

Isn't she lovely? The Carbon Motors E7 — a real police car. And check out the suicide doors!



A Real-Life Fantasy

Shopping for police cars can be a pretty mundane task for the bean counters, or a giggle-filled thrill ride for the cops who get to “test-drive” the new cars. During my career, and later as an EVOC instructor, I was exposed to several different police models from Chevy and Ford; old stand-bys like the Fairmount, Crown Victoria, LTD II, Caprice, Impala and Malibu. I also worked in other atypical vehicles transformed to look like police vehicles; F-150, Bronco and Blazer to name a few. On more than one occasion I found myself scratching my head wondering, “Who the hell’s idea was it to call *this* a police car?”



The prisoner seat has easy-to-use seat belts and the whole area is sealed off from the front compartment so prisoner-yuck can't sneak forward. There are drain holes in the floor to make hosing it out a breeze.



Finally, front seats made to accommodate your duty gear. Note the logically placed shotgun and rifle mounts.



It looks a little like an airplane cockpit, but all the switches and levers are centrally located in the center console. If you look carefully, you'll see the most important feature of the E7 — the variable-sized cup holder.

Who?

I can't exactly say Carbon Motors is “new” to the field of car manufacturing considering everyone involved with making this law enforcement-specific vehicle have lengthy backgrounds in the automotive industry. It would be more apt to say they're in a class

all their own. They've spent a lot of time researching our needs. They've conducted focus groups with hundreds of street cops, picking their brains about what they love or hate with the average police car. From there, Carbon Motors built a genuine *police* car.

The E7 is the answer to every cop's prayers and every administrator's and bean counter's shopping lists. While only the prototype is currently available, Carbon Motors is taking orders for the production model, which is due to roll out in 2012. This may seem like an eternity to wait, but this dream car didn't just happen overnight.

I had an academy classmate who was seven-feet tall if he was an inch, and he'd stuff himself into one of those tiny LTD IIs — it reminded me of a circus clown-car. I think the only people those little cars were made for were Oompa-Loompas, even I felt claustrophobic in them. Their one redeeming quality was they were really fast and fun to drive — until I crashed it.

With Fords, I learned the “police package” was nothing more than a bigger alternator and beefed-up suspension (gee, wow), the same “package” used for taxis. I'm not sure what the police package is for Chevy or Dodge, but I do realize the police market is a very small portion of any of the Big-3 automaker's sales. They make cars for the masses and they're not going to spend a boatload of money making something special for us. Is there anybody out there who will specifically design and manufacture a vehicle for police? Enter Carbon Motors Corporation (golf-clap please).

Saving\$ - Real & GREEN

Since the E7 is built solely for law enforcement, it'll come completely equipped, from the factory (in Connersville, IN) with no need for you to finish the project. No more add-on light bars, prisoner cages, push bumpers, sirens, etc. Vehicles purchased from the other guys are delivered to your agency ready to tour the city as a passenger car. Then your auto maintenance crew has to strip out all the stuff not appropriate for police cars and install all the police gear. And all this stuff is bought after-market and usually at a premium.

When an E7 is at the end of the road your agency can either sell it to another agency or Carbon Motors will buy it back to recondition it or part it out and recycle as much of it as they can. Once a standard police car's come to the end of its career your mechanics

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DOES YOUR AGENCY HAVE THESE...



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CARS & CRASHES

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have to reverse the process to put the car back into a condition for public use and then it's sold at auction. Look around next time you're traveling, most of the cabs on the road are old police vehicles. You can spot them from a mile away, but try not to think of all the nasty prisoners who once occupied those back seats. Eeww ...

Zoom-Zoom And More

The E7 uses a 3.0L turbo diesel engine, another departure from most police vehicles. So what's the big deal, you say? The E7's performance when compared to the gas-guzzling models from Chevy, Ford and Dodge is quite astounding. It boasts a bit more than 250 hp with 400 ft/lbs. of torque, goes from 0-60 mph in 6.5 seconds, does the quarter mile in 14.5 seconds at 98 mph, has a maximum speed over 150 mph and can stop from 60-0 mph in 125 feet. And it does all this with a combined 30 mpg. The only competitor to keep reasonably close in these statistics is the Dodge Charger with a 5.7L V8 Hemi in it — sucking up a whole lotta mid-grade gas at only 20 mpg. Ouch.

Other goodies either included or available and integrated into the E7 are emergency equipment instrumentation, touch-screen, voice activation and electro-mechanical interfaces (computer/CAD stuff). The rear seat is injection molded with arm cutouts and the seatbelts are integrated into the prisoner cage, front seats are contoured specifically with your duty gear in mind and ballistic protection rated to NIJ threat level IIIA is in the dash panel, cowl side, front door and prisoner partition. There are many more options and configurations to see and almost of them are simply not available from Ford, Chevy and Chrysler. They would have to be purchased separately and then fitted to your vehicle, which brings us to cost.

The average police vehicle has an initial cost of around \$20,000 — just for the car and nothing else. Carbon Motors has not finalized a price for their car, but it seems they're hovering somewhere around the \$45,000 mark. Before you fall down and have a fit, remember the E7 will come fully equipped, ready to go to work the moment it's delivered. Those other cars still have several weeks worth of retrofitting before they hit the street. Once you add in the cost of all the stuff your agency has to install, the cost of labor, the higher fuel usage and cost, and the significantly shorter life span of the average cop car, I think you'll see the E7 is a seriously viable option.

And the E7 comes with a variable-sized cup holder for that 84-ounce Big Gulp — that's a huge selling point right there.



For more info: www.carbonmotors.com

"I heard the suspect's engine rev. An Officer yelled, 'He's going to run us over!' I saw the Big Dot superimposed over the threat, heard 5 small pops— then it was over."

-a Police Officer

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