

SUMMARY OF BRAKE TESTING

| | <i>Ford Police Interceptor</i> | <i>Chevrolet Impala 9C1 3.9L</i> | <i>Chevrolet Tahoe PPV 2WD 5.3L</i> | <i>Dodge Charger 3.5L</i> | <i>Dodge Charger 5.7L</i> |
|--|--|--|---|-----------------------------------|-----------------------------------|
| Phase 1 Average Deceleration Rate | 26.81 | 27.28 | 26.69 | 27.97 | 27.01 |
| Phase 2 Average Deceleration Rate | 26.52 | 26.54 | 26.48 | 28.21 | 27.00 |
| Overall Average Deceleration Rate | 26.66 | 26.91 | 26.59 | 28.09 | 27.01 |
| Projected Stopping Distance From 60.0 MPH | 145.2 | 143.9 | 145.6 | 137.9 | 143.4 |

| | <i>BMW R1200RTP</i> | <i>Harley- Davidson Police Road King</i> | <i>Harley- Davidson Police Electra Glide</i> | <i>Harley- Davidson Buell Ulysses</i> | <i>BMW G650 GS-P</i> |
|--|-------------------------|--|--|---|--------------------------|
| Phase 1 Average Deceleration Rate | 26.27 | 24.94 | 26.06 | 23.95 | 24.33 |
| Phase 2 Average Deceleration Rate | 26.29 | 24.82 | 25.89 | 25.02 | 24.70 |
| Overall Average Deceleration Rate | 26.28 | 24.88 | 25.97 | 24.49 | 24.51 |
| Projected Stopping Distance From 60.0 MPH | 147.3 | 155.6 | 149.1 | 158.1 | 158.0 |

All results listed above are preliminary and are subject to change upon confirmation of Saturday's data.