

## AN ELECTRIFYING ALL-NEW ADDITION TO THE FORD FORCE

When the Police Responder™ Hybrid Sedan becomes a reality, it will be outfitted in Chicago to perform for the good of all. To make it even more formidable, a number of options will be offered, including: lighting and wiring packages • ballistic door panels • Dark Car feature • Police Silent Mode • noise-suppression bonds • trunk storage vault and ventilation fan • and a driver's side spot lamp.

The diverse police lineup keeps getting better. Whether it's patrol or pursuit, surveillance or special investigation, off-road or operations tactical, K-9 corps or communications command – not to mention prisoner transport and public safety – there's a Ford police vehicle at the ready. And raring to go: For the 2nd year in a row, the 365-hp<sup>1</sup> EcoBoost® V6<sup>2</sup> AWD Ford Police Interceptor® Utility and Sedan have been officially rated quickest and fastest in their respective categories, with the Sedan crowned fastest overall.<sup>3</sup>



Slim-bolstered front seating. Shown with aftermarket upfit equipment.

# DESTINED TO BE THE FIRST-EVER PURSUIT-RATED HYBRID POLICE RESPONDER™ HYBRID SEDAN CONCEPT



### PURSUIT-RATED FORD POLICE VEHICLES



**ALL-NEW** Police Responder Hybrid Sedan Concept<sup>4</sup>



Police Interceptor Utility



Police Interceptor Sedan



Special Service Police (SSP) Sedan

### FORD SPECIAL SERVICE VEHICLES (NON-PURSUIT)



F-150 Special Service Vehicle (SSV)



Expedition/Expedition MAX Special Service Vehicle (SSV)



Transit Prisoner Transport Vehicle (PTV)

**A GREENER SHADE OF BLUE™**

[fleet.ford.com](http://fleet.ford.com)

Just the facts: [fordpoliceresponder.com](http://fordpoliceresponder.com) • [fordpoliceinterceptor.com](http://fordpoliceinterceptor.com)

<sup>1</sup>Horsepower rating achieved with 93-octane fuel. <sup>2</sup>Available feature. <sup>3</sup>Based on Michigan State Police and Los Angeles County Sheriff's Department test results for 2016 and 2017 models. <sup>4</sup>Pursuit rating to be tested in official evaluations conducted by the Michigan State Police and Los Angeles County Sheriff's Department scheduled for Fall 2017.

Concept vehicle shown. Vehicles shown may contain optional or modifier-installed equipment. • Ford Motor Company reserves the right to change product specifications at any time without incurring obligations. ©2017 Ford Motor Company 18FLTRC1



Printed in the USA. Please recycle.





## RESPONSIVE TO YOUR BUDGET

**Purpose-built for the police duty cycle:** The Police Responder™ Hybrid Sedan powertrain offers significant potential fuel savings compared to a traditional police cruiser.

**While driving.** Estimated Police Responder Hybrid Sedan fuel economy compares favorably against the Police Interceptor® Sedan.

	Police Interceptor Sedan (3.7L AWD)	Police Responder Hybrid Sedan (2.0L HEV FWD)
Miles driven per year	20,000	20,000
Fuel economy	EPA-estimated rating of 18 combined mpg <sup>1</sup>	Projected EPA-estimated rating of 38 combined mpg <sup>2</sup>
Gallons of fuel consumed per year	<b>1,111</b>	<b>526</b>

While driving, the Police Responder Hybrid Sedan potentially **saves 585 gallons of fuel per year.**

**While stopped.** Even at idle, police vehicles must constantly keep their engines running to power electrical equipment. Ford data shows that police vehicles spend approximately 61% of each shift with the engine idling: This equates to roughly 4.9 hours of every 8-hour shift. The Police Responder Hybrid Sedan reduces engine idle time by powering the high electrical loads of a police vehicle with the lithium-ion battery, reducing engine run time.

	Police Interceptor Sedan (3.7L AWD)	Police Responder Hybrid Sedan (2.0L HEV FWD)
Hours idling per 8-hour shift	4.9	4.9
Gallons of fuel consumed per hour <sup>3</sup>	.47	.20
Shifts per day	2	2
Days per year	365	365
Gallons of fuel consumed per year	<b>1,681</b>	<b>715</b>

While stopped, the Police Responder Hybrid Sedan potentially **saves 966 gallons of fuel per year.**

**When combining the numbers above, the Police Responder Hybrid Sedan potentially saves an estimated 1,551 total gallons of fuel annually.** Assuming an example gas price of \$2.50 per gallon, that's \$3,877 in potential savings per vehicle, per year.

Visit [fordpoliceresponder.com](http://fordpoliceresponder.com) to check potential savings based on your own agency's usage.

**By minimizing engine idle time, the Police Responder Hybrid Sedan can handle the large electrical loads demanded by police use more efficiently than a conventional gas-powered cruiser.** The reason? Because the hybrid's lithium-ion battery is used to power police equipment like lighting, radios, computers and other electrical equipment, and the gasoline engine only kicks in when necessary to recharge the battery. So while the engine is in constant use in conventional gasoline-engine police vehicles, the Police Responder Hybrid Sedan efficiently reduces engine run time to potentially save on fuel and help minimize CO<sub>2</sub> emissions. After all, reduced fuel consumption means fewer fill-ups – keeping officers and vehicles on the road and at the ready.



### POLICE RESPONDER

Ford Police Responder Hybrid Sedan Concept. Shown with aftermarket upfit equipment.



Unique police cockpit. Shown with aftermarket upfit equipment.



Load-bearing battery cover with available light controller head.



Vinyl rear seating and flooring.



Shown with aftermarket upfit equipment and rotary gear shift dial relocated to aftermarket upfit console.

## GIVES NEW MEANING TO FIRST RESPONDER

**This all-new police hybrid concept is optimized for local patrol operations.** In addition to being fuel efficient,<sup>2</sup> the Police Responder Hybrid Sedan is 2x durability tested, 30-mph railroad-crossing tested, and reverse J-turn tested. Validation extends to 8" curb impacts, and water fording in 18" and 10" depths at speeds of 15 mph and 40 mph, respectively.

**Unique Police Responder Hybrid Sedan content includes:**

- Pursuit-calibrated powertrain
- Heavy-duty suspension components
- Police-purposed wheels, tires and hubcaps
- Police-tuned Regenerative Braking System with 17" twin-piston calipers and rotors
- Front deflector plates
- Police-specific, rugged cloth front seats with slim bolsters to assist officers with a duty belt
- Tough anti-stab plates in front seat backs
- Easy-clean, heavy-duty vinyl rear seating and flooring
- Police-specific rear door trim panels with integrated closeouts
- Heavy-duty front door tethers
- Upfit-friendly – standard console mounting plate in lieu of floor console, and access to power and wiring
- Rotary gear shift dial in lower center stack that can be relocated to aftermarket upfit console
- Centrally located universal top tray for upfits
- Unique police instrumentation with Pursuit-Mode indicator and certified speedometer
- Red/white task lighting in overhead console
- Auxiliary power distribution box in trunk, plus rear power lug
- Load-bearing battery cover that provides extra storage space in trunk

Police Responder Hybrid Sedan was designed and developed to meet the same federal fuel system crash standards as retail vehicles and other manufacturers' police vehicles. Police Responder Hybrid Sedan does not have the size or heavy structure necessary to meet the 75-mph rear-impact crash test. Ford Police Interceptors are the only vehicles on the market designed for the 75-mph rear-impact crash test.

<sup>1</sup>EPA-estimated rating of 16 city/22 hwy/18 combined mpg. Actual mileage will vary. <sup>2</sup>Projected EPA-estimated rating of 40 city/36 hwy/38 combined mpg. Actual mileage will vary. Final EPA-estimated ratings not yet available. <sup>3</sup>Idle Fuel Consumption estimates are based on fuel flow measurements taken during 2 hours of continuous idling. Vehicles were driven for 18 miles at highway speeds prior to idling. Idle testing was conducted in an indoor facility at 80°F. The following vehicle accessories were activated during the test: Climate Control A/C, set to full cool condition; Vehicle audio system, set to 33% of maximum volume. An electrical power draw load box drawing 32 amps was also connected to each vehicle's 12-volt battery to simulate the following estimated Police accessory loads: Emergency Lights (est. 25 amps); Laptop Computer (est. 3 amps); Police Radio (est. 4 amps). Additional testing details are available at [ford.to/2nw5dE8](http://ford.to/2nw5dE8).