

2006 POLICE INTERCEPTOR— COMPETITIVE STRENGTHS

Who does the Crown Victoria beat? And where?

POLICE INTERCEPTOR WHY BUYS

- Designed and tested to meet 75-mpg rear-end crash tests — no other car in the world is tested to this standard
- V-8 engine with 250 horsepower
- Rear-wheel drive
- Body-on-frame construction
- Passenger and trunk space
- Market leader with 250,000 Police Interceptors on the road*
- 80% of the police cars sold
- Five-star frontal crash test rating for the driver- and right-front passenger for 10 years in a row — 1996 – 2005

Equipment Customization — Crown Victoria makes customization easy through 5 vehicle prep packages, Vehicle Special Order, offering unique options and special colors and an online Police Modifiers Guide at www.fleet.ford.com.

Cabin and Trunk Space — Crown Victoria has 20.6 cu. ft. of trunk space and 109.8 cu. ft. of interior passenger volume to provide extra capacity for stowing police equipment. More than Impala and Charger.

Speed-sensitive Steering — Crown Victoria has speed-sensitive steering that automatically adjusts steering assist based on vehicle speed for more responsive steering at all speeds. Impala and Charger do not have speed-sensitive steering.

Larger Fuel Tank — Crown Victoria has a larger fuel tank than Impala — 19 gallons vs. 17.0 gallons.

Higher Amperage Alternator — Crown Victoria has a higher amperage alternator than Impala and Charger. 200 amps max output on Crown Victoria; 125 amps max output on Impala and 160 amps on Charger.

Fire Suppression System — Deploys chemicals designed to suppress the spread of fire or potentially extinguish a fire, thereby providing more time for occupants to escape from a crashed vehicle. A similar system is not available on Impala and Charger.

Tested to Meet 75 Mile-per-hour Rear Crash Test — The Crown Victoria is the only police pursuit sedan that is designed and tested to meet 75-mpg rear-end crash tests. No other car is tested to this standard.

The Only Standard V-8 Engine Available — Crown Victoria has the only standard V-8 engine available in a police car.

Standard Engine Idle Meter — The standard Engine Idle Meter keeps track of engine idle time while the transmission is in either "Park" or "Neutral." Not available on Impala.

Power on Demand — Crown Victoria has 10 more horsepower and 42 more lb.-ft. of torque than Impala and 37 lb.-ft. of torque than Charger for power on demand for high-speed pursuits.

17-inch Wheels with Low Profile Tires — The standard 17-inch wheels and tires do not "flex" as much while cornering, adding to the handling abilities of Crown Victoria during high-speed pursuits. Impala has 16-inch wheels and standard series tires.

Wider Front and Rear Tread Width — Crown Victoria has a wider front and rear tread width than Impala and Charger that helps contribute to precise and nimble handling.

Better Front-to-rear Weight Distribution — Crown Victoria has better front-to-rear weight distribution than Impala, nearly 50/50 for crisp handling and precise steering control. Crown Victoria (56/44), Impala (62/38).

Durable Body-on-frame Construction — Crown Victoria uses durable body-on-frame construction that has the vehicle body attached to a separate rugged, sturdy frame. Impala and Charger uses unibody construction with no separate frame.

Rear-wheel Drive — Crown Victoria is rear-wheel drive that does not suffer from torque steer like a front-wheel-drive vehicle. Impala's front-wheel-drive design places the weight of the engine over the front wheels which can cause the front end to understeer during evasive cornering maneuvers.

Live Rear Axle — Crown Victoria has a live rear axle that is traditionally preferred by police personnel due to low repair costs, durability and the ability to handle large amounts of torque for improved off-the-line acceleration. Impala is not equipped with a live rear axle.

Standard V-8 Engine — on Crown Victoria has more torque than the standard V-6 engine in Charger. A V-8 engine is an extra cost option on Charger and not available on Impala.

	2006 FORD POLICE INTERCEPTOR	2006 CHEVROLET IMPALA POLICE	2006 DODGE CHARGER POLICE
Standard Engine	4.6L SOHC V-8	3.9L OHV V-6	3.5L SOHC V-6
Horsepower (SAE net @ rpm)	250 @ 5000	240 @ 5800	250 @ 6400
Torque (lb.-ft. @ rpm)	287 @ 4100	245 @ 2800	250 @ 3800
Standard Transmission/Transaxle	Electronically Controlled 4-speed Automatic Transmission	Electronically Controlled 4-speed Automatic Transaxle	Electronically Controlled 5-speed Automatic Transmission
Front Suspension	Independent Short- and Long-Arm (SLA) with Coil Springs, Shock Absorbers and Stabilizer Bar	Independent MacPherson Struts with Coil Springs and Stabilizer Bar	Independent Short- and Long-Arm (SLA) with Coil Springs and Stabilizer Bar
Rear Suspension	Live Rear Axle with Watt's Linkage, Coil Springs, Shock Absorbers and Stabilizer Bar	Independent Tri-link Coil Spring over Strut and Stabilizer Bar	Independent Five-link with Coil Springs, Shock Absorbers and Stabilizer Bar
Layout	Rear-wheel Drive	Front-wheel Drive	Rear-wheel Drive
Braking System	Power Disc/Disc with Anti-lock Braking System (ABS)	Power Disc/Disc with Anti-lock Braking System (ABS)	Power Disc/Disc with Anti-lock Braking System (ABS)
Steering	Speed-sensitive Variable-assist Power Rack-and-pinion	Power Rack-and-pinion	Power Rack-and-pinion
Airbags	Dual-stage Driver and Front Passenger Airbag Supplemental Restraint System (SRS), Optional Side-impact Airbags	Dual Stage Driver and Front Passenger Airbag Supplemental Restraint System (SRS), Optional Side Curtain Airbags	Advanced Multi-stage Driver and Front Passenger Airbag Supplemental Restraint System (SRS), Optional Side Curtain Airbags
DIMENSIONS (All dimensions are in inches unless otherwise noted.)			
Wheelbase	114.7	110.5	120.0
Overall Length	212.0	200.4	200.1
Overall Height	58.3	58.7	58.2
Overall Width	84.9	72.9	74.5
Seating Capacity	5	6	5
Tread Width (F/R)	63.4/65.6	62.4/61.5	63.0/63.1
Head Room (F/R)	39.5/37.7	39.4/37.8	38.7/36.2
Shoulder Room (F/R)	60.8/60.3	58.7/58.6	59.3/57.6
Hip Room (F/R)	57.6/58.7	56.4/57.2	56.2/55.5
Leg Room (F-max./R-min.)	41.6/38.4	42.3/37.6	41.8/40.2
Passenger Volume (cu. ft.)	109.8	104.5	104.0
Luggage Capacity (cu. ft.)	20.6	18.6	16.2
Fuel Tank Capacity (gal.)	19.0	17.0	18.0
Base Curb Weight (lbs.)	4158	TBD	3934
Trailer Towing (max. lbs.) ⁽¹⁾	1500	1000	2000
EPA Estimated mpg (city/hwy.) ⁽²⁾	15/21	TBD	19/27
Basic Warranty	3 years/36,000 miles	3 years/36,000 miles	3 years/36,000 miles
Powertrain Warranty	3 years/36,000 miles	3 years/36,000 miles	3 years/36,000 miles
Corrosion Warranty	5 years/unlimited mileage	6 years/100,000 miles	5 years/100,000 miles
Roadside Assistance	3 years/36,000 miles	3 years/36,000 miles	TBD

 Blue = Ford has Advantage over one or more of the competitors.

(1) Properly equipped.

(2) With Standard Powertrain. 2005 EPA estimates.

July 2005. Information based on generally available industry data. At the time of publication, descriptive and illustrative materials contained herein were believed to be correct. Ford Motor Company, whose policy is one of continuous improvement, reserves the right to change specifications, equipment, or designs without incurring obligation.

STRONGER THAN A SPEEDING BULLET

2006 MY FORD CROWN VICTORIA POLICE INTERCEPTOR

Americas #1 Police Interceptor now offers factory-installed Ballistic Door panels

The next time you find yourself in need of extra protection, show criminals the door. Ford's new Ballistic Door panels offer greater protection when it's needed most. Order your next Police Cars with patent-pending, factory-installed panels.



Ballistic Door panel (above) stops the bullets that penetrated the exterior (below).



BALLISTIC DOOR PANELS

Developed in conjunction with major Police Departments, Ford's new Ballistic Door panels offer a level of protection unmatched by any other OEM Police Vehicle. With this extra protection at hand, you can swing the front doors into action as a shield from incoming projectiles. The Ballistic Door panels are covert (not visible from the outside), lightweight and don't interfere with interior space or door/window mechanisms. So you can return fire from the relative safety of your Crown Victoria Police Interceptor.

Order your extra measure of safety factory-direct:

- Ballistic panel available for driver's door only (Option Code 90L; MSRP \$1,200*)
- Ballistic panels available for both front doors (Option Code 90B; MSRP \$2,400*)
- Production begins December 2005
- Door panels meet National Institute of Justice (NIJ) Level III-A protection. (NIJ is the research, development, and evaluation agency of the U.S. Department of Justice.) They've been tested rigorously for multi-hit protection.

*Manufacturer's Suggested Retail Price. Excludes tax.

IMPORTANT

In the interest of officer safety, specific panel performance specifications are not shown here – these specifications can be dangerous in the hands of criminals. Contact 1-800-34-FLEET for panel performance specifications.

WARNING

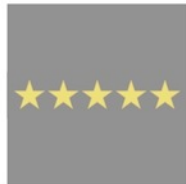
As with body armor, protection provided by the ballistic panel is limited. Certain rounds or combinations of rounds may penetrate the panel and cause serious injury or death.



AMERICA'S MOST WANTED

2006 MY FORD CROWN VICTORIA POLICE INTERCEPTOR

Ford is #1 with Police Agencies — The Police Interceptor is the market leader.* More than 350,000 of them are patrolling the streets. In fact, over 80% of Police Cars are Ford Police Interceptors. Not surprisingly, Crown Victoria is specifically designed and tested for Police use, having extra-heavy-duty components and class-leading safety equipment.



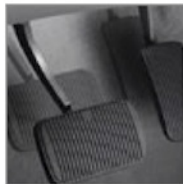
The Interceptor earned the National Highway Traffic Safety Administration (NHTSA) **5-Star crash safety rating** for both driver and front passenger in a frontal collision for 10 years in a row. It's the only pursuit sedan **designed and tested to meet 75-mph rear-end crash tests**; as far as we know, no other company has tested to this standard.



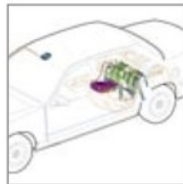
Every Interceptor features a rapid-response **250-hp V8 Police Engine**; **rear-wheel-drive** handling; an upgraded, **heavy-duty suspension**; **anti-lock brakes**; and **body-on-frame construction**.



The **Personal Safety System**® optimizes key features – including **dual-stage front airbags** – and utilizes advanced sensors to help protect front occupants in mere milliseconds. An additional benefit is the **Front-Passenger Sensing System**, which determines whether or not the passenger airbag should be activated.



Power-adjustable pedals (Option Code 59C) move back and forth to accommodate short and tall drivers alike. Additional options include **Traction Control** (Option Code 553), **front-seat side airbags** (Option Code 59M), and **laminated security side glass** (Option Code 68G).



An **industry-first Fire Suppression System** (Option Code 60S) helps reduce the risk of injury in high-speed, high-energy rear impacts by deploying chemicals that curb the spread of fire. This can allow more time to exit the vehicle or to wait for help to arrive.



The **industry-first Trunk Pack™** (Option Code 14T) is an easy-clean, drop-in box made of tough High-Density Polyethylene. It holds Police Equipment laterally and has a DuPont™ KEVLAR®-lined front face to lessen the chance of stowed items penetrating into the back seat and/or fuel tank during a rear collision.

NOTE: DuPont and KEVLAR are trademarks or registered trademarks of DuPont or its affiliates.



Industry-first, factory-available Ballistic Door panels provide additional protection for Police Officers when needed. Panels are completely covert; they don't interfere with operation of windows or locks. And they've been weather tested from -49°F to 104°F and crash certified – passing Federal Motor Vehicle Safety Standards (FMVSS).

*Source: R.L. Polk 2000-2005 December MYTD registrations.

Caution: Do not place stiff or sharp police equipment in the trunk that could be pushed forward into the cabin or fuel tank in a high-speed rear impact.

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FORD FLEET