

SACRAMENTO POLICE DEPARTMENT - 2320
DRIVER TRAINING (PIT) INSTRUCTOR COURSE– 21166
POST Certification II / Reimbursement Plan IV / 8 hours
EXPANDED COURSE OUTLINE

Statement of Purpose: The training division of the Sacramento Police Department is presenting this training course, which is designed to familiarize students with their ability to use the Pursuit Immobilization Technique (PIT) as a tool to safely and lawfully terminate vehicle pursuits, as well as provide students with information to enable them to determine when and under what circumstances that PIT may be authorized.

- I. Introduction
 - a. Instructors Welcome & Introduction
 - b. Student Welcome & Introduction
 - c. Administrative Paperwork
 - d. Safety Protocols
 - i. Refer to the safety guideline
- II. Objectives:
 - a. Students will be expected to physically demonstrate their ability to:
 - i. Perform the maneuver in a limited space.
 - ii. Follow the “suspect” vehicle and match speed promptly.
 - iii. Know the contact points of both vehicles, officers and suspects.
 - iv. PIT the suspect vehicle effectively, safely and without delay.
 - v. Know responsibilities at the conclusion of the PIT maneuver.
 - b. Students will also review and be familiar with:
 - i. Their specific department policy on the use of legal intervention.
 - ii. Their specific department policy on the use of force.
- III. Adult Learning Concepts/Instructor Development
 - a. Adult learning concepts
 - i. Expertise
 - ii. Promotion
 - b. RIDEM
 - i. Relevance
 - ii. Involvement
 - iii. Discovery
 - iv. Experience
 - v. Modeling
 - c. Learning Styles
 - i. Auditory
 - ii. Visual
 - iii. Tactile/Kinesthetic
 - d. Facilitating Group Work
- IV. Pursuit Immobilization Technique (PIT)
 - a. What Is the Pit Maneuver?
 - i. The Pursuit Immobilization Technique (PIT) is a tool used to help terminate a pursuit by making contact with the offender’s vehicle, causing the offender’s vehicle to spin. This will tend to disorient the offender and stop the vehicle.
 - b. Legal Aspects of PIT

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- i. PIT is considered to be legal intervention.
 - 1. Legal intervention is the deliberate act of impacting a violator's vehicle with another vehicle, to force an offender to stop.
 - 2. PIT is considered to be "less-than-lethal" force when used in accordance with policy. It should not be referred to as "ramming" or "boxing-in" the vehicle.
 - 3. It is possible that, if used improperly, PIT may be considered to be "deadly force" depending on the manner in which PIT is used:
 - a. At speeds above those recommended.
 - b. In areas other than those recommended.
 - c. On vehicles other than those recommended.
 - d. The consequences of these actions
 - i. Serious injury
 - ii. Death
- c. The Bottom Line
 - i. Acquire supervisory approval.
 - ii. Use PIT according to your policy and training
 - 1. If you go outside policy, you are on your own and could be criminally and civilly liable.
 - iii. Document your training
 - 1. Departmentally
 - 2. Training File
 - iv. In order for PIT to be used, the following factors should be considered:
 - 1. An officer has reason to believe that the continued movement of the pursued vehicle would place others in imminent danger of great bodily harm or death and
 - 2. apparent risk of harm, to other than the occupants of the pursued vehicle, is so great as to outweigh the apparent risk of harm involved in making the forcible stop.
 - 3. All other reasonable means of apprehension have been considered prior to initiating legal intervention, including continuing to follow, calling for air support or calling for other departmental and/or allied agency help.

V. Policy, Legal and Moral Issues

- a. California Codes
 - i. 17001 CVC
 - ii. 17004 CVC
 - iii. 17004.7 CVC
 - iv. 21052 CVC
 - v. 21055 CVC
 - vi. 21056 CVC
 - vii. 21057 CVC
 - viii. 21806 CVC
 - ix. 21807 CVC
 - x. 22350 CVC
 - xi. 13519 CVC

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- xii. Discussion on 835(a) PC
 - b. Case Law
 - i. Brower v. Inyo (1989)
 - ii. Lewis v. Sacramento Co (1998)
 - iii. Cruz v. Briseno (2000)
 - iv. Nguyen v. City of Westminster (2002)
 - v. Scott v. Harris (2007)
 - c. Department Policy
 - i. Code 3 Policy
 - ii. Pursuit of Vehicles Policy
 - iii. Additional department policies
 - d. Moral Aspects
 - i. Risk vs. reward
 - ii. Letter of the law vs. Spirit of the law
- VI. Vehicle Dynamics
 - a. Weight Transfer
 - i. Weight distribution between front and rear wheels
 - ii. Engine locations role in weight distribution
 - iii. Types of weight transfer
 - 1. Lateral: side to side
 - 2. Longitudinal: front to rear / rear to front
 - iv. When longitudinal transfer is generated
 - 1. Braking: rear to front
 - 2. Accelerating: front to rear
 - 3. Decelerating (lifting off accelerator): rear to front
 - b. Steering Control
 - i. Seating position
 - ii. Steering method
 - 1. Two handed shuffle steering
 - 2. Backing
 - 3. Backing utilizing mirrors only
 - c. Roadway Position
 - i. Definition: The position of a vehicle on a roadway that maximizes speed with minimum steering and risk of loss of vehicle control while negotiating a turn
 - ii. Driving Line
 - iii. Driving Points in a turn
 - 1. Entry (Point #1)
 - 2. Apex (Point #2)
 - 3. Exit (Point #3)
 - iv. Driving Advantages
 - 1. Minimize and control weight transfer
 - 2. Minimize steering input
 - 3. Smoother vehicle operation
 - 4. Maximum speed through turns in the safest manner

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- VII. Considerations Prior to Performing the PIT Maneuver
- a. Policies indicate that:
 - i. PIT shall not be implemented at speeds over 35MPH
 - ii. A minimum of two secondary units, preferably three, units should be present in order to carry out a High-Risk vehicle stop
 - iii. PIT should not be used on specific vehicles:
 - 1. Motorcycles, mopeds, bicycles or similar vehicles
 - 2. Any bus with passengers
 - 3. Vehicles carrying hazardous materials
 - 4. Vehicles posing an unusual hazard.
 - 5. A vehicle with a gross weight substantially larger than that of the officer's vehicle
 - iv. PIT should not be used in specific locations
 - 1. Curved freeway on-and-off-ramps
 - 2. Areas with limited highway width, excessive traffic congestion or obstructions
 - 3. Roadways with steep or dangerous embankments
 - v. PIT should not be used by specific law enforcement vehicles:
 - 1. Any K-9 unit
 - 2. Any unmarked or detective unit
 - 3. Any non-patrol type vehicle
 - vi. PIT shall not be attempted when transporting citizens, victims or prisoners or ride-alongs
 - vii. AIRBAGS: SRS (supplementary restraint systems) airbags are designed to deploy at an impact angle of 35° or less, AND at impact speeds of 8 to 14MPH or higher into a fixed object, AND 16 to 28MPH into a parked car of similar size.
 - 1. Hand placement should be 9 & 3 or 8 & 4
 - 2. Expect that the airbag may deploy
- VIII. Implementation of the PIT Maneuver
- a. PIT can be performed from the left or right side of the officer's car
 - b. If, for example, PIT is going to be used on the officer's right side:
 - i. Officer's vehicle is positioned to the left of the suspect's vehicle
 - ii. Speeds are matched
 - c. Officer's vehicle steers right, until the right front of the officer's car contacts the left rear axle area of the suspect vehicle
 - d. Officer turns firmly and smoothly to the right (about ¼ to ½ turn)
 - e. Officer moderately accelerates, causing suspect's rear wheels to break traction (over 25°)
 - f. As suspect vehicle spins, officer straightens his/her vehicle, and
 - g. Officer drives past suspect vehicle
 - h. Caution: there may be a brief secondary contact with suspect vehicle
 - i. The engine of the suspect vehicle may stall; this will not always occur
 - i. Conditions where the suspect's engine may not stall:
 - 1. Able to place the automatic transmission in neutral.
 - 2. Able to push in the clutch with a manual transmission.

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- 3. Heavy wheel spin via acceleration.
 - 4. A slick surface (grass/gravel) where tires cannot “bite”.
 - j. Primary PIT unit should continue on and not take immediate part in the High-Risk vehicle stop
 - k. Remember:
 - i. PIT the suspect vehicle on its left side, it will spin to the left
 - ii. PIT the suspect vehicle on its right side, it will spin to the right, or...
 - iii. Suspect vehicle will always cross in front of the law enforcement vehicle.
- IX. Tactical Considerations
 - a. A third unit should be present to assist the second unit with the High-Risk vehicle stop effected at the conclusion of PIT
 - b. Primary unit does not take immediate part in the High Risk stop, due to officer safety considerations
 - i. Primary PIT vehicle may circle safely around block to assist in stop
 - c. For safety and clearance reasons, units following the primary PIT vehicle should stay a minimum of 100' to 150' behind
 - d. Second and third units make the High-Risk stop
 - e. PIT location and timing should be clearly communicated to other units
 - f. Whenever possible supervisory approval should be acquired prior to deployment
 - g. Officer safety should never be compromised.
 - h. High Visual Horizon will enable primary unit to safely select proper tactical location for PIT, taking into consideration:
 - i. Width of roadway
 - ii. Straight or curve
 - iii. Objects or “runout” at roadway’s edge
 - iv. Traffic density
 - v. Pedestrian density
- X. Overall
 - a. The keys to PIT are
 - i. Training
 - ii. Supervisory permission
 - iii. Proper Technique
 - iv. Finesse
- XI. PIT Safety Procedures (Instructions to Students)
 - a. Safety is paramount at all times!
 - b. Only one PIT will occur at a time
 - c. Maneuver should be made smoothly, and contact should not be rough
 - d. Each student will get several PIT runs: at 25 MPH and at 35 MPH
 - e. Seat belts will be used
 - f. Correct hand positioning is important
 - g. If students have a question at any time, they are encouraged to ASK
 - h. Students failing to comply with safety procedures and/or instructors’ directions may be asked to leave the course and provide written documentation to his/her immediate supervisor as to why the course was not completed.

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XII. Stop Sticks

- a. Definition: Stop Stick® is a relatively lightweight, fully enclosed triangular tire deflation device, roughly 3' in length per segment. Stop Sticks® come packaged in 9' fabric-covered sleeves, an 80' cord with each pack. Hollow metal spikes are mounted beneath the plastic covering of each segment, and the unit can be handled (unless compressed) without fear of injury.
- b. Legal Considerations
 - i. As with spike strips, most policies consider the application of stop sticks to be legal intervention and “less than lethal force”
 - ii. Conditions for Use:
 - 1. Stop sticks should not be used on:
 - a. Motorcycles, mopeds, bicycles or similar vehicles
 - b. Vehicles posing an unusual hazard
 - c. Buses with passengers
 - 2. Stop sticks should not be used in locations where specific geographic features increase the risk of serious injury to the officer, violator or public
 - 3. The location for deployment should have a reasonable visibility distance to allow traffic and the approaching pursuit to be seen
- c. Implementation of the Stop Stick®
 - i. Unit can be dropped or thrown across the selected roadway
 - ii. There is no “up” or “down” on a stop stick - - any direction is safe
 - iii. Pull on assembly until unit is straight and covers greatest width
 - iv. Unreel cord fully, hold handle of reel.
 - v. When unit is run over, it may be dragged or moved by the suspect vehicle at high speed – the string is designed to break if this happens
 - vi. After stop stick is run over by suspect vehicle, pull from road to make way for pursuing law enforcement vehicles
 - vii. NEVER WRAP CORD AROUND WRIST - hold the handle
 - viii. NEVER HOLD CORD AS SUSPECT VEHICLE PASSES
 - ix. The Stop Stick® is a one-use product - - do not re-use
 - x. Replace per company directions, which has a free replacement policy
- d. Tactical Considerations
 - i. Unlike, PIT the primary pursuing law enforcement unit may actively participate in any resulting High-Risk vehicle stop
 - ii. Spike strips and stop sticks, however, require a separate officer to place these devices in front of the pursuit
 - iii. Whenever possible supervisory permission should be acquired prior to deployment
 - iv. Deflation device location and timing should be clearly communicated to units
 - v. Devices are most efficiently used where a “funneling effect” can take place
 - 1. Minimize alternate routes
 - 2. Lay across greatest width of roadway
 - 3. Choose an area where the deploying officer can achieve a position

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of safety and distance

4. Deploying officer should never overtake the pursuit in order to set up properly
5. Deploying officer should be in position to allow sufficient time for safe deployment
- vi. Officer Safety should never be compromised.
- e. Stop Stick Demonstration

XIII. Learning Activities

- a. Pursuit Intervention Technique (PIT)
 - i. **Practical exercises by students in matching speeds and making initial contact.**
 - ii. **Practical exercises by student in performing PIT maneuver/vehicle positioning.**
 - iii. **Students will demonstrate the ability to safely perform PIT maneuver and teach back the legal and tactical considerations as well as the implementation of the maneuver.**

XIV. Performance Evaluation Techniques

- a. Forms
- b. Performance
- c. Remediation
- d. Termination Evaluations
 - i. Learning activities
 - ii. Group discussions
 - iii. Panel discussions
 - iv. Case study
 - v. Role players
 - vi. Simulating

XV. Learning Assessment:

Students will demonstrate knowledge acquired throughout this training by teaching a topic from the course (assigned by the lead instructor) to the class. This teach back shall include demonstration and student participation. Students shall also demonstrate knowledge through verbal and/or written quizzes.

XVI. Evaluations

- a. Course Evaluations
- b. Instructor Evaluations
- c. Final Comments on course
- d. Certificates