2024

POLICE VEHICLE EVALUATION PROGRAM

Fleet Operations Section (FOS)
and Emergency Vehicle Operations Course (EVOC) Unit

PUBLISHED BY THE
CALIFORNIA HIGHWAY PATROL

FORWARD

On behalf of the California Highway Patrol (CHP), I am proud to present the 2024 Police Vehicle Evaluation Program Report. The CHP has long played a pivotal role in setting national benchmarks for police vehicle performance and reliability. Since the inception of formal testing in 1960—featuring evaluations like the Two-Mile Standing Start and the ¼-Mile 50-MPH Flying Start—the CHP has continually advanced its assessment protocols to meet the evolving demands placed on modern law enforcement vehicles.

Today, our comprehensive testing program reflects the diverse and often challenging operational environments faced by officers across the state of California. These rigorous evaluations are designed to measure each vehicle's capacity to meet the high-performance standards required in real-world patrol situations.

This year's program tested 13 vehicles submitted by four automotive manufacturers, with evaluations conducted from November 2 through November 4, 2024. The results included in this report are presented without bias, opinion, or endorsement by the CHP. They are intended solely to inform and support law enforcement agencies in making sound, evidence-based decisions when selecting patrol vehicles. We hope this report serves as a valuable resource for law enforcement agencies nationwide.

The CHP is pleased to announce the results of their 2024 Police Vehicle Evaluation, and we thank all those who made this testing possible.

S. A. DURYEE
Commissioner

2025 Chevrolet Tahoe 2WD

2025 Chevrolet Tahoe 4WD


2025 Chevrolet Silverado Z71


2025 Chevrolet Silverado Z7X

2025 Chevrolet Blazer EV

2025 Dodge Durango 3.6L V6

2025 Dodge Durango 5.7L V8

2025 Ford PIUV 3.3L

TABLE OF CONTENTS

ACKNOWLEDGEMENTS

The CHP extends sincere appreciation to the individuals and sections below for their support and contributions to the success of this police vehicle test.

Chief Doug Lyons
Assistant Chief Ken Roberts
CHP, Administrative Services Division

Chief Cindy Pontes
Assistant Chief Matt Timmons
CHP, Departmental Training Division

Captain Clint Beloberk
CHP, Fleet Operations Section

Captain Ben Fillman
CHP, Academy

Program Manager, Stephen Silvera
CHP, Fleet Operations Section

Retired CHP Sergeant Dean Bogios
CHP, Fleet Operations Section

CHP, Emergency Vehicle Operations Course (EVOC) Unit
Officer Aric Morgan, Officer Scott Powell, Officer Joshua Hawkins, Officer Gerren Pearch, Officer Jason Coffman, Officer David Woodworth, Officer Douglas Pardini, Officer Travis Potter, Officer Andrew Burnett, Officer Jose Garcia-Lopez, Officer Marcus Barron, Officer Adam Lane, Officer Paul Wellersdick

Associate Governmental Program Analyst, Nicole Camigi
CHP, Fleet Operations Section

Inspector of Automotive Equipment David Lust, Hector Espinoza-Gonzalez, Matthew Hillyard, Paul Querin
CHP, Fleet Operations Section

Richard Keithley
Ford Pro, Government Sales Regional Manager

Allen Magolan
Ford Motor Company, Vehicle Engineering Supervisor Product Development

Sean O'Shea
General Motors, Program Variant Manager – Police Vehicles

Heidi Alexa
Dodge, High Performance Vehicle Synthesis Manager SRT/Pursuit

Zak Edson
Lucid, Sr. Director Owner Experience and Product Attributes

CHP, Fleet Operations Section Personnel

CHP, Academy Personnel

CHP, Community Outreach and Marketing Section (COMS) Personnel

TEST INFORMATION

All patrol vehicles were tested as delivered by the manufacturer, without exterior or interior police equipment installed. 60 pounds of weight was added to the front and 400 pounds to the rear to simulate the weight of police equipment. Prior to each test, each manufacturer had the opportunity to inspect, replace, or burnish the brakes to their respective desired specifications. The electric vehicles tested were charged to a full state of charge prior to each test to ensure optimal performance results. Charging equipment was supplied by each manufacturer.

The following tests were performed:

- Top Speed Test
- Anti-Lock Brake System Test
- Vehicle Dynamics Test
- Pursuit Course Test
- High-Altitude Acceleration Test (ICE vehicles only)

EQUIPMENT

The following test equipment was utilized to produce the top speed, acceleration, and braking data contained in this report:

RACELOGIC Performance Box Touch Model Number: PBT-V2

2025 Ford PIUV EcoBoost

2025 Ford F-150

2026 Ford Mustang Mach-E

2025 Ford PIUV Hybrid

2025 Lucid Air Touring

TOP SPEED TEST

TEST LOCATION:

Woodland, California, Interstate 5, between County Road 102 and County Road 22 (pictured below)

The objective of the top speed test is to determine the vehicle's top speed within two miles, from a standing start on a state-maintained highway. This test is designed to simulate conditions faced by officers attempting to overtake a highspeed vehicle, starting from a stop on the shoulder of a highway. This test has been conducted by CHP dating as far back as 1960.

The test was conducted as follows:

- On level ground at nominal sea level elevation
- A minimum of four runs were conducted, two in each opposing direction (to allow for grade and wind direction). The four fastest runs were used in this report.
- Traffic was controlled by CHP, using intermittent rolling traffic breaks and stationary traffic control at on-ramps.

TOP SPEED TEST RESULTS

2025 CHEVROLET TAHOE 2WD			
Driver:	Officer Marcus Barron		
Passenger:			
Date:	November 2, 2024		
Start Time:	0600	Weather:	Overcast, 54°F
End Time:	0700	Wind:	5 MPH NNW

0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	405.23	8.08
2	S	403.83	8.14
3	N	400.84	8.55
4	S	400.99	8.41
Average	---	**402.72**	**8.30**

0 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	1963.64	20.90
2	S	1890.82	20.39
3	N	1922.75	21.07
4	S	1898.84	20.73
Average	---	**1919.01**	**20.77**

50 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	1714.22	14.74
2	S	1641.49	14.16
3	N	1676.37	14.43
4	S	1650.02	14.20
Average	---	**1670.53**	**14.38**

STANDING START TWO MILES			
Run	**Direction**	**Speed (MPH)**	**Time (Sec)**
1	N	129.51	69.08
2	S	129.96	68.60
3	N	128.64	69.63
4	S	129.84	69.01
Average	---	**129.49**	**69.08**

TOP SPEED TEST RESULTS

2025 CHEVROLET TAHOE 4WD			
Driver:	Officer Dave Woodworth		
Passenger:			
Date:	November 2, 2024		
Start Time:	0600	Weather:	Overcast, 54°F
End Time:	0700	Wind:	5 MPH NNW

0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	S	425.49	8.60
2	N	420.66	8.37
3	S	418.98	8.37
4	N	416.64	8.21
Average	---	**420.44**	**8.39**

0 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	S	2034.97	21.85
2	N	2068.16	21.89
3	S	2000.18	21.37
4	N	2047.21	21.58
Average	---	**2037.63**	**21.67**

50 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	S	1774.48	15.29
2	N	1811.44	15.54
3	S	1745.79	15.04
4	N	1793.17	15.39
Average	---	**1781.22**	**15.32**

STANDING START TWO MILES			
Run	**Direction**	**Speed (MPH)**	**Time (Sec)**
1	S	124.79	71.48
2	N	124.54	71.28
3	S	124.75	71.11
4	N	124.64	70.54
Average	---	**124.68**	**71.10**

TOP SPEED TEST RESULTS

2025 CHEVROLET SILVERADO Z71			
Driver:	Officer Adam Lane		
Passenger:			
Date:	November 2, 2024		
Start Time:	0600	Weather:	Overcast, 54°F
End Time:	0700	Wind:	5 MPH NNW

0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	S	382.00	7.46
2	N	382.32	7.48
3	S	379.11	7.49
4	N	379.99	7.49
Average	---	**380.86**	**7.48**

0 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	S	1754.19	18.78
2	N	1803.35	19.15
3	S	1750.81	18.79
4	N	1815.50	19.28
Average	---	**1780.96**	**19.00**

50 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	S	1518.26	13.12
2	N	1568.91	13.50
3	S	1516.86	13.09
4	N	1580.55	13.58
Average	---	**1546.15**	**13.32**

STANDING START TWO MILES			
Run	**Direction**	**Speed (MPH)**	**Time (Sec)**
1	S	114.12	72.18
2	N	115.37	72.27
3	S	114.17	72.19
4	N	113.96	72.37
Average	---	**114.41**	**72.25**

TOP SPEED TEST RESULTS

2025 CHEVROLET SILVERADO Z7X			
Driver:	Officer Travis Potter		
Passenger:			
Date:	November 2, 2024		
Start Time:	0600	Weather:	Overcast, 54°F
End Time:	0700	Wind:	5 MPH NNW

0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	S	408.26	8.72
2	N	398.28	8.53
3	S	402.00	8.70
4	N	395.59	8.45
Average	---	**401.03**	**8.60**

0 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	S	1840.98	20.51
2	N	1846.62	20.42
3	S	1809.71	20.29
4	N	1837.09	20.30
Average	---	**1833.60**	**20.38**

50 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	S	1580.15	13.61
2	N	1594.42	13.70
3	S	1553.03	13.39
4	N	1585.31	13.62
Average	---	**1578.23**	**13.58**

STANDING START TWO MILES			
Run	**Direction**	**Speed (MPH)**	**Time (Sec)**
1	S	113.69	73.55
2	N	113.48	73.46
3	S	113.85	73.47
4	N	113.55	73.39
Average	---	**113.64**	**73.47**

TOP SPEED TEST RESULTS

2025 CHEVROLET BLAZER EV			
Driver:	Officer Joshua Hawkins		
Passenger:			
Date:	November 2, 2024		
Start Time:	0600	Weather:	Overcast, 54°F
End Time:	0700	Wind:	5 MPH NNW

0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	245.48	5.83
2	S	241.63	5.37
3	N	242.82	5.39
4	S	242.40	5.36
Average	---	**243.08**	**5.49**

0 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	1094.77	12.84
2	S	1048.28	12.03
3	N	1064.65	12.17
4	S	1055.56	12.07
Average	---	**1065.82**	**12.28**

50 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	931.89	8.03
2	S	887.26	7.66
3	N	902.19	7.77
4	S	894.00	7.71
Average	---	**903.84**	**7.79**

STANDING START TWO MILES			
Run	**Direction**	**Speed (MPH)**	**Time (Sec)**
1	N	131.71	63.70
2	S	130.72	62.94
3	N	130.31	63.07
4	S	130.21	62.96
Average	---	**130.74**	**63.17**

TOP SPEED TEST RESULTS

2025 DODGE DURANGO 3.6L V6			
Driver:	Officer Aric Morgan		
Passenger:			
Date:	November 2, 2024		
Start Time:	0600	Weather:	Overcast, 54°F
End Time:	0700	Wind:	5 MPH NNW

0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	S	517.25	9.88
2	N	494.37	9.50
3	S	484.65	9.31
4	N	493.13	9.39
Average	---	**497.35**	**9.52**

0 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	S	2569.23	26.64
2	N	2528.66	26.10
3	S	2420.61	25.17
4	N	2512.35	25.85
Average	---	**2507.71**	**25.94**

50 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	S	2269.53	19.46
2	N	2245.08	19.21
3	S	2139.43	18.38
4	N	2229.65	19.06
Average	---	**2220.92**	**19.03**

STANDING START TWO MILES			
Run	**Direction**	**Speed (MPH)**	**Time (Sec)**
1	S	125.24	72.75
2	N	124.86	72.65
3	S	125.54	72.04
4	N	125.15	72.39
Average	---	**125.20**	**72.46**

TOP SPEED TEST RESULTS

2025 DODGE DURANGO 5.7L V8			
Driver:	Officer Jason Coffman		
Passenger:			
Date:	November 2, 2024		
Start Time:	0600	Weather:	Overcast, 54°F
End Time:	0700	Wind:	5 MPH NNW

0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	409.20	8.26
2	S	414.18	8.54
3	N	409.84	8.12
4	S	408.71	8.38
Average	---	**410.48**	**8.33**

0 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	2060.85	21.80
2	S	2006.03	21.62
3	N	2017.08	21.30
4	S	1999.18	21.44
Average	---	**2020.79**	**21.54**

50 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	1817.65	15.60
2	S	1756.02	15.12
3	N	1772.30	15.23
4	S	1755.19	15.09
Average	---	**1775.29**	**15.26**

STANDING START TWO MILES			
Run	**Direction**	**Speed (MPH)**	**Time (Sec)**
1	N	131.21	69.06
2	S	130.76	69.89
3	N	131.14	68.79
4	S	131.06	69.15
Average	---	**131.04**	**69.22**

TOP SPEED TEST RESULTS

2025 FORD PIUV 3.3L			
Driver:	Officer Andrew Burnett		
Passenger:			
Date:	November 2, 2024		
Start Time:	0600	Weather:	Overcast, 54°F
End Time:	0700	Wind:	5 MPH NNW

0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	421.12	8.83
2	S	418.72	8.75
3	N	415.22	8.69
4	S	411.48	8.53
Average	---	**416.64**	**8.70**

0 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	1914.24	21.15
2	S	1854.89	20.62
3	N	1919.21	21.06
4	S	1820.86	20.17
Average	---	**1877.30**	**20.75**

50 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	1650.98	14.28
2	S	1591.93	13.80
3	N	1660.78	14.32
4	S	1564.62	13.57
Average	---	**1617.08**	**13.99**

STANDING START TWO MILES			
Run	**Direction**	**Speed (MPH)**	**Time (Sec)**
1	N	134.79	68.77
2	S	135.78	68.01
3	N	132.91	68.82
4	S	135.56	67.90
Average	---	**134.76**	**68.38**

TOP SPEED TEST RESULTS

2025 FORD PIUV HYBRID			
Driver:	Officer Paul Wellersdick		
Passenger:			
Date:	November 2, 2024		
Start Time:	0600	Weather:	Overcast, 54°F
End Time:	0700	Wind:	5 MPH NNW

0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	380.06	8.00
2	S	383.51	7.75
3	N	404.50	10.23
4	S	398.07	8.14
Average	---	**391.54**	**8.53**

0 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	1701.44	18.90
2	S	1627.26	18.05
3	N	1687.08	20.84
4	S	1641.62	18.45
Average	---	**1664.35**	**19.06**

50 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	1462.47	12.65
2	S	1387.31	12.08
3	N	1427.27	12.39
4	S	1391.54	12.14
Average	---	**1417.15**	**12.32**

STANDING START TWO MILES			
Run	**Direction**	**Speed (MPH)**	**Time (Sec)**
1	N	135.54	67.36
2	S	137.55	65.40
3	N	137.45	68.29
4	S	137.65	65.81
Average	---	**137.05**	**66.72**

TOP SPEED TEST RESULTS

2025 FORD PIUV ECOBOOST			
Driver:	Officer Douglas Pardini		
Passenger:			
Date:	November 2, 2024		
Start Time:	0600	Weather:	Overcast, 54°F
End Time:	0700	Wind:	5 MPH NNW

0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	291.40	5.96
2	S	302.38	6.66
3	N	304.92	6.22
4	S	289.45	6.14
Average	---	**297.04**	**6.25**

0 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	1358.25	14.78
2	S	1452.88	16.16
3	N	1540.45	16.41
4	S	1316.77	14.64
Average	---	**1417.09**	**15.50**

50 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	1179.11	10.21
2	S	1267.90	10.96
3	N	1355.32	11.67
4	S	1139.66	9.89
Average	---	**1235.50**	**10.68**

STANDING START TWO MILES			
Run	**Direction**	**Speed (MPH)**	**Time (Sec)**
1	N	149.38	61.37
2	S	149.72	62.42
3	N	149.50	62.68
4	S	149.83	61.08
Average	---	**149.61**	**61.89**

TOP SPEED TEST RESULTS

2025 FORD F-150			
Driver:	Officer Gerren Pearch		
Passenger:			
Date:	November 2, 2024		
Start Time:	0600	Weather:	Overcast, 54°F
End Time:	0700	Wind:	5 MPH NNW

0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	S	306.32	6.34
2	N	284.02	5.69
3	S	295.32	6.11
4	N	277.86	5.76
Average	---	**290.88**	**5.98**

0 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	S	1438.95	15.66
2	N	1419.74	15.00
3	S	1397.03	15.17
4	N	1461.30	15.38
Average	---	**1429.26**	**15.30**

50 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	S	1250.77	10.78
2	N	1247.35	10.70
3	S	1217.12	10.49
4	N	1292.29	10.97
Average	---	**1251.88**	**10.74**

STANDING START TWO MILES			
Run	**Direction**	**Speed (MPH)**	**Time (Sec)**
1	S	121.47	71.16
2	N	121.25	67.36
3	S	121.56	69.92
4	N	121.24	67.52
Average	---	**121.38**	**68.99**

TOP SPEED TEST RESULTS

2026 FORD MUSTANG MACH-E			
Driver:	Officer Jose Garcia-Lopez		
Passenger:			
Date:	November 2, 2024		
Start Time:	0600	Weather:	Overcast, 54°F
End Time:	0700	Wind:	5 MPH NNW
0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	S	200.43	4.28
2	N	203.04	4.35
3	S	200.53	4.22
4	N	200.00	4.21
Average	---	**201.00**	**4.27**
0 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	S	1071.85	11.35
2	N	1088.23	11.54
3	S	1070.12	11.29
4	N	1088.64	11.42
Average	---	**1079.71**	**11.40**
50 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	S	943.66	7.97
2	N	958.06	8.09
3	S	942.76	7.97
4	N	961.79	8.12
Average	---	**951.57**	**8.04**
STANDING START TWO MILES			
Run	**Direction**	**Speed (MPH)**	**Time (Sec)**
1	S	124.19	67.50
2	N	124.02	65.13
3	S	124.19	70.45
4	N	124.10	66.74
Average	---	**124.13**	**67.46**

TOP SPEED TEST RESULTS

2025 LUCID AIR TOURING			
Driver:	Officer Scott Powell		
Passenger:			
Date:	November 2, 2024		
Start Time:	0600	Weather:	Overcast, 54°F
End Time:	0700	Wind:	5 MPH NNW

0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	244.47	5.14
2	S	241.07	5.07
3	N	243.34	5.09
4	S	243.89	5.07
Average	---	**243.19**	**5.09**

0 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	*	12.29
2	S	*	12.06
3	N	*	12.22
4	S	*	12.10
Average	---	*	**12.17**

50 TO 100 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	*	8.32
2	S	*	8.15
3	N	*	8.31
4	S	*	8.19
Average	---	*	**8.24**

STANDING START TWO MILES			
Run	**Direction**	**Speed (MPH)**	**Time (Sec)**
1	N	140.87	*
2	S	142.50	*
3	N	141.14	*
4	S	141.32	*
Average	---	**141.46**	*

* Not captured

TEST LOCATION:

CHP Academy, High-Speed Track
(pictured below)

The objective of the Anti-Lock Brake System (ABS) Test is to determine stopping distance from a speed of 90 mph.

The test was conducted as follows:

- On a level, dry and paved surface.
- Four maximum braking effort stops, with ABS activated (operating), initiated at a speed of 90 mph.
- The stops were conducted at two-minute intervals. Between stops, the vehicle was driven without any brake application to aid cooling for the full two minutes.
- After the fourth maximum braking effort stop, the vehicle was driven to aid cooling without braking for five minutes; the four maximum braking effort stops were then repeated.
- The stopping distance of each of the eight stops was combined to calculate the average stopping distance of the vehicle.

ANTI-LOCK BRAKE SYSTEM TEST RESULTS

2025 CHEVROLET TAHOE 2WD			
Driver:	Officer Andrew Burnett		
Passenger:	Officer Adam Lane		
Date:	November 2, 2024		
Start Time:	1000	Weather:	Overcast, 57°F
End Time:	1035	Wind:	3 MPH NW

BRAKING			
	Distance (Feet)	**Velocity (MPH)**	**Time (Sec)**
Brake Test 1	272.79	90.00	4.18
2 Min Cool Down			
Brake Test 2	284.92	90.00	4.28
2 Min Cool Down			
Brake Test 3	275.48	90.00	4.19
2 Min Cool Down			
Brake Test 4	285.56	90.00	4.28
2 Min Cool Down			
Brake Test 5	284.68	90.00	4.30
2 Min Cool Down			
Brake Test 6	280.19	90.00	4.23
2 Min Cool Down			
Brake Test 7	272.60	90.00	4.14
2 Min Cool Down			
Brake Test 8	276.26	90.00	4.16
Average	**279.06**	**90.00**	**4.22**

ANTI-LOCK BRAKE SYSTEM TEST RESULTS

2025 CHEVROLET TAHOE 4WD			
Driver:	Officer Jose Garcia-Lopez		
Passenger:	Officer Travis Potter		
Date:	November 2, 2024		
Start Time:	1000	Weather:	Overcast, 57°F
End Time:	1035	Wind:	3 MPH NW
BRAKING			
	Distance (Feet)	**Velocity (MPH)**	**Time (Sec)**
Brake Test 1	274.32	90.00	4.17
2 Min Cool Down			
Brake Test 2	273.96	90.00	4.15
2 Min Cool Down			
Brake Test 3	278.24	90.00	4.23
2 Min Cool Down			
Brake Test 4	273.05	90.00	4.13
2 Min Cool Down			
Brake Test 5	272.33	90.00	4.25
2 Min Cool Down			
Brake Test 6	270.52	90.00	4.10
2 Min Cool Down			
Brake Test 7	270.43	90.00	4.10
2 Min Cool Down			
Brake Test 8	280.67	90.00	4.23
Average	**274.19**	**90.00**	**4.17**

ANTI-LOCK BRAKE SYSTEM TEST RESULTS

2025 CHEVROLET SILVERADO Z71			
Driver:	Officer Marcus Barron		
Passenger:	Officer Aric Morgan		
Date:	November 2, 2024		
Start Time:	1040	Weather:	Overcast, 57°F
End Time:	1105	Wind:	3 MPH NW
BRAKING			
	Distance (Feet)	**Velocity (MPH)**	**Time (Sec)**
Brake Test 1	329.95	90.00	4.77
2 Min Cool Down			
Brake Test 2	308.12	90.00	4.64
2 Min Cool Down			
Brake Test 3	311.01	90.00	4.65
2 Min Cool Down			
Brake Test 4	302.70	90.00	4.53
2 Min Cool Down			
Brake Test 5	298.03	90.00	4.46
2 Min Cool Down			
Brake Test 6	296.40	90.00	4.45
2 Min Cool Down			
Brake Test 7	297.87	90.00	4.48
2 Min Cool Down			
Brake Test 8	294.63	90.00	4.39
Average	**304.84**	**90.00**	**4.55**

ANTI-LOCK BRAKE SYSTEM TEST RESULTS

2025 CHEVROLET SILVERADO Z7X			
Driver:	Officer Paul Wellersdick		
Passenger:	Officer Gerren Pearch		
Date:	November 2, 2024		
Start Time:	1040	Weather:	Overcast, 57°F
End Time:	1105	Wind:	3 MPH NW
BRAKING			
	Distance (Feet)	**Velocity (MPH)**	**Time (Sec)**
Brake Test 1	314.23	90.00	4.73
2 Min Cool Down			
Brake Test 2	313.38	90.00	4.66
2 Min Cool Down			
Brake Test 3	304.56	90.00	4.60
2 Min Cool Down			
Brake Test 4	310.45	90.00	4.59
2 Min Cool Down			
Brake Test 5	299.65	90.00	4.49
2 Min Cool Down			
Brake Test 6	306.19	90.00	4.53
2 Min Cool Down			
Brake Test 7	297.99	90.00	4.46
2 Min Cool Down			
Brake Test 8	296.27	90.00	4.45
Average	**305.34**	**90.00**	**4.56**

ANTI-LOCK BRAKE SYSTEM TEST RESULTS

2025 CHEVROLET BLAZER EV			
Driver:	Officer Paul Wellersdick		
Passenger:	Officer Gerren Pearch		
Date:	November 3, 2024		
Start Time:	0730	Weather:	Clear, 48°F
End Time:	0755	Wind:	9 MPH NW
BRAKING			
	Distance (Feet)	**Velocity (MPH)**	**Time (Sec)**
Brake Test 1	283.34	90.00	4.28
2 Min Cool Down			
Brake Test 2	286.72	90.00	4.34
2 Min Cool Down			
Brake Test 3	285.87	90.00	4.31
2 Min Cool Down			
Brake Test 4	290.74	90.00	4.37
2 Min Cool Down			
Brake Test 5	289.89	90.00	4.36
2 Min Cool Down			
Brake Test 6	285.22	90.00	4.29
2 Min Cool Down			
Brake Test 7	291.85	90.00	4.35
2 Min Cool Down			
Brake Test 8	284.10	90.00	4.26
Average	**287.22**	**90.00**	**4.32**

ANTI-LOCK BRAKE SYSTEM TEST RESULTS

2025 DODGE DURANGO 3.6L V6			
Driver:	Officer Jose Garcia-Lopez		
Passenger:	Officer Travis Potter		
Date:	November 2, 2024		
Start Time:	1040	Weather:	Overcast, 57°F
End Time:	1105	Wind:	3 MPH NW
BRAKING			
	Distance (Feet)	**Velocity (MPH)**	**Time (Sec)**
Brake Test 1	281.45	90.00	4.30
2 Min Cool Down			
Brake Test 2	282.18	90.00	4.31
2 Min Cool Down			
Brake Test 3	277.40	90.00	4.25
2 Min Cool Down			
Brake Test 4	284.93	90.00	4.35
2 Min Cool Down			
Brake Test 5	282.65	90.00	4.33
2 Min Cool Down			
Brake Test 6	283.79	90.00	4.31
2 Min Cool Down			
Brake Test 7	281.26	90.00	4.25
2 Min Cool Down			
Brake Test 8	282.57	90.00	4.26
Average	**282.03**	**90.00**	**4.30**

ANTI-LOCK BRAKE SYSTEM TEST RESULTS

2025 DODGE DURANGO 5.7L V8			
Driver:	Officer Paul Wellersdick		
Passenger:	Officer Gerren Pearch		
Date:	November 2, 2024		
Start Time:	1000	Weather:	Overcast, 57°F
End Time:	1035	Wind:	3 MPH NW
BRAKING			
	Distance (Feet)	**Velocity (MPH)**	**Time (Sec)**
Brake Test 1	288.69	90.00	4.35
2 Min Cool Down			
Brake Test 2	287.70	90.00	4.36
2 Min Cool Down			
Brake Test 3	285.66	90.00	4.37
2 Min Cool Down			
Brake Test 4	285.07	90.00	4.35
2 Min Cool Down			
Brake Test 5	282.92	90.00	4.32
2 Min Cool Down			
Brake Test 6	287.08	90.00	4.37
2 Min Cool Down			
Brake Test 7	289.34	90.00	4.37
2 Min Cool Down			
Brake Test 8	288.91	90.00	4.38
Average	**286.92**	**90.00**	**4.36**

ANTI-LOCK BRAKE SYSTEM TEST RESULTS

2025 FORD PIUV 3.3L			
Driver:	Officer Paul Wellersdick		
Passenger:	Officer Gerren Pearch		
Date:	November 2, 2024		
Start Time:	1110	Weather:	Overcast, 57°F
End Time:	1135	Wind:	3 MPH NW
BRAKING			
	Distance (Feet)	**Velocity (MPH)**	**Time (Sec)**
Brake Test 1	281.08	90.00	4.28
2 Min Cool Down			
Brake Test 2	280.90	90.00	4.23
2 Min Cool Down			
Brake Test 3	281.91	90.00	4.26
2 Min Cool Down			
Brake Test 4	277.82	90.00	4.17
2 Min Cool Down			
Brake Test 5	308.40	90.00	4.41
2 Min Cool Down			
Brake Test 6	291.68	90.00	4.24
2 Min Cool Down			
Brake Test 7	277.24	90.00	4.15
2 Min Cool Down			
Brake Test 8	284.83	90.00	4.18
Average	**285.48**	**90.00**	**4.24**

ANTI-LOCK BRAKE SYSTEM TEST RESULTS

2025 FORD PIUV HYBRID			
Driver:	Officer Marcus Barron		
Passenger:	Officer Aric Morgan		
Date:	November 2, 2024		
Start Time:	1110	Weather:	Overcast, 57°F
End Time:	1135	Wind:	3 MPH NW
BRAKING			
	Distance (Feet)	**Velocity (MPH)**	**Time (Sec)**
Brake Test 1	278.33	90.00	4.24
2 Min Cool Down			
Brake Test 2	284.80	90.00	4.30
2 Min Cool Down			
Brake Test 3	283.89	90.00	4.32
2 Min Cool Down			
Brake Test 4	282.94	90.00	4.29
2 Min Cool Down			
Brake Test 5	282.97	90.00	4.28
2 Min Cool Down			
Brake Test 6	280.33	90.00	4.24
2 Min Cool Down			
Brake Test 7	277.38	90.00	4.19
2 Min Cool Down			
Brake Test 8	274.72	90.00	4.17
Average	**280.67**	**90.00**	**4.25**

ANTI-LOCK BRAKE SYSTEM TEST RESULTS

2025 FORD PIUV ECOBOOST			
Driver:	Officer Marcus Barron		
Passenger:	Officer Aric Morgan		
Date:	November 2, 2024		
Start Time:	1000	Weather:	Overcast, 57°F
End Time:	1035	Wind:	3 MPH NW
BRAKING			
	Distance (Feet)	**Velocity (MPH)**	**Time (Sec)**
Brake Test 1	278.62	90.00	4.23
2 Min Cool Down			
Brake Test 2	276.17	90.00	4.17
2 Min Cool Down			
Brake Test 3	282.07	90.00	4.27
2 Min Cool Down			
Brake Test 4	281.94	90.00	4.28
2 Min Cool Down			
Brake Test 5	272.95	90.00	4.14
2 Min Cool Down			
Brake Test 6	274.73	90.00	4.16
2 Min Cool Down			
Brake Test 7	272.84	90.00	4.13
2 Min Cool Down			
Brake Test 8	273.66	90.00	4.11
Average	**276.62**	**90.00**	**4.19**

ANTI-LOCK BRAKE SYSTEM TEST RESULTS

2025 FORD F-150			
Driver:	Officer Andrew Burnett		
Passenger:	Officer Adam Lane		
Date:	November 2, 2024		
Start Time:	1040	Weather:	Overcast, 57°F
End Time:	1105	Wind:	3 MPH NW
BRAKING			
	Distance (Feet)	**Velocity (MPH)**	**Time (Sec)**
Brake Test 1	322.98	90.00	4.81
2 Min Cool Down			
Brake Test 2	313.32	90.00	4.72
2 Min Cool Down			
Brake Test 3	315.66	90.00	4.73
2 Min Cool Down			
Brake Test 4	363.22	90.00	5.04
2 Min Cool Down			
Brake Test 5	307.37	90.00	4.59
2 Min Cool Down			
Brake Test 6	310.89	90.00	4.65
2 Min Cool Down			
Brake Test 7	306.68	90.00	4.56
2 Min Cool Down			
Brake Test 8	299.50	90.00	4.54
Average	**317.45**	**90.00**	**4.71**

ANTI-LOCK BRAKE SYSTEM TEST RESULTS

2026 FORD MUSTANG MACH-E			
Driver:	Officer Andrew Burnett		
Passenger:	Officer Adam Lane		
Date:	November 3, 2024		
Start Time:	0730	Weather:	Clear, 48°F
End Time:	0755	Wind:	9 MPH NW

BRAKING			
	Distance (Feet)	**Velocity (MPH)**	**Time (Sec)**
Brake Test 1	256.63	90.00	3.93
2 Min Cool Down			
Brake Test 2	256.21	90.00	3.89
2 Min Cool Down			
Brake Test 3	254.74	90.00	3.86
2 Min Cool Down			
Brake Test 4	255.78	90.00	3.84
2 Min Cool Down			
Brake Test 5	256.09	90.00	3.85
2 Min Cool Down			
Brake Test 6	256.14	90.00	3.85
2 Min Cool Down			
Brake Test 7	250.32	90.00	3.77
2 Min Cool Down			
Brake Test 8	249.36	90.00	3.78
Average	**254.41**	**90.00**	**3.85**

ANTI-LOCK BRAKE SYSTEM TEST RESULTS

2025 LUCID AIR TOURING			
Driver:	Officer Marcus Barron		
Passenger:	Officer Aric Morgan		
Date:	November 3, 2024		
Start Time:	0730	Weather:	CLEAR, 48°F
End Time:	0755	Wind:	9 MPH NW
BRAKING			
	Distance (Feet)	**Velocity (MPH)**	**Time (Sec)**
Brake Test 1	284.85	90.00	4.25
2 Min Cool Down			
Brake Test 2	296.31	90.00	4.44
2 Min Cool Down			
Brake Test 3	293.96	90.00	4.39
2 Min Cool Down			
Brake Test 4	292.23	90.00	4.35
2 Min Cool Down			
Brake Test 5	288.18	90.00	4.31
2 Min Cool Down			
Brake Test 6	289.54	90.00	4.31
2 Min Cool Down			
Brake Test 7	285.83	90.00	4.24
2 Min Cool Down			
Brake Test 8	283.43	90.00	4.27
Average	**289.29**	**90.00**	**4.32**

TEST LOCATION:

CHP Academy, High-Speed Track
(pictured below)

The objective of the Vehicle Dynamics Test is to determine each vehicle's high-speed braking, handling characteristics, and performance. The course simulates actual conditions encountered in a pursuit or emergency driving situation in the field, excluding simulated. The test was conducted on the California Highway Patrol Academy high-speed track: a two-mile road racing type course containing various radius turns and elevation changes. Each vehicle was driven by four different drivers, each driving eight laps for a total of 32 laps, to account for various driver skill levels and to improve overall lap accuracy.

2025 CHEVROLET TAHOE 2WD			
Driver:	See Below		
Passenger:	Officer Adam Lane		
Date:	November 2, 2024	Temperature:	59°F
Start Time:	1140	Weather:	Partly Cloudy
End Time:	1240	Wind:	3 MPH N

VEHICLE DYNAMICS

Evaluator	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5	Lap #6	Lap #7	Lap #8	Average
HAWKINS	01:18.69	01:17.69	01:17.38	01:17.40	01:17.46	01:17.72	01:16.93	01:17.25	01:17.57
PARDINI	01:18.23	01:16.92	01:17.81	01:17.36	01:17.19	01:17.32	01:17.23	01:16.76	01:17.35
POWELL	01:19.58	01:18.28	01:18.43	01:18.18	01:17.82	01:18.27	01:18.47	01:17.95	01:18.37
COFFMAN	01:18.64	01:18.11	01:18.22	01:17.91	01:17.92	01:18.45	01:18.54	01:18.45	01:18.28
							Combined Average:		01:17.89

2025 CHEVROLET TAHOE 4WD			
Driver:	See Below		
Passenger:	Officer Travis Potter		
Date:	November 2, 2024	Temperature:	59°F
Start Time:	1140	Weather:	Partly Cloudy
End Time:	1240	Wind:	3 MPH N

VEHICLE DYNAMICS

Evaluator	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5	Lap #6	Lap #7	Lap #8	Average
COFFMAN	01:19.80	01:18.94	01:18.83	01:18.75	01:18.99	01:18.80	01:18.41	01:18.44	01:18.87
HAWKINS	01:18.14	01:17.50	01:17.40	01:17.63	01:18.00	01:17.55	01:17.30	01:17.41	01:17.62
PARDINI	01:18.20	01:17.78	01:17.22	01:17.61	01:17.36	01:17.59	01:17.34	01:18.12	01:17.65
POWELL	01:18.91	01:19.10	01:18.95	01:18.54	01:18.28	01:18.32	01:18.44	01:18.04	01:18.57
							Combined Average:		01:18.18

2025 CHEVROLET SILVERADO Z71			
Driver:	See Below		
Passenger:	Officer Travis Potter		
Date:	November 2, 2024	Temperature:	62°F
Start Time:	1300	Weather:	Mostly cloudy
End Time:	1415	Wind:	9 MPH W

VEHICLE DYNAMICS

Evaluator	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5	Lap #6	Lap #7	Lap #8	Average
COFFMAN	01:19.64	01:19.56	01:20.07	01:20.30	01:19.70	01:19.66	01:19.76	01:19.19	01:19.74
HAWKINS	01:18.63	01:19.23	01:18.88	01:18.81	01:18.86	01:18.28	01:19.14	01:19.00	01:18.85
PARDINI	01:19.69	01:19.43	01:19.34	01:19.05	01:18.96	01:19.45	01:21.25	01:20.04	01:19.65
COFFMAN	01:19.89	01:19.76	01:19.35	01:19.60	01:19.35	01:19.17	01:19.00	01:19.30	01:19.43
							Combined Average:		01:19.42

2025 CHEVROLET SILVERADO Z7X			
Driver:	See Below		
Passenger:	Officer Gerren Pearch		
Date:	November 2, 2024	Temperature:	62°F
Start Time:	1300	Weather:	Mostly cloudy
End Time:	1415	Wind:	9 MPH W

VEHICLE DYNAMICS

Evaluator	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5	Lap #6	Lap #7	Lap #8	Average
PARDINI	01:21.18	01:20.28	01:20.58	01:20.19	01:19.84	01:20.54	01:20.39	01:20.19	01:20.40
COFFMAN	01:20.90	01:20.73	01:21.08	01:21.09	01:20.50	01:20.70	01:20.49	01:20.65	01:20.77
HAWKINS	01:20.20	01:20.55	01:20.40	01:19.51	01:19.79	01:19.69	01:19.46	01:20.23	01:19.98
PARDINI	01:19.30	01:18.77	01:18.94	01:18.87	01:18.75	01:18.84	01:20.52	01:19.52	01:19.19
							Combined Average:		01:20.09

VEHICLE DYNAMICS TEST RESULTS

2025 CHEVROLET BLAZER EV			
Driver:	See Below		
Passenger:	Officer Adam Lane		
Date:	November 3, 2024	Temperature:	62°F
Start Time:	0930	Weather:	Clear
End Time:	1130	Wind:	16 MPH NW

VEHICLE DYNAMICS

Evaluator	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5	Lap #6	Lap #7	Lap #8	Average
PARDINI	01:16.30	01:19.90	01:19.50	01:19.60	01:19.70	01:20.20	01:19.90	01:20.00	01:19.39
HAWKINS	01:19.11	01:19.42	01:19.36	01:19.55	01:19.73	01:20.15	01:19.89	01:19.86	01:19.63
COFFMAN	01:16.26	01:20.21	01:20.24	01:20.01	01:20.69	01:21.00	01:21.15	01:20.73	01:20.04
PARDINI	01:20.47	01:20.66	01:20.94	01:20.44	01:20.87	01:20.24	01:20.32	01:20.07	01:20.50
							Combined Average:		01:19.89

2025 DODGE DURANGO 3.6L V6			
Driver:	See Below		
Passenger:	Officer Adam Lane		
Date:	November 2, 2024	Temperature:	62°F
Start Time:	1430	Weather:	Partly cloudy
End Time:	1530	Wind:	7 MPH W

VEHICLE DYNAMICS

Evaluator	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5	Lap #6	Lap #7	Lap #8	Average
HAWKINS	01:19.37	01:18.55	01:18.78	01:19.04	01:19.08	01:19.10	01:19.40	01:20.55	01:19.23
PARDINI	01:19.88	01:18.74	01:18.49	01:18.94	01:18.35	01:17.94	01:18.68	01:18.44	01:18.68
COFFMAN	01:19.44	01:19.10	01:19.10	01:19.41	01:19.50	01:19.09	01:19.09	01:19.09	01:19.23
HAWKINS	01:19.37	01:18.25	01:18.14	01:18.57	01:18.13	01:19.10	01:18.66	01:18.56	01:18.60
							Combined Average:		01:18.94

2025 DODGE DURANGO 5.7L V8			
Driver:	See Below		
Passenger:	Officer Gerren Pearch		
Date:	November 2, 2024	Temperature:	59° F
Start Time:	1140	Weather:	Partly Cloudy
End Time:	1240	Wind:	3 MPH N

VEHICLE DYNAMICS

Evaluator	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5	Lap #6	Lap #7	Lap #8	Average
PARDINI	01:19.27	01:18.07	01:17.98	01:17.65	01:17.75	01:17.41	01:17.63	01:17.92	01:17.96
POWELL	01:18.52	01:18.10	01:17.58	01:17.63	01:17.54	01:17.82	01:17.66	01:17.51	01:17.80
COFFMAN	01:18.06	01:17.85	01:17.64	01:17.22	01:17.68	01:17.45	01:17.50	01:17.68	01:17.64
HAWKINS	01:17.15	01:17.92	01:16.84	01:17.80	01:18.33	01:19.48	01:17.89	01:19.58	*01:18.12
								Combined Average:	01:17.88

*Beginning on lap 26 the vehicle began to starve for fuel affecting lap times exiting turns three and four due to the location of the pickup tube in the fuel tank.

2025 FORD PIUV 3.3L			
Driver:	See Below		
Passenger:	Officer Gerren Pearch		
Date:	November 2, 2024	Temperature:	62°F
Start Time:	1430	Weather:	Partly cloudy
End Time:	1530	Wind:	7 MPH W

VEHICLE DYNAMICS

Evaluator	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5	Lap #6	Lap #7	Lap #8	Average
PARDINI	01:18.73	01:17.79	01:17.56	01:18.28	01:18.32	01:18.87	01:18.04	01:19.22	01:18.35
COFFMAN	01:18.25	01:18.55	01:19.03	01:19.18	01:19.12	01:19.25	01:19.45	01:19.39	01:19.03
HAWKINS	01:17.99	01:18.27	01:17.90	01:18.38	01:18.59	01:18.47	01:18.43	01:18.09	01:18.27
PARDINI	01:17.71	01:18.33	01:17.93	01:19.01	01:18.23	01:18.72	01:18.46	01:18.53	01:18.37
							Combined Average:		01:18.51

2025 FORD PIUV HYBRID			
Driver:	See Below		
Passenger:	Officer Travis Potter		
Date:	November 2, 2024	Temperature:	62°F
Start Time:	1430	Weather:	Partly cloudy
End Time:	1530	Wind:	7 MPH W

VEHICLE DYNAMICS

Evaluator	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5	Lap #6	Lap #7	Lap #8	Average
COFFMAN	01:19.03	01:18.40	01:18.16	01:18.10	01:18.75	01:19.53	01:20.24	01:20.32	01:19.07
HAWKINS	01:17.40	01:18.19	01:18.47	01:19.20	01:18.12	01:18.38	01:20.95	01:18.34	01:18.63
PARDINI	01:17.15	01:17.35	01:17.85	01:18.78	01:18.34	01:18.76	01:18.88	01:18.77	01:18.24
COFFMAN	01:18.80	01:18.41	01:18.19	01:18.27	01:17.99	01:18.47	01:18.45	01:18.60	01:18.40
							Combined Average:		01:18.59

VEHICLE DYNAMICS TEST RESULTS

2025 FORD PIUV ECOBOOST			
Driver:	See Below		
Passenger:	Officer Aric Morgan		
Date:	November 2, 2024	Temperature:	59°F
Start Time:	1140	Weather:	Partly Cloudy
End Time:	1240	Wind:	3 MPH N

VEHICLE DYNAMICS

Evaluator	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5	Lap #6	Lap #7	Lap #8	Average
POWELL	01:16.75	01:16.06	01:15.87	01:15.79	01:15.95	01:15.56	01:15.43	01:16.03	01:15.93
COFFMAN	01:15.66	01:15.04	01:15.71	01:15.26	01:15.66	01:15.35	01:15.09	01:15.79	01:15.45
HAWKINS	01:15.01	01:14.67	01:15.31	01:15.13	01:15.25	01:14.75	01:15.39	01:15.83	01:15.17
PARDINI	01:14.62	01:14.45	01:15.29	01:15.16	01:15.22	01:15.28	01:14.97	01:14.44	01:14.93
							Combined Average:		01:15.37

2025 FORD F-150			
Driver:	See Below		
Passenger:	Officer Adam Lane		
Date:	November 2, 2024	Temperature:	62°F
Start Time:	1300	Weather:	Mostly cloudy
End Time:	1415	Wind:	9 MPH W

VEHICLE DYNAMICS

Evaluator	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5	Lap #6	Lap #7	Lap #8	Average
HAWKINS	01:18.36	01:19.45	01:18.34	01:18.45	01:18.45	01:18.33	01:18.65	01:19.89	01:18.74
PARDINI	01:19.11	01:18.64	01:17.75	01:18.34	01:18.42	01:17.36	01:18.74	01:17.96	01:18.29
COFFMAN	01:19.83	01:19.26	01:19.30	01:19.44	01:19.01	01:19.11	01:18.98	01:19.46	01:19.30
HAWKINS	01:17.73	01:16.95	01:17.15	01:18.26	01:17.27	01:17.54	01:17.92	01:17.84	01:17.58
							Combined Average:		01:18.48

2026 FORD MUSTANG MACH-E			
Driver:	See Below		
Passenger:	Officer Travis Potter		
Date:	November 3, 2024	Temperature:	62°F
Start Time:	0930	Weather:	Clear
End Time:	1130	Wind:	16 MPH NW

VEHICLE DYNAMICS

Evaluator	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5	Lap #6	Lap #7	Lap #8	Average
HAWKINS	01:12.79	01:12.46	01:13.73	01:17.69	01:14.01	01:19.81	01:19.80	01:19.57	01:16.23
PARDINI	01:12.60	01:14.90	01:22.14	01:22.19	01:21.88	01:21.96	01:22.37	01:22.64	01:20.09
HAWKINS	01:11.93	01:12.49	01:15.01	01:19.83	01:20.43	01:20.72	01:20.51	01:21.28	01:17.78
COFFMAN	01:13.35	01:20.07	01:24.09	01:23.97	01:23.53	01:23.17	01:23.87	01:29.55	01:22.70
							Combined Average:		01:19.20

2025 LUCID AIR TOURING			
Driver:	See Below		
Passenger:	Officer Gerren Pearch		
Date:	November 3, 2024	Temperature:	62° F
Start Time:	0930	Weather:	Clear
End Time:	1130	Wind:	16 MPH NW

VEHICLE DYNAMICS

Evaluator	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5	Lap #6	Lap #7	Lap #8	Average
POWELL	01:17.90	01:17.06	01:16.41	01:16.68	DNF	DNF	DNF	DNF	01:17.01
N/A	*	*	*	*	*	*	*	*	*
N/A	*	*	*	*	*	*	*	*	*
N/A	*	*	*	*	*	*	*	*	*
							Combined Average:		01:17.01

* Test was terminated on lap four due to progressive brake fade and loss of braking efficiency. DNF - Did not finish the remainder of the test.

TEST LOCATION:

CHP Academy, Defensive Driver Network
(pictured on page 49)

The objective of the Pursuit Course Test is to determine each vehicle's handling characteristics and braking performance during pursuit operations. The course simulates actual conditions encountered in a pursuit or emergency driving conditions. This test was developed to recreate an actual pursuit which occurred in the CHP North Sacramento Area in 1994. As a result of that pursuit, the patrol vehicle's brakes overheated and caught fire. The test is pass/fail. A failure is noted if the vehicle's brake system overheats and catches fire.

The test was conducted as follows:

- The vehicle was subjected to a simulated pursuit course approximately four miles in length and approximately seven minutes in duration.
- The course was comprised of a highway and city pursuit scenario.
- The vehicle was subjected to three 70 mph full ABS stops followed by no more than twenty "slow and clear the intersection" brake applications while traversing simulated city streets.
- The "slow and clear the intersection" brake applications slowed the tested vehicle to speeds less than 15 mph.
- There was no cool-down period between brake applications.
- The test concluded with parking the vehicle for a five-minute observation period to monitor the vehicle's brakes for signs of fire. This simulates a real-world pursuit termination.
- The five-minute observation period simulates time at the termination of a pursuit during which officers may be occupied apprehending a suspect, and unable to monitor the patrol vehicle for mechanical failures.

PURSUIT COURSE TEST

2025 Chevrolet Tahoe 2WD	PASS	Video
2025 Chevrolet Tahoe 4WD	PASS	Video
2025 Chevrolet Silverado Z71	PASS	Video
2025 Chevrolet Silverado Z7X	PASS	Video
2025 Chevrolet Blazer EV	PASS	Video
2025 Dodge Durango 3.6L V6	PASS	Video
2025 Dodge Durango 5.7L V8	PASS	Video
2025 Ford PIUV 3.3L	PASS	Video
2025 Ford PIUV Hybrid	PASS	Video
2025 Ford PIUV EcoBoost	PASS	Video
2025 Ford F-150	PASS	Video
2026 Ford Mustang Mach-E	PASS	Video
2025 Lucid Air Touring	NOT PERFORMED	

Note: The test was conducted on November 2, 2024. At the time and location of this test, the weather was mostly clear with temperatures ranging between 61-64°F, and wind speed between 0-3 mph W.

TEST LOCATION:

CA 267, Truckee, California (pictured below),

High-Altitude is defined as over 5,500-6,000 feet for purposes of CHP testing. The objective of the High-Altitude Acceleration Test is to determine the ability of each vehicle to accelerate from a stop to the speed of freeway traffic, simulating building speed on the shoulder of a freeway prior to merging with traffic, in a high-altitude area.

The test was implemented in 1992 due to feedback provided by officers working in the CHP Truckee and Fort Tejon Areas who identified poor vehicle performance when accelerating from a stop at altitude.

The test was conducted as follows:

- One 0-60 mph high-altitude test conducted on level ground at approximately 5,810 feet above mean sea level.
- A minimum of four runs were conducted, two in each opposing direction (to allow for grade and wind direction). The four fastest runs were used in this report.

HIGH ALTITUDE ACCELERATION TEST RESULTS

2025 CHEVROLET TAHOE 2WD			
Driver:	Officer Scott Powell		
Passenger:	David Lust		
Date:	November 4, 2024	Temperature:	47°F
Start Time:	0900	Weather:	Mostly clear
End Time:	1030	Wind:	6 MPH N
HIGH-ALTITUDE SPEED			
0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	538.50	10.58
2	S	532.31	10.47
3	N	522.28	10.30
4	S	516.05	10.13
Average	---	**527.29**	**10.37**

2025 CHEVROLET TAHOE 4WD			
Driver:	Officer Gerren Pearch		
Passenger:	Hector Gonzalez-Espinoza		
Date:	November 4, 2024	Temperature:	47°F
Start Time:	0900	Weather:	Mostly clear
End Time:	1030	Wind:	6 MPH N
HIGH-ALTITUDE SPEED			
0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	556.78	10.95
2	S	546.92	10.64
3	N	543.97	10.62
4	S	537.33	10.44
Average	---	**546.25**	**10.66**

2025 CHEVROLET SILVERADO Z71			
Driver:	Officer Scott Powell		
Passenger:	David Lust		
Date:	November 4, 2024	Temperature:	47°F
Start Time:	0900	Weather:	Mostly clear
End Time:	1030	Wind:	6 MPH N
HIGH-ALTITUDE SPEED			
0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	522.83	10.33
2	S	516.36	10.16
3	N	513.45	10.09
4	S	508.80	10.04
Average	---	**515.36**	**10.16**

2025 CHEVROLET SILVERADO Z7X			
Driver:	Officer Gerren Pearch		
Passenger:	Hector Gonzalez-Espinoza		
Date:	November 4, 2024	Temperature:	47°F
Start Time:	0900	Weather:	Mostly clear
End Time:	1030	Wind:	6 MPH N
HIGH-ALTITUDE SPEED			
0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	508.81	10.01
2	S	505.88	9.91
3	N	504.75	9.92
4	S	500.13	9.81
Average	---	**504.89**	**9.91**

2025 DODGE DURANGO 3.6L V6			
Driver:	Officer Scott Powell		
Passenger:	Hector Gonzalez-Espinoza		
Date:	November 4, 2024	Temperature:	47°F
Start Time:	0900	Weather:	Mostly clear
End Time:	1030	Wind:	6 MPH N
HIGH-ALTITUDE SPEED			
0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	S	571.06	10.78
2	N	565.44	10.67
3	S	553.70	10.37
4	N	567.42	10.64
Average	---	**564.41**	**10.62**

2025 DODGE DURANGO 5.7L V8			
Driver:	Officer Gerren Pearch		
Passenger:	Paul Querin		
Date:	November 4, 2024	Temperature:	47°F
Start Time:	0900	Weather:	Mostly clear
End Time:	1030	Wind:	6 MPH N
HIGH-ALTITUDE SPEED			
0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	S	453.69	8.74
2	N	452.36	8.76
3	S	450.05	8.69
4	N	466.32	8.81
Average	---	**455.61**	**8.75**

2025 FORD PIUV 3.3L			
Driver:	Officer Scott Powell		
Passenger:	David Lust		
Date:	November 4, 2024	Temperature:	47°F
Start Time:	0900	Weather:	Mostly clear
End Time:	1030	Wind:	6 MPH N
HIGH-ALTITUDE SPEED			
0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	541.17	10.80
2	S	535.85	10.62
3	N	526.21	10.49
4	S	526.23	10.43
Average	---	**532.37**	**10.59**

2025 FORD PIUV HYBRID			
Driver:	Officer Scott Powell		
Passenger:	Hector Gonzalez-Espinoza		
Date:	November 4, 2024	Temperature:	47°F
Start Time:	0900	Weather:	Mostly clear
End Time:	1030	Wind:	6 MPH N
HIGH-ALTITUDE SPEED			
0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	491.69	9.36
2	S	488.49	9.23
3	N	483.37	9.26
4	S	477.54	9.10
Average	---	**485.27**	**9.24**

2025 FORD PIUV ECOBOOST			
Driver:	Officer Gerren Pearch		
Passenger:	Paul Querin		
Date:	November 4, 2024	Temperature:	47°F
Start Time:	0900	Weather:	Mostly clear
End Time:	1030	Wind:	6 MPH N
HIGH-ALTITUDE SPEED			
0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	385.42	7.57
2	S	381.69	7.44
3	N	376.55	7.23
4	S	374.93	7.24
Average	---	**379.65**	**7.37**

2025 FORD F-150			
Driver:	Officer Gerren Pearch		
Passenger:	Hector Gonzalez-Espinoza		
Date:	November 4, 2024	Temperature:	47°F
Start Time:	0900	Weather:	Mostly clear
End Time:	1030	Wind:	6 MPH N
HIGH-ALTITUDE SPEED			
0 TO 60 MPH			
Run	**Direction**	**Distance (Feet)**	**Time (Sec)**
1	N	345.98	6.98
2	S	340.73	6.76
3	N	331.49	6.64
4	S	340.31	6.53
Average	---	**339.63**	**6.73**

VEHICLE TEST PERFORMANCE OVERVIEW

PERFORMANCE OVERVIEW								
Vehicle	**Top Speed Test 0-60**	**Top Speed Test 0-100**	**Top Speed Test 50-100**	**Top Speed Test 2-mile**	**Anti-Lock Braking Test**	**Vehicle Dynamics Test**	**High Altitude Test**	**Pursuit Course Test**
2025 CHEVROLET TAHOE 2WD	8.3 Sec @ 402.72 Ft	20.77 Sec @ 1919.01 Ft	14.38 Sec @ 1670.53 Ft	129.49 MPH @ 69.08 Sec	279.06 Ft @ 4.22 Sec	1:17.89	10.37 Sec @ 527.29 Ft	PASS
2025 CHEVROLET TAHOE 4WD	8.39 Sec @ 420.44 Ft	21.67 Sec @ 2037.63 Ft	15.32 Sec @ 1781.22 Ft	124.68 MPH @ 69.08 Sec	274.19 Ft @ 4.17 Sec	1:18.18	10.66 Sec @ 546.25 Ft	PASS
2025 CHEVROLET SILVERADO Z71	7.48 Sec @ 380.86 Ft	19.00 Sec @ 1780.96 Ft	13.32 Sec @ 1546.15 Ft	114.41 MPH @ 72.25 Sec	304.84 Ft @ 4.55 Sec	1:19.42	10.16 Sec @ 515.36 Ft	PASS
2025 CHEVROLET SILVERADO Z7X	8.60 Sec @ 401.03 Ft	20.38 Sec @ 1833.60 Ft	13.58 Sec @ 1578.23 Ft	113.64 MPH @ 73.47 Sec	305.34 Ft @ 4.56 Sec	1:20.09	9.91 Sec @ 504.89 Ft	PASS
2025 CHEVROLET BLAZER EV	5.49 Sec @ 243.08 Ft	12.28 Sec @ 1065.82 Ft	7.79 Sec @ 903.84 Ft	130.74 MPH @ 63.17 Sec	287.22 Ft @ 4.32 Sec	1:19.89	N/A	PASS
2025 DODGE DURANGO 3.6L V6	9.52 Sec @ 497.35 Ft	25.94 Sec @ 2507.71 Ft	19.03 Sec @ 2220.92 Ft	125.20 MPH @ 72.46 Sec	282.03 Ft @ 4.30 Sec	1:18.94	10.62 Sec @ 564.41 Ft	PASS
2025 DODGE DURANGO 5.7L V8	8.33 Sec @ 410.48 Ft	21.54 Sec @ 2020.79 Ft	15.26 Sec @ 1775.29 Ft	131.04 MPH @ 69.22 Sec	286.92 Ft @ 4.36 Sec	*1:17.88	8.75 Sec @ 455.61 Ft	PASS
2025 FORD PIUV 3.3L	8.70 Sec @ 416.64 Ft	20.75 Sec @ 1877.30 Ft	13.99 Sec @ 1617.08 Ft	134.76 MPH @ 68.38 Sec	285.48 Ft @ 4.24 Sec	1:18.51	10.59 Sec @ 532.37 Ft	PASS
2025 FORD PIUV HYBRID	8.53 Sec @ 391.54 Ft	19.06 Sec @ 1664.35 Ft	12.32 Sec @ 1417.15 Ft	137.05 MPH @ 66.72 Sec	280.67 Ft @ 4.25 Sec	1:18.59	9.24 Sec @ 485.27 Ft	PASS
2025 FORD PIUV ECOBOOST	6.25 Sec @ 297.04 Ft	15.50 Sec @ 1417.09 Ft	10.68 Sec @ 1235.50 Ft	149.61 MPH @ 61.89 Sec	276.62 Ft @ 4.19 Sec	1:15.37	7.37 Sec @ 379.65 Ft	PASS
2025 FORD F-150	5.98 Sec @ 290.88 Ft	15.30 Sec @ 1429.26 Ft	10.74 Sec @ 1251.88 Ft	121.38 MPH @ 68.99 Sec	317.45 Ft @ 4.71 Sec	1:18.48	6.73 Sec @ 339.63 Ft	PASS
2026 FORD MUSTANG MACH-E	4.27 Sec @ 201.00 Ft	11.40 Sec @ 1079.71 Ft	8.04 Sec @ 951.57 Ft	124.13 MPH @ 67.46 Sec	254.41 Ft @ 3.85 Sec	1:19.20	N/A	PASS
2025 LUCID AIR TOURING	5.09 Sec @ 243.19 Ft	12.17 Sec	8.24 Sec	141.46 MPH	289.29 Ft @ 4.32 Sec	**1:16.58	N/A	NOT PERFORMED

*Beginning on lap 26, the vehicle began to starve for fuel exiting turns three and four due to the location of the pickup tube in the fuel tank. As a result, lap times were affected.

** Test was terminated on lap four due to progressive brake fade and loss of braking efficiency.

2025 CHEVROLET TAHOE 2WD	EPA	
	CITY	HWY
	15	19

INTERIOR

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

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

Volume Front: 64.1 cu ft

Volume Rear: 59.2 cu ft

Combined: 123.2 cu ft

Volume Trunk: 70.3 cu ft

DIMENSIONS

Fuel Capacity: 24 Gal

GVWR: 7,400 lb

Wheelbase: 121”

Ground Clearance: 7.5”

Overall Length: 211.3”

Overall Height: 75.8”

Max Payload: 1,600 lb

CHASSIS

Steering:
Electric power steering rack and pinion

Turn Radius: 39.5’

Front Suspension:
Independent double A-arm with coil over shock and stabilizer bar

Rear Suspension:
Independent multi-link with coil over shock and stabilizer bar

Wheel: 20x9” Steel (Aluminum optional)

Tire Make: Firestone

Tire Model: Firehawk Pursuit

Tire Size: 275/55R20 SL

Speed Rating: V

Brakes:
Heavy-duty 4-wheel anti-lock front and rear disc with eBoost

Front Disc: 16.1” vented disc

Rear Disc: 13.6” vented disc

ENGINE

Fuel Delivery: Direct injection

Cubic Inches: 325

Displacement: 5.3L

Compression: 11.0:1

Horsepower: 355 @ 5600 RPM

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

Alternator: 250 AMPS

Battery: 900 CCA primary, 760 CCA auxiliary

DRIVETRAIN

Transmission:
10-speed automatic electronically controlled with overdrive, includes Traction Select System including tow/haul

Axle Ratio: 3.23

2025 CHEVROLET TAHOE 2WD


POLICE
9C1xPPV

2025 CHEVROLET TAHOE 4WD	EPA	
	CITY	HWY
	14	18

INTERIOR

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

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

Volume Front: 64.1 cu ft

Volume Rear: 59.2 cu ft

Combined: 123.2 cu ft

Volume Trunk: 70.3 cu ft

DIMENSIONS

Fuel Capacity: 24 Gal

GVWR: 7,600 lb

Wheelbase: 121”

Ground Clearance: 7.5”

Overall Length: 210.7”

Overall Height: 75.8”

Max Payload: 1,610 lb

CHASSIS

Steering:
Electric power steering rack and pinion

Turn Radius: 39.5’

Front Suspension:
Independent double A-arm with coil over shock and stabilizer bar

Rear Suspension:
Independent multi-link with coil over shock and stabilizer bar

Wheel: 20x9” Steel (Aluminum optional)

Tire Make: Firestone

Tire Model: Firehawk Pursuit

Tire Size: 275/55R20 SL

Speed Rating: V

Brakes:
Heavy-duty 4-wheel anti-lock front and rear disc with eBoost

Front Disc: 16.1” vented disc

Rear Disc: 13.6” vented disc

ENGINE

Fuel Delivery: Direct injection

Cubic Inches: 325

Displacement: 5.3L

Compression: 11.0:1

Horsepower: 355 @ 5600 RPM

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

Alternator: 250 AMPS

Battery: 900 CCA primary, 760 CCA auxiliary

DRIVETRAIN

Transmission:
10-speed automatic electronically controlled with overdrive, includes Traction Select System including tow/haul

Axle Ratio: 3.23


9C1xPPV

2025 CHEVROLET SILVERADO Z71	EPA	
	CITY	HWY
	14	17

INTERIOR

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

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

Volume Front: 64.2 cu ft

Volume Rear: 65.6 cu ft

Combined: 129.8 cu ft

Volume Trunk: 62.9 cu ft

DIMENSIONS

Fuel Capacity: 24 Gal

GVWR: 7,100 lb

Wheelbase: 147.4”

Ground Clearance: 9.2”

Overall Length: 231.7”

Overall Height: 75.5”

Max Payload: 1,850 lb

ENGINE

Fuel Delivery: Direct injection

Cubic Inches: 325

Displacement: 5.3L

Compression: 11.0:1

Horsepower: 355 @ 5600 RPM

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

Alternator: 220 AMPS

Battery: 730 CCA AGM

DRIVETRAIN

Transmission:
10-speed column shift and 2 speed transfer case with Auto Mode

Axle Ratio: 3.23

CHASSIS

Steering:
Electric power steering rack and pinion

Turn Radius: 46.9’

Front Suspension:
Independent double A-arm with coil over shock and stabilizer bar

Rear Suspension:
Hotchkiss leaf spring

Wheel: 20x9” Steel

Tire Make: Goodyear

Tire Model:
Wrangler Trailrunner AT

Tire Size: 275/60R20 SL

Speed Rating: S

Brakes:
Heavy-duty 4-wheel anti-lock front and rear disc with eBoost

Front Disc: 16.1” vented disc

Rear Disc: 13.6” vented disc


POLICE


POLICE


CHEVROLET
SILVERADO
POLICE
9C1xPPV

2025 CHEVROLET SILVERADO Z7X	EPA	
	CITY	HWY
	14	17

INTERIOR

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

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

Volume Front: 64.2 cu ft

Volume Rear: 65.6 cu ft

Combined: 129.8 cu ft

Volume Trunk: 62.9 cu ft

DIMENSIONS

Fuel Capacity: 24 Gal

GVWR: 7,100 lb

Wheelbase: 147.4”

Ground Clearance: 11.4”

Overall Length: 231.7”

Overall Height: 77.6”

Max Payload: 1,850 lb

ENGINE

Fuel Delivery: Direct injection

Cubic Inches: 325

Displacement: 5.3L

Compression: 11.0:1

Horsepower: 355 @ 5600 RPM

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

Alternator: 220 AMPS

Battery: 730 CCA AGM

DRIVETRAIN

Transmission:
10-speed column shift and 2 speed transfer case with Auto Mode

Axle Ratio: 3.23

CHASSIS

Steering:
Electric power steering rack and pinion

Turn Radius: 47.1’

Front Suspension:
Independent double A-arm with coil over shock and stabilizer bar

Rear Suspension:
Hotchkiss leaf spring

Wheel: 20x9” Steel

Tire Make: Goodyear

Tire Model:
Wrangler Trailrunner AT

Tire Size: 275/60R20 SL

Speed Rating: S

Brakes:
Heavy-duty 4-wheel anti-lock front and rear disc with eBoost

Front Disc: 16.1” vented disc

Rear Disc: 13.6” vented disc

2025 CHEVROLET SILVERADO Z7X


CHEVROLET


CHEVROLET


SILVERADO
9C1xPPV

2025 CHEVROLET BLAZER EV

EPA	
CITY	HWY
89	74

INTERIOR

Front Seats: Police specific bucket seats, with high wear fabric. 6-way power with power lumbar driver and passenger.

Rear Seats: Bench, 60/40 split back, fold flat. Vinyl or cloth

Volume Front: 58 cu ft

Volume Rear: 25.7 cu ft

Combined: 83.7 cu ft

Volume Trunk: 25.7 cu ft

DIMENSIONS

Fuel Capacity: 105 kW battery

GVWR: 6,945 lb

Wheelbase: 121.8”

Ground Clearance: 7.49”

Overall Length: 192.62”

Overall Height: 64.78”

Max Payload: 1,192 lb

CHASSIS

Steering: Power, non-variable ratio, electric

Turn Radius: 39.7’

Front Suspension: Heavy-duty police specific independent suspension.

Rear Suspension: Heavy-duty police specific independent suspension.

Wheel: 20x9” Steel

Tire Make: Firestone

Tire Model: Firehawk Pursuit

Tire Size: 265/55R20

Speed Rating: V

Brakes: Disc/disc

Front Disc: 15.0” dia

Rear Disc: 13.5” dia

ENGINE

Fuel Delivery: N/A

Cubic Inches: N/A

Displacement: N/A

Compression: N/A

Horsepower: 498

Torque (SAE.net): 571 ft-lb

Alternator: N/A

Battery: 520 CCA

DRIVETRAIN

Transmission: N/A

Axle Ratio: Undisclosed


POLICE


POLICE


BLAZER
POLICE
9C1xPPV

2025 DODGE DURANGO 3.6L V6	EPA	
	CITY	HWY
	17	24

INTERIOR

Front Seats: Cloth bucket

Rear Seats: Cloth bench

Volume Front: 54.4 cu ft

Volume Rear: 51.2 cu ft

Behind 2nd Row: 43.3 cu ft

Behind 1st row with 2nd row seats folded: 85.1 cu ft

DIMENSIONS

Fuel Capacity: 24.6 Gal

GVWR: 6,500 lb

Wheelbase: 119.8”

Ground Clearance: 8.1”

Overall Length: 200.8”

Overall Height: 70.9”

Max Payload: 1,550 lb

CHASSIS

Steering:
Electric power assist rack and pinion

Turn Radius: 41.0’

Front Suspension:
Short- and long-arm independent (SLA), coil springs, gas-charged, twin-tube coil-over shocks, steel upper, Al lower-control arms, Al knuckle, stabilizer bar

Rear Suspension:
Multi-link rear suspension, coil spring, twin tube shocks-(including load leveling), aluminum lower control arm, independent tension and camber links plus a separate toe link

Wheel: 18x8” Steel

Tire Make: Firestone

Tire Model: Firehawk Pursuit

Tire Size: 255/60R18

Speed Rating: V

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

Front Disc: 14.4” vented disc

Rear Disc: 13.8” vented disc

ENGINE

Naturally aspirated V6

Fuel Delivery: SMFI

Cubic Inches: 220

Displacement: 3.6L

Compression: 10.2:1

Horsepower: 293 @ 6400 RPM

Torque (SAE.net):
260 ft-lb @ 4000 RPM

Alternator: 220 AMPS

Battery:
650 CCA + Aux 200 CCA

DRIVETRAIN

Transmission:
TorqueFlite Automatic, 8-Speed 850RE

Transfer Case:
MP3010 Single-speed, full-time AWD

Axle Ratio: 3.45:1


DURANGO
PURSUIT
TEST VEHICLE
V6


V6
DURANGO
PURSUIT
TEST VEHICLE


094M295

2025 DODGE DURANGO 5.7L V8

EPA	
CITY	HWY
14	22

INTERIOR

Front Seats: Cloth bucket

Rear Seats: Cloth bench

Volume Front: 54.4 cu ft

Volume Rear: 51.2 cu ft

Behind 2nd Row: 43.3 cu ft

Behind 1st row with 2nd row seats folded: 85.1 cu ft

DIMENSIONS

Fuel Capacity: 24.6 Gal

GVWR: 7,100 lb

Wheelbase: 119.8”

Ground Clearance: 8.1”

Overall Length: 200.8”

Overall Height: 70.9”

Max Payload: 1,700 lb

ENGINE

Naturally aspirated V8

Fuel Delivery: SMFI

Cubic Inches: 345

Displacement: 5.7L

Compression: 10.5:1

Horsepower: 360 @ 5150 RPM

Torque (SAE.net):
390 ft-lb @ 4250 RPM

Alternator: 220 AMPS

Battery: 800 CCA

DRIVETRAIN

Transmission:
TorqueFlite Automatic, 8-Speed overdrive 8HP70

Transfer Case: MP3023 Two-speed, electronically shifted
Modes: AWD Low (Lock)
Neutral: full-time active AWD
Low range ratio 2.72

Axle Ratio: 3.09:1

CHASSIS

Steering:
Electric power assist rack and pinion

Turn Radius: 41.0’

Front Suspension:
Short- and long-arm independent (SLA), coil springs, gas-charged, twin-tube coil-over shocks, steel upper, Al lower-control arms, Al knuckle, stabilizer bar

Rear Suspension:
Multi-link rear suspension, coil spring, twin tube shocks (including load leveling), aluminum lower control arm, independent tension and camber links plus a separate toe link

Wheel: 18x8” Steel

Tire Make: Firestone

Tire Model: Firehawk Pursuit

Tire Size: 255/60R18

Speed Rating: V

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

Front Disc: 14.4” vented disc

Rear Disc: 13.8” vented disc


V8
DURANGO
PURSUIT
TEST VEHICLE


V8
DURANGO
PURSUIT
TEST VEHICLE


HEMI


094M360

2025 FORD PIUV 3.3L	EPA	
	CITY	HWY
	17	24

INTERIOR

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

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

Volume Front: 59.7 cu ft

Volume Rear: 58.4 cu ft

Combined: 118.0 cu ft

Volume Trunk: 52.0 cu ft

DIMENSIONS

Fuel Capacity: 21.4 Gal

GVWR: 6,465 lb

Wheelbase: 119.1”

Ground Clearance: 7.6”

Overall Length: 198.8”

Overall Height: 69.3”

Max Payload: 1,500 lb

CHASSIS

Steering:
Electric power assist rack and pinion

Turn Radius: 40.4’

Front Suspension:
Independent MacPherson strut with coil over shocks

Rear Suspension:
Multi-link fully independent

Wheel: 18x8” Steel

Tire Make: Goodyear

Tire Model: Eagle Enforcer

Tire Size: 255/60R18

Speed Rating: V

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

Front Disc: 14.4” vented

Rear Disc: 13.8” vented

ENGINE

Fuel Delivery: SDI

Cubic Inches: 201

Displacement: 3.3L

Compression: 12.0:1

Horsepower: 285 @ 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


PRO
POLICE


PRO
POLICE


096M215

2025 FORD PIUV HYBRID

EPA	
CITY	HWY
21	25

INTERIOR

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

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

Volume Front: 59.7 cu ft

Volume Rear: 58.4 cu ft

Combined: 118.0 cu ft

Volume Trunk: 52.0 cu ft

DIMENSIONS

Fuel Capacity: 19.0 Gal

GVWR: 6,840 lb

Wheelbase: 119.1”

Ground Clearance: 7.4”

Overall Length: 198.8”

Overall Height: 69.2”

Max Payload: 1,500 lb

CHASSIS

Steering:
Electric power assist rack and pinion

Turn Radius: 40.4’

Front Suspension:
Independent MacPherson strut with coil over shocks

Rear Suspension:
Multi-link fully independent

Wheel: 18x8” Steel, 5 spoke

Tire Make: Goodyear

Tire Model: Eagle Enforcer

Tire Size: 255/60R18

Speed Rating: V

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

Front Disc: 14.4” vented

Rear Disc: 13.8” vented

ENGINE

Fuel Delivery: SDI

Cubic Inches: 201

Displacement: 3.3L

Compression: 12.0:1

Horsepower: 318 combined

Torque (SAE.net):
322 ft-lb combined

Alternator:
220 AM DC/DC Converter

Battery: 800 CCA

DRIVETRAIN

Transmission:
10-speed electronic automatic with lockup torque converter

Axle Ratio:
3.73:1 with all-wheel drive

2025 FORD PIUV HYBRID


098M677

2025 FORD PIUV ECOBOOST

EPA	
CITY	HWY
17	24

INTERIOR

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

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

Volume Front: 59.7 cu ft

Volume Rear: 58.4 cu ft

Combined: 118.0 cu ft

Volume Trunk: 52.0 cu ft

DIMENSIONS

Fuel Capacity: 21.4 Gal

GVWR: 6,500 lb

Wheelbase: 119.1”

Ground Clearance: 7.2”

Overall Length: 198.8”

Overall Height: 69.0”

Max Payload: 1,500 lb

CHASSIS

Steering:
Electric power assist rack and pinion

Turn Radius: 40.4’

Front Suspension:
Independent MacPherson strut with coil over shocks

Rear Suspension:
Multi-link fully independent

Wheel: 18x8” steel, 5 spoke

Tire Make: Goodyear

Tire Model: Eagle Enforcer

Tire Size: 255/60R18 108V

Speed Rating: V

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

Front Disc: 14.4” vented

Rear Disc: 13.8” vented

ENGINE

Twin turbo charged V-6

Fuel Delivery: SDI

Cubic Inches: 183

Displacement: 3.0L

Compression: 9.5:1

Horsepower:
400 bhp @ 5500 RPM

Torque (SAE.net):
415 ft-lb @ 3000 RPM

Alternator: 250 AMPS

Battery: 730 CCA

DRIVETRAIN

Transmission:
10-speed electronic automatic with lockup torque converter

Axle Ratio: 3.31:1 with all-wheel drive


PRO
POLICE


PRO
POLICE


084M230

2025 FORD F-150

EPA	
CITY	HWY
16	20

INTERIOR

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

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

Volume Front: 79.9 cu ft

Volume Rear: 51.9 cu ft

Combined: 131.8 cu ft

Cargo Box: 52.8 cu ft

DIMENSIONS

Fuel Capacity: 26.0 Gal

GVWR: 7,050 lb

Wheelbase: 145.4”

Ground Clearance: 9.4”

Overall Length: 231.7”

Overall Height: 77.2”

Max Payload: 2,030 lb

Max Towing: 11,200 lb

ENGINE

3.5L – GTDI EcoBoost V6

Fuel Delivery: Port Fuel Injection and Direct Injection

Cubic Inches: 213

Displacement: 3.5L

Compression: 10.5:1

Horsepower:
400 bhp @ 6000 RPM

Torque (SAE.net):
500 ft-lb @ 3100 RPM

Alternator: 240 AMPS

Battery: 800 CCA

DRIVETRAIN

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

Axle Ratio:
3.31:1 electronic locking rear differential with four-wheel drive

CHASSIS

Steering:
Electric power assist rack and pinion

Turn Radius: 47.8’

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

Rear Suspension:
Leaf spring/solid axle

Wheel: 18x8.5” Steel

Tire Make: Goodyear

Tire Model:
Wrangler Enforcer AT

Tire Size: LT265/70R18

Speed Rating: 113H

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

Front Disc: 13.8” vented

Rear Disc: 13.2” vented

2025 FORD F-150


Ford
0B4M147

2026 FORD MACH-E	EPA	
	CITY	HWY
	95	85

INTERIOR

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

Rear Seats: Cloth 60/40 split

Volume Front: 54.0 cu ft

Volume Rear: 47.0 cu ft

Combined: 101.1 cu ft

Volume Trunk: 29.7 cu ft

DIMENSIONS

Fuel Capacity: N/A

GVWR: 5,980 lb

Wheelbase: 117”

Ground Clearance: 5.2”

Overall Length: 187”

Overall Height: 63”

Max Payload: 987 lb

CHASSIS

Steering: Rack-Pinion

Turn Radius: 38.1’

Front Suspension:
Independent MacPherson strut with hollow stabilizer bar

Rear Suspension:
Independent multilink with hollow stabilizer bar

Wheel: 20x8” Alum

Tire Make: Continental

Tire Model:
CrossContact RX A/S

Tire Size: 245/45R20

Speed Rating: H

Brakes:
Power, 4 piston monoblock front, 2 piston rear, 4 circuit ABS

Front Disc: 15.1” vented

Rear Disc: 12.4” solid

ENGINE

Fuel Delivery: N/A

Cubic Inches: N/A

Displacement: N/A

Compression: N/A

Horsepower:
480 @ N/A RPM

Torque (SAE.net):
600 ft-lb @ N/A RPM

Alternator: 220 AMPS

Battery: 380 CCA

DRIVETRAIN

Transmission:
Single speed direct drive with selectable drive modes

Axle Ratio: 9.05


PRO
POLICE


PRO
POLICE


084M392


084M392

2025 LUCID AIR TOURING

EPA	
CITY	HWY
133 MPGe	130 MPGe

INTERIOR

Front Seats: Synthetic leather, power adjustable

Rear Seats: Synthetic leather, seats 3

Volume Front: 56.0 cu ft

Volume Rear: 64.8 cu ft

Combined: 120.8 cu ft

Trunk: 10.0 cu ft Front + 22.1 cu ft Rear = 32.1 total

DIMENSIONS

Fuel Capacity: 92 kWh

GVWR: 6,283 lb

Wheelbase: 116.5”

Ground Clearance: 5.0”

Overall Length: 195.9”

Overall Height: 55.4”

Max Payload: 1,295 lb

ENGINE

Fuel Delivery: N/A

Cubic Inches: N/A

Displacement: N/A

Compression: N/A

Horsepower:
620 @ 20,000 RPM

Torque (SAE.net):
885 ft-lb @ All RPM

Alternator: N/A

Battery: N/A

DRIVETRAIN

Transmission: Single speed

Axle Ratio: 7.059:1

CHASSIS

Steering:
Rack and pinion electronic power steering

Turn Radius: 39.4’

Front Suspension:
Aluminum-intensive virtual axis double wishbone. High strength steel coil springs.

Rear Suspension:
Aluminum-intensive multi-link. High strength steel coil springs. Adaptive dampers with independent compression and rebound control.

Wheel: 19”

Tire Make: Pirelli

Tire Model: P Zero All Season

Tire Size: 245/45R19

Speed Rating: Y – 186 mph

Brakes:
High performance ventilated hydraulic disc with fixed calipers

Front Disc: 380x38mm (15in)

Rear Disc: 375x30mm (14.8in)


LUCID
88785

CALIFORNIA
HIGHWAY PATROL

CALIFORNIA HIGHWAY PATROL

Fleet Operations Section (FOS) and
Emergency Vehicle Operations Course (EVOC) Unit

Rev. 3/25 • OPI 074 • GSU00833