

Idaho State Police Motor Team

By Scott Tulleners
Photos by Rick Ohnsman



The Concours 14 uses a 156 hp, 1352 cc four-cylinder engine and 6-speed transmission.

Focus:
New Police Vehicles

**Michigan State Police
2010 Patrol Vehicle
Tests**

By PFM Staff

Every year the Michigan State Police tests a variety of police package (pursuit capable) patrol vehicles. Find out how the 2010 patrol vehicles ranked. ...**26**

**2010 Dodge Charger
and the Rest of the
Story**

By PFM Staff

The Dodge Charger is here to stay, which was confirmed in Chrysler Group's announcement in early November. We have seen the re-engineered 2011 Charger, which is well on its way.**34**

Special Report:
Fleet Management
Software

**Fleet Management
Software, Part 1**

By Susan Geoghegan

Most fleet management software systems can be customized to meet an agency's specific needs, regardless of size. This is the first in a series of articles that will focus on fleet management technology products for small and medium-sized agencies.**42**

Cover



November-December 2009
Vol. 27, No. 6

**POLICEFLEET
MANAGER**

**Idaho State Police
Motorcycle Unit**

DODGE CHARGER 34

**VEHICLE GRAPHICS
DESIGN CONTEST**

SOFTWARE 42

50

DESIGN CONTEST

26

**2010 PATROL
VEHICLE TESTS**

Photo courtesy of Rick Ohnsman

Features:

2009 Police Vehicle Design Contest

By Jennifer Gavigan

What makes these cars winners? Find out why a panel of judges chose these designs as the top police vehicle markings in the annual Police Vehicle Design Contest.50

Using the Scan Tool for Maintenance, Part 1

By Kevin Roberts

Take a look at an example of what a scan tool can tell technicians about a vehicle.64

Idaho State Police Motor Team

By Scott Tulleners

The Idaho State Police Motor Team, located in Boise, ID, is one of the hardest working units in the Treasure Valley.68

Charger Tech Training

By PFM Staff

Less than 10% of the DTC fault codes are properly diagnosed, so the Body Electrical course covered here focuses on understanding how the systems work.74



Departments:

- 6-8 Product News
- 10 Voice Experience
Dennis Tucker
- 16 Fleet Profile
John Bellah
- 41 Police Fleet Tips
- 79 Police Lane *Ed Sanow*
- 80 Index of Advertisers



Please Recycle This Magazine.
Remove inserts before recycling.



Police Fleet Manager magazine is printed on paper sourced from companies that practice sustainable forest management.

CO-PUBLISHERS: Henry Kingwill and Peter Kingwill
EDITORIAL DIRECTOR: Ed Sanow
MANAGING EDITOR: Yesenia Salcedo
ASSISTANT EDITOR: Kelly Spence
TECHNICAL EDITOR: John Bellah
GRAPHIC DESIGNER: Tim Davis
ADVERTISING PRODUCTION: Marilou Go

FOR SUBSCRIPTIONS CALL: (888) 329-0770 or e-mail: policefleetmgr@halldata.com

INTERNATIONAL SUBSCRIPTIONS CALL:
(847) 763-9533

FOR REPRINT INFORMATION PLEASE CONTACT:
Tracy Vogel (Ext. 24)
TVogel@hendonpub.com

FOR ADVERTISING INFORMATION PLEASE CALL:
Tom Tobiason (800) 843-9764 ex. 32
ttobiason@hendonpub.com

Hendon
publishing co.

EDITORIAL ADVISORY BOARD

Police Fleet Manager

Lt. James Wells
Fleet and Property Management
Florida Highway Patrol

Mr. Dennis Tucker
Fleet Management
Illinois State Police (Ret.)

Lt. Robert Starcher
Fleet Management
Medina, OH Police

Mr. Cris Morgan
Fleet Operations
California Highway Patrol

Mr. Paul Lundberg
President
Lund, Incorporated

Mr. Jerry Newbury
Fleet Management
Texas Department of Public Safety



POLICE FLEET MANAGER ISSN 1544-0524 is published bimonthly by Hendon Publishing Company, 130 Waukegan Road, Deerfield, IL 60015 (847) 444-3300. POSTMASTER, send change of address to POLICE FLEET MANAGER, P.O. Box 2084, Skokie, IL 60076. Subscribers send address changes (Form 3579) to POLICE FLEET MANAGER, P.O. Box 2084, Skokie, IL 60076. For subscription information only, call (888) 329-0770. This entire issue is copyrighted by Hendon Publishing Company.

The Idaho State Police Motor Team located in Boise, ID is one of the hardest working units in the Treasure Valley. More than half of all Idahoans live in this Snake River area of southwest Idaho. We are expected to ride our motors year round, weather permitting, even in the most extreme environments. During the summer the temperature rises above 100 degrees Fahrenheit on a regular basis and in the winter drops below 30 degrees Fahrenheit. The five man team, plus the sergeant, will ride in any temperature as long as the roads are clear and dry.

Our specific function is to maintain the traffic flow, reduce aggressive driving and respond to crashes on Interstate 84. We are the only unit that can quickly respond to incidents in gridlock traffic. We ride the bikes extremely hard, constantly going from zero to above 100 mph and then back down to zero as we make continuous traffic stops throughout our shift. Working this hard on a daily basis lends to severe wear and tear on our equipment.

In the spring of 2009, the Idaho State Police Motor Team was set for a new fleet of police motorcycles. Long hot days and the severe work duty of travel-

ing in our wide range of speed on the interstate was taking its toll on our aging motorcycle fleet. A bid was sent out and Beaudry Motorsports was awarded the contract.

We didn't get the commonly seen motorcycles in the police world, though. Beaudry had the first five of sixty Kawasaki Concours™ 14 motorcycles to be built to our specs. None of us even knew Kawasaki was back in the police business since the KZ1000 stopped rolling out. These 2009 model motorcycles came with the optional ABS, making them the Concours 14 ABS.

www.isp.state.id.us

www.beaudrymotorsports.com



The fleet of 60 Kawasaki Concours 14 motorcycles was built to Idaho State Police specs.

Kawasaki and the



The Concours 14 uses a shaft drive and 4-link suspension to reduce squat and lift.

bars have a mount for a variety of flash lights including the full sized lights.

As you move towards the front of the bike, you can see the radio and radar head are mounted in between the handle bars via a custom mounting plate. The handlebars also have risers added in them for riding comfort. All light controls and "push to talk" buttons are con-

veniently mounted. The Whelen LED emergency lights are plenty bright and offer 32 different patterns. Beaudry also installed an auxiliary battery to handle all the extra electrical equipment. Despite all the amenities, though, the maintenance is more cost effective than our prior bikes. Also, adding white stripes and the Idaho State Police badge made the Kawasaki's represent the crisp, professional image we strive to maintain.

From a motor officer's view, the Kawasaki Concours 14 is nothing less than purely impressive. With more than 150 horsepower and more than 100 pound feet of torque, the less than 700 pound bike rockets up to speed faster than any other police bike I have ridden. The Kawasaki is smooth at any speed and handles the police cone courses very well. Even though it does not turn

as hard as some other police models, it makes up for it in lean angle.

Sergeant Chris Duggan of the Idaho State Police Motor Team describes the Kawasaki as, "Perfect for what we do. We pull out into heavy traffic, accelerate to 120 mph and brake back down to zero."

Overall, the Kawasaki is a powerful and smooth machine that any officer would enjoy working with. With speed, safety, looks and a more cost effective bike to maintain, the Kawasaki Concours 14 has proven to be the best choice for the Idaho State Police Motor Team. It puts an ear to ear grin on every officer's face when they crack open the throttle and launch out onto the road.



To post your comments on this story, please visit www.pfmmag.com