



STATE OF TENNESSEE  
TENNESSEE LAW ENFORCEMENT TRAINING ACADEMY  
3025 LEBANON ROAD  
NASHVILLE, TENNESSEE 37214-2217  
PHONE: 615-741-4448 FAX: 615-741-3366

Gil Short  
Command Automotive  
P.O. Box 574  
Goodlettsville, TN. 37070

Dear Mr. Short,

On September 18, 2002, we concluded our preliminary testing of Command Automotive's Crown Victoria police front brake rotor (#107192) and rear brake rotor (#107111). We equipped a 1998 Crown Victoria with the Command rotors and OEM brake pads. The vehicle was factory equipped with ABS.

During phase (1) of testing, the rotors were tested under mid-speed/heavy braking conditions for brake fade, brake failure, and rotor warp. Based on our observations during testing, we found that we were unable to warp the rotors no matter how hard we tried. We also observed as rotor temperature increased, so did performance in relation to brake fade and stopping distance. We did not check the brake pads for crystallization or wear during this testing phase, however, as we were only concerned with vehicle performance.

During the second phase of testing, we checked the stopping distance of the 1998 Crown Victoria equipped with Command rotors and OEM specification pads (Bendix) on wet asphalt with an average coefficient of friction of (.73) utilizing a Vericom 2000. The results of the test are listed below:

SPEED	TIME	STOPPING DISTANCE
52 mph	2.96 seconds	119 ft.
48.8 mph	2.90 seconds	105 ft.

We then tested a 1998 Crown Victoria equipped with OEM specification rotors and pads (Bendix) on the same surface with the same coefficient of friction. The results of the test are listed below:

SPEED	TIME	STOPPING DISTANCE
51.9 mph	3.23 seconds	126 ft.
48.4 mph	3.08 seconds	111 ft.

Based on the results of the test we have performed, it is our opinion Command rotors far exceed the capability of other OEM rotors. Not only do they stop the vehicle in a shorter amount of time and distance, but they also do not fade under heavy braking conditions and excessive heat. It is our opinion that during a high speed pursuit, Command rotors could be the difference between an officer being able to stop before colliding with an object or, colliding with it.

If you have any questions regarding the validity of these test results, please contact me at (615) 741-4448

Sincerely,

A handwritten signature in black ink that reads "Mark A. Hall". The signature is written in a cursive style with a large, sweeping initial "M".

Mark A. Hall, Track Master

Tennessee Law Enforcement Training Academy