

**SA 03 EVOC**  
**Session 4 – Pursuit Intervention Techniques**  
**LD 19 Emergency Vehicle Operations Course**

**Event Goal:** To teach students how to implement the Pursuit Intervention Techniques (PIT) maneuver in pursuit conditions. The student will also learn Department policy related to the PIT maneuver.

**Session Goal:** To review Department policy related to the PIT and to teach the students how to conduct the PIT maneuver.

**Learning Need:**

- To explain when officers are able to use the PIT maneuver
- Peace officers must recognize that emergency response (Code 3) driving demands thorough understanding of the associated liability and safety issues (**LD 19 II**)
- Peace officers must be proficient in the operation of the vehicle and know the dynamics forces at work. Proper steering control, throttle control, speed judgment and brake use enhances driving expertise

**Learning Objectives:**

- To understand LAPD policy regarding the use of the PIT maneuver and the mechanics involved with its deployment

**Training and Testing Specifications:**

**Session Time:** 45 Minutes

**Resources:**

- Power point presentaion
- EVOC PIT Training Vehicles
- Cones
- Police Radios

**Session Summary:** To teach the students Department Policy related to the Pursuit Intervention Technique (PIT) and to teach the students how to conduct the maneuver.

Outline	Instructor Notes
<p>I. Pursuit Intervention Technique</p> <p>A. What is PIT?</p> <p>B. Definition of PIT</p> <p style="padding-left: 20px;">1. A forced rotational vehicle stop of a non-compliant suspect</p> <p>C. Who can we PIT?</p> <p style="padding-left: 20px;">1. Almost any suspect that is being actively pursued</p> <p style="padding-left: 20px;">2. Taking into account:</p> <p style="padding-left: 40px;">a. Department Policy</p> <p style="padding-left: 40px;">b. Number of units involved in pursuit</p> <p style="padding-left: 40px;">c. Location</p> <p style="padding-left: 40px;">d. Armed suspects</p>	<p>[A] Ask - What is PIT? Allow students to define prior to providing definition.</p>

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<p>e. Vehicle size f. Effectiveness</p> <p><b>D. Policy</b></p> <ol style="list-style-type: none"> <li>1. Used on vehicles at or under 35 MPH             <ol style="list-style-type: none"> <li>a. Higher speed PITs do not produce the desired results</li> <li>b. Above 40 MPH could be considered deadly force</li> <li>c. Be prepared to justify your actions</li> </ol> </li> <li>2. 4/205.20 Vehicle Intervention Techniques             <ol style="list-style-type: none"> <li>a. Officers should obtain Incident Commander approval prior to employing a Vehicle Intervention Technique (VIT)</li> <li>b. In rare instances where exigent circumstances exist that require immediate action and preclude officers from seeking prior approval, a VIT may be employed</li> <li>c. Approval stays in effect until rescinded by the Incident Commander</li> </ol> </li> </ol> <p><b>E. PIT Guidelines</b></p> <ol style="list-style-type: none"> <li>1. Training Bulletin Volume XLII August 2012             <ol style="list-style-type: none"> <li>a. The apparent risk of harm to officers or the general public clearly outweighs the potential risk of implementing the PIT</li> <li>b. Watch Commander or Incident Commander approval (unless exigent circumstances exist)</li> <li>c. Other means of apprehension have proven ineffective</li> <li>d. When a third unit has joined the pursuit</li> </ol> </li> </ol> <p><b>F. Location Selection</b></p> <ol style="list-style-type: none"> <li>1. 4/205.20 b “The location chosen to implement a PIT is of paramount importance. The area should be clear of pedestrians and other occupied vehicles, and road conditions should be in good condition (e.g., free from gravel, significant road repair, etc.)”</li> <li>2. Generally, contact should be made on the side of the vehicle with the most</li> </ol>	<p><b>[D] Show video case study</b> - “ Officer’s attempting to PIT vehicle at speeds greater than 35 MPH”</p> <p><b>[D1a] Ask</b> – What occurs when the officers attempt to PIT the vehicle when it’s traveling at speeds greater than 35 mph? Potential over rotation and greater chance of collateral damage.</p> <p><b>[D2b] Ask</b> - What would be an example of exigent circumstances and how would you articulate them?</p> <p><b>[E1c] Ask</b> - What are some of the other means of apprehension?</p> <p><b>[F1] Show video case study</b> - “Officers attempting to PIT white compact vehicle”</p> <p><b>Discuss:</b></p> <ul style="list-style-type: none"> <li>• Location</li> <li>• Likes/Dislikes of location</li> <li>• Any potential hazards</li> <li>• Was this location a good choice?</li> </ul> <p><b>[F1] Show video case study</b> – “Officers PIT a green Jaguar”</p> <p><b>Discuss:</b></p>
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<p>available roadway</p> <p>G. Avoid</p> <ol style="list-style-type: none"> <li>1. Large and heavy vehicles             <ol style="list-style-type: none"> <li>a. Very difficult to rotate heavier vehicles with a normal size and weight police vehicle</li> <li>b. Attempts will probably prove to be negative</li> </ol> </li> <li>2. Hazmat Vehicles             <ol style="list-style-type: none"> <li>a. Pool service</li> <li>b. Compressed gas cylinders</li> <li>c. Vehicles transporting flammable materials</li> </ol> </li> <li>3. Motorcycles             <ol style="list-style-type: none"> <li>a. Using PIT against any 2 or 3 wheel vehicle would be considered <u>deadly force</u></li> </ol> </li> </ol> <p>H. How To PIT</p> <ol style="list-style-type: none"> <li>1. Three basic components             <ol style="list-style-type: none"> <li>a. Pace</li> <li>b. Touch</li> <li>c. Turn</li> <li>d. Finesse is the key</li> </ol> </li> <li>2. Pace             <ol style="list-style-type: none"> <li>a. Officer lines up the front quarter panel of the police vehicle with the suspects rear quarter panel</li> <li>b. Contact generally will be made on the side of the suspects with the most available clear roadway</li> <li>c. This contact should be so subtle that the suspect may not even be aware that contact has been made</li> <li>d. Not correctly matching the suspect vehicle speed can make effective contact difficult</li> </ol> </li> <li>3. The Turn             <ol style="list-style-type: none"> <li>a. Once contact has been made, the officer should apply <math>\frac{1}{4}</math> - <math>\frac{1}{2}</math> of steering into the suspect vehicle</li> <li>b. Once the vehicle has rotated approximately 60 degrees, the officer should smoothly recover and continue down the roadway</li> </ol> </li> </ol>	<ul style="list-style-type: none"> <li>• Location</li> <li>• Likes/Dislikes of location</li> <li>• Any potential hazards</li> <li>• Was this location a good choice?</li> </ul> <p><b>[F1] Show photo case study</b> – “Busy and crowded roadway”</p> <p><b>Discuss:</b></p> <ul style="list-style-type: none"> <li>• Location</li> <li>• Likes/Dislikes of location</li> <li>• Any potential hazards</li> <li>• Would this location be a good choice?</li> <li>• Would you conduct a PIT here?</li> </ul> <p><b>[F1] show photo case study</b> – “Clear Roadway”</p> <p><b>Discuss:</b></p> <ul style="list-style-type: none"> <li>• Location</li> <li>• Likes/Dislikes of location</li> <li>• Any potential hazards</li> <li>• Would this location be a good choice?</li> <li>• Would you conduct a PIT here?</li> <li>• What side of the vehicle would you conduct the PIT on?</li> </ul> <p><b>[G1] Show video case study</b> – “Albuquerque New Mexico school bus PIT”</p> <p><b>Discuss:</b></p> <ul style="list-style-type: none"> <li>• Location(freeway)</li> <li>• Results of attempted PIT’s by police cruisers</li> <li>• Other attempts at apprehension (Tire Deflation Device)</li> <li>• Results of the SUV</li> </ul> <p><b>[G3] Ask</b> – Why would conducting a PIT on a two or three wheel vehicle be considered a use of deadly force?</p> <p><b>[H2] Show video case study</b> – “Play the three video clips demonstrating the pacing of the officers vehicle to the suspect’s vehicle”</p> <p><b>Discuss:</b></p> <ul style="list-style-type: none"> <li>• Proper throttle application</li> <li>• Proper brake application</li> </ul>
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<p><b>I. Post PIT deployment</b></p> <ol style="list-style-type: none"> <li>1. After conducting the PIT, officers should continue down the road to avoid any potential crossfire situations.</li> <li>2. the secondary and third units will conduct a high risk stop, modifying their positions by placing the vehicles closer to the suspect to aid in defeating the suspect’s headlights, reducing glare.</li> <li>3. Close proximity also reduces a suspect’s ability to ram an officer’s vehicle.</li> <li>4. Remember             <ol style="list-style-type: none"> <li>a. If the suspect’s driving is too erratic and making contact with the suspect’s vehicle would be too dangerous, the best choice maybe <u>not</u> to PIT.</li> </ol> </li> </ol> <p><b>J. PIT Reporting</b></p> <ol style="list-style-type: none"> <li>1. The use of PIT tactics are to be documented in the pursuit report.</li> <li>2. PIT is not a traffic collision</li> <li>3. No collision investigation or DMV report is required unless third party is involved.</li> <li>4. PIT is not a use of force</li> </ol> <p><b>K. Vehicles with Stability Control Systems</b></p> <p><b>L. (see instructors note)</b></p>	<ul style="list-style-type: none"> <li>• Visual contact on suspect’s rear quarter panel</li> <li>• Distance from suspect vehicle while pacing</li> <li>• Consequences of not matching suspect vehicle speed</li> </ul> <p><b>[H3] Show video case study</b> - Play the two video clips demonstrating how to apply the proper amount of steering to begin the rotation of the suspect vehicle</p> <p><b>Discuss:</b></p> <ul style="list-style-type: none"> <li>• Contacting (touching) the suspect vehicle prior to turning into vehicle</li> <li>• Inputting a ¼ or ½ of steering</li> <li>• Recovering the steering at a controlled rate to lessen weight transfer and spring unloading</li> </ul> <p><b>[I] Show video case study</b> – “Play the four video clips demonstrating the POST PIT Deployment staging and placement of the secondary and third police vehicle</p> <p><b>Discuss:</b></p> <ul style="list-style-type: none"> <li>• Responsibility of the primary unit</li> <li>• Responsibility of the secondary unit</li> <li>• Responsibility of the third unit</li> <li>• Placement of secondary unit</li> <li>• Placement of third unit</li> </ul> <p><b>[K]</b> Discuss how the target vehicle and police vehicle will respond differently with Stability Control systems.</p> <p><b>[L]</b> Later, students will participate in Learning Activity No. 15</p>
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