	1:38.3	1:38.8	1:38.7	1:38.6	1:38.8	1:38.6	58.0

* The fastest and slowest times are listed in red.

28 LAP HIGH-SPEED COURSE

VEHICLE DYNAMICS EVALUATION

2025 FORD P.I. UTILITY 3.0 ECOBOOST AWD

ITEM	RATING**
Steering Response	9.0
Steering Effort / Feedback	9.25
Body Roll	9.0
Body Bounce	9.0
Braking Performance	9.25
Brake Pull	9.25
ABS / Traction Control	9.25
Engine Acceleration	9.75
Transmission Performance	9.75
Driving Performance	9.75

***1- Poor 5 - Average 10 - Outstanding

TEMPERATURE RESULT AFTER COMPLETION OF 28 LAPS

	Brake Rotor (Front)	Brake Rotor (Rear)	Engine (Temps.)	Trans. (Temp.)
Manufacturer's Maximum Recommended Temperature	N/A	N/A	315°F	280°F
Test Result	408.0°F	309.6°F	210°F	210°F

28 LAP HIGH-SPEED COURSE

VEHICLE DYNAMICS EVALUATION

2025 FORD P.I. UTILITY 3.3L HYBRID AWD



DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Douglas Barnhart- LAPD	3:01 pm	93.1°F/115.5°F
Richard Dee- LASD	3:21 pm	93.4°F/114.4°F
James White- LAPD	3:41 pm	93.2°F/117.8°F
William Reinke- LASD	3:59 pm	93.0°F/111.0°F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	AVG TIME	AVG SPEED
Douglas Barnhart	1:40.7	1:41.5	1:42.2	1:42.0	1:42.4	1:42.2	1:42.2	1:42.0	56.1
Richard Dee	1:42.5	1:44.3	1:44.2	1:43.3	1:44.3	1:44.2	1:44.7	1:44.1	55.1
James White	1:45.8	1:45.6	1:44.3	1:43.4	1:43.9	1:43.4	1:44.0	1:44.2	54.9
William Reinke	1:45.9	1:42.2	1:42.4	1:42.5	1:42.7	1:42.3	1:43.6	1:43.1	55.5

* The fastest and slowest times are listed in red.

28 LAP HIGH-SPEED COURSE

VEHICLE DYNAMICS EVALUATION

2025 FORD P.I. UTILITY 3.3L HYBRID AWD

ITEM	RATING**
Steering Response	9.0
Steering Effort / Feedback	9.0
Body Roll	8.75
Body Bounce	9.0
Braking Performance	9.25
Brake Pull	9.0
ABS / Traction Control	9.5
Engine Acceleration	8.25
Transmission Performance	8.0
Driving Performance	8.75

***1- Poor 5 - Average 10 - Outstanding

TEMPERATURE RESULT AFTER COMPLETION OF 28 LAPS

	Brake Rotor (Front)	Brake Rotor (Rear)	Engine (Temps.)	Trans. (Temp.)
Manufacturer's Maximum Recommended Temperature	N/A	N/A	315°F	280°F
Test Result	708.0°F	591.2°F	120°F	120°F

28 LAP HIGH-SPEED COURSE

VEHICLE DYNAMICS EVALUATION

2025 FORD F150 POLICE RESPONDER 3.5L 4WD



DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Douglas Barnhart- LAPD	12:41 pm	92.1°/119.1°F
Richard Dee- LASD	1:01 pm	92.2°F/120.5°F
Jeremiah Song - LASD	1:21 pm	93.1°F/120.9°F
William Reinke- LASD	1:41 pm	92.9°F/119.6°F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	AVG TIME	AVG SPEED
Douglas Barnhart	1:43.1	1:43.4	1:44.1	1:44.9	1:43.9	1:43.7	1:45.8	1:44.0	55.1
Richard Dee	1:42.9	1:43.9	1:43.3	1:43.3	1:42.8	1:43.2	1:44.0	1:43.3	55.7
Jeremiah Song	1:44.6	1:44.6	1:44.8	1:44.4	1:44.5	1:44.8	1:44.9	1:44.7	54.7
William Reinke	1:41.4	1:41.7	1:43.1	1:42.2	1:42.0	1:42.6	1:42.4	1:42.2	56.0

* The fastest and slowest times are listed in red.

28 LAP HIGH-SPEED COURSE

VEHICLE DYNAMICS EVALUATION

2025 FORD F150 POLICE RESPONDER 3.5L 4WD

ITEM	RATING**
Steering Response	8.75
Steering Effort / Feedback	8.75
Body Roll	8.75
Body Bounce	8.5
Braking Performance	8.75
Brake Pull	9.0
ABS / Traction Control	9.75
Engine Acceleration	9.5
Transmission Performance	9.75
Driving Performance	9.25

***1- Poor 5 - Average 10 - Outstanding

TEMPERATURE RESULT AFTER COMPLETION OF 28 LAPS

	Brake Rotor (Front)	Brake Rotor (Rear)	Engine (Temps.)	Trans. (Temp.)
Manufacturer's Maximum Recommended Temperature	N/A	N/A	310°F	284°F
Test Result	711.5°F	423.8°F	223.3°F	195.2°F

Over the course of 26 laps, the vehicle's dashboard warning light illuminated, and brake fade was felt causing a slight brake pull. However, due to the inherent on-site correctable nature of the failure, the issue was repaired. The vehicle was retested and successfully completed the test.

28 LAP HIGH-SPEED COURSE

VEHICLE DYNAMICS EVALUATION

2025 FORD MUSTANG MACH-E AWD



DRIVER	TIME TEST STARTED	AIR TEMP / TRACK TEMP
Douglas Barnhart- LAPD	1:00 pm	96.9°F/125.2°F
Richard Dee- LASD	1:19 pm	99.1°F119.1°F
James White- LAPD	2:59 pm	93.1°F/115.5°F
William Reinke- LASD	3:20 pm	93.4°F/114.4°F

DRIVER	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	AVG TIME	AVG SPEED
Douglas Barnhart	1:34.4	1:34.8	1:35.5	1:37.6	1:38.1	1:40.1	1:40.3	1:37.2	58.9
Richard Dee	1:36.4	1:41.3	1:44.5	1:45.2	1:45.5	1:45.0	1:46.1	1:44.3	54.9
James White	1:34.8	1:37.4	1:42.3	1:43.2	1:43.7	1:45.1	1:44.8	1:42.3	56.0
William Reinke	1:42.8	1:44.7	1:45.2	1:45.6	1:45.9	1:49.6	1:50.3	1:46.2	53.9

* The fastest and slowest times are listed in red.

*The vehicle successfully completed electric vehicle high-speed configuration test.

28 LAP HIGH-SPEED COURSE

VEHICLE DYNAMICS EVALUATION

2025 FORD MUSTANG MACH-E AWD

ITEM	RATING**
Steering Response	9.25
Steering Effort / Feedback	9.0
Body Roll	9.75
Body Bounce	9.0
Braking Performance	9.0
Brake Pull	8.75
ABS / Traction Control	9.25
Engine Acceleration	9.75
Transmission Performance	9.5
Driving Performance	9.13

***1- Poor 5 - Average 10 - Outstanding

TEMPERATURE RESULT AFTER COMPLETION OF 28 LAPS

	Brake Rotor (Front)	Brake Rotor (Rear)	Engine (Temps.)	Trans. (Temp.)
Manufacturer's Maximum Recommended Temperature	N/A	N/A	N/A	N/A
Test Result	668.3°F	548.6°F	N/A	N/A

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 1.6 mile city street course which closely represents the environment most urban law enforcement agencies must contend with. The course has several straight-a-ways, 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

2025 FORD P.I. UTILITY 3.3 L AWD

DRIVERS	TOTAL TIME	AIR/TRACK	SPEED
William Reinke - LASD	4:14.36	79.0°F/ 88.5°F	35.1
Douglas Barnhart - LAPD	4:14.41	79.0°F/ 88.5°F	35.0
Average Time	4:14.39	**Average Speed**	35.0

***1- Poor 5 - Average 10 - Outstanding

ITEM	RATING**
Steering Response	10.0
Steering Effort / Feedback	10.0
Body Roll	10.0
Body Bounce	10.0
Braking Performance	10.0
Brake Pull	10.0
ABS / Traction Control	10.0
Engine Acceleration	8.5
Transmission Performance	9.5
Driving Performance	9.5

CITY COURSE

VEHICLE DYNAMICS EVALUATION

2025 FORD P.I. UTILITY 3.0 AWD ECOBOOST

DRIVERS	TOTAL TIME	AIR/TRACK	SPEED
William Reinke - LASD	4:04.16	76.7°F/ 80.0°F	36.2
Douglas Barnhart - LAPD	4:04.54	77.1°F/ 85.6°F	36.3
Average Time	4:04.35	**Average Speed**	36.3

***1- Poor 5 - Average 10 - Outstanding

ITEM	RATING**
Steering Response	10.0
Steering Effort / Feedback	10.0
Body Roll	10.0
Body Bounce	10.0
Braking Performance	9.5
Brake Pull	9.5
ABS / Traction Control	10.0
Engine Acceleration	9.5
Transmission Performance	9.5
Driving Performance	10.0

CITY COURSE

VEHICLE DYNAMICS EVALUATION

2025 FORD P.I. UTILITY HYBRID 3.3L AWD

DRIVERS	TOTAL TIME	AIR/TRACK	SPEED
Jeremiah Song - LASD	4:24.57	71.4°F/ 82.7°F	33.5
James White - LAPD	4:20.47	76.1°F/ 83.3°F	34.2
Average Time	4:22.52	**Average Speed**	34.0

***1- Poor 5 - Average 10 - Outstanding

ITEM	RATING**
Steering Response	8.5
Steering Effort / Feedback	8.5
Body Roll	8.5
Body Bounce	8.5
Braking Performance	9.0
Brake Pull	9.0
ABS / Traction Control	9.5
Engine Acceleration	7.5
Transmission Performance	8.0
Driving Performance	8.5

CITY COURSE

VEHICLE DYNAMICS EVALUATION

2025 FORD F150 POLICE RESPONDER 3.5L 4WD

DRIVERS	TOTAL TIME	AIR/TRACK	SPEED
Jeremiah Song- LASD	4:23.98	70.1°F/ 90.3°F	33.6
James White - LAPD	4:24.36	82.2°F/ 93.3°F	34.0
Average Time	4:24.17	**Average Speed**	33.7

***1- Poor 5 - Average 10 - Outstanding

ITEM	RATING**
Steering Response	7.0
Steering Effort / Feedback	7.0
Body Roll	8.5
Body Bounce	7.5
Braking Performance	9.5
Brake Pull	9.5
ABS / Traction Control	9.0
Engine Acceleration	8.0
Transmission Performance	8.0
Driving Performance	7.5

CITY COURSE

VEHICLE DYNAMICS EVALUATION

2025 FORD MUSTANG MACH-E AWD- EV

DRIVERS	TOTAL TIME	AIR/TRACK	SPEED
Richard Dee - LASD	3:54.22	65.9°F/ 73.9°F	38.3
James White - LAPD	4:01.50	72.0°F/ 83.6°F	37.0
Average Time	3:57.86	**Average Speed**	38.0

***1- Poor 5 - Average 10 - Outstanding

ITEM	RATING**
Steering Response	9.5
Steering Effort / Feedback	9.5
Body Roll	9.5
Body Bounce	9.0
Braking Performance	9.5
Brake Pull	9.5
ABS / Traction Control	10.0
Engine Acceleration	10.0
Transmission Performance	10.0
Driving Performance	9.0

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 28 laps (approximately 41 miles). The first evaluation is conducted by having the driver accelerate to 80 miles per hour than decelerating to a stop without activating anti-lock braking system. This procedure is repeated three additional times. After the third test, the vehicle has a 5-minute mandatory cool-down 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. This is followed by a two minute cool down period. The next evaluation, the vehicle is accelerated to 60 miles per hour , brakes are applied to stop the vehicle as quickly as possible without activating the anti-lock brake system. Finally, with no cool down, the vehicle is accelerated to 60 miles per hour, brakes are applied with full anti-lock. 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*
No brake parts were changed during the test.

VEHICLE	STOPPING DISTANCE IN FEET FROM 60 MPH TO ZERO
2025 Ford P.I. Utility 3.0L AWD EcoBoost	143.30 ft.
2025 Ford P.I. Utility Hybrid 3.3L AWD	143.30 ft.
2025 Ford F150 Police Responder 3.5L 4WD	147.10 ft.
2025 Ford Mustang Mach-E	142.00 ft.
2025 Ford P.I. Utility 3.3L AWD	141.30 ft

- The brake test was performed with procedure listed on the protocol after the completion of the 28 high speed laps.

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 conducted. In each run, the vehicle was accelerated to just under the target speed. The vehicle's speed was allowed to level off 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.

*Standing Start

SPEED	2025 Ford P.I. Utility 3.3 L AWD	2025 FORD P.I. UTILITY Hybrid AWC	2025 FORD P.I. UTILITY EcoBoost AWD
0 - 60 MPH	9.10 sec.	8.36 sec.	6.32 sec.
30 - 60 MPH	5.20 sec.	4.81 sec.	3.51 sec.
60 - 100 MPH	14.44 sec.	12.54 sec.	8.43 sec.
*SS - I/4 Mile	17.07 sec. @ 86.87 mph	16.39 $ 89.62 mph	14.80 sec. @ 98.26 mph

SPEED	2025 Ford F150 3.5L Police Responder	2025 Ford Mustang Mach-E AWD
0 - 60 MPH	6.31 sec.	4.15 sec.
30 - 60 MPH	3.62 sec.	2.29 sec.
60 - 100 MPH	10.23 sec.	6.95 sec.
*SS - I/4 Mile	14.94 sec. @ 95.60 mph	12.86 sec. @ 103.93 mph

HEAT EVALUATION RESULTS

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

Heat from each engine component is measured by a diagnostic tool via the vehicles data link connector. Components not electronically monitored by the onboard computers are measured by means of a digital thermometer. Measurements are taken at the conclusion of the 28 high speed laps. This process is accomplished in the following manner:

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

VEHICLE HEAT EVALUATION

2025 FORD POLICE INTERCEPTION UTILITY 3.0L ECOBOOST AWD

	ENGINE Temp.	TRANSMISSION Temp.	BRAKE ROTOR (F)	BRAKE ROTOR (R)
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	315°F	280°F	N/A	N/A
TESTED AT	210°F	210°F	408°F	309.6°F

2025 FORD POLICE INTERCEPTION UTILITY HYBRID AWD

	ENGINE Temp.	TRANSMISSION Temp.	BRAKE ROTOR (F)	BRAKE ROTOR (R)
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	315°F	280°F	N/A	N/A
TESTED AT	120°F	120°F	708°F	591.2°F

2025 FORD POLICE INTERCEPTION UTILITY 3.3L AWD

	ENGINE Temp.	TRANSMISSION Temp.	BRAKE ROTOR (F)	BRAKE ROTOR (R)
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	300°F	248°F	N/A	N/A
TESTED AT	228°F	99°F	579.9°F	470.1°F

2025 FORD F150 POLICE RESPONDER 4WD

	ENGINE Temp.	TRANSMISSION Temp.	BRAKE ROTOR (F)	BRAKE ROTOR (R)
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	310°F	284°F	N/A	N/A
TESTED AT	223.3°F	195.2°F	711.5°F	423.8°F

2025 FORD MUSTANG MACH-E AWD - EV

	ENGINE Temp.	TRANSMISSION Temp.	BRAKE ROTOR (F)	BRAKE ROTOR (R)
MANUFACTURER'S MAXIMUM RECOMMENDED TEMPERATURE	N/A	N/A	N/A	N/A
TESTED AT	N/A	N/A	668.3°F	548.6°F

COMMUNICATION EVALUATION RESULTS

The communication evaluation of each vehicle is conducted by technicians assigned to the Los Angeles County Sheriff's Department's Communications and Fleet Management Bureau. This evaluation analyzes 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.

**** Communications evaluation results were not performed on the this year's vehicles due to no discernable changes from previous year. The following pages are evaluations from previ-ous model years listed below.**

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

COMMUNICATION NOISE EVALUATION

2023 FORD MUSTANG MACH-E 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	-85dB	1dB
Engine Idle (No Acc.)	-91dB	-85dB	1dB
Engine High RPM (No Acc.)	-91dB	-85dB	1dB
Engine Idle W/Air	-91dB	-85dB	1dB
Engine Idle W/ Lights	-91dB	-85dB	1dB
Engine Idle W/Heater	-91dB	-85dB	1dB
Engine Idle W/All Acc.	-91dB	-85dB	1dB
Engine High RPM W/All Acc.	-91dB	-85dB	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	6
Microphone	6
Electronic Siren	7
Dashboard Accessibility	
Radio Control Head	6
Siren Console	6
Mobile Digital Terminal Computer	4
Speakers	7
Microphones	6
Trunk Accessibility	
Factory Power Terminal in Trunk	N/A
One Radio Installation	8
Two Radio Installation	7
Antenna Installation	4
Computer Installation	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**

**** At this time ergonomics evaluation results were not performed on the following vehicles, no designable changes were made from the previous year model. The following pages are evaluations from previous model years.**

2021 Ford P.I. Utility 3.3L Hybrid AWD

2021 Ford P.I. Utility 3.3L AWD

2021 Ford P.I. Utility 3.0L Ecoboost AWD

2023 Ford Mustang Mach-E (Full Electric Vehicle)

ERGONOMICS EVALUATION

2021 FORD P.I. UTILITY HYBRID

VISIBILTY	CONSIDERATION	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar	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	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/	Adequate	10
Headrest Position: Without Hat/	Adequate	9.5
Headroom	Adequate	10
Legroom	Adequate	10
Seatbelt	Ease of Hook-Up/Release	9
Shoulder Strap	Interference with duty gear	8

INSTRUMENT	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	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

ERGONOMICS EVALUATION

2021 FORD P.I. UTILITY 3.3L AWD

VISIBILTY	CONSIDERATION	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar	9

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

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder	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/	Adequate	10
Headrest Position: Without Hat/	Adequate	9
Headroom	Adequate	10
Legroom	Adequate	10
Seatbelt	Ease of Hook-Up/Release	9
Shoulder Strap	Interference with duty gear	8

INSTRUMENT	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	7.5
Parking Brake	Location	9.5
Parking Brake	Method of Release.	9.5

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	10
Seatbelt	Ease of Hook-Up/Release	8

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	8
Lid	Size of Opening	8
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

VISIBILTY	CONSIDERATION	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar	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	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/	Adequate	10
Headrest Position: Without Hat/	Adequate	9.5
Headroom	Adequate	10
Legroom	Adequate	10
Seatbelt	Ease of Hook-Up/Release	9
Shoulder Strap	Interference with duty gear	8

INSTRUMENT	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	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

ERGONOMICS EVALUATION

2023 FORD MUSTANG MACH-E AWD

VISIBILTY	CONSIDERATION	RATING
Overall Forward Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	7.5

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

FRONT SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	3
Seat Position	Range of Adjustment	7
Seat Compatibility to Sam Brown	Comfort, Seatbelt Interference	3
Seat to Controls	Steering Wheel, Pedals, Dashboard	7.5
Headrest Position: With Hat/ Helmet	Adequate	7
Headrest Position: Without Hat/ Helmet	Adequate	7.5
Headroom	Adequate	7
Legroom	Adequate	7.5
Seatbelt	Ease of Hook-Up/Release	4.5
Shoulder Strap	Interference with duty gear	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	8
Shift Lever	Accessibility, Indicator Visibility	8
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?)	8
Parking Brake	Location	8
Parking Brake	Method of Release.	8

DOORS	CONSIDERATIONS	RATING
Front Door	Ease of Ingress/Egress	7
Rear Door	Ease of Ingress/Egress	8
Window & Door Handles	Accessibility, Ease of Operation	7.5

TRUNK	CONSIDERATIONS	RATING
Lid	Ease of Opening	7
Lid	Size of Opening	7
Compartment	Ease of Loading/Unloading	6

REAR SEAT	CONSIDERATIONS	RATING
Seat Comfort	Overall Seat Comfort, Hip/Shoulder Room	6
Headroom	Adequate	6
Legroom	Adequate	6
Seatbelt	Ease of Hook-Up/Release	6

SLALOM	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.5

PARALLEL PARK - LEVEL	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.5

PARALLEL PARK – INCLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.5

PARALLEL PARK-DECLINE	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.5

REAR 3-POINT TURN	CONSIDERATIONS	RATING
Overall Backing Visibility	Ceiling Height, Dash Height, Pillar Placement, Windshield Size & Distortion	6.5

FUEL EFFICIENCY RESULTS

VEHICLE	AVERAGE MPG
2021 Ford P.I. Utility 3.3L AWD	18 MPG **
2021 Ford P.I. Utility 3.0L AWD EcoBoost	17.7 MPG **
2021 Ford P.I. Utility Hybrid AWD	20 MPG **
2021 Ford F150 Police Responder 3.5L 4WD	**Not tested ** **
2023 Ford Mustang Mach-E AWD	**84 EPA MPGe ** **

Due to no discernable changes this year, fuel efficiency results were taken from previous year.

Los Angeles County

Sheriff's Department

Communications and Fleet Management Bureau

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