

LOS ANGELES POLICE COMMISSION

07-3816

BOARD OF POLICE COMMISSIONERS

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March 19, 2008

BPC #08-0008

The Honorable Public Safety Committee
City of Los Angeles
c/o City Clerk's Office
City Hall, Room 395
Los Angeles, CA 90012

Attn: J. White

Dear Honorable Members:

RE: REPAIR AND MAINTENANCE ISSUES INVOLVING LOS ANGELES POLICE
DEPARTMENT'S HARLEY-DAVIDSON MOTORCYCLES

At the regular meeting of the Board of Police Commissioners held Tuesday, March 18, 2008, the Board APPROVED the Department's report, dated March 12, 2008, relative to the above matter.

This matter is being forwarded to you for approval.

Respectfully,

BOARD OF POLICE COMMISSIONERS


DONNA BASULTO
Acting Commission Executive Assistant

PUBLIC SAFETY

Enclosure

c: Chief of Police

MAR 26 2008

INTRADEPARTMENTAL CORRESPONDENCE

BPC#08-008A
8D

March 12, 2008
10.1.2

RECEIVED

MAR 13 2008

TO: The Honorable Board of Police Commissioners

POLICE COMMISSION

FROM: Chief of Police

And M J Zane 3/13/08

SUBJECT: REPORT ON RESPONSE TO QUESTIONS FROM THE PUBLIC SAFETY
COMMITTEE

RECOMMENDED ACTION

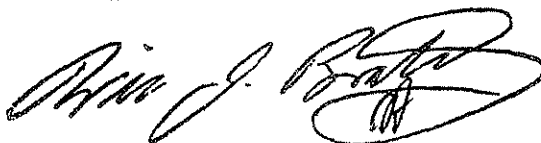
1. That the Board approve and transmit the attached report to the Public Safety Committee.

DISCUSSION

As instructed by Councilmember Zine, Public Safety Committee, during the November 28, 2007 meeting, the Los Angeles Police Department has prepared the attached report detailing responses to various concerns and questions from committee members Zine and Weiss. The report addresses the specific questions and areas of concern expressed by the committee members and facts pertinent to their issues.

If you have questions, please contact Director of Police Transportation I Larry Tagawa, Commanding Officer, Motor Transport Division, at (213) 485-3495.

Respectfully,



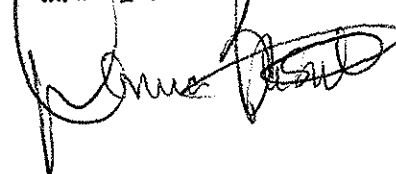
WILLIAM J. BRATTON
Chief of Police

Attachment (s)

BOARD OF
POLICE COMMISSIONERS

Approve
Secretary

MAR 18 2008



LOS ANGELES POLICE DEPARTMENT



WILLIAM J. BRATTON
Chief of Police

ANTONIO R. VILLARAIGOSA
Mayor

P. O. Box 30158
Los Angeles, Calif. 90030
Telephone: 213-485-3202
TDD: (877) 275-5273
Ref #: 10.1.2
WJB# 07-0089

March 5, 2008

The Honorable Public Safety Committee
Office of the City Clerk
Room 395, City Hall
Los Angeles, California 90012

Honorable Members:

The Public Safety Committee requested that the Los Angeles Police Department (LAPD) respond to a City Council Motion relative to the repair and maintenance issues involving Harley-Davidson motorcycles during the November 28, 2007 meeting of the Public Safety Committee.

Background of Motorcycle Fleet

The Los Angeles Police Department has an active fleet of approximately 427 police motorcycles. The fleet currently consists of 14 BMW Model R1150 RT-P, 270 Harley-Davidson Model Electra Glide FLHTPI, and approximately 143 Kawasaki Model KZ1000 motorcycles. There are also approximately 45 Kawasaki and 3 Harley-Davidson motorcycles used exclusively for training. From 1976 to 2005, the LAPD fleet of motorcycles consisted almost entirely of motorcycles manufactured by Kawasaki Motors Corporation USA (Kawasaki). This relationship proved to be very rewarding in terms of technical support, low maintenance costs, vehicle reliability, and officer safety. In 2003, BMW Motorrad USA (BMW) offered a police motorcycle with anti-lock brakes, and LAPD purchased 14 for evaluation. However, BMW would not authorize LAPD to perform in-house warranty work, which resulted in additional maintenance costs and unacceptable out of service times. As a result of these factors and their higher purchase price, no additional BMW motorcycles were purchased. In 2005, Kawasaki stopped production of their police motorcycle and the only manufacturers who produced a police motorcycle were BMW, Harley-Davidson Motor Company (Harley-Davidson), and American Honda Motor Company (Honda). All three of these manufacturers passed the performance tests conducted by LAPD and the Los Angeles County Sheriff's Department. However, Honda did not offer a production motorcycle with anti-lock brakes in 2005 and therefore did not meet LAPD's contract specifications. Honda was subsequently disqualified from the bid. Harley-Davidson's bid met all of the specifications and was \$1,495 lower per motorcycle than BMW. In accordance with the City's purchasing procedures, Harley-Davidson was awarded a two-year contract in 2005,

with a third year option. This contract has recently expired with the last order of motorcycles received in late 2007.

The safety of motorcycle officers is the most paramount concern of the LAPD Motor Transport Division (MTD) preventive maintenance (PM) program. Motor Transport Division has a very aggressive and proactive PM program designed to minimize unscheduled maintenance given the severe demands placed upon the fleet of motorcycles. It is also designed to lower operating costs, increase reliability, and extend the useful life of each motorcycle. Motor Transport Division works closely with the motorcycle manufacturers in addressing design deficiencies and recommending improvements. The four MTD motorcycle shops are in constant contact with motorcycle officers and value their input in monitoring motorcycle performance.

Repairs and Maintenance of Harley-Davidson

The Los Angeles Police Department has experienced an abnormal number of repairs due to design deficiencies and poor workmanship in the initial assembly of Harley-Davidson motorcycles. The problems encountered during the introduction of Harley-Davidsons into the fleet in late 2005 were manageable. The problems, however, have steadily increased and include the 2006 and 2007 models. During the last ten months of 2007, some of these design flaws escalated to unacceptable levels and required all of Harley-Davidson's motorcycles to be taken out of service for numerous inspections and repairs to ensure officer safety. For example, in mid 2007, the observation of a worn brake line during a scheduled PM led to an inspection of the entire fleet of Harley-Davidson motorcycles. An analysis and inspection of the brake lines revealed that on most of the motorcycles, the brake lines were not routed, secured, and supported properly. This created a condition that caused the brake lines to move, vibrate, and rub against each other or against other parts of the motorcycle. The number of replacement brake lines needed to correct the problem were not available from the dealers or manufacturer, which created major delays in completing repairs. Motor Transport Division has had several meetings with Harley-Davidson representatives and engineering staff to express our disappointment with their product and poor response in addressing design issues, warranty work, and parts availability. Harley-Davidson has still not developed a permanent solution for the brake line defects, which are inspected diligently during every service or inspection. Another defect is the premature failure of starters, some of which failed in less than 1,000 miles. Harley-Davidson addressed the starter problem by replacing the cylinder heads, which lowered the strain of the starter. However, the replacement cylinder heads were not readily available and caused some motorcycles to be out of service for as long as two months while waiting for parts. Other examples of design related failures encountered on the Harley-Davidson motorcycles were shift linkage breaking, exhaust pipes cracking and falling off, electrical problems, and seat bladder air leaks. There have also been about 43 major engine failures from what appears to be defective camshaft bearings. Harley-Davidson believes the type of oil being used could be a contributing factor towards the engine failures. However, they approved the type of oil being used and have not made any recommendation to change to a different type or brand of oil.

The following chart is a summary of the major failures that have occurred on the Harley-Davidson motorcycles:

| Model Year | <u>2005</u> | <u>2006</u> | <u>2007</u> |
|-------------------------------|-------------|-------------|-------------|
| Number of Motorcycles | 75 | 108 | 87* |
| <u>Failures</u> | | | |
| Exhaust Pipe | 53 | 23 | 3 |
| Electrical - Heated Hand Grip | 62 | 22 | 8 |
| Electrical - Charging System | 0 | 32 | 0 |
| Electrical – Starter | 20 | 7 | 39 |
| Shifter Linkage | 41 | 9 | 1 |
| Seat - Air System | 16 | 21 | 12 |
| Engine - Cylinder Head Recall | 0 | 0 | 116 |
| Engine – Failure | 28 | 10 | 5 |
| Brake Line | <u>31</u> | <u>20</u> | <u>8</u> |
| Total | 251 | 144 | 192 |

* Currently in service. Twenty-nine are being built and equipped and are not in service.

In addition to the major failures listed, there have been minor recalls on voltage regulators, ignition locks, and brake line routing at the steering head.

Impact on Availability Rate

Although most of the approximately 600 recalls, repairs, and parts were covered by Harley-Davidson's two-year warranty, at no monetary cost to the Department, it has been and continues to be very costly in terms of unscheduled downtime, road service calls, and the impact on operations. Motor Transport Division has not experienced this volume of warranty repairs and recalls with other motorcycle manufacturers. Harley-Davidson's standard warranty is two years with unlimited mileage. As a result of the numerous failures due to engineering defects and excessive amount of downtime, the Department requested consideration to extend the warranty period an additional year or for a total of three years. Harley-Davidson declined to discuss or consider this request. They did, however, approve a limited number of repairs on motorcycles that were out of warranty as a good will gesture. The City Attorney had been consulted to determine if Harley-Davidson has any legal obligation to extend their warranty. In contrast, BMW offers a standard 39 month, 60,000 mile warranty.

Historically, the motorcycle fleet has always had an availability rate of approximately 96 to 97 percent. Beginning in 2006, the motorcycle availability rate, at times, has fallen to as low as 92 percent. This is directly attributed to the on-going failures, recalls, and the lack of parts for Harley-Davidson motorcycles. The Los Angeles Police Department was forced to retain additional spare motorcycles to meet operational needs.

The following is a comparison of the 2005 model year Harley-Davidson and Kawasaki motorcycles "Days Out of Service" data. It was compiled after two years of Department use and reflects the average number of days one motorcycle was out of service for unscheduled repairs and recalls. The data does not include modifications, scheduled preventive maintenance, or traffic collision repairs.

Average Days Out of Service

| <u>Model Year and Manufacturer</u> | <u>First Year</u> | <u>Second Year</u> | <u>Average</u> |
|------------------------------------|-------------------|--------------------|----------------|
| 2005 Kawasaki | 9 | 12 | 10 |
| 2005 Harley-Davidson | 16 | 42 | 29 |

On average, the Harley-Davidson motorcycle was out of service 19 days more per year than the Kawasaki motorcycle, or 190 percent more during the first two years of service, for unscheduled repairs.

Excessive Engine Heat

Motorcycle officers have expressed strong concerns with the excessive amount of engine heat, common to Harley Davidson motorcycles, when driving at slow speeds and idling. The engine and exhaust pipe heat makes the officers very uncomfortable and is most pronounced during parades and in the summer months. Various types of heat shields were tried with limited success. Excessive heat appears to be inherent in the design of their engine.

Maintenance Cost Comparisons between the Different Manufacturers

The overall cost for the maintenance, repairs, and parts for the LAPD active fleet of motorcycles is \$0.31 per mile, or an average of \$3,720 per motorcycle per year, based on an average of 12,000 annual miles.

| <u>Manufacturer</u> | <u>Cost Per Mile</u> | <u>Avg Annual Cost (12,000 miles per yr)</u> |
|--|----------------------|--|
| BMW | \$0.30 | \$3,600 |
| Harley-Davidson | \$0.28 | \$3,360 |
| Kawasaki | \$0.34 | \$4,080 |
| Fleet Average | \$0.31 | \$3,720 |
| Harley-Davidson (Projected cost after warranty expires) | \$0.38 | \$4,560 |

This cost includes maintenance, repairs, and parts. It does not include fuel, modifications, and traffic collision repairs/parts. It should be noted that the data of \$0.28 per mile on the Harley-Davidson is based on less than two and a half years of service. Most of the parts and repair costs caused by design failures noted on the Harley-Davidson motorcycles were covered by their two-year warranty and are not included in the maintenance cost. As the two-year warranty period expires on the Harley-Davidson motorcycles, the repairs, labor, and parts cost burdens will shift

to LAPD and operating costs will increase accordingly. Based on the current maintenance requirements, failure rate, additional mileage, years in service, it is projected that the average operating costs for the Harley-Davidson will increase by about 35 percent, to \$0.38 per mile, or \$4,680 annually, after the warranties expire. The total annual increased cost to the Department is estimated to be about \$248,000.

For comparison purposes, the 2005 model year Harley-Davidson and Kawasaki motorcycles "Cost Per Mile" data was compiled after two years of Department use. The data reflects the average cost per mile for one motorcycle for repairs and maintenance. It does not include warranty repair costs, modifications, or traffic collision repairs.

Average Cost Per Mile

| <u>Model Year and Manufacturer</u> | <u>First Year</u> | <u>Second Year</u> | <u>Avg per Mile</u> | <u>Avg Annual Cost</u> |
|------------------------------------|-------------------|--------------------|---------------------|------------------------|
| 2005 Kawasaki | \$0.19 | \$0.37 | \$0.28 | \$3360 |
| 2005 Harley-Davidson | \$0.19 | \$0.41 | \$0.30 | \$3600 |

Lack of Response to Brake Line Failures

The failure of the front brakes of one Harley-Davidson motorcycle in mid-2007 led to the immediate inspection of all the brake lines on all of the Harley-Davidson motorcycles. The failure was due to the improper routing and securing of the brake line and clutch cables. The clutch cables rubbed against the brake line until it wore through and leaked brake fluid. During the inspection of the other Harley-Davidson motorcycles, it was observed that there was no consistency with the routing of the brake lines. The MTD technicians discovered about 59 motorcycles with worn brake lines. The routing of the brake lines on each motorcycle was different; some of the lines were unsecured, and some lines were bundled together with electrical tape, which was starting to fail. The MTD technicians correctly routed and temporarily secured the brake lines. The brake lines are diligently inspected every time the motorcycles are in the shop for service or repairs. This safety problem was immediately brought to the attention of Harley-Davidson's corporate office and engineering staff. Harley-Davidson's fleet sales representative and their engineering staff met with MTD personnel in October 2007 to inspect the motorcycles and discuss solutions to this problem. There was no positive response or communication from Harley-Davidson to address this very serious safety issue until just recently. On March 4, 2008, Harley-Davidson informed LAPD that they initiated a safety recall campaign related to the brake lines. The bulletin outlined the defects and stated in some cases, this condition has caused brake fluid leaks, which could lead to loss of brake function, which could lead to a crash resulting in injury or death. The repair kits will be shipped to dealers starting in April 2008. This slow response is of grave concern to LAPD. Until Harley-Davidson can provide the repair kits and the recall campaign is completed, all the brake lines are required to be inspected during each service and repair. This continues to add about twenty minutes to each service. Based on the MTD labor rate, it costs the LAPD about twenty dollars more for each service, or an additional \$7,000 every three months.

The safety of our officers is our most important concern. It is difficult to tolerate what appears to be Harley-Davidson's delayed response in addressing this officer safety concern.

Other Police Departments

Harley-Davidson stated they have about 5,000 police motorcycles in service and provided a list of some of the police agencies that purchased the Electra Glide model police motorcycle.

Harley-Davidson Electra Glide

| <u>Agency</u> | <u>Number of Motorcycles</u> |
|--------------------|------------------------------|
| Denver | 50 |
| Las Vegas | 140 |
| Tampa | 20 |
| Indianapolis | 40 |
| Indiana | 10 |
| Illinois | 50 |
| Milwaukee | 60 |
| Fairfax County, VA | 20 |
| LAWA | 16 |
| Torrance | 16 |

A list of agencies that use the BMW police motorcycle was obtained from their web-site and is enclosed for your reference.

Motorcycle Make, Model, Year, Mileage, and Maintenance Cost

Enclosed for reference is a list of the LAPD fleet of active motorcycles by their unit or shop number, manufacturer, model, year, mileage, parts and labor costs, total maintenance cost, in-service date, and cost per mile as of December 20, 2007.

Should additional information be required, please contact Director of Police Transportation I, Larry Tagawa, Motor Transport Division, at (213) 485-3495.

All the best,



WILLIAM J. BRATTON
Chief of Police

Enclosure

**Los Angeles Police Department Fleet Inventory and Cost Per Mile
December 20, 2007**

| UNIT | CLASS | STATUS | YEAR | MAKE | MODEL | MILEAGE | REPAIR | | SERVICE | | TOTAL | IN SERVICE DATE | COST PER MILE |
|-------------|--------|--------|------|------|-------|---------|------------|------------|------------|-------------|-------------|-----------------------|---------------------|
| | | | | | | | PARTS | LABOR | PARTS | LABOR | | | |
| BMW | | | | | | | | | | | | | |
| 00361 | MCSOLO | A | 2003 | BMW | R1150 | 79,933 | \$1,818.07 | \$3,835.83 | \$5,064.51 | \$10,116.80 | \$20,835.21 | 1/30/2003 | \$0.26 |
| 00362 | MCSOLO | A | 2003 | BMW | R1150 | 67,749 | \$2,516.49 | \$3,594.98 | \$4,277.67 | \$9,174.70 | \$19,563.84 | 1/30/2003 | \$0.29 |
| 00363 | MCSOLO | A | 2003 | BMW | R1150 | 47,776 | \$3,791.59 | \$1,644.47 | \$4,060.60 | \$8,041.14 | \$17,537.80 | 1/30/2003 | \$0.37 |
| 00364 | MCSOLO | A | 2003 | BMW | R1150 | 76,937 | \$5,293.90 | \$5,533.77 | \$5,055.49 | \$12,115.85 | \$27,999.01 | 1/30/2003 | \$0.36 |
| 00365 | MCSOLO | A | 2003 | BMW | R1150 | 57,056 | \$1,916.69 | \$1,912.35 | \$5,184.14 | \$7,376.74 | \$16,389.92 | 3/13/2003 | \$0.29 |
| 00366 | MCSOLO | A | 2003 | BMW | R1150 | 80,233 | \$5,269.02 | \$3,010.09 | \$5,723.54 | \$10,830.97 | \$24,833.62 | 2/3/2003 | \$0.31 |
| 00367 | MCSOLO | A | 2003 | BMW | R1150 | 58,342 | \$2,508.48 | \$4,947.87 | \$3,964.87 | \$7,369.55 | \$18,790.77 | 2/28/2003 | \$0.32 |
| 00368 | MCSOLO | A | 2003 | BMW | R1150 | 55,169 | \$2,731.67 | \$2,407.11 | \$2,232.95 | \$6,680.30 | \$14,052.03 | 1/21/2003 | \$0.25 |
| 00369 | MCSOLO | A | 2003 | BMW | R1150 | 77,705 | \$3,217.22 | \$5,880.30 | \$4,399.87 | \$8,803.08 | \$22,300.47 | 2/6/2003 | \$0.29 |
| 00370 | MCSOLO | A | 2003 | BMW | R1150 | 33,002 | \$883.11 | \$823.89 | \$2,356.31 | \$3,793.33 | \$7,856.64 | 3/3/2003 | \$0.24 |
| 00371 | MCSOLO | A | 2003 | BMW | R1150 | 62,982 | \$4,996.76 | \$5,061.18 | \$4,598.17 | \$9,849.87 | \$24,505.98 | 2/20/2003 | \$0.39 |
| 00372 | MCSOLO | A | 2003 | BMW | R1150 | 71,904 | \$2,089.96 | \$3,173.05 | \$3,856.58 | \$9,798.76 | \$18,918.35 | 2/27/2003 | \$0.26 |
| 00373 | MCSOLO | A | 2003 | BMW | R1150 | 60,232 | \$2,261.41 | \$1,611.44 | \$4,063.84 | \$7,880.48 | \$15,817.17 | 3/2/2003 | \$0.26 |
| 00374 | MCSOLO | A | 2003 | BMW | R1150 | 74,990 | \$3,496.80 | \$4,388.12 | \$6,604.96 | \$12,153.17 | \$26,643.05 | 4/1/2003 | \$0.36 |
| BMW AVERAGE | | | | | | | \$3,056.51 | \$3,416.03 | \$4,388.82 | \$8,856.05 | \$19,717.42 | | \$0.30 |

Los Angeles Police Department Fleet Inventory and Cost Per Mile
December 20, 2007

| UNIT | CLASS | STATUS | YEAR | MAKE | MODEL | MILEAGE | REPAIR | | SERVICE | | TOTAL | IN SERVICE DATE | COST PER MILE |
|-----------------|--------|--------|------|-------|--------|---------|------------|------------|------------|------------|-------------|-----------------|---------------|
| | | | | | | | PARTS | LABOR | PARTS | LABOR | | | |
| | | | | | | | | | | | | | |
| HARLEY-DAVIDSON | | | | | | | | | | | | | |
| 00428 | MCSOLO | A | 2005 | HARLE | FLHTPI | 28,433 | \$803.56 | \$1,698.14 | \$999.28 | \$4,237.14 | \$7,738.12 | 7/1/2005 | \$0.27 |
| 00429 | MCSOLO | A | 2005 | HARLE | FLHTPI | 23,205 | \$813.78 | \$3,230.86 | \$830.72 | \$3,623.08 | \$8,498.44 | 7/12/2005 | \$0.37 |
| 00431 | MCSOLO | A | 2005 | HARLE | FLHTPI | 35,477 | \$295.77 | \$1,182.12 | \$1,550.97 | \$4,145.08 | \$7,173.94 | 7/20/2005 | \$0.20 |
| 00432 | MCSOLO | A | 2005 | HARLE | FLHTPI | 15,505 | \$48.58 | \$690.78 | \$754.76 | \$2,671.26 | \$4,165.38 | 7/20/2005 | \$0.27 |
| 00433 | MCSOLO | A | 2005 | HARLE | FLHTPI | 33,511 | \$415.82 | \$1,422.99 | \$1,469.95 | \$4,989.44 | \$8,298.20 | 7/20/2005 | \$0.25 |
| 00434 | MCSOLO | A | 2005 | HARLE | FLHTPI | 32,980 | \$1,468.84 | \$2,685.29 | \$1,731.95 | \$6,024.66 | \$11,910.74 | 7/20/2005 | \$0.36 |
| 00435 | MCSOLO | A | 2005 | HARLE | FLHTPI | 30,506 | \$179.50 | \$885.65 | \$882.13 | \$4,169.93 | \$6,117.21 | 7/20/2005 | \$0.20 |
| 00436 | MCSOLO | A | 2005 | HARLE | FLHTPI | 33,091 | \$1,366.22 | \$3,758.77 | \$1,081.84 | \$4,187.96 | \$10,394.79 | 7/20/2005 | \$0.31 |
| 00437 | MCSOLO | A | 2005 | HARLE | FLHTPI | 27,878 | \$699.63 | \$2,803.35 | \$1,290.82 | \$4,421.39 | \$9,215.19 | 7/20/2005 | \$0.33 |
| 00438 | MCSOLO | A | 2005 | HARLE | FLHTPI | 33,035 | \$403.95 | \$1,639.09 | \$1,157.77 | \$4,347.99 | \$7,548.80 | 8/4/2005 | \$0.23 |
| 00439 | MCSOLO | A | 2005 | HARLE | FLHTPI | 29,915 | \$868.47 | \$2,028.69 | \$1,076.85 | \$5,373.11 | \$9,347.12 | 7/28/2005 | \$0.31 |
| 00440 | MCSOLO | A | 2005 | HARLE | FLHTPI | 34,317 | \$1,032.96 | \$2,690.97 | \$1,192.64 | \$5,210.11 | \$10,126.68 | 7/28/2005 | \$0.30 |
| 00441 | MCSOLO | A | 2005 | HARLE | FLHTPI | 32,689 | \$1,294.88 | \$1,806.80 | \$675.64 | \$4,359.96 | \$8,137.28 | 7/28/2005 | \$0.25 |
| 00442 | MCSOLO | A | 2005 | HARLE | FLHTPI | 26,323 | \$1,504.06 | \$4,638.49 | \$806.80 | \$3,761.25 | \$10,710.60 | 7/28/2005 | \$0.41 |
| 00443 | MCSOLO | A | 2005 | HARLE | FLHTPI | 30,187 | \$1,166.05 | \$2,496.23 | \$975.01 | \$3,807.37 | \$8,444.66 | 7/28/2005 | \$0.28 |
| 00444 | MCSOLO | A | 2005 | HARLE | FLHTPI | 27,400 | \$436.51 | \$3,088.00 | \$941.54 | \$4,855.75 | \$9,321.80 | 7/28/2005 | \$0.34 |
| 00446 | MCSOLO | A | 2005 | HARLE | FLHTPI | 41,536 | \$78.71 | \$932.18 | \$2,145.52 | \$4,390.60 | \$7,547.01 | 8/17/2005 | \$0.18 |
| 00448 | MCSOLO | A | 2005 | HARLE | FLHTPI | 25,653 | \$245.37 | \$3,034.81 | \$1,263.22 | \$4,129.72 | \$8,673.12 | 8/17/2005 | \$0.34 |
| 00449 | MCSOLO | A | 2005 | HARLE | FLHTPI | 34,677 | \$285.02 | \$2,940.38 | \$1,833.34 | \$4,771.90 | \$9,830.64 | 12/2/2005 | \$0.28 |
| 00450 | MCSOLO | A | 2005 | HARLE | FLHTPI | 29,509 | \$1,082.21 | \$2,593.18 | \$1,242.61 | \$2,962.94 | \$7,880.94 | 9/1/2005 | \$0.27 |
| 00451 | MCSOLO | A | 2005 | HARLE | FLHTPI | 17,079 | \$857.05 | \$1,741.73 | \$434.14 | \$1,673.35 | \$4,706.27 | 8/10/2005 | \$0.28 |
| 00452 | MCSOLO | A | 2005 | HARLE | FLHTPI | 34,123 | \$853.12 | \$1,859.93 | \$1,165.37 | \$3,807.30 | \$7,685.72 | 12/20/2005 | \$0.23 |
| 00453 | MCSOLO | A | 2005 | HARLE | FLHTPI | 32,323 | \$110.15 | \$969.50 | \$1,507.92 | \$4,329.23 | \$6,916.80 | 12/20/2005 | \$0.21 |
| 00454 | MCSOLO | A | 2005 | HARLE | FLHTPI | 25,600 | \$226.12 | \$1,869.19 | \$1,202.10 | \$3,359.59 | \$6,657.00 | 12/20/2005 | \$0.26 |
| 00455 | MCSOLO | A | 2005 | HARLE | FLHTPI | 16,517 | \$599.72 | \$1,750.08 | \$475.09 | \$2,288.42 | \$5,113.31 | 8/17/2005 | \$0.31 |
| 00456 | MCSOLO | A | 2005 | HARLE | FLHTPI | 38,586 | \$647.41 | \$1,843.29 | \$1,889.72 | \$5,833.81 | \$10,214.23 | 9/1/2005 | \$0.26 |
| 00457 | MCSOLO | A | 2005 | HARLE | FLHTPI | 35,458 | \$5,190.38 | \$4,626.88 | \$993.59 | \$4,636.35 | \$15,447.20 | 9/1/2005 | \$0.44 |
| 00458 | MCSOLO | A | 2005 | HARLE | FLHTPI | 26,546 | \$613.52 | \$1,784.20 | \$696.91 | \$2,747.90 | \$5,842.53 | 9/1/2005 | \$0.22 |
| 00459 | MCSOLO | A | 2005 | HARLE | FLHTPI | 26,759 | \$1,275.61 | \$1,873.97 | \$1,345.21 | \$5,011.53 | \$9,506.32 | 9/15/2005 | \$0.36 |
| 00460 | MCSOLO | A | 2005 | HARLE | FLHTPI | 32,687 | \$558.91 | \$1,760.66 | \$1,845.91 | \$4,589.89 | \$8,755.37 | 9/1/2005 | \$0.27 |
| 00461 | MCSOLO | A | 2005 | HARLE | FLHTPI | 42,470 | \$1,132.99 | \$2,676.89 | \$1,470.44 | \$4,728.29 | \$10,008.61 | 9/1/2005 | \$0.24 |
| 00462 | MCSOLO | A | 2005 | HARLE | FLHTPI | 24,068 | \$581.92 | \$1,148.93 | \$789.28 | \$2,517.74 | \$5,037.87 | 9/15/2005 | \$0.21 |
| 00463 | MCSOLO | A | 2005 | HARLE | FLHTPI | 36,743 | \$1,329.29 | \$3,151.72 | \$1,256.15 | \$4,313.77 | \$10,050.93 | 9/10/2005 | \$0.27 |

Los Angeles Police Department Fleet Inventory and Cost Per Mile
December 20, 2007

| UNIT | CLASS | STATUS | YEAR | MAKE | MODEL | MILEAGE | REPAIR | | SERVICE | | TOTAL | IN SERVICE DATE | COST PER MILE |
|-----------------|--------|--------|------|-------|--------|---------|------------|------------|------------|------------|-------------|-----------------------|---------------------|
| | | | | | | | PARTS | LABOR | PARTS | LABOR | | | |
| | | | | | | | | | | | | | |
| HARLEY-DAVIDSON | | | | | | | | | | | | | |
| 00464 | MCSOLO | A | 2005 | HARLE | FLHTPI | 30,063 | \$533.39 | \$1,741.81 | \$1,329.13 | \$4,206.51 | \$7,810.84 | 9/15/2005 | \$0.26 |
| 00465 | MCSOLO | A | 2005 | HARLE | FLHTPI | 40,881 | \$454.25 | \$1,634.30 | \$2,335.04 | \$6,970.81 | \$11,394.40 | 9/21/2005 | \$0.28 |
| 00466 | MCSOLO | A | 2005 | HARLE | FLHTPI | 35,995 | \$475.98 | \$3,647.81 | \$1,046.92 | \$3,162.44 | \$8,333.15 | 9/15/2005 | \$0.23 |
| 00467 | MCSOLO | A | 2005 | HARLE | FLHTPI | 30,404 | \$1,114.95 | \$2,705.42 | \$835.08 | \$4,436.80 | \$9,092.25 | 10/6/2005 | \$0.30 |
| 00468 | MCSOLO | A | 2005 | HARLE | FLHTPI | 36,538 | \$438.97 | \$994.21 | \$1,946.62 | \$5,756.93 | \$9,136.73 | 10/6/2005 | \$0.25 |
| 00469 | MCSOLO | A | 2005 | HARLE | FLHTPI | 33,872 | \$2,927.96 | \$5,055.28 | \$2,784.89 | \$5,649.42 | \$16,417.55 | 10/6/2005 | \$0.48 |
| 00470 | MCSOLO | A | 2005 | HARLE | FLHTPI | 33,661 | \$1,486.40 | \$4,773.03 | \$1,618.49 | \$5,127.55 | \$13,005.47 | 10/6/2005 | \$0.39 |
| 00471 | MCSOLO | A | 2005 | HARLE | FLHTPI | 14,636 | \$766.98 | \$1,291.79 | \$687.54 | \$2,023.92 | \$4,770.23 | 10/6/2005 | \$0.33 |
| 00472 | MCSOLO | A | 2005 | HARLE | FLHTPI | 34,631 | \$488.08 | \$4,833.23 | \$1,432.99 | \$4,508.68 | \$11,262.98 | 10/6/2005 | \$0.33 |
| 00473 | MCSOLO | A | 2005 | HARLE | FLHTPI | 36,136 | \$529.33 | \$1,711.08 | \$1,296.46 | \$4,498.19 | \$8,035.06 | 10/6/2005 | \$0.22 |
| 00474 | MCSOLO | A | 2005 | HARLE | FLHTPI | 42,025 | \$1,488.10 | \$3,046.67 | \$1,916.13 | \$6,800.83 | \$13,251.73 | 10/6/2005 | \$0.32 |
| 00475 | MCSOLO | A | 2005 | HARLE | FLHTPI | 21,932 | \$579.61 | \$1,856.26 | \$1,730.21 | \$2,890.90 | \$7,056.98 | 10/6/2005 | \$0.32 |
| 00476 | MCSOLO | A | 2005 | HARLE | FLHTPI | 22,050 | \$946.61 | \$1,376.94 | \$457.08 | \$2,686.61 | \$5,467.24 | 11/18/2005 | \$0.25 |
| 00477 | MCSOLO | A | 2005 | HARLE | FLHTPI | 22,700 | \$279.07 | \$1,320.27 | \$795.07 | \$2,978.27 | \$5,372.68 | 11/18/2005 | \$0.24 |
| 00478 | MCSOLO | A | 2005 | HARLE | FLHTPI | 20,258 | \$297.95 | \$1,859.86 | \$1,743.23 | \$3,592.32 | \$7,493.36 | 11/18/2005 | \$0.37 |
| 00479 | MCSOLO | A | 2005 | HARLE | FLHTPI | 28,590 | \$1,344.02 | \$2,896.78 | \$1,260.59 | \$4,052.94 | \$9,554.33 | 11/18/2005 | \$0.33 |
| 00480 | MCSOLO | A | 2005 | HARLE | FLHTPI | 39,562 | \$1,057.04 | \$2,283.84 | \$1,379.53 | \$5,281.15 | \$10,001.56 | 11/18/2005 | \$0.25 |
| 00481 | MCSOLO | A | 2005 | HARLE | FLHTPI | 29,601 | \$1,037.87 | \$3,670.32 | \$927.77 | \$3,886.31 | \$9,522.27 | 11/18/2005 | \$0.32 |
| 00482 | MCSOLO | A | 2005 | HARLE | FLHTPI | 21,573 | \$323.98 | \$1,477.15 | \$1,264.48 | \$4,497.99 | \$7,563.60 | 11/18/2005 | \$0.35 |
| 00483 | MCSOLO | A | 2005 | HARLE | FLHTPI | 28,191 | \$50.55 | \$657.69 | \$1,387.93 | \$2,916.86 | \$5,013.03 | 11/18/2005 | \$0.18 |
| 00484 | MCSOLO | A | 2005 | HARLE | FLHTPI | 20,019 | \$4,367.70 | \$5,283.34 | \$648.20 | \$1,811.54 | \$12,110.78 | 11/18/2005 | \$0.60 |
| 00485 | MCSOLO | A | 2005 | HARLE | FLHTPI | 8,678 | \$278.47 | \$1,228.00 | \$301.11 | \$752.25 | \$2,559.83 | 11/18/2005 | \$0.29 |
| 00486 | MCSOLO | A | 2005 | HARLE | FLHTPI | 24,359 | \$825.18 | \$1,949.70 | \$956.74 | \$4,068.38 | \$7,800.00 | 12/9/2005 | \$0.32 |
| 00487 | MCSOLO | A | 2005 | HARLE | FLHTPI | 30,577 | \$704.88 | \$1,758.27 | \$1,494.67 | \$3,408.08 | \$7,365.90 | 12/9/2005 | \$0.24 |
| 00488 | MCSOLO | A | 2005 | HARLE | FLHTPI | 13,054 | \$736.14 | \$1,216.28 | \$555.71 | \$2,149.21 | \$4,657.34 | 12/9/2005 | \$0.36 |
| 00489 | MCSOLO | A | 2005 | HARLE | FLHTPI | 19,425 | \$262.82 | \$1,243.50 | \$258.97 | \$1,796.20 | \$3,561.49 | 12/9/2005 | \$0.18 |
| 00490 | MCSOLO | A | 2005 | HARLE | FLHTPI | 25,505 | \$405.17 | \$1,346.23 | \$1,049.58 | \$3,592.41 | \$6,393.39 | 12/9/2005 | \$0.25 |
| 00491 | MCSOLO | A | 2005 | HARLE | FLHTPI | 36,942 | \$1,106.62 | \$1,112.33 | \$1,358.91 | \$4,759.17 | \$8,337.03 | 2/9/2006 | \$0.23 |
| 00492 | MCSOLO | A | 2005 | HARLE | FLHTPI | 15,210 | \$659.35 | \$1,455.97 | \$939.17 | \$2,870.68 | \$5,925.17 | 2/9/2006 | \$0.39 |
| 00493 | MCSOLO | A | 2005 | HARLE | FLHTPI | 18,500 | \$676.94 | \$1,353.32 | \$1,086.98 | \$2,471.69 | \$5,588.93 | 2/9/2006 | \$0.30 |
| 00494 | MCSOLO | A | 2005 | HARLE | FLHTPI | 35,124 | \$1,038.48 | \$2,039.36 | \$2,155.77 | \$3,868.64 | \$9,102.25 | 2/9/2006 | \$0.26 |
| 00495 | MCSOLO | A | 2005 | HARLE | FLHTPI | 29,048 | \$3,297.19 | \$3,625.45 | \$1,027.35 | \$3,684.46 | \$11,634.45 | 2/9/2006 | \$0.40 |
| 00496 | MCSOLO | A | 2005 | HARLE | FLHTPI | 13,787 | \$125.79 | \$870.30 | \$388.79 | \$1,704.03 | \$3,088.91 | 3/9/2006 | \$0.22 |

**Los Angeles Police Department Fleet Inventory and Cost Per Mile
December 20, 2007**

| UNIT | CLASS | STATUS | YEAR | MAKE | MODEL | MILEAGE | REPAIR | | SERVICE | | TOTAL | IN SERVICE DATE | COST PER MILE |
|-----------------|--------|--------|------|-------|--------|---------|------------|------------|------------|------------|-------------|-----------------|---------------|
| | | | | | | | PARTS | LABOR | PARTS | LABOR | | | |
| | | | | | | | | | | | | | |
| HARLEY-DAVIDSON | | | | | | | | | | | | | |
| 00497 | MCSOLO | A | 2005 | HARLE | FLHTPI | 36,668 | \$958.99 | \$2,482.04 | \$1,133.36 | \$4,482.74 | \$9,057.13 | 3/9/2006 | \$0.25 |
| 00498 | MCSOLO | A | 2005 | HARLE | FLHTPI | 26,447 | \$1,419.28 | \$3,054.83 | \$1,898.33 | \$3,853.30 | \$10,225.74 | 3/9/2006 | \$0.39 |
| 00499 | MCSOLO | A | 2005 | HARLE | FLHTPI | 15,015 | \$2.88 | \$260.97 | \$352.76 | \$2,533.15 | \$3,149.76 | 3/9/2006 | \$0.21 |
| 00500 | MCSOLO | A | 2005 | HARLE | FLHTPI | 10,233 | \$6.29 | \$921.11 | \$300.95 | \$1,750.13 | \$2,978.48 | 3/9/2006 | \$0.29 |
| 00501 | MCSOLO | A | 2005 | HARLE | FLHTPI | 20,620 | \$1,292.76 | \$4,943.05 | \$588.50 | \$2,041.88 | \$8,866.19 | 3/9/2006 | \$0.43 |
| 00502 | MCSOLO | A | 2005 | HARLE | FLHTPI | 27,046 | \$440.53 | \$963.58 | \$954.40 | \$4,436.77 | \$6,795.28 | 3/14/2006 | \$0.25 |
| 00503 | MCSOLO | A | 2006 | HARLE | FLHTPI | 13,273 | \$476.82 | \$828.98 | \$515.36 | \$2,274.40 | \$4,095.56 | 4/20/2006 | \$0.31 |
| 00504 | MCSOLO | A | 2006 | HARLE | FLHTPI | 43,480 | \$404.89 | \$2,242.23 | \$1,174.51 | \$3,392.73 | \$7,214.36 | 4/20/2006 | \$0.17 |
| 00506 | MCSOLO | A | 2006 | HARLE | FLHTPI | 27,748 | \$536.92 | \$3,077.21 | \$1,342.51 | \$3,300.68 | \$8,257.32 | 4/20/2006 | \$0.30 |
| 00508 | MCSOLO | A | 2006 | HARLE | FLHTPI | 16,841 | \$484.22 | \$214.93 | \$904.52 | \$3,070.48 | \$4,674.15 | 4/20/2006 | \$0.28 |
| 00510 | MCSOLO | A | 2006 | HARLE | FLHTPI | 19,311 | \$576.02 | \$1,212.68 | \$603.75 | \$2,346.37 | \$4,738.82 | 4/20/2006 | \$0.25 |
| 00511 | MCSOLO | A | 2006 | HARLE | FLHTPI | 17,981 | \$472.73 | \$2,911.98 | \$421.01 | \$2,026.27 | \$5,831.99 | 6/8/2006 | \$0.32 |
| 00512 | MCSOLO | A | 2006 | HARLE | FLHTPI | 35,387 | \$26.02 | \$1,104.07 | \$1,095.73 | \$4,145.11 | \$6,370.93 | 6/8/2006 | \$0.18 |
| 00513 | MCSOLO | A | 2006 | HARLE | FLHTPI | 22,437 | \$298.46 | \$707.22 | \$705.37 | \$2,533.09 | \$4,244.14 | 6/8/2006 | \$0.19 |
| 00514 | MCSOLO | A | 2006 | HARLE | FLHTPI | 12,831 | \$158.24 | \$567.98 | \$491.86 | \$1,658.01 | \$2,876.09 | 6/8/2006 | \$0.22 |
| 00515 | MCSOLO | A | 2006 | HARLE | FLHTPI | 17,010 | \$242.15 | \$730.83 | \$961.83 | \$3,070.37 | \$5,005.18 | 6/8/2006 | \$0.29 |
| 00516 | MCSOLO | A | 2006 | HARLE | FLHTPI | 15,123 | \$792.51 | \$1,183.29 | \$549.66 | \$2,318.18 | \$4,843.64 | 6/8/2006 | \$0.32 |
| 00517 | MCSOLO | A | 2006 | HARLE | FLHTPI | 21,393 | \$684.67 | \$3,054.86 | \$831.58 | \$3,131.70 | \$7,702.81 | 6/8/2006 | \$0.36 |
| 00518 | MCSOLO | A | 2006 | HARLE | FLHTPI | 14,586 | \$412.81 | \$911.56 | \$403.16 | \$2,087.90 | \$3,815.43 | 6/8/2006 | \$0.26 |
| 00519 | MCSOLO | A | 2006 | HARLE | FLHTPI | 21,871 | \$785.80 | \$2,204.61 | \$1,766.99 | \$4,068.25 | \$8,825.65 | 7/8/2006 | \$0.40 |
| 00520 | MCSOLO | A | 2006 | HARLE | FLHTPI | 19,279 | \$1,459.26 | \$2,760.72 | \$914.64 | \$2,824.79 | \$7,959.41 | 6/8/2006 | \$0.41 |
| 00521 | MCSOLO | A | 2006 | HARLE | FLHTPI | 31,624 | \$837.02 | \$2,333.55 | \$1,464.88 | \$4,390.70 | \$9,026.15 | 6/29/2006 | \$0.29 |
| 00526 | MCSOLO | A | 2006 | HARLE | FLHTPI | 21,508 | \$4.92 | \$307.01 | \$864.49 | \$2,533.05 | \$3,709.47 | 6/29/2006 | \$0.17 |
| 00527 | MCSOLO | A | 2006 | HARLE | FLHTPI | 17,400 | \$868.66 | \$1,345.04 | \$462.61 | \$2,394.91 | \$5,071.22 | 6/29/2006 | \$0.29 |
| 00531 | MCSOLO | A | 2006 | HARLE | FLHTPI | 18,745 | \$391.45 | \$859.72 | \$460.09 | \$2,548.46 | \$4,259.72 | 6/22/2006 | \$0.23 |
| 00532 | MCSOLO | A | 2006 | HARLE | FLHTPI | 24,435 | \$1,288.10 | \$3,051.06 | \$378.35 | \$2,226.04 | \$6,943.55 | 7/6/2006 | \$0.28 |
| 00534 | MCSOLO | A | 2006 | HARLE | FLHTPI | 33,333 | \$56.61 | \$909.27 | \$865.96 | \$3,914.79 | \$5,746.63 | 7/6/2006 | \$0.17 |
| 00536 | MCSOLO | A | 2006 | HARLE | FLHTPI | 23,590 | \$300.14 | \$969.47 | \$367.11 | \$1,995.75 | \$3,632.47 | 7/6/2006 | \$0.15 |
| 00537 | MCSOLO | A | 2006 | HARLE | FLHTPI | 24,714 | \$1,491.55 | \$2,564.76 | \$1,767.80 | \$3,945.40 | \$9,769.51 | 7/6/2006 | \$0.40 |
| 00539 | MCSOLO | A | 2006 | HARLE | FLHTPI | 22,350 | \$133.00 | \$991.95 | \$591.36 | \$2,487.04 | \$4,203.35 | 7/6/2006 | \$0.19 |
| 00541 | MCSOLO | A | 2006 | HARLE | FLHTPI | 9,030 | \$1,204.82 | \$2,444.37 | \$407.84 | \$1,443.03 | \$5,500.06 | 7/20/2006 | \$0.61 |
| 00542 | MCSOLO | A | 2006 | HARLE | FLHTPI | 17,406 | \$725.01 | \$3,441.18 | \$589.40 | \$2,118.64 | \$6,874.23 | 7/20/2006 | \$0.39 |
| 00543 | MCSOLO | A | 2006 | HARLE | FLHTPI | 13,848 | \$275.37 | \$706.18 | \$844.81 | \$1,965.09 | \$3,791.45 | 7/20/2006 | \$0.27 |

Los Angeles Police Department Fleet Inventory and Cost Per Mile
December 20, 2007

| UNIT | CLASS | STATUS | YEAR | MAKE | MODEL | MILEAGE | REPAIR | | SERVICE | | TOTAL | IN SERVICE DATE | COST PER MILE |
|-----------------|--------|--------|------|-------|--------|---------|------------|------------|------------|------------|------------|-----------------|---------------|
| | | | | | | | PARTS | LABOR | PARTS | LABOR | | | |
| HARLEY-DAVIDSON | | | | | | | | | | | | | |
| 00544 | MCSOLO | A | 2006 | HARLE | FLHTPI | 36,410 | \$323.38 | \$863.22 | \$1,254.51 | \$4,252.47 | \$6,693.58 | 7/20/2006 | \$0.18 |
| 00545 | MCSOLO | A | 2006 | HARLE | FLHTPI | 21,828 | \$334.99 | \$1,196.17 | \$1,214.40 | \$3,791.86 | \$6,537.42 | 9/21/2006 | \$0.30 |
| 00546 | MCSOLO | A | 2006 | HARLE | FLHTPI | 31,081 | \$154.92 | \$445.20 | \$627.20 | \$2,978.36 | \$4,205.68 | 8/31/2006 | \$0.14 |
| 00547 | MCSOLO | A | 2006 | HARLE | FLHTPI | 17,808 | \$292.33 | \$947.08 | \$867.22 | \$2,701.97 | \$4,808.60 | 8/31/2006 | \$0.27 |
| 00548 | MCSOLO | A | 2006 | HARLE | FLHTPI | 31,708 | \$210.97 | \$1,063.93 | \$918.36 | \$3,362.06 | \$5,555.32 | 8/31/2006 | \$0.18 |
| 00549 | MCSOLO | A | 2006 | HARLE | FLHTPI | 20,323 | \$217.18 | \$1,043.82 | \$302.58 | \$1,934.37 | \$3,497.95 | 8/31/2006 | \$0.17 |
| 00550 | MCSOLO | A | 2006 | HARLE | FLHTPI | 20,967 | \$287.15 | \$1,048.56 | \$624.63 | \$2,175.27 | \$4,135.61 | 8/31/2006 | \$0.20 |
| 00551 | MCSOLO | A | 2006 | HARLE | FLHTPI | 2,375 | \$77.95 | \$655.39 | \$28.25 | \$276.36 | \$1,037.95 | 8/31/2006 | \$0.44 |
| 00552 | MCSOLO | A | 2006 | HARLE | FLHTPI | 36,049 | \$313.55 | \$2,237.82 | \$1,149.81 | \$3,438.84 | \$7,140.02 | 8/31/2006 | \$0.20 |
| 00553 | MCSOLO | A | 2006 | HARLE | FLHTPI | 23,167 | \$164.12 | \$598.74 | \$484.19 | \$2,072.58 | \$3,319.63 | 8/31/2006 | \$0.14 |
| 00554 | MCSOLO | A | 2006 | HARLE | FLHTPI | 14,265 | \$651.47 | \$1,983.88 | \$963.43 | \$2,471.58 | \$6,070.36 | 8/31/2006 | \$0.43 |
| 00555 | MCSOLO | A | 2006 | HARLE | FLHTPI | 12,161 | \$607.26 | \$1,936.64 | \$1,383.66 | \$2,425.63 | \$6,353.19 | 8/31/2006 | \$0.52 |
| 00557 | MCSOLO | A | 2006 | HARLE | FLHTPI | 9,803 | \$150.95 | \$932.75 | \$103.24 | \$1,105.34 | \$2,292.28 | 9/21/2006 | \$0.23 |
| 00558 | MCSOLO | A | 2006 | HARLE | FLHTPI | 19,900 | \$309.27 | \$872.61 | \$1,148.05 | \$2,625.20 | \$4,955.13 | 9/21/2006 | \$0.25 |
| 00559 | MCSOLO | A | 2006 | HARLE | FLHTPI | 32,190 | \$284.36 | \$1,268.20 | \$1,005.18 | \$3,868.76 | \$6,426.50 | 9/21/2006 | \$0.20 |
| 00560 | MCSOLO | A | 2006 | HARLE | FLHTPI | 18,100 | \$1,192.78 | \$1,850.43 | \$574.07 | \$2,180.03 | \$5,797.31 | 9/21/2006 | \$0.32 |
| 00561 | MCSOLO | A | 2006 | HARLE | FLHTPI | 13,364 | \$604.29 | \$1,123.03 | \$471.20 | \$2,333.55 | \$4,532.07 | 9/21/2006 | \$0.34 |
| 00562 | MCSOLO | A | 2006 | HARLE | FLHTPI | 14,348 | \$44.87 | \$432.12 | \$488.42 | \$1,673.39 | \$2,638.80 | 9/21/2006 | \$0.18 |
| 00563 | MCSOLO | A | 2006 | HARLE | FLHTPI | 30,269 | \$189.77 | \$708.53 | \$725.14 | \$3,254.58 | \$4,878.02 | 9/21/2006 | \$0.16 |
| 00564 | MCSOLO | A | 2006 | HARLE | FLHTPI | 15,844 | \$136.62 | \$762.81 | \$1,220.39 | \$2,978.24 | \$5,098.06 | 9/21/2006 | \$0.32 |
| 00566 | MCSOLO | A | 2006 | HARLE | FLHTPI | 11,451 | \$872.51 | \$1,028.58 | \$210.99 | \$552.67 | \$2,664.75 | 9/21/2006 | \$0.23 |
| 00567 | MCSOLO | A | 2006 | HARLE | FLHTPI | 14,551 | \$98.36 | \$1,385.19 | \$341.00 | \$1,443.10 | \$3,267.65 | 10/5/2006 | \$0.22 |
| 00568 | MCSOLO | A | 2006 | HARLE | FLHTPI | 17,822 | \$302.65 | \$1,150.13 | \$704.06 | \$2,870.74 | \$5,027.58 | 10/5/2006 | \$0.28 |
| 00569 | MCSOLO | A | 2006 | HARLE | FLHTPI | 18,555 | \$269.96 | \$598.73 | \$627.08 | \$2,287.46 | \$3,783.23 | 10/5/2006 | \$0.20 |
| 00570 | MCSOLO | A | 2006 | HARLE | FLHTPI | 21,425 | \$318.94 | \$1,504.52 | \$1,291.78 | \$2,932.17 | \$6,047.41 | 10/5/2006 | \$0.28 |
| 00571 | MCSOLO | A | 2006 | HARLE | FLHTPI | 12,717 | \$516.15 | \$1,260.01 | \$216.71 | \$1,688.70 | \$3,681.57 | 10/5/2006 | \$0.29 |
| 00572 | MCSOLO | A | 2006 | HARLE | FLHTPI | 25,417 | \$751.77 | \$1,576.49 | \$943.44 | \$3,454.21 | \$6,725.91 | 10/5/2006 | \$0.26 |
| 00573 | MCSOLO | A | 2006 | HARLE | FLHTPI | 5,852 | \$562.47 | \$708.51 | \$121.93 | \$399.15 | \$1,792.06 | 10/5/2006 | \$0.31 |
| 00574 | MCSOLO | A | 2006 | HARLE | FLHTPI | 29,120 | \$262.78 | \$1,250.49 | \$565.72 | \$2,732.66 | \$4,811.65 | 10/5/2006 | \$0.17 |
| 00575 | MCSOLO | A | 2006 | HARLE | FLHTPI | 7,960 | \$267.79 | \$739.22 | \$136.33 | \$1,197.39 | \$2,340.73 | 10/5/2006 | \$0.29 |
| 00576 | MCSOLO | A | 2006 | HARLE | FLHTPI | 13,505 | \$14.44 | \$875.00 | \$245.14 | \$1,289.58 | \$2,424.16 | 10/5/2006 | \$0.18 |
| 00577 | MCSOLO | A | 2006 | HARLE | FLHTPI | 15,267 | \$252.87 | \$936.48 | \$200.50 | \$1,499.76 | \$2,889.61 | 10/23/2006 | \$0.19 |
| 00578 | MCSOLO | A | 2006 | HARLE | FLHTPI | 30,028 | \$416.47 | \$909.28 | \$1,006.01 | \$4,329.26 | \$6,661.02 | 10/26/2006 | \$0.22 |

Los Angeles Police Department Fleet Inventory and Cost Per Mile
December 20, 2007

| UNIT | CLASS | STATUS | YEAR | MAKE | MODEL | MILEAGE | REPAIR | | SERVICE | | TOTAL | IN SERVICE DATE | COST PER MILE |
|-----------------|--------|--------|------|-------|--------|---------|------------|------------|------------|------------|------------|-----------------|---------------|
| | | | | | | | PARTS | LABOR | PARTS | LABOR | | | |
| HARLEY-DAVIDSON | | | | | | | | | | | | | |
| 00580 | MCSOLO | A | 2006 | HARLE | FLHTPI | 14,854 | \$519.03 | \$1,140.72 | \$191.40 | \$1,028.61 | \$2,879.76 | 10/26/2006 | \$0.19 |
| 00582 | MCSOLO | A | 2006 | HARLE | FLHTPI | 9,417 | \$2.32 | \$399.15 | \$416.62 | \$1,197.46 | \$2,015.55 | 10/26/2006 | \$0.21 |
| 00583 | MCSOLO | A | 2006 | HARLE | FLHTPI | 37,835 | \$308.67 | \$908.09 | \$1,239.34 | \$3,530.99 | \$5,987.09 | 10/26/2006 | \$0.16 |
| 00584 | MCSOLO | A | 2007 | HARLE | FLHTPI | 20,757 | \$297.38 | \$1,915.20 | \$669.45 | \$2,640.55 | \$5,522.58 | 10/24/2006 | \$0.27 |
| 00585 | MCSOLO | A | 2007 | HARLE | FLHTPI | 16,967 | \$86.52 | \$1,164.22 | \$512.90 | \$2,026.49 | \$3,790.13 | 10/24/2006 | \$0.22 |
| 00586 | MCSOLO | A | 2006 | HARLE | FLHTPI | 11,587 | \$35.84 | \$585.68 | \$229.00 | \$982.51 | \$1,833.03 | 10/26/2006 | \$0.16 |
| 00587 | MCSOLO | A | 2006 | HARLE | FLHTPI | 16,943 | \$335.67 | \$723.88 | \$490.45 | \$1,750.15 | \$3,300.15 | 10/26/2006 | \$0.19 |
| 00588 | MCSOLO | A | 2006 | HARLE | FLHTPI | 5,029 | \$141.55 | \$890.31 | \$19.92 | \$429.86 | \$1,481.64 | 10/26/2006 | \$0.29 |
| 00589 | MCSOLO | A | 2006 | HARLE | FLHTPI | 19,935 | \$1,443.10 | \$2,143.28 | \$389.24 | \$1,934.40 | \$5,910.02 | 10/26/2006 | \$0.30 |
| 00590 | MCSOLO | A | 2006 | HARLE | FLHTPI | 15,935 | \$789.64 | \$2,123.27 | \$407.63 | \$2,118.60 | \$5,439.14 | 10/26/2006 | \$0.34 |
| 00591 | MCSOLO | A | 2006 | HARLE | FLHTPI | 16,641 | \$429.94 | \$1,170.28 | \$709.78 | \$2,057.21 | \$4,367.21 | 10/26/2006 | \$0.26 |
| 00592 | MCSOLO | A | 2006 | HARLE | FLHTPI | 9,537 | \$29.41 | \$644.80 | \$238.51 | \$1,166.75 | \$2,079.47 | 10/26/2006 | \$0.22 |
| 00593 | MCSOLO | A | 2006 | HARLE | FLHTPI | 9,289 | \$29.02 | \$767.59 | \$242.81 | \$1,888.20 | \$2,927.62 | 10/26/2006 | \$0.32 |
| 00594 | MCSOLO | A | 2006 | HARLE | FLHTPI | 21,321 | \$163.20 | \$491.26 | \$1,081.27 | \$3,594.65 | \$5,330.38 | 10/26/2006 | \$0.25 |
| 00595 | MCSOLO | A | 2006 | HARLE | FLHTPI | 10,548 | \$111.56 | \$721.54 | \$359.14 | \$905.78 | \$2,098.02 | 10/26/2006 | \$0.20 |
| 00596 | MCSOLO | A | 2006 | HARLE | FLHTPI | 11,126 | \$317.50 | \$1,046.17 | \$100.94 | \$890.42 | \$2,355.03 | 10/26/2006 | \$0.21 |
| 00597 | MCSOLO | A | 2006 | HARLE | FLHTPI | 6,500 | \$251.78 | \$948.23 | \$65.86 | \$583.37 | \$1,849.24 | 10/26/2006 | \$0.28 |
| 00598 | MCSOLO | A | 2006 | HARLE | FLHTPI | 35,654 | \$607.02 | \$537.32 | \$999.29 | \$3,807.35 | \$5,950.98 | 10/26/2006 | \$0.17 |
| 00599 | MCSOLO | A | 2006 | HARLE | FLHTPI | 6,303 | \$239.96 | \$546.74 | \$246.10 | \$890.43 | \$1,923.23 | 11/16/2006 | \$0.31 |
| 00600 | MCSOLO | A | 2006 | HARLE | FLHTPI | 10,600 | \$1,473.78 | \$1,335.63 | \$446.16 | \$982.53 | \$4,238.10 | 11/16/2006 | \$0.40 |
| 00601 | MCSOLO | A | 2006 | HARLE | FLHTPI | 16,130 | \$480.14 | \$846.71 | \$431.39 | \$1,519.83 | \$3,278.07 | 11/16/2006 | \$0.20 |
| 00602 | MCSOLO | A | 2006 | HARLE | FLHTPI | 23,866 | \$21.60 | \$890.39 | \$659.05 | \$2,287.49 | \$3,858.53 | 11/16/2006 | \$0.16 |
| 00603 | MCSOLO | A | 2006 | HARLE | FLHTPI | 13,588 | \$130.81 | \$553.84 | \$230.31 | \$1,197.47 | \$2,112.43 | 11/16/2006 | \$0.16 |
| 00604 | MCSOLO | A | 2006 | HARLE | FLHTPI | 18,269 | \$457.13 | \$862.06 | \$619.03 | \$3,224.00 | \$5,162.22 | 11/16/2006 | \$0.28 |
| 00605 | MCSOLO | A | 2006 | HARLE | FLHTPI | 22,345 | \$105.22 | \$1,124.21 | \$1,235.99 | \$3,686.80 | \$6,152.22 | 11/16/2006 | \$0.28 |
| 00606 | MCSOLO | A | 2007 | HARLE | FLHTPI | 17,504 | \$756.46 | \$1,386.37 | \$629.77 | \$1,903.63 | \$4,676.23 | 11/8/2006 | \$0.27 |
| 00607 | MCSOLO | A | 2007 | HARLE | FLHTPI | 7,246 | \$189.81 | \$798.33 | \$52.58 | \$583.38 | \$1,624.10 | 11/9/2006 | \$0.22 |
| 00608 | MCSOLO | A | 2006 | HARLE | FLHTPI | 9,921 | \$20.20 | \$122.81 | \$266.37 | \$1,228.21 | \$1,637.59 | 11/16/2006 | \$0.17 |
| 00609 | MCSOLO | A | 2006 | HARLE | FLHTPI | 15,149 | \$621.26 | \$1,298.94 | \$1,157.54 | \$3,607.72 | \$6,685.46 | 11/30/2006 | \$0.44 |
| 00610 | MCSOLO | A | 2006 | HARLE | FLHTPI | 33,100 | \$204.54 | \$1,028.59 | \$1,113.00 | \$3,791.99 | \$6,138.12 | 11/30/2006 | \$0.19 |
| 00611 | MCSOLO | A | 2006 | HARLE | FLHTPI | 15,918 | \$232.07 | \$693.14 | \$580.38 | \$2,425.62 | \$3,931.21 | 11/30/2006 | \$0.25 |
| 00612 | MCSOLO | A | 2006 | HARLE | FLHTPI | 9,983 | \$262.27 | \$585.70 | \$272.74 | \$1,089.99 | \$2,210.70 | 11/30/2006 | \$0.22 |
| 00613 | MCSOLO | A | 2006 | HARLE | FLHTPI | 11,709 | \$888.11 | \$1,391.13 | \$265.98 | \$1,719.49 | \$4,264.71 | 11/30/2006 | \$0.36 |

Los Angeles Police Department Fleet Inventory and Cost Per Mile
December 20, 2007

| UNIT | CLASS | STATUS | YEAR | MAKE | MODEL | MILEAGE | REPAIR | | SERVICE | | TOTAL | IN SERVICE DATE | COST PER MILE |
|-----------------|--------|--------|------|-------|--------|---------|------------|------------|------------|------------|-------------|-----------------|---------------|
| | | | | | | | PARTS | LABOR | PARTS | LABOR | | | |
| HARLEY-DAVIDSON | | | | | | | | | | | | | |
| 00614 | MCSOLO | A | 2006 | HARLE | FLHTPI | 17,243 | \$432.64 | \$859.68 | \$525.07 | \$1,443.12 | \$3,260.51 | 11/14/2006 | \$0.19 |
| 00615 | MCSOLO | A | 2006 | HARLE | FLHTPI | 14,325 | \$203.59 | \$862.05 | \$252.58 | \$1,166.76 | \$2,484.98 | 11/14/2006 | \$0.17 |
| 00616 | MCSOLO | A | 2006 | HARLE | FLHTPI | 15,581 | \$3,517.92 | \$5,025.86 | \$816.04 | \$2,195.32 | \$11,555.14 | 11/14/2006 | \$0.74 |
| 00617 | MCSOLO | A | 2006 | HARLE | FLHTPI | 11,352 | \$248.90 | \$767.55 | \$233.72 | \$1,013.21 | \$2,263.38 | 11/14/2006 | \$0.20 |
| 00618 | MCSOLO | A | 2006 | HARLE | FLHTPI | 6,819 | \$216.17 | \$122.81 | \$255.86 | \$706.16 | \$1,301.00 | 11/14/2006 | \$0.19 |
| 00619 | MCSOLO | A | 2006 | HARLE | FLHTPI | 16,533 | \$768.99 | \$2,295.54 | \$624.73 | \$2,671.26 | \$6,360.52 | 1/25/2007 | \$0.38 |
| 00620 | MCSOLO | A | 2006 | HARLE | FLHTPI | 17,200 | \$69.10 | \$337.74 | \$379.00 | \$1,535.21 | \$2,321.05 | 12/15/2006 | \$0.13 |
| 00621 | MCSOLO | A | 2006 | HARLE | FLHTPI | 11,060 | \$0.00 | \$92.11 | \$228.45 | \$1,197.49 | \$1,518.05 | 1/25/2007 | \$0.14 |
| 00623 | MCSOLO | A | 2006 | HARLE | FLHTPI | 2,373 | \$164.52 | \$614.02 | \$463.07 | \$1,627.33 | \$2,868.94 | 2/9/2007 | \$1.21 |
| 00628 | MCSOLO | A | 2006 | HARLE | FLHTPI | 6,109 | \$378.73 | \$961.28 | \$34.69 | \$153.53 | \$1,528.23 | 2/1/2007 | \$0.25 |
| 00629 | MCSOLO | A | 2006 | HARLE | FLHTPI | 19,729 | \$108.00 | \$736.87 | \$811.90 | \$2,011.09 | \$3,667.86 | 1/19/2007 | \$0.19 |
| 00630 | MCSOLO | A | 2006 | HARLE | FLHTPI | 10,149 | \$189.35 | \$784.09 | \$365.26 | \$1,043.93 | \$2,382.63 | 1/19/2007 | \$0.23 |
| 00631 | MCSOLO | A | 2006 | HARLE | FLHTPI | 7,894 | \$105.70 | \$153.51 | \$86.43 | \$890.45 | \$1,236.09 | 3/16/2007 | \$0.16 |
| 00632 | MCSOLO | A | 2006 | HARLE | FLHTPI | 9,749 | \$103.90 | \$454.64 | \$205.21 | \$921.11 | \$1,684.86 | 3/15/2007 | \$0.17 |
| 00633 | MCSOLO | A | 2007 | HARLE | FLHTPI | 10,363 | \$39.02 | \$984.88 | \$556.92 | \$1,136.09 | \$2,716.91 | 3/7/2007 | \$0.26 |
| 00635 | MCSOLO | A | 2007 | HARLE | FLHTPI | 10,635 | \$27.21 | \$486.51 | \$240.73 | \$1,074.65 | \$1,829.10 | 3/7/2007 | \$0.17 |
| 00637 | MCSOLO | A | 2007 | HARLE | FLHTPI | 7,842 | \$288.05 | \$977.78 | \$36.42 | \$460.58 | \$1,762.83 | 3/7/2007 | \$0.22 |
| 00638 | MCSOLO | A | 2007 | HARLE | FLHTPI | 8,156 | \$164.00 | \$994.13 | \$63.42 | \$629.41 | \$1,850.96 | 3/7/2007 | \$0.23 |
| 00639 | MCSOLO | A | 2007 | HARLE | FLHTPI | 9,460 | \$520.26 | \$825.38 | \$247.21 | \$921.13 | \$2,513.98 | 3/16/2007 | \$0.27 |
| 00640 | MCSOLO | A | 2007 | HARLE | FLHTPI | 5,343 | \$205.35 | \$506.61 | \$22.14 | \$245.63 | \$979.73 | 3/7/2007 | \$0.18 |
| 00641 | MCSOLO | A | 2007 | HARLE | FLHTPI | 9,200 | \$44.32 | \$629.42 | \$207.39 | \$798.30 | \$1,679.43 | 3/16/2007 | \$0.18 |
| 00642 | MCSOLO | A | 2007 | HARLE | FLHTPI | 7,830 | \$421.14 | \$1,136.06 | \$45.12 | \$552.66 | \$2,154.98 | 3/16/2007 | \$0.28 |
| 00644 | MCSOLO | A | 2007 | HARLE | FLHTPI | 8,816 | \$505.55 | \$921.14 | \$332.31 | \$1,995.78 | \$3,754.78 | 3/16/2007 | \$0.43 |
| 00645 | MCSOLO | A | 2007 | HARLE | FLHTPI | 6,645 | \$231.81 | \$980.12 | \$40.42 | \$552.68 | \$1,805.03 | 3/20/2007 | \$0.27 |
| 00646 | MCSOLO | A | 2007 | HARLE | FLHTPI | 9,371 | \$137.08 | \$1,530.33 | \$198.76 | \$859.75 | \$2,725.92 | 3/27/2007 | \$0.29 |
| 00647 | MCSOLO | A | 2007 | HARLE | FLHTPI | 4,901 | \$134.33 | \$785.29 | \$9.48 | \$245.63 | \$1,174.73 | 3/30/2007 | \$0.24 |
| 00648 | MCSOLO | A | 2007 | HARLE | FLHTPI | 12,089 | \$0.80 | \$199.55 | \$425.81 | \$1,166.81 | \$1,792.97 | 3/28/2007 | \$0.15 |
| 00649 | MCSOLO | A | 2007 | HARLE | FLHTPI | 10,250 | \$56.41 | \$686.07 | \$190.00 | \$752.26 | \$1,684.74 | 3/29/2007 | \$0.16 |
| 00650 | MCSOLO | A | 2007 | HARLE | FLHTPI | 9,763 | \$25.21 | \$491.28 | \$1,020.84 | \$1,074.66 | \$2,611.99 | 3/27/2007 | \$0.27 |
| 00651 | MCSOLO | A | 2007 | HARLE | FLHTPI | 12,651 | \$24.41 | \$429.88 | \$340.71 | \$1,351.03 | \$2,146.03 | 4/12/2007 | \$0.17 |
| 00653 | MCSOLO | A | 2007 | HARLE | FLHTPI | 14,792 | \$36.24 | \$815.97 | \$600.88 | \$2,179.96 | \$3,633.05 | 4/6/2007 | \$0.25 |
| 00654 | MCSOLO | A | 2007 | HARLE | FLHTPI | 6,385 | \$25.01 | \$585.70 | \$190.18 | \$736.92 | \$1,537.81 | 4/4/2007 | \$0.24 |
| 00655 | MCSOLO | A | 2007 | HARLE | FLHTPI | 13,791 | \$128.99 | \$831.34 | \$575.93 | \$1,642.66 | \$3,178.92 | 4/6/2007 | \$0.23 |

**Los Angeles Police Department Fleet Inventory and Cost Per Mile
December 20, 2007**

| UNIT | CLASS | STATUS | YEAR | MAKE | MODEL | MILEAGE | REPAIR | | SERVICE | | TOTAL | IN SERVICE DATE | COST PER MILE |
|-----------------|--------|--------|------|-------|--------|---------|------------|------------|----------|------------|------------|-----------------------|---------------------|
| | | | | | | | PARTS | LABOR | PARTS | LABOR | | | |
| | | | | | | | | | | | | | |
| HARLEY-DAVIDSON | | | | | | | | | | | | | |
| 00657 | MCSOLO | A | 2007 | HARLE | FLHTPI | 7,811 | \$177.56 | \$230.27 | \$76.80 | \$644.77 | \$1,129.40 | 4/6/2007 | \$0.14 |
| 00659 | MCSOLO | A | 2007 | HARLE | FLHTPI | 7,987 | \$264.37 | \$669.54 | \$175.15 | \$614.11 | \$1,723.17 | 5/1/2007 | \$0.22 |
| 00660 | MCSOLO | A | 2007 | HARLE | FLHTPI | 7,083 | \$405.98 | \$917.54 | \$47.92 | \$491.27 | \$1,862.71 | 5/1/2007 | \$0.26 |
| 00661 | MCSOLO | A | 2007 | HARLE | FLHTPI | 14,166 | \$42.64 | \$767.57 | \$239.69 | \$1,443.08 | \$2,492.98 | 5/1/2007 | \$0.18 |
| 00663 | MCSOLO | A | 2007 | HARLE | FLHTPI | 6,333 | \$859.30 | \$1,613.02 | \$21.36 | \$552.67 | \$3,046.35 | 5/1/2007 | \$0.48 |
| 00664 | MCSOLO | A | 2007 | HARLE | FLHTPI | 7,055 | \$0.00 | \$168.88 | \$56.07 | \$614.08 | \$839.03 | 5/1/2007 | \$0.12 |
| 00665 | MCSOLO | A | 2007 | HARLE | FLHTPI | 13,749 | \$186.06 | \$1,173.78 | \$345.18 | \$1,535.22 | \$3,240.24 | 5/1/2007 | \$0.24 |
| 00666 | MCSOLO | A | 2007 | HARLE | FLHTPI | 4,293 | \$155.18 | \$925.78 | \$26.29 | \$184.23 | \$1,291.48 | 5/1/2007 | \$0.30 |
| 00667 | MCSOLO | A | 2007 | HARLE | FLHTPI | 4,411 | \$19.65 | \$429.87 | \$13.01 | \$276.33 | \$738.86 | 5/1/2007 | \$0.17 |
| 00668 | MCSOLO | A | 2007 | HARLE | FLHTPI | 3,939 | \$0.00 | \$1,260.97 | \$43.92 | \$522.00 | \$1,826.89 | 5/15/2007 | \$0.46 |
| 00669 | MCSOLO | A | 2007 | HARLE | FLHTPI | 9,411 | \$132.29 | \$675.51 | \$188.16 | \$644.76 | \$1,640.72 | 5/1/2007 | \$0.17 |
| 00670 | MCSOLO | A | 2007 | HARLE | FLHTPI | 11,197 | \$220.43 | \$808.81 | \$177.04 | \$675.45 | \$1,881.73 | 5/11/2007 | \$0.17 |
| 00671 | MCSOLO | A | 2007 | HARLE | FLHTPI | 7,773 | \$23.76 | \$893.92 | \$171.76 | \$491.27 | \$1,580.71 | 5/11/2007 | \$0.20 |
| 00672 | MCSOLO | A | 2007 | HARLE | FLHTPI | 11,086 | \$541.74 | \$817.88 | \$652.51 | \$1,565.86 | \$3,577.99 | 6/4/2007 | \$0.32 |
| 00673 | MCSOLO | A | 2007 | HARLE | FLHTPI | 4,987 | \$0.00 | \$694.21 | \$165.19 | \$460.54 | \$1,319.94 | 5/14/2007 | \$0.26 |
| 00674 | MCSOLO | A | 2007 | HARLE | FLHTPI | 9,834 | \$19.80 | \$795.81 | \$215.59 | \$690.84 | \$1,722.04 | 5/15/2007 | \$0.18 |
| 00675 | MCSOLO | A | 2007 | HARLE | FLHTPI | 8,920 | \$176.33 | \$1,324.98 | \$36.42 | \$307.05 | \$1,844.78 | 5/26/2007 | \$0.21 |
| 00676 | MCSOLO | A | 2007 | HARLE | FLHTPI | 6,899 | \$0.00 | \$61.41 | \$36.16 | \$644.81 | \$742.38 | 5/26/2007 | \$0.11 |
| 00678 | MCSOLO | A | 2007 | HARLE | FLHTPI | 8,085 | \$337.25 | \$644.80 | \$18.96 | \$460.57 | \$1,461.58 | 6/4/2007 | \$0.18 |
| 00679 | MCSOLO | A | 2007 | HARLE | FLHTPI | 6,010 | \$0.00 | \$168.87 | \$216.32 | \$890.43 | \$1,275.62 | 5/29/2007 | \$0.21 |
| 00680 | MCSOLO | A | 2007 | HARLE | FLHTPI | 7,690 | \$79.28 | \$337.76 | \$212.89 | \$798.34 | \$1,428.27 | 5/26/2007 | \$0.19 |
| 00682 | MCSOLO | A | 2007 | HARLE | FLHTPI | 1,862 | \$18.65 | \$122.82 | \$25.01 | \$245.64 | \$412.12 | 6/29/2007 | \$0.22 |
| 00683 | MCSOLO | A | 2007 | HARLE | FLHTPI | 5,700 | \$19.00 | \$455.79 | \$38.44 | \$337.74 | \$850.97 | 6/26/2007 | \$0.15 |
| 00684 | MCSOLO | B | 2007 | HARLE | FLHTPI | 2,055 | \$1,422.94 | \$1,536.38 | \$0.00 | \$0.00 | \$2,959.32 | NA | \$1.44 |
| 00686 | MCSOLO | A | 2007 | HARLE | FLHTPI | 5,567 | \$742.24 | \$2,432.54 | \$23.72 | \$475.95 | \$3,674.45 | 6/27/2007 | \$0.66 |
| 00687 | MCSOLO | A | 2007 | HARLE | FLHTPI | 8,576 | \$142.92 | \$460.56 | \$18.96 | \$368.46 | \$990.90 | 7/17/2007 | \$0.12 |
| 00688 | MCSOLO | A | 2007 | HARLE | FLHTPI | 5,499 | \$14.89 | \$353.10 | \$25.64 | \$153.52 | \$547.15 | 9/13/2007 | \$0.10 |
| 00689 | MCSOLO | A | 2007 | HARLE | FLHTPI | 1,490 | \$0.00 | \$309.38 | \$19.00 | \$230.28 | \$558.66 | 8/26/2007 | \$0.37 |
| 00690 | MCSOLO | A | 2007 | HARLE | FLHTPI | 4,513 | \$14.24 | \$414.50 | \$26.29 | \$368.45 | \$823.48 | 7/21/2007 | \$0.18 |
| 00691 | MCSOLO | A | 2007 | HARLE | FLHTPI | 1,999 | \$16.68 | \$307.04 | \$0.00 | \$0.00 | \$323.72 | 8/31/2007 | \$0.16 |
| 00693 | MCSOLO | A | 2007 | HARLE | FLHTPI | 10,080 | \$150.36 | \$558.54 | \$374.50 | \$1,197.48 | \$2,280.88 | 7/21/2007 | \$0.23 |
| 00694 | MCSOLO | B | 2007 | HARLE | FLHTPI | 2,649 | \$133.08 | \$460.53 | \$2.32 | \$107.46 | \$703.39 | NA | \$0.27 |
| 00695 | MCSOLO | A | 2007 | HARLE | FLHTPI | 3,369 | \$71.26 | \$552.68 | \$9.48 | \$245.64 | \$879.06 | 9/21/2007 | \$0.26 |

**Los Angeles Police Department Fleet Inventory and Cost Per Mile
December 20, 2007**

| UNIT | CLASS | STATUS | YEAR | MAKE | MODEL | MILEAGE | REPAIR | | SERVICE | | TOTAL | IN SERVICE DATE | COST PER MILE |
|-------------------------|--------|--------|------|-------|--------|---------|----------|------------|----------|------------|------------|-----------------------|---------------------|
| | | | | | | | PARTS | LABOR | PARTS | LABOR | | | |
| | | | | | | | | | | | | | |
| HARLEY-DAVIDSON | | | | | | | | | | | | | |
| 00697 | MCSOLO | B | 2007 | HARLE | FLHTPI | 2,078 | \$370.70 | \$491.27 | \$0.00 | \$0.00 | \$861.97 | NA | \$0.41 |
| 00699 | MCSOLO | A | 2007 | HARLE | FLHTPI | 2,380 | \$20.36 | \$414.48 | \$10.13 | \$276.35 | \$721.32 | 9/12/2007 | \$0.30 |
| 00700 | MCSOLO | B | 2007 | HARLE | FLHTPI | 1,400 | \$23.76 | \$1,476.15 | \$0.00 | \$0.00 | \$1,499.91 | NA | \$1.07 |
| 00703 | MCSOLO | A | 2007 | HARLE | FLHTPI | 3,617 | \$31.95 | \$214.93 | \$9.48 | \$245.63 | \$501.99 | 11/7/2007 | \$0.14 |
| 00704 | MCSOLO | A | 2007 | HARLE | FLHTPI | 3,700 | \$47.72 | \$475.89 | \$0.00 | \$307.04 | \$830.65 | 10/4/2007 | \$0.22 |
| 00705 | MCSOLO | A | 2007 | HARLE | FLHTPI | 3,711 | \$319.96 | \$491.28 | \$155.91 | \$644.79 | \$1,611.94 | 10/4/2007 | \$0.43 |
| 00707 | MCSOLO | B | 2007 | HARLE | FLHTPI | 712 | \$67.13 | \$629.41 | \$0.00 | \$0.00 | \$696.54 | NA | \$0.98 |
| 00708 | MCSOLO | A | 2007 | HARLE | FLHTPI | 2,992 | \$0.00 | \$122.82 | \$42.97 | \$460.57 | \$626.36 | 9/28/2007 | \$0.21 |
| 00710 | MCSOLO | A | 2007 | HARLE | FLHTPI | 4,453 | \$0.00 | \$107.44 | \$33.28 | \$521.99 | \$662.71 | 9/19/2007 | \$0.15 |
| 00711 | MCSOLO | A | 2007 | HARLE | FLHTPI | 1,965 | \$83.38 | \$869.15 | \$0.00 | \$0.00 | \$952.53 | 9/27/2007 | \$0.48 |
| 00712 | MCSOLO | A | 2007 | HARLE | FLHTPI | 4,016 | \$9.48 | \$383.81 | \$309.48 | \$245.64 | \$948.41 | 9/27/2007 | \$0.24 |
| 00713 | MCSOLO | A | 2007 | HARLE | FLHTPI | 4,100 | \$112.85 | \$460.56 | \$44.44 | \$491.25 | \$1,109.10 | 9/13/2007 | \$0.27 |
| 00714 | MCSOLO | A | 2007 | HARLE | FLHTPI | 727 | \$99.96 | \$340.08 | \$20.05 | \$276.34 | \$736.43 | 10/1/2007 | \$1.01 |
| 00715 | MCSOLO | A | 2007 | HARLE | FLHTPI | 2,860 | \$0.00 | \$307.02 | \$42.76 | \$583.38 | \$933.16 | 10/8/2007 | \$0.33 |
| 00716 | MCSOLO | A | 2007 | HARLE | FLHTPI | 1,684 | \$43.76 | \$245.63 | \$0.00 | \$0.00 | \$289.39 | 9/21/2007 | \$0.17 |
| 00717 | MCSOLO | A | 2007 | HARLE | FLHTPI | 823 | \$0.00 | \$61.41 | \$19.00 | \$199.57 | \$279.98 | 12/5/2007 | \$0.34 |
| 00718 | MCSOLO | A | 2007 | HARLE | FLHTPI | 6,139 | \$0.00 | \$138.17 | \$54.77 | \$491.27 | \$684.21 | 9/12/2007 | \$0.11 |
| 00719 | MCSOLO | A | 2007 | HARLE | FLHTPI | 3,875 | \$107.88 | \$184.22 | \$33.44 | \$414.52 | \$740.06 | 9/18/2007 | \$0.19 |
| 00720 | MCSOLO | A | 2007 | HARLE | FLHTPI | 2,362 | \$26.16 | \$399.15 | \$0.00 | \$0.00 | \$425.31 | 9/28/2007 | \$0.18 |
| 00721 | MCSOLO | A | 2007 | HARLE | FLHTPI | 2,286 | \$20.60 | \$429.85 | \$0.00 | \$0.00 | \$450.45 | 9/28/2007 | \$0.20 |
| 00722 | MCSOLO | A | 2007 | HARLE | FLHTPI | 2,705 | \$27.29 | \$675.50 | \$0.00 | \$0.00 | \$702.79 | 9/28/2007 | \$0.26 |
| 00723 | MCSOLO | A | 2007 | HARLE | FLHTPI | 3,098 | \$39.96 | \$61.41 | \$25.01 | \$214.93 | \$341.31 | 9/26/2007 | \$0.11 |
| 00724 | MCSOLO | A | 2007 | HARLE | FLHTPI | 3,690 | \$30.10 | \$690.83 | \$209.02 | \$583.37 | \$1,513.32 | 9/26/2007 | \$0.41 |
| 00725 | MCSOLO | A | 2007 | HARLE | FLHTPI | 2,015 | \$109.97 | \$439.29 | \$25.85 | \$214.94 | \$790.05 | 10/23/2007 | \$0.39 |
| 00727 | MCSOLO | A | 2007 | HARLE | FLHTPI | 752 | \$0.00 | \$138.16 | \$12.98 | \$307.04 | \$458.18 | 10/25/2007 | \$0.61 |
| 00728 | MCSOLO | A | 2007 | HARLE | FLHTPI | 3,119 | \$50.73 | \$399.16 | \$57.24 | \$429.87 | \$937.00 | 10/23/2007 | \$0.30 |
| 00729 | MCSOLO | A | 2007 | HARLE | FLHTPI | 1,964 | \$0.00 | \$30.70 | \$28.09 | \$230.28 | \$289.07 | 10/24/2007 | \$0.15 |
| 00731 | MCSOLO | A | 2007 | HARLE | FLHTPI | 331 | \$2.94 | \$153.52 | \$0.00 | \$0.00 | \$156.46 | 12/13/2007 | \$0.47 |
| 00732 | MCSOLO | A | 2007 | HARLE | FLHTPI | 299 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | 12/17/2007 | \$0.00 |
| 00733 | MCSOLO | A | 2007 | HARLE | FLHTPI | 288 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | 12/15/2007 | \$0.00 |
| 00734 | MCSOLO | A | 2007 | HARLE | FLHTPI | 312 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | 12/13/2007 | \$0.00 |
| HARLEY DAVIDSON AVERAGE | | | | | | | \$458.30 | \$1,273.29 | \$612.76 | \$2,122.24 | \$4,466.60 | | \$0.28 |

Los Angeles Police Department Fleet Inventory and Cost Per Mile
December 20, 2007

| UNIT | CLASS | STATUS | YEAR | MAKE | MODEL | MILEAGE | REPAIR | | SERVICE | | TOTAL | IN SERVICE DATE | COST PER MILE |
|----------|--------|--------|------|-------|-------|---------|------------|-------------|------------|-------------|-------------|-----------------|---------------|
| | | | | | | | PARTS | LABOR | PARTS | LABOR | | | |
| KAWASAKI | | | | | | | | | | | | | |
| 00049 | MCSOLO | A | 2000 | KAWAS | 1000 | 65,952 | \$5,611.89 | \$6,607.38 | \$428.17 | \$4,235.65 | \$16,883.09 | 12/1/1999 | \$0.26 |
| 00052 | MCSOLO | A | 2000 | KAWAS | 1000 | 65,951 | \$2,152.16 | \$4,578.22 | \$4,056.01 | \$10,547.74 | \$21,334.13 | 1/19/2000 | \$0.32 |
| 00053 | MCSOLO | A | 2000 | KAWAS | 1000 | 45,009 | \$663.66 | \$2,915.39 | \$1,665.48 | \$6,022.08 | \$11,166.61 | 11/29/1999 | \$0.25 |
| 00072 | MCSOLO | A | 2000 | KAWAS | 1000 | 55,232 | \$6,372.28 | \$7,785.85 | \$2,306.85 | \$6,251.10 | \$22,716.08 | 11/15/2000 | \$0.41 |
| 00073 | MCSOLO | A | 2000 | KAWAS | 1000 | 60,455 | \$5,247.69 | \$6,625.20 | \$3,128.81 | \$5,999.67 | \$21,001.37 | 11/30/2000 | \$0.35 |
| 00094 | MCSOLO | A | 2000 | KAWAS | 1000 | 71,723 | \$4,590.68 | \$5,701.55 | \$4,897.27 | \$9,193.32 | \$24,382.82 | 11/2/2000 | \$0.34 |
| 00103 | MCSOLO | A | 2000 | KAWAS | 1000 | 75,780 | \$5,363.27 | \$12,487.63 | \$2,618.37 | \$8,305.13 | \$28,774.40 | 11/20/2000 | \$0.38 |
| 00112 | MCSOLO | A | 2001 | KAWAS | 1000 | 58,237 | \$4,239.52 | \$7,578.97 | \$1,696.29 | \$4,309.32 | \$17,824.10 | 6/26/2001 | \$0.31 |
| 00119 | MCSOLO | A | 2001 | KAWAS | 1000 | 68,781 | \$3,235.64 | \$5,354.50 | \$5,560.88 | \$11,027.06 | \$25,178.08 | 6/27/2001 | \$0.37 |
| 00122 | MCSOLO | A | 2000 | KAWAS | 1000 | 51,440 | \$496.29 | \$1,384.64 | \$4,481.99 | \$8,131.10 | \$14,494.02 | 11/20/2000 | \$0.28 |
| 00123 | MCSOLO | A | 2001 | KAWAS | 1000 | 63,418 | \$3,915.78 | \$5,129.30 | \$4,227.96 | \$7,448.71 | \$20,721.75 | 7/2/2001 | \$0.33 |
| 00124 | MCSOLO | A | 2000 | KAWAS | 1000 | 57,670 | \$1,947.89 | \$3,044.75 | \$3,821.00 | \$6,098.98 | \$14,912.62 | 11/9/2000 | \$0.26 |
| 00134 | MCSOLO | A | 2000 | KAWAS | 1000 | 54,971 | \$3,659.47 | \$6,997.52 | \$1,600.06 | \$5,689.92 | \$17,946.97 | 11/25/2000 | \$0.33 |
| 00145 | MCSOLO | A | 2000 | KAWAS | 1000 | 59,313 | \$1,393.23 | \$2,563.02 | \$2,646.95 | \$7,910.39 | \$14,513.59 | 12/26/2000 | \$0.24 |
| 00156 | MCSOLO | A | 2000 | KAWAS | 1000 | 56,788 | \$5,176.99 | \$7,363.54 | \$1,614.66 | \$5,703.70 | \$19,858.89 | 12/19/2000 | \$0.35 |
| 00157 | MCSOLO | A | 2000 | KAWAS | 1000 | 68,984 | \$1,945.47 | \$3,890.63 | \$4,481.22 | \$9,164.00 | \$19,481.32 | 12/4/2000 | \$0.28 |
| 00167 | MCSOLO | A | 2001 | KAWAS | 1000 | 57,790 | \$1,241.27 | \$2,411.15 | \$5,923.91 | \$11,334.07 | \$20,910.40 | 7/14/2001 | \$0.36 |
| 00169 | MCSOLO | A | 2001 | KAWAS | 1000 | 57,880 | \$1,391.64 | \$3,608.10 | \$5,133.19 | \$8,315.88 | \$18,448.81 | 7/14/2001 | \$0.32 |
| 00170 | MCSOLO | A | 2001 | KAWAS | 1000 | 64,409 | \$4,727.52 | \$7,244.73 | \$5,344.61 | \$9,506.37 | \$26,823.23 | 8/10/2001 | \$0.42 |
| 00173 | MCSOLO | A | 2001 | KAWAS | 1000 | 65,599 | \$567.17 | \$1,531.49 | \$5,693.41 | \$10,705.59 | \$18,497.66 | 8/10/2001 | \$0.28 |
| 00177 | MCSOLO | A | 2001 | KAWAS | 1000 | 64,749 | \$1,774.63 | \$3,406.17 | \$3,833.73 | \$7,267.41 | \$16,281.94 | 6/27/2001 | \$0.25 |
| 00183 | MCSOLO | A | 2001 | KAWAS | 1000 | 49,908 | \$3,798.71 | \$5,117.59 | \$1,706.79 | \$4,811.33 | \$15,434.42 | 6/27/2001 | \$0.31 |
| 00184 | MCSOLO | A | 2001 | KAWAS | 1000 | 55,157 | \$316.90 | \$1,931.82 | \$4,898.29 | \$8,800.84 | \$15,947.85 | 7/27/2001 | \$0.29 |
| 00204 | MCSOLO | A | 2001 | KAWAS | 1000 | 70,262 | \$4,242.62 | \$8,779.84 | \$5,119.48 | \$10,496.87 | \$28,638.81 | 7/14/2001 | \$0.41 |
| 00210 | MCSOLO | A | 2001 | KAWAS | 1000 | 54,698 | \$1,716.04 | \$3,387.41 | \$3,351.46 | \$7,900.61 | \$16,355.52 | 7/14/2001 | \$0.30 |
| 00217 | MCSOLO | A | 2001 | KAWAS | 1000 | 59,052 | \$936.87 | \$1,732.77 | \$7,528.57 | \$11,186.19 | \$21,384.40 | 8/10/2001 | \$0.36 |
| 00220 | MCSOLO | A | 2001 | KAWAS | 1000 | 52,909 | \$2,523.71 | \$3,282.47 | \$4,447.38 | \$8,338.14 | \$18,591.70 | 8/1/2001 | \$0.35 |
| 00223 | MCSOLO | A | 2001 | KAWAS | 1000 | 57,590 | \$5,219.06 | \$10,941.08 | \$3,247.12 | \$6,358.90 | \$25,766.16 | 8/10/2001 | \$0.45 |
| 00228 | MCSOLO | A | 2001 | KAWAS | 1000 | 64,115 | \$3,210.55 | \$3,121.24 | \$3,528.81 | \$8,504.11 | \$18,364.71 | 7/6/2001 | \$0.29 |
| 00230 | MCSOLO | A | 2001 | KAWAS | 1000 | 47,600 | \$2,538.40 | \$3,484.13 | \$4,367.18 | \$5,779.25 | \$16,168.96 | 7/6/2001 | \$0.34 |
| 00234 | MCSOLO | A | 2001 | KAWAS | 1000 | 74,971 | \$3,592.86 | \$7,877.04 | \$5,723.42 | \$10,682.54 | \$27,875.86 | 7/6/2001 | \$0.37 |
| 00237 | MCSOLO | A | 2001 | KAWAS | 1000 | 59,397 | \$2,950.70 | \$5,984.61 | \$4,250.26 | \$10,166.54 | \$23,352.11 | 7/19/2001 | \$0.39 |
| 00252 | MCSOLO | A | 2001 | KAWAS | 1000 | 60,602 | \$7,403.91 | \$10,552.30 | \$1,412.76 | \$6,663.17 | \$26,032.14 | 7/6/2001 | \$0.43 |

Los Angeles Police Department Fleet Inventory and Cost Per Mile
December 20, 2007

| UNIT | CLASS | STATUS | YEAR | MAKE | MODEL | MILEAGE | REPAIR | | SERVICE | | TOTAL | IN SERVICE DATE | COST PER MILE |
|----------|--------|--------|------|-------|-------|---------|------------|-------------|------------|-------------|-------------|-----------------------|---------------------|
| | | | | | | | PARTS | LABOR | PARTS | LABOR | | | |
| KAWASAKI | | | | | | | | | | | | | |
| 00253 | MCSOLO | A | 2001 | KAWAS | 1000 | 55,899 | \$4,320.96 | \$11,286.20 | \$2,589.45 | \$6,236.79 | \$24,433.40 | 7/6/2001 | \$0.44 |
| 00255 | MCSOLO | A | 2002 | KAWAS | 1000 | 71,462 | \$910.44 | \$4,858.38 | \$4,955.15 | \$9,442.69 | \$20,166.66 | 8/30/2002 | \$0.28 |
| 00257 | MCSOLO | A | 2002 | KAWAS | 1000 | 61,145 | \$4,530.44 | \$5,812.12 | \$3,420.41 | \$7,087.57 | \$20,850.54 | 8/30/2002 | \$0.34 |
| 00258 | MCSOLO | A | 2002 | KAWAS | 1000 | 66,965 | \$6,676.23 | \$10,470.91 | \$3,835.48 | \$7,221.91 | \$28,204.53 | 8/23/2002 | \$0.42 |
| 00259 | MCSOLO | A | 2002 | KAWAS | 1000 | 54,954 | \$1,181.23 | \$2,823.42 | \$7,101.04 | \$9,923.36 | \$21,029.05 | 8/30/2002 | \$0.38 |
| 00260 | MCSOLO | A | 2002 | KAWAS | 1000 | 64,240 | \$5,499.17 | \$7,859.56 | \$4,367.94 | \$9,876.82 | \$27,603.49 | 8/23/2002 | \$0.43 |
| 00263 | MCSOLO | A | 2002 | KAWAS | 1000 | 37,749 | \$1,756.44 | \$3,048.10 | \$2,884.81 | \$4,386.29 | \$12,075.64 | 9/12/2002 | \$0.32 |
| 00268 | MCSOLO | A | 2002 | KAWAS | 1000 | 61,810 | \$1,293.20 | \$1,071.45 | \$4,255.48 | \$7,870.08 | \$14,490.21 | 8/30/2002 | \$0.23 |
| 00275 | MCSOLO | A | 2002 | KAWAS | 1000 | 66,100 | \$838.67 | \$1,110.01 | \$3,736.86 | \$7,771.26 | \$13,456.80 | 8/30/2002 | \$0.20 |
| 00278 | MCSOLO | A | 2002 | KAWAS | 1000 | 71,033 | \$3,905.01 | \$3,917.12 | \$5,752.25 | \$9,779.91 | \$23,354.29 | 9/12/2002 | \$0.33 |
| 00291 | MCSOLO | A | 2002 | KAWAS | 1000 | 51,897 | \$3,833.28 | \$6,214.80 | \$2,577.60 | \$6,826.00 | \$19,451.68 | 8/30/2002 | \$0.37 |
| 00294 | MCSOLO | A | 2002 | KAWAS | 1000 | 47,071 | \$2,676.02 | \$5,255.84 | \$5,725.86 | \$7,249.75 | \$20,907.47 | 8/30/2002 | \$0.44 |
| 00296 | MCSOLO | A | 2002 | KAWAS | 1000 | 36,379 | \$812.32 | \$3,360.01 | \$2,509.93 | \$6,298.20 | \$12,980.46 | 9/12/2002 | \$0.36 |
| 00300 | MCSOLO | A | 2002 | KAWAS | 1000 | 59,658 | \$779.93 | \$2,482.08 | \$2,728.53 | \$6,505.88 | \$12,496.42 | 10/30/2002 | \$0.21 |
| 00301 | MCSOLO | A | 2002 | KAWAS | 1000 | 56,196 | \$3,363.79 | \$5,302.20 | \$5,306.94 | \$9,566.75 | \$23,539.68 | 10/30/2002 | \$0.42 |
| 00303 | MCSOLO | A | 2002 | KAWAS | 1000 | 64,775 | \$3,670.88 | \$9,538.19 | \$4,043.36 | \$7,534.24 | \$24,786.67 | 10/30/2002 | \$0.38 |
| 00304 | MCSOLO | A | 2002 | KAWAS | 1000 | 59,762 | \$1,337.81 | \$3,066.52 | \$4,797.58 | \$8,335.37 | \$17,537.28 | 10/30/2002 | \$0.29 |
| 00305 | MCSOLO | A | 2002 | KAWAS | 1000 | 51,456 | \$1,234.77 | \$2,282.98 | \$4,222.56 | \$8,885.19 | \$16,625.50 | 10/17/2002 | \$0.32 |
| 00306 | MCSOLO | A | 2003 | KAWAS | 1000 | 73,088 | \$5,678.82 | \$4,838.73 | \$6,014.70 | \$12,255.61 | \$28,787.86 | 1/6/2003 | \$0.39 |
| 00307 | MCSOLO | A | 2003 | KAWAS | 1000 | 71,755 | \$1,570.21 | \$4,195.95 | \$7,345.88 | \$9,405.23 | \$22,517.27 | 1/6/2003 | \$0.31 |
| 00309 | MCSOLO | A | 2003 | KAWAS | 1000 | 33,119 | \$1,580.86 | \$4,295.64 | \$2,319.72 | \$4,115.18 | \$12,311.40 | 1/6/2003 | \$0.37 |
| 00310 | MCSOLO | A | 2003 | KAWAS | 1000 | 41,725 | \$4,263.84 | \$7,468.47 | \$2,104.48 | \$3,981.82 | \$17,818.61 | 1/6/2003 | \$0.43 |
| 00312 | MCSOLO | A | 2003 | KAWAS | 1000 | 63,106 | \$3,727.16 | \$6,797.42 | \$5,820.87 | \$11,400.87 | \$27,746.32 | 1/6/2003 | \$0.44 |
| 00313 | MCSOLO | A | 2003 | KAWAS | 1000 | 68,963 | \$6,874.11 | \$12,305.34 | \$5,294.00 | \$11,857.09 | \$36,330.54 | 1/6/2003 | \$0.53 |
| 00315 | MCSOLO | A | 2003 | KAWAS | 1000 | 53,356 | \$1,802.05 | \$2,804.53 | \$5,882.84 | \$10,204.79 | \$20,694.21 | 1/6/2003 | \$0.39 |
| 00319 | MCSOLO | A | 2003 | KAWAS | 1000 | 57,445 | \$2,843.90 | \$5,792.66 | \$4,397.82 | \$9,145.15 | \$22,179.53 | 1/30/2003 | \$0.39 |
| 00320 | MCSOLO | A | 2003 | KAWAS | 1000 | 47,135 | \$724.83 | \$1,806.31 | \$2,533.99 | \$5,654.21 | \$10,719.34 | 1/30/2003 | \$0.23 |
| 00322 | MCSOLO | A | 2003 | KAWAS | 1000 | 62,417 | \$2,397.99 | \$3,587.97 | \$6,630.60 | \$11,689.28 | \$24,305.84 | 1/30/2003 | \$0.39 |
| 00325 | MCSOLO | A | 2003 | KAWAS | 1000 | 51,511 | \$1,443.10 | \$2,312.65 | \$5,000.78 | \$8,133.60 | \$16,890.13 | 1/30/2003 | \$0.33 |
| 00326 | MCSOLO | A | 2003 | KAWAS | 1000 | 40,779 | \$3,937.98 | \$4,870.14 | \$4,243.76 | \$7,667.23 | \$20,719.11 | 1/30/2003 | \$0.51 |
| 00327 | MCSOLO | A | 2003 | KAWAS | 1000 | 47,937 | \$1,466.17 | \$1,905.03 | \$5,647.30 | \$9,756.91 | \$18,775.41 | 1/30/2003 | \$0.39 |
| 00328 | MCSOLO | A | 2003 | KAWAS | 1000 | 63,542 | \$4,803.07 | \$7,434.18 | \$6,407.51 | \$10,717.58 | \$29,362.34 | 1/12/2003 | \$0.46 |
| 00331 | MCSOLO | A | 2003 | KAWAS | 1000 | 57,670 | \$2,334.32 | \$4,518.36 | \$5,504.23 | \$10,007.69 | \$22,364.60 | 1/10/2003 | \$0.39 |

Los Angeles Police Department Fleet Inventory and Cost Per Mile
December 20, 2007

| UNIT | CLASS | STATUS | YEAR | MAKE | MODEL | MILEAGE | REPAIR | | SERVICE | | TOTAL | IN SERVICE DATE | COST PER MILE |
|----------|--------|--------|------|-------|-------|---------|------------|------------|------------|-------------|-------------|-----------------|---------------|
| | | | | | | | PARTS | LABOR | PARTS | LABOR | | | |
| KAWASAKI | | | | | | | | | | | | | |
| 00333 | MCSOLO | A | 2003 | KAWAS | 1000 | 35,890 | \$1,388.91 | \$2,797.47 | \$2,974.72 | \$6,791.64 | \$13,952.74 | 6/10/2003 | \$0.39 |
| 00334 | MCSOLO | A | 2003 | KAWAS | 1000 | 53,005 | \$1,517.91 | \$3,084.62 | \$4,257.83 | \$6,674.87 | \$15,535.23 | 2/25/2003 | \$0.29 |
| 00335 | MCSOLO | A | 2003 | KAWAS | 1000 | 68,202 | \$3,079.97 | \$8,860.89 | \$4,006.06 | \$10,694.54 | \$26,641.46 | 2/25/2003 | \$0.39 |
| 00336 | MCSOLO | A | 2003 | KAWAS | 1000 | 62,044 | \$2,196.68 | \$6,527.17 | \$4,891.55 | \$10,298.68 | \$23,914.08 | 2/10/2003 | \$0.39 |
| 00337 | MCSOLO | A | 2003 | KAWAS | 1000 | 71,908 | \$1,571.81 | \$3,558.68 | \$6,779.27 | \$8,421.90 | \$20,331.66 | 2/7/2003 | \$0.28 |
| 00339 | MCSOLO | A | 2003 | KAWAS | 1000 | 52,219 | \$1,453.44 | \$2,597.79 | \$3,532.34 | \$6,000.69 | \$13,584.26 | 2/7/2003 | \$0.26 |
| 00341 | MCSOLO | A | 2003 | KAWAS | 1000 | 66,050 | \$3,631.82 | \$6,264.78 | \$3,330.37 | \$9,378.28 | \$22,605.25 | 2/21/2003 | \$0.34 |
| 00345 | MCSOLO | A | 2003 | KAWAS | 1000 | 62,699 | \$2,806.33 | \$5,628.89 | \$5,209.28 | \$11,056.63 | \$24,701.13 | 3/15/2003 | \$0.39 |
| 00346 | MCSOLO | A | 2003 | KAWAS | 1000 | 56,403 | \$3,914.14 | \$5,962.49 | \$4,822.04 | \$9,229.16 | \$23,927.83 | 3/15/2003 | \$0.42 |
| 00347 | MCSOLO | A | 2003 | KAWAS | 1000 | 36,356 | \$2,055.91 | \$3,103.71 | \$1,623.89 | \$4,429.79 | \$11,213.30 | 2/20/2003 | \$0.31 |
| 00348 | MCSOLO | A | 2003 | KAWAS | 1000 | 60,982 | \$1,477.96 | \$2,422.81 | \$3,558.77 | \$9,154.93 | \$16,614.47 | 7/30/2003 | \$0.27 |
| 00349 | MCSOLO | A | 2003 | KAWAS | 1000 | 36,528 | \$1,116.64 | \$3,536.82 | \$3,408.66 | \$7,388.01 | \$15,450.13 | 6/10/2003 | \$0.42 |
| 00350 | MCSOLO | A | 2003 | KAWAS | 1000 | 64,424 | \$4,476.83 | \$7,002.64 | \$3,078.05 | \$6,733.36 | \$21,290.88 | 5/22/2003 | \$0.33 |
| 00352 | MCSOLO | A | 2003 | KAWAS | 1000 | 28,407 | \$1,715.86 | \$2,225.71 | \$1,683.44 | \$3,072.43 | \$8,697.44 | 12/12/2002 | \$0.31 |
| 00353 | MCSOLO | A | 2003 | KAWAS | 1000 | 60,269 | \$3,619.58 | \$3,897.69 | \$6,404.72 | \$9,956.86 | \$23,878.85 | 7/31/2003 | \$0.40 |
| 00354 | MCSOLO | A | 2003 | KAWAS | 1000 | 59,380 | \$3,639.11 | \$4,589.30 | \$5,680.60 | \$10,830.29 | \$24,739.30 | 5/30/2003 | \$0.42 |
| 00355 | MCSOLO | A | 2003 | KAWAS | 1000 | 61,453 | \$2,152.11 | \$4,846.60 | \$3,223.05 | \$6,899.70 | \$17,121.46 | 4/2/2003 | \$0.28 |
| 00378 | MCSOLO | A | 2005 | KAWAS | 1000 | 52,902 | \$899.87 | \$2,021.76 | \$3,399.69 | \$7,308.34 | \$13,629.66 | 8/12/2004 | \$0.26 |
| 00379 | MCSOLO | A | 2005 | KAWAS | 1000 | 60,196 | \$1,811.03 | \$2,709.97 | \$6,397.42 | \$9,921.30 | \$20,839.72 | 8/12/2004 | \$0.35 |
| 00380 | MCSOLO | A | 2005 | KAWAS | 1000 | 32,710 | \$1,350.34 | \$2,893.01 | \$2,351.73 | \$4,706.52 | \$11,301.60 | 8/12/2004 | \$0.35 |
| 00381 | MCSOLO | A | 2005 | KAWAS | 1000 | 33,936 | \$1,231.42 | \$2,385.92 | \$3,464.60 | \$5,670.81 | \$12,752.75 | 8/12/2004 | \$0.38 |
| 00382 | MCSOLO | A | 2005 | KAWAS | 1000 | 43,127 | \$444.78 | \$962.69 | \$2,711.44 | \$5,710.22 | \$9,829.13 | 8/12/2004 | \$0.23 |
| 00383 | MCSOLO | A | 2005 | KAWAS | 1000 | 52,319 | \$1,341.04 | \$3,216.99 | \$4,641.66 | \$8,525.36 | \$17,725.05 | 8/12/2004 | \$0.34 |
| 00384 | MCSOLO | A | 2005 | KAWAS | 1000 | 38,990 | \$1,131.73 | \$2,813.52 | \$4,956.69 | \$6,859.22 | \$15,761.16 | 8/12/2004 | \$0.40 |
| 00385 | MCSOLO | A | 2005 | KAWAS | 1000 | 36,634 | \$588.50 | \$1,253.27 | \$1,889.81 | \$5,569.12 | \$9,300.70 | 8/12/2004 | \$0.25 |
| 00386 | MCSOLO | A | 2005 | KAWAS | 1000 | 20,900 | \$89.20 | \$735.46 | \$1,139.57 | \$2,390.32 | \$4,354.55 | 8/16/2004 | \$0.21 |
| 00387 | MCSOLO | A | 2005 | KAWAS | 1000 | 28,644 | \$268.06 | \$1,357.41 | \$2,693.44 | \$3,807.31 | \$8,126.22 | 8/23/2004 | \$0.28 |
| 00389 | MCSOLO | A | 2005 | KAWAS | 1000 | 40,522 | \$1,072.33 | \$2,517.39 | \$3,042.10 | \$6,837.88 | \$13,469.70 | 8/23/2004 | \$0.33 |
| 00390 | MCSOLO | A | 2005 | KAWAS | 1000 | 34,489 | \$1,788.53 | \$3,268.41 | \$1,726.56 | \$3,993.53 | \$10,777.03 | 8/24/2004 | \$0.31 |
| 00391 | MCSOLO | A | 2005 | KAWAS | 1000 | 54,855 | \$642.19 | \$1,451.75 | \$3,393.96 | \$7,659.89 | \$13,147.79 | 8/23/2004 | \$0.24 |
| 00392 | MCSOLO | A | 2005 | KAWAS | 1000 | 23,818 | \$796.09 | \$2,020.85 | \$2,024.85 | \$3,670.72 | \$8,512.51 | 8/23/2004 | \$0.36 |
| 00393 | MCSOLO | A | 2005 | KAWAS | 1000 | 37,380 | \$1,433.59 | \$2,640.29 | \$2,557.49 | \$5,423.26 | \$12,054.63 | 9/13/2004 | \$0.32 |
| 00394 | MCSOLO | A | 2005 | KAWAS | 1000 | 49,374 | \$2,771.29 | \$4,053.21 | \$4,871.81 | \$9,807.01 | \$21,503.32 | 8/26/2004 | \$0.44 |

Los Angeles Police Department Fleet Inventory and Cost Per Mile
December 20, 2007

| UNIT | CLASS | STATUS | YEAR | MAKE | MODEL | MILEAGE | REPAIR | | SERVICE | | TOTAL | IN SERVICE DATE | COST PER MILE |
|----------|--------|--------|------|-------|-------|---------|------------|------------|------------|-------------|-------------|-----------------------|---------------------|
| | | | | | | | PARTS | LABOR | PARTS | LABOR | | | |
| KAWASAKI | | | | | | | | | | | | | |
| 00395 | MCSOLO | A | 2005 | KAWAS | 1000 | 23,575 | \$1,129.99 | \$2,479.84 | \$1,855.01 | \$2,874.01 | \$8,338.85 | 8/31/2004 | \$0.35 |
| 00396 | MCSOLO | A | 2005 | KAWAS | 1000 | 39,259 | \$2,800.08 | \$4,359.73 | \$3,909.36 | \$7,103.14 | \$18,172.31 | 9/2/2004 | \$0.46 |
| 00397 | MCSOLO | A | 2005 | KAWAS | 1000 | 36,347 | \$676.35 | \$1,596.46 | \$1,958.69 | \$5,238.20 | \$9,469.70 | 8/23/2004 | \$0.26 |
| 00398 | MCSOLO | A | 2005 | KAWAS | 1000 | 63,434 | \$2,444.65 | \$5,257.15 | \$4,715.52 | \$9,423.35 | \$21,840.67 | 9/1/2004 | \$0.34 |
| 00399 | MCSOLO | A | 2005 | KAWAS | 1000 | 60,634 | \$635.49 | \$1,535.25 | \$5,164.54 | \$8,528.87 | \$15,864.15 | 9/13/2004 | \$0.26 |
| 00400 | MCSOLO | A | 2005 | KAWAS | 1000 | 46,865 | \$1,613.26 | \$2,068.64 | \$3,749.77 | \$6,445.56 | \$13,877.23 | 8/24/2004 | \$0.30 |
| 00401 | MCSOLO | A | 2005 | KAWAS | 1000 | 57,449 | \$769.55 | \$2,519.21 | \$4,446.37 | \$7,894.48 | \$15,629.61 | 8/25/2004 | \$0.27 |
| 00402 | MCSOLO | A | 2005 | KAWAS | 1000 | 36,399 | \$2,875.16 | \$4,684.90 | \$2,888.69 | \$5,987.57 | \$16,436.32 | 9/13/2004 | \$0.45 |
| 00403 | MCSOLO | A | 2005 | KAWAS | 1000 | 25,433 | \$1,096.31 | \$1,913.75 | \$3,344.89 | \$3,822.61 | \$10,177.56 | 9/13/2004 | \$0.40 |
| 00404 | MCSOLO | A | 2005 | KAWAS | 1000 | 33,382 | \$742.83 | \$1,160.05 | \$2,166.84 | \$5,298.42 | \$9,368.14 | 9/13/2004 | \$0.28 |
| 00405 | MCSOLO | A | 2005 | KAWAS | 1000 | 83,853 | \$695.54 | \$1,271.02 | \$4,200.80 | \$9,184.13 | \$15,351.49 | 9/13/2004 | \$0.18 |
| 00406 | MCSOLO | A | 2005 | KAWAS | 1000 | 41,845 | \$1,899.38 | \$4,346.49 | \$3,329.49 | \$6,234.58 | \$15,809.94 | 9/13/2004 | \$0.38 |
| 00407 | MCSOLO | A | 2005 | KAWAS | 1000 | 41,300 | \$901.85 | \$1,630.46 | \$2,823.20 | \$6,025.55 | \$11,381.06 | 9/13/2004 | \$0.28 |
| 00408 | MCSOLO | A | 2005 | KAWAS | 1000 | 56,759 | \$1,443.78 | \$2,634.70 | \$4,437.14 | \$8,335.69 | \$16,851.31 | 9/13/2004 | \$0.30 |
| 00409 | MCSOLO | A | 2005 | KAWAS | 1000 | 63,444 | \$1,244.79 | \$3,387.91 | \$4,675.83 | \$11,355.26 | \$20,663.79 | 9/13/2004 | \$0.33 |
| 00410 | MCSOLO | A | 2005 | KAWAS | 1000 | 62,579 | \$431.18 | \$2,104.82 | \$3,669.66 | \$8,163.53 | \$14,369.19 | 9/13/2004 | \$0.23 |
| 00411 | MCSOLO | A | 2005 | KAWAS | 1000 | 41,827 | \$2,043.90 | \$4,961.33 | \$3,278.05 | \$7,101.22 | \$17,384.50 | 9/13/2004 | \$0.42 |
| 00412 | MCSOLO | A | 2005 | KAWAS | 1000 | 41,038 | \$2,458.97 | \$4,000.29 | \$3,344.82 | \$6,357.57 | \$16,161.65 | 9/13/2004 | \$0.39 |
| 00413 | MCSOLO | A | 2005 | KAWAS | 1000 | 43,220 | \$1,036.87 | \$3,572.58 | \$3,299.53 | \$5,706.23 | \$13,615.21 | 9/13/2004 | \$0.32 |
| 00414 | MCSOLO | A | 2005 | KAWAS | 1000 | 49,759 | \$330.76 | \$1,416.82 | \$2,972.35 | \$6,512.09 | \$11,232.02 | 9/13/2004 | \$0.23 |
| 00415 | MCSOLO | A | 2005 | KAWAS | 1000 | 39,804 | \$2,034.06 | \$4,101.94 | \$4,271.17 | \$7,455.21 | \$17,862.38 | 10/5/2004 | \$0.45 |
| 00417 | MCSOLO | A | 2005 | KAWAS | 1000 | 35,322 | \$741.75 | \$2,832.91 | \$3,107.56 | \$4,958.45 | \$11,640.67 | 10/5/2004 | \$0.33 |
| 00418 | MCSOLO | A | 2005 | KAWAS | 1000 | 46,731 | \$1,750.55 | \$2,500.32 | \$4,091.61 | \$7,291.72 | \$15,634.20 | 10/5/2004 | \$0.33 |
| 00419 | MCSOLO | A | 2005 | KAWAS | 1000 | 45,921 | \$689.04 | \$1,315.50 | \$5,427.16 | \$8,781.00 | \$16,212.70 | 10/5/2004 | \$0.35 |
| 00420 | MCSOLO | A | 2005 | KAWAS | 1000 | 45,416 | \$1,583.60 | \$2,656.77 | \$5,984.51 | \$10,345.06 | \$20,569.94 | 10/5/2004 | \$0.45 |
| 00421 | MCSOLO | A | 2005 | KAWAS | 1000 | 34,447 | \$863.07 | \$2,675.46 | \$2,303.98 | \$4,952.60 | \$10,795.11 | 10/5/2004 | \$0.31 |
| 00422 | MCSOLO | A | 2005 | KAWAS | 1000 | 21,975 | \$636.80 | \$1,654.59 | \$2,325.09 | \$2,747.94 | \$7,364.42 | 10/5/2004 | \$0.34 |
| 00423 | MCSOLO | A | 2005 | KAWAS | 1000 | 41,956 | \$2,558.65 | \$3,891.19 | \$3,333.41 | \$6,331.16 | \$16,114.41 | 10/5/2004 | \$0.38 |
| 00424 | MCSOLO | A | 2005 | KAWAS | 1000 | 38,853 | \$369.46 | \$1,104.20 | \$2,317.87 | \$4,403.73 | \$8,195.26 | 10/5/2004 | \$0.21 |
| 00425 | MCSOLO | A | 2005 | KAWAS | 1000 | 43,372 | \$2,107.23 | \$4,676.81 | \$3,330.66 | \$7,041.72 | \$17,156.42 | 10/5/2004 | \$0.40 |
| 00426 | MCSOLO | A | 2005 | KAWAS | 1000 | 43,102 | \$107.32 | \$872.69 | \$1,916.84 | \$5,283.10 | \$8,179.95 | 10/5/2004 | \$0.19 |
| 00427 | MCSOLO | A | 2005 | KAWAS | 1000 | 42,214 | \$2,253.35 | \$4,596.65 | \$6,078.52 | \$10,184.69 | \$23,113.21 | 10/5/2004 | \$0.55 |
| 00505 | MCSOLO | A | 2002 | KAWAS | 1000 | 53,813 | \$1,763.22 | \$2,355.11 | \$6,173.12 | \$9,490.70 | \$19,782.15 | 9/12/2002 | \$0.37 |

Los Angeles Police Department Fleet Inventory and Cost Per Mile
December 20, 2007

| UNIT | CLASS | STATUS | YEAR | MAKE | MODEL | MILEAGE | REPAIR | | SERVICE | | TOTAL | IN SERVICE DATE | COST PER MILE |
|------------------|--------|--------|------|-------|-------|---------|------------|------------|------------|-------------|-------------|-----------------------|---------------------|
| | | | | | | | PARTS | LABOR | PARTS | LABOR | | | |
| KAWASAKI | | | | | | | | | | | | | |
| 00507 | MCSOLO | A | 2002 | KAWAS | 1000 | 60,085 | \$2,524.19 | \$5,996.54 | \$3,449.19 | \$7,059.81 | \$19,029.73 | 9/12/2002 | \$0.32 |
| 00509 | MCSOLO | A | 2002 | KAWAS | 1000 | 52,993 | \$1,159.94 | \$978.93 | \$3,651.10 | \$7,202.65 | \$12,992.62 | 9/18/2002 | \$0.25 |
| 00522 | MCSOLO | A | 2002 | KAWAS | 1000 | 57,891 | \$2,633.29 | \$5,155.15 | \$5,995.62 | \$9,702.36 | \$23,486.42 | 10/24/2002 | \$0.41 |
| 00524 | MCSOLO | A | 2002 | KAWAS | 1000 | 50,825 | \$1,544.38 | \$3,847.78 | \$4,864.38 | \$9,127.88 | \$19,384.42 | 10/2/2002 | \$0.38 |
| 00528 | MCSOLO | A | 2002 | KAWAS | 1000 | 60,943 | \$540.48 | \$1,869.77 | \$4,009.32 | \$7,836.28 | \$14,255.85 | 10/3/2002 | \$0.23 |
| 00530 | MCSOLO | A | 2002 | KAWAS | 1000 | 63,098 | \$1,619.56 | \$3,584.27 | \$6,557.76 | \$11,455.33 | \$23,216.92 | 10/24/2002 | \$0.37 |
| 00566 | MCSOLO | A | 2002 | KAWAS | 1000 | 53,238 | \$1,651.48 | \$2,678.66 | \$4,818.80 | \$8,588.64 | \$17,737.58 | 9/18/2002 | \$0.33 |
| 00579 | MCSOLO | A | 2002 | KAWAS | 1000 | 71,944 | \$3,075.00 | \$6,883.24 | \$7,734.30 | \$12,152.90 | \$29,845.44 | 9/18/2002 | \$0.41 |
| 00581 | MCSOLO | A | 2002 | KAWAS | 1000 | 41,104 | \$3,060.56 | \$5,269.78 | \$2,483.84 | \$5,216.92 | \$16,031.10 | 9/18/2002 | \$0.39 |
| 00836 | MCSOLO | A | 1997 | KAWAS | 1000 | 36,029 | \$855.48 | \$2,406.47 | \$482.59 | \$3,953.74 | \$7,698.28 | 5/11/1998 | \$0.21 |
| 00902 | MCSOLO | A | 2002 | KAWAS | 1000 | 64,748 | \$253.34 | \$631.27 | \$4,123.32 | \$7,653.70 | \$12,661.63 | 10/10/2002 | \$0.20 |
| 00986 | MCSOLO | A | 2002 | KAWAS | 1000 | 51,417 | \$2,327.04 | \$4,105.26 | \$4,178.94 | \$7,993.47 | \$18,604.71 | 9/30/2002 | \$0.36 |
| 00992 | MCSOLO | A | 2002 | KAWAS | 1000 | 36,089 | \$514.25 | \$1,635.53 | \$3,410.42 | \$5,788.07 | \$11,348.27 | 9/30/2002 | \$0.31 |
| 00993 | MCSOLO | A | 2002 | KAWAS | 1000 | 56,081 | \$1,884.05 | \$4,234.35 | \$3,124.73 | \$6,896.59 | \$16,139.72 | 10/9/2002 | \$0.29 |
| 00995 | MCSOLO | A | 2002 | KAWAS | 1000 | 53,525 | \$2,192.70 | \$3,303.84 | \$4,370.27 | \$7,051.39 | \$16,918.20 | 10/24/2002 | \$0.32 |
| 00996 | MCSOLO | A | 2002 | KAWAS | 1000 | 71,009 | \$2,042.50 | \$2,517.89 | \$4,930.26 | \$7,300.92 | \$16,791.57 | 10/9/2002 | \$0.24 |
| 00997 | MCSOLO | A | 2002 | KAWAS | 1000 | 50,410 | \$3,863.29 | \$6,112.38 | \$3,973.58 | \$8,326.05 | \$22,275.30 | 10/9/2002 | \$0.44 |
| 00998 | MCSOLO | A | 2002 | KAWAS | 1000 | 54,896 | \$3,730.55 | \$6,364.05 | \$4,890.37 | \$9,060.24 | \$24,045.21 | 10/9/2002 | \$0.44 |
| 00999 | MCSOLO | A | 2002 | KAWAS | 1000 | 41,786 | \$2,963.00 | \$2,208.04 | \$2,706.02 | \$6,233.76 | \$14,110.82 | 10/9/2002 | \$0.34 |
| KAWASAKI AVERAGE | | | | | | | \$2,256.77 | \$4,067.71 | \$3,940.90 | \$7,615.75 | \$17,881.13 | | \$0.34 |
| FLEET AVERAGE | | | | | | | \$1,923.86 | \$2,919.01 | \$2,980.83 | \$6,198.02 | \$14,021.72 | | \$0.31 |

Agencies Using BMW Police Motors

| | | |
|-------------------------------------|-------------------------------------|---------------------------------------|
| Alabama | Fresno Police Department | Santa Ana Police Department |
| Vestavia Hills Police Department | Fullerton Police Department | Santa Clara County Sheriff |
| Alaska | Glendora Police Department | Santa Clara Police Department |
| Anchorage Police Department | Grover Beach Police Department | Santa Monica Police Department |
| Arkansas | Half Moon Bay Police Department | Santa Rosa Police Department |
| North Little Rock Police Department | Hawthorne Police Department | Sierra Madre Police Department |
| Arizona | Huntington Park Police Department | Simi Valley Police Department |
| Arizona DPS | Indio Police Department | Southgate Police Department |
| Bullhead City Police Department | Inglewood Police Department | Stanford University Police Department |
| Gilbert Police Department | Irvine Police Department | Stanton Police Department |
| Marana Police Department | Inwindale Police Department | Thousand Oaks Police Department |
| Oro Valley Police Department | San Gabriel Traffic | Tracy Police Department |
| California | Lake Forest Police Department | Turlock Police Department |
| Anaheim Police Department | La Quinta Police Department | Tustin Police Department |
| Auburn Police Department | Los Angeles Police Department | University of California - Santa Cruz |
| Arcadia Police Department | Los Angeles County Sheriff | University of California - San Diego |
| Arroyo Grande Police Department | Martinez Police Department | Upland Police Department |
| Atherton Police Department | Monrovia Police Department | Ventura Police Department |
| Azusa Police Department | Moreno Valley Police Department | Villa Park Police Department |
| Berkley Police Department | Montabello Police Department | West Covina Police Department |
| Beverly Hills Police Department | Murrieta Police Department | Westminster Police Department |
| California Highway Patrol | Newport Beach Police Department | Windsor Police Department |
| Camarillo Police Department | Oceanside Police Department | Woodland Police Department |
| Campbell Police Department | Ojai Police Department | Colorado |
| Carlsbad Police Department | Orange Police Department | Castle Rock Police Department |
| Carmel by the Sea Police | Oxnard Police Department | Colorado State Patrol |
| Clovis Police Department | Palm Desert Police Department | El Paso County Sheriff |
| Coachella Police Department | Palos Verdes Police Department | Grand Junction Police Department |
| Corona Police Department | Pasadena Police Department | Lakewood Police Department |
| Costa Mesa Police Department | Pomona Police Department | Connecticut |
| Culver City Police Department | Riverside County Sheriff / Norco | Middletown Police Department |
| Davis Police Department | Rohnert Park Police Department | District of Columbia |
| Delano Police Department | Rocklin Police Department | Pentagon Force Protection Agency |
| Dinuba Police Department | Roseville Police Department | Florida |
| El Cajon Police Department | Sacramento County Sheriff | Alachua County Sheriff |
| El Centro Police Department | Sacramento Police Department | Coral Gables Police Department |
| El Monte Police Department | San Buena Ventura Police Department | IPTM |
| Elk Grove Police Department | San Clemente Police Department | Hillsboro County Sheriff |
| Escondido Police Department | San Diego County Sheriff / Poway | Kissimmee Police Department |
| Fillmore Police Department | San Diego Police Department | Lee County Sheriff |
| Fountain Valley Police Department | San Jacinto Police Department | Manatee County Sheriff |
| Foster City Police Department | San Jose Police Department | Martin County Sheriff |

For additional information, contact Frank Stevens at BMW of North America, LLC, at 800-262-4537 or e-mail at frank.stevens@bmwna.com

Agencies Using BMW Police Motors

| | | |
|--|--------------------------------------|-----------------------------------|
| Miami-Dade Fire Rescue | Irvington Police Department | Port Washington Police Department |
| Ocala Police Department | Little Ferry Police Department | Southampton Township PD |
| Tallahassee Police Department | Lodi Police Department | Wayne County Sheriff |
| University of South Florida PD | Mahwah Police Department | Warwick Police Department |
| Georgia | Metuchen Police Department | Woodbury Police Department |
| Columbia County Sheriff | Middlesex Borough Police Department | Yonkers Police Department |
| Duluth Police Department | Midland Park Police Department | |
| Hawaii | Montvale Police Department | |
| Honolulu Police Department | Morris County Park Police | North Carolina |
| Idaho | Mountainside Police Department | Davidson Police Department |
| Ada County Sheriff | New Windsor Police Department | Fayetteville Police Department |
| Boise Police Department | Norwood Police Department | High Point Police Department |
| Garden City Police Department | Old Tappan Police Department | New Bern Police Department |
| Idaho State Police | Paramus Police Department | North Carolina Highway Patrol |
| Nampa Police Department | Passaic Police Department | Ohio |
| Illinois | Pemberton Township Police Department | Broadview Heights PD |
| Bradley Escort | Ringwood Police Department | Cincinnati / N. KY Airport PD |
| Kansas | Riverdale Police Department | Dublin Police Department |
| Overland Park Police Department | Rutherford Police Department | Hudson Police Department |
| Maryland | Saddlebrook Police Department | Newsom Motorcycle Escorts |
| Maryland State Police | Sommerville Police Department | Oregon |
| Mississippi | Spring Lake Police Department | Asland Police Department |
| Biloxi Police Department | Springfield Police Department | Bend Police Department |
| Senatobia Police Department | Tenafly Police Department | Canby Police Department |
| Tate County Sheriff | Washington Township Police | Clackamas County Sheriff |
| Nevada | Westfield Police Department | Coburg Police Department |
| Nevada Highway Patrol | Westwood Police Department | Corvallis Police Department |
| North Las Vegas Police Department | Woodcliff Lake Police Department | Grants Pass Police Department |
| Reno Police Department | | Hillsboro Police Department |
| Washoe County Sheriff | New Mexico | Keizer Police Department |
| New Jersey | Albuquerque Police Department | Lake Oswego Police Department |
| Atlantic City Police Department | Deming Police Department | Lane County Sheriff |
| Bedminster Police Department | Farmington Police Department | Marion County Sheriff |
| Bogota Police Department | Grants Police Department | Medford Police Department |
| Clarkstown Police Department | Gurrola MC Escort Service | Milwaukee Police Department |
| Closter Police Department | New Mexico DPS | Ontario Police Department |
| Dept. of Defense - Lakehurst | Rio Rancho Police Department | Oregon State Police |
| Department of Public Safety | Roswell Police Department | Salem Police Department |
| Emerson Police Department | University of New Mexico PD | Snohomish Police Department |
| Hackensack Police Department | New York | Springfield Police Department |
| Harrington Park Police Department | Monroe County Sheriff | Sherwood Police Department |
| Haworth Police Department | New York City Sheriff | Washington County Sheriff |
| | Newburgh Police Department | West Linn Police Department |
| | | Yamhill County Sheriff |

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Agencies Using BMW Police Motors

Pennsylvania

West Whiteland Township Police
Cheltenham EMS
South Carolina
Beaufort County Sheriff
South Carolina Highway Patrol

Spokane Police Department
Vancouver Police Department
Washington State Patrol
Whatcom County Sheriff

Texas

Addison Police Department
Arlington Police Department
Austin Police Department
Continental Escort
Coppell Police Department
Dalworthington Police Department
Desoto Police Department
Flower Mound Police Department
Fort Worth Police Department
Granbury Police Department
Harris County Sheriff
Houston Police Department
Irving Police Department
Mansfield Police Department
Red Oak Police Department
Texas Motorcycle Escort
Travis County Sheriff's Department
Wise County Sheriff's Department

Virginia

Albemarle County Sheriff
Chesapeake Police Department
Henrico County Police Department
Newport News Police Department
Spotsylvania County Sheriff
Virginia State Police

Washington

American Motor Escorts
Bellevue Police Department
Issaquah Police Department
Kent Police Department
M.P. Security
Medical Lake Police Department
Mukilteo Police Department
Renton Police Department
Snohomish County Sheriff

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