

**LOS ANGELES POLICE DEPARTMENT  
MOTORCYCLE OFFICER UPDATE  
AKA: IN-SERVICE 2010 MOTOR SKILLS TRAINING  
1850-32575  
EXPANDED COURSE OUTLINE**

**I. INTRODUCTION AND OVERVIEW**

**(30 Min)**

**A. Introduction**

1. This module will introduce the student to the performance objectives necessary to successfully complete the course.
2. In addition, the student needs to have a clear understanding of the knowledge and procedures involved with performing an escort.

**B. Overview**

**PSP c**

1. The importance of officer and public safety during escorts
  - a. Policy – Duty to operate in a legal, safe and courteous manner<sup>1</sup>
  - b. Policy – Attention to duty<sup>2</sup>
2. How to identify, evaluate, and implement a safe escort movement using the proper procedures
3. Subject material will be presented in a concise manner and will stress the importance of both officer and public safety
4. The material will provide insight into the proper tactics and techniques to conduct an escort movement

**II. MISSION OF AN ESCORT**

**(1 Hr 30 Min)**

- A.** Facilitate expeditious and uninterrupted movement of low to medium threat level dignitaries
- B.** Enhanced level of security
- C.** Facilitate the movement of a group of vehicles and insure package integrity
- D.** Ceremonial

**III. ESCORT GUIDELINES**

**(30 Min)**

- A.** Assignment and deployment of escort officers
- B.** Preparation of officer and motorcycle prior to start of assignment

1. Uniform
2. Motorcycle
3. Fuel
4. Map book
5. Flashlight
6. Radio Batteries
7. Personal equipment

**C. Pre-briefing and pre-deployment:**

**PSP i**

1. HANDOUT: Route Sheet Exemplar and Blank Route Sheet
2. Route sheets
3. Safety concerns
4. Assignment of officers

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<sup>1</sup> LAPD Department Manual, 1/750.10

<sup>2</sup> LAPD Department Manual, 1/210.25

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**D. Escort configuration:**

1. Advanced motors
2. Point motors
3. Secure motors
4. Lead motors
5. Secure package
6. Tail/wing motors
7. Sweep vehicle

**E. Escort departure**

Note: Pre-deployment of advanced escort motors

**F. In-transit procedures**

1. Speed of the escort
  - a. Surface streets (20-30 mph)
  - b. Freeways (55-60 mph)
2. Headlights and emergency equipment
3. Passing the escort package
4. Advanced escort motors (i.e., do not pass each other):
  - a. Remain in-trail (rear emergency equipment)
  - b. Activate all emergency equipment when controlling traffic

**G. Intersection Control**

1. Facilitate safe movement of vehicles
2. Allow safe pre-deployment of motor officers

**H. Surface street operations**

1. Lane position
2. Passing the escort package
3. Identifying intersections and areas for deployment

Note: Maintaining right of way for escort direction of travel
4. Proper deployment in the intersections
  - a. Safely entering intersections
  - b. Placement of motorcycle
  - c. Maintaining control of the intersection
  - d. Utilize safety equipment
  - e. Stop and clear all traffic
  - f. Opposing traffic
  - g. Leaving the intersection
  - h. Single officer deployment
  - i. Multiple officer deployment
  - j. Right turn deployment

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k. Left turn deployment

**I. Freeway operations**

1. Lane position
2. Passing the escort package
3. Plan 33 guidelines:
  - a. Safely limit the flow of traffic
  - b. Pre-deployment of officer
  - c. Familiarize with route
  - d. Pre-run Plan 33
  - e. Pre-deployment location
  - f. Radio check with point officer
  - g. Initiate Plan 33
  - h. Rejoin escort package

**J. Motor officer down guidelines**

**K. Unusual incidents during escort movement**

1. Attack on vehicles
2. Medical emergencies

**L. Escort Confidentiality:**

Note: Maintain control of route sheet

**IV. PRACTICAL APPLICATION**

**(2 Hrs)**

**A.** Students will participate in two actual escort movements, each approximately 15-20 miles in distance.

**B.** Both escorts will incorporate surface street and freeway operations.

1. Surface Street Operations

**PSP a,b,d,g**

- a. Lane position
- b. Passing the escort package
- c. Identifying intersections and areas for deployment  
Note: Maintaining right of way for escort direction of travel

d. Proper deployment in the intersections

- 1) Safely entering intersections
- 2) Placement of motorcycle
- 3) Maintaining control of the intersection
- 4) Utilize safety equipment
- 5) Stop and clear all traffic
- 6) Opposing traffic
- 7) Leaving the intersection
- 8) Single officer deployment
- 9) Multiple officer deployment
- 10) Right turn deployment
- 11) Left turn deployment

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2. Freeway Operations **PSP a,b,d,g**
- a. Lane position
  - b. Passing the escort package
  - c. Plan 33 guidelines:
    - 1) Safely limit the flow of traffic
    - 2) Pre-deployment of officer
    - 3) Familiarize with route
    - 4) Pre-run Plan 33
    - 5) Pre-deployment location
    - 6) Radio check with point officer
    - 7) Initiate Plan 33
    - 8) Rejoin escort package

C. Debrief and critique both movements

**V. MOTOR SKILLS EXERCISES AND COMPETITION (4 Hrs 30 Min)**

- A. While operating a motorcycle in an enforcement mode, the motor officer must be aggressive to apprehend violators while maintaining complete control of the motorcycle at all times.
- 1. This is often referred to as “controlled aggressive riding”.
  - 2. These exercises develop this concept by combining a series of technical riding skills performed in succession error free.
  - 3. The proficiency level of the officer is measured by the number of errors committed (e.g. cones down, foot down, riding out of pattern, etc.).
  - 4. The skills employed to successfully complete the competition exercises are identical to the skills utilized by a motor officer to safely operate a police motorcycle while conducting traffic enforcement duties

**B. LEARNING ACTIVITY - EXERCISE 1 SNOWMAN **PSP a,b,e,g****

1. Starting point

Note: Position the motorcycle’s front tire on the start line, between the first set of cones

2. Foot placement
- a. Proper foot on ground with toe pointed in the direction of the first turn. Opposite foot remains on the foot board/peg
  - b. Both feet to remain on the foot boards/pegs while riding through exercise
3. Correct riding posture throughout the exercise
- a. Body erect, upright and centered over the police motorcycle
  - b. Shoulders square and head up

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4. Eye placement and movement
  - a. Officers should be looking in the direction of intended travel
  - b. Eyes up and looking approximately 10-15' feet ahead of the front tire. Do not look down at the ground (maintain high visual horizon)
  
5. Controlled operation of the throttle
  - a. Proper hand position – knuckles up
  - b. Slow speed/ low rpm's
  - c. Maintain consistent throttle setting (constant and steady). Discuss the importance of throttle control
  
6. Controlled operation of the clutch
  - a. Manipulate the clutch using a limited amount of clutch lever travel (a.k.a. the "sweet spot" of the clutch)
  - b. Use all 4 fingers on clutch lever for better control
  - c. Importance of not disengaging the clutch (a.k.a. abandoning the friction point) and delivering constant power to the rear wheel
  - d. 1st gear shall be utilized
  
7. Controlled operation of the rear brake
  - a. Light, consistent pressure on the rear brake control
  - b. No front brake application during this exercise
  
8. Handlebar transitions

Note: Handlebar transitions should be smooth, quick and decisive
  
9. Exit
  - a. Look toward and ride to the exercise exit
  - b. Slow the school motorcycle at the exit. Look left and right (good head checks) before proceeding out of the maze

**C. LEARNING ACTIVITY - EXERCISE 2 FLYING W**

**PSP a,b,e,g**

1. Entry point of the exercise

Note: The police motorcycle shall be in 1st gear and rolling toward the marked entrance, with hands and feet off the brake controls
  
2. Correct riding posture throughout the exercise
  - a. Body erect, upright and centered over the police motorcycle
  - b. Shoulders square and head up
  
3. Eye placement and movement
  - a. Officers should be looking ahead and in the direction of intended travel
  - b. Eyes up. Do not look down at the ground (maintain high visual horizon)

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4. Controlled operation of the throttle
  - a. Proper hand position – knuckles up.
  - b. Slow speed/ low rpm's.
  - c. Maintain consistent throttle setting (constant and steady).  
(Note: discuss the importance of throttle control)
  
5. Controlled operation of the clutch
  - a. Manipulate the clutch using a limited amount of clutch lever travel (a.k.a. the “sweet spot” of the clutch).
  - b. Use all 4 fingers on clutch lever for better control.
  - c. 1st gear shall be utilized.
  - d. If the student is traveling too slow, engage the clutch and add a small amount of throttle to deliver power to the rear wheel to maintain forward momentum.
  - e. If the student is traveling too fast, disengage the clutch to remove power to the rear wheel.
  
6. Controlled operation of the brake controls  
Note: No brake application shall be used while performing this exercise.
  
7. Handlebar transitions
  - a. Handlebar transitions shall be smooth, quick and decisive.
  - b. Rapid handlebar transitions will provide better placement of the police motorcycle within the exercise and will compensate for errors made while completing the exercise.
  
8. Exit point of the maze
  - a. The rider shall maintain forward momentum of the police motorcycle until exiting the exercise at the marked location.
  - b. Upon exiting the exercise, the rider shall apply the brake controls, safely slowing the police motorcycle and performing a head check in both directions.

**D. LEARNING ACTIVITY - EXERCISE 3 CYCLONE**

**PSP a,b,e,g**

1. Starting point

Note: The police motorcycle's front tire on the start line, between the first set of cones.

2. Foot placement

Note: Both feet to remain on the foot boards/pegs while riding through exercise.

3. Correct riding posture throughout the exercise

- a. Body erect, upright and centered over the police motorcycle.
- b. Shoulders square and head up.

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4. Eye placement and movement
  - a. Officer should be looking in the direction of intended travel.
  - b. Eyes up and looking approximately 10-15' feet ahead of the front tire. Do not look down at the ground (maintain high visual horizon).
  
5. Controlled operation of the throttle
  - a. Proper hand position – knuckles up.
  - b. Slow speed/ low rpm's.
  - c. Maintain consistent throttle setting (constant and steady). Discuss the importance of throttle control.
  
6. Controlled operation of the clutch
  - a. Manipulate the clutch using a limited amount of clutch lever travel (a.k.a. the “sweet spot” of the clutch).
  - b. Use all 4 fingers on clutch lever for better control.
  - c. Importance of not disengaging the clutch (a.k.a. abandoning the friction point) and delivering constant power to the rear wheel.
  - d. 1st gear shall be utilized.
  
7. Controlled operation of the rear brake
  - a. Light, consistent pressure on the rear brake control.
  - b. No front brake application during this exercise.
  
8. Handlebar transitions  
Note: Handlebar transitions should be smooth, quick and decisive.
  
9. Maze exit
  - a. Look toward and ride to the maze exit.
  - b. Slow the motorcycle at the exit. Look left and right (good head checks) before proceeding out of the exercise.

**E. LEARNING ACTIVITY - EXERCISE 4 BLADE**

**PSP a,b,e,g**

1. Starting point

Note: The motorcycle's front tire is positioned in the “painted starting box” with the handle bars turned to the left.

2. Foot placement

Note: Both feet to remain on the foot boards/pegs while riding through exercise.

3. Correct riding posture throughout the exercise

- a. Body erect, upright and centered over the police motorcycle.
- b. Shoulders square and head up.

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4. Eye placement and movement
  - a. Officer should be looking in the direction of intended travel.
  - b. Eyes up and looking approximately 10-15' feet ahead of the front tire. Do not look down at the ground (maintain high visual horizon).
  
5. Controlled operation of the throttle
  - a. Proper hand position – knuckles up.
  - b. Slow speed/ low rpm's.
  - c. Maintain consistent throttle setting (constant and steady). Discuss the importance of throttle control.
  
6. Controlled operation of the clutch
  - a. Manipulate the clutch using a limited amount of clutch lever travel (a.k.a. the "sweet spot" of the clutch).
  - b. Use all 4 fingers on clutch lever for better control.
  - c. Importance of not disengaging the clutch (a.k.a. abandoning the friction point) and delivering constant power to the rear wheel.
  - d. 1st gear shall be utilized.
  
7. Controlled operation of the rear brake
  - a. Light, consistent pressure on the rear brake control.
  - b. No front brake application during this exercise.
  
8. Handlebar transitions

Note: Handlebar transitions should be smooth, quick and decisive.
  
9. Exit
  - a. Look toward and ride to the maze exit.
  - b. Slow the motorcycle at the exit. Look left and right (good head checks) before proceeding out of the exercise.

Instructor's Note: Instructors will position themselves at a position of advantage in order to clearly observe all aspects of the officers practice efforts, maneuvers and application of controls

**F. COMPETITION**

**PSP a,b,e,f,g**

1. Officers shall participate on the same model of motorcycle they are currently issued.
2. Instructors will provide immediate feedback and counseling to the riders and give individual remediation training as required.
3. Officers will be given the opportunity, under direct instructor supervision, to practice each exercise as demonstrated.
4. Officers start each exercise with 5 points and penalties are assessed by deducting points as follows; 1 point for displacing a cone from the marked position, 3 points for a cone down.



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5. Officers are disqualified from the exercise for putting a foot down or riding out of pattern.
6. Individual Competition Road Course
  - a. The course components are presented to the students in chronological order, via a power point presentation. Students will be given adequate time to practice this competition and improve their individual proficiency level.
  - b. The OIC and lead instructor are positioned at the start. The other instructors are located at strategic locations throughout the course, to monitor each student's progress and provide immediate feedback to the student at the conclusion of each run so their performance can be adjusted to an acceptable level. The lead instructor will provide additional instruction and/or remediation as needed.

The following major sections will be discussed in detail:

- 1) The starting line of the course
  - 2) Off-set cone weave
  - 3) Figure 8 cone pattern
  - 4) High speed cone weave (30 mph)
  - 5) Key hole cone pattern
  - 6) Finish line
- c. The rules and scoring of the Individual Competition Road Course are as follows:
    - 1) Riders shall complete the course on the same model motorcycle they are currently issued.
    - 2) \*\*\*\* minutes and \*\* seconds lap time or faster is the 100% threshold score. Riders will be timed to the tenth of a second.
    - 3) 1% will be deducted for each second slower than the threshold score.
    - 4) 5% bonus will be added to the lap time score if the rider completes the free-wheel section error free.

**VI. DEBRIEFING**

**(1 Hr)**

- A. DISTRIBUTE** course critiques
- B. Debrief**
  1. Motor Skills Exercises
  2. Competition