



Sacramento Police Department Driver Training Update

DAY 1

- I Registration / Orientation / Safety rules review

- II What's In It For YOU?
 - A. Know your limitations and capabilities
 - B. Know the vehicle's limitations & capabilities
 - C. Recognize when you are in trouble
 - D. Know how to correct and recover

- III Schedule
 - A. Day One
 - 1. Skills Development
 - 2. Skid Pan
 - B. Day Two
 - 1. Cornering/Pursuits, Intersection Analysis & Clearance
 - 2. Legal Intervention
 - a. Spike Strips
 - b. Stop Sticks
 - c. Pursuit Immobilization Technique (PIT)
 - 3. Legal Update
 - a. Liabilities
 - b. Immunities
 - c. SB719 Update

- IV Principles of Driving
 - A. High Visual Horizon
 - B. Space Management
 - C. Defensive Driving

- V Skills Development Exercises
 - A. Accident Avoidance Exercise
 - 1. High visual horizon
 - 2. Hand placement
 - 3. Roadway position
 - 4. Steering input
 - 5. Weight transfer
 - 6. No braking in turns
 - B. Braking Exercise
 - 1. HVH
 - 2. Steering input
 - 3. Weight transfer
 - 4. ABS Off: rolling friction & recovery
 - 5. Full ABS: experience
 - 6. Threshold ABS: w/o activating ABS

- C. Precision Placement Exercises:
1. Diminishing Lane
 - a. HVH
 - b. Hand placement
 - c. Roadway position
 - d. Steering input
 - e. Weight transfer
 - f. Absence of braking
 - g. Smoothness
 - h. Throttle application
 2. Stall Backing
 - a. Hand placement
 - b. Roadway position
 - c. Steering input
 - d. 3-point backing position
 - e. Front end swing
 - f. Within 18" rear of stall
 - g. Smoothness
 - h. Throttle application
 3. Offset Forward
 - a. HVH
 - b. Hand placement
 - c. Roadway position
 - d. Steering input
 - e. Smoothness
 - f. Throttle application
 - g. Rear wheel cheat
 4. 180° Bootleg Turn
 - a. Hand placement
 - b. Roadway position
 - c. Steering input
 - d. Smoothness
 - e. 3-point backing position
 - f. Throttle application
 - g. Within 18" in stall
 - h. Front end swing
 - i. Rear wheel cheat
 5. Parallel Parking
 - a. Hand placement
 - b. Roadway position
 - c. Steering input
 - d. Smoothness
 - e. 3-point backing position
 - f. Throttle application
 - g. Front end swing
 - h. Slip angle
 - i. Single movement
 - j. Within 18" of curb
 6. T-Box
 - a. Hand placement
 - b. Roadway position
 - c. Steering input
 - d. Smoothness
 - e. 3-point backing position
 - f. Throttle application

- g. Rear wheel cheat
- h. Front end swing
- i. Within 18" in stall
- 7. Turnaround Maneuver
 - a. Hand placement
 - b. Roadway position
 - c. Steering input
 - d. Smoothness
 - e. 3-point backing position
 - f. Throttle application
 - g. Rear wheel cheat
 - h. Front end swing
 - i. Within 18" in stall
- 8. Offset Backing
 - a. Hand placement
 - b. Roadway position
 - c. Steering input
 - d. Smoothness
 - e. 3-point backing position
 - f. Throttle application
 - g. Front end swing

VI Skid Pan Lecture

- A. Two Major Aspects:
 - 1. Roadway position
 - 2. Oversteer control
- B. Basics:
 - 1. All input: smooth
 - 2. Timely corrections (countersteering)
 - 3. Use all available safe roadway
 - 4. High visual horizon
 - 5. Spacing on skid pan (4 vehicles)
 - 6. Students first display proper roadway
 - 7. Increase their speed
 - 8. Oversteer then timely countersteering input
- C. Skid Car
 - 1. All input: smooth
 - 2. Timely corrections
 - 3. Use all available safe roadway
 - 4. High visual Horizon
 - 5. Oversteer then timely countersteer input
 - 6. Control understeer
 - 7. Recognize understeer

VII. Hands on Skid Pan Exercise; Skid Car Demonstration

DAY 2

- I Cornering
 - A. High visual horizon
 - B. Roadway position
 - C. Smoothness: all input
 - D. Precision and efficiency first; only then add speed
 - E. No acceleration in a turn
 - F. No braking in a turn
 - G. ABS off

- H. Using all available safe roadway
 - I. Weight transfer control
- II. Pursuits
- A. All elements as above, plus:
 - B. Lightbar activated
 - C. Interior siren on
 - D. Radio usage, microphone utilization
 - E. Will follow "Rabbit Car"
 - F. Instructor may follow
- III. Intersection Analysis
- A. All elements as above, plus:
 - B. Will encounter "Civilian" vehicle in course
 - C. At intersections, approaching ahead and behind
 - D. High visual horizon is key!
 - E. Intersectional analysis points:
 - 1. Critical: High Visual Horizon
 - 2. Scan 1 to 1 ½ blocks ahead
 - 3. Cover the brake pedal – be prepared to brake quickly
 - 4. Clear the intersection: LANE by LANE
 - 5. Look: Left -- Center -- Right -- Left
 - 6. Get a "commitment"
 - a. Brake Lights
 - b. Turn Signals
 - c. Front wheel position
 - d. Eye Contact, direct or by mirrors
 - e. Combination of above items
- IV. Pursuit, Cornering Exercises
- V. Legal Intervention: Spike Strips & Stops Sticks
- A. Criteria for usage SAME as PIT (Pursuit Immobilization Technique)
 - 1. An officer has reason to believe the continued movement of the pursued vehicle would place others in imminent danger of great bodily harm or death AND
 - 2. The apparent risk of harm, to other than the occupant of the pursued vehicle, is so great as to outweigh the apparent risk of harm involved in making the forcible stop AND
 - 3. Other reasonable means of apprehension have been considered and rejected as impractical.
 - B. Whenever possible, secure supervisory permission prior to utilization
 - C. Utilization:
 - 1. DO NOT USE on any bus with passengers
 - 2. DO NOT USE on vehicles laden with hazardous materials
 - 3. DO NOT USE on motorcycles, mopeds, bicycles
 - 4. DO NOT USE on vehicles that would pose an unusual hazard
 - 5. DO NOT use in areas of excessive traffic congestion or obstructions
 - 6. DO NOT use on roadways with steep and/or dangerous embankments
 - D. Safety Considerations (recent officers deaths deploying L.I. devices)
 - 1. When possible use surroundings for a "funnel effect"
 - 2. OFFICER MUST HAVE A NEARBY POSITION OF COVER AVAILABLE
 - 3. Think: TIME and TERRAIN
 - a. If you don't have sufficient TIME to safely deploy the devices, and you don't have an appropriately-safe TERRAIN (cover!), then the deployment of devices is pointless

4. When possible use surrounding for "funnel affect"
 5. Deploying officer should NEVER have to overtake pursuit to set up
 6. Deploying officer should ALWAYS have sufficient time to set up & plan for safe usage
 7. NEVER WRAP THE ROPE AROUND YOUR WRIST
 8. NEVER HOLD THE ROPE AS SUSPECT VEHICLE PASSES
- VI. PIT: Pursuit Immobilization Technique
- A. Criteria for usage SAME as Legal Intervention devices:
 1. An officer has reason to believe the continued movement of the pursued vehicle would place others in imminent danger of great bodily harm or death AND
 2. The apparent risk of harm, to other than the occupant of the pursued vehicle, is so great as to outweigh the apparent risk of harm involved in making the forcible stop AND
 3. Other reasonable means of apprehension have been considered and rejected as impractical.
 - B. Secure supervisory permission prior to utilization
 - C. PLAN: Coordination and Communication
 - D. 35 MPH maximum speed
 - E. Minimum of 2 units involved, 3 units best: one primary and two secondary
 - F. Secondary units perform the High Risk Stop
 - G. Primary unit continues past: AVOID CROSSFIRE -- may circle back to assist
 - H. Stay 100' to 150' behind Primary Unit.
 - I. Patrol fleet vehicles ONLY, no K-9 units
 - J. NOT to attempt while transporting:
 1. Citizens
 2. Victims
 3. Prisoners
 - K. Utilization:
 - 1.. DO NOT USE on any bus with passengers
 2. DO NOT USE on vehicles laden with hazardous materials
 3. DO NOT USE on motorcycles, mopeds, bicycles
 4. DO NOT USE on vehicles that would pose an unusual hazard
 5. DO NOT use in areas of excessive traffic congestion or obstructions
 6. DO NOT use on roadways with steep and/or dangerous embankments
 - L. Training PIT
 1. STEP ONE: Match Speed
 2. STEP TWO: Minimal Contact
 3. STEP THREE: PIT
 - M. You can PIT a suspect vehicle on either side
 - N. If you contact left side, vehicle will spin TO THE LEFT
 - O. If you contact right side, vehicle will spin TO THE RIGHT
- VII. Liabilities & Immunities
- A. IF YOU DRIVE RESPONSIBLY, FOLLOW THE LAW AND POLICY, YOU AND THE DEPARTMENT ARE COVERED BY NUMEROUS LEGAL IMMUNITIES VIA THE CALIFORNIA VEHICLE CODE
 - B. Statutory applications:
 1. 21052 VC
 2. 21055 VC
 3. 21056 VC
 4. 21806 VC
 5. 21807 VC
 4. SPD General Orders

- C. SB 719 Review of SPD General Orders
 - 1. Pursuits
 - 2. Factors considering initiating & continuing pursuits
 - 3. Pursuit restrictions
 - 4. Unmarked units
 - 5. Allied agency pursuits
 - 6. Primary unit responsibilities
 - 7. Secondary unit responsibilities
 - 8. Air support responsibilities
 - 9. Communications (dispatch) responsibilities
 - 10. Supervisor responsibilities
 - 11. Pursuit intervention
 - 12. Post-pursuit review

- D. Pursuit training

- E. "BECAUSE WE CAN DO A THING, SHOULD WE DO A THING?"

- F. DO YOU DRIVE AS IF YOUR LOVED ONES ARE IN APPROACHING OR UPCOMING CROSS TRAFFIC? YOU SHOULD.

- G. Our duties and responsibilities:
 - 1. ETHICS
 - 2. HONESTY
 - 3. INTEGRITY
 - 4. TRUST

VIII.PIT Exercise, Review, Stop Stick Deployment