

SACRAMENTO POLICE DEPARTMENT - 2320
DRIVING (PSP) Course – 29502
POST Certification II / Reimbursement Plan NA / 9 hours
EXPANDED COURSE OUTLINE

STATEMENT OF PURPOSE:

The training division of the Sacramento Police Department is presenting a nine (9) hour, one day driver's training update. This course is designed for sworn emergency vehicle operators and exceeds POST's Perishable Skills mandate for drivers training. The program is primarily "hands-on", augmented with intensive in-class material to include Accident Avoidance, Braking, Placement Exercises, Legal Intervention, PIT, Cornering, Pursuit Response, Intersection Analysis, Emergency Response, as well as a Pursuit and Emergency Response legal update, Ethics and Responsibilities.

COURSE GOAL:

The course will provide the trainee with the minimum topics of Driver Training/Awareness required in the POST Perishable Skills Training Program including Basic Driving Principles, Legal and Moral Aspects, Defensive Driving and Maneuvering Course Exercises.

The course consists of a hands-on/practical Driver Training/Awareness for in-service officers.

The training may be presented in a 4-, 6- or 8-hour format allowing for flexibility based upon specific agency or trainee group needs, and as long as the minimum topics are contained within each format independently.

DRIVER TRAINING/AWARENESS

Minimum Topics/Exercises:

- a. Safety Policy/Orientation
- b. Policy, legal and moral issues
- c. Vehicle Dynamics
- d. Defensive driving
- e. Intersections exercise(s)
- f. Backing/parking exercise(s)
- g. Behind the wheel exercises to improve driving skills – judgment and decision making
- h. Class Exercises, Student Evaluation, and/or optional Testing

COURSE OBJECTIVES:

The trainee will:

1. Demonstrate knowledge of their Driver Training/Awareness skills and techniques
2. Demonstrate a minimum standard of psychomotor skills with every technique and exercise to include:
 - A. Judgment and Decision Making
 - B. Policy, Legal and Moral Issues
 - C. Basic Driving Principles and Vehicle Dynamics
 - D. Defensive Driving

Minimum standards of performance shall be tested by an instructor observing the trainee during their performance of each technique and exercise. If the trainee does not meet minimum standards, as established by the presenter, remediation will be provided until the standard is met.

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- I. Registration
 - a. What's in it for YOU?
 - i. Know your limitations and capabilities
 - ii. Know the vehicle's limitations & capabilities
 - iii. Recognize when you are in trouble
 - iv. Know how to correct and recover
- II. Legal Update
 - 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.
 - i. Moral issues & obligations
 - b. PC 835a – Use of Force
 - i. Stop Sticks
 - ii. Pursuit Immobilization Technique (PIT)
 - c. SPD GO 521.01 Pursuit of Vehicles
 - d. SPD GO 521.02 Code-3 Driving
 - e. Statutory applications:
 - i. 17001 VC
 - ii. 17004 VC
 - iii. 17004.7 VC
 - iv. 21052 VC
 - v. 21055 VC
 - vi. 21056 VC
 - vii. 21806 VC
 - viii. 21807 VC
 - ix. 13519 PC
 - f. Skills Development
 - g. Cornering/Pursuits
 - h. Skid Pan
- III. Principles of Driving II(g)
 - a. Weight Transfer
 - i. Weight distributed between front and rear wheels
 - ii. Engine Location has a greater part of weight distribution
 - iii. Types of weight transfer
 - 1. Lateral: Side to Side
 - 2. Longitudinal: Front to rear/Rear to front
 - iv. Lateral transfer created when vehicle turned left/right
 - v. Longitudinal transfer created when:
 - 1. Braking Rear/front
 - 2. Accelerating Front/rear
 - 3. Decelerating Rear/front
 - vi. Can't be eliminated in a moving vehicle
 - vii. Minimized by good driving techniques and smooth operation

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- b. Steering Control
 - i. Seating position
 - 1. Driver Comfort
 - 2. Efficient vehicle control
 - 3. Wrist break over top of steering wheel
 - 4. Seated 12" from air bag
 - 5. Adjust mirrors
 - ii. Steering method – two hand shuffle steering
 - 1. Hand position at 9 and 3 or 8 and 4
 - 2. Hands do not leave steering wheel
 - 3. Maximizes steering accuracy
 - 4. Safer and more effective recovery
 - 5. Minimizes weight transfer
 - 6. Minimizes air bag deployment injury
 - iii. Steering Method Backing II (e)
 - 1. Sit back into seat comfortably
 - 2. Be aware of any objects around vehicle
 - a. Get out of vehicle and check if unsure
 - 3. Check rear camera and rearview mirror
 - 4. Check sideview mirrors
 - 5. Listen for driver assist warning tones
 - a. Do not rely on tones
- c. Roadway Position
 - i. Definition: The position of the vehicle on the roadway that maximizes speed with minimum steering and risk of loss of vehicle control while negotiating a turn
 - 1. AKA Driving line
 - ii. 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
 - iii. Driving points in a turn
 - 1. Entry (Point #1)
 - 2. Apex (Point #2)
 - 3. Exit (Point #3)

- IV. Skills Development Exercises II (a, b, d, e, g)
 - a. Accident Avoidance Exercise
 - i. High visual horizon
 - ii. Hand placement
 - iii. Roadway position
 - iv. Steering input
 - v. Weight transfer

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- vi. No braking in turns
- b. Braking Exercise
 - i. HVH
 - ii. Steering input
 - iii. Weight transfer
 - iv. Full ABS: experience
- c. **Learning Activities:** The student will participate in the following learning exercises demonstrating the practical skills learned:
 - i. Precision Placement Exercises:
 - 1. 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
 - 2. Offset Forward
 - a. HVH
 - b. Hand placement
 - c. Roadway position
 - d. Steering input
 - e. Smoothness
 - f. Throttle application
 - g. Rear wheel cheat
 - 3. 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
 - 4. 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

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- h. Slip angle
 - i. Single movement
 - j. Within 18" of curb
 - 5. 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
 - 6. Offset Backing
 - a. Hand placement
 - b. Roadway position
 - c. Steering input
 - d. Smoothness
 - e. 3-point backing position
 - f. Front end swing

V. **Cornering (*Judgement & Decision-making Exercise*)**

- 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. Using all available safe roadway
- h. Weight transfer control

VI. **Pursuits (*Judgement & Decision-making Exercise*)**

- a. All elements as above, plus:
 - i. Lightbar activated
 - ii. Interior siren on
 - iii. Radio usage, microphone utilization
 - iv. Will follow "Rabbit Car"
 - v. Instructor may follow

VII. **Intersection Analysis (*Judgement & Decision-making Exercise*)**

- a. All elements as above, plus:
 - i. Will encounter "Civilian" vehicle in course
 - ii. At intersections, approaching ahead and behind
 - iii. High visual horizon is key!

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- b. Intersectional analysis points:
 - i. Critical: High Visual Horizon
 - ii. Scan 1 to 1 ½ blocks ahead
 - iii. Cover the brake pedal – be prepared to brake quickly
 - iv. Clear the intersection: LANE by LANE
 - v. Look: Left -- Center -- Right – Left
 - vi. Get a “commitment”
 - 1. Brake Lights
 - 2. Turn Signals
 - 3. Front wheel position
 - 4. Eye Contact, direct or by mirrors
 - 5. Combination of above items
- c. **Learning Activity:** The student will participate in pursuit and cornering exercises demonstrating the practical skills learned.

VIII. Skid Pan Lecture

II (a,k)

- a. Two Major Aspects:
 - i. Roadway position
 - ii. Oversteer control
- b. Basics:
 - i. All input: smooth
 - ii. Timely corrections (counter-steering)
 - iii. Use all available safe roadway
 - iv. High visual horizon
 - v. Spacing on skid pan (4 vehicles)
 - vi. Students first display proper roadway
 - vii. Increase their speed
 - viii. Oversteer then timely counter-steering input
- c. **Learning Activity:** Student will apply instructed concepts satisfactorily on the Skid Pan course.

IX. Legal Intervention: Stops Sticks (*Judgement & Decision-making Exercise*) II(f)

- a. Criteria for usage SAME as PIT (Pursuit Immobilization Technique)
 - i. 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
 - ii. 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
 - iii. Other reasonable means of apprehension have been considered.
- b. Whenever possible, secure supervisory permission prior to utilization.
- c. Utilization
 - i. DO NOT USE on any bus with passengers
 - ii. DO NOT USE on vehicles laden with hazardous materials

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- iii. DO NOT USE on motorcycles, mopeds, bicycles
 - iv. DO NOT USE on vehicles that would pose an unusual hazard
 - v. DO NOT use in areas of excessive traffic congestion or obstructions
 - vi. DO NOT use on roadways with steep and/or dangerous embankments
 - d. Safety Considerations (officers deaths deploying L.I. devices)
 - i. OFFICER MUST HAVE A NEARBY POSITION OF COVER AVAILABLE
 - ii. Think: TIME and TERRAIN
 - 1. 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.
 - iii. Deploying officer should NEVER have to overtake pursuit to set up
 - iv. Deploying officer should ALWAYS have sufficient time to set up & plan for safe usage
 - v. NEVER HOLD THE ROPE AS SUSPECT VEHICLE PASSES
- X. PIT: Pursuit Immobilization Technique II (a, i)
- a. Criteria for usage SAME as Legal Intervention devices:
 - i. 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
 - ii. 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
 - iii. Other reasonable means of apprehension have been considered.
 - b. Secure supervisory permission prior to utilization
 - c. PLAN: Coordination and Communication
 - d. 35 MPH maximum speed
 - e. Minimum of 3 units
 - i. one primary
 - ii. two secondary
 - f. Primary unit continues past: AVOID CROSSFIRE -- may circle back to assist
 - g. Secondary units perform the High Risk Stop
 - h. Stay 100' to 150' behind Primary Unit
 - i. Patrol fleet vehicles ONLY, no K-9 units as primary
 - j. NOT to attempt while transporting:
 - i. Citizens
 - ii. Victims
 - iii. Prisoners
 - k. Utilization:
 - i. DO NOT USE on any bus with passengers
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I. Training PIT

- i. STEP ONE: Match Speed
- ii. STEP TWO: Light Contact
- iii. STEP THREE: Execute 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

XI. Defensive Driving (*Judgement & Decision-making Exercise*) II (c)

- a. Drive to stay alive
- b. The defensive driver
 - i. Avoids collisions regardless of right of way
 - ii. Recognizes hazards
 - iii. Reacts properly to hazards
 - iv. Maintains a professional attitude
- c. Recognizing dangerous attitudes
 - i. Overconfidence
 - ii. Self-righteousness
 - iii. Impatience
 - iv. Preoccupation