

Concept is also planned to have a 365 hp 3.5L V6. Called the EcoBoost and currently available in the 2010 retail Taurus SHO, this twin turbo engine makes this D3 Platform sedan as fast as the 5.7L HEMI® V8 Charger. Really.

Don't be confused by the retail car: The 2013 Ford Police Interceptor WILL have a column shifter and a police gear compatible center console.



Three Different Drivetrains

The standard 263 hp 3.5L V6 engine comes standard with a Front Wheel Drive layout. AWD is an option on this V6. The 365 hp V6 engine is a different option, which comes standard with the AWD. The result is three very different cars. The 263 hp FWD version promises to have the lowest initial cost, the lowest operating cost (by 1 mpg) and the least complex drivetrain (in terms of maintenance and repair).

The AWD system on the new Police Interceptor Concept is pure magic. AWD is an option with the 263 hp 3.5L V6, and AWD comes standard with the 365 hp 3.5L EcoBoost V6. Compared to any FWD sedan, this AWD sedan is a whole different experience. In fact, this AWD sedan feels every bit like a RWD sedan. When driven aggressively, the front wheels pull in the direction the driver wants to go (like any FWD) and the rear wheels push the car hard (like any RWD).

No FWD sedan can ever drive like a RWD sedan, but the AWD Police Interceptor Concept certainly feels like it! When driven hard, AWD actually feels better than RWD because the car is easier to control. The AWD gives a real sense of confidence to the driver.

During laps around both of Ford's

Proving Grounds, and 1,000 miles of traffic enforcement, the AWD sedan had neutral handling. It doesn't tail-wag (oversteer) under heavy acceleration during cornering like a RWD. However, not even the RWD cars will do that in the future because federally-mandated stability control will put a stop to that.

The AWD is not just for snow. It is for any road surface that is not dry and paved. Think about wet roads from rain and the possibility of hydroplaning in spots of pooled water. Think about gravel roads and sandy beaches. Think about grassy or muddy medians. And yes, think about light snow, deep snow and icy patches. The 263 hp AWD Police Interceptor Concept promises to be Ford's best all-around patrol vehicle.

EcoBoost Turbo Durability

Some fleet managers may have a concern about the use of EcoBoost turbocharging in police cars. Police cars have never had turbochargers or super-

chargers. What about heat build up? What about bearing problems? What about driving at Wide Open Throttle responding to a call then shutting the engine off?

Just as the new retail Taurus and the NextGen Police Interceptor Concept offer a 30-year jump in technology over the old Crown Victoria and Ford CVPI, the turbo reliability in severe service has also greatly improved. Forget the turbo reliability issues from the 1980s. Those were solved by water-cooled bearings in the 1990s.

During Ford's Road Cycle Durability dyno tests, the EcoBoost engine was started cold, run at peak power output with the engine coolant maintained at 50 deg F, then cold started and run at peak power with the coolant maintained at 200 deg F. It passed 1,000 hours, or 60,000 miles, of this testing.

In another test, the EcoBoost engine was run at Wide Open Throttle and at maximum turbo boost for 10 minutes and then abruptly shut off. The turbos and the oil in and around the turbos were allowed to "bake"

www.fordpoliceinterceptor.com