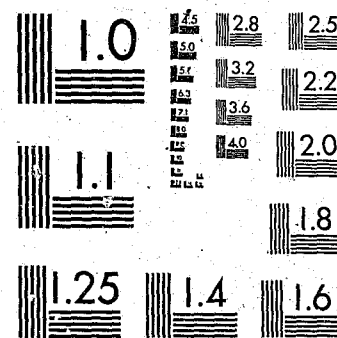


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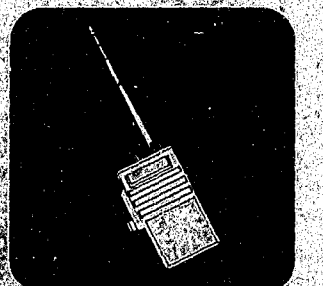
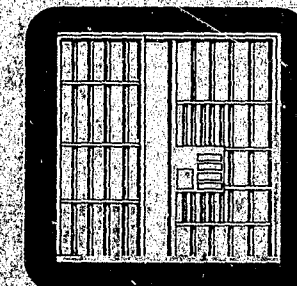
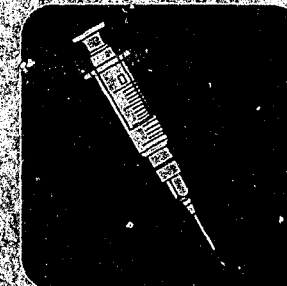
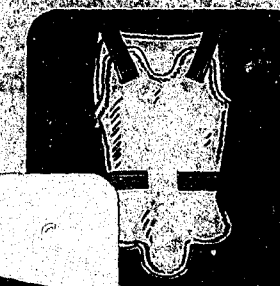
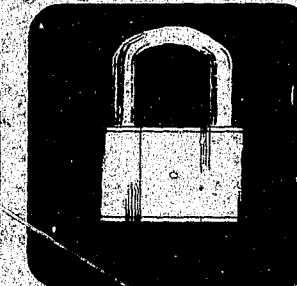
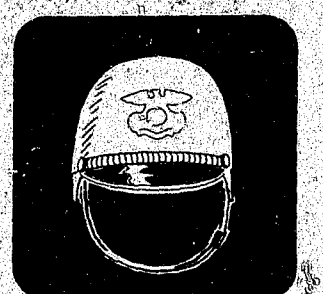
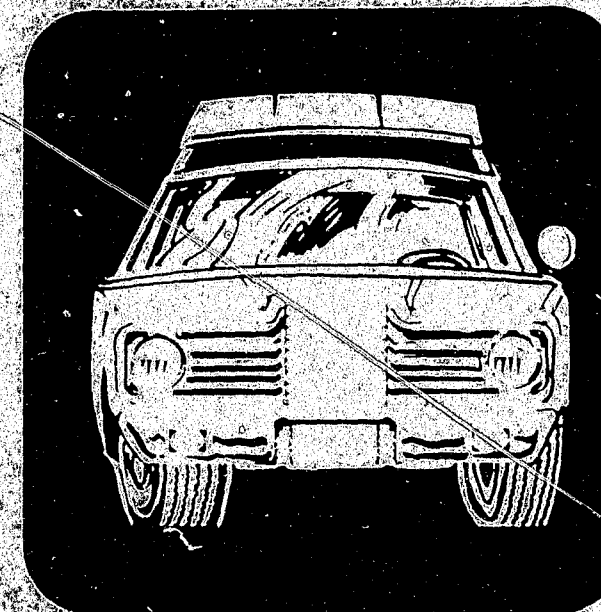
12/28/81

Police Patrol Vehicle Testing

Conducted by the
MICHIGAN
STATE POLICE

ETC

EQUIPMENT TECHNOLOGY CENTER
CONSUMER PRODUCT REPORT



INTERNATIONAL ASSOCIATION
OF CHIEFS OF POLICE

78761

PUBLICATION DATE: NOVEMBER 1979

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ETC

**POLICE PATROL VEHICLE
TESTING**

Conducted by the
**MICHIGAN STATE POLICE
EAST LANSING, MICHIGAN
COLONEL GERALD L. HOUGH, DIRECTOR**

Reprinted by the
**EQUIPMENT TECHNOLOGY CENTER
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Gaithersburg, Maryland 20760**

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November 1979

Test results and analyses contained herein do not represent product approval or endorsement by the Law Enforcement Assistance Administration, the U.S. Department of Justice, or the IACP.

INTRODUCTION

The National Advisory Committee for Law Enforcement Equipment and Technology (NACLEET), which is advisory to the Equipment Technology Center (ETC) of the International Association of Chiefs of Police (IACP), has ranked police patrol vehicle testing as its number one priority in the transportation area.

The ETC program is an evaluation program to provide data for the purchasers, users, manufacturers, and researchers of law enforcement equipment. Last year, the ETC conducted the National Law Enforcement Vehicle Evaluation Program in California in conjunction with the Los Angeles County Sheriff's Department. After the first year's effort, it became evident that 49-state vehicles and California vehicles should be tested separately to speed up the process. This year, the Michigan State Police (MSP) decided to test both full size and mid size vehicles. Since testing by the ETC would be a duplication of the Michigan effort, it was decided to monitor, reprint and publish the MSP test results.

The ETC sent two staff representatives to the MSP testing program to observe the testing. The MSP program was conducted in a most professional manner giving good test data for departments to use.

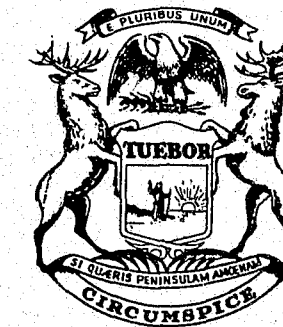
It should be pointed out that two full size cars and one mid size car did not meet MSP performance criteria. However, the three "failing cars" did well in the handling and braking phases of the test. These "failing" cars are good police package vehicles which many departments will be able to use even though they are a little slower than the passing vehicles.

The ETC looks forward to working with the MSP on 1981 vehicle testing and would like to thank Colonel Gerald R. Hough, Director, MSP, for his department's cooperation and professionalism in getting this year's testing program accomplished in a timely manner.

MICHIGAN DEPARTMENT OF STATE POLICE

AND

MICHIGAN DEPARTMENT OF MANAGEMENT AND BUDGET



1980 PATROL VEHICLE SPECIFICATIONS,

EVALUATION, AND PURCHASING PROGRAM

STATE OF MICHIGAN
Department of State Police
- and -
Department of Management and Budget

1980 Police Patrol Vehicle
Acquisition and Purchasing Program

Prepared by:
Michigan State Police
Executive Division
Policy Development &
Evaluation Section
October, 1979

PREFACE

The Police Patrol Vehicle Evaluation and Purchasing Program was developed in 1976 by the Policy Development and Evaluation Section of the Michigan Department of State Police, in cooperation with the Purchasing Division of the Michigan Department of Management and Budget. It was developed primarily for the purpose of identifying those vehicles which will best meet the needs of department patrol officers. The program eliminates from the bid process those vehicles which are obviously inferior and gives the top-scoring vehicle or vehicles a dollar-and-cent advantage in the bid process.

We subsequently found that the test data produced, and the conclusions reached, were of interest not only to our own department, but also to numerous other law enforcement agencies across the country. We sincerely hope that this report, which contains the results of our evaluation of the 1980 model patrol vehicles, will be beneficial to you in making your purchasing decisions.

The 1980 evaluation includes test results for both full- and mid-size patrol vehicles. The full-size vehicles tested were the Buick LeSabre 350 cid, Chevrolet Impala 350 cid, Dodge St. Regis 360 cid, Ford LTD 351 cid, and Plymouth Gran Fury 360 cid. The mid-size vehicles were the Chevrolet Malibu 305 cid, Dodge Aspen 318 cid, Ford Fairmont 255 cid, and Plymouth Volare 318 cid. At the request of the manufacturers, a Chevrolet Malibu 350 cid and a Dodge Aspen 360 cid were tested for informational purposes only. They will not be allowed to bid against our mid-size patrol car specification which requires the smaller engine. (For a detailed description of all vehicles tested and how they were equipped, see pages 1 through 21.)

During this year's test, we encountered several problems that require a brief explanation. First, upon completion of the acceleration, top speed, and brake tests with the Chevrolet Impala, it was learned that an extra spare tire had mistakenly been left in the trunk. After discussing the situation with representatives from Chevrolet, it was decided to re-test the Impala on acceleration and top speed even though the tires had been slightly "flat spotted" during the brake test. The acceleration and top speed data presented for the Chevrolet Impala are those developed from the re-test of the vehicle. Secondly, during the Vehicle Dynamics Evaluation, the Plymouth Volare, while on a warm-up lap, sustained sufficient damage to eliminate it from further testing. For the purpose of our competitive evaluation, it was the joint decision of the Department of State Police and the Department of Management and Budget, with concurrence by Chrysler Corporation, that the Volare 318 be assigned the same vehicle dynamics score as the Aspen 318. The Vehicle Dynamics data sheet reflects this decision.

Due to their inability to meet the established minimum acceleration requirements, the Buick LeSabre and Chevrolet Impala were eliminated from the bid process on full-size vehicles. The Ford Fairmont, for the same reason, was eliminated from the bid process for mid-size vehicles. We did continue to evaluate the cars, primarily in order to provide the data to other law enforcement agencies whose requirements for acceleration and/or top speed differ from ours.

The evaluation of the full-size patrol vehicles identified the Plymouth Gran Fury as the top scorer. As indicated on the competitive patrol vehicle evaluation, page 71, the Plymouth Gran Fury was also the low bidder and will be purchased in 1980. The Chevrolet Malibu 305 accumulated the highest score in the mid-size patrol vehicle evaluation. However, after the bid adjustment, the Plymouth Volare 318 was determined to be the adjusted low bidder (refer to page 72).

At the time the vehicles were tested, the Ford LTD 351W H.O. VV, Plymouth Volare 318 4V, and Dodge Aspen 318 4V had not completed E.P.A. certification. It is our recommendation that contact be made with the appropriate corporation to determine availability.

We are happy to be able to share this information and sincerely hope that the data will be of value to you. If we can be of any further assistance to you in additional explanation of the program, or in discussing how our data might be adaptable to your needs, please feel free to contact:

Lt. Curtis L. VanDenBerg,
Sgt. David B. Storer, or
Sgt. William F. McFall

Michigan State Police
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STATE OF MICHIGAN
DEPARTMENT OF MANAGEMENT AND BUDGET
PURCHASING DIVISION

Specifications for

Mich. 3905-0010
September, 1979

POLICE CARS: PATROL
4-Door Sedan - V-8 Engine

Wheelbase 114.4" - 119.9"

BID REQUIREMENTS:

Prior to bidding, a car dealer, manufacturer, or his representative, will be required to furnish a vehicle for test purposes. All test vehicles shall be 1980 models which are equipped with the drive train, suspension, and brake components, as well as tires and interior appointments and instrumentation as called for in the specification requirements on all vehicles in this requisition. Submitters of vehicles shall declare in writing any deviations from the specifications at the time of delivery of these test cars. Interior and exterior colors shall be the manufacturer's option. One extra set of four (4) wheels and tires shall be supplied with each car submitted for testing. Vehicles submitted shall have undergone sufficient break-in to permit extended periods of maximum acceleration and high speed driving. Brakes on the test car shall have been burnished prior to delivery.

Test cars shall be delivered to the Michigan Department of State Police Headquarters, 714 South Harrison Road, East Lansing, Michigan, no later than 5:00 PM, October 16, 1979.

These test vehicles will be subjected to a series of initial performance qualification tests. Each vehicle successfully completing these tests will then be subjected to seven (7) competitive performance and acceptability tests. The State of Michigan shall not be responsible for any damage during the tests, or the condition of the vehicle when returned to the submitter after testing. Furthermore, all cars tested will be at the owner's risk for any damage occurring to the vehicles for any reason.

The test vehicles will be tested and driven under the supervision of the Michigan Department of State Police, and will be tested and driven by employees of the department or personnel designated by the department.

Vehicles used for testing will be returned to the submitter no later than December 1, 1979.

SPECIFICATIONS:

Model - 1980 Current New

TO BE STANDARD FACTORY EQUIPPED INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING:

Air Conditioning: Standard nonautomatic temperature control model, factory installed. System must be designed to prevent component damage due to high speed driving.

Alternator System: Transistorized regulator, 80 amp minimum output capacity, minimum curb idle output of 45 amps (at manufacturer's recommended idle speed). Shall be of heavy duty design capable of surviving patrol car operation. Output ratings are for typical underhood ambient temperatures and not S.A.E. rating method.

Antenna: Standard AM type, externally mounted or in the windshield type acceptable (radio not to be included).

Battery: 12 Volt; 465 cold cranking amps, minimum

Brakes: Power assisted, low pedal position. Disc type in front; drum type in rear. Four wheel disc brakes preferred, if available.

Chrome Strip: To be removed from doors if it interferes with State Police Shield, but shall be furnished if standard. No holes to be on doors for mouldings.

Cigarette Lighter and Ash Receiver: On instrument panel.

Cooling System: Vehicle to have maximum size cooling system available; incorporating "coolant recovery" system. Factory installed.

Differential: Heavy duty, limited slip required.

Engine: Cubic inch displacement to be at manufacturers option providing that the car will meet or exceed the vehicle performance requirements found elsewhere in this specification.

Floor Mat: Heavy duty rubber, front and rear. Trunk mat, full floor.

Front and Rear Armrests: Front and rear armrests to be of a style without ash trays or ash tray to be made inoperable.

Front Seat Assembly: Split bench type, 60-40 preferable, or 50-50 acceptable, individually adjustable fore and aft, less center armrests, heavy duty interior construction designed for rugged police use, comfortable foam-padded seat cushions and backs.

Gauges: To be equipped with ammeter or voltmeter, water temperature, and oil pressure gauges, preferably located in instrument cluster, or under dash convenient to driver.

Glass: All windows shall be heat absorbing (tinted) type.

Headlights: To be equipped with Quartz-Halogen highbeam headlights.

Light: Combination Dome and Map, mounted on headliner on longitudinal centerline of vehicle approximately 25" from windshield garnish molding. Dome light controlled by rotating headlight switch to maximum C.C.W. position. Operation to be independent of other lights. Door jamb switches to be made inoperative. Map Lights, controlled by individual integral switches, to direct a restricted beam of light to the driver and/or to the front seat passenger. Exact mounting position to be approved by Michigan State Police.

Light: Engine and trunk compartments equipped with mercury switch.

Locks: All locks on a car to be keyed alike, 5 keys to be furnished with each car, different key for each car.

Mirrors, Rearview, Outside: Installed on left-hand and right-hand doors, to be remote controlled type. Rectangular design approximate size 5" x 3"; minimum viewing area of 15 square inches.

Mirror, Rearview, Inside: Day/night type.

Paint Color: To be same as Dulux 93-032.

Pilot Inspection: Prior to the initial delivery of patrol vehicles, the manufacturer shall schedule a pilot model inspection in order to determine compliance with the specifications. The inspection shall be conducted at the point of vehicle assembly and the manufacturer shall be responsible for all costs incurred (not to exceed 6 representatives from the State of Michigan).

Radio Speaker: A permanent magnet speaker, either oval or round, to be mounted in the speaker opening provided on the dash of the unit, voice coil impedance 3.2 ohms, power handling capacity 7.0 watts, minimum. Speaker to be of a quality equal to automotive grade. Two speaker leads connected to the speaker terminals, neither grounded, shall be long enough to extend one foot beyond the center of the lower edge of the dash.

Rear Window Defogger: Electrical grid type. Control to be within convenient reach of driver, control switch to be clearly marked as to function.

Remote Control Rear Deck Lid Release: Control to be within convenient reach of the driver. Electric system wired independently of ignition switch, preferred. Bowden cable system not acceptable.

Roof Top Reinforcement and Special Wiring: Install a steel plate 1/8" thick x 10" wide, to the underside of top, centered on the longitudinal centerline of the roof panel. Plate is to extend from the windshield header to the first top cross member support and is to be welded at both ends. Drill one 5/8" hole through roof panel and reinforcing plate, approximately 19" from windshield moulding on longitudinal centerline. Exact placement of hole to be approved by Michigan State Police. Feed a minimum of three insulated stranded wires (one #12 and two #16) through hole in roof and route directly to either side of top at a right angle to the longitudinal centerline, thence to corner post and down the inside of corner post. Wires to extend 12" above roof hole and 48" beyond where they emerge at bottom of corner post. Top hole to be taped to prevent entry of water. Wires to be concealed between headlining and roof panel.

Secondary Ignition Wiring: Resistance type for radio noise suppression.

Service Manuals: Manufacturer to supply five (5) service manuals prior to pilot inspection.

Special Wiring: One 14 gauge insulated wire running from center under-dash to rear center trunk area, leaving 4 feet of this wire extending under the dash and 3 feet extending in the trunk for mounting rear shelf lights. Flexible conduit not acceptable.

Speedometer: Shall be calibrated to within 3% accuracy. Scale graduations to be linear and of 2 mph increments. 0-120 MPH scale.

Spotlights: Unity #225-6, 6" diameter, left- and right-hand mounted, equipped with aircraft landing lamp 4537-2. Pillar or other approved mount. Left and right spotlights to be individually fused with 10 amp capacity. Installation to be approved by Michigan State Police.

Steering: Power steering, manufacturer to provide steering gear which affords maximum firm "feel" and fast return characteristics; designed for high speed pursuit type driving.

Steering Wheel: Round or oval with anti-slip surface.

Police Suspension System: To include heavy-duty springs, front and rear, in combination with heavy-duty shock absorbers, and front and rear heavy-duty stabilizer bars.

Technical Service Bulletin: Manufacturer to supply seven (7) copies of all technical service bulletins covering vehicles purchased under this contract.

Tires: Tires to be Goodyear Rayon P225/70R15 Police Radials per State of Michigan specification 5260-S1, May 21, 1979.

Tools: Wheel wrench and jack.

Transmission: To be 3-speed fully automatic, heaviest duty available. Must incorporate low gear lockout to prevent manual shifting.

Upholstery: Seats to be upholstered in cloth, or combination of cloth and vinyl (blue). All vinyl not acceptable.

Wheels: Heavy duty, 15" x 6.5" minimum.

Windshield Washers: Automatic type.

Windshield Wipers: Multiple speed electric.

QUALIFICATION TESTING

In order to qualify for bidding, all vehicles submitted by manufacturers must meet each of the following performance standards:

1. ACCELERATION

0 - 60 ----- 13.0 seconds or less
0 - 80 ----- 23.0 seconds or less
0 - 100 ----- 43.0 seconds or less

Each vehicle will make four acceleration runs, and the times for the four runs will be averaged.

2. TOP SPEED

A speed of 110 mph must be attained within a 3-mile distance. For purposes to be explained in another section of this report, the vehicles will, after attaining the 110 mph minimum, be accelerated to the maximum speed attainable within 15 miles.

3. BRAKES

a. Four stops from 90 mph with a constant deceleration rate of 22 ft. per sec./per sec. maintained from 90 to 0 mph. Actual brake application to be made at two-minute intervals followed immediately by a controlled impending skid stop from 60 mph at maximum deceleration rate attainable. (Vehicle to remain stationary between first, second, third, and fourth 90 mph stops, and before 5th stop from 60 mph.)

b. Five minutes after test "a" has been completed, it will be repeated, followed immediately by a panic (all wheel lock) stop from 60 mph. Tendency for brake fade and ability of the vehicle to stop in a straight line will be evaluated.

FAILURE OF A VEHICLE TO MEET ANY PORTION OF THE FOREGOING PERFORMANCE STANDARDS DURING THE PRE-BID QUALIFICATION TESTING WILL RESULT IN THAT VEHICLE'S DISQUALIFICATION. BIDS ON A DISQUALIFIED MAKE AND MODEL OF VEHICLE WILL NOT BE ACCEPTABLE.

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INFORMATIONAL HARDWARE DESCRIPTION

MAKE, MODEL, & SALES CODE NO.	Buick		Le Sabre		N-69	
ENGINE DISPLACEMENT	350	CU. IN.	5.7	LITERS		
CARBURETOR-EXHAUST	4 BBL. Rodchester		Single Exhaust			
HORSEPOWER @ RPM (S.A.E. NET)	155 @ 3400 RPM					
TORQUE LBS. @ RPM	280 @ 1800 RPM					
COMPRESSION RATIO	8.0 to 1					
AXLE RATIO	2.73 to 1					
STEERING	Power Fast Ratio		14.1 to 15.3-1 Overall Ratio			
TURNING CIRCLE (CURB TO CURB)	39.49 Left		39.30 Right			
TIRE SIZE	GR70X15B - Goodyear - Flexten					
SUSPENSION TYPE - FRONT	Coil Spring Front and Rear - Special Suspension With H.D.					
SUSPENSION TYPE - REAR	Stabilizer Bar and Bushing - H.D. Shocks With H.D. Grommets					
BRAKE-FRONT	TYPE Disc - Semi-Metallic		SWEPT AREA	Combined -	SQ. IN.	
BRAKE-REAR	TYPE Drum - 11X2-23		SWEPT AREA	397	SQ. IN.	
OVERALL LENGTH	217.4"					
OVERALL HEIGHT	55.0"					
WEIGHT	CURB 4146	LBS.	TEST 4123	LBS.		
WHEELBASE	115.9"					
HEAD ROOM - FRONT	39.5"					
HEAD ROOM - REAR	38.2"					
LEG ROOM - FRONT	42.2"					
LEG ROOM - REAR	39.0"					
SHOULDER ROOM - FRONT	61.0"					
SHOULDER ROOM - REAR	61.0"					
HIP ROOM - FRONT	55.0"					
HIP ROOM - REAR	55.3"					
E.P.A. MILEAGE ESTIMATE	URBAN M.P.G. 15		HIGHWAY M.P.G. 22		COMBINED M.P.G. 17	

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INFORMATIONAL HARDWARE DESCRIPTION

MAKE, MODEL, & SALES CODE NO.	Chevrolet		Impala		1BL69	
ENGINE DISPLACEMENT	350	CU. IN.	5.7	LITERS		
CARBURETOR-EXHAUST	4 BBL.		Single Exhaust			
HORSEPOWER @ RPM (S.A.E. NET)	165 @ 3800 RPM					
TORQUE LBS. @ RPM	260 @ 2400 RPM					
COMPRESSION RATIO	8.2:1					
AXLE RATIO	3.08:1					
STEERING	Integral Power					
TURNING CIRCLE (CURB TO CURB)	38.8 Feet					
TIRE SIZE	GR70-15B - Goodyear - Flexten					
SUSPENSION TYPE - FRONT	Independent - Slatype With Coil Springs					
SUSPENSION TYPE - REAR	Four Link Type 2 Upper Control Arms Bias Mounted \$2 Lower Control Arms Parallel Mounted					
BRAKE-FRONT	TYPE Disc		SWEPT AREA	236.9	SQ. IN.	
BRAKE-REAR	TYPE Drum		SWEPT AREA	138.2	SQ. IN.	
OVERALL LENGTH	212.1"					
OVERALL HEIGHT	56.0" at Design Load					
WEIGHT	CURB 3934	LBS.	TEST 3922	LBS.		
WHEELBASE	116.0"					
HEAD ROOM - FRONT	39.4"					
HEAD ROOM - REAR	39.2"					
LEG ROOM - FRONT	42.4"					
LEG ROOM - REAR	39.0"					
SHOULDER ROOM - FRONT	60.8"					
SHOULDER ROOM - REAR	60.8"					
HIP ROOM - FRONT	55.0"					
HIP ROOM - REAR	55.3"					
E.P.A. MILEAGE ESTIMATE	URBAN M.P.G. 14		HIGHWAY M.P.G. 17		COMBINED M.P.G. 15	

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INFORMATIONAL HARDWARE DESCRIPTION

MAKE, MODEL, & SALES CODE NO.	Dodge	St. Regis - 4 Door	EH-42	
ENGINE DISPLACEMENT	E58 360	CU. IN.	5.9	LITERS
CARBURETOR-EXHAUST	4-BBL.	Dual Exhaust		
HORSEPOWER @ RPM (S.A.E. NET)	185 @ 4000 RPM			
TORQUE LBS. @ RPM	275 @ 2000 RPM			
COMPRESSION RATIO	8.0 to 1			
AXLE RATIO	2.94 to 1			
STEERING	Power - Firm 15.7:1			
TURNING CIRCLE (CURB TO CURB)	42.4 Feet			
TIRE SIZE	GR70X15 BSW Goodyear - Bluestreak - Flexten			
SUSPENSION TYPE — FRONT	Independent, Lateral, Non-Parallel Control Arms With Torsion Bars (144 Lb./In. at Wheel)			
SUSPENSION TYPE — REAR	Parallel Longitudinal Leaf (136 Lb./In. at Wheel - Full Rate)			
BRAKE—FRONT	TYPE Disc	SWEPT AREA	224.0	SQ. IN.
BRAKE—REAR	TYPE Drum	SWEPT AREA	165.9	SQ. IN.
OVERALL LENGTH	220.2"			
OVERALL HEIGHT	54.5"			
WEIGHT	CURB 4100	LBS. TEST	4173	LBS.
WHEELBASE	118.5"			
HEAD ROOM — FRONT	38.2"			
HEAD ROOM — REAR	37.4"			
LEG ROOM — FRONT	42.3"			
LEG ROOM — REAR	38.3"			
SHOULDER ROOM — FRONT	61.0"			
SHOULDER ROOM — REAR	61.0"			
HIP ROOM — FRONT	57.4"			
HIP ROOM — REAR	57.4"			
E.P.A. MILEAGE ESTIMATE	URBAN M.P.G. 11	HIGHWAY M.P.G. 17	COMBINED M.P.G. 13	

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INFORMATIONAL HARDWARE DESCRIPTION

MAKE, MODEL, & SALES CODE NO.	Ford	LTD - S	61**
ENGINE DISPLACEMENT	351W H.O.	CU. IN.	5.8 H.O. LITERS
CARBURETOR-EXHAUST	Ford 7200 VV	Dual Exhaust	
HORSEPOWER @ RPM (S.A.E. NET)	172 @ 3400 RPM		
TORQUE LBS. @ RPM	265 @ 2000 RPM		
COMPRESSION RATIO	8.3		
AXLE RATIO	2.73 to 1		
STEERING	Recir. Ball & Nut With Integral Pump		
TURNING CIRCLE (CURB TO CURB)	39.2 Feet		
TIRE SIZE	GR70X15		
SUSPENSION TYPE — FRONT	Independent S.L.A. With Ball Joints and Coil Spring		
SUSPENSION TYPE — REAR	4-Bar Link With Coil Springs		
BRAKE—FRONT	TYPE Disc	SWEPT AREA	228.7 SQ. IN.
BRAKE—REAR	TYPE Drum	SWEPT AREA	157.1 SQ. IN.
OVERALL LENGTH	209.3"		
OVERALL HEIGHT	54.7"		
WEIGHT	CURB 4030	LBS. TEST	4035 LBS.
WHEELBASE	114.3"		
HEAD ROOM — FRONT	37.9"		
HEAD ROOM — REAR	37.2"		
LEG ROOM — FRONT	42.1"		
LEG ROOM — REAR	40.6"		
SHOULDER ROOM — FRONT	61.7"		
SHOULDER ROOM — REAR	61.7"		
HIP ROOM — FRONT	61.2"		
HIP ROOM — REAR	56.9"		
E.P.A. MILEAGE ESTIMATE	URBAN M.P.G. 14*	HIGHWAY M.P.G. 18*	COMBINED M.P.G. 16*

* Ford Motor Company estimated fuel economy figures as submitted to the E.P.A.

** See Preface

INFORMATIONAL HARDWARE DESCRIPTION

MAKE, MODEL, & SALES CODE NO.	Plymouth	Gran Fury - 4 Door	JL-42
ENGINE DISPLACEMENT	E58 360	CU. IN.	5.9 LITERS
CARBURETOR-EXHAUST	4 BBL	Dual Exhaust	
HORSEPOWER @ RPM (S.A.E. NET)	185 @ 4000 RPM		
TORQUE LBS. @ RPM	275 @ 2000 RPM		
COMPRESSION RATIO	8.0 to 1		
AXLE RATIO	2.94 to 1		
STEERING	Power - Firm 15.7:1		
TURNING CIRCLE (CURB TO CURB)	42.4 Feet		
TIRE SIZE	GR70X15 BSW - Goodyear - Bluestreak - Flexten		
SUSPENSION TYPE - FRONT	Independent, Lateral, Non-Parallel Control Arms With Torsion Bars (144 Lb./In. at Wheel)		
SUSPENSION TYPE - REAR	Parallel Longitudinal Leaf (136 Lb./In. at Wheel - Full Rate)		
BRAKE-FRONT	TYPE Disc	SWEPT AREA 224.0	SQ. IN.
BRAKE-REAR	TYPE Drum	SWEPT AREA 165.9	SQ. IN.
OVERALL LENGTH	220.2"		
OVERALL HEIGHT	54.5"		
WEIGHT	CURB 4053 LBS.	TEST 4163	LBS.
WHEELBASE	118.5"		
HEAD ROOM - FRONT	38.2"		
HEAD ROOM - REAR	37.4"		
LEG ROOM - FRONT	42.3"		
LEG ROOM - REAR	38.3"		
SHOULDER ROOM - FRONT	61.0"		
SHOULDER ROOM - REAR	61.0"		
HIP ROOM - FRONT	57.4"		
HIP ROOM - REAR	57.4"		
E.P.A. MILEAGE ESTIMATE	URBAN M.P.G. 11	HIGHWAY M.P.G. 17	COMBINED M.P.G. 13

STATE OF MICHIGAN
DEPARTMENT OF MANAGEMENT AND BUDGET
PURCHASING DIVISION

Specifications for

Mich. 3905-0010a
September, 1979

POLICE CARS: (MID SIZE)
4-Door Sedan - V-8 Engine

<u>MAKE</u>	<u>ENGINE DISPLACEMENT FEDERAL VERSION</u>	<u>WHEELBASE</u>
Chevrolet Malibu	305	108.1
Ford Fairmont	255	105.5
Plymouth Volare	318	112.7
Dodge Aspen	318	112.7

BID REQUIREMENTS:

Prior to bidding, a car dealer, manufacturer, or his representative, will be required to furnish a vehicle for test purposes. All test vehicles shall be 1980 models which are equipped with the drive train, suspension, and brake components, as well as tires and interior appointments and instrumentation as called for in the specification requirements on all vehicles in this requisition. Submitters of vehicles shall declare in writing any deviations from the specifications at the time of delivery of these test cars. Interior and exterior colors shall be the manufacturer's option. One extra set of four (4) wheels and tires shall be supplied with each car submitted for testing. Vehicles submitted shall have undergone sufficient break-in to permit extended periods of maximum acceleration and high speed driving. Brakes on the test car shall have been burnished prior to delivery.

Test cars shall be delivered to the Michigan Department of State Police Headquarters, 714 South Harrison Road, East Lansing, Michigan, no later than 5:00 PM, October 16, 1979.

These test vehicles will be subjected to a series of initial performance qualification tests. Each vehicle successfully completing these tests will then be subjected to seven (7) competitive performance and acceptability tests. The State of Michigan shall not be responsible for any damage during the tests, or the condition of the vehicle when returned to the submitter after testing. Furthermore, all cars tested will be at the owner's risk for any damage occurring to the vehicles for any reason.

The test vehicles will be tested and driven under the supervision of the Michigan Department of State Police, and will be tested and driven by employees of the department or personnel designated by the department.

Vehicles used for testing will be returned to the submitter no later than December 1, 1979.

SPECIFICATIONS:

Model - 1980 Current New

TO BE STANDARD FACTORY EQUIPPED INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING:

Air Conditioning: Standard nonautomatic temperature control model, factory installed. System must be designed to prevent component damage due to high speed driving.

Alternator System: Transistorized regulator, 80 amp minimum output capacity, minimum curb idle output of 45 amps (at manufacturer's recommended idle speed). Shall be of heavy duty design capable of surviving patrol car operation. Output ratings are for typical underhood ambient temperatures and not S.A.E. rating method.

Antenna: Standard AM type, externally mounted or in the windshield type acceptable (radio not to be included).

Battery: 12 Volt; 455 cold cranking amps, minimum

Brakes: Power assisted, low pedal position. Disc type in front; drum type in rear. Four wheel disc brakes preferred, if available.

Chrome Strip: To be removed from doors if it interferes with State Police Shield, but shall be furnished if standard. No holes to be on doors for mouldings.

Cigarette Lighter and Ash Receiver: On instrument panel.

Cooling System: Vehicle to have maximum size cooling system available; incorporating "coolant recovery" system. Factory installed.

Floor Mat: Heavy duty rubber, front and rear. Trunk mat, full floor.

Front and Rear Armrests: Front and rear armrests to be of a style without ash trays or ash tray to be made inoperable.

Front Seat Assembly: Bench type, heavy duty interior construction designed for rugged police use, comfortable foam-padded seat cushions and backs.

Gauges: To be equipped with ammeter or voltmeter, water temperature, and oil pressure gauges, preferably located in instrument cluster, or under dash convenient to driver.

Glass: All windows shall be heat absorbing (tinted) type.

Light: Combination Dome and Map, mounted on headliner on longitudinal centerline of vehicle approximately 25" from windshield garnish molding. Dome light controlled by rotating headlight switch to maximum C.C.W. position. Operation to be independent of other lights. Door jamb switches to be made inoperative. Map Lights, controlled by individual integral switches, to direct a restricted beam of light to the driver and/or to the front seat passenger. Exact mounting position to be approved by Michigan State Police.

Light: Engine and trunk compartments equipped with mercury switch.

Locks: All locks on a car to be keyed alike, 5 keys to be furnished with each car, different key for each car.

Mirrors, Rearview, Outside: Installed on left-hand and right-hand doors, to be remote controlled type. Rectangular design approximate size 5" x 3"; minimum viewing area of 15 square inches.

Mirror, Rearview, Inside: Day/night type.

Paint Color: To be same as Dulux 93-032.

Pilot Inspection: Prior to the initial delivery of patrol vehicles, the manufacturer shall schedule a pilot model inspection in order to determine compliance with the specifications. The inspection shall be conducted at the point of vehicle assembly and the manufacturer shall be responsible for all costs incurred (not to exceed 6 representatives from the State of Michigan).

Radio Speaker: A permanent magnet speaker, either oval or round, to be mounted in the speaker opening provided on the dash of the unit, voice coil impedance 3.2 ohms, power handling capacity 7.0 watts, minimum. Speaker to be of a quality equal to automotive grade. Two speaker leads connected to the speaker terminals, neither grounded, shall be long enough to extend one foot beyond the center of the lower edge of the dash.

Rear Window Defogger: Electrical grid type. Control to be within convenient reach of driver, control switch to be clearly marked as to function.

Remote Control Rear Deck Lid Release: Control to be within convenient reach of the driver. Electric system wired independently of ignition switch, preferred. Bowden cable system not acceptable.

Roof Top Reinforcement and Special Wiring: Install a steel plate 1/8" thick x 10" wide, to the underside of top, centered on the longitudinal centerline of the roof panel. Plate is to extend from the windshield header to the first top cross member support and is to be welded at both ends. Drill one 5/8" hole through roof panel and reinforcing plate, approximately 19" from windshield moulding on longitudinal centerline. Exact placement of hole to be approved by Michigan State Police. Feed a minimum of three insulated stranded wires (one #12 and two #16) through hole in roof and route directly to either side of top at a right angle to the longitudinal centerline, thence to corner post and down the inside of corner post. Wires to extend 18" above roof hole and 48" beyond where they emerge at bottom of corner post. Top hole to be taped to prevent entry of water. Wires to be concealed between headlining and roof panel.

Secondary Ignition Wiring: Resistance type for radio noise suppression.

Service Manuals: Manufacturer to supply five (5) service manuals prior to pilot inspection.

Special Wiring: One 14 gauge insulated wire running from center under-dash to rear center trunk area, leaving 4 feet of this wire extending under the dash and 3 feet extending in the trunk for mounting rear shelf lights. Flexible conduit not acceptable.

Speedometer: Shall be calibrated to within 3% accuracy. Scale graduations to be linear and of 2 mph increments. 0-120 MPH scale.

Spotlights: Unity #225-6, 6" diameter, left- and right-hand mounted, equipped with aircraft landing lamp 4537-2. Pillar or other approved mount. Left and right spotlights to be individually fused with 10 amp capacity. Installation to be approved by Michigan State Police.

Steering: Power steering, manufacturer to provide steering gear which affords maximum firm "feel" and fast return characteristics; designed for high speed pursuit type driving.

Steering Wheel: Round or oval with anti-slip surface.

Police Suspension System: To include heavy-duty springs, front and rear, in combination with heavy-duty shock absorbers, and front and rear heavy-duty stabilizer bars.

Technical Service Bulletin: Manufacturer to supply seven (7) copies of all technical service bulletins covering vehicles purchased under this specification.

Tires: Tires to be Goodyear Rayon P205/70R14 minimum, Police Radials per State of Michigan specification 5260-S1, May 21, 1979.

Tools: Wheel wrench and jack.

Transmission: To be 3-speed fully automatic, heaviest duty available. Must incorporate low gear lockout to prevent manual shifting.

Upholstery: Seats to be upholstered in cloth, or combination of cloth and vinyl (blue). All vinyl not acceptable.

Wheels: Heavy duty, 14" x 5-1/2" minimum.

Windshield Washers: Automatic type.

Windshield Wipers: Multiple speed electric.

QUALIFICATION TESTING

In order to qualify for bidding, all vehicles submitted by manufacturers must meet each of the following performance standards:

1. ACCELERATION

0 - 60 ----- 14.5 seconds or less
0 - 80 ----- 25.5 seconds or less
0 - 90 ----- 34.5 seconds or less

Each vehicle will make four acceleration runs, and the times for the four runs will be averaged.

2. TOP SPEED

A speed of 100 mph must be attained within a 3-mile distance. For purposes to be explained in another section of this report, the vehicles will, after attaining the 100 mph minimum, be accelerated to the maximum speed attainable within 15 miles.

3. BRAKES

a. Four stops from 80 mph with a constant deceleration rate of 22 ft. per sec./per sec. maintained from 80 to 0 mph. Actual brake application to be made at two-minute intervals followed immediately by a controlled impending skid stop from 60 mph at maximum deceleration rate attainable. (Vehicle to remain stationary between first, second, third, and fourth 80 mph stops, and before 5th stop from 60 mph.)

b. Five minutes after test "a" has been completed, it will be repeated, followed immediately by a panic (all wheel lock) stop from 60 mph. Tendency for brake fade and ability of the vehicle to stop in a straight line will be evaluated.

FAILURE OF A VEHICLE TO MEET ANY PORTION OF THE FOREGOING PERFORMANCE STANDARDS DURING THE PRE-BID QUALIFICATION TESTING WILL RESULT IN THAT VEHICLE'S DISQUALIFICATION. BIDS ON A DISQUALIFIED MAKE AND MODEL OF VEHICLE WILL NOT BE ACCEPTABLE.

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INFORMATIONAL HARDWARE DESCRIPTION

MAKE, MODEL, & SALES CODE NO.	Chevrolet	Malibu	TAT19
ENGINE DISPLACEMENT	305	CU. IN.	5.0 LITERS
CARBURETOR-EXHAUST	4 BBL.	Single Exhaust	
HORSEPOWER @ RPM (S.A.E. NET)	155 @ 4000 RPM		
TORQUE LBS. @ RPM	240 @ 1600		
COMPRESSION RATIO	8.2:1		
AXLE RATIO	2.73		
STEERING	Integral Power		
TURNING CIRCLE (CURB TO CURB)	37.19 Feet		
TIRE SIZE	P205/70R14		
SUSPENSION TYPE — FRONT	Independent - Slatype With Coil Springs		
SUSPENSION TYPE — REAR	Link type 2 Upper and 2 Lower Control Arms Supporting Rear Axle		
BRAKE—FRONT	TYPE Disc	SWEPT AREA 191.6	SQ. IN.
BRAKE—REAR	TYPE Drum	SWEPT AREA 116.1	SQ. IN.
OVERALL LENGTH	192.7"		
OVERALL HEIGHT	54.2" at Design Load		
WEIGHT	CURB 3484	LBS. TEST 3519	LBS.
WHEELBASE	108.1"		
HEAD ROOM — FRONT	38.7"		
HEAD ROOM — REAR	37.7"		
LEG ROOM — FRONT	42.8"		
LEG ROOM — REAR	38.0"		
SHOULDER ROOM — FRONT	57.3"		
SHOULDER ROOM — REAR	57.1"		
HIP ROOM — FRONT	52.2"		
HIP ROOM — REAR	55.6"		
E.P.A. MILEAGE ESTIMATE	URBAN M.P.G. 17	HIGHWAY M.P.G. 24	COMBINED M.P.G. 19

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INFORMATIONAL HARDWARE DESCRIPTION

MAKE, MODEL, & SALES CODE NO.	Dodge	Aspen - 4 Door	NL-41*
ENGINE DISPLACEMENT	E47 318	CU. IN.	5.2 LITERS
CARBURETOR-EXHAUST	4 BBL.	Single Exhaust	
HORSEPOWER @ RPM (S.A.E. NET)	155 @ 4000 RPM		
TORQUE LBS. @ RPM	240 @ 2000 RPM		
COMPRESSION RATIO	8.5 to 1		
AXLE RATIO	2.94 to 1		
STEERING	Power - Firm 15.7:1		
TURNING CIRCLE (CURB TO CURB)	40.7 Feet		
TIRE SIZE	FR70X14 BSW - Goodyear - Bluestreak - Rayon		
SUSPENSION TYPE — FRONT	Independent, Lateral, Non-Parallel Control Arms With Transverse Torsion Bars (127 Lb./In. at Wheel)		
SUSPENSION TYPE — REAR	Semi-Elliptical Leaf Springs (135 Lb./In. at Wheel - Full Rate)		
BRAKE—FRONT	TYPE Disc	SWEPT AREA 204.5	SQ. IN.
BRAKE—REAR	TYPE Drum	SWEPT AREA 165.9	SQ. IN.
OVERALL LENGTH	204.3"		
OVERALL HEIGHT	55.5"		
WEIGHT	CURB 3673	LBS. TEST 3809	LBS.
WHEELBASE	112.7"		
HEAD ROOM — FRONT	39.3"		
HEAD ROOM — REAR	37.7"		
LEG ROOM — FRONT	42.7"		
LEG ROOM — REAR	37.8"		
SHOULDER ROOM — FRONT	55.7"		
SHOULDER ROOM — REAR	55.7"		
HIP ROOM — FRONT	57.2"		
HIP ROOM — REAR	57.0"		
E.P.A. MILEAGE ESTIMATE	URBAN M.P.G. 16	HIGHWAY M.P.G. 24	COMBINED M.P.G. 19

* See Preface

INFORMATIONAL HARDWARE DESCRIPTION

MAKE, MODEL, & SALES CODE NO.	Ford	Fairmont	92
ENGINE DISPLACEMENT	255	CU. IN.	4.2 LITERS
CARBURETOR-EXHAUST	Ford 2150 2V	Single Exhaust	
HORSEPOWER @ RPM (S.A.E. NET)	119 @ 3800 RPM		
TORQUE LBS. @ RPM	194 @ 2000 RPM		
COMPRESSION RATIO	8.8:1		
AXLE RATIO	2.26:1		
STEERING	Rack and Pinion		
TURNING CIRCLE (CURB TO CURB)	39.0 Feet		
TIRE SIZE	P205/70R14		
SUSPENSION TYPE — FRONT	Hybrid McPherson Strut With Coil Spring		
SUSPENSION TYPE — REAR	Four Bar Link Coil Spring		
BRAKE—FRONT	TYPE Disc - Semi-Metallic	SWEPT AREA 176.6	SQ. IN.
BRAKE—REAR	TYPE Drum - Organic	SWEPT AREA 110.0	SQ. IN.
OVERALL LENGTH	195.5"		
OVERALL HEIGHT	52.9"		
WEIGHT	CURB 3109 LBS.	TEST 3117	LBS.
WHEELBASE	105.5"		
HEAD ROOM — FRONT	38.3"		
HEAD ROOM — REAR	37.4"		
LEG ROOM — FRONT	41.7"		
LEG ROOM — REAR	35.3"		
SHOULDER ROOM — FRONT	56.7"		
SHOULDER ROOM — REAR	56.7"		
HIP ROOM — FRONT	56.2"		
HIP ROOM — REAR	53.7"		
E.P.A. MILEAGE ESTIMATE	URBAN M.P.G. 18	HIGHWAY M.P.G. 26	COMBINED M.P.G. 21

INFORMATIONAL HARDWARE DESCRIPTION

MAKE, MODEL, & SALES CODE NO.	Plymouth	Volare - 4 Door	HL-41*
ENGINE DISPLACEMENT	E47 318	CU. IN.	5.2 LITERS
CARBURETOR-EXHAUST	4 BBL.	Single Exhaust	
HORSEPOWER @ RPM (S.A.E. NET)	155 @ 4000 RPM		
TORQUE LBS. @ RPM	240 @ 2000 RPM		
COMPRESSION RATIO	8.5 to 1		
AXLE RATIO	2.94 to 1		
STEERING	Power - Firm 15.7:1		
TURNING CIRCLE (CURB TO CURB)	40.7 Feet		
TIRE SIZE	FR70X14 BSW - Goodyear - Bluestreak - Rayon		
SUSPENSION TYPE — FRONT	Independent, Lateral, Non-Parallel Control Arms With Transverse Torsion Bars (127 Lb./In. at Wheel)		
SUSPENSION TYPE — REAR	Semi-Elliptical Leaf Springs (135 Lb./In. at Wheel - Full Rate)		
BRAKE—FRONT	TYPE Disc	SWEPT AREA 204.5	SQ. IN.
BRAKE—REAR	TYPE Drum	SWEPT AREA 165.9	SQ. IN.
OVERALL LENGTH	204.3"		
OVERALL HEIGHT	55.5"		
WEIGHT	CURB 3673 LBS.	TEST 3800	LBS.
WHEELBASE	112.7"		
HEAD ROOM — FRONT	39.3"		
HEAD ROOM — REAR	37.7"		
LEG ROOM — FRONT	42.7"		
LEG ROOM — REAR	37.8"		
SHOULDER ROOM — FRONT	55.7"		
SHOULDER ROOM — REAR	55.7"		
HIP ROOM — FRONT	57.2"		
HIP ROOM — REAR	57.0"		
E.P.A. MILEAGE ESTIMATE	URBAN M.P.G. 16	HIGHWAY M.P.G. 24	COMBINED M.P.G. 19

* See Preface

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INFORMATIONAL HARDWARE DESCRIPTION *

MAKE, MODEL, & SALES CODE NO.	Chevrolet	Malibu	1AT19
ENGINE DISPLACEMENT	350	CU. IN.	5.7 LITERS
CARBURETOR-EXHAUST	4 BBL.	Single Exhaust	
HORSEPOWER @ RPM (S.A.E. NET)	165 @ 3800 RPM		
TORQUE LBS. @ RPM	260 @ 2400 RPM		
COMPRESSION RATIO	8.2:1		
AXLE RATIO	2.73:1		
STEERING	Integral Power		
TURNING CIRCLE (CURB TO CURB)	37.19 Feet		
TIRE SIZE	P205/70R14		
SUSPENSION TYPE — FRONT	Independent - Slatype With Coil Springs		
SUSPENSION TYPE — REAR	Link Type 2 Upper and 2 Lower Control Arms Supporting Rear Axle		
BRAKE—FRONT	TYPE Disc	SWEPT AREA	191.6 SQ. IN.
BRAKE—REAR	TYPE Drum	SWEPT AREA	116.1 SQ. IN.
OVERALL LENGTH	192.7"		
OVERALL HEIGHT	54.2" at Design Load		
WEIGHT	CURB 3501 LBS.	TEST 3519	LBS.
WHEELBASE	108.1"		
HEAD ROOM — FRONT	38.7"		
HEAD ROOM — REAR	37.7"		
LEG ROOM — FRONT	42.8"		
LEG ROOM — REAR	38.0"		
SHOULDER ROOM — FRONT	57.3"		
SHOULDER ROOM — REAR	57.1"		
HIP ROOM — FRONT	52.2"		
HIP ROOM — REAR	55.6"		
E.P.A. MILEAGE ESTIMATE	URBAN 14 M.P.G.	HIGHWAY 20 M.P.G.	COMBINED 17 M.P.G.

* Vehicle tested at manufacturer's request.

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INFORMATIONAL HARDWARE DESCRIPTION *

MAKE, MODEL, & SALES CODE NO.	Dodge	Aspen - 4 Door	NL-41
ENGINE DISPLACEMENT	E58 360	CU. IN.	5.9 LITERS
CARBURETOR-EXHAUST	4 BBL.	Single Tail Pipe - Dual Exhaust	
HORSEPOWER @ RPM (S.A.E. NET)	185 @ 4000 RPM		
TORQUE LBS. @ RPM	275 @ 2000 RPM		
COMPRESSION RATIO	8.0 to 1		
AXLE RATIO	2.94 to 1		
STEERING	Power - Firm 15.7:1		
TURNING CIRCLE (CURB TO CURB)	40.7 Feet		
TIRE SIZE	FR70X14 BSW - Goodyear - Bluestreak - Rayon		
SUSPENSION TYPE — FRONT	Independent, Lateral, Non-Parallel Control Arms With Transverse Torsion Bars (127 Lb./In. at Wheel)		
SUSPENSION TYPE — REAR	Semi-Elliptical Leaf Springs (135 Lb./In. at Wheel - Full Rate)		
BRAKE—FRONT	TYPE Disc	SWEPT AREA 204.5	SQ. IN.
BRAKE—REAR	TYPE Drum	SWEPT AREA 165.9	SQ. IN.
OVERALL LENGTH	204.3"		
OVERALL HEIGHT	55.5"		
WEIGHT	CURB 3734 LBS.	TEST 3825	LBS.
WHEELBASE	112.7"		
HEAD ROOM — FRONT	39.3"		
HEAD ROOM — REAR	37.7"		
LEG ROOM — FRONT	42.7"		
LEG ROOM — REAR	37.8"		
SHOULDER ROOM — FRONT	55.7"		
SHOULDER ROOM — REAR	55.7"		
HIP ROOM — FRONT	57.2"		
HIP ROOM — REAR	57.0"		
E.P.A. MILEAGE ESTIMATE	URBAN M.P.G. 13	HIGHWAY M.P.G. 15	COMBINED M.P.G. 18

* Vehicle tested at manufacturer's request.

TESTING EQUIPMENT

The following test equipment is utilized during the acceleration, top speed, braking, and vehicle dynamics portion of the evaluation program.

LABORATORY EQUIPMENT CORPORATION (Labeco), Box 158, Mooresville, Indiana 46158

1. Tracktest Fifth Wheel
2. DD1.1 Digital Velocity Meter
3. DD2.1 Digital Distance Meter
4. Transmitter Assembly for DD1.1 and DD2.1
5. Digital to Analog Converter (two channel)
6. Astro-Med, Portable Two Channel, Strip Chart Recorder Model "Dash-2"

HEATH COMPANY, Benton Harbor, Michigan 49022

7. Digital, Multi - Function Stop Watch - Model GB-1201

MICRO SWITCH, Division of Honeywell, Freeport, Illinois 61032

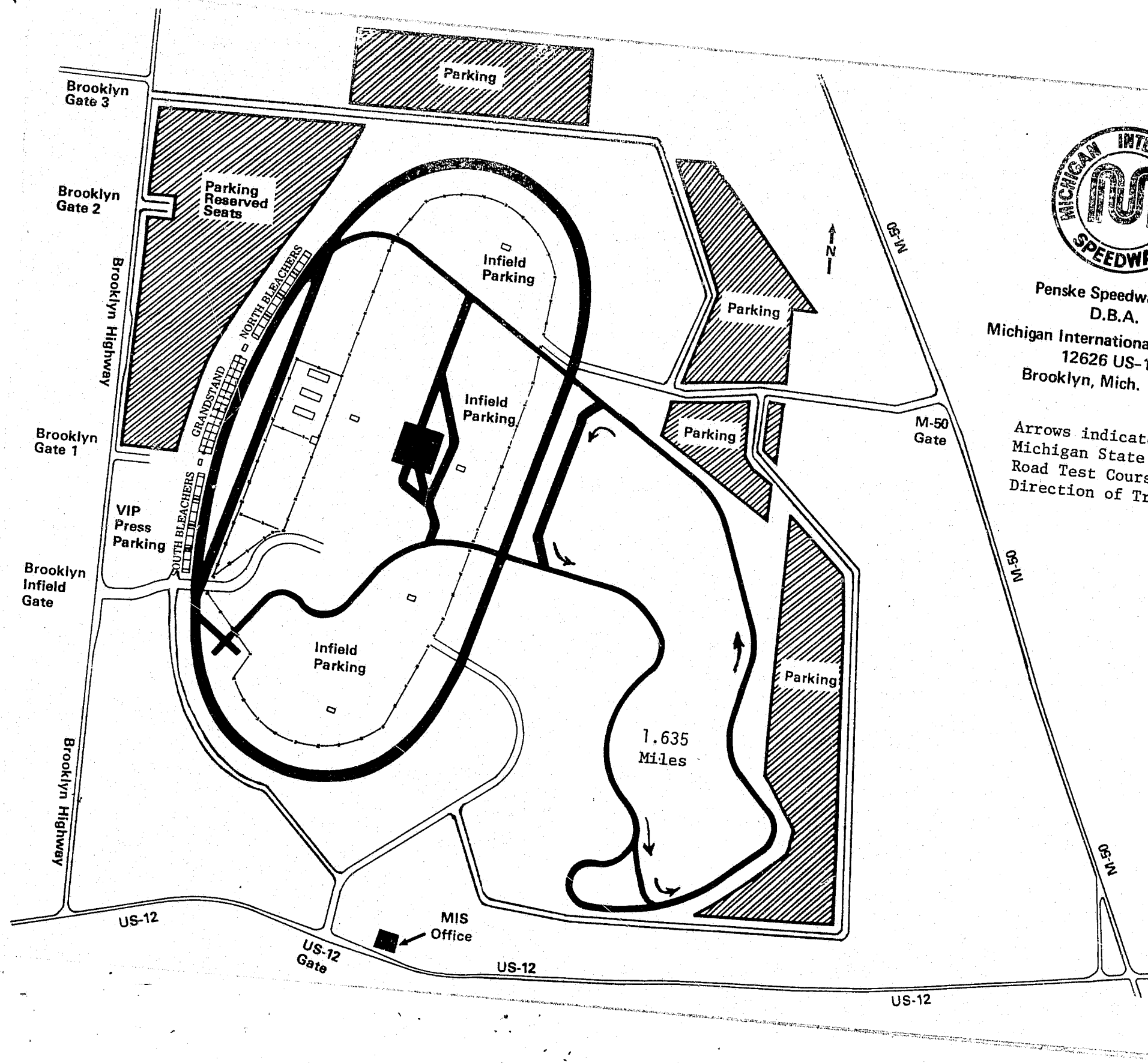
8. Modulated L.E.D. Control (photo electric micro switch) Model FE-MLS-3A

VEHICLE DYNAMICS TESTING

PREMISE - Michigan State Police patrol vehicles must have handling characteristics which are superior to standard vehicles. High speed cornering and handling ability are essential in pursuit situations and can offset losses in outright top speed capability. Accident avoidance characteristics can also be greatly increased with a vehicle designed for maximum handling.

TEST OBJECTIVE - Determine each vehicle's high speed pursuit handling characteristics and performance in comparison to the other vehicles in the test group. The course used is a road racing type course containing hills, curves, and corners and is 1.635 miles in length. The course simulates actual conditions encountered in pursuit situations in the field, with the exception of other traffic. The evaluation will be a true test of the success or failure of the vehicle manufacturers in offering balanced packages in terms of their blending of suspension components, acceleration capabilities, and braking characteristics of their cars. Serious deficiencies in handling, acceleration, or braking will result in a relatively poor score on this test. Twenty-five percent of each vehicle's total score will be derived from this test.

METHODOLOGY - Each vehicle will be driven over the course for at least 12 timed laps, using at least three separate drivers. Each vehicle's lap times will be averaged to derive the final score on this test.



Penske Speedway Inc.
D.B.A.
Michigan International Speedway
12626 US-12
Brooklyn, Mich. 49230

Arrows indicate
Michigan State Police
Road Test Course and
Direction of Travel.

VEHICLE DYNAMICS TESTING

VEHICLES	DRIVERS	LAP 1	LAP 2	LAP 3	LAP 4	AVERAGE
BUICK LeSABRE (350-4V)	Floate	95.12	95.33	94.51	94.82	94.945
	Price	97.09	96.91	97.13	97.27	97.100
	Richter	96.45	96.46	96.44	95.92	96.318
	VanDenBerg	96.22	96.62	96.67	96.80	96.578
OVERALL AVERAGE						96.235
CHEVROLET IMPALA (350-4V)	Floate	92.63	92.19	92.57	92.27	92.415
	Price	93.53	93.86	93.38	93.43	93.550
	Richter	92.90	93.30	92.29	91.90	92.598
	VanDenBerg	93.36	92.80	92.31	92.85	92.830
OVERALL AVERAGE						92.848
DODGE ST. REGIS (360-4V)	Floate	90.31	90.44	90.91	90.33	90.496
	Price	92.93	93.35	93.52	92.71	93.128
	Richter	92.06	91.76	91.27	91.15	91.560
	VanDenBerg	91.66	91.85	92.97	91.92	92.100
OVERALL AVERAGE						91.821
FORD LTD-S (351-VV)	Floate	91.98	91.50	92.12	91.65	91.813
	Price	92.70	92.33	92.31	92.67	92.503
	Richter	91.59	91.51	91.86	91.96	91.730
	VanDenBerg	92.60	92.81	92.46	92.82	92.673
OVERALL AVERAGE						92.179
PLYMOUTH GRAN FURY (360-4V)	Floate	90.20	89.40	90.09	89.54	89.808
	Price	92.38	91.22	91.57	91.60	91.693
	Richter	91.74	91.89	91.22	91.16	91.503
	VanDenBerg	90.66	90.45	89.90	90.35	90.340
OVERALL AVERAGE						90.836
CHEVROLET MALIBU (305-4V)	Floate	93.11	92.66	93.60	92.46	92.958
	Price	94.55	94.22	93.44	93.27	93.870
	Richter	93.88	92.77	93.15	92.72	93.130
OVERALL AVERAGE						93.319
DODGE ASPEN (318-4V)	Floate	95.24	95.36	95.43	94.61	95.160
	Price	98.39	96.93	97.26	97.11	97.423
	Richter	95.65	95.68	96.66	96.05	96.010
OVERALL AVERAGE						96.198
FORD FAIRMONT (255-2V)	Floate	95.22	95.65	94.56	95.65	95.270
	Price	96.67	96.16	96.61	96.21	96.413
	Richter	95.74	95.19	95.40	95.03	95.340
OVERALL AVERAGE						95.674
PLYMOUTH VOLARE (318-4V)						
		REFER TO PREFACE				
OVERALL AVERAGE						96.198
CHEVROLET MALIBU (350-4V)	Floate	91.93	91.74	91.80	91.39	91.715
	Richter	92.28	92.05	91.67	91.95	91.988
	VanDenBerg	93.38	92.69	92.69	92.58	92.835
OVERALL AVERAGE						92.179
DODGE ASPEN (360-4V)	Floate	92.38	91.83	92.18	91.91	92.075
	Richter	94.03	93.97	93.96	93.91	93.968
	VanDenBerg	91.99	92.33	92.31	91.58	92.053
OVERALL AVERAGE						92.698

* All times in seconds.

* All tests conducted on Michigan International Speedway road course.

ACCELERATION AND TOP SPEED TESTING

ACCELERATION

PREMISE - Michigan State Police patrol vehicles must be capable of accelerating to highway speeds and greater as quickly as possible in order to minimize the delay between violation and apprehension.

TEST OBJECTIVE

Qualification Test: Determine the ability of each test vehicle to accelerate from a standing start to: 60 mph, 80 mph, and 100 mph (full size vehicles); 60 mph, 80 mph, and 90 mph (intermediate size vehicles) within the time allowances contained in the patrol vehicle specifications. Failure eliminates the vehicle from bidding.

Competitive Test: Determine each test vehicle's acceleration time to 100 mph for the full size vehicles and 90 mph for the intermediate size vehicles. Ten percent of each test vehicle's score is derived from this test.

METHODOLOGY - Using a fifth wheel in conjunction with an electronic digital speed meter and an electronic multi-function timer, each vehicle is driven through four acceleration sequences; two northbound and two southbound to allow for wind direction. The four resulting times for each target speed are averaged, and the averaged times used to determine "pass" or "fail" on the qualification tests, and to derive scores on the competitive test.

TOP SPEED

PREMISE - Michigan State Police full size patrol vehicles must be capable of attaining a minimum top speed of 110 mph within a distance of three miles or less in order to successfully pursue, overtake, and apprehend violators. Intermediate size patrol vehicles, due to their limited patrol usage, will be required to attain a top speed of 100 mph within a distance of three miles or less.

TEST OBJECTIVE

Qualification Test: Determine each vehicle's ability to attain the minimum top speed required. Failure eliminates the vehicle from bidding.

Competitive Test: Determine the actual top speed attainable within a distance of 15 miles from a standing start. Fifteen percent of each vehicle's score is derived from this test.

METHODOLOGY - Following the fourth acceleration run, the vehicle shall continue to accelerate to the top speed attainable within 15 miles from the start of the run. The distance required to reach 110 mph (full size vehicles) or 100 mph (intermediate size vehicles) will be noted. The highest speed attained within the 15 mile distance will be the vehicle's score on the competitive test.

BRAKE TESTING

PREMISE - Michigan State Police patrol vehicles must be equipped with brakes which are capable of decelerating the vehicle as quickly as possible under extreme conditions, while allowing a high level of control to be maintained.

TEST OBJECTIVE

Qualification Test: Determine the acceptability of each vehicle's braking performance for highway patrol and high speed pursuit service. The ability of a vehicle to make a straight lock up stop within its own lane and any evidence of brake fade will be evaluated. Failure eliminates the vehicle from bidding.

Competitive Test: Determine the deceleration rate attained by each vehicle on two 60 - 0 mph impending skid stops. Vehicles will be scored on their average deceleration rate attained in comparison with the other vehicles in the test group. Ten percent of each vehicle's score is derived from this test.

METHODOLOGY - Each vehicle will first be required to make four decelerations at 22 ft./sec.² (90 - 0 mph full size vehicles or 80 - 0 mph intermediate size vehicles), with the driver using a decelerometer to maintain the deceleration rate. The vehicle will then make one 60 - 0 mph impending skid. The exact initial velocity at the beginning of the deceleration and the exact distance required to make the stop will be recorded by means of a fifth wheel in conjunction with electronic digital speed and distance meters. From these figures, the average deceleration rate for the stop can be calculated. Following a 5 minute cooling period, this sequence will be repeated. This second sequence will be followed by one 60 - 0 mph full four-wheel lock stop, both to determine ability of the brakes to lock and ability of the vehicle to stop in a straight line within its lane.

DECELERATION RATE FORMULA

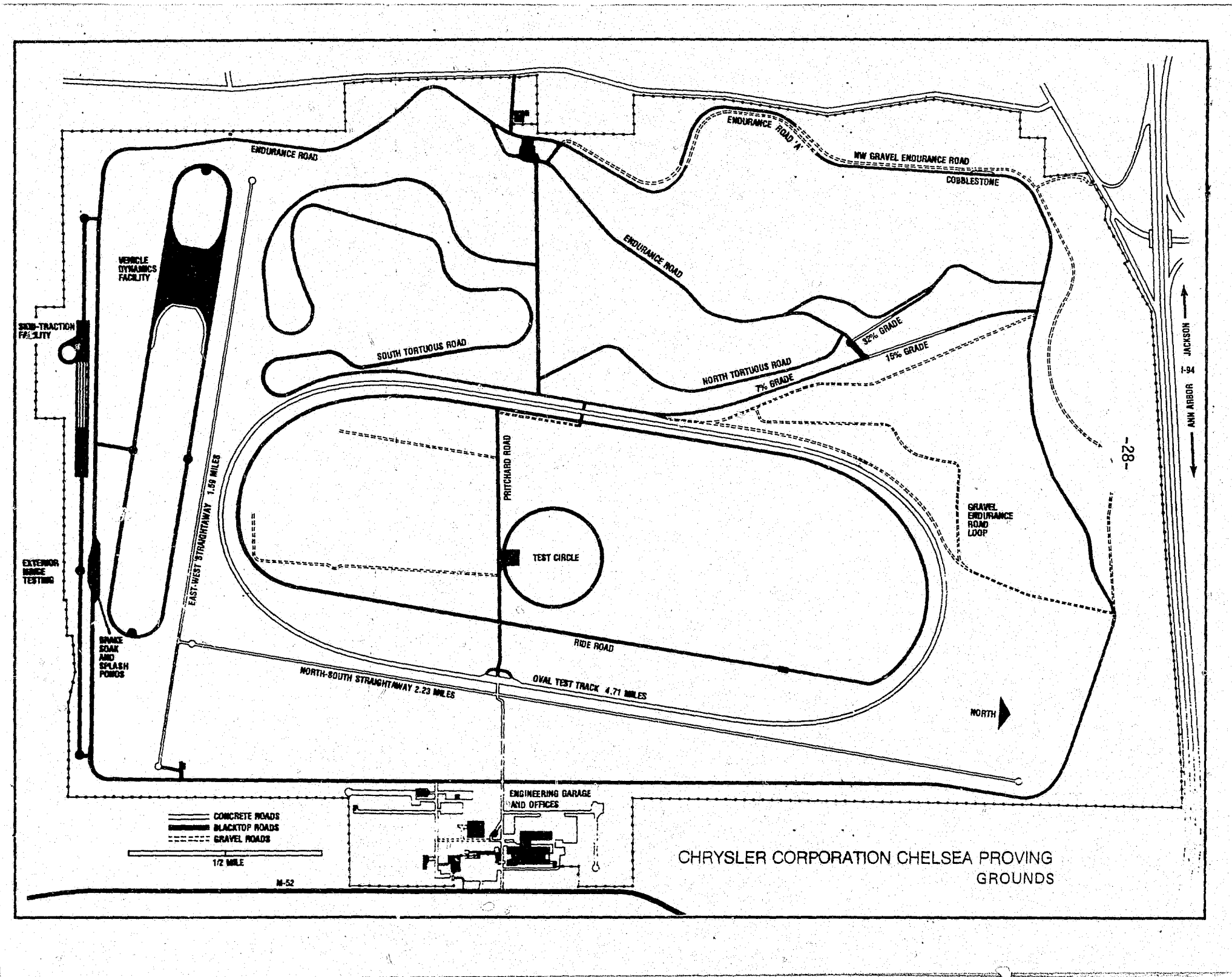
$$\frac{\text{*Initial Velocity}^2}{2 \times \text{Stopping distance}} = \text{Deceleration rate in ft. per sec.}^2$$

EXAMPLE:

$$60.8 \text{ MPH} = 89.175 \text{ ft. per sec.} / \text{squared} = 7952.24 = 23.198 \text{ ft. per sec.}^2$$

$$171.4 \text{ ft.} \times 2 = 342.8$$

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



CHRYSLER CORPORATION CHELSEA PROVING GROUNDS

SUMMARY OF ACCELERATION, TOP SPEED AND BRAKE TESTING

(FULL SIZE VEHICLES)

SPEED

0-60 MPH (Sec)

0-80 MPH (Sec)

0-100 MPH (Sec)

Top Speed

Distance to reach
110 MPH minimum (Miles)

1/4 Mile (average)*

Time

Speed

BRAKING

Phase I

Initial Speed (MPH)

Stopping Distance (Ft)

Deceleration Rate (Ft/Sec²)

Phase II

Initial Speed (MPH)

Stopping Distance (Ft)

Deceleration Rate (Ft/Sec²)

Deceleration Rate
(Average) (Ft/Sec²)

Buick La Sabre	Chevrolet Impala	Dodge St. Regis	Ford LTD-S	Plymouth Gran Fury	
13.445	12.955	11.533	11.535	11.310	
24.478	23.803	19.618	19.775	19.543	
49.383	46.165	36.700	37.330	35.453	
113.1	110.4	122.7	120.5	124.6	
1.39	1.38	.90	.95	.92	

19.50	19.08	18.40	18.50	18.15	
74.33	73.25	77.50	77.75	76.75	

59.8	59.8	60.3	60.5	60.8	
175.5	163.3	163.5	187.9	172.2	
21.917	23.554	23.920	20.953	23.090	

60.5	61.2	60.5	60.6	60.9	
168.0	169.0	171.1	171.4	182.5	
23.434	23.838	23.010	23.046	21.859	
22.676	23.696	23.465	22.000	22.475	

*Obtained from Strip Chart Recordings of Acceleration Runs

SUMMARY OF ACCELERATION, TOP SPEED AND BRAKE TESTING

(MID SIZE VEHICLES)

SPEED

0-60 MPH (Sec)

0-80 MPH (Sec)

0-90 MPH (Sec)

Top Speed

Distance to reach
100 MPH minimum (Miles)

1/4 Mile (average)*

Time

Speed

BRAKING

Phase I

Initial Speed (MPH)

Stopping Distance (Ft)

Deceleration Rate (Ft/Sec²)

Phase II

Initial Speed (MPH)

Stopping Distance (Ft)

Deceleration Rate (Ft/Sec²)

Deceleration Rate
(Average) (Ft/Sec²)

Chevrolet Malibu-305	Dodge Aspen-318	Ford Fairmont-255	Plymouth Volare-318	Chevrolet** Malibu-350	Dodge ** Aspen-360
12.808	13.245	15.925	12.618	12.330	10.958
23.970	24.173	29.245	22.245	22.675	19.243
33.440	32.290	49.130	29.388	31.893	25.720
113.4	117.3	111.6	120.0	110.8	122.2
.75	.71	1.15	.67	.77	.58

19.20	19.55	20.65	19.33	19.00	17.95
73.50	73.25	68.50	74.75	74.25	77.50

60.0	60.1	60.8	60.8	60.5	60.0
154.6	172.7	169.1	164.5	163.7	173.4
25.046	22.496	23.513	24.171	24.050	22.331

59.5	60.3	60.5	60.8	60.6	60.5
164.1	177.3	158.1	167.8	156.1	161.7
23.205	22.059	24.902	23.696	25.304	24.347
24.126	22.278	24.208	23.934	24.677	23.339

*Obtained from Strip Chart Recordings of Acceleration Runs

** Vehicles tested at manufacturer's request.

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ACCELERATION & TOP SPEED TESTS
FULL SIZE VEHICLES

TEST LOCATION Chrysler Proving Grounds

DATE October 20, 1979

ACCELERATION

MAKE & MODEL Buick LeSabre BEGINNING TIME 8:14 AM/PM

SPEEDS	TIME REQUIREMENT	RUN #1	RUN #2	RUN #3	RUN #4	AVERAGE
0-60	13 Secs	13.65	12.90	13.70	13.53	13.445
0-80	23 Secs	25.56	23.44	25.35	23.56	24.478
0-100	43 Secs	59.15	42.98	54.81	40.59	49.383

TOP SPEED

DISTANCE TO REACH 110 MPH MINIMUM 1.39 Miles TOP SPEED ATTAINED 113.1 MPH

ACCELERATION

MAKE & MODEL Chevrolet Impala BEGINNING TIME 6:06 AM/PM

SPEEDS	TIME REQUIREMENT	RUN #1	RUN #2	RUN #3	RUN #4	AVERAGE
0-60	13 Secs	12.94	13.03	13.04	12.81	12.955
0-80	23 Secs	24.74	23.14	24.75	22.58	23.803
0-100	43 Secs	51.58	40.44	52.55	40.09	46.165

TOP SPEED

DISTANCE TO REACH 110 MPH MINIMUM 1.38 Miles TOP SPEED ATTAINED 110.4 MPH

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ACCELERATION & TOP SPEED TESTS
FULL SIZE VEHICLES

TEST LOCATION Chrysler Proving Grounds

DATE October 20, 1979

ACCELERATION

MAKE & MODEL Dodge St. Regis BEGINNING TIME 9:41 AM/PM

SPEEDS	TIME REQUIREMENT	RUN #1	RUN #2	RUN #3	RUN #4	AVERAGE
0-60	13 Secs	11.68	11.16	11.85	11.44	11.533
0-80	23 Secs	20.22	18.53	20.85	18.87	19.618
0-100	43 Secs	41.16	32.32	41.83	31.49	36.700

TOP SPEED

DISTANCE TO REACH 110 MPH MINIMUM .90 Mile TOP SPEED ATTAINED 122.7 MPH

ACCELERATION

MAKE & MODEL Ford LTD BEGINNING TIME 10:22 AM/PM

SPEEDS	TIME REQUIREMENT	RUN #1	RUN #2	RUN #3	RUN #4	AVERAGE
0-60	13 Secs	11.59	11.45	11.82	11.28	11.535
0-80	23 Secs	20.55	19.12	20.47	18.96	19.775
0-100	43 Secs	42.35	32.20	42.23	32.54	37.330

TOP SPEED

DISTANCE TO REACH 110 MPH MINIMUM .95 Mile TOP SPEED ATTAINED 120.5 MPH

-33-

ACCELERATION & TOP SPEED TESTS
FULL SIZE VEHICLES

TEST LOCATION Chrysler Proving Grounds

DATE October 20, 1979

ACCELERATION

MAKE & MODEL Plymouth Gran Fury BEGINNING TIME 11:11 AM/PM

SPEEDS	TIME REQUIREMENT	RUN #1	RUN #2	RUN #3	RUN #4	AVERAGE
0-60	13 Secs	11.44	11.18	11.50	11.12	11.310
0-80	23 Secs	20.15	18.65	20.71	18.66	19.543
0-100	43 Secs	39.31	31.98	38.46	32.06	35.453

TOP SPEED

DISTANCE TO REACH 110 MPH MINIMUM .92 Mile TOP SPEED ATTAINED 124.6 MPH

ACCELERATION

MAKE & MODEL _____ BEGINNING TIME _____ AM/PM

SPEEDS	TIME REQUIREMENT	RUN #1	RUN #2	RUN #3	RUN #4	AVERAGE
0-60						
0-80						
0-100						

TOP SPEED

DISTANCE TO REACH 110 MPH MINIMUM _____ TOP SPEED ATTAINED _____ MPH

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ACCELERATION & TOP SPEED TESTS
MID SIZE VEHICLES

TEST LOCATION Chrysler Proving Grounds

DATE October 20, 1979

ACCELERATION

MAKE & MODEL Chevrolet Malibu 305 BEGINNING TIME 5.25 AM/PM

SPEEDS	TIME REQUIREMENT	RUN #1	RUN #2	RUN #3	RUN #4	AVERAGE
0-60	14.5 Secs	12.80	12.40	13.14	12.89	12.808
0-80	25.5 Secs	24.23	22.82	25.96	22.87	23.970
0-90	34.5 Secs	35.95	30.79	36.90	30.12	33.440

TOP SPEED

DISTANCE TO REACH 100 MPH MINIMUM .75 Mile TOP SPEED ATTAINED 113.4 MPH

ACCELERATION

MAKE & MODEL Dodge Aspen - 318 BEGINNING TIME 12:09 AM/PM

SPEEDS	TIME REQUIREMENT	RUN #1	RUN #2	RUN #3	RUN #4	AVERAGE
0-60	14.5 Secs	13.34	12.92	13.70	13.02	13.245
0-80	25.5 Secs	24.88	22.51	26.63	22.67	24.173
0-90	34.5 Secs	34.85	28.69	36.44	29.18	32.290

TOP SPEED

DISTANCE TO REACH 100 MPH MINIMUM .71 Mile TOP SPEED ATTAINED 117.3 MPH

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ACCELERATION & TOP SPEED TESTS
MID SIZE VEHICLES

TEST LOCATION Chrysler Proving Grounds

DATE October 20, 1979

ACCELERATION

MAKE & MODEL Ford Fairmont - 255 BEGINNING TIME 3:02 AM/PM

SPEEDS	TIME REQUIREMENT	RUN #1	RUN #2	RUN #3	RUN #4	AVERAGE
0-60	14.5 Secs	16.48	15.20	16.54	15.48	15.925
0-80	25.5 Secs	31.82	26.58	31.59	26.99	29.245
0-90	34.5 Secs	61.51	38.90	57.59	38.52	49.130

TOP SPEED

DISTANCE TO REACH 100 MPH MINIMUM 1.15 Miles TOP SPEED ATTAINED 111.6 MPH

ACCELERATION

MAKE & MODEL Plymouth Volare 318 BEGINNING TIME 3:48 AM/PM

SPEEDS	TIME REQUIREMENT	RUN #1	RUN #2	RUN #3	RUN #4	AVERAGE
0-60	14.5 Secs	12.56	12.25	12.90	12.76	12.618
0-80	25.5 Secs	22.51	20.67	23.93	21.87	22.245
0-90	34.5 Secs	31.29	26.54	31.98	27.74	29.388

TOP SPEED

DISTANCE TO REACH 100 MPH MINIMUM .67 Mile TOP SPEED ATTAINED 120.0 MPH

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ACCELERATION & TOP SPEED TESTS
MID SIZE VEHICLES

TEST LOCATION Chrysler Proving Grounds

DATE October 20, 1979

ACCELERATION

MAKE & MODEL Chevrolet Malibu 350* BEGINNING TIME 2:25 AM/PM

SPEEDS	TIME REQUIREMENT	RUN #1	RUN #2	RUN #3	RUN #4	AVERAGE
0-60	-	12.04	11.97	12.75	12.56	12.330
0-80	-	23.02	21.80	24.56	22.04	22.675
0-90	-	34.17	29.08	35.73	28.54	31.893

TOP SPEED

DISTANCE TO REACH 100 MPH MINIMUM .77 Mile TOP SPEED ATTAINED 110.8 MPH

ACCELERATION

MAKE & MODEL Dodge Aspen - 360* BEGINNING TIME 4:40 AM/PM

SPEEDS	TIME REQUIREMENT	RUN #1	RUN #2	RUN #3	RUN #4	AVERAGE
0-60	-	11.15	10.80	11.24	10.64	10.958
0-80	-	20.02	18.26	20.38	18.31	19.243
0-90	-	27.87	24.20	27.04	23.77	25.120

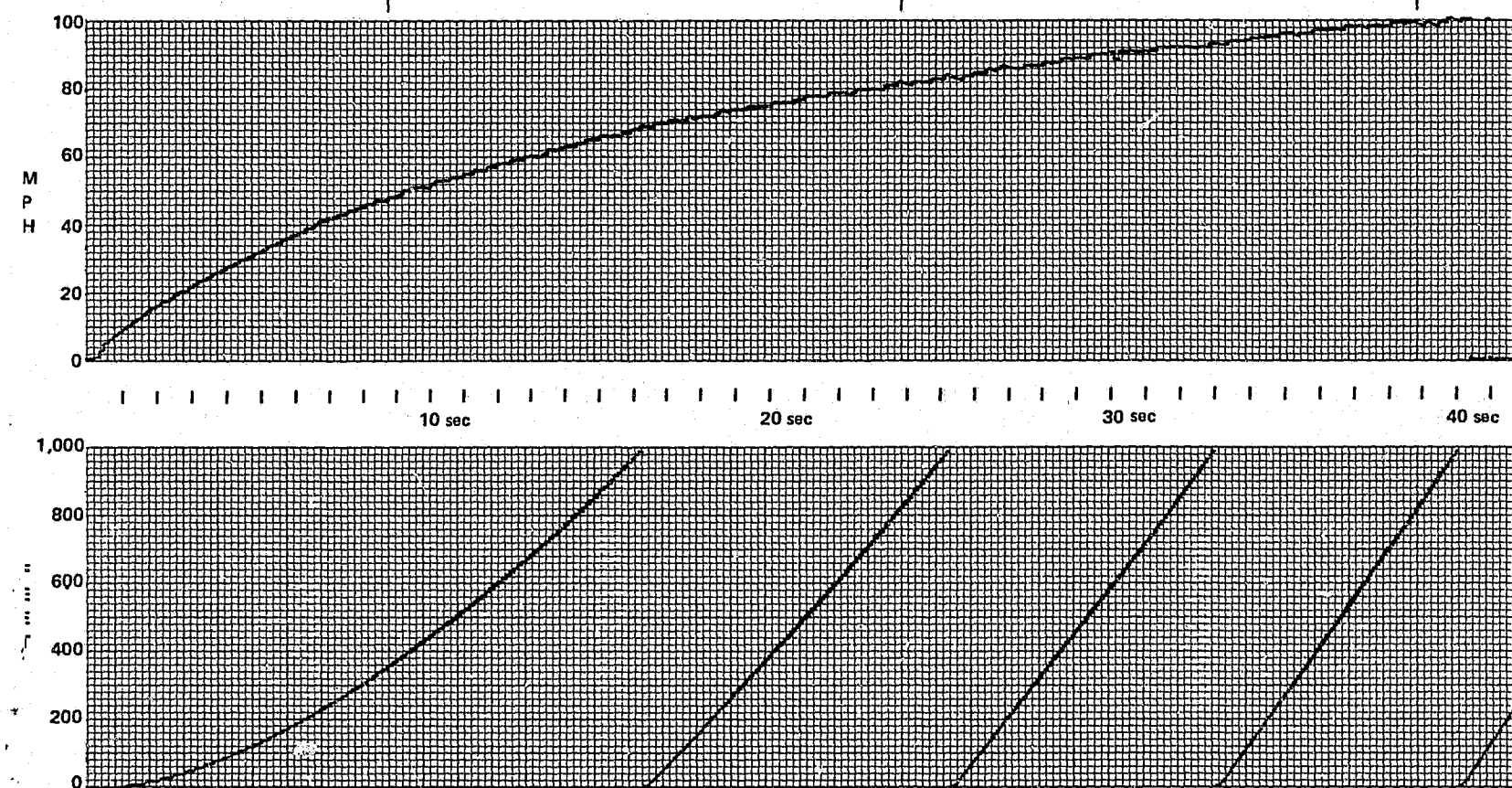
TOP SPEED

DISTANCE TO REACH 100 MPH MINIMUM .58 Mile TOP SPEED ATTAINED 122.2 MPH

* Vehicles tested at manufacturer's request.

ACCELERATION

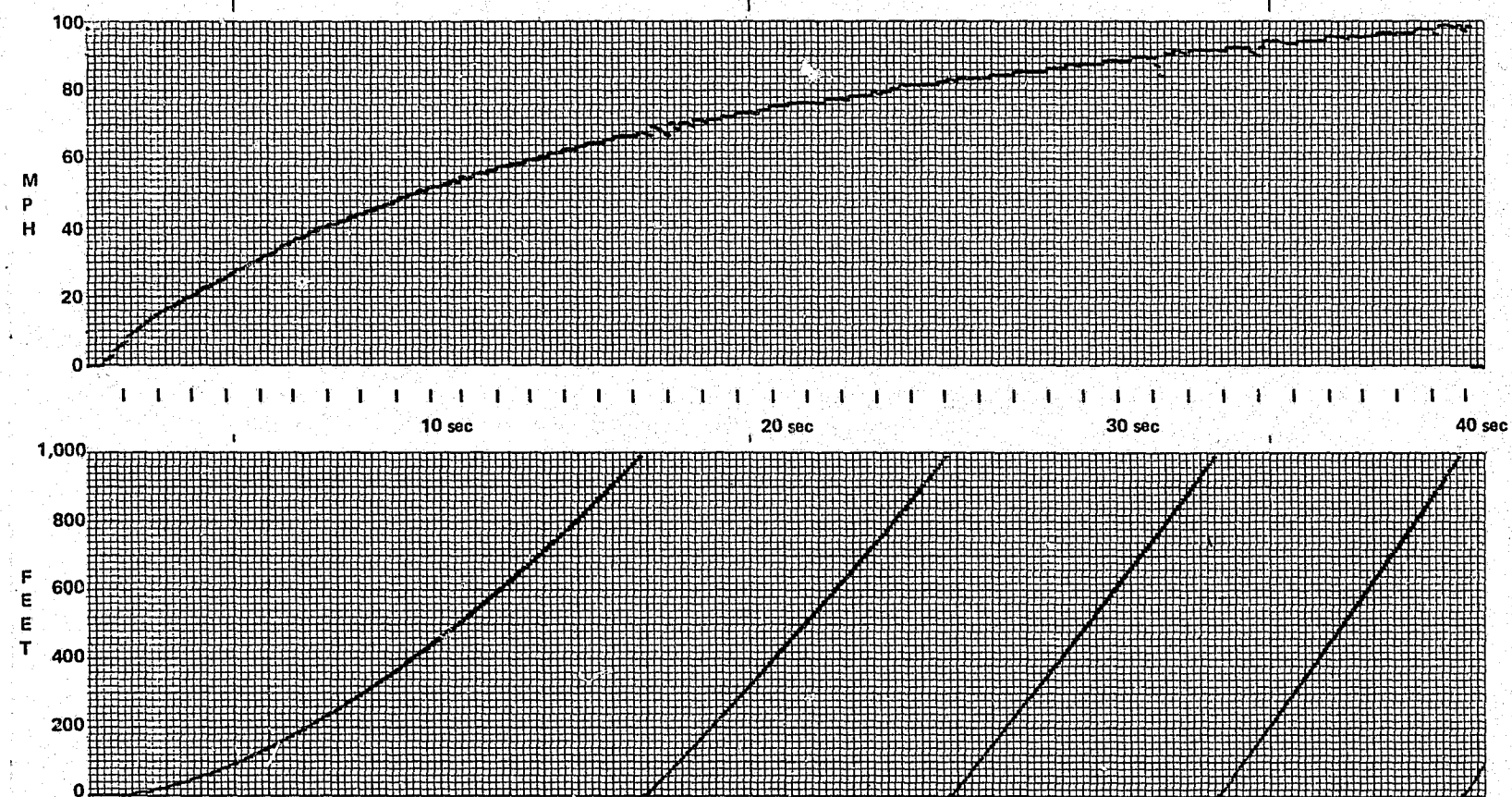
MAKE & MODEL Buick LeSabre



Strip chart recording of one northbound acceleration sequence.

ACCELERATION

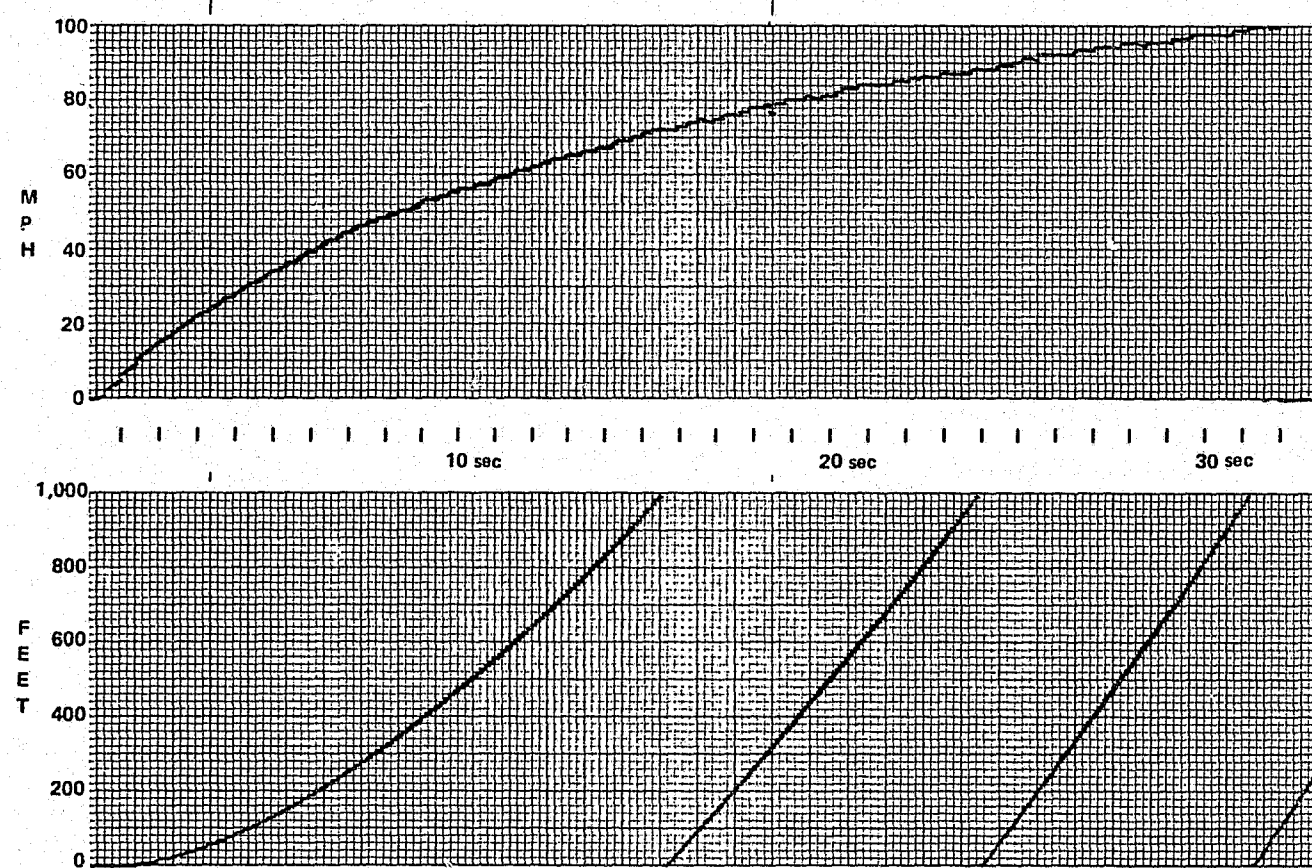
MAKE & MODEL Chevrolet Impala



Strip chart recording of one northbound acceleration sequence.

ACCELERATION

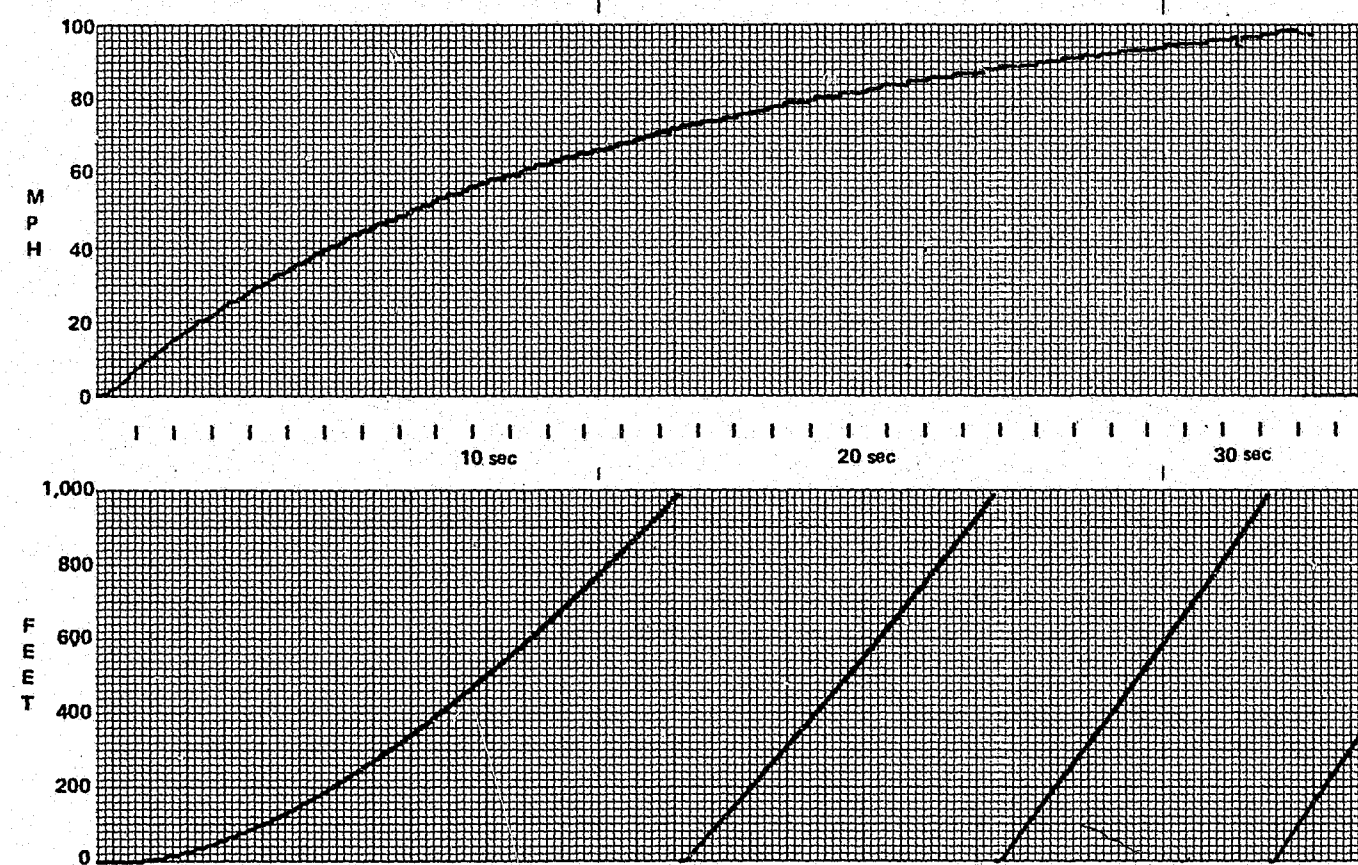
MAKE & MODEL Dodge St. Regis



Strip chart recording of one northbound acceleration sequence.

ACCELERATION

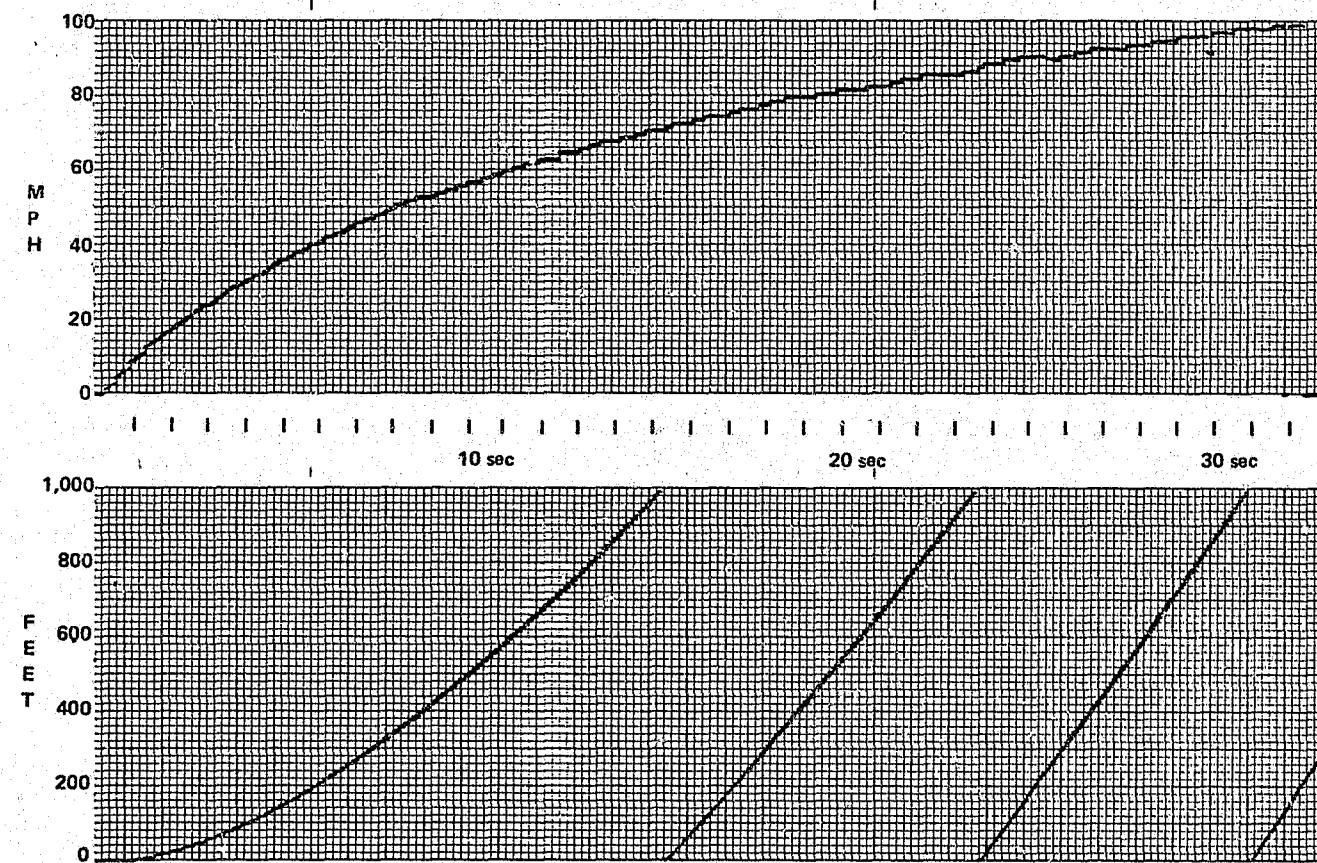
MAKE & MODEL Ford LTD - S



Strip chart recording of one northbound acceleration sequence.

ACCELERATION

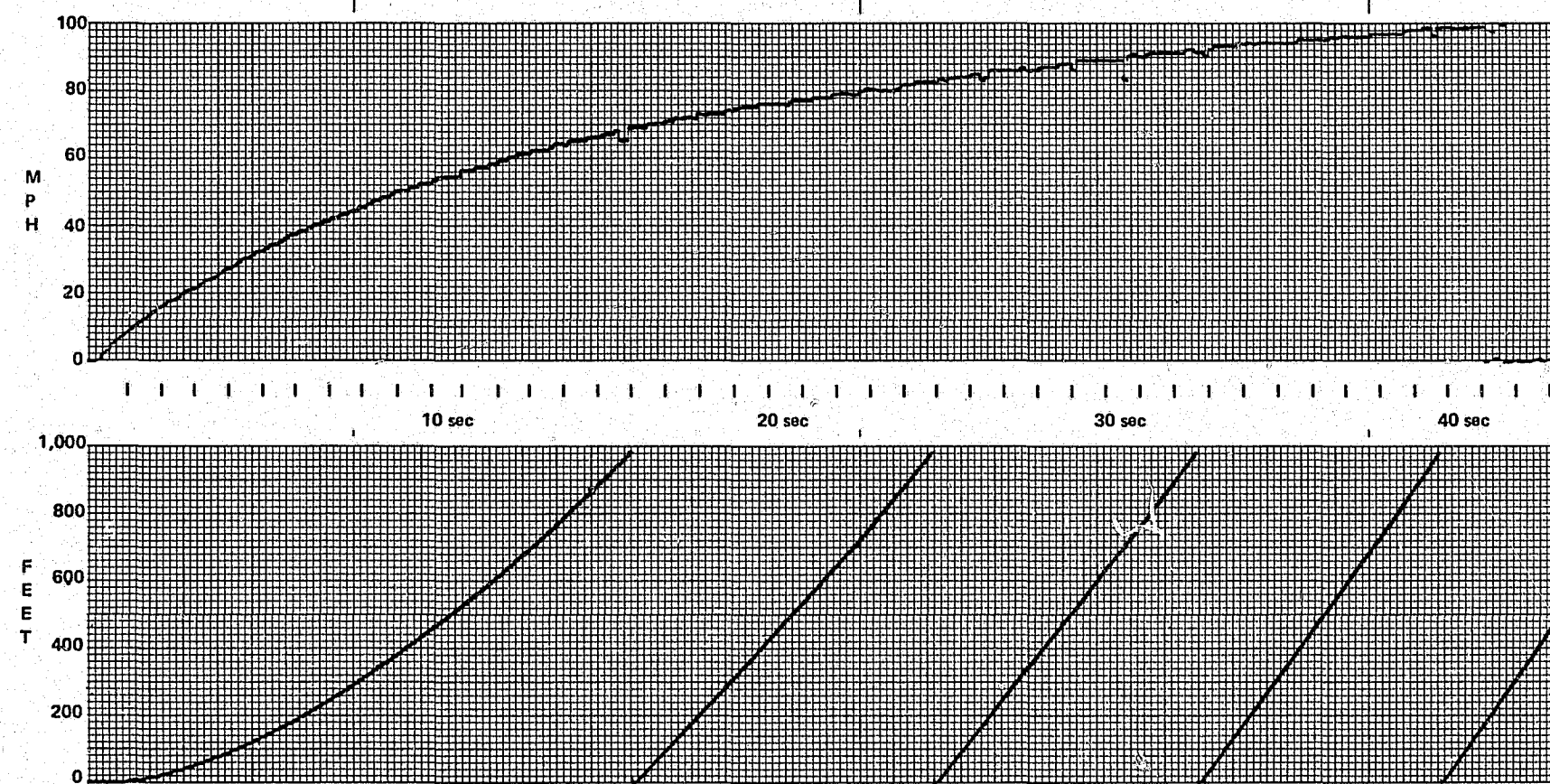
MAKE & MODEL Plymouth Gran Fury



Strip chart recording of one northbound acceleration sequence.

ACCELERATION

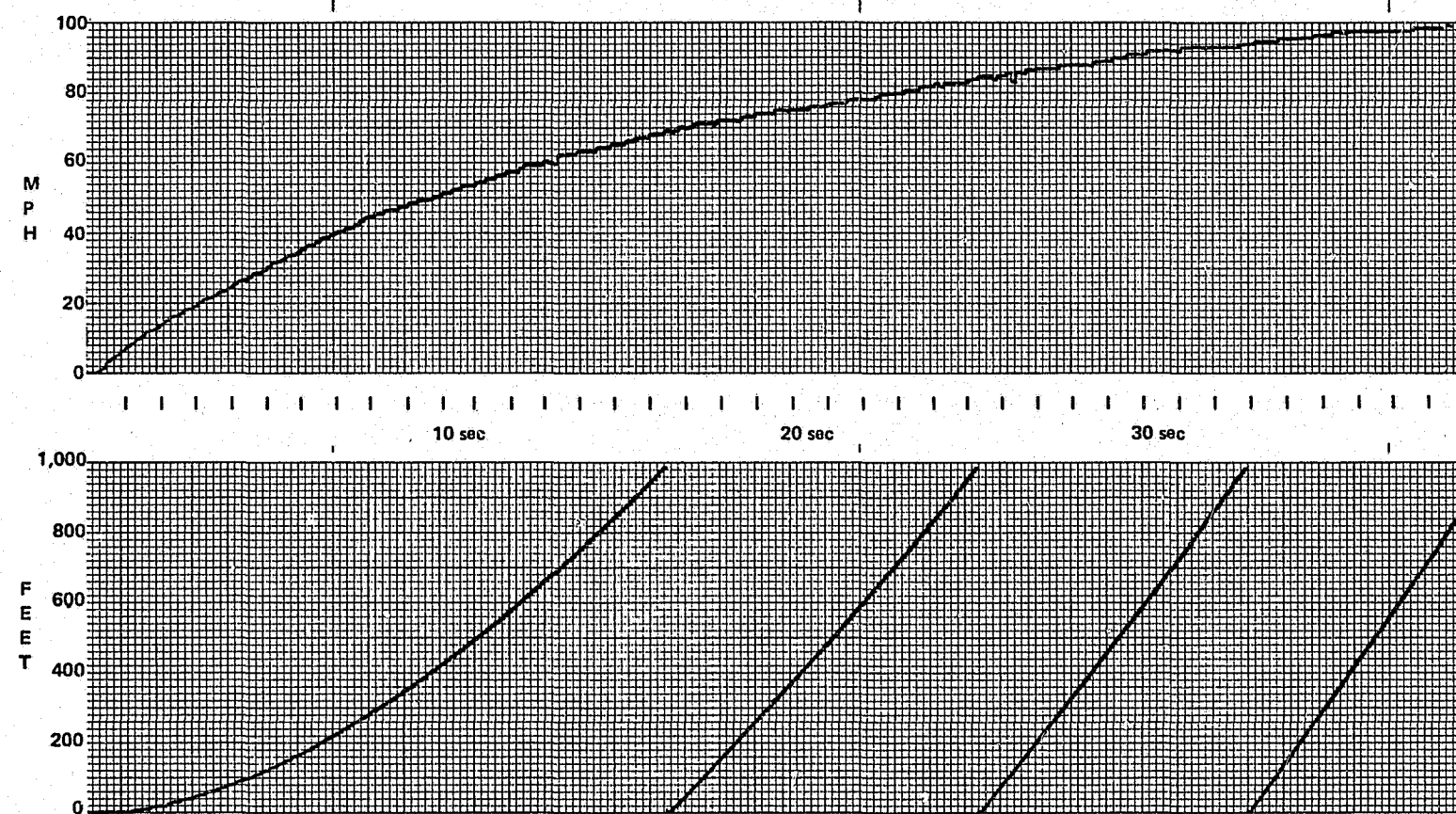
MAKE & MODEL Chevrolet Malibu - 305-4V



Strip chart recording of one northbound acceleration sequence.

ACCELERATION

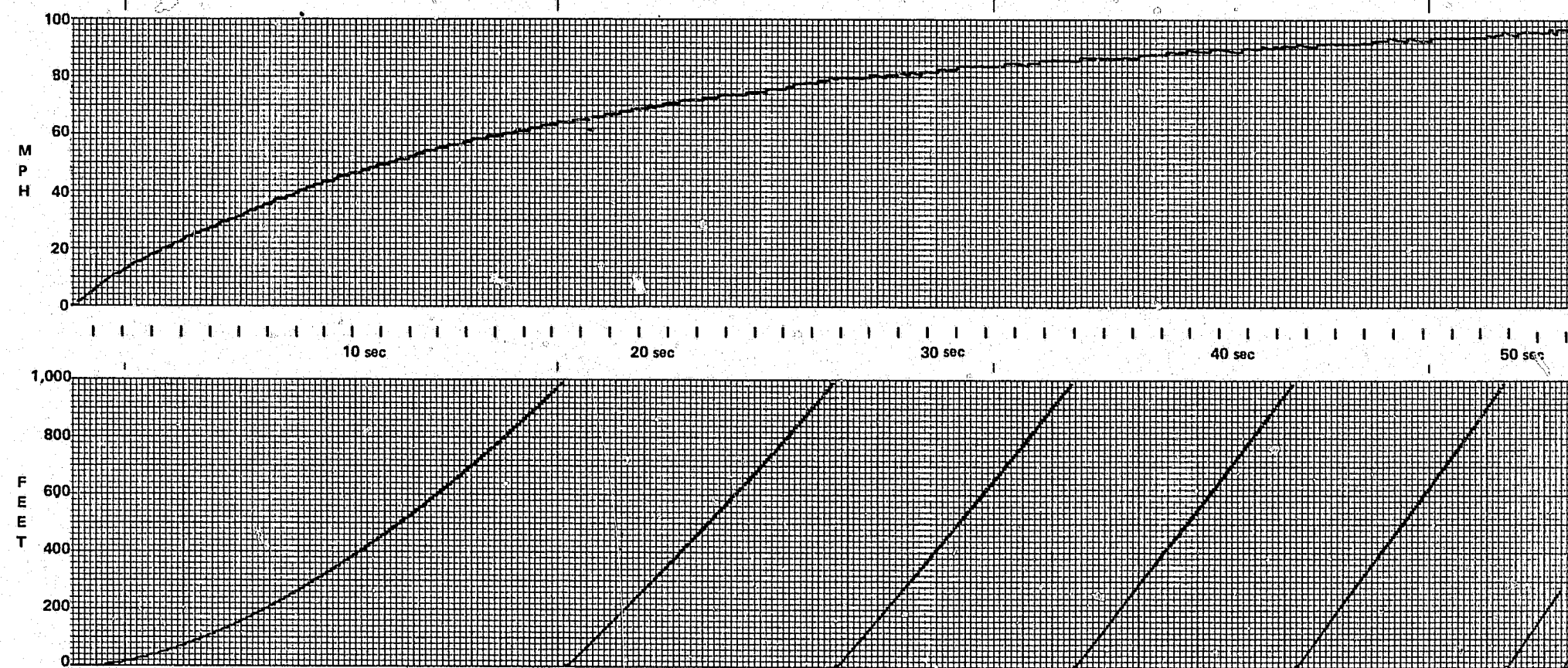
MAKE & MODEL Dodge Aspen - 318-4V



Strip chart recording of one northbound acceleration sequence.

ACCELERATION

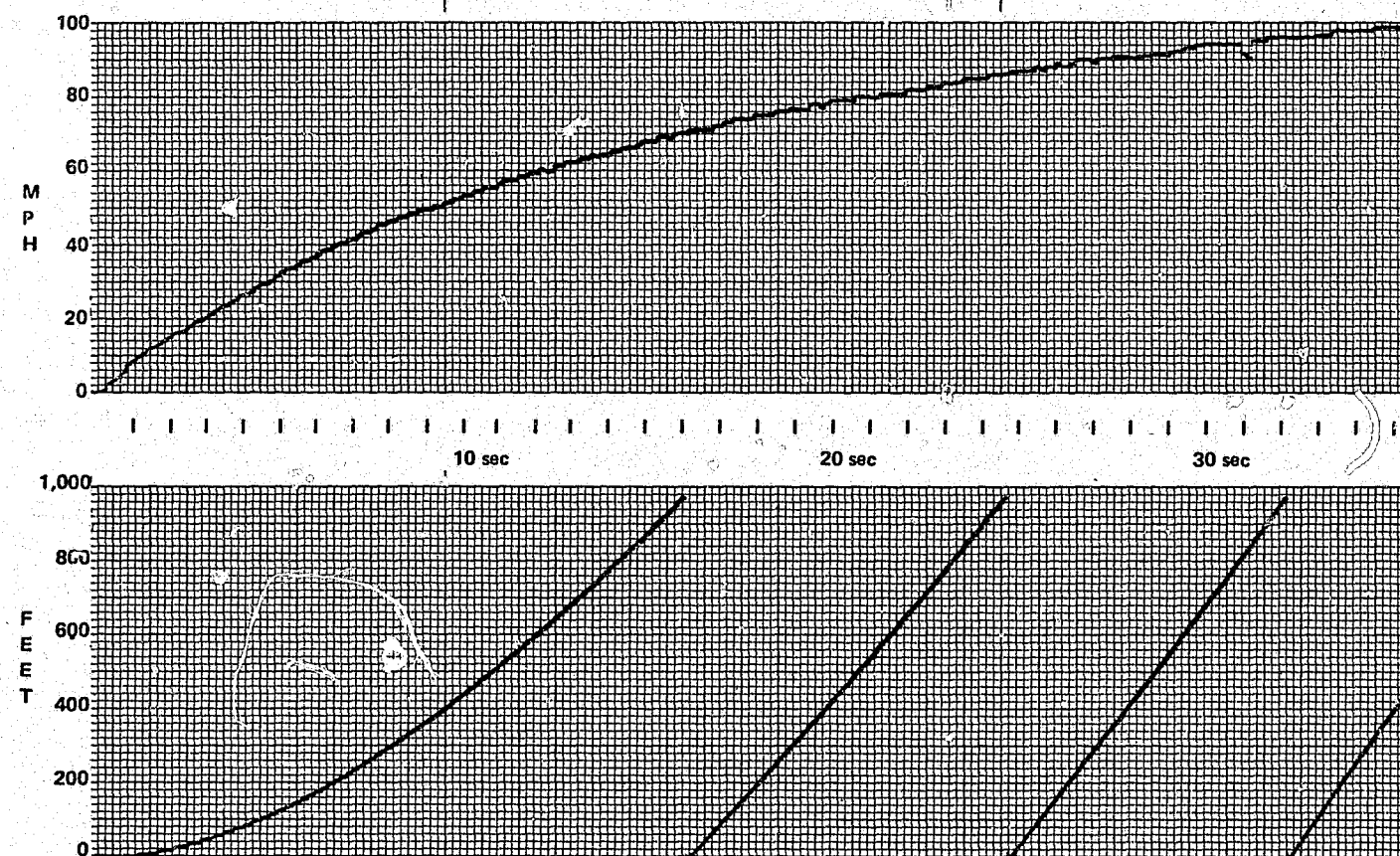
MAKE & MODEL Ford Fairmont - 255-2V



Strip chart recording of one northbound acceleration sequence.

ACCELERATION

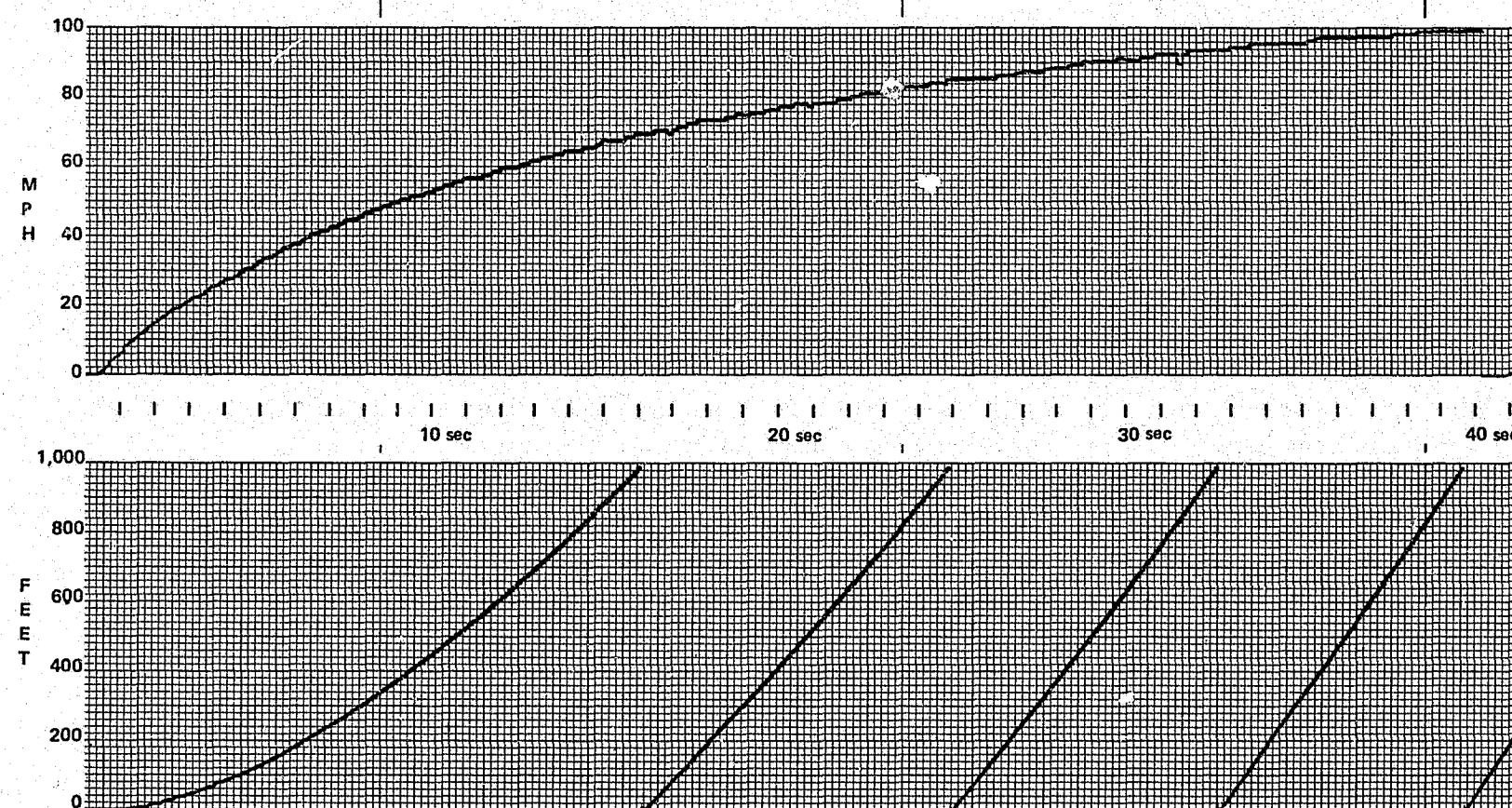
MAKE & MODEL Plymouth Volare - 318-4V



Strip chart recording of one northbound acceleration sequence.

ACCELERATION

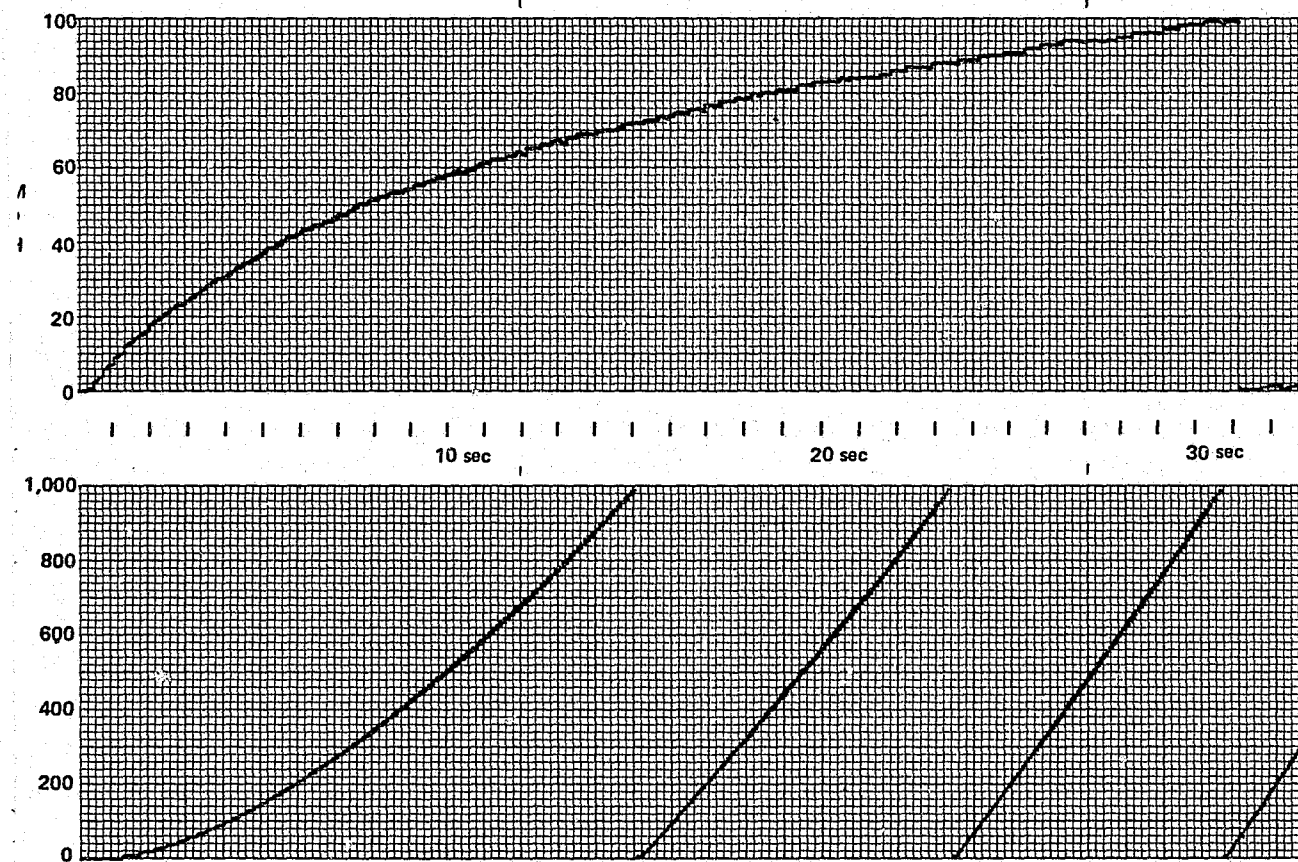
MAKE & MODEL Chevrolet Malibu - 350-4V



Strip chart recording of one northbound acceleration sequence.

ACCELERATION

MAKE & MODEL Dodge Aspen - 360-4V



Strip chart recording of one northbound acceleration sequence.

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BRAKE TESTING FULL SIZE VEHICLE

DATE 10-20-79 LOCATION Chrysler Proving Grounds MAKE & MODEL Buick Le Sabre

PHASE I

BRAKE HEAT-UP (90 mph — 22 ft. per sec.²)

Stop #1 Completed
Stop #2 Completed
Stop #3 Completed
Stop #4 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #5 Initial Speed 59.8 mph Stopping distance 175.5 ft.
Deceleration Rate 21.917 ft./sec.²

PHASE II

BRAKE HEAT-UP (90 mph — 22 ft. per sec.²)

Stop #6 Completed
Stop #7 Completed
Stop #8 Completed
Stop #9 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #10 Initial speed 60.5 mph Stopping distance 168.0 ft.
Deceleration Rate 23.434 ft./sec.²

PHASE III

TEST (60 mph — full wheel lock-up)

Stop #11 Evidence of severe fading prior to locking?
Brakes would lock?
Vehicle stopped in straight line?
Vehicle stopped within correct lane?

YES NO
X X
X X
X X

AVERAGE SCORE 22.676 FT/SEC.²

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BRAKE TESTING FULL SIZE VEHICLE

DATE 10-20-79 LOCATION Chrysler Proving Grounds MAKE & MODEL Chevrolet Impala

PHASE I

BRAKE HEAT-UP (90 mph — 22 ft. per sec.²)

Stop #1 Completed
Stop #2 Completed
Stop #3 Completed
Stop #4 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #5 Initial Speed 59.8 mph Stopping distance 163.3 ft.
Deceleration Rate 23.554 ft./sec.²

PHASE II

BRAKE HEAT-UP (90 mph — 22 ft. per sec.²)

Stop #6 Completed
Stop #7 Completed
Stop #8 Completed
Stop #9 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #10 Initial speed 61.2 mph Stopping distance 169.0 ft.
Deceleration Rate 23.838 ft./sec.²

PHASE III

TEST (60 mph — full wheel lock-up)

Stop #11 Evidence of severe fading prior to locking?
Brakes would lock?
Vehicle stopped in straight line?
Vehicle stopped within correct lane?

YES NO
X X
X X
X X

AVERAGE SCORE 23.696 FT/SEC.²

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**BRAKE TESTING
FULL SIZE VEHICLE**

DATE 10-20-79 LOCATION Chrysler Proving Grounds MAKE & MODEL Dodge St. Regis

PHASE I

BRAKE HEAT-UP (90 mph — 22 ft. per sec.)

Stop #1 Completed
Stop #2 Completed
Stop #3 Completed
Stop #4 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #5 Initial Speed 60.3 mph Stopping distance 163.5 ft.
Deceleration Rate 23.920 ft./sec.²

PHASE II

BRAKE HEAT-UP (90 mph — 22 ft. per sec.)

Stop #6 Completed
Stop #7 Completed
Stop #8 Completed
Stop #9 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #10 Initial speed 60.5 mph Stopping distance 171.1 ft.
Deceleration Rate 23.010 ft./sec.²

PHASE III

TEST (60 mph — full wheel lock-up)

Stop #11 Evidence of severe fading prior to locking?
Brakes would lock?
Vehicle stopped in straight line?
Vehicle stopped within correct lane?

YES	NO
X	X
X	
X	

AVERAGE SCORE 23.465 FT/SEC.²

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**BRAKE TESTING
FULL SIZE VEHICLE**

DATE 10-20-79 LOCATION Chrysler Proving Grounds MAKE & MODEL Ford LTD

PHASE I

BRAKE HEAT-UP (90 mph — 22 ft. per sec.)

Stop #1 Completed
Stop #2 Completed
Stop #3 Completed
Stop #4 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #5 Initial Speed 60.5 mph Stopping distance 187.9 ft.
Deceleration Rate 20.953 ft./sec.²

PHASE II

BRAKE HEAT-UP (90 mph — 22 ft. per sec.)

Stop #6 Completed
Stop #7 Completed
Stop #8 Completed
Stop #9 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #10 Initial speed 60.6 mph Stopping distance 171.4 ft.
Deceleration Rate 23.046 ft./sec.²

PHASE III

TEST (60 mph — full wheel lock-up)

Stop #11 Evidence of severe fading prior to locking?
Brakes would lock?
Vehicle stopped in straight line?
Vehicle stopped within correct lane?

YES	NO
X	X
X	
X	

AVERAGE SCORE 22.000 FT/SEC.²

**BRAKE TESTING
FULL SIZE VEHICLE**

DATE 10-20-79 LOCATION Chrysler Proving Grounds MAKE & MODEL Plymouth Gran Fury

PHASE I

BRAKE HEAT-UP (90 mph — 22 ft. per sec.²)

Stop #1 Completed
Stop #2 Completed
Stop #3 Completed
Stop #4 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #5 Initial Speed 60.8 mph Stopping distance 172.2 ft.
Deceleration Rate 23.090 ft./sec.²

PHASE II

BRAKE HEAT-UP (90 mph — 22 ft. per sec.²)

Stop #6 Completed
Stop #7 Completed
Stop #8 Completed
Stop #9 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #10 Initial speed 60.9 mph Stopping distance 182.5 ft.
Deceleration Rate 21.859 ft./sec.²

PHASE III

TEST (60 mph — full wheel lock-up)

Stop #11 Evidence of severe fading prior to locking?
Brakes would lock?
Vehicle stopped in straight line?
Vehicle stopped within correct lane?

YES	NO
X	X
X	
X	

AVERAGE SCORE 22.475 FT/SEC.²

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BRAKE TESTING MID SIZE VEHICLE

DATE 10-20-79 LOCATION Chrysler Proving Grounds MAKE & MODEL Chevrolet Malibu (305)

PHASE I

BRAKE HEAT-UP (80 mph — 22 ft. per sec.²)

Stop #1 Completed
Stop #2 Completed
Stop #3 Completed
Stop #4 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #5 Initial Speed 60.0 mph Stopping distance 154.6 ft.
Deceleration Rate 25.046 ft./sec.²

PHASE II

BRAKE HEAT-UP (80 mph — 22 ft. per sec.²)

Stop #6 Completed
Stop #7 Completed
Stop #8 Completed
Stop #9 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #10 Initial speed 59.5 mph Stopping distance 164.1 ft.
Deceleration Rate 23.205 ft./sec.²

PHASE III

TEST (60 mph — full wheel lock-up)

Stop #11 Evidence of severe fading prior to locking?
Brakes would lock?
Vehicle stopped in straight line?
Vehicle stopped within correct lane?

YES	NO
X	X
X	
X	

AVERAGE SCORE 24.126 FT/SEC.²

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BRAKE TESTING MID SIZE VEHICLE

DATE 10-20-79 LOCATION Chrysler Proving Grounds MAKE & MODEL Dodge Aspen (318)

PHASE I

BRAKE HEAT-UP (80 mph — 22 ft. per sec.²)

Stop #1 Completed
Stop #2 Completed
Stop #3 Completed
Stop #4 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #5 Initial Speed 60.1 mph Stopping distance 172.7 ft.
Deceleration Rate 22.496 ft./sec.²

PHASE II

BRAKE HEAT-UP (80 mph — 22 ft. per sec.²)

Stop #6 Completed
Stop #7 Completed
Stop #8 Completed
Stop #9 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #10 Initial speed 60.3 mph Stopping distance 177.3 ft.
Deceleration Rate 22.059 ft./sec.²

PHASE III

TEST (60 mph — full wheel lock-up)

Stop #11 Evidence of severe fading prior to locking?
Brakes would lock?
Vehicle stopped in straight line?
Vehicle stopped within correct lane?

YES	NO
X	X
X	
X	

AVERAGE SCORE 22.278 FT/SEC.²

-55-

**BRAKE TESTING
MID SIZE VEHICLE**

DATE 10-20-79 LOCATION Chrysler Proving Grounds MAKE & MODEL Ford Fairmont (255)

PHASE I

BRAKE HEAT-UP (80 mph — 22 ft. per sec.)

Stop #1 Completed
Stop #2 Completed
Stop #3 Completed
Stop #4 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #5 Initial Speed 60.8 mph Stopping distance 169.1 ft.
Deceleration Rate 23.513 ft./sec.²

PHASE II

BRAKE HEAT-UP (80 mph — 22 ft. per sec.)

Stop #6 Completed
Stop #7 Completed
Stop #8 Completed
Stop #9 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #10 Initial speed 60.5 mph Stopping distance 158.1 ft.
Deceleration Rate 24.902 ft./sec.²

PHASE III

TEST (60 mph — full wheel lock-up)

Stop #11 Evidence of severe fading prior to locking?
Brakes would lock?
Vehicle stopped in straight line?
Vehicle stopped within correct lane?

YES	NO
X	X
X	
X	

AVERAGE SCORE 24.208 FT/SEC.²

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**BRAKE TESTING
MID SIZE VEHICLE**

DATE 10-20-79 LOCATION Chrysler Proving Grounds MAKE & MODEL Plymouth Volare (318)

PHASE I

BRAKE HEAT-UP (80 mph — 22 ft. per sec.)

Stop #1 Completed
Stop #2 Completed
Stop #3 Completed
Stop #4 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #5 Initial Speed 60.8 mph Stopping distance 164.5 ft.
Deceleration Rate 24.171 ft./sec.²

PHASE II

BRAKE HEAT-UP (80 mph — 22 ft. per sec.)

Stop #6 Completed
Stop #7 Completed
Stop #8 Completed
Stop #9 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #10 Initial speed 60.8 mph Stopping distance 167.8 ft.
Deceleration Rate 23.696 ft./sec.²

PHASE III

TEST (60 mph — full wheel lock-up)

Stop #11 Evidence of severe fading prior to locking?
Brakes would lock?
Vehicle stopped in straight line?
Vehicle stopped within correct lane?

YES	NO
X	X
X	
X	

AVERAGE SCORE 23.934 FT/SEC.²

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**BRAKE TESTING
MID SIZE VEHICLE**

DATE 10-20-79 LOCATION Chrysler Proving Grounds MAKE & MODEL Chevrolet Malibu (350) *

PHASE I

BRAKE HEAT-UP (80 mph — 22 ft. per sec.²)

Stop #1 Completed
Stop #2 Completed
Stop #3 Completed
Stop #4 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #5 Initial Speed 60.5 mph Stopping distance 163.7 ft.
Deceleration Rate 24.050 ft./sec.²

PHASE II

BRAKE HEAT-UP (80 mph — 22 ft. per sec.²)

Stop #6 Completed
Stop #7 Completed
Stop #8 Completed
Stop #9 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #10 Initial speed 60.6 mph Stopping distance 156.1 ft.
Deceleration Rate 25.304 ft./sec.²

PHASE III

TEST (60 mph — full wheel lock-up)

Stop #11 Evidence of severe fading prior to locking?
Brakes would lock?
Vehicle stopped in straight line?
Vehicle stopped within correct lane?

YES	NO
X	X
X	
X	

AVERAGE SCORE 24.677 FT/SEC.²

* Vehicle tested at manufacturer's request.

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**BRAKE TESTING
MID SIZE VEHICLE**

DATE 10-20-79 LOCATION Chrysler Proving Grounds MAKE & MODEL Dodge Aspen (360)*

PHASE I

BRAKE HEAT-UP (80 mph — 22 ft. per sec.²)

Stop #1 Completed
Stop #2 Completed
Stop #3 Completed
Stop #4 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #5 Initial Speed 60.0 mph Stopping distance 173.4 ft.
Deceleration Rate 22.331 ft./sec.²

PHASE II

BRAKE HEAT-UP (80 mph — 22 ft. per sec.²)

Stop #6 Completed
Stop #7 Completed
Stop #8 Completed
Stop #9 Completed

TEST (60 mph — Impending skid — maximum deceleration rate attainable)

Stop #10 Initial speed 60.5 mph Stopping distance 161.7 ft.
Deceleration Rate 24.347 ft./sec.²

PHASE III

TEST (60 mph — full wheel lock-up)

Stop #11 Evidence of severe fading prior to locking?
Brakes would lock?
Vehicle stopped in straight line?
Vehicle stopped within correct lane?

YES	NO
X	X
X	
X	

AVERAGE SCORE 23.339 FT/SEC.²

* Vehicle tested at manufacturer's request.

ERGONOMICS

PREMISE - Michigan State Police patrol vehicles are used for extended periods of time each day by individual officers. These vehicles consequently must afford a reasonable degree of comfort and have instruments and controls placed conveniently.

TEST OBJECTIVE - Rate each vehicle's ability to provide a suitable environment for the patrol officer in the performance of his assigned tasks. Ten percent of each vehicle's total score will be derived from this evaluation.

METHODOLOGY - Utilizing an ergonomics form, a minimum of four officers shall independently and individually score each vehicle. Each factor will be graded on a 1 to 10 scale, with 1 representing "totally unacceptable," 5 representing "average" and 10 representing "superior." The scores will be averaged to minimize personal prejudice for or against any given vehicle.

ERGONOMICS EVALUATION—FULL SIZE

SEATS

Front
Padding
Depth of Bench
Angle of Back
Adjustability
Seat to Wheel Relationship
Seat to Pedal Relationship

Buick LaSalle	Chevrolet Impala	Dodge St. Regis	Ford LTDs	Plymouth Gran Fury
5.13	6.50	7.75	6.00	7.75
4.38	5.63	7.50	5.75	7.50
5.63	6.38	6.38	7.25	6.38
6.25	6.88	7.00	6.88	7.00
5.50	7.63	7.13	6.50	7.13
6.38	7.50	7.50	6.13	7.50

Rear

Leg Room
(front seat in rearward position)

7.00	6.88	8.50	7.63	8.50
------	------	------	------	------

CONTROLS AND INSTRUMENTATION

Vehicle Controls

Pedals—Size and Relationship
Steering Wheel Position
Heater/A-C Controls Location

6.13	7.88	6.50	4.88	6.50
5.88	7.25	7.00	7.25	7.00
3.50	3.75	3.13	2.75	3.13

Instrumentation

Clarity
Placement

4.63	7.75	6.38	5.38	6.38
4.63	7.13	5.25	6.13	5.25

VISIBILITY

Front
Left Side
Left Rear Quarter
Right Side
Right Rear Quarter
Rear

6.75	7.00	8.00	7.38	8.00
6.00	6.50	6.63	5.75	6.63
4.88	5.75	6.25	4.63	6.25
6.38	6.88	7.00	5.38	7.00
5.50	6.25	6.75	4.88	6.75
4.88	6.00	7.25	5.88	7.25

HEATER/A-C

Operation

Blower Range
Temperature
Vent Placement
Vent Adjustability

6.63	6.88	7.13	6.38	7.13
7.50	6.25	6.75	6.88	6.75
7.00	7.13	8.00	5.63	8.00
5.13	6.38	7.75	6.25	7.75

WINDOWS AND DOORS

Windows

Seal
Position of Crank

6.00	7.25	6.63	6.88	6.63
4.63	4.38	7.38	5.38	7.38

Doors

Ease of Entry and Exit—Front
Ease of Entry and Exit—Rear

7.38	7.63	7.63	6.75	7.63
6.50	5.75	6.88	6.63	6.88

TOTALS	150.20	171.19	180.05	157.21	180.05
--------	--------	--------	--------	--------	--------

ERGONOMICS EVALUATION—MID SIZE

SEATS

Front
 Padding
 Depth of Bench
 Angle of Back
 Adjustability
 Seat to Wheel Relationship
 Seat to Pedal Relationship

Chevrolet Malibu	Dodge Aries	Ford Fairmont	Plymouth Lance	
6.00	5.63	5.00	5.63	
5.75	6.63	4.50	6.63	
6.00	7.25	4.75	7.25	
5.75	5.88	5.50	5.88	
5.63	7.13	5.25	7.13	
5.88	7.38	4.38	7.38	

Rear
 Leg Room
 (front seat in rearward
 position)

4.25	6.88	4.63	6.88	
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CONTROLS AND INSTRUMENTATION

Vehicle Controls
 Pedals—Size and Relationship
 Steering Wheel Position
 Heater/A-C Controls Location

4.63	7.13	3.50	7.13	
5.25	7.75	5.88	7.75	
3.25	7.63	3.50	7.63	

Instrumentation
 Clarity
 Placement

6.63	8.00	5.50	8.00	
6.63	7.38	4.50	7.38	

VISIBILITY

Front
 Left Side
 Left Rear Quarter
 Right Side
 Right Rear Quarter
 Rear

6.88	7.88	7.25	7.88	
6.00	7.50	6.50	7.50	
5.75	7.25	7.50	7.25	
7.13	7.63	6.63	7.63	
6.00	7.13	6.25	7.13	
5.38	7.38	5.25	7.38	

HEATER/A-C

Operation
 Blower Range
 Temperature
 Vent Placement
 Vent Adjustability

7.25	7.25	6.25	7.25	
6.88	7.38	6.88	7.38	
7.13	7.63	6.38	7.63	
5.00	7.63	6.13	7.63	

WINDOWS AND DOORS

Windows
 Seal
 Position of Crank

7.25	7.75	7.00	7.75	
7.00	7.75	6.13	7.75	

Doors
 Ease of Entry and Exit—Front
 Ease of Entry and Exit—Rear

5.13	7.88	5.25	7.88	
4.00	6.88	4.50	6.88	

TOTALS	152.43	189.59	144.79	189.59	
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COMMUNICATIONS

PREMISE - Michigan State Police patrol vehicles must be out-fitted with an array of communications and emergency warning equipment. Vehicles must have available space to install the equipment and should be engineered to allow installation in a minimum amount of time.

TEST OBJECTIVE - Determine each vehicle's ability to accommodate the required communications and emergency warning equipment and assess the relative difficulty of such installations. This evaluation will represent five percent of each vehicle's total score.

METHODOLOGY - Personnel from the departmental Radio Installation and Garage units will compare all vehicles being evaluated and score them based on the relative difficulty of the necessary installations. Each factor will be graded on a 1 to 10 scale, with 1 representing "totally unacceptable," 5 representing "average," and 10 representing "superior."

COMMUNICATIONS EVALUATION—FULL SIZE

1. DASH ACCESSIBILITY

Ignition fuse terminal block
Microphone mountings
Radio-Siren console
Radio and scanner installation
Glove box position
Installation of switches (garage)

Buick Le Sabre	Chevrolet Impala	Dodge St. Regis	Ford LTDs	Plymouth Gran Fury
7	9	9	4	7
-	-	-	-	-
9	9	9	6	9
8	8	8	8	8
10	10	10	10	10
2	6	5	5	5

2. TRUNK ACCESSIBILITY

One radio installation
Two radio installation
Antenna installation
Trunk equipment installation (garage)
Rear deck lights (garage)

10	10	10	5	10
10	10	10	3	10
10	10	10	10	10
10	10	9	7	9
8	10	10	10	10

3. ENGINE ACCESSIBILITY

Radio power connection
Power and control cable installation
Siren speaker installation (garage)

8	8	8	9	8
8	8	9	4	9
5	5	5	0	5

TOTALS

105	113	112	81	110
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COMMUNICATIONS EVALUATION—MID SIZE

1. DASH ACCESSIBILITY

Ignition fuse terminal block
Microphone mountings
Radio-Siren console
Radio and scanner installation
Glove box position
Installation of switches (garage)

Chevrolet Malibu	Dodge Aspen	Ford Fairmont	Plymouth Volare	
9	8	5	8	
-	-	-	-	
8	7	5	7	
8	6	3	6	
10	10	10	10	
8	6	2	6	

2. TRUNK ACCESSIBILITY

One radio installation
Two radio installation
Antenna installation
Trunk equipment installation (garage)
Rear deck lights (garage)

10	8	8	8	
10	6	6	6	
10	10	10	10	
8	8	8	8	
9	9	8	9	

3. ENGINE ACCESSIBILITY

Radio power connection
Power and control cable installation
Siren speaker installation (garage)

10	10	10	10	
8	8	8	8	
0	0	0	0	

TOTALS

108	96	83	96	
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FUEL ECONOMY

PREMISE - The Michigan State Police, with a fleet of more than 750 patrol vehicles, spends a considerable amount of money each year on fuel. Due to sharply rising fuel prices, fuel economy is becoming a matter of considerable importance. Every effort should be made to identify those vehicles which offer greater fuel economy, and it should be a consideration at the time of purchase.

TEST OBJECTIVE - Determine the fuel economy potential of all vehicles being evaluated. The data used for scoring is both valid and reliable in a comparison sense, while not necessarily being an accurate predictor of actual economy. Scores in this category will comprise twenty-five percent of each vehicle's total score.

METHODOLOGY - The vehicles will be scored based on the urban estimates for fuel economy published by the Environmental Protection Agency.

VEHICLES MAKE/MODEL — FULL SIZE	EPA Miles Per Gallon		
	CITY*	HIGHWAY	COMBINED
Buick LeSabre — 350-4V	15	22	17
Chevrolet Impala — 350-4V	14	17	15
Dodge St. Regis — 360-4V	11	17	13
Ford LTD-S — 351-VV	14**	18**	16**
Plymouth Gran Fury — 360-4V	11	17	13
MAKE/MODEL — MID-SIZE (Small Engine)			
Chevrolet Malibu — 305-4V	17	24	19
Dodge Aspen — 318-4V	16	24	19
Ford Fairmont — 255-2V	18	26	21
Plymouth Volare — 318-4V	16	24	19
MAKE/MODEL — MID-SIZE (Large Engine)			
Chevrolet Malibu — 350-4V	14	20	17
Dodge Aspen — 360-4V	13	18	15

*Scored on city mileage only.

**Ford Motor Company fuel economy figures as submitted to the E.P.A.

CONTINUED

1 OF 2

MICHIGAN STATE POLICE, PATROL VEHICLE
WEIGHTING AND SCORING

1. WEIGHTING

In order for the competitive evaluation to accurately reflect the qualities of each test car that we feel are most important, we have assigned specific weight factors to each category of the evaluation. The actual use of the weighting will be explained in the scoring section of this report. The assigned weight for each of the categories is as follows:

Vehicle Dynamics -----	25%
Acceleration -----	10%
Braking Rate in Feet Per Sec. ² -----	10%
Top Speed -----	15%
Fuel Consumption -----	25%
Ergonomics -----	10%
Communications -----	5%
Total -----	100%

2. SCORING

The following is an explanation of the scoring methodology used throughout the competitive evaluation:

STEP I

Gather and record the raw test scores (expressed in terms of times, feet per second squared, speeds, questionnaire totals, or miles per gallon) for each car in each category.

STEP II

Find the "Z"-Score for each car in each category (see attached sheet for instructions).

STEP III

Multiply each resulting "Z"-Score in each category by the weight of the category. This will equal the "WTD Z" score.

STEP IV

Sum across the "WTD Z" scores for each car. The resultant number represents the total point score for each car for the competitive evaluation. This number will hereafter be referred to as "R."

STEP V

Compute the dollar value represented by the final scores ("R"-Scores) by multiplying the "R"-Score times the dollar figure which is a percentage of the median price of all vehicles bid.

STEP VI

Add the dollar score for each car to the actual bid prices for each car to arrive at the Adjusted Bid Price.

"Z" - SCORE FORMULA

$$Z = \frac{X_i - \bar{X}}{\sqrt{\frac{1}{N} \sum_{i=1}^N (X_i - \bar{X})^2}}$$

or

$$Z = \frac{X_i - \bar{X}}{S}$$

EXAMPLE:

i	X_i	$X_i - \bar{X}$	$(X_i - \bar{X})^2$	$\frac{X_i - \bar{X}}{S} = Z$	$Z \left(\begin{array}{c} \text{Category} \\ \text{Weighted*} \end{array} \right) = \text{WTD } Z$
1	363	63	3969	1.31	.131
2	248	-52	2704	-1.08	-.108
3	289	-11	121	-.23	-.023
$\sum X_i = 900/3 =$ $\bar{X} = 300$					
$\sum = 6794/3 = 2265$ $S = \sqrt{2265} = 48$					

*Category weight of 10% used in example.

"Z"-SCORE - The "Z"-Score or standard score variable transformation is the most common and universally utilized method for standardizing the scale of interval - level measurement. A "Z"-Score for an individual trial is obtained by dividing the standard deviation for the trial group into the amount the individual trial differs from the mean; therefore, the "Z"-Score for a trial is the decimal amount of standard deviations from the mean of that particular trial (e.g., "Z" = +.91, the score of this particular trial is .91 standard deviation units above the mean; "Z" = -1.32, the score of this particular trial is 1.32 standard deviation units below the mean).

STANDARD DEVIATION - A method of measuring the average amount by which individual items of data vary or "deviate" from the mean (average) of all numbers which comprise the data. It specifically is the quadratic mean of the individual deviations from the arithmetic mean of all trials.

X_i = The "i th" car. \bar{X} = The mean of X. S = The Standard Deviation. N = Number of cars in the test.
 Z = The "Z"-Score or Standardized score with a mean of zero and a standard deviation of 1.

**MICHIGAN STATE POLICE
COMPETITIVE PATROL VEHICLE EVALUATION
FULL SIZE VEHICLES**

	25% VEHICLE DYNAMICS (secs)	10% ACCELERATION (secs)	10% BRAKING RATE (ft/sec ²)	15% TOP SPEED (mph)	10% ERGONOMICS (points)	5% COMMUNI- CATIONS (points)	25% FUEL ECONOMY (urban epa)
CAR MAKE/ MODEL	RAW SCORES	RAW SCORES	RAW SCORES	RAW SCORES	RAW SCORES	RAW SCORES	RAW SCORES
Buick La Sabre	96.235	49.383	22.676	113.1	150.20	105	15
Chevrolet Impala	92.848	46.165	23.696	110.4	171.19	113	14
Dodge St. Regis	91.100	36.700	23.465	122.7	180.05	112	11
Ford LTD-S	92.179	37.330	22.000	120.5	157.21	81	14
Plymouth Gran Fury	90.836	35.453	22.475	124.6	180.05	110	11

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**MICHIGAN STATE POLICE
COMPETITIVE PATROL VEHICLE EVALUATION
MID-SIZE VEHICLES**

	25% VEHICLE DYNAMICS (secs)	10% ACCELERATION (secs)	10% BRAKING RATE (ft/sec ²)	15% TOP SPEED (mph)	10% ERGONOMICS (points)	5% COMMUNI- CATIONS (points)	25% FUEL ECONOMY (urban epa)
CAR MAKE/ MODEL	RAW SCORES	RAW SCORES	RAW SCORES	RAW SCORES	RAW SCORES	RAW SCORES	RAW SCORES
Chevrolet Malibu-305	93.319	33.440	24.126	113.4	152.43	108	17
Dodge Aspen-318	96.198	32.290	22.278	117.3	189.59	96	16
Ford Fairmont-255	95.674	49.130	24.208	111.6	144.79	83	18
Plymouth Volare-318	96.198	29.388	23.934	120.0	189.59	96	16

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**MICHIGAN STATE POLICE
COMPETITIVE PATROL VEHICLE EVALUATION**

CAR	25% VEH DYN SEC	10% ACCEL SEC	10% BRAKE DECEL FT/S2	15% TOP SPEED MPH	10% ERGO PTS	5% COM PTS	25% FUEL ECON UR EPA	TOTAL SCORE	BID 5.00% ADJ \$-328.64
NO.	SCORE & WTD Z	SCORE & WTD Z	SCORE & WTD Z	SCORE & WTD Z	SCORE & WTD Z	SCORE & WTD Z	SCORE & WTD Z	TOTAL WTD DEV	ACTUAL BID ADJUST*
1	91.10 0.117	36.70 0.035	23.47 0.134	122.70 0.009	180.05 0.071	112.00 0.039	11.00 -0.177	0.227	\$ -74.70
2	92.18 -0.347	37.33 -0.136	22.00 -0.106	120.50 -0.188	157.21 -0.141	81.00 -0.071	14.00 0.354	-0.636	\$ 208.99
3	90.84 0.231	36.45 0.101	22.48 -0.028	124.60 0.179	180.05 0.071	110.00 0.032	11.00 -0.177	0.409	\$-134.29

ACTUAL
BIDS*

DODGE
ST. REGIS
\$6,572.80

FORD LTD
\$6,905.85

PLYMOUTH
GRAN FURY
\$6,536.48

ADJUSTED
BIDS

DODGE
ST. REGIS
\$6,498.10

FORD LTD
\$7,114.84

PLYMOUTH
GRAN FURY
\$6,402.19

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* MARKED UNITS (F.O.B. EAST LANSING, MICHIGAN) MEDIAN BID \$6,572.80

MICHIGAN STATE POLICE
COMPETITIVE PATROL VEHICLE EVALUATION

C A R	25% VEH DYN SEC	10% ACCEL SEC	10% BRAKE DECEL FT/S2	15% TOP SPEED MPH	10% ERGO PTS	5% COM PTS	25% FUEL ECON UR EPA	TOTAL SCORE	BID 5.00% ADJ \$-298.47
	SCORE & WTD Z	SCORE & WTD Z	SCORE & WTD Z	SCORE & WTD Z	SCORE & WTD Z	SCORE & WTD Z	SCORE & WTD Z	TOTAL WTD DEV	ACTUAL BID ADJUSTMENT
1	93.32 0.354	33.44 -0.102	24.13 0.082	113.40 -0.194	152.43 -0.141	108.00 0.071	17.00 0.354	0.423	\$-126.22
2	96.20 -0.177	32.29 -0.034	22.28 -0.141	117.30 0.022	189.59 0.071	96.00 -0.035	16.00 -0.177	-0.471	\$ 140.61
3	96.20 -0.177	29.39 0.136	23.93 0.059	120.00 0.172	189.59 0.071	96.00 -0.035	16.00 -0.177	0.048	\$ -14.39

ACTUAL
BIDS*

CHEVROLET
MALIBU - 305
\$6,235.48

DODGE
ASPEN - 318
\$5,969.33

PLYMOUTH
VOLARE - 318
\$5,802.51

ADJUSTED
BIDS

CHEVROLET
MALIBU 305
\$6,109.26

DODGE
ASPEN 318
\$6,109.94

PLYMOUTH
VOLARE 318
\$5,788.12

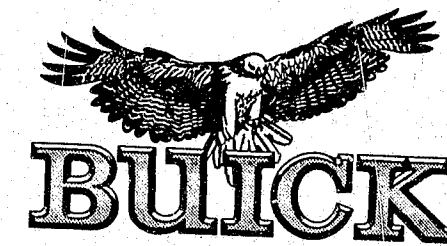
* MARKED UNITS (F.O.B. EAST LANSING, MICHIGAN) MEDIAN BID \$5,969.33

**POLICE VEHICLE
MANUFACTURERS'
BROCHURES**

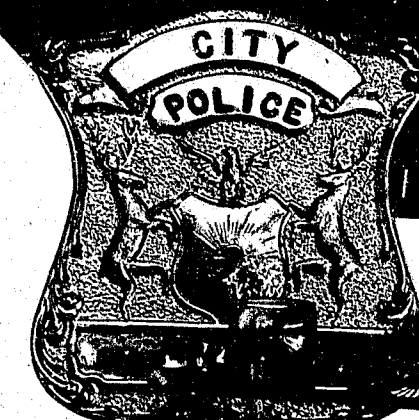
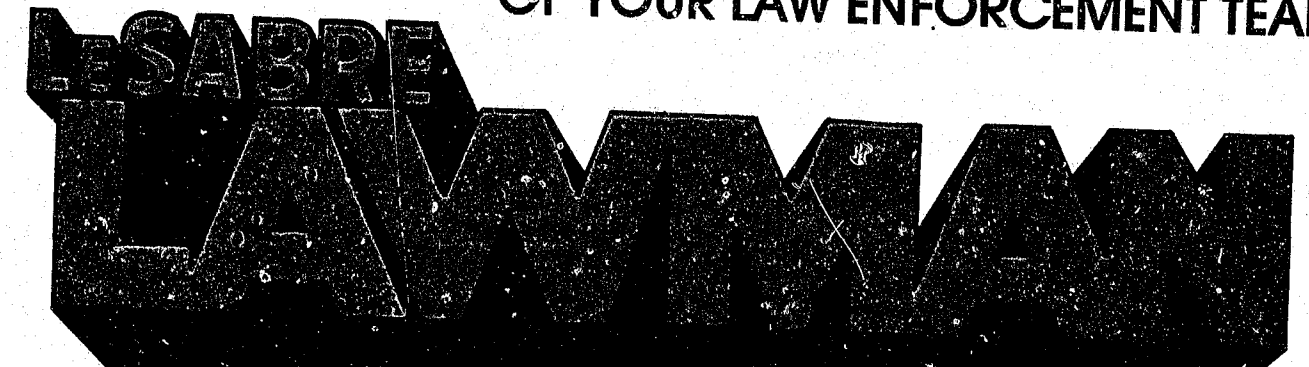
POLICE VEHICLE MANUFACTURERS' BROCHURES

We have added the manufacturers' brochures to the MSP report to give law enforcement agencies a complete package of data to select their vehicles from. Brochures from Buick, Chevrolet, Dodge and Ford are reprinted. The Plymouth brochure is almost identical to the Dodge brochure. Please contact your Plymouth dealer or Chrysler fleet representative if you would like a Plymouth brochure for bid purposes.

We hope these brochures will give the law enforcement agencies the information they are looking for. If you have any questions concerning bid specifications, please contact Warren J. Woodfield, IACP Staff, telephone 800-638-4080, except in Maryland and the Washington, D.C., metropolitan area call 301-948-0922 extention 277.



**NEWLY REDESIGNED FOR 1980.
ENGINEERED . . .
TESTED . . . AND BUILT . . .
TO BE AN EFFECTIVE MEMBER
OF YOUR LAW ENFORCEMENT TEAM!**



**HERE'S AN ALL-PURPOSE LAW ENFORCEMENT VEHICLE
THAT'S READY FOR ACTION IN YOUR PATROL FLEET.**

If you have included LeSabre in your patrol fleet in the past, you'll discover that this redesigned version has a surprising number of improvements that will make it even more performance worthy. If you have no

experience with the LeSabre Lawman, be prepared for a law enforcement machine that may be especially well qualified for your particular needs.

LAWMAN

BASED ON STANDOUT BUICK DESIGN SPECIFICATIONS
ESPECIALLY DEVELOPED FOR POLICE WORK



LeSabre Lawman's basic dimensions are full size for full service. Trunk capacity is 20.3 cubic feet, an important factor for vehicles that carry emergency equipment. Also note that High Energy Ignition, Power steering, and Power Front Disc and Rear Drum Brakes are standard equipment.

Many factors and features go into the demanding make-up of a police vehicle. An advantage Buick designers enjoyed was starting with a basic full-size machine that is characteristically comfortable, substantial and well-equipped — with fully 40 percent of its parts and components new for 1980. On top of that Buick added a 5.7 liter (350 CID) 4-bbl V-8 engine and 400 automatic transmission. Many

other special equipment features and modifications (see chart at right) have been included to make the LeSabre Lawman particularly able to demonstrate its suitability in competitive comparisons. It may pay you to investigate Lawman's specific attractions and to make your own strict estimate of the life-cycle potentials of the LeSabre Lawman for your department.

LAWMAN'S ACTION PACKAGE*

BT1	RELIABILITY ROADABILITY DURABILITY	1 Heavy Duty Cooling	ACTION MANEUVERABILITY STABILITY	1 L-77 350 4-barrel V-8
		2 Heavy Duty Energizer		2 Automatic Transmission
		3 80 AMP Delcotron		3 Fast Ratio Steering
		4 Heavy Duty Frame, Springs, Wheels		4 Rear Stabilizer Bar
		5 Notch back front seat w/arm rest		5 Heavy Duty Stabilizer Bushing
		6 Common Single Key System		
		7 Semi-Metallic Pad Disc Brake		
		8 2.73 Axle		
		9 Police Pursuit Tires		
		10 Police Calibrated Speedometer		
		11 Full size spare tire		

SPECIAL OPTIONS: Heavy Duty Rubber floor mats replace carpet with BG9. Heavy Duty seat buns (front) — available Feb., 1980, A75.

* All items in package are based on interdependence of features as determined by Buick Engineers. Performance and maintenance objectives in the Buick engineering tradition require that no items be substituted or deleted.

See back page for available Lawman equipment.

STANDARD EQUIPMENT

High Energy Ignition	Automatic Transmission	Full-Flo Ventilation	Rear Door or Quarter Armrests
Semi-closed Cooling System	Coil-Spring Suspension, Front and Rear	Lights: Front and Rear door operated roof, front ashtray, glove compartment, and underdash courtesy.	4-jet Windshield Washer
Catalytic Converter	Forward-Mounted Steering Gear and Linkage	Windshield Wiper System with single wipe feature for misty conditions	Bumper Protective Strips Front & Rear plus Front and Rear Bumper Guards
Quick Engine Warm-up System w/Electric Choke	Trued Tires and Concentric Wheels	Combination Turn Signal and High/Low Beam Control	Cut Pile Carpeting Front and Rear
Power Steering	Choice of Cloth Notchback or Vinyl Notchback Seats Extensive anti-corrosion protection	Full Foam Seat	Inside Hood Lock Release
Power Front Disc, Rear, Drum Brakes		Diagnostic Connectors to aid in checking and servicing of engine	Deluxe Wheel Covers

GENERAL SPECIFICATIONS

Overall Length	217.4	Front Head Room	39.5
Width	78.0	Leg Room	42.2
Height	55.0	Shoulder Room	61.0
Wheelbase	116.0	Rear Head Room	38.2
Tread Front	61.7	Leg Room	39.0
Rear	60.7	Shoulder Room	61.0
Overhang Front	43.2	Knee Clearance	3.5
Rear	58.2	Luggage Capacity (ft. ³)	20.8
Passengers Front	3	Curb Weight (lbs.)	3966
Rear	3	Fuel Capacity	25 gals.

HERE'S WHAT LAWMEN WHO HAVE TRIED BUICK LeSABRE LAWMAN SAY . . .



**John P. O'Brien, Sheriff
Genesee County, Michigan**

"I have been Sheriff of Genesee County, Michigan, for the last seven (7) years and we have used Buick LeSabre Patrol cars exclusively during this time. I am pleased to say that they have more than done the job we have expected.

We are happy to report that of the last seventy (70) patrol cars that we have sold that have had in excess of 50,000 miles, we have averaged 36.59% return of our original investment. This is important to me in reaching the three basic points in a Patrol Fleet: Cost of operation, comfort and resale."

**A. R. Lubker, Superintendent
Department of Public Safety
Missouri State Highway Patrol**

"As Superintendent of the Missouri State Highway Patrol, I feel we have been very fortunate to use Buicks in our patrol fleet during the past fifteen years. The Buicks have proven to be a fine patrol car and our officers are very proud of these cars. We have experienced good success with the Buicks over the years and find they had a high resale value when our cars were traded. We are looking forward to receiving the 1980 model Buick Lawman that we presently have on order, and we expect that this car will provide us with the same excellent service."



AVAILABLE EQUIPMENT

(May be specified on your Dealer Order)

K05 — Engine Block Heater
*C60 — Air Conditioner
C49 — Elec. Rear Window Defogger
A01 — Soft Ray Tinted Glass
A02 — Soft Ray Tinted Windshield
U63 — AM Radio
UN9 — Windshield Antenna
AU3 — Electric Door Locks
*A90 — Electric Trunk Release
AY9 — Power Seat, 6-Way, Driver and Passenger
W21 — Accessory Group (consists of custom color coordinated seat & shoulder belts, left remote control mirror, rocker panel molding, trip odometer & left & right visor vanity mirrors)

A31 — Power Windows
U35 — Electric Dial Clock
*C95 — Dome Reading Light (only available with BT1)
CD4 — 3-Speed Windshield Wiper with Low Speed Delay Feature
UA6 — Theft Deterrent System
DF3 — Remote Control Outside Rear View Mirror — Right Side
D33 — Remote Control Outside Rear View Mirror — Left Side

D68 — Outside Rear View Sport Mirrors
B84 — Protective Body Side Molding
B32 — Front Carpet Savers
B37 — Carpet Savers and Handy Mats
*N33 — Tilt Steering Column
N34 — Custom Sport Steering Wheel
G67 — Automatic Level Control

55/45 Split front seat available

*Recommended for Police service. See your Buick dealer for additional available equipment.

A WORD ABOUT ASSEMBLY, COMPONENTS AND OPTIONAL EQUIPMENT IN THESE BUICK PRODUCTS:

The Buicks described in this brochure are assembled at facilities of General Motors Corporation operated by Buick or GM Assembly Division. These vehicles incorporate thousands of different components produced by various divisions of General Motors and by various suppliers to General Motors. From time to time during the manufacturing process, it may be necessary, in order to meet public demand for particular vehicles or equipment, or to meet federally mandated emissions, safety, and fuel economy requirements, or for other reasons, to produce Buick products with different components or differently sourced components than initially scheduled. All such components have been

approved for use in Buick products and will provide the quality performance associated with the Buick name. With respect to extra-cost optional equipment, make certain you specify the type of equipment you desire on your vehicle when ordering it from your dealer. *Some options may be unavailable when your car is built. Your dealer receives advice regarding current availability of options. You may ask the dealer for this information. GM also requests the dealer to advise you if an option you ordered is unavailable. We suggest you verify that your car includes the optional equipment you ordered or, if there are changes, that they are acceptable to you.*

1980 CHEVROLET POLICE VEHICLES



Specially engineered for urban and rural police work

1980 IMPALA and Designed and tuned for

Chevrolet's 1980 police vehicle lineup consists of the popular, full-size Impala and the agile, mid-size Malibu. Much of what you want in a police vehicle is already engineered into the regular production Impala and Malibu, including a full-perimeter frame and Body by Fisher which provide comfortable and roomy working environments for police officers.

To these sound basic designs, you can add the Chevrolet 9C1 police chassis and companion special equipment options. The 9C1 package and other special options are designed to be an integral part of the vehicle and are not items installed

on regular production cars. The chassis package and special equipment options are engineered specifically for police work and, along with the vehicle, are tuned to police needs.

For this reason, it is necessary that you allow sufficient lead time between date of ordering and desired delivery of your 1980 Chevrolet police vehicles. To further expedite delivery of your Chevrolet police vehicles, it is suggested that you arrange with another supplier for installation of any equipment not included in the special equipment options listed on the back page of this folder.

IMPALA 9C1 FULL-SIZE DUTY, FULL-SIZE VALUE



4-Door Sedan 1BL69



2-Door Coupe 1BL47

New ideas, new technologies have helped reshape the 1980 Impala to meet space and energy needs of today. An entirely new power lineup includes the new 3.8 Liter V6 engine along with a 5.0 Liter 4-Bbl. V8 and a 5.7 Liter V8 (available only to law enforcement agencies for law enforcement pursuit purposes). The Impala has been aerodynamically improved to reduce wind resistance. It is more than 100 lbs. lighter than last year's model. There's a new 25-gallon fuel tank.

And last year's already big trunk has 0.7 cubic feet more capacity in the Sedan; 1.1 cubic feet more capacity in the Coupe. Standard Impala features include: full-size roominess and comfort, impressive driving characteristics, automatic transmission, power steering and power brakes. An available gage package can be integrated into the instrument panel to the right of the steering column.

IMPALA STANDARD FEATURES

- New side-lift frame jack lifts by the frame, not bumper, for greater convenience.
- New door lock design helps make break-ins more difficult.
- 116-inch wheelbase with tight turning circle (38.8 feet curb-to-curb).
- Interior hood release.
- Window frame on doors of 4-Door Sedan and Coupe.
- Molded full foam seat construction.
- Single-loop front seat and shoulder belt system.
- New interior trim fabrics and colors.
- Headlight dimmer switch on turn signal lever.
- Three-speed automatic transmission.
- Power steering.
- Speedometer face includes metric numerals.
- Built-in diagnostic connector for engine electrical system.
- Delco Freedom battery never needs refilling.
- High Energy Ignition system.
- Power front disc/rear drum brake system with disc brake audible wear sensors.
- Early Fuel Evaporation system.
- Extensive corrosion-resistant treatments.

MALIBU. police performance.

This brochure should not be used for ordering purposes. Rather it is intended as a source of advance information for Public Safety officials planning for future police vehicle fleet needs. For further details, contact your local Chevrolet dealer or the Chevrolet Zone Office covering your area.

Life Cycle Cost/Performance Evaluation.

Increasingly important to Public Safety departments is the cost of keeping a police vehicle in service, mile after mile, month after month. Initial purchase price is no longer the only or best indicator of product value. The process of recognizing and considering most important factors is known as Life Cycle Cost/Performance Evaluation. These factors include initial cost, plus fuel economy, parts replacement, resale value, police capability, human environmental factors, as well as mechanical evaluations such as potential downtime and

serviceability of both car and equipment.

This process of Life Cycle Cost/Performance Evaluation is now used by law enforcement agencies in many parts of the country. When reviewing your department's needs in terms of vehicles available, it is suggested that you conduct a Life Cycle Cost/Performance Evaluation on the Chevrolet vehicles and other units you're considering. We'd like to suggest that you also might want to contact Public Safety departments using Chevrolet police vehicles to compare your findings.

MALIBU 9C1 AGILE, HARDWORKING MID-SIZE



4-Door Sedan 1AT19



2-Door Coupe 1AT27

The Chevy Malibu 9C1, with its mid-size 108.1-inch wheelbase, easy turning and maneuverability in city traffic, and generous overall interior room and trunk capacity, is almost exactly what an urban police vehicle should be. For 1980, there's a new, standard 3.8 Liter (229 Cu. In.) 2-Bbl. V6 that has 29 more cubic inches, 22% more power than last year's V6. Available are a 5.0 Liter (305 Cu. In.) 4-Bbl. V8 and a 5.7 Liter (350 Cu. In.) 4-Bbl. V8 (available only to law enforce-

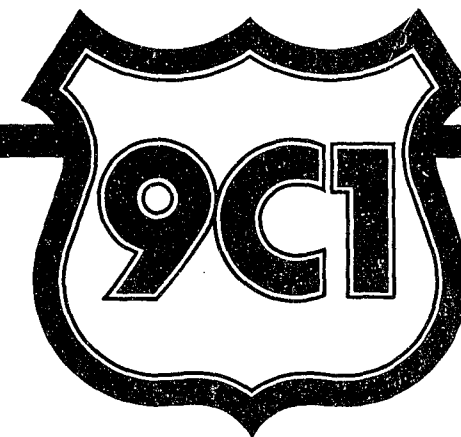
ment agencies for law enforcement pursuit purposes). Malibu quality features include double-wall construction for two layers of steel in doors, hood, rear deck lid; a strong full-perimeter frame; Full Coil spring suspension at all four wheels; extensive corrosion-resistant treatments and a Delco Freedom battery that never needs refilling. Among the available options is a gage package which is integrated into the instrument panel directly in front of the driver.

MALIBU STANDARD FEATURES

- 108.1" wheelbase with tight turning circle (37.2 feet curb-to-curb).
- All-welded, full-perimeter frame.
- Window frame on doors of 4-Door Sedan, with large fixed window in rear doors. Behind the rear windows are swing-out vents.
- Extensive corrosion-resistant treatments.
- High Energy Ignition.
- Full Coil spring suspension.
- Early Fuel Evaporation.
- Coolant recovery system.
- Power front disc/rear drum brakes with disc brake audible wear sensors.
- Cushioned body mounting system.
- Delco Freedom battery never needs refilling.
- Single-loop seat and shoulder belt system.
- Speedometer face includes metric numerals.
- Interior hood release.
- Vertically mounted spare tire.
- Headlight dimmer switch on turn signal lever.

IMPALA SPECIFICATIONS

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9C1 POLICE VEHICLE EQUIPMENT



DIMENSIONS

	4-Door Sedan	2-Door Coupe
Exterior (Inches)		
Wheelbase	116.0	116.0
Overall Length	212.1	212.1
Wheel Tread—		
Front	61.8	61.8
Rear	60.8	60.8
Maximum Car Width	76.0	76.0
Overall Height (at design load)	56.0	55.3
Interior (Inches)		
Front Compartment		
Effective Head Room	39.4	38.8
Effective Leg Room	42.4	42.4
Shoulder Room	60.8	60.8
Hip Room	55.0	55.0
Rear Compartment		
Effective Head Room	39.2	38.5
Effective Leg Room	39.0	37.3
Shoulder Room	60.8	60.8
Hip Room	55.3	57.6
Luggage Capacity Usable (Cu. Ft.)	20.9	20.9

Includes the following which are different than regular production Impala:

- Higher gage frame.
- Engine valve train durability features.
- Greater capacity oil filter (1-quart capacity—V8s only) (unavailable with 7P8 engine oil cooler).
- Firm feel steering gear and linkage.
- 8.5" ring gear rear axle.
- Temperature controlled fan on models without air conditioning.
- Semi-metallic front brake pads.
- 11" x 2" 23 lb. rear brake drums.
- Large bolt circle 15" x 7" wheels.
- Special police pursuit suspension includes larger front and rear stabilizer bars, special springs and shocks (included only when police

- or QHK tires are ordered).
- Larger radiator (same as RPO V08).
- Fuel vapor return system on V8s.
- Special balanced drive shaft.

THE FOLLOWING OPTIONS MUST BE ORDERED WITH 9C1 EQUIPMENT:

- RPO LC3, LG4, or LM1 Engine Assembly (see Powertrain Combinations for details).
- RPO K73—70-amp Delcotron generator (50 amp at 700-RPM idle) (included with air conditioning and Electro-Clear rear window defogger) or SEO 7K4 80-amp Delcotron generator (58 amp at 700-RPM idle).
- SEO 7Z9—Special Police Speedometer—2-mph increments, 120-mph maximum (available only to law enforcement agencies for law enforcement purposes in pursuit usage); or SEO 8A1 speedometer—production type (required for non-pursuit usage).
- SEO 6C1—Heavy Service Front Bench or SEO 6F3—Heavy Service 50-50 Seat or 6B9—Heavy Service Bucket Seats.
- SEO 5JN or 5JS—Police Service Tires. SEO SAA available for police tire deletion. In addition, regular production tires (QHK) and SEO 9A3 speedometer gear change must be ordered.
- RPO UA1—4000-watt battery equivalent to 80 amp.-hr.

IMPALA POLICE VEHICLE POWERTRAIN COMBINATIONS

Engines		Displacement		Carb.	SAE NET Federal		Axle Ratios			
Option No.	Type	Liters	Cu. In.		HP @ RPM	Torque Ft.-Lbs. @ RPM	Federal		California	
							Option	Ratio	Option	Ratio
RPO LC3 (A)†	V6	3.8	229	2 Bbl	115 @ 4000	175 @ 2000	Base	2.73	—	—
RPO LG4 (A)**	V8	5.0	305	4 Bbl	155 @ 4000 (155 @ 4000)	240 @ 1600 (230 @ 2400)	RPO G92	3.08	RPO YF5, G92	3.08
RPO LM1 (B)*†	V8	5.7	350	4 Bbl	165 @ 3800	260 @ 2400	Base	3.08	—	—

() California Horsepower & Torque.

(A) Produced by GM-Chevrolet Motor Division.

(B) Produced by GM-Chevrolet Motor Division & GM of Canada.

*Available only to law enforcement agencies for law enforcement pursuit purposes.

**RPO G92 is required to be ordered and priced when specifying 9C1 with LG4 engine. Also requires RPO YF5 for California.

†Not available in California.

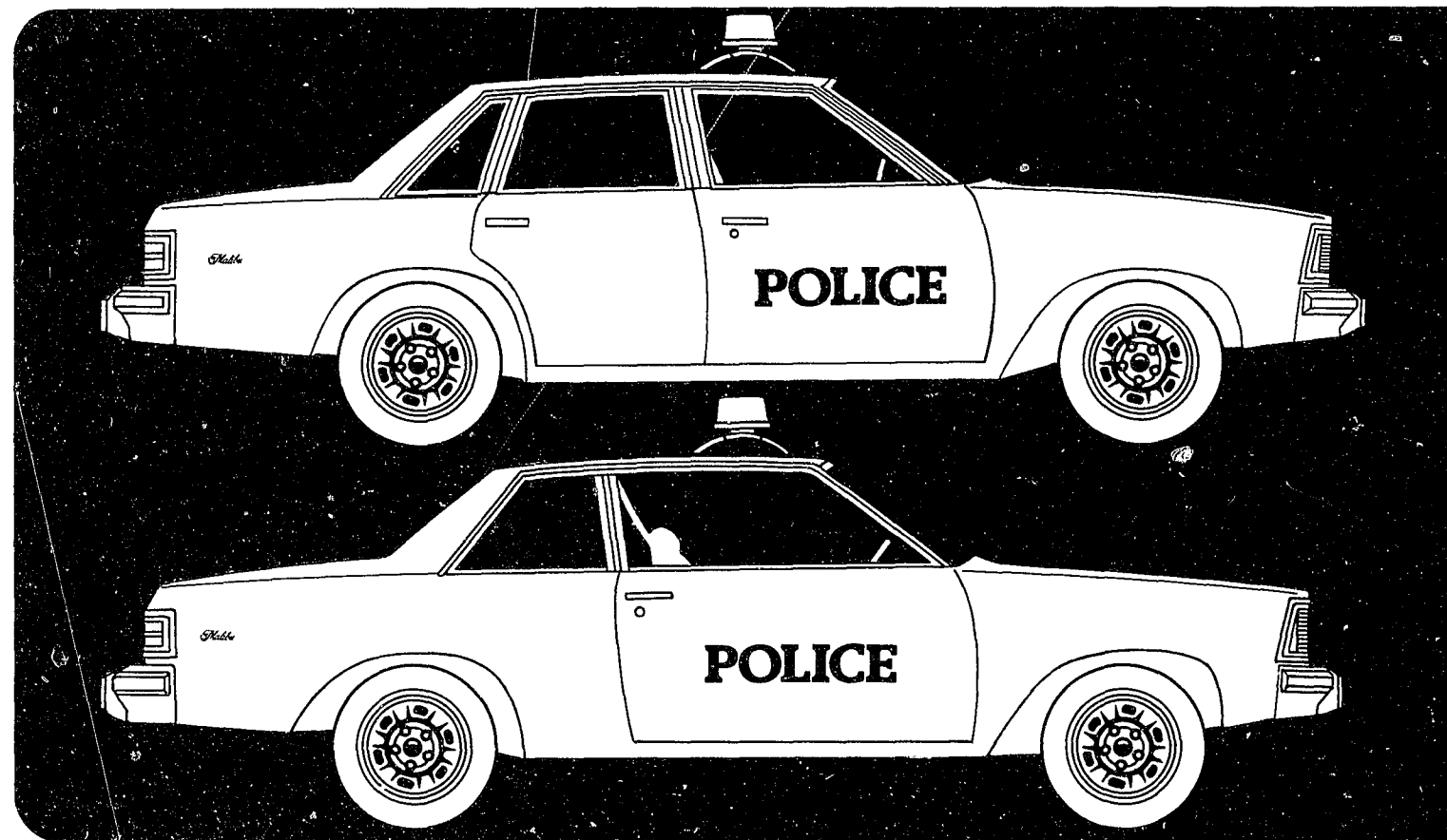
A WORD ABOUT ENGINES

The Chevrolets shown in this brochure are equipped with GM-built engines produced by various divisions. Please see your dealer for details.

IMPALA POLICE VEHICLE SEAT TRIMS

Upholstery Type	Color	Trim		
		SEO 6C1 Bench H.D.	SEO 6F3 50-50 Seat H.D.	SEO 6B9 H.D. Buckets
Regular Production Trims (cloth or vinyl)	Any Reg. Prod. Color	Any Avail. Trim No.	Not Available	Not Available
SEO 6R6—H.D. Vinyl	Dark Blue	VDD1	VDD1	VDD1
	Camel Tan	VCC1	VCC1	VCC1
SEO 6R7—H.D. Cloth	Dark Blue	VDD1	VDD1	VDD1
	Camel Tan	VCC1	VCC1	VCC1

MALIBU SPECIFICATIONS



MALIBU POLICE VEHICLE POWERTRAIN COMBINATIONS

Engines		Displacement		Carb.	SAE NET Federal		Axle Ratios			
Option No.	Type	Liters	Cu. In.		HP @ RPM	Torque Ft.-Lbs. @ RPM	Federal		California	
							Option	Ratio	Option	Ratio
RPO LC3 (A)†	V6	3.8	229	2 Bbl	115 @ 4000	175 @ 2000	Base	2.41	—	—
RPO LG4 (A)**	V8	5.0	305	4 Bbl	155 @ 4000 (155 @ 4000)	240 @ 1600 (230 @ 2400)	RPO G92	2.73	RPO G92 & YF5	2.73
RPO LM1 (B)††	V8	5.7	350	4 Bbl	165 @ 3800	260 @ 2400	Base	2.73	—	—

() California Horsepower & Torque.
(A) Produced by GM-Chevrolet Motor Division.
(B) Produced by GM-Chevrolet Motor Division & GM of Canada.
*Available only to law enforcement agencies for law enforcement pursuit purposes.
**RPO G92 is required to be ordered and priced when specifying 9C1 with LG4 engine. Also requires RPO YF5 for California.
†Not available in California.

A WORD ABOUT ENGINES

The Chevrolets shown in this brochure are equipped with GM-built engines produced by various divisions. Please see your dealer for details.

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9C1 POLICE VEHICLE EQUIPMENT

DIMENSIONS

	4-Door Sedan	2-Door Coupe
Exterior (Inches)		
Wheelbase	108.1	108.1
Overall Length	192.7	192.7
Wheel Tread—		
Front	58.5	58.5
Rear	57.8	57.8
Maximum Car Width	71.5	71.5
Overall Height (at design load)	54.2	53.3
Interior (Inches)		
Front Compartment		
Effective Head Room	38.7	37.9
Effective Leg Room	42.8	42.8
Shoulder Room	57.3	56.8
Hip Room	52.2	51.7
Rear Compartment		
Effective Head Room	37.7	37.8
Effective Leg Room	38.0	35.1
Shoulder Room	57.1	55.6
Hip Room	55.6	54.5
Luggage Capacity Usable (Cu. Ft.)	16.6	16.6

Includes the following which are different than regular production Malibu:

- Higher gage frame.
- Engine valve train durability features.
- Greater capacity oil filter (1-quart capacity on V8s only) (unavailable with 7P8 engine oil cooler).
- Front and rear semi-metallic brake linings.
- Vented, higher gage wheels 14" x 6" 5-bolt.
- Specific body mounts.
- Special police suspension includes front and rear stabilizer bars, special springs and shocks, special front suspension jounce bumpers (only when QFK tires or pursuit tires are ordered).
- Higher cooling capacity radiator (same as RPO VO8).
- Temperature controlled fan on models without air conditioning.

- Fuel vapor return system on V8s.
- Special balanced drive shaft.
- Specific brake master cylinder and booster.

THE FOLLOWING OPTIONS MUST BE ORDERED WITH 9C1 EQUIPMENT:

- RPO LC3, LG4, or LM1 engine assembly (see Powertrain Combinations for details).
- RPO MX1 Three-speed automatic transmission.
- RPO K81 63-amp Delcotron generator producing 38 amp @ 700-rpm idle.
- RPO N41 Power steering
- SEO 7Z2 Special police speedometer with 2-mph increments, 120-mph maximum. Includes volt-meter, water temperature gage, oil pressure gage and clock; or optional SEO 7Z9 Special police speedometer with 2-mph increments, 120-mph maximum. (Available only to law enforcement agencies for law enforcement purposes); or SEO 8A1 speedometer—production type (required for non-pursuit usage).
- SEO 5KV or 5KW Police service tires. In addition, regular production tires (QHK) and SEO 9A3 speedometer gear change must be ordered. SEO SAA available for police tire deletion.
- SEO 6C1 Heavy service front bench seat, or SEO 6B9 Heavy service front bucket seats, or SEO 6F3 Heavy service front 50/50 split front seat.
- RPO UA1 4000-watt battery equivalent to 80 amp.-hr.

MALIBU POLICE VEHICLE SEAT TRIMS

Upholstery Type	Color	Trim		
		SEO 6C1 H.D. Bench Seat	SEO 6B9 H.D. Bucket Seat	SEO 6F3 H.D. 50-50 Seat
Regular Production Trims (cloth or vinyl)	Any Reg. Prod. Color	Any Avail. Trim No.	Not Available	Any Avail. Trim No.
SEO 6R6—H.D. Vinyl	Dark Blue	VDD1	VDD1	VDD1
	Black	VBB1	VBB1	VBB1
	Camel Tan	VCC1	VCC1	VCC1
SEO 6R7—H.D. Cloth	Black	VBB1	VBB1	VBB1
	Camel Tan	VCC1	VCC1	VCC1
	Dark Blue	VDD1	VDD1	VDD1

ADDITIONAL EQUIPMENT AVAILABLE ON
IMPALA AND MALIBU 9C1 POLICE VEHICLES.

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IMPALA	MALIBU		Regular Production Options (RPO)
<input type="checkbox"/>	<input type="checkbox"/>	C60	Air conditioning—Four Season
<input type="checkbox"/>	<input type="checkbox"/>	C61	Air conditioning—Comfortron (V8 models only)
<input type="checkbox"/>	<input type="checkbox"/>	U63	AM push-button radio
<input type="checkbox"/>	<input type="checkbox"/>	U69	AM/FM push-button radio
<input type="checkbox"/>	<input type="checkbox"/>	UP5	AM/FM push-button radio with CB radio & power antenna
<input type="checkbox"/>	<input type="checkbox"/>	TR9	Auxiliary lighting group
<input type="checkbox"/>	<input type="checkbox"/>	B84	Body side moldings
<input type="checkbox"/>	<input type="checkbox"/>	BW2	Body side moldings
<input type="checkbox"/>	<input type="checkbox"/>	N33	Comfortilt steering wheel
<input type="checkbox"/>	<input type="checkbox"/>	K30	Automatic speed control
<input type="checkbox"/>	<input type="checkbox"/>	B32	Floor mats—front
<input type="checkbox"/>	<input type="checkbox"/>	B33	Floor mats—rear
<input type="checkbox"/>	<input type="checkbox"/>	V30	Front and rear bumper guards
<input type="checkbox"/>	<input type="checkbox"/>	VE5	Bumper impact strips—front and rear
<input type="checkbox"/>	<input type="checkbox"/>	B93	Door edge guards
<input type="checkbox"/>	<input type="checkbox"/>	UO5	Dual horns
<input type="checkbox"/>	<input type="checkbox"/>	U35	Electric clock—conventional (included on Malibu with 7Z2 gages)
<input type="checkbox"/>	<input type="checkbox"/>	UE8	Electric clock—digital
<input type="checkbox"/>	<input type="checkbox"/>	C49	Electro-Clear window defogger—electric
<input type="checkbox"/>	<input type="checkbox"/>	B37	Front and rear floor mats—color keyed
<input type="checkbox"/>	<input type="checkbox"/>	CD4	Intermittent windshield wiper system
<input type="checkbox"/>	<input type="checkbox"/>	G80	Limited slip differential
<input type="checkbox"/>	<input type="checkbox"/>	AU3	Power door lock system
<input type="checkbox"/>	<input type="checkbox"/>	A31	Power windows
<input type="checkbox"/>	<input type="checkbox"/>	AG9	Power (6-way) front bench seat
<input type="checkbox"/>	<input type="checkbox"/>	U75	Power antenna (includes radio suppression) (available only with radio equipment)
<input type="checkbox"/>	<input type="checkbox"/>	BS1	Quiet Sound Group—insulation
<input type="checkbox"/>	<input type="checkbox"/>	D33	Rearview mirror—L.H. remote control
<input type="checkbox"/>	<input type="checkbox"/>	DF3	Rearview mirror—R.H. & L.H. remote control
<input type="checkbox"/>	<input type="checkbox"/>	C50	Rear window defogger—forced air
<input type="checkbox"/>	<input type="checkbox"/>	AO1	Tinted glass—all windows
<input type="checkbox"/>	<input type="checkbox"/>	AO2	Tinted glass—windshield only (U76 required for windshield antenna)
<input type="checkbox"/>	<input type="checkbox"/>	U76	Windshield antenna (includes radio suppression)

Special Equipment Options (SEO)

<input type="checkbox"/>	<input type="checkbox"/>	6F8	Ashtray relocation from under dash to front door armrest
<input type="checkbox"/>	<input type="checkbox"/>	6C9	Conduit—1½-inch radio conduit routed inside from dash to trunk (sedan only)
<input type="checkbox"/>	<input type="checkbox"/>	7P8	Cooler—engine oil (LM1 and LG4 engines only)
<input type="checkbox"/>	<input type="checkbox"/>	7L9	Cooler—power steering fluid (LM1 and LG4 engines only)
<input type="checkbox"/>	<input type="checkbox"/>	6H5	Electric trunk opener in dash
<input type="checkbox"/>	<input type="checkbox"/>	7P4	Engine block heater (not available with YF5)
<input type="checkbox"/>	<input type="checkbox"/>	7Z4	Gages—voltmeter, oil pressure, and water temperature
<input type="checkbox"/>	<input type="checkbox"/>	7K3	Generator—70-amp Delcotron 50 amp at 700-rpm idle
<input type="checkbox"/>	<input type="checkbox"/>	7K4	Generator—80-amp Delcotron (58 amp at 700-rpm idle) (V8 models only)

IMPALA	MALIBU		
<input type="checkbox"/>	<input type="checkbox"/>	6B7	Hole in roof panel
<input type="checkbox"/>	<input type="checkbox"/>	6E2	Key single locking—fleet keyed alike (3 keys)
<input type="checkbox"/>	<input type="checkbox"/>	6A4	Key single locking—single vehicle (3 keys)
<input type="checkbox"/>	<input type="checkbox"/>	7Y2	Lamp door ajar warning
<input type="checkbox"/>	<input type="checkbox"/>	6C5	Lamp dome/reading
<input type="checkbox"/>	<input type="checkbox"/>	6C7	Lamp extra dome between visors with switch attached
<input type="checkbox"/>	<input type="checkbox"/>	7X4	Lamp luggage compartment
<input type="checkbox"/>	<input type="checkbox"/>	7Y1	Lamp underhood
<input type="checkbox"/>	<input type="checkbox"/>	6H9	Lock rear door vent window
<input type="checkbox"/>	<input type="checkbox"/>	6B2	Rear door handles inoperative
<input type="checkbox"/>	<input type="checkbox"/>	6L4	Rearview outside mirror R.H.
<input type="checkbox"/>	<input type="checkbox"/>	6G2	Roof reinforcement (10-inch wide plate)
<input type="checkbox"/>	<input type="checkbox"/>	6A3	Rubber front and rear one-piece floor mat (sedan only)
<input type="checkbox"/>	<input type="checkbox"/>	6C1	Seat construction heavy-duty front bench
<input type="checkbox"/>	<input type="checkbox"/>	6B9	Seat construction heavy-duty front bucket
<input type="checkbox"/>	<input type="checkbox"/>	6F3	Seat construction heavy-duty front 50/50 (sedan only)
<input type="checkbox"/>	<input type="checkbox"/>	6C2	Seat construction heavy-duty rear bench (sedan only)
<input type="checkbox"/>	<input type="checkbox"/>	6R6	Seat upholstery seamless heavy-duty vinyl dark blue or camel tan (sedan only). Also black on Malibu.
<input type="checkbox"/>	<input type="checkbox"/>	6R7	Seat upholstery seamless heavy-duty cloth dark blue or camel tan (sedan only). Also black on Malibu.
<input type="checkbox"/>	<input type="checkbox"/>	6B4	Spare tire relocation (available only with 5JS/5JN tires)
<input type="checkbox"/>	<input type="checkbox"/>	7Z7	Speaker radio dash mounted (4 ohm, 42" lead)
<input type="checkbox"/>	<input type="checkbox"/>	6Z1	Speedometer cable two piece (not available with automatic speed control)
<input type="checkbox"/>	<input type="checkbox"/>	9A3	Speedometer gear change
<input type="checkbox"/>	<input type="checkbox"/>	7W7	Spotlight L.H. (Unity model 250)
<input type="checkbox"/>	<input type="checkbox"/>	7W8	Spotlight L.H. (Unity model 225)
<input type="checkbox"/>	<input type="checkbox"/>	7W9	Spotlight L.H. and R.H. (Unity model 225)
<input type="checkbox"/>	<input type="checkbox"/>	7Y6	Switches doorjamb inoperative for dome light (not available with TR9)
<input type="checkbox"/>	<input type="checkbox"/>	6C6	Switches rear doorjamb dome light (sedan only)
<input type="checkbox"/>	<input type="checkbox"/>	5JN	Tires, P225/70R15 fabric radial b/w police service (requires 9A3) (Five tires alike)
<input type="checkbox"/>	<input type="checkbox"/>	5JS	Tires, P225/70R15 fabric radial w/w police service (requires 9A3) (Five tires alike)
<input type="checkbox"/>	<input type="checkbox"/>	5KV	Tires, P205/70R14 fabric radial b/w police service (requires 9A3) (Five tires alike)
<input type="checkbox"/>	<input type="checkbox"/>	5KW	Tires, P205/70R14 fabric radial w/w police service (requires 9A3) (Five tires alike)
<input type="checkbox"/>	<input type="checkbox"/>	1K5	Transmission first gear blockout
<input type="checkbox"/>	<input type="checkbox"/>	8D1	Undercoat 1/16-inch thick
<input type="checkbox"/>	<input type="checkbox"/>	5V3	Wheel trim—Malibu Rally type (for undercover work)
<input type="checkbox"/>	<input type="checkbox"/>	6C8	Wiring RG58 A/U antenna cable (behind dome lamp to trunk) (sedan only)
<input type="checkbox"/>	<input type="checkbox"/>	6E4	Wiring six 12-gage leads from dash to roof (sedan only)
<input type="checkbox"/>	<input type="checkbox"/>	6E5	Wiring four 12-gage leads from dash to roof

Chevrolet

A WORD ABOUT ASSEMBLY
COMPONENTS AND OPTIONAL
EQUIPMENT IN THESE
CHEVROLETS.

The Chevrolets described in this brochure are assembled at facilities of General Motors Corporation operated by the GM Assembly Division or GM of Canada. These vehicles incorporate thousands of different components produced by various divisions of General Motors and by various suppliers to General Motors. From time to time during the manufacturing

process, it may be necessary, in order to meet public demand for particular vehicles or equipment, or to meet federally mandated emissions, safety and fuel economy requirements, or for other reasons, to produce Chevrolet products with different components or differently sourced components than initially scheduled. All such components have been approved for use in Chevrolet products and will provide the quality performance associated with the Chevrolet name.

With respect to extra cost regular and special optional equipment and

special paint, make certain you specify the type of equipment you desire on your vehicle when ordering it from your dealer. Some options may be unavailable when your car is built. Your dealer receives advice regarding current availability of options. You may ask the dealer for this information. GM also requests the dealer to advise you if an option you ordered is unavailable. We suggest you verify that your car includes the optional equipment you ordered or, if there are changes, that they are acceptable to you.

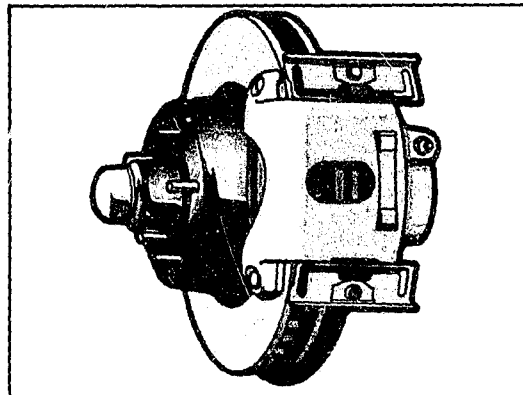
Litho in U.S.A. 9/79 1953

1980 DODGE POLICE VEHICLES

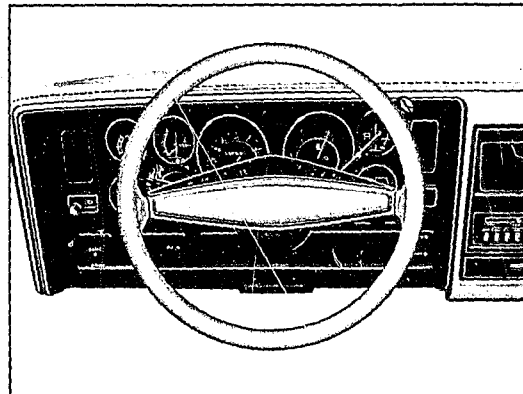
TOUGH AND ROAD-READY FOR ACTION



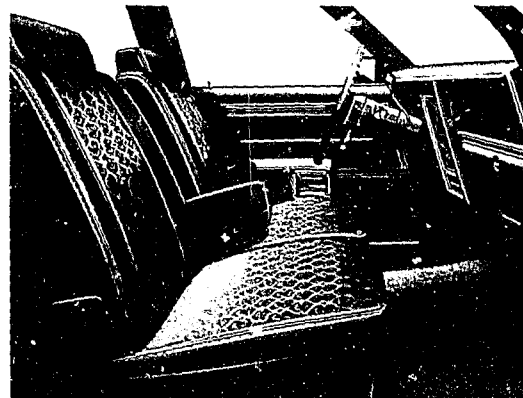
ST. REGIS PURSUIT (A38 PACKAGE) A FULL-SIZE DODGE FOR BIG-SIZE JOBS



Heavy-duty front-wheel disc brake



Instruments, driver centered



Optional 60/40 heavy-duty cloth-and-vinyl seat available in blue or cashmere

ABOUT THIS CATALOG. We have tried to make this catalog as complete as possible. And we hope you find it useful. However, since the time of printing, some of the information you'll find here may have been updated. Also, some of the equipment shown or described throughout this catalog is available at extra cost. Your dealer has details and you should ask him for current information before ordering.

For additional standard and optional equipment, see pages 8 and 9. Dimensions are on page 15.

For years, tough Dodge police cars have provided outstanding performance and service for state and local police departments across the country. St. Regis is the latest Dodge to be engineered and outfitted for the rigorous and demanding tasks common to police work. And St. Regis has the size, performance and dependability to make it first choice for any police force.

OPTIONAL 5.9-LITER (360 CID) FOUR-BARREL V-8 ENGINE... DESIGNED FOR PURSUIT POWER! (Not available in California)

Dual carburetor air intake snorkels and dual exhausts give this optional V-8 the free breathing needed for fast-action pursuit jobs. It gets St. Regis Pursuit off to a fast start and has the power and stamina required for high-speed police work.

Engine durability is increased by the use of many heavy-duty parts—valves, valve springs, rocker arms, timing chain, water pump and others. It also includes a crankcase oil anti-turbulence baffle.

Chrysler Corporation's lively 5.2-liter (318 CID) two-barrel heavy-duty V-8 is also available on the St. Regis Pursuit. California models are equipped with a four-barrel version of the same engine, which is also available in other states.

TORQUEFLITE AUTOMATIC IS STANDARD!

Smooth, efficient and tough—that's Chrysler Corporation's TorqueFlite three-speed heavy-duty automatic transmissions—engine matched in performance characteristics and with a reputation for performance, durability and low maintenance requirements. An auxiliary oil cooler and low gear block-out are included.

HEAVY-DUTY DISC BRAKES FOR CONTROLLED STOPPING

Front brakes are heavy-duty self-

adjusting discs with semi-metallic pads; rear brakes have big 11-inch by 2½-inch drums—and brake application is power assisted for low pedal effort. Rear brakes have automatic adjusters.

EASY-TO-READ GAUGES GIVE ACCURATE READINGS

The St. Regis Police Pursuit instrument panel has big gauges for engine temperature and the alternator so the driver can keep track of these important engine and electrical functions. An oil pressure gauge is included with the optional certified speedometer. An oil pressure warning light is standard.

RESPONSIVE STEERING AND HANDLING

Firm-Feel power steering (oil cooler standard on V-8 models) and police handling suspension are standard on St. Regis Pursuit. Steering is easy and responsive, but with a good feel of the road. The police suspension gives a firm, controlled ride for predictable action in high-speed pursuit.

HEAVY-DUTY SEATS ARE DESIGNED FOR COMFORT AND DURABILITY

All St. Regis Pursuit front seats have heavy-duty construction with heavy-duty full foam or spring cushions for comfortable seating. Heavy-duty seat materials—cloth-and-vinyl and all-vinyl—to withstand the around-the-clock service of police work are available with K1, K2 and K9 trims.

Rear seats with heavy-duty construction and full-foam padding are also available as an option with K1, K2 and K9 trims.

ROOMY TRUNK FOR EXTRA GEAR

Open the trunk of a St. Regis and you'll find plenty of room for big-size loads of special police equipment and gear.

ST. REGIS PURSUIT SEATS AND INTERIOR TRIMS

Seat Availability	Seat Type	Seat Trim	Trim Colors and Codes
STANDARD—Front— —Rear—	bench ⁽¹⁾ bench ⁽²⁾	heavy-duty cloth-and-vinyl Seat Code: K1	dark blue (K1C8) cashmere (K1T3)
OPTIONAL—Front— —Rear—	bench ⁽¹⁾ bench ⁽²⁾	heavy-duty all-vinyl Seat Code: K2	dark blue (K2C8) cashmere (K2T3)
OPTIONAL—Front— —Rear—	60/40 ⁽¹⁾⁽³⁾ bench ⁽²⁾	heavy-duty cloth-and-vinyl Seat Code: K9	dark blue (K9C8) cashmere (K9T3)
OPTIONAL—Front— —Rear—	bench with folding center armrest ⁽¹⁾ bench	all-vinyl Seat Code: B4	dark blue (B4C8) green (B4G5) cashmere (B4T3) red (B4M6) heather (B4D3)
OPTIONAL—Front— —Rear—	bench with folding center armrest ⁽¹⁾ bench	cloth-and-vinyl Seat Code: A3	dark blue (A3C8) green (A3G5) cashmere (A3T3) red (A3M6) heather (A3D3)

⁽¹⁾ Heavy-duty seat construction.

⁽²⁾ Regular-duty seat; heavy-duty construction is available at extra cost.

⁽³⁾ The 60/40 optional seat has a folding center armrest and two separate seat sections with a seat adjuster for each section.





DODGE ASPEN PURSUIT (A38 PACKAGE)

SURPRISING ROOMINESS AND COMFORT!

You have to sit in the front seat of an Aspen Pursuit to appreciate the roominess and to feel the comfort.

Actually, Aspen has more front-seat legroom and headroom than some "regular-size" cars—and legroom and headroom are the two important roominess dimensions in any police car.

Aspen's compact exterior dimensions—only 204.3 inches long overall—are ideal for maneuverability in traffic and in other close quarters.

THREE HEAVY-DUTY ENGINES!

Aspen Pursuit can be equipped with the standard 3.7-liter (225 CID) one-barrel heavy-duty Slant Six for best economy, the optional 5.2-liter (318 CID) heavy-duty V-8 for lively performance with good economy, or the optional 5.9-liter (360 CID) four-barrel heavy-duty V-8 with dual exhausts and single large tailpipe (not available in California) for extra performance. All three engines have heavy-duty parts for increased durability.

TOUGH TORQUEFLITE AUTOMATIC TRANSMISSION!

This smooth-operating, efficient and durable automatic transmission is standard on Aspen Pursuit models. Heavy-duty TorqueFlite comes in three separate versions, engine matched in performance and size characteristics. Millions of miles of reliable service over the years have given TorqueFlite its reputation for performance and durability. An auxiliary oil cooler and low-gear blackout are also standard.

BRAKES BUILT FOR HARD SERVICE

Heavy-duty power brakes are standard on all Aspen Pursuit models. The front disc brakes have semi-metallic pads; the rear brakes are big 11-inch by 2½-inch drum type. This brake combination provides controlled stopping even in heavy use.

CONTROLLED RIDE AND HANDLING

Every Aspen Pursuit is equipped with special police suspension for firm, responsive handling and better car control. This suspension includes front and rear antisway bars, transverse-mounted torsion-bar front springs, heavy-duty rear leaf springs, heavy-duty strut bushings and heavy-duty shock absorbers.

Firm-Feel power steering—that retains a feel of the road—is standard with all Aspen Pursuit models. This power steering is geared for high-speed control and includes oil cooler with V-8 engines.

EASY-TO-READ GAUGES

Aspen Pursuit has gauges for important functions: engine temperature, alternator and fuel level. They give the driver continuous readings so he knows what's going on. An oil pressure gauge is included with the optional certified speedometer. Oil pressure warning light is standard.

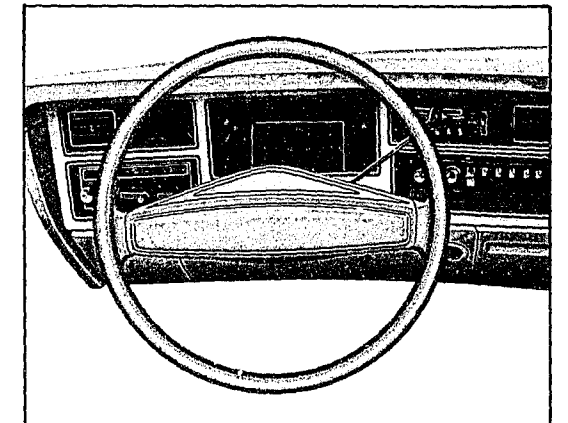
BIG TRUNK—BIG CARGO COMPARTMENT

Aspen's Pursuit sedan has a large trunk capacity with the full-size spare mounted forward. A deep trunk well makes room for taller items.

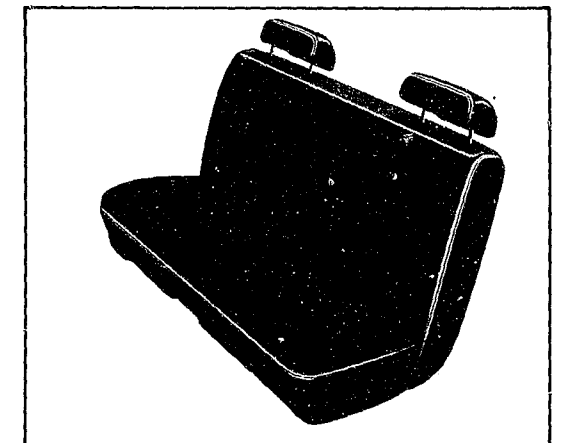
COMFORTABLE SEATS, HEAVY-DUTY CONSTRUCTION, DURABLE TRIMS

Front seats in all Aspen Pursuit models have full-foam padding for seating comfort. Full-foam padded rear seat with heavy-duty construction is available in blue, red or cashmere.

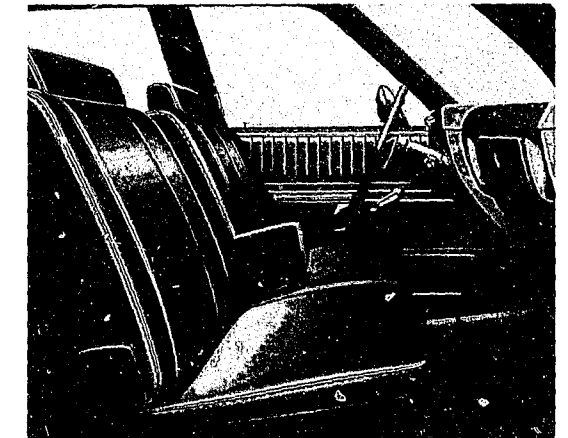
The standard seat trim is cloth-and-vinyl, available in blue, red or cashmere.



Aspen instrument cluster



Optional heavy-duty all-vinyl bench seat



Optional 60/40 heavy-duty all-vinyl bench seat

ASPEN PURSUIT SEATS AND INTERIOR TRIMS

Seat Availability	Seat Type	Seat Trim and Code	Trim Colors and Codes
STANDARD—Front— —Rear—	bench(1) bench(2)	regular-duty cloth-and-vinyl Seat Code: A1	blue (A1B2) red (A1M6) cashmere (A1T3)
OPTIONAL—Front— —Rear—	bench(1) bench(2)	heavy-duty all-vinyl Seat Code: K2	blue (K2B2) cashmere (K2T3)
OPTIONAL—Front— —Rear—	60/40(1)(3) bench(2)	heavy-duty all-vinyl Seat Code: KX	cashmere (KXT3)
OPTIONAL—Front— —Rear—	bench(1) bench(2)	regular-duty all-vinyl Seat Code: B2	blue (B2B2) red (B2M6) cashmere (B2T3)

(1) Heavy-duty seat construction.

(2) Regular-duty seat; heavy-duty construction is available at extra cost.

(3) The 60/40 optional seat has a folding center armrest and two separate seat sections with a seat adjuster for each section.

For additional standard and optional equipment, see pages 8 and 9. Dimensions are on page 15.

EMERGENCY



DODGE VANS AND SPORTSMAN WAGONS CAN HANDLE THOSE SPECIAL POLICE JOBS

For versatility, dependability and durability—Dodge Vans and Sportsman Wagons make ideal choices for any police force or sheriff's department. These sturdy truck-tough vehicles can serve in a variety of capacities—for emergency duty, people movers, riot squad equipment carriers, mobile radio control centers, etc. And these ruggedly constructed vehicles can take all kinds of punishment while continuing to deliver dependable service.

Sportsman Wagons are available with a choice of four seating capacities—for five (standard), eight, twelve and, on B300 Maxi wagons, fifteen—and they can be converted to ambulance service by removing the rear bench seats. A single rear door that can be opened a full 90 degrees and can be operated with one hand is standard. A metal door check arm holds it in the full open position. A single fixed wide window in the door gives good rearward visibility. Double rear doors are available as an option.

A wide sliding side door is a desirable Sportsman Wagon or Van option for many operations. It slides back easily to provide wide access to the vehicle's interior, and

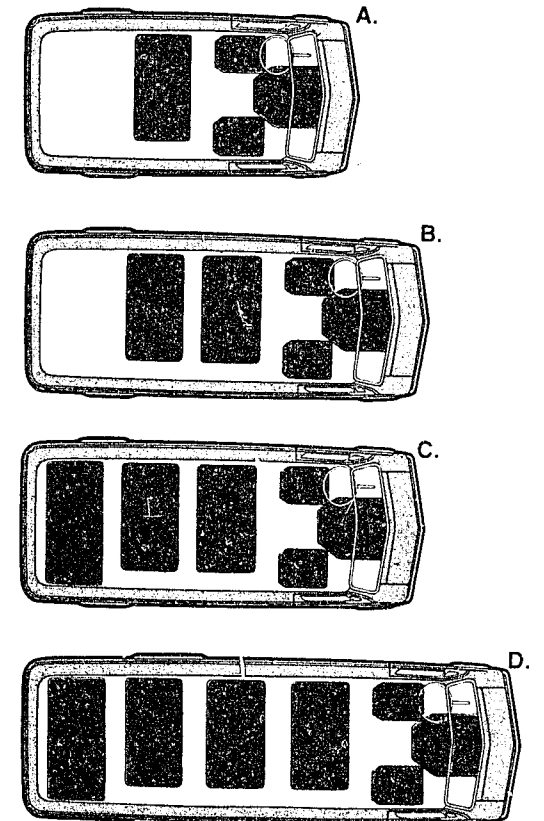
is especially useful in close quarters where a hinged door could not be opened fully. Double, hinged side doors with vented glass are standard.

The Dodge Van Police Vehicle is ideally suited for emergency and special-duty operations. It can carry all kinds of special equipment and gear without detection. But it can also be ordered with optional side and rear windows. The Maxivan provides over 11 feet of cargo floor length—and it's wide enough to accommodate two full-size stretchers side by side.

COMFORT, UTILITY AND DURABILITY HIGHLIGHT SEAT CHOICES

Dodge Vans and Sportsman Wagons offer a variety of seating options. The big difference is in the number of seats provided. Sportsman's standard seating arrangement has bucket seats for the driver and front passenger—as well as a quick-release three-passenger bench seat. Additional bench seats are available on Sportsman for eight or twelve passengers; and, on the B300 Maxiwagon, fifteen passengers. Only the driver's bucket seat is standard on the Van—the front passenger bucket seat is an option. No rear seats are available on the Van.

SPORTSMAN OFFERS FOUR SEATING ARRANGEMENTS . . . SEATING UP TO 15 PASSENGERS



- A. Standard five-passenger seating, all models.
- B. Optional eight-passenger seating, B200 and B300 models.
- C. Optional 12-passenger seating, B300 models.
- D. Optional 15-passenger seating, B300 127.6-inch-wheelbase Maxiwagon.



Royal Sportsman optional high-back Command bucket seats

DODGE VAN AND SPORTSMAN WAGON FRONT SEATS AND INTERIOR TRIMS⁽¹⁾

AVAILABILITY	SEAT TYPE & CODE	TRIM COLORS & CODES
Sportsman, Custom Sportsman, Dodge Van— <i>STANDARD</i>	low-back bucket—Tacoma vinyl Seat Codes: KN1—Vans; ⁽²⁾ KN2—Vans & Wagons	blue—KT2 green—KT3 cashmere—KT5 black—KT1 (Van only)
Royal Sportsman, Dodge Van Royal Interior Package— <i>STD.</i> Dodge Van— <i>OPTIONAL</i>	low-back bucket—Oxford vinyl Seat Codes: KA3—Vans; ⁽²⁾ KA5—Vans & Wagons	blue—KT2 green—KT3 cashmere—KT5 red—KT6 black—KT1 (Van only)
Royal Sportsman S.E.— <i>STANDARD</i> Dodge Van with Royal Interior Package— <i>OPTIONAL</i>	high-back Command bucket reclining—Tahoe cloth-and-vinyl Seat Code: KN7—Vans & Wagons	blue—KT2 cashmere—KT5 red—KT6
Royal Sportsman, Dodge Van— <i>OPTIONAL</i>	high-back Command bucket—Tucson cloth-and-vinyl Seat Code: KN6—Vans and Wagons	blue—KT2 green—KT3 cashmere—KT5 red—KT6 black—KT1 (Van only)
Royal Sportsman, Dodge Van— <i>OPTIONAL</i>	high-back Command bucket swivel—Tucson cloth-and-vinyl Seat Code: KN8—Vans and Wagons	blue—KT2 green—KT3 cashmere—KT5 red—KT6 black—KT1 (Van only)
Royal Sportsman S.E., Dodge Van with Royal Interior Package— <i>OPTIONAL</i>	high-back Command bucket reclining & swivel—Tahoe cloth-and-vinyl Seat Code: KN9—Vans and Wagons	blue—KT2 cashmere—KT5 red—KT6

⁽¹⁾ Trim for standard and optional rear bench seats matches front-seat trim on wagons. Sportsman Wagons are equipped with driver's bucket seat, front-passenger bucket seat and three-passenger quick-release rear bench seat. Additional bench seats are optional. Dodge Vans are equipped with driver's bucket seat only—front-passenger bucket seat is optional.

⁽²⁾ Driver's bucket seat only in Dodge Van

For additional standard and optional equipment, see pages 10 and 11. Dimensions are on page 15.

1980 Dodge Police Fleet Equipment, Cars

STANDARD EQUIPMENT WITH (A38) PURSUIT PACKAGE

	Aspen	St. Regis
Air Cleaner—Dry-type, replaceable element	S	S
Alternator—Heavy-duty 65-ampere Chrysler with electronic regulator	S	S
Ammeter	S	S
Antifreeze—For minus 35° F	S	S
Armrests—Front and rear (rear includes ash receivers on St. Regis)	S	S
Ash Receiver—Front	S	S
Ash Receivers—Rear	E	S
Automatic Air Conditioning Hi-Pressure Clutch Cutoff Switch—For compressor, with optional air conditioning only	S	S
Axle Ratios—2.9	S	NA
Axle Size—8.25" —9.25"	NA	S
Battery—500-ampere (85-ampere-hours) with Thermo-Guard heat shield	S	S
Brakes—Heavy-duty power brakes with dual master cylinder; disc front brakes with semi-metallic front pads; 11" x 2.5" rear drum brakes	NA	S
Brakes, Power Booster—Dual tandem —Single diaphragm	S	NA
Catalytic Converter	S	S
Coolant Recovery System	S	S
Coolant System—Maximum capacity radiator with 18" diameter seven-blade flex fan on 6-cylinder engines without A/C; 20" diameter seven-blade fan with thermal torque drive on V-8 engines; 18" diameter five-blade fan with thermal drive on 6-cylinder engine with A/C	S	S
Easy-Fill Oil Filler Tube (with V-8 engines only)	S	S
Electronic Ignition	S	S
Engines (see chart on page 14)	S	S
Engine Mounts—Spool-type	S	S
Front Fender—Wheelhouse panel high-temperature aluminized shields (8-cyl. only)	NA	S
Gauges—Engine temperature, ammeter, fuel	S	S
Grass Shield for Catalytic Converter	S	S
Heater with Defroster	S	S
Heavy-Duty Service Package—Extra welds and reinforcements	S	S
Hood Release—Instrument panel mounted	S	S
Horns—Single —Dual	E	NA
Interior Trim, Aspen—Cloth-and-vinyl straight bench (A1) available in blue, cashmere or red	S	NA
Interior Trim, St. Regis—Heavy-duty cloth-and-vinyl straight bench (K1) available in dark blue or cashmere	NA	S
Mirror—Inside day/night	E	S
—Outside left, manual, door-mounted	S	NA
—Outside, flag-type, left and right, manual	NA	S
Oil Filter—Full-flow, throwaway	S	S
Oil Pressure Warning Light (NA with certified speedometer)	S	S
Parking Brake Warning Light	S	S
Police Accessory Feed Wire—From battery to passenger compartment: #8 wire with fusible link protection through grommet in firewall plus two jumper wires (cornering lamps not available on St. Regis)	S	S
Power Steering Oil Pump Cooler (with V-8 engines only)	S	S
Seat Belts—Three front, three rear (driver and right-front passenger seats have combined lap-shoulder belts)	S	S
Seat, Front—Heavy-duty seat construction	S	S
Splash Shield, Rubber—Special heat-reflective, right side	NA	S
Speedometer—Non-certified 85 mph	S	S
Steering, Power—Pursuit Firm-Fuel type	S	S
Stoplight Switch—Heavy-duty (not available with automatic speed control)	S	S
Suspension, Aspen—Specially designed and engineered suspension for pursuit-type work; includes front and rear antisway bars, heavy-duty rear leaf springs with special bushings, heavy-duty strut bushings and 1-3/16-inch front and rear shock absorbers	S	NA
Suspension, St. Regis—Specially designed and engineered suspension for pursuit-type work, with the following heavy-duty components matched for high-speed handling: front antisway bar, torsion bars, rear antisway bar, extended-life upper and lower control arm bushings and heavy-duty rear leaf springs with special bushings and heavy-duty 1-3/16-inch front and rear shock absorbers	NA	S
Tinted Glass—All windows (including shaded windshield)	E	S
Tires (see Tire Chart on page 9)	S	S
Tire, Spare, Conventional—Same as Road Wheels	S	S
Transmission Auxiliary Oil Cooler	S	S
Transmission Low-Gear Blockout	S	S
Transmission, TorqueFlite Automatic—Three-speed	S	S

	Aspen	St. Regis
Wheels—Black enamel (14" x 6.0"-JJ)	S	NA
Wheels—Extra heavy-duty (15" x 7.0")	E	S
Windshield Wipers—Two-speed with electric washers	S	S

OPTIONAL EQUIPMENT WITH (A38) PURSUIT PACKAGES

	Aspen	St. Regis
Air Conditioning(1)	E	E
Alternator—100-ampere, dual belt drive, 8-cyl.; single belt, 6-cyl. (recommended for cars with emergency lights)	E	E
Clear Windshield—With tinted side and back window glass	NA	E
Deactivate Door Switch—Control of dome lamp	E	E
Deck-Lid Release, Remote—Electric: control on instrument panel	E	E
Defroster, Rear Window(2)—Electrically heated	E	E
Defogger, Rear Window(2)—Blower-type	E	NA
Engine Block Heater—Not available in California	E	E
Engine Oil Cooler—Optional E58 engine only	E	E
Engines (see Engine Chart on page 14)	E	E
Fast-Idle Throttle Control—Manual locking type	E	E
Hose Clamps—Stainless steel, worm type	E	E
Keys, Single—Same key for all locks on car, different key for each car only (NA with optional tilt steering wheel)	E	E
Keys, Universal Single System—Same key for all locks on all 1980 cars in fleet (NA with optional tilt steering wheel)	E	E
Lamp, Glove Box	E	E
Lamp, Luggage Compartment	E	E
Lamp, Underhood	E	E
Light, Additional Dome	E	E
Locking Gas Cap	E	E
Mats, Floor—Heavy-duty black, front and rear	E	E
Mirror, Right, Outside—Remote-control (available only in combination with left remote outside mirror)	E	E
Mirror, Inside—Day/night	E	S
Police Bonding Strap Package—Includes braided bonding straps as follows: exhaust system, 4 straps on single, 8 on dual, 7 on dual w/single tailpipe; hood to body, 2 straps; deck lid to body, 1 strap; trans. to chassis, 1 strap; engine to chassis, 1 strap; engine to body, 1 strap	E	E
Radiator, Silicone Heater and Bypass Hose—Available on 8-cyl. with air conditioning only	E	E
Radio Cable Conduit—1½" diameter (Aspen requires H.D. rear seat)	E	E
Radio Suppression Package—Standard with radio	E	E
Relay Control System—Includes one #10-gauge direct battery feed wire with 30-amp circuit breaker, two #12 wire circuits with ignition key control (thru relay) with 20-amp circuit breakers on each, and two #10 ground wires	E	E
Roof Reinforcement Plate—For light or siren	E	E
Roof Wire—Six 12-gauge and two 16-gauge wires with roof hole on roof centerline, 19 inches rear of windshield	E	E
Roof Wire—Six 12-gauge and two 16-gauge wires with roof hole on right side of roof near center pillar	E	E
Roof Wire—Six 12-gauge and two 16-gauge wires less roof hole	E	E
Seat, Rear—Heavy-duty construction with full-foam cushion (A1, B2, K2, KX trims only)	E	NA
Seat, Rear—Heavy-duty construction with full-foam cushion (K1, K2, K9 trims only)	NA	E
Speedometer(3)—Certified to 125 mph; includes oil pressure gauge in lieu of warning light (NA with A01 Package on St. Regis; NA with clock on Aspen)	E	E
Spotlight, Left, 6"—Windshield-pillar mounted	E	E
Spotlight, Right, 6"—Windshield-pillar mounted	E	E
Sure-Grip Rear Axle—2.9 ratio	E	E
Tinted Glass—All windows (including shaded windshield) Trim—See pages 2 and 5	E	S
Wheel Covers—Vented 15"	NA	E
Wheel Covers—Vented 14"	E	NA
Wheels—Heavy-duty (15" x 7.0")	E	S

S—Standard. E—Extra Cost. NA—Not Available.
(1)Ask your dealer for details regarding restrictions applicable to the later installation of air conditioning.
(2)Either required on all vehicles registered in the state of New York.
(3)Warning: calibrated speedometer with scale over 85 mph may legally be purchased only by law enforcement agencies for the purpose of law enforcement.

Dodge Pursuit Packages, Code A38

Dodge A38 Pursuit Packages are available on the Aspen and St. Regis models shown in the following chart:			
Code	Body Style	Car Line	NOTE: See page 8 for contents of Code A38 Pursuit Package
NL41	4-door sedan	Aspen	
EH42	4-door pillared hardtop sedan	St. Regis	

Pursuit tires and wheels

Tire Size(1)	Tire Type	Sidewall	Wheel Size	Aspen	St. Regis
P215/70R14	fabric-belted radial-ply, high-performance police type	black	14 x 6.0 JJ	S	NA
P215/70R15		black	heavy-duty 15 x 7.0 JJ	E	S
P225/70R15		black	heavy-duty 15 x 7.0 JJ	NA	E

(1) All P-metric tires listed are "standard" load range.
S—Standard. E—Optional at extra cost. NA—Not available.

IMPORTANT TIRE NOTICE

Certified high-speed radial tires with fabric belts are standard on all 1980 Dodge St. Regis and Aspen Pursuit Packages.
These tires on Pursuit Packages have been tested for good handling characteristics by Chrysler Corporation. Tires other than high-performance police-type tires should not be used for speeds over 100 mph.
A rear antisway bar to provide optimum handling with radial tires is standard on all Pursuit Packages.
If bias or bias-belted tires are installed, it is recommended that the rear antisway bar be removed because of adverse handling effects with these types of tires.

Special-Order Equipment, Cars

Special order items beyond regular production optional equipment may be ordered to meet police needs. Longer build scheduling times and minimum quantity orders are normally required.
To minimize both building time and order size requirements, we have standardized some of the most popular of these special order items. Acceptance exactly as listed in the following chart will help speed up production and enable us to meet your needs quickly and accurately.

ITEM	Aspen with A38	St. Regis with A38	Minimum Quantity Order
Special provisions to assist in field installation of police electrical accessories.			
1. Special horn and siren switch to permit driver selection of horn or siren operation from the steering wheel horn switch. Includes single wire routed to center of instrument panel for agency connection to siren control. (Includes special switch plate and non-standard ash receiver on St. Regis.)	E	E	5
2. Special instrument panel radio speaker with 4-ohm nominal voice coil impedance. Includes 36" lead wires attached to speaker.	E	E	1
3. Special antenna cable RG 58 A/U. Routed from a point approximately in the center of the roof panel down the right roof quarter to the luggage compartment If an antenna roof hole is specified (Item 4, below), the cable will be routed through the hole and weatherproofed for shipping. If a roof hole is not specified, the cable will be coiled and taped to the underside of the roof panel.	E	E	1
4. Special 0.81" diameter roof hole located on car fore and aft centerline near center of roof, approximately 40" to rear of upper windshield molding. This size fits many standard antenna bases	E	E	1

E—Optional at extra cost.

1980 Dodge Van and Sportsman Wagon equipment

STANDARD EQUIPMENT	Sportsman Wagon	Dodge Van
Air Cleaner —Dry type	S	S
Air Vent Doors —Left outlet in cowl side panel, right outlet in right side of instrument panel	S	S
Alternator —48-ampere	S	S
Antifreeze —20°F protection	S	S
Armrests —Driver and front passenger	S	S
Ashtray —Driver's compartment	S	S
Axle, Front —Independent front suspension	S	S
B100, (1) all models—3,300-lb capacity	S	S
B200, all models—3,300-lb capacity	S	S
B300, all models—3,600-lb capacity	S	S
Axle, Rear		
B100, (1) all models—2,700-lb capacity	S	S
B200, 3,550-lb capacity	S	S
Maxivan & Maxiwagon—3,850-lb capacity	S	S
B300, all models—5,500-lb capacity	S	S
Battery —48-ampere-hour/305-ampere Cold Crank	S	S
Brakes		
B100, (1) all models—11.75" x 1.25" front disc; 10" x 2.5" rear drum	S	S
B200—11.75" x 1.25" front disc; 10" x 2.5" rear drum	S	S
B300—12.82" x 1.19" front disc; 12" x 2.5" rear drum	S	S
Brakes, Power		
Sportsman Wagons	S	—
Vans (2)	—	S
Cargo/Passenger Doors		
Sportsman—Double right side and single rear	S	—
Vans—Double right side and double rear	—	S
Clutch		
B100, (1) and B200 models (not available Maxiwagon)—10" diameter with 3.7-liter (225 CID) Slant Six; 10.5" diameter with 5.2-liter (318 CID) 8-cyl; 100.0 sq in. with 6-cyl; 107.0 sq in. with 5.2-liter (318 CID) 8-cyl	S	S
Electronic Ignition System —All models	S	S
Engines		
B100, (1) all models—3.7-liter (225 CID) Slant Six	S	S
B200—3.7-liter (225 CID) Slant Six (3)	S	S
B200—5.2-liter (318 CID) V-8 (Maxiwagon)	S	S
B300—5.2-liter (318 CID) V-8	S	S
Fuel Tank —22 gallons	S	S
Headliner —Perforated hardboard in driver's compartment, color-keyed	S	S
Instrumentation —Fuel, ammeter and temperature gauges, oil pressure indicator light and speedometer/odometer	S	S
Mirrors, Exterior —Dual 5" x 7" heads, painted	S	S
Mirrors, Interior —10"	S	NA
Oil Filter —Throwaway type	S	S
Seats		
Sportsman—Driver and front passenger low-back vinyl bucket seats include seat belts and retractors (color-keyed); rear three-passenger quick-release vinyl bench seat includes three seat belts	S	—
Van—Driver's low-back vinyl bucket seat includes seat belt and retractor (color-keyed)	—	S
Shock Absorbers —Front and rear: 1" standard; 1.18" heavy-duty B200 Maxivan and Maxiwagon, standard	S	S
Springs, Front Coil —Standard tuned for maximum load	S	S

STANDARD EQUIPMENT	Sportsman Wagon	Dodge Van
Springs, Rear, Leaf		
B100, (1) all models—1,375-lb capacity @ ground	S	S
B200—1,810-lb capacity @ ground	—	S
—1,980-lb capacity @ ground Maxivan and Maxiwagon	S	S
B300 all models—2,360-lb capacity @ ground	S	S
Steering		
Manual—B100, B200	S	S
Power—B300	S	S
Tires		
B100, (1) all models—Five		
w/Maxivan—195/75R15B (4PR) glass-belted radial	—	S
w/Sportsman—195/75R15B (4PR) glass-belted radial	S	—
Wheels & Rims—Five		
15" x 5.50" five-hole disc	S	S
B200—Four		
w/Vans—109.6" and 127.6" wb	—	S
P225/75R15B (4PR) glass-belted radial	—	S
—127.6" wb Maxivan	—	S
P235/75R15C (6PR) glass-belted radial	—	S
—Five		
w/Sportsman—109.6" and 127.6" wb—	S	—
P225/75R15B (4PR) glass-belted radial	S	—
—127.6" wb Maxiwagon	S	—
P235/75R15C (6PR) glass-belted radial	S	—
Wheels & Rims—Four		
109.6" and 127.6" wb Van—15" x 6.50" five-hole disc	—	S
—Five		
109.6" and 127.6" wb wagon—15" x 6.50" five-hole disc	S	—
—Four		
127.6" wb Maxivan—15" x 6.50" h.d.	—	S
—Five		
127.6" wb Maxiwagon—15" x 6.50" h.d.	S	—
five-hole disc	S	—
B300—Four		
w/Vans—127.6" wb: 8.00 x 16.5D (8PR)	—	S
—127.6" wb Maxivan: 8.00 x 16.5E (10PR) polyester bias-belted	—	S
—Five		
w/Sportsman, all models—8.00 x 16.5E (10PR) polyester bias-belted	S	—
Wheels & Rims—all models: 16.5" x 6.00" eight-hole disc	S	S
—Four w/Vans		
—Five w/Sportsman		
Transmissions		
B100, (1) and B200, all models except B200 Maxiwagon—Four-speed manual overdrive	S	S
B300, all models and B200 Maxiwagon—Three-speed automatic	S	S
Windshield Washers —Wiper arm-mounted, electric	S	S
Windshield Wipers —Two-speed (non-intermittent) wet arm	S	S

S—Standard. E—Extra Cost. NA—Not Available. NC—No Extra Cost.
 (1) B100 Van & Sportsman Wagon models not available in California.
 (2) Optional on B100 Vans with 4,700-lb GVW Package.
 (3) Not available in California.

ADDITIONAL STANDARD EQUIPMENT FOR ALL VAN AND WAGON MODELS

• Bumper, front and rear, painted • Door lock (all doors) • Glove box and door • Heater, fresh air with defrosters • Horn, single electric • Hubcaps, bright • Jack, bumper type (B100 and B200), axle type (B300) • Directional signals, combined in parking and taillamps—front and rear • Dome light, driver and cargo on vans (or passenger on wagons) • Combined front parking lamps, turn signals, side-marker lamps—amber • Combined rear side-marker lamps and reflector—red • Backup lights • Four-way emergency flasher • Spare tire carrier

Van and Sportsman Wagon optional equipment

	Sportsman Wagon	Dodge Van
Air Conditioning (1)		
Integral front available on all models	E	E
Auxiliary rear (with or without auxiliary heater) on 127.6" wheelbase 8-cyl models (requires integral front air cond. at extra cost)	E	E
Alternator —63-ampere	E	E
—117-ampere	E	E
Automatic Speed Control —Available with optional V-8 engine and automatic transmission only (V-8 and automatic transmission standard on B300 models)	E	E
Battery		
59-ampere-hour/375-amp Cold Crank	E	E
70-ampere-hour/430-amp Cold Crank (Maintenance-Free)	E	E
85-ampere-hour/500-amp Cold Crank Long Life	E	E
Battery, Auxiliary —85-amp-hr/500-amp Cold Crank Long-Life for B300 Vans only. Available with all batteries except 85-amp-hr/500-amp Cold Crank Long-Life main battery	E	E
Brakes, Power —B100 Van models w/4,700-lb GVW (standard on all other models)	NA	E
Bumpers, Bright Finish —Front and rear: for standard Vans and Sportsman and Custom Sportsman Wagons	S	E
Bumper Guards —Front and rear: bright finish with black rubber inserts	E	E
Bumpers and Bumper Guards with Nerf Strips —Bright finish—Front and rear	E	E
Bumper, Rear Hitch Type —Bright finish	E	E
Cigar Lighter		
Clock, Digital, Solid-State Electronic —Four-digit vacuum fluorescent display in hours and minutes: for Vans with Royal Interior or Street Van Packages; for Wagons with Royal Sportsman or Royal Sportsman S.E. Package	E	E
Cooling, Auxiliary —Transmission oil-to-air for 8-cyl engine models only, requires automatic transmission and maximum cooling at extra cost	E	E
Cooling, Maximum	E	E
Defroster, Rear Window —Electric (single rear door only)	E	E
Door, Double Rear	E	E
Door Edge Protectors —Front doors only	E	E
Door Inside Handle —Rear door(s)	E	E
Door Metal Check Arms —90-degree opening position for rearward hinged side and double rear doors (included on single rear door and forward hinged side door)	E	E
Door, Rear Single —With fixed glass in door	E	E
Door, Sliding Right Side —Replaces standard hinged double doors	E	E
Engines		
—5.2-liter (318 CID) V-8 (standard on B300 Van and Wagon models and B200 Maxiwagon)	E	E
—5.9-liter (360 CID) V-8 (NA w/B100 Van and Wagon models)	E	E
Fuel Tank —36 gallons; replaces standard tank; available all models	E	E
Gauges —Oil pressure and trip odometer	E	E
Gauges —Metric speedometer (kilometers/miles) and odometer (kilometers)	E	E
Glass, Banded —Front door glass and vent wings (see your dealer for requirements)	E	E
Glass, Sun Screen	E	E
Glass, Tinted —All windows	E	E
Grille, Bright Finish —For Sportsman and Custom Sportsman Wagon and Vans (includes quad rectangular headlamps with halogen high beam lamp)	E	E
Headlamps, Quad Rectangular —Dual vertically stacked with halogen high beam lamp for Sportsman, Custom Sportsman Wagons and Vans (except Vans with Royal Exterior or Street Van Package)	E	E
Heater		
—Deluxe in place of standard	E	E
—Auxiliary heater in rear compartment	E	E
—Engine block heater	E	E
Horns, Dual Electric	E	E
Lamp, Reading —Interior: mounted in the headliner in the driver's compartment	E	E
Locks, Electric		
—Front driver's compartment doors only	E	E
—Front driver's compartment doors and all side and rear cargo/passenger compartment doors	E	E
Lock, Hood Release —In-cab actuated available for all models	E	E
Mats, Rubber —Accessory type: color-keyed (for driver's compartment only)	E	E
Mirrors, Exterior		
—Dual low-mount, 6" x 9", paint finish	E	E
—Dual low-mount, 6" x 9", bright finish	E	E
—Dual short arm, 5" x 7", bright finish	E	E
Mirrors, Interior		
—Day/night mirror	E	E
—Illuminated vanity mirror	E	E
Moldings —Wheel-lip	E	E

	Sportsman Wagon	Dodge Van
Power Steering —Available B100 and B200 model; standard B300 models	E	E
Power Windows, Electric —For front door only	E	E
Radios		
—AM	E	E
—AM/FM	E	E
—AM/FM stereo	E	E
—AM/FM stereo with Search-Tune	E	E
—AM/FM stereo with cassette tape player, Dolby (2) system	E	E
—AM/FM stereo with eight-track tape player	E	E
—AM/FM stereo with 40-channel CB transceiver	E	E
Radio, Rear Speaker —Available with AM/FM radio only	E	E
Scuff Pads —Side step sill for front and side cargo/passenger doors	E	E
Shock Absorbers —Heavy-duty 1.18" dia, front and rear (standard on B200 Maxivans and Maxi wagons)	E	E
Sky Lite Sun Roof —Driver's compartment	E	E
Spare Tire Cover —For all Van models, and for Sportsman and Custom Sportsman Wagons (color-keyed)	E	E
Springs, Heavy-Duty —Consult local Dodge dealer for ratings	E	E
Switches, Dome Lamp —Door operated, for all doors; all Van models, Sportsman and Custom Sportsman Wagons	E	E
Tilt-Type Steering Column —Requires power steering and automatic transmission at extra cost (power steering and automatic transmission are standard on B300 models)	E	E
Transmissions		
—Three-speed automatic (standard on B200 Maxiwagon and all B300 models)	E	E
Unibelt Restraint System —Color-keyed combined lap and shoulder belts for driver and front passenger seat	E	E
Wheel Covers —Bright	E	E
—Premium	E	E
Wheels, Road (NA on B200 Maxivan or Maxiwagon and all B300 models)	E	E
—Five-slot chrome disc road wheels	E	E
—White painted eight-spoke road wheels	E	E
—Radial rib cast-aluminum road wheels	E	E
Window Retention —127.6" wb only (see your Dodge dealer for details)	E	E
Windshield Wipers, Deluxe —Two-speed with intermittent wipe	E	E

S—Standard. E—Extra Cost. NA—Not Available. NC—No Extra Cost.
 (1) Ask your dealer for details regarding restrictions applicable to later installation of air conditioning.
 (2) Dolby is a trademark of Dolby Laboratories.

OPTIONAL INTERIOR AND EXTERIOR PACKAGES	
Convenience Package	Royal Interior Package (Vans only)
Custom Sportsman Package (Wagons only)	Royal Sportsman Package (Wagons only)
Fillgree Pin Tape Stripe Package (Wagon only)	Royal Sportsman S.E. Package (Wagon only)
Insulation Package—Light-Duty (Vans only)	Sound-Control Package
Insulation Package—Heavy-Duty	Sport Van Tape Stripe Package (Vans only)
Light Package	Three Exterior Molding Packages
Lock Package	Trailer-Towing Package—Light-Duty
Royal Exterior Package (Vans only)	Trailer-Towing Package—Heavy-Duty

NOTE: See your dealer for more information.

TIRE AND WHEEL CHART		
Model	Tire Size	Wheel Size (inches)
B100 Vans and Wagons	P195/75 R15 B (4PR) GBR	15 x 5.50
	P205/75 R15 B (4PR) GBR	15 x 5.50
	P225/75 R15 B (4PR) GBR	15 x 6.50
	P235/75 R15 B (4PR) GBR	15 x 6.50
	P235/75 R15 B (4PR) SBR	15 x 6.50
	P235/70 R15 B (4PR) SBR	15 x 6.50
	P255/70 R15 B (4PR) SBR	15 x 7.00 (road wheels required)
B200 Vans and Wagons	P225/75 R15 B (4PR) GBR	15 x 6.50
	P235/75 R15 B (4PR) GBR	15 x 6.50
	P235/75 R15 C (6PR) GBR	15 x 6.50 (1)
	P235/75 R15 B (4PR) SBR	15 x 6.50 (1)
	P255/70 R15 B (4PR) SBR	15 x 7.00 (road wheels required)
B300 Vans and Wagons	8.00 x 16.5-D (8PR) PBB (127.6" wb van only)	16.5 x 6.00
	8.00 x 16.5-E (10PR) PBB	16.5 x 6.00
	8.00R x 16.5-E (10PR) SBR	16.5 x 6.00
	8.75 x 16.5-E (10PR) PBB	16.5 x 6.75
	8.75R x 16.5-E (10PR) SBR	16.5 x 6.75
	8.75R x 16.5-F (12PR) SBR (available Maxivan only)	16.5 x 6.75 heavy-duty

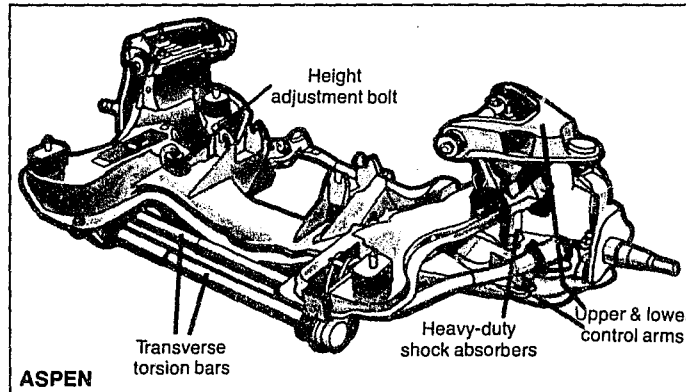
(1) 15 x 6.50 heavy-duty wheels on B200 Van models.
 GBR—Glass-belted radial.
 PR—Ply rating.
 PBB—Polyester bias-belted.
 SBR—Steel-belted radial.

Dodge engineering excellence makes a

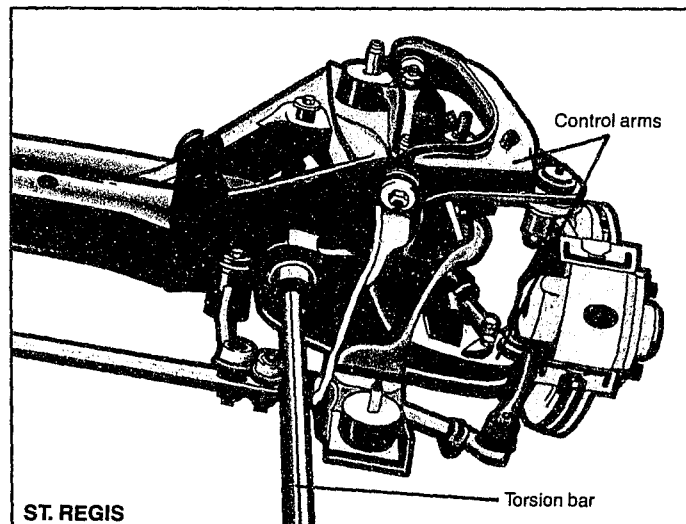
Through the years, Dodge and Chrysler Corporation have shared in a tradition of engineering excellence and leadership. Many automotive advances—such as hydraulic brakes, Safety-Rim wheels, alternator, electronic voltage regulator, electronic ignition and electronic spark control—owe their development to this engineering know-how.

And this same engineering expertise makes Dodge Police Pursuit cars the tough, dependable and durable vehicles they are.

UNIQUE HEAVY-DUTY SUSPENSION

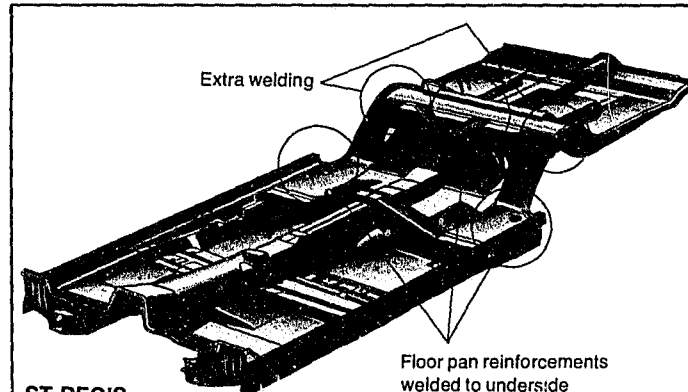


Aspen Pursuit cars have a unique transverse torsion-bar front suspension system and an iso-clamp multi-leaf rear-spring suspension—all rubber-isolated from the car body. Heavy-duty bushings are used at the front struts, front sway bar cushion brackets and rear spring front hangers for improved handling and durability. Heavy-duty shock absorbers and a front and rear antisway bar are standard on all police models. As a result, the ride is stable and smooth with excellent handling responsiveness.

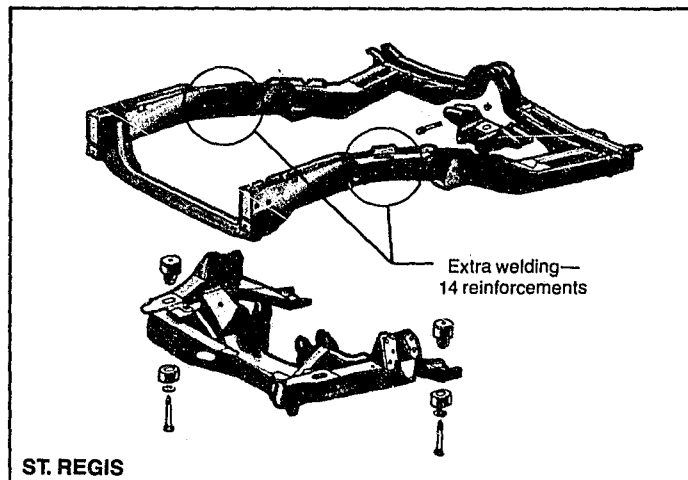


The St. Regis Police Pursuit also has torsion-bar front suspension—but the torsion bars run fore and aft. This suspension, coupled with multi-leaf rear springs, heavy-duty shock absorbers, and front and rear antisway bars, produces a ride that is firm and controlled for responsive action. The whole suspension system is rubber-isolated from the car body for extra cushioning. Heavy-duty bushings in the front control arms and rear spring front hangers have long-life expectancy.

REINFORCED BODY AND CROSSMEMBERS



Body strength starts with a firm foundation. That's why St. Regis welds additional reinforcements to the underside of the body floor pan.



Fourteen welding reinforcements are also added to the front sub frame assembly. This gives added strength and rigidity to key structural areas.

Similar welds and reinforcements (not shown) are added to Aspen Police cars.

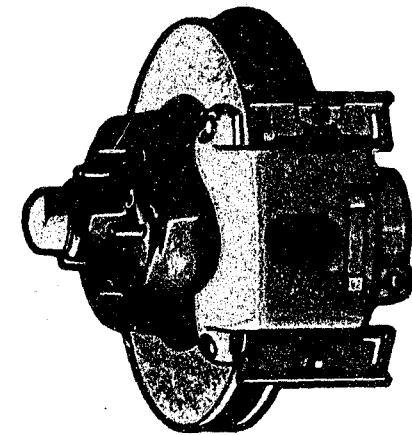
difference in police vehicles!

GALVANIZED STEEL, ANTI-RUST TREATMENTS KEEP DODGE POLICE VEHICLES LOOKING BETTER

Chrysler Corporation's corrosion protection is unsurpassed in the industry. It includes the use of galvanized sheet metal panels, one of the best known methods of corrosion protection.

Dodge uses galvanized steel in many critical body areas because it resists rust longer than ordinary steel. For example, galvanized steel is used for rear outer wheelhouses, body-side inner sills, door outer panels, quarter panels, front fenders and the rear floor pan extension on all St. Regis and Aspen models. Other selected components also use galvanized steel. Dodge vehicles also have galvanized steel in critical body areas.

In addition, St. Regis and Aspen models receive Chrysler Corporation's seven-step dip-and-spray anti-rust treatments. Dodge vehicles are protected by a six-stage anti-rust process.



HEAVY-DUTY POLICE BRAKES

When the action is fast and furious, you can depend on Dodge's heavy-duty brakes for controlled slowdowns and stops in a St. Regis or Aspen Police Pursuit car.

Front disc brakes have semi-metallic brake pads for greater heat resistance and continued braking power during repeated brake applications. Big rear drum brakes—11 inches by 2.5 inches—balance out the heavy-duty brake system. Driver's braking effort is greatly reduced in St. Regis by a high-capacity, tandem diaphragm-type power booster; in Aspen, by a single-diaphragm power booster.

Braking safety is enhanced by a dual master brake cylinder that separates the front and rear hydraulic brake systems—if one system should become inoperative, the other will continue to function so the car can be stopped. Police Pursuits also have a front-to-rear proportioning valve for braking balance.

500-AMPERE LONG-LIFE BATTERY

This powerful battery—500-amperes (85-ampere-hour)—is standard on all Dodge Police Pursuit cars. Heavy-duty construction throughout the battery and a thermally insulated battery shield (Thermo-Guard) contribute to the reliability and long life of this battery.

RELIABLE ELECTRONICS REQUIRE LESS MAINTENANCE

Optional heavy-duty 100-ampere alternator.

This alternator achieves higher amperage output by having more copper in the windings than do ordinary alternators. Special finned, nickel-plated copper heat sinks keep electronic diodes operating at proper temperatures even during high current output. Recommended for police cars with roof light bars or other heavy current-drawing emergency lighting equipment. A heavy-duty 65-ampere alternator is standard on the St. Regis and Aspen Pursuit models.

Electronic voltage regulator—standard on all Dodge Pursuits—is another electronic advance pioneered by Dodge. It replaced the electromechanical regulator and eliminated the mechanical circuit breakers which were subject to wear and failure. The electronic voltage regulator has no moving parts and requires no servicing.

Electronic ignition—standard on all Dodge Pursuit models—eliminates the distributor points and condenser and the periodic maintenance and eventual replacement they required. So engine tune-ups are greatly simplified—and maintenance costs are reduced.

MORE SPECIAL FEATURES FOR DODGE POLICE PURSUITS

Firm-Feel power steering is standard on all St. Regis Pursuit and Aspen Police vehicles. This special power steering has selected gears to minimize free play and has a special high-rate internal spring to provide a firm feel. An oil cooler for the power steering is standard on V-8 models.

An engine coolant reserve system guards against coolant loss that could result in overheating. A plastic reserve tank catches any overflow during hot operating conditions—then directs it back into the radiator when the system cools. The reserve tank is translucent to permit checking coolant level without removing the radiator cap. This system is standard on all Dodge Police cars.

Hydraulic, impact-absorbing bumper system, front and rear, is standard on all Dodge Police cars.

Automatic high-pressure safety cutoff switch is used on all Dodge Pursuit cars equipped with optional air conditioning. This switch protects the air-conditioning system against overload during long periods of engine idling.

Police car engine features

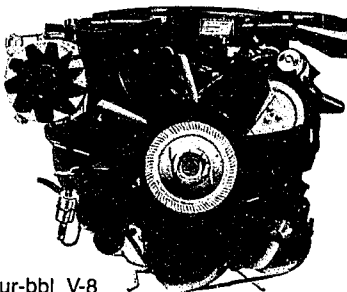
The optional 5.9-liter (360 CID) four-barrel engine has the following features for longer life and better performance:

- Anti-turbulence windage tray between crankshaft and oil sump
- Crankshaft of select-hardness cast nodular iron
- Dual snorkel air cleaner on St. Regis
- Double roller timing chain
- Forged connecting rods
- Heavy chrome-plated oil rings
- Heavy-duty valve springs
- High-strength rocker arms
- High-temperature valve seals and shields
- Lubrite-treated camshaft
- Molybdenum-filled top rings
- Nimonic exhaust valves
- Special Silichrome-1 high-temperature steel intake valves
- Water pump with larger bearing

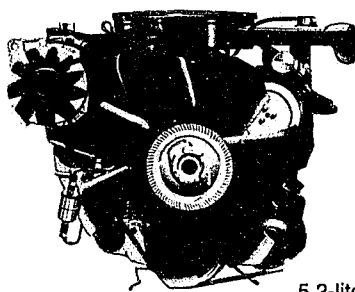
The optional 5.2-liter (318 CID) two-barrel and four-barrel heavy-duty engines have the following features for longer life and better oil economy at high mileage:

- Double roller timing chain
- High-temperature valve seals and shields

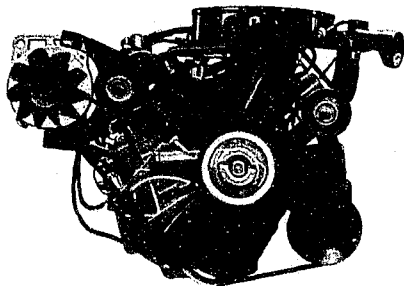
The 3.7-liter (225 CID) one-barrel heavy-duty engines have molybdenum-filled top rings for better oil economy at high mileage.



5.9-liter (360 CID) four-bbl V-8



5.2-liter (318 CID) four-bbl V-8



3.7-liter (225 CID) one-bbl Slant Six

Car engines

Engines with Federal Emissions Control Package					
Code	Engine and Carburetor	Net Torque (ft-lb)	Net Horsepower	Models with A38 Pkg.	
				Aspen	St. Regis
E25	3.7-liter (225 CID) 1-bbl Slant Six	160 @ 1,600 rpm	90 @ 3,600 rpm	X	NA
E45	5.2-liter (318 CID) 2-bbl V-8	245 @ 1,600 rpm	120 @ 3,600 rpm	X	X
E58 ⁽¹⁾	5.9-liter (360 CID) 4-bbl V-8	275 @ 2,000 rpm	185 @ 4,000 rpm	X	X

Engines with California Emissions Control Package					
Code	Engine and Carburetor	Net Torque (ft-lb)	Net Horsepower	Models with A38 Pkg.	
				Aspen	St. Regis
E25	3.7-liter (225 CID) 1-bbl Slant Six	160 @ 1,600 rpm	90 @ 3,600 rpm	X	NA
E47 ⁽²⁾	5.2-liter (318 CID) 4-bbl V-8	240 @ 2,000 rpm	155 @ 4,000 rpm	X	X

X—Engine is available with A38 Package. NA—Engine is not available. (1) E58 includes dual exhaust with single large tailpipe on Aspen; dual exhausts with dual tailpipes on St. Regis. (2) E47 also available in other states. NOTE: All engines have catalytic converters and require unleaded fuel. All engines have heavy-duty features and matching TorqueFlite transmissions.

Dodge Sportsman and Van engines

Engines with Federal Emissions Control Package			
Code	Engine and Carburetor	Net Torque (ft-lb)	Net Horsepower
EA3	3.7-liter (225 CID) 1-bbl Slant Six	170 @ 1,600 rpm	95 @ 3,600 rpm
EC1	5.2-liter (318 CID) 2-bbl V-8	240 @ 2,000 rpm—manual 240 @ 2,400 rpm—auto.	135 @ 4,000 rpm—manual 140 @ 4,000 rpm—auto.
EC5	5.9-liter (360 CID) 4-bbl V-8	270 @ 2,000 rpm	170 @ 4,000 rpm

Engines with California Emissions Control Package			
Code	Engine and Carburetor	Net Torque (ft-lb)	Net Horsepower
*EA3	3.7-liter (225 CID) 1-bbl Slant Six	150 @ 2,000 rpm	90 @ 3,600 rpm
EC2	5.2-liter (318 CID) 4-bbl V-8	245 @ 2,000 rpm	160 @ 4,000 rpm
EC5	5.9-liter (360 CID) 4-bbl V-8	270 @ 2,000 rpm	170 @ 4,000 rpm

* 3.7-liter engine available on B200 van only except Maxivan in California.

1980 Dodge Police Vehicle Dimensions

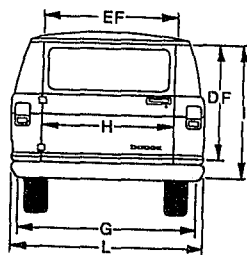
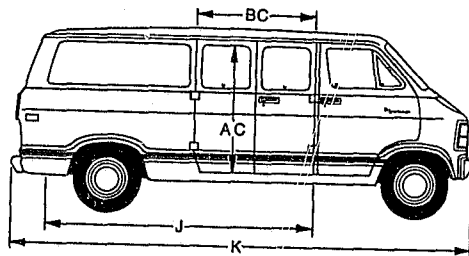
CARS

Aspen		St. Regis	
		Pillared Hardtop Sedan	
Wheelbase	112.7"	Wheelbase	118.5"
Overall length	204.3"	Overall length	220.2"
Overall width	72.4"	Overall width	77.6"
Headroom, front	39.3"	Headroom, front	38.2"
Headroom, rear	37.7"	Headroom, rear	37.4"
Legroom, front	42.7"	Legroom, front	42.3"
Legroom, rear	37.8"	Legroom, rear	38.3"
Shoulder-room, front	55.8"	Shoulder-room, front	61.0"
Shoulder-room, rear	55.6"	Shoulder-room, rear	61.0"

NOTE: Interior dimensions shown are for standard passenger car trims. Front headroom will be slightly less with the Police Pursuit Package, due to the heavy-duty front seat construction.

DODGE VAN AND SPORTSMAN WAGON

	109.6" wb	127.6" wb	127.6" wb Maxiwagon
A—Hinged double door opening—side door height	47.2"	47.2"	47.2"
B—Hinged double door opening—side door width	49.3"	49.3"	49.3"
C—Sliding side door opening—width	39.8"	39.8"	39.8"
C—Sliding side door opening—height	47.2"	47.2"	47.2"
D—Door opening—hinged rear double door height	47.2"	47.2"	47.2"
E—Door opening—hinged rear double door width	49.3"	49.3"	49.3"
F—Single rear door opening—height	47.2"	47.2"	47.2"
F—Single rear door opening—width	49.3"	49.3"	49.3"
F—Single rear door opening—degree of opening	90°	90°	90°
G—Floor width, maximum	70.4"	70.4"	70.4"
H—Width between wheelhouses	50.0"	50.0"	50.0"
I—Height—maximum passenger area	53.2"	53.2"	53.2"
J—Length—rear door to driver's seatback	92.9"	110.9"	136.9"
K—Overall exterior length	178.9"	196.9"	222.9"
L—Overall exterior width	79.8"	79.8"	79.8"
—Maximum width inside	72.2"	72.2"	72.2"



BID INFORMATION

For information on the Dodge Pursuit Packages, it will be necessary to submit bid invitation, opening date, number of units, special conditions and complete specifications, including delivery requirements, to the Fleet Division, Chrysler Corporation, Special Bid Group, P.O. Box 700, Center Line, Michigan 48015.

Bid information concerning Dodge Vans and Sportsman Wagons for police use should be directed to the Truck Bid Department, Chrysler Corporation, P.O. Box 644, Detroit, Michigan 48288.

MOPAR parts are engineered by Chrysler Corporation for use in your new Dodge. When replacement is necessary be sure to specify MOPAR parts—used by professional mechanics all over the world.



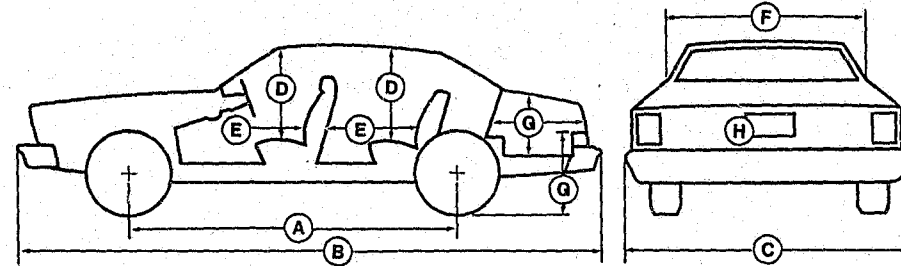
Chrysler Corporation reserves the right to make changes at any time without notice or obligation, in prices, colors, materials, equipment, or specifications and to change or discontinue models. Check your dealer for complete current information.





1980 FORD POLICE CAR SPECIFICATIONS

Fairmont...LTD S...LTD



DIMENSIONS

	FAIRMONT		LTD S/LTD	
(Model)	4-Dr.	2-Dr.	4-Dr.	
A—Wheelbase	105.6"	114.3"	114.3"	
B—Overall Length	195.5"	209.3"	209.3"	
C—Overall Width	71.0"	77.5"	77.5"	
D—Headroom—Front	38.3"	37.9"	37.9"	
—Rear	37.4"	37.2"	37.2"	
F—Legroom—Front	41.7"	42.1"	42.1"	
—Rear	35.3"	40.6"	40.6"	
F—Shoulder Room—Front	56.7"	61.7"	61.7"	
—Rear	56.7"	61.0"	61.7"	
G—Luggage Capacity (Cu. Ft.)	16.8	20.5 E	20.5 E	
Liftover Height	29.6"	22.3"	22.3"	
H—Fuel Tank (Gals.)	14.0*	19.0	19.0	

E—Estimated *—16 gallon due in February 1980

POWER TEAM DATA

	FAIRMONT		LTD S/LTD	
Engine (liters)	3.3L	4.2L	5.0L	5.6L
Displacement (Cu. In.)	200	255	302	361
No. Cylinders	I-6	V-8	V-8	V-8
Valve Adjusters	Hydraulic		Hydraulic	
Transmission*	Auto.	Auto.	Auto.	Auto.
Alternator (Amps.)	100	100	60	100
Battery (Amp/Hrs.)	77	77	71	71
Rear-Axle Ratio	2.73	2.28	2.28	3.08

*First Gear Lockout Standard

Illustrations and information presented herein were correct when approved for printing. Ford Division reserves the right to discontinue or change, at any time, specifications or designs without incurring obligations. Some features shown or described are optional at extra cost. Most options offered on all models. Some options are required in combination with other options. Always consult your Ford Dealer for the latest, most complete information on models, features, prices and availability.

Mileage figures are estimates based on tests approved by the U.S. Environmental Protection Agency and are for comparative purposes. Actual mileage may differ depending on speed, weather, and distance. Actual highway mileage will probably be less than the highway estimate.



Ford Division
Fleet, Leasing, and Rental Sales

1980 FORD POLICE CARS & EMERGENCY VEHICLES



FORD FAIRMONT Engineered Tough... Police Proven

The cost-efficient Ford Fairmont is one of the lowest-priced cars in its class—a prime consideration in multi-vehicle fleet purchases. For the economy-minded public administrator, Fairmont is also space- and fuel-efficient.



EPA Engine Ratings

Engine	Transmission	49-State		California	
		City	Highway	City	Highway
3.3L	A3	27	37	25	35
4.2L	A3	26	36	24	34

Fairmont Police Package*

The 1980 Ford Fairmont Police Package is available on 4-door sedans with either the 3.3 liter (200 CID) six-cylinder engine or the new 4.2 liter (255 CID) V-8 engine, and includes the following equipment:

- Automatic Transmission with Auxiliary Oil Cooler and First Gear Lockout
- Power Brakes—(front disc with semi-metallic linings, rear drum with organic linings)
- Heavy-Duty Unitized Body Structure (includes extra reinforcements for rough-road performance)
- Power Decklid Release
- Power Steering with Oil Cooler
- Heavy-Duty Handling Package—includes special front and rear stabilizer bars, high rate front and rear springs, unique struts and shocks and jounce bumpers
- Maximum Cooling Package—includes extra-in density radiator and shrouded heavy-duty fan that adjusts automatically to demand
- Coolant Recovery System
- Parking Brake Warning Light
- 100-Ampere Alternator
- 77-Amp/Hour Battery (maintenance free with heat shield)
- Transistorized Voltage Regulator
- Color-Keyed Cut-Pile Carpeting
- Heavy-Duty Front Seat
- Heavy-Duty Rear Seat
- All-Vinyl Seat Trim
- Calibrated Speedometer—U.S./Canadian increments to 120 MPH/180 Km/Hr
- Map Light—Dual Beam
- Day/Night Interior Rear View Mirror
- Cigar Lighter
- Heavy-Duty 14 x 5.5" Wheels
- P205/70R14 BSW Police Fabric Radial Tires

*Fairmont Police Package will be available in 1980. Check your Ford Dealer for details.

FAIRMONT STANDARD FEATURES

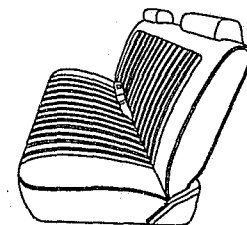
In addition to those items in the special Police Package, Fairmont's basic standard features include many Better Ideas for the 80's.

Heavy-Duty Unitized Body



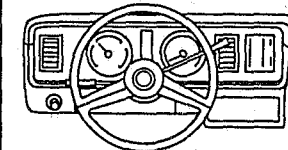
Fairmont's unitized body construction is rugged and roomy—built to handle rough usage. Its aerodynamic design offers low wind-resistance for optimum fuel efficiency.

Heavy-Duty Seating Comfort



The heavy-duty front and rear seats in the Fairmont Police Package are designed to provide all-day working comfort. The all-vinyl seat trim wears well, cleans easily.

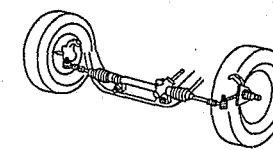
Instruments and Controls



Driver-centered controls read at a glance. Two-lever steering column controls provide five basic functions: (1) Windshield wiper and washer; (2) horn, turn signals, and headlight dimmer.

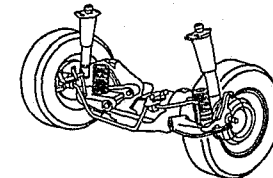
Rack & Pinion Steering

Here's a direct, low-friction steering system which provides maximum



control with minimum effort. Power steering adds sure, effortless control in normal patrol work or high-speed pursuit.

Positive Handling Front Suspension



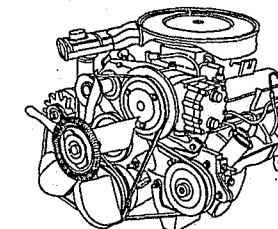
Fairmont's computer-designed front suspension incorporates a version of the well-known MacPherson strut front suspension. The heavy-duty system used in the Police Package is reinforced to pass maximum duty requirements—as is the 4-Bar Link Rear Suspension, which Fairmont shares in design principle with many full-size Fords.

Front Disc Brakes

Power front disc/rear drum brakes provide positive braking in all situations. The Police Package includes heavy-duty semi-metallic linings on front disc brakes for superior fade resistance and 10" rear drums with organic linings.

Quality Power

The 4.2 liter (255 CID) V-8 Police Package engine is performance-minded and features a rugged cast-iron construction with light weight for good power-to-weight ratio.



The alternate standard 3.3 liter (200 CID) Six is well-proven and responsive to demands.

Corrosion Protection

To help keep your Fairmont Police Units looking new longer, Ford uses pre-coated (galvanized) steels, vinyl sealers and aluminized wax in critical areas—plus a tough enamel finish-paint coat. Additional and valuable protection includes Ford's new 3-year unlimited mileage Limited Corrosion Perforation Warranty. Exhaust components and perforations caused by accidents are not covered.

ADDITIONAL FAIRMONT STANDARD FEATURES

- DuraSpark Electronic Ignition System
- Anodized Aluminum Bumpers with Front Bumper Guards
- Two-Speed Electric Windshield Wipers with Fluidic Washer System
- Ram-Air Forced Ventilation
- Foot-Operated Parking Brake with Warning Light
- Inside Hood Release
- Bright Trim: Grille, Headlamps, Parking Lights, Rear Window, Drip Moldings
- Bright Hubcaps
- Ford Motor Company's LifeGuard Design Safety Features

1980 FORD LTD S New Full-Size Ford Series Especially For Fleet Buyers

The new LTD S 4-Door Sedan offers fleet buyers LTD size and comfort plus many basic LTD quality features—but at a lower price. Individual front end treatment. 5.0 liter (302 CID) V-8 engine. Automatic Transmission. Power steering and power front disc/rear drum brakes. Standard features like these make the LTD S a very attractive buy in fleet quantities.



1980 Ford LTD ...

Responsive and Agile for Police and Pursuit Needs

The 1980 Ford LTD has new front end styling—with a sculptured grille, dual halogen headlamps, and wrap-around parking lamps.

Basic Police Packages

1980 Ford Police Packages are offered on the LTD S 4-Door Sedan and the LTD 2-Door and 4-Door Sedans, with either the 5.0 Liter (302 CID) V-8 engine or the 5.8 Liter (351 CID) V-8 engine.

EPA Engine Ratings

Engine	Transmission	49-State		California	
		City	Highway	City	Highway
5.0L	A3	19	24	15	21
5.8L	A3	19	23	NA	NA

H.O. Package

In addition to the 5.0L and 5.8L Police Packages, Ford plans to offer a 5.8L "H.O." (high output) package later in the model year. The H.O. Package, which has met the Michigan State Police and I.A.C.P. criteria, will include a dual exhaust system and revised camshaft for improved high speed performance, as well as an engine oil cooler, premium bearings, heavy-duty transmission, unique valves and valve springs. Tentative production availability is early 1980. Check your Ford Dealer for details.

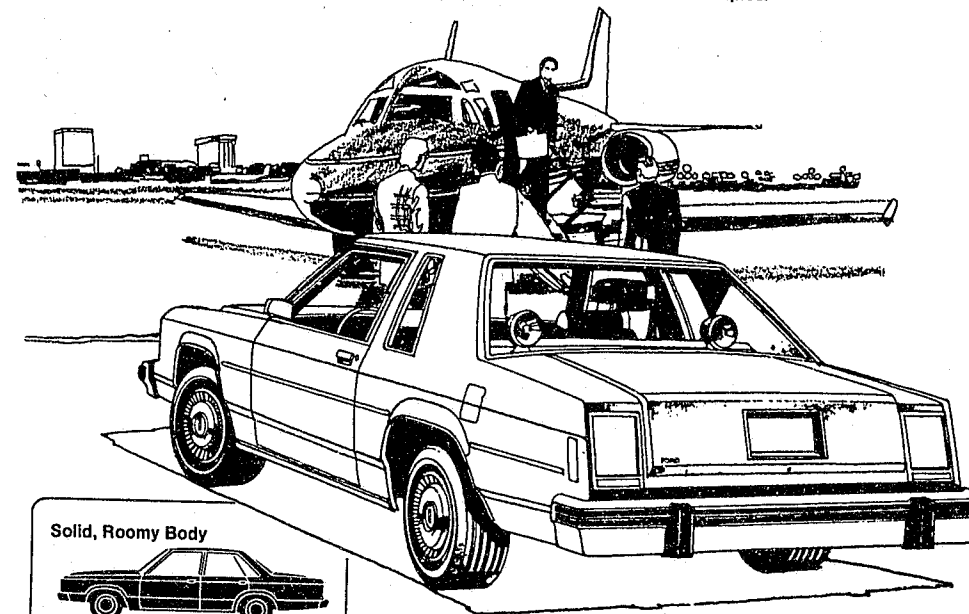
The Ford Police Packages include the following equipment:

- SelectShift Automatic Transmission with External Oil Cooler and First Gear Lockout
- Heavy-Duty Radiator and Coolant Recovery System
- Heavy-Duty Frame
- Police Maximum Handling Package—includes:
 - Extra-heavy-duty, high-rate front and rear springs
 - Heavy-duty upsized front and rear shock absorbers (extra)
 - Heavy-duty front and rear police stabilizer bars

- Steel upper control arm bushings and upper ball joints and unique lower control arm bushings
- Power Steering with Forward Mounted Oil Cooler
- Heavy-Duty Power Front Disc/Rear Drum Brakes (semi-metallic front disc pads, flared and grooved rear drums for better cooling)
- Automatic Parking Brake Release
- 60-Amp Alternator (100-AMP with 5.8L engine)
- Heavy-Duty Front Seat
- Calibrated Speedometer (0-140 MPH in 2 MPH increments; 0-220 Km/Hr in 5 KM increments)
- 71-Amp/Hour Battery (maintenance free)
- Battery Compartment Heat Shield
- Remote-Control Electric Decklid Release
- Single-Key Locking System
- Dual Beam Map Light
- Heavy-Duty 15x6.5" SafetyRim Wheels
- GR70 x 15 Police BSW Special Fabric Radial Tires
- Bright Hubcaps (replaces deluxe wheel covers)
- Conventional Spare Tire

FORD LTD S AND LTD POLICE PACKAGE STANDARD FEATURES

In addition to those items specified for the Police Packages, 1980 LTD S and LTD sedans share many features that contribute to the comfort, safety, and working efficiency of both series in law-enforcement work. Here are some representative examples.

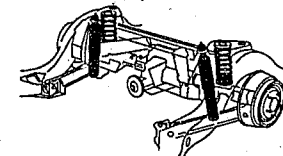


Solid, Roomy Body



The LTD's body-on-frame construction provides a solid platform for mounting chassis components that combine to deliver LTD's famed "quiet ride." Trim outside, LTD S and LTD sedan models can provide plenty of roomy comfort inside for six adults.

Responsive Suspension



A computer-tuned suspension system is a major reason for the LTD's ride and handling. Up front is a long- and short-arm design with low-friction ball joints. At the rear is a compact 4-bar link design with rear shocks mounted

forward of the rear axle for a lighter, more efficient suspension.

Improved Sound Insulation

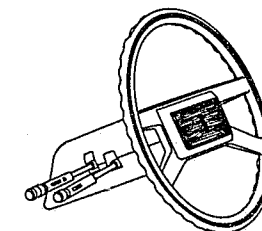
Higher levels of sound insulation over the LTD S surround the LTD passenger compartment—setting up effective barriers against road and traffic noise that can decrease working efficiency on the job.

Advanced Front Seat Design

LTD's front seat design (heavy-duty in the Police Package) helps assure working comfort for the whole shift. Molded-foam padding for comfort combines with a steel "Flex-O-Lator" spring mat for firm support—especially under the thighs.

Command Position Seating

The LTD driver-center provides an instrument cluster that reads at a glance... expansive glass areas... and



prime operating controls at fingertip convenience on twin column-mounted control stalks.

DuraSpark Ignition System

Ford's DuraSpark Solid State Ignition System provides a high-voltage spark, eliminates the conventional points and condenser and extends sparkplug life. The electronic voltage regulator has no moving parts.

ADDITIONAL LTD S & LTD STANDARD FEATURES INCLUDE:

- Power Ventilation System
- Deluxe 4-Spoke Soft-Rim Steering Wheel
- Anti-Theft Door Lock Buttons
- "Tiltaway" Door Hinges (easier entry & exit)
- Inside Hood Release
- Deep-Well Trunk (over 20 cu. ft.) with low liftover height
- Color-Keyed Cut-Pile Carpeting
- Large, Bin-Type Locking Glove Box
- Rectangular Headlights (Dual halogen on LTD) with Wraparound Parking Lamps
- Chrome-Plated Grille
- Lighted Glove Box and Ashtray

LTD EASY-SERVICE FEATURES

Fixed service costs can become a major item in fleet maintenance. Below are some prime examples of Ford's concern for easier servicing of 1980 LTD S and LTD models.

Improved Heater/Air Conditioner Servicing

Air condition evaporator core, condenser and blower motor are all designed for direct access and easier servicing.

Front-Mounted Radio & Heater Control Panels

Easier access to radio and heater controls directly from the front rather than from behind the instrument panel.

Mini Fuse Panel

Easy-access fuses in a more compact panel. No special tools required, can be replaced by hand.

Modular Steering Column

Allows direct access to column-mounted controls. No need to remove steering wheel or column first.

Windshield Wiper Motor

Can be replaced, if needed, without first having to remove the cowl screen.

Reduced Maintenance

Convenience items that can save time and money like the new maintenance-free battery that never needs water.

Dealer Installed Options

In addition to factory-installed options, your Ford Dealer has available a number of dealership-installed accessories. These include:

- Compass
- Fire Extinguishers
- Spotlights
- Wheel Splash Guards



OPTIONAL EQUIPMENT—LTD S & LTD

In addition to the many standard features provided on 1980 Ford LTD S and LTD police vehicles, there are also many options available to suit the special needs or desires of local law-enforcement agencies.

OPTIONAL EQUIPMENT—FAIRMONT

In addition to Fairmont's long list of standard equipment, there are many options available to fit more specialized requirements and/or personal preferences.

REGULAR PRODUCTION OPTIONS

Appearance/Protection

- Rear Bumper Guards
- Front & Rear Bumper Rub Strips (require rear bumper guards)
- Rocker Panel Moldings
- Vinyl-Insert Bodyside Moldings
- Lower Bodyside Protection
- Deluxe Wheel Covers
- Appearance Protection Group—includes door-edge guards, front and rear carpet mats, front and rear license plate frames

Audio Equipment

- AM Radio
- AM/FM Monaural Radio
- AM/FM Stereo Radio (includes dual speakers front and rear)
- AM/FM Stereo Radio with 8-Track Player
- AM/FM Stereo Radio with Cassette Player

Comfort/Convenience

- SelectAir Conditioner (Manual Temperature Controls)
- Bucket Seats
- Electric Rear Window Defroster
- Tinted Glass All Around
- Finger-Tip Speed Control
- Dual Bright Outside Mirrors
- Light Group: luggage compartment light, ashtray and glove box lights, engine compartment light, passenger and rear door courtesy light switches
- Tilt Steering Wheel

Power Assists

- Power Door Locks
- Power Side Windows
- Power Bench Seat (4-way)

LIMITED PRODUCTION OPTIONS

- Heavy-Duty Black Rubber Floor Mats (replace standard carpeting)
- Color-Keyed Front Floor Mat (included in Appearance Protection Group)
- Tinted Windshield Glass
- Luggage Compartment Light
- Remote Control Outside Mirror (L.H.)
- Engine Block Heater
- 195/70HR 14 "Police Radial" Tires

Domestic Special Orders

Ford's Special Order Department has available a wide assortment of pre-assembled equipment packages to fit specialized fleet needs. Specially engineered individual equipment packages are also developed for small and large fleets. All vehicles are delivered from the factory with all modifications and selected equipment installed, ready for dealer prep and immediate use.

REGULAR PRODUCTION OPTIONS

Appearance/Protection

- Traction-Lok Axle
- Optional Ratio Axle
- Rear Bumper Guards
- Bumper Rub Strips
- Vinyl Insert Bodyside Moldings (std. on LTD series)
- Color-Keyed Deluxe Belts (with comfort-regulator feature)
- All-Vinyl Seat Trim
- DuraWeave Vinyl Trim
- Lower Bodyside Protection
- Luggage Compartment Mat (rubber)
- Front Cornering Lamps
- Protection Group: includes door-edge guards, front & rear color-keyed carpet mats, license plate frames

Audio Equipment

- AM Radio
- AM/FM Monaural Radio
- AM/FM Stereo Radio (includes dual front and rear speakers)

Comfort/Convenience

- SelectAir Conditioner (with Automatic or Manual Temperature Control)
- Electric Rear Window Defroster

- Tinted Glass (Complete)
- Fingertip Speed Control
- Electric Clock (Sweepband)
- Electronic Digital Clock (Time/Date/E-T)
- Flight Bench Seat
- Dual Flight Bench Seat Recliners
- Split Bench Seats with Dual Recliners (non heavy-duty)
- Dual Remote-Control Outside Mirrors
- Autolamp On/Off/Delay System
- Single L.H. Remote-Control Outside Mirror
- Illuminated Entry System
- Tilt Steering Wheel
- Pivoting Front Vent Windows
- Convenience Group: includes interval wipers, visor vanity mirror, trip odometer, low fuel and low washer fluid warning lights
- Light Group: includes "lights on" warning buzzer, trunk light, engine compartment light, front courtesy lights, rear-door courtesy light switches (4-doors only)

Limited Production Options

- First Gear Lockout Delete
- Heavy-Duty Black Floor Mats (in place of carpet)
- Front Floor Mats
- Front and Rear Floor Mats
- Power Door Locks
- Full Wheel Covers (15")
- Tinted Glass (windshield only)
- Luggage Compartment Light
- 100-Amp Alternator (standard with 5.8L engine)
- Engine Block Immersion Heater
- Organic Brake Linings
- Interval Windshield Wipers

Dealer-Installed Accessories

In addition to factory-installed options available to police fleets, your Ford Dealer has many additional accessories available for local installation. For instance:

- Compass
- Fire Extinguishers
- Spot Lights
- Wheel Splash Guards

FORD ECONOLINE VANS & CLUB WAGONS

Extra Versatility For Community Service Needs

Ford has always led the way in Better Ideas for Vans and Club Wagons. And there is no better idea for municipalities to consider than the addition of Ford Vans and Club Wagons to their mobile law-enforcement agencies. Tested designs and proved-value features can add an extra dimension to your emergency services and police/community relationships.



Econoline Van

Ford Econoline Vans offer maximum versatility—in size, models, body styles, powertrains, and adaptability to police needs. Four basic models are available—E-100, E-150, E-250, and E-350—each with your choice of hinged or sliding side cargo doors at no extra cost. The E-100 and E-150 offer a choice of either a 124" or 138" wheelbase. Increased Maximum Payload Ratings for 1980 range from 1260 pounds to 5070 pounds, GVW's from 5200 pounds to 9500 pounds. Econoline Vans come in three body styles: Cargo Van, Display Van, and Window Van. The Cargo Van is without side or rear windows—best-suited to cargo-hauling (or, when specially equipped, prisoner transport). Display Vans have windows only in the right side and rear doors, and are suitable for conversion to field emergency vehicles. The Window Van has windows all around and lends itself to many different police applications.

Club Wagon

The versatile Ford Club Wagon is the "people's choice" in the general market. The same basic design makes

it ideal for police personnel transport. Spacious seating arrangements may be provided for up to 15 passengers (Super Wagon only), and for maximum flexibility all Ford Club Wagon three passenger bench seats include a "quick-release" feature for easy removal. Cargo and passenger loads may therefore be intermixed in many different combinations to suit the needs of the moment. All Ford Wagons feature a choice of functional doors and windows: smooth-sliding side doors for easy one-hand operation and large entry/exit or loading openings—or conventionally hinged double doors. Both side entries have a low-step entry inside the wagon for all-weather safety and sure-footing. Optional "Privacy Glass" may replace clear or tinted glass for extra privacy in the rear areas.

Super Van/ Super Wagon

These are extended-body models on the 138" wheelbase. An additional 20" added to the rear of 150/250/350 models gives these models greatly expanded hauling capacity—up to 347

cu. ft. for cargo and comfortable seating for up to 15 people. Another Better Idea from Ford—especially useful and practical in police applications.

Wide Selection Of Powertrains Available

The sturdy 4.9L/300 CID Six is standard power on all 1980 Ford Vans and Wagons (except in California). Available engine options are shown below.

1980 Ford Van/Club Wagon Engine Choices					
MODEL	ENGINE AVAILABILITY				
	4.9L/ 300 CID I-6	5.0L/ 302 CID V-8	5.8L/ 351 CID V-8	6.8L/ 400 CID V-8	7.5L/ 460 CID V-8
E-100	Std.	Opt.	Opt.	N.A.	N.A.
E-150	Std.	Opt.	Opt.	N.A.	N.A.
E-250	Std.	Opt.	Opt.	Opt.	Opt.(a)
E-350	Std.	N.A.	Opt.	Opt.	Opt.

*Availability varies with model and state. Check your Ford Dealer for complete details.
(a) Available only with 11, 12 passenger E-250.

Most popular transmission for Vans and Club Wagons is the optional SelectShift Automatic. Where permitted, a 3-Speed Manual Transmission is standard and 4-Speed Manual with Overdrive also optionally available.

NOTABLE STANDARD FEATURES

Despite the wide variety of lengths, wheelbases, window placements, trim choices, and interior layouts available with Ford Vans and Club Wagons, all models share the same basic engineering and styling features that make them outstanding in their work as auxiliary police vehicles. Below are some prime examples of these standard features.

Twin-I-Beam Front Suspension

Ford's famous independent front-suspension design consists of two forged-steel I-beam axles. Each front wheel has its own axle and big coil spring—to independently step over bumps and other imperfections in the road surface and enhance handling.

Rugged Body-On-Frame Construction

Deep, full-length frame side rails form a rugged backbone for body-on-frame construction, setting the foundation for a solid ride. Twelve strategically

placed rubber body-mounts further help to isolate passengers and cargo from road shock and vibration. Body-on-frame construction is a Ford engineering first and exclusive for this type of vehicle.

Quick-Release Rear Seats

Another of Ford's many Better Ideas for improving the versatility of rear space in Vans and Wagons. Club Wagon standard bench seats are easily removed to enlarge the cargo area, making it an ideal utility vehicle. Removal feature is not available with optional 4-passenger bench seat.

Front End Service Center Design

The front-end Outside Service Center design of all Ford Vans and Club Wagons gives immediate, convenient access to 28 different service checks—a definite time- and money-saving plus for multi-unit municipal fleets.

Popular Options Multiply Utility Value

A wide variety of Ford options are available to tailor the Econoline Van or Club Wagon of your choice to specific needs and desires. Below are some of the most popular choices.

REGULAR PRODUCTION OPTIONS

(Option availability varies with certain models and styles. Consult your dealer for full details.)

Appearance

- Bodyside Accent Tape Stripes
- Bright Moldings: drip rail, upper bodyside, window, lower character line
- Deluxe Wheelcovers

Audio Equipment

- AM Radio
- AM/FM Monaural Radio
- AM/FM Stereo Radio (speakers in door panels)
- AM/FM Stereo Radio with 8-Track Tape
- AM/FM Stereo Radio with Cassette Player
- Rear Speakers (for AM and AM/FM monaural radios)

Comfort/Convenience

- Air Conditioning (tinted or privacy glass recommended):
—Instrument panel unit for front seat area
—Auxiliary unit for rest of Van or Wagon
- Heaters:
—High output
—Auxiliary for cargo or passenger area

- Deluxe Insulation Package
- Dome Light Courtesy Switches (all doors)
- Fintertip Speed Control
- Tilt Steering Wheel
- Tinted Glass All Around
- Single Sliding Cargo Door (replaces double doors at no extra cost)
- Two-Stage Door Positioner (for double-hinged rear doors)

Seats & Seat Trim

- Dual or Quad Captain's Chairs:
—Reclining only
—Reclining and swivel
- Cloth & Vinyl Trim

Performance

- SelectShift Automatic Transmission
- 4-Speed Overdrive Manual Transmission
- Super Cooling Package
- Power Steering
- Front Stabilizer Bar
- Heavy-Duty Shocks (front and rear)
- Engine Block Heater
- Gauges: oil pressure gauge and ammeter
- Auxiliary Fuel Tank—18-gallon (138" WB only)

Protection

- Dual Horns
- Inside Locking Hood Release
- Push Bar (front bumper)

- Stepbumper, chrome or argent
- Protection Group: includes black stepwell pads in front and sliding doors, front door edge guards, front bumper guards (with chrome bumpers only)
- Security Group: Locking gas cap(s), inside locking hood release, spare tire lock

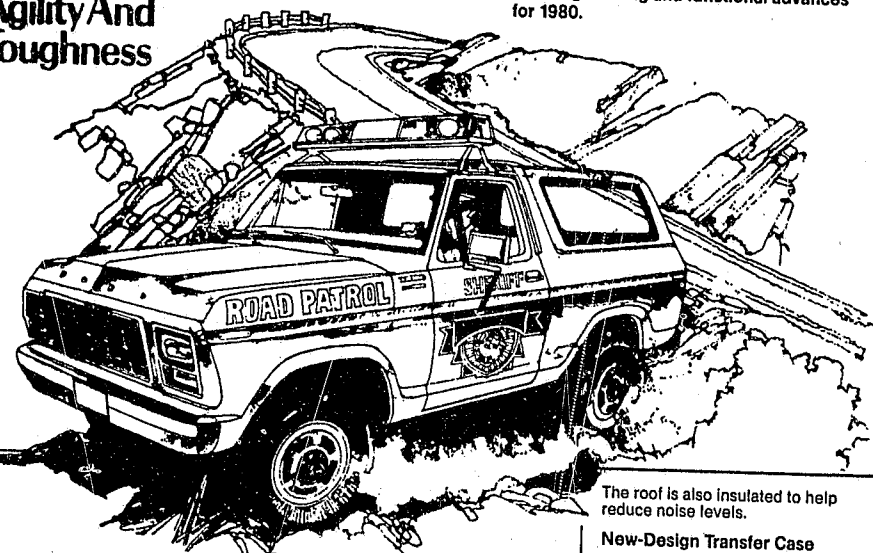
Trailer Towing Packages

- Light Duty Package (trailers up to 2000 lbs.)
- Heavy Duty Package (trailers up to 10,000 lbs.)

See your Ford Dealer for advice and counsel on selecting the right 1980 Ford Econoline Van or Club Wagon for your needs—and equipping it to your satisfaction.

1980 FORD BRONCO

Great Choice For Combined Off-Road Comfort, Agility And Toughness

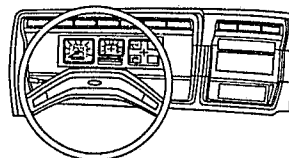


The 1980 Ford Bronco offers trim new size, excellent maneuverability, and room for as many as six adults with optional bench seats. In addition to its established features like truck-type transmission and straddle-mounted rear differential pinions, Bronco offers many new engineering and functional advances for 1980.

Tough New Twin-Traction Beam Independent Front Suspension

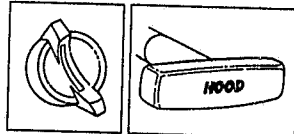
Bronco is the only American-built four-wheel truck with this advanced engineering feature. The Twin-Traction Beam front suspension eases the front wheels over bumps separately—to help cushion the ride.

New 1980 Bronco Interior



The new Bronco interiors provide Master Control Seating—with more front-seat leg room, a new, driver-centered instrument panel with clustered warning lights, a windshield 5" taller than last year, and improved climate control. More comfortable, more functional, more attractive.

New Anti-Theft Features

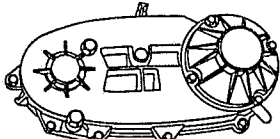


With the ignition switch relocated to the steering column, Bronco is more theft-proof in 1980. Key must be turned to LOCK before it can be removed. Other anti-theft features include: inside hood release, relocated vent window lock buttons, and sliding inside door locks—located below the standard armrests and virtually impossible to reach from outside the cab.

New Double-Panel Roof Construction.

A new double-panel roof construction in the cab portion is featured on all 1980 Broncos. High-strength steel support members are sandwiched between the inner and outer panels.

New-Design Transfer Case



Bronco's new-design 2-speed transfer case with its 2.61:1 and 1:1 ratios allows for easier shifting, towing in "Neutral" position (eliminates need for driveshaft disengagement) and more efficient operation in 2-wheel drive mode.

Six Fiberglass Roof Colors To Choose From



Now—your choice of six different fiberglass roof colors. Three new colors for 1980: Candyapple Red, Midnight Blue and Dark Camo. Carryover colors are: Black, Light Sand and White.

ADDITIONAL 1980 BRONCO STANDARD FEATURES

Exterior

- Black Front and Rear Bumpers
- Black Truck-Style Grille with Bright Surround Molding
- Bright Hubcaps
- Bright Door-Mounted Mirrors
- Swing-Down Tailgate
- Power-Operated Tailgate Window
- Bright Tailgate Letters
- Dual Bright Mirrors
- Push-Button Type Doorhandles
- Wraparound Taillamps with Rear Side-Markers

Interior

- Driver's Bucket Seat (with Tilt Back for Rear Access)
- Fixed Passenger Bucket Seat (Pivots Forward for Easy Entry)
- Color-keyed Patterned Vinyl Seat Trim
- Color-keyed Vinyl Sun Visors
- All-New Color-keyed Instrument Panel
- Color-keyed Door Trim Panel with Integral Full-Padded Armrests
- Windshield Header and "A" Pillar Moldings
- Dome Lamp
- Color-keyed Cowl Side Trim
- Color-keyed Front Compartment Rubber Floor Mat
- 103 cu. ft. Cargo Area (without Rear Seat)

Functional

- Power Front Disc/Rear Drum Brakes for Rear Access
- Foot-Operated Parking Brake
- 12-Volt, Maintenance-Free Battery
- 25-Gallon Fuel Tank
- DuraSpark Electronic Ignition System
- Heavy-Duty Front and Rear Shock Absorbers
- Free-Running Front Hubs
- Front Stabilizer Bar
- Power Steering
- Five 5-Hole Disc Wheels
- Inside Mounted Spare-Tire Carrier

1980 FORD BRONCO OPTIONS

In addition to its many standard features, the 1980 Bronco has available a wide selection of optional features to help you tailor either the Ford Custom Bronco or the Bronco Ranger XLT to your exact needs and desires. Below is a partial list of available options.

Appearance

- Chrome Grille
- Accent Tape Stripes
- Lower Bodyside Molding with Black Vinyl Insert
- Bright Wheelcap Moldings
- Two-Tone Combinations (check your Ford Dealer)

Audio Equipment

- AM Radio
- AM/FM Monaural Radio
- AM/FM Stereo Radio (Quad Speakers)
- AM/FM Stereo Radio with 8-Track Player
- AM/FM Stereo Radio with Cassette Player

Comfort/Convenience

- Air Conditioning
- Heaters:
 - High output
 - ComfortVent
 - Auxiliary
- Convenience Group: includes Intermittent Wipers, 12-Inch Day/Night Mirror, Map Box in Doors, Headlights on Warning Buzzer, RH Door Courtesy Light Switch
- Western Mirrors—Bright Low-Mount Swingaway (9" x 6")
- Fingertip Speed Control
- Tilt Steering Wheel
- Tinted Glass All Around

- Sliding Rear-Quarter Windows (Tinted)
- Swingaway Outside Spare Tire Carrier (with Lock and Black or White Cover)
- Electronic Digital Clock (Tells Time, Date, and Lapsed Time)
- Front Bench Seat
- Flip/Fold Rear Bench Seat

Performance

- SelectShift Automatic Transmission
- Handling Package: includes Front Stabilizer Bar, Quad HD Hydraulic Front and Rear Shocks
- Heavy Duty Air-Cleaner
- Gauges: Oil Pressure, Ammeter
- Engine Block Heater
- Special Altitude Performance Package
- 32-Gallon Fuel Tank
- Super Engine Cooling Package
- Auxiliary Transmission Oil Cooler (SelectShift)
- Trailer-Towing Packages

Protection

- Skid Plates
- Dual Electric Horns
- Fog Lamps (Includes Plastic Covers and Bright Front Bumper Guards)
- Exterior Protection Group: includes Bright Door Edge Guards, Front Bumper Guards, and Rub Strip

- Security Lock Group: includes Locking Gas Cap, and Locks on Inside Hood Release, Glove Box and Spare Tire
- Chrome Front and/or Rear Bumper
- Chrome Rear Step Bumper
- Argent Rear Step Bumper

1980 BRONCO KEY SPECIFICATIONS

Powertrain

ENGINES	TRANSMISSIONS	
	4-Spd. Manual (Standard)	Automatic (Optional)
4.9L (300 CID) I-6 (Std)	X	N.A.
5.0L (302 CID) V-8 (Opt)	X	X
5.8L (351 CID) V-8 (Opt)	X	X

Bronco Key Dimensions*

Wheelbase.....	104.7"
Overall Length.....	177.6"
Overall Height.....	73.7"
Front Tread.....	65.1"
Rear Tread.....	64.4"
Dash-to-tailgate (floor).....	122.4"
Driver-seat-to-tailgate.....	60.8"
Rear opening height.....	35.7"
Tailgate opening (inside).....	63.5"
Wheelhouse spacing.....	50.8"

*Base vehicle with standard equipment.

OTHER ETC CONSUMER PRODUCT REPORTS

1. Police Vehicle Testing - January 1979
(Testing of 1979 Model Year Vehicles)
2. Police Body Armor - December 1979
 - Supplement No. 1 - January 1979
 - Supplement No. 2 - March 1979
 - Supplement No. 3 - May 1979
 - Supplement No. 4 - September 1979

ETC TESTING IN PROGRESS

1. Metallic Handcuffs - Available January 1980
2. Portable FM Transceivers - Available May 1980
3. Transceiver Batteries - Available July 1980
4. Riot Helmets - Available February 1980
5. Crash Helmets - Available February 1980
6. Sirens - Available April 1980
7. Warning Lights - Available July 1980
8. Field Drug Test Kits - Available July 1980

ETC GUIDELINES

- Guideline 79-1 - Blood Alcohol Kit - Living Subject*
Guideline 79-2 - Post Mortem Blood Alcohol Kit*
Guideline 79-3 - Rape Evidence Collection Kits*
Guideline 79-4 - Controlled Substances Evidence Handling
and Security Procedures*

*Available January 1980

END