



TRAINING BULLETIN

Los Angeles Police Department

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PURSUIT INTERVENTION TECHNIQUE (PIT)

The Pursuit Intervention Technique (PIT) is a tool available to law enforcement to bring a potentially dangerous pursuit to an end. It is defined as a forced rotational stop of a non-compliant suspect's vehicle. The PIT maneuver is not intended as a replacement for a high-risk vehicle pullover, but it is an option which can be utilized in specific situations. The purpose of this Training Bulletin is to provide officers with the guidelines, technique, and reporting procedure used in conjunction with the PIT maneuver.

PIT GUIDELINES

The Pursuit Intervention Technique may be used when **all** of the following conditions have been met:

- The apparent risk of harm to officers or the general public clearly outweighs the potential risk of implementing the PIT
- When the primary unit's watch commander or the on-scene supervisor has given approval (unless exigent circumstances exist and the exigency can be articulated)
- Other reasonable means of apprehension (tire deflation devices, etc.) are not practical or have proven ineffective
- A third unit has joined the pursuit and is in position to support the primary and secondary units
- When the speed of both vehicles is 35 mph or less

Note: PIT may only be used by officers who have been certified by the Emergency Vehicle Operations Course (EVOC) Unit of Training Division.

Once a supervisor has approved the PIT maneuver and the third unit has joined the pursuit, the driver of the primary unit should PIT the suspect vehicle whenever that officer decides PIT would be both effective and safe. Once approval has been granted, the decision to employ PIT remains with the primary unit until withdrawn or cancelled by a supervisor.

The primary concern for the officer conducting PIT is **location**. Site selection for PIT is critical in safely and effectively employing the technique. In an effort to decrease the possibility of injury or property damage, the following factors should be considered when selecting a PIT location:

1. The presence of traffic or pedestrians
2. Road hazards, blind curves, narrow roadways, bridges, abutments, guardrails, parked vehicles, traffic islands, nearby structures or buildings
3. The nature of surrounding area (residential or commercial)

Additional Considerations

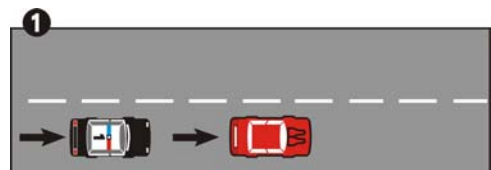
The PIT should generally not be attempted on:

- Vehicles carrying hazardous materials
- Large and/or heavy vehicles
- Vehicles with a high center of gravity
- A suspect who is known to be armed

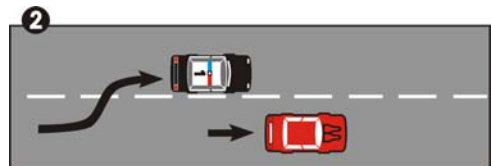
Officers should be aware that employing the PIT will cause them to be in close proximity to the suspect. In addition, implementing **PIT on a motorcycle would be considered deadly force**. Therefore, it should **only** be used on a motorcycle **when deadly force is justified**.

PIT Technique

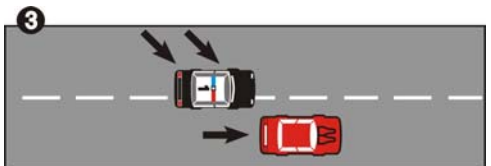
The police vehicle approaches the suspect vehicle from the rear (Fig. 1). The PIT **should not occur** when the speed of either vehicle is **in excess of 35 mph**. **Higher speeds can result in over rotation of the suspect vehicle**.



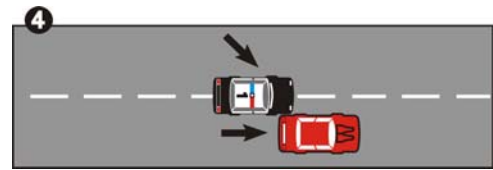
The officer determines from which side to perform the PIT, accelerates, and matches the speed of the suspect vehicle (Fig. 2). **The officer can PIT from either side**, however, contact should generally occur on the side of the suspect vehicle with the most available roadway.



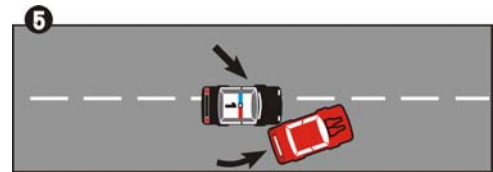
The officer then accelerates until the front quarter panel of the police vehicle is even with the rear quarter panel of the suspect vehicle (Fig. 3). There should be minimal spacing between the two vehicles in order to prevent a ram.



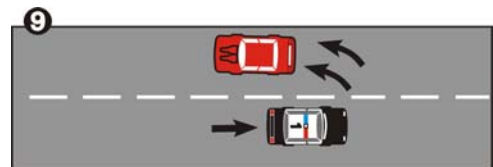
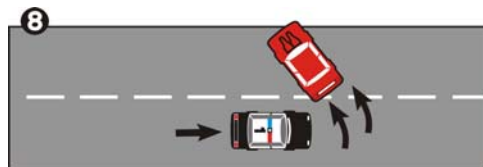
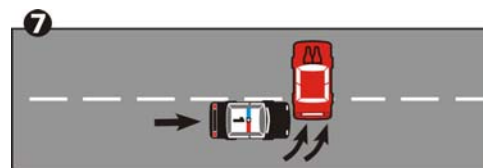
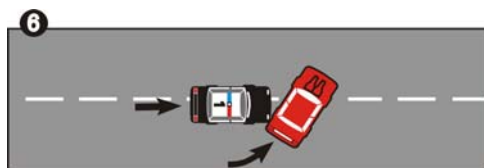
Once in position, the officer steers the police vehicle until the front quarter panel makes **gentle** contact with the rear quarter panel of the suspect vehicle (Fig. 4).



Once contact has been made, the officer turns the steering wheel approximately $\frac{1}{4}$ to $\frac{1}{2}$ turn while smoothly accelerating the police vehicle if necessary (Fig. 5). The suspect vehicle will rotate to the side the PIT contact was made (i.e. if the PIT contact was made on the driver's side, the vehicle will rotate toward the driver's side).



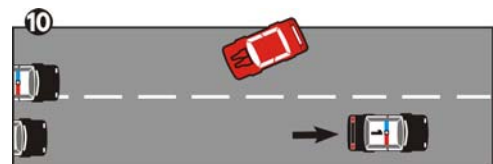
The PIT maneuver causes the rear wheels of the suspect vehicle to break traction, ultimately causing it to spin approximately 180 degrees (Figs. 6-9). The officer must keep a firm, steady grip on the steering wheel and resist the urge to swerve or attempt to avoid the suspect vehicle once it has begun to rotate.



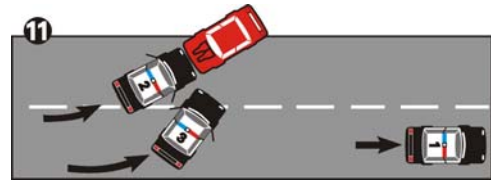
Once the rear of the suspect vehicle has been moved over 25-30 degrees from the original path of travel, rotation is irreversible. The suspect vehicle will continue to rotate regardless of any action taken by the driver, including counter steering, braking, accelerating, etc.

The natural momentum of the suspect vehicle should carry it out of the path of travel of the police vehicle. However, as the suspect vehicle rotates in front of the police vehicle, there may be a secondary contact between the front of the police vehicle and the side of the suspect vehicle. This contact is usually minor and should not cause a loss of control of the police vehicle.

As the suspect vehicle rotates, the officer should gently accelerate out of its path and avoid stopping in a potential crossfire situation. The second and third units approach the suspect vehicle (Fig. 10).



The secondary unit will close to within one to three feet of the suspect vehicle front bumper (Fig. 11). The third unit should approach on the side that provides the best advantage for the officers, preventing the suspect from driving away. Once the secondary and third units are in position, officers should proceed to take the suspect into custody.



Vehicle Damage

The greatest likelihood of damage to the police vehicle, or injury to the officer, is from loss of control of the police vehicle after the maneuver is executed. When the technique is properly executed, damage to the vehicles should be insignificant or negligible. If the PIT is employed and damage occurs to either the police vehicle or the suspect vehicle, it is not considered a traffic collision. However, if an uninvolved vehicle is damaged as a result of PIT, proper traffic collision reporting procedures will apply.

CONCLUSION

Pursuits are inherently dangerous and can place both law enforcement officers and the community at risk. While the PIT maneuver is not a replacement for a high-risk vehicle stop, it is an effective technique for terminating a pursuit if the appropriate conditions exist.

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Field Training Services Unit
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