

INTRADEPARTMENTAL CORRESPONDENCE

September 8, 2016
14.2

TO: The Honorable Board of Police Commissioners

FROM: Chief of Police

SUBJECT: DIGITAL IN-CAR VIDEO SYSTEM AUDIT (AD NO. 15-004)

RECOMMENDED ACTIONS

1. It is recommended that the Board of Police Commissioners REVIEW and APPROVE the attached Digital In-Car Video System Audit.
2. It is recommended that the Board of Police Commissioners REVIEW and APPROVE the attached Executive Summary thereto.

DISCUSSION

Audit Division conducted the Digital In-Car Video System Audit to evaluate compliance with Department policies and procedures.

If additional information regarding this audit is required, please contact Arif Alikhan, Director, Office of Constitutional Policing and Policy, at (213) 486-8730.

Respectfully,



CHARLIE BECK
Chief of Police

Attachment

LOS ANGELES POLICE DEPARTMENT

DIGITAL IN-CAR VIDEO SYSTEM AUDIT

(AD No. 15-004)



Conducted by
AUDIT DIVISION

CHARLIE BECK
Chief of Police

September 2016

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EXECUTIVE SUMMARY
DIGITAL IN-CAR VIDEO SYSTEM AUDIT
Conducted by
Audit Division
Fourth Quarter, Fiscal Year 2014/15

PURPOSE

In accordance with the Los Angeles Police Department (Department) Annual Audit Plan for fiscal year 2014/15, Audit Division (AD) completed an audit of the utilization and monitoring of the Digital In-Car Video System (DICVS) by Areas/divisions within Operations-South Bureau (OSB).¹

BACKGROUND

This is the fourth DICVS audit AD has conducted within OSB. The prior audits were conducted in fiscal years 2010/11, 2011/12 and 2012/13. Southwest Area, Harbor Area, 77th Street Area, South Traffic Division (STD), and Criminal Gang and Homicide Division (CGHD) were included in the audit; Southeast Area was evaluated in a separate audit.²

In the prior audits, AD evaluated the design, installation, training, activation, synchronization of wireless microphones, video completeness, and documentation of the DICVS. In addition to these areas, this audit included an evaluation of equipment maintenance and required equipment inspections conducted by field supervisors.

Table – Summary of Audit Findings

Objective No.	Description of Audit Objectives	2012/13 Number Meeting Standards	2012/13 Percentage Meeting Standards	2014/15 Number Meeting Standards	2014/15 Percentage Meeting Standards
1	Activation of DICVS as Required	204/209	98%	73/75	97%
2	Documentation of DICVS Condition on the DFAR	46/51	90%	45/49	92%
3	Supervisors' Random Visual Field Assessments of Cradle Ports and Wireless Transmitters	N/A	N/A	27/27	100%
4	Video Completeness	196/204	96%	68/73	93%
5	Inspection of Cradle Port Antennas	N/A	N/A	102/102	100%

¹Southwest Area, Harbor Area, 77th Street Area, South Traffic Division, and Criminal Gang and Homicide Division were included in the audit. Southeast Area was evaluated in a separate audit.

²Only a draft audit of the Southeast Area DICVS was completed due to the destruction of all supporting audit documentation during a fire that affected Audit Division offices; the draft audit report was not finalized.

RECOMMENDATIONS

Audit Division noted that OSB Order No. 2, March 27, 2014, which replaced OSB Order No. 1, January 29, 2012, and Operations Order No. 1, October 7, 2013, did not include all of the DICVS protocols from the prior orders. The requirements that officers be fully trained on the DICVS prior to being assigned to field duties and that officers activate each microphone separately before starting their shift to verify the condition of the microphone, were both omitted from OSB Order No. 2, March 27, 2014.

It is recommended OSB Order No. 2, March 27, 2014, be revised to incorporate all the protocols outlined in the previous orders related to DICVS.

ACTIONS TAKEN/MANAGEMENT'S RESPONSE

Audit Division presented the audit report to the Director, Office of Operations, and Commanding Officer, OSB; both entities expressed general agreement with the audit.

DIGITAL IN-CAR VIDEO SYSTEM AUDIT

Conducted by

Audit Division

Fourth Quarter, Fiscal Year 2014/15

PURPOSE

In accordance with the Los Angeles Police Department (Department) Annual Audit Plan for fiscal year 2014/15, Audit Division (AD) completed an audit of the utilization and monitoring of the Digital In-Car Video System (DICVS) by Areas/divisions within Operations-South Bureau (OSB).

Audit Division conducted this audit under the guidance of Generally Accepted Government Auditing Standards,¹ specifically pertaining to performing the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on the audit objectives. Audit Division has determined that the evidence obtained provides a reasonable basis for the findings and conclusions.

BACKGROUND

This is the fourth DICVS audit conducted by AD. The DICVS program provides digital video and audio monitoring of interactions between officers and citizens. The DICVS is currently deployed in OSB and Operations-Central Bureau to provide a digital record of traffic stops, pedestrian stops, Code-3 responses, and the transportation of suspects.²

AUDIT SCOPE

Audit Division randomly selected September 22, 2014, as the audit period. Southwest Area, Harbor Area, 77th Street Area, South Traffic Division (STD), and Criminal Gang and Homicide Division (CGHD) were included in the audit; Southeast Area was evaluated in a separate audit.³ All of the patrol and Gang Enforcement Detail (GED) Daily Field Activities Reports (DFARs) on that date were obtained and reviewed to identify incidents which appeared to warrant activation of DICVS.⁴ A total of 335 incidents were subsequently identified. From that, a statistically valid random sample of 75 incidents on that date was selected. Audit Division subsequently queried DICVS for videos which corresponded to the identified incidents. In addition, AD conducted field inspections of the DICVS vehicles and the wireless transmitters in the geographic areas to determine the condition of the antennas of the cradle ports and wireless transmitters.⁵

¹U.S. Government Accountability Office, Generally Accepted Government Auditing Standards, December 2011 Revision.

²According to OSB, the current practice is to activate the rear camera for all rear passenger transports including suspects, victims and witnesses.

³Only a draft audit of the Southeast Area DICVS was completed due to the destruction of all supporting audit documentation during a fire that affected Audit Division offices; the draft audit report was not finalized.

⁴If GED was not deployed on the selected date, the closest date after that was used.

⁵The cradle ports are located on the interior door posts of both the driver and passenger's side of the vehicle. The wireless transmitter is the portable "microphone" unit that is carried by an employee to transmit audio to the DICVS.

FIELDWORK

Fieldwork was performed between February 4, 2015 and March 12, 2015.

SUMMARY OF FINDINGS

Table No. 1 summarizes the audit findings and compares them to the 2012/13 audit.

Table No. 1 - Summary of Audit Findings

Objective No.	Description of Audit Objectives	2012/13 Number Meeting Standards	2012/13 Percentage Meeting Standards	2014/15 Number Meeting Standards	2014/15 Percentage Meeting Standards
1	Activation of DICVS as Required	204/209	98%	73/75	97%
2	Documentation of DICVS Condition on the DFAR	46/51	90%	45/49	92%
3	Supervisors' Random Visual Field Assessments of Cradle Ports and Wireless Transmitters	N/A	N/A	27/27	100%
4	Video Completeness	196/204	96%	68/73	93%
5	Inspection of Cradle Port Antennas	N/A	N/A	102/102	100%

DETAILED FINDINGS

Objective No. 1 – Activation of DICVS as Required

Criteria

Department Manual Section 3/579.13, Digital In-Car Video System (DICVS) Use and Deployment. Recording Law Enforcement Activities, states, *“Required Activation of the Digital In-Car Video System. Officers shall activate the DICVS during the initiation of the following activities:*

- *All vehicle stops;*
- *All Code 3 responses and pursuits;*
- *All suspect transports;*
- *All pedestrian stops (when practicable); and,*
- *Any other occasion when, in the officer’s judgment, it would be beneficial to do so. This may include, but is not limited to, stops and detentions, crimes in progress when recording is reasonably feasible, Mobile Field Force situations, or any situation, condition, or event presenting the potential for injury, loss of life, damage to property, or any potential risk-management issue.*

Exception: Exigent circumstances may preclude officers from activating the DICVS. Each exception will be evaluated on a case-by-case basis.

Audit Procedure

Audit Division identified 75 incidents including 32 vehicle stops, 11 Code-3 responses, 16 suspect transports, and 16 pedestrian stops. Audit Division reviewed the video for each incident to verify if the DICVS was activated as required. Videos that indicated the DICVS was activated met the standard for this objective.

Findings

Seventy-three (97%) of the 75 incidents met the standard for this objective. The two incidents that did not meet the standard are listed below.

- 77th Street Area – One DFAR indicated Vehicle No. 89505 assisted a primary unit by transporting a juvenile arrestee; however, AD was unable to locate a corresponding video.
- 77th Street Area – One video revealed that during a pedestrian stop, officers turned on the rear camera instead of the front camera as required.

Objective No. 2 – Documentation of DICVS Condition on the DFAR

Criteria

Operations-South Bureau Order No. 2, March 27, 2014, Inspection and Documentation of the Cradle Port System Antennas and Transmitter Antennas Reference the Digital In-Car Video System (DICV), states, *“Therefore, effective immediately, all Department personnel checking out DICV equipped vehicles shall adhere to the following protocols and document the condition of the antennas of both cradle ports and wireless transmitters on the first and last lines of the Daily Field Activities Report (DFAR):*

- *Department personnel must conduct a visual inspection of both cradle ports in the vehicle and of each wireless transmitter to be used for their shift. Department personnel shall document the condition of the antennas on the first line of their DFAR at start of watch and the last line at end of watch.”*

Audit Procedures

Audit Division reviewed 49 DFARs to determine if the condition of the DICVS was documented on the DFAR at the start and end of watch as required. If the DFAR documented the condition of the antennas of the cradle ports and wireless transmitters at the start and end of watch, it met the standard for this objective.

Findings

Forty-five (92%) of the 49 DFARs met the standard for this objective. The four DFARs that did not meet the standard are listed below.

- 77th Street Area – Three DFARs noted the condition of the DICVS at the start of watch; however, the condition wasn't noted at the end of watch.
- South Traffic Division – One DFAR noted the condition of the DICVS at the start of watch; however, the condition wasn't noted at the end of watch.

Objective No. 3 – Supervisors' Random Visual Field Assessments of Cradle Ports and Wireless Transmitters

Criteria

Operations-South Bureau Order No. 2, March 27, 2014, Inspection and Documentation of the Cradle Port System Antennas and Transmitter Antennas Reference the Digital In-Car Video System (DICV), states, *"Therefore, effective immediately, all Department personnel checking out DICV equipped vehicles shall adhere to the following protocols and document the condition of the antennas of both cradle ports and wireless transmitters on the first and last lines of the Daily Field Activities Reports (DFAR)."*

- *"Supervisors must complete random visual field assessments of cradle ports and wireless transmitters to ensure Department personnel are adhering to this Bureau Order."*

Audit Procedure

Audit Division obtained 27 Sergeant's Daily Reports (SDRs), Form 15.48.00, for the audit period. The SDRs were reviewed for documentation of random visual field assessments of the cradle ports and wireless transmitters. Sergeant's Daily Reports that documented visual field assessments of cradle ports and wireless transmitters met the standard.

Findings

Each (100%) of the 27 SDRs indicated that at least one random visual field assessment of cradle ports and wireless transmitters was conducted.

Objective No. 4 – Video Completeness

Criteria

Department Manual Section 3/579.13, Digital In-Car Video System (DICVS) Use and Deployment. Recording Law Enforcement Activities, states, *"Deactivation of the Digital In-Car Video System. Once the DICVS is activated, the front camera shall remain activated until the*

entire incident or field contact has stabilized or the contact has ended. The rear camera shall remain activated until the suspect (rear passenger) has exited the vehicle.

Note: The Digital In-Car Video System can only be deactivated from the inside of the vehicle.”

Audit Procedure

Audit Division reviewed 73 videos for which the DICVS was activated to ensure they were complete.⁶ If the video indicated that the front camera remained activated until the entire incident or field contact stabilized, or if the contact ended and the rear camera remained activated until the officers arrived at the Department facility, it met the standard for this objective.⁷

Findings

Sixty-eight (93%) of the 73 videos reviewed were activated during the entire incident and met the standard for this objective. The five videos that did not meet the standard are listed below.

- Southwest Area – During one Code-3 response, the DICVS was shut down upon arrival at scene by officers’ and therefore did not remain activated until the entire incident stabilized.
- 77th Street Area – On three occasions, during a Code-3 response, the DICVS was shut down upon arrival at scene by officers’ and therefore did not remain activated until the entire incident stabilized.
- South Traffic Division – During one Code-3 response, the DICVS was shut down upon arrival by officers’ and therefore did not remain activated until the entire incident stabilized.

Objective No. 5 – Inspection of Cradle Port Antennas

Criteria

Operations-South Bureau Order No. 2, March 27, 2014, Inspection and Documentation of the Cradle Port System Antennas and Transmitter Antennas Reference the Digital In-Car Video System (DICV), states, *“Therefore, effective immediately, all Department personnel checking out DICV equipped vehicles shall adhere to the following protocols and document the condition of the antennas of both cradle ports and wireless transmitters on the first and last lines of the Daily Field Activities Reports(DFAR).”*

- *“Each unit should possess an antenna. No cradle port or wireless transmitter shall be deployed in the field without an antenna. If one or more antennas become missing, broken, or damaged while in the field, Department personnel must notify their immediate*

⁶The DICVS was not activated as required in two of the 75 incidents; therefore only 73 videos were evaluated for this objective, see Objective No. 1.

⁷Due to the post-incident buffer recording incorporated into DICVS, when an officer deactivates the system, the DICVS records an extra minute of video without audio.

supervisor or Watch Commander without delay. As soon as practicable, the employees shall respond to the station to B/O and replace the equipment.”⁸

Audit Procedure

A complete list of 224 DICVS equipped vehicles was obtained from the divisions’ DICVS coordinators. Of the 224 vehicles, AD conducted field inspections of 102 vehicles, which were located at the divisions at the time of the inspection.⁹ The vehicles were examined to determine the condition of the cradle port antennas. Vehicles with cradle port antennas that were intact met the standard for this objective.

Findings

Each (100%) of the 102 vehicles inspected had antennas that were intact on their cradle ports and therefore, met the standard for this objective.

OTHER RELATED MATTERS

Inspection of Wireless Transmitter Antennas

Operations-South Bureau Order No. 2, March 27, 2014, Inspection and Documentation of the Cradle Port System Antennas and Transmitter Antennas Reference the Digital In-Car Video System (DICV), states, *“Therefore, effective immediately, all Department personnel checking out DICV equipped vehicles shall adhere to the following protocols and document the condition of the antennas of both cradle ports and wireless transmitters on the first and last lines of the Daily Field Activities Reports(DFAR).”*

- *“Each unit should possess an antenna. No cradle port or wireless transmitter shall be deployed in the field without an antenna. If one or more antennas become missing, broken, or damaged while in the field, Department personnel must notify their immediate supervisor or Watch Commander without delay. As soon as practicable, the employees shall respond to the station to B/O and replace the equipment.”*

A complete list of 487 DICVS wireless transmitters was obtained from the divisions’ DICVS coordinators. Audit Division then conducted a field inspection; examining 264 wireless transmitters, which were available in the kit rooms and ready to be deployed, to determine the condition of the wireless transmitters’ antennas.

⁸The Department references the term “Bad Order” as B/O.

⁹The number of vehicles and wireless transmitters inspected exceeded the sample size, which would have been required if the random sampling methods had been used for Objective No. 5.

One hundred ninety-nine (75%) of the 264 wireless transmitter antennas were intact. Audit Division observed that 65 of the 264 antennas did not have the small rubber tips that protect the top most portion of the antenna and some showed damage to the thin protective rubber coating around the wire of the antenna.¹¹ Table No. 2 summarizes the inspection results of the wireless transmitter antennas.

Note: Coban Technologies, the manufacturer of the wireless transmitters, acknowledged a defect in the design of the antennas. Changes to newer versions of the antenna have been made by Coban. According to staff from Information Technology Bureau, the antenna tips and rubber coatings can come off as a result normal wear and tear. A representative of Coban Technologies stated via email that the missing antenna tips and worn rubber coating do not impact the operation of the wireless transmitters. Tactical Technology Section has also stated that the missing antenna tips or worn rubber coating does not hinder the reception between the wireless transmitters and the vehicles.

Table No. 2 – Inspection of Wireless Transmitter Antennas

Area	Inventory	Inspected	Intact	Missing rubber tip or some portion of coating	Percentage Meeting the Standard
Southwest Area	167	39	16	23	41%
Harbor Area	110	107	107	0	100%
77 th Street Area ¹²	150	97	56	41	58%
South Traffic Division	60	21	20	1	95%
Total	487	264	199	65	75%

Operations-South Bureau Order No. 2, March 27, 2014

Operations-South Bureau issued two Orders which outlined protocols related to the DICVS Order No. 1, January 29, 2012, and Order No. 2, March 27, 2014. Order No. 2 only outlined procedures related to the inspection and documentation of the cradle port and wireless transmitter antennas. While Order No. 1 provided specific guidance on many other procedures; e.g., training, synchronization of wireless microphones, and Area DICVS coordinators assessing employee compliance with DICVS policy, Audit Division noted that OSB Order No. 2 replaced OSB Order No. 1 without addressing training requirements and other procedures. Consequently, AD placed the following assessments which were historically included in the Objectives and Summary of Findings under “Other Related Matters” in this audit report.

¹¹ Audit Division noted that each of the antennas in the divisional inoperable boxes, turned in by officers, had a missing tip. Several of them also had damaged rubber coating around the antennas.

¹² 77th Street Area’s Kit Room also maintains the wireless microphones for CGHD.

Digital In-Car Video System Training Provided Prior to Assignment to Field Duties

Operations-South Bureau Order No. 1, January 29, 2012, Deployment and Use of the Digital In Car Video System (DICVS), states, *“Officers Responsibilities: Officers assigned to field duties, driving Department vehicles, equipped with DICVS shall:*

- *Be fully trained on the DICVS, or be assigned to **NON** field duties until fully trained.”*

Audit Division reviewed Transfer Order No.10, August 26, 2014, with an effective date of September 7, 2014. Eighteen officers transferred into OSB during the audit period. Auditors reviewed each officer’s Training and Evaluation Management System (TEAMS) II report and/or divisional records maintained at the applicable Area/division to ensure the officer was fully trained on DICVS, prior to being assigned to the field in a DICVS equipped vehicle.

Twelve of the 18 officers were fully trained on the use of the DICVS, prior to being assigned to the field. Six officers did not receive training, or received training one to two Deployment Periods (DPs) after working in a DICVS equipped vehicle. Of the six officers, four officers from Southwest Area and one officer from Harbor Area received training after their first DP. One officer from 77th Street Area never received the training.

Officers Transferred within OSB

Among the 18 officers, four officers transferred within OSB. Audit Division was unable to locate documentation to verify if current training had been conducted at their new division.¹³ Given that it was not clear to the Areas/divisions during the audit period whether officers transferred within OSB were required to get updated training, these officers were not included in the calculation of issues. According to the OSB DICVS Coordinator, going forward, it is required that officers transferred within OSB be retrained, get updated on the current protocols, and documentation be maintained.

Synchronization of Wireless Microphones

Operations-South Bureau Order No. 1, January 29, 2012, Deployment and Use of the Digital In Car Video System (DICVS), Deployment and Use of the Digital In-Car Video System (DICVS), states, *“Officers Responsibilities: Officers assigned to field duties, driving Department vehicles, equipped with DICVS shall:”*

- *“Activate each microphone separately before starting their shift and verify the condition of the microphone.”¹⁴*

¹³The four officers included one that transferred to 77th Street Area, two transferred to Southwest Area, and one transferred to STD.

¹⁴Each officer is required to synchronize their wireless microphone to the vehicle DICVS at the start of watch. Synchronization is performed by momentarily touching contacts on the wireless transmitters to contacts on the cradle port. Proper synchronization of wireless transmitters helps to ensure that the videos have proper audio coverage. The wireless transmitters also allow officers to activate the front camera remotely.

Audit Division reviewed the DICVS Event Logs for the 73 videos identified in Objective No. 1 to determine if the microphones were synchronized with each patrol vehicle. Audit Division noted that all the microphones used in the 73 videos were synchronized.

Area DICVS Coordinator Assessment of Employee Compliance

Operations-South Bureau Order No. 1, January 29, 2012, Deployment and Use of the Digital In-Car Video System (DICVS), states, “*Area DICVS Coordinators responsibilities:*

- *Assess employee compliance with DICV policy a minimum of four days per week for a total of 16 days each Deployment Period.”*

The DICVS Coordinator logs for DP 10 were reviewed and AD determined that all Area DICVS coordinators properly assessed employee compliance for a minimum of four days per week for a total of 16 days each DP.

Audio Quality

Audit Division reviewed the audio associated with the 73 videos to assess the audio quality from the wireless transmitters and the back seat microphones.¹⁵ Sixty-six of the 73 videos reviewed had clear audio. The other seven videos had periods when the audio contained static, lacked sound or clarity, despite the fact that officers appeared to be in close proximity of the patrol vehicle.¹⁶ This is a reoccurring issue; myriad factors can impact audio quality, including environmental and location factors, defective antennas, and improper wireless microphone placement. Audit Division provided this information to the Tactical Technology Section to conduct additional research and take appropriate action, if necessary. Table No. 3 summarizes the audio quality results.

Table No. 3 – Audio Quality

Area/Division	Finding Description
Southwest Area	Vehicle No. 87903 – On two occasions, there were durations of static and low volume. Vehicle No. 89586 and 89031 had periods of inaudible audio.
Harbor Area	Vehicle No. 88629 and 88319 had periods of inaudible audio.
Criminal Gang and Homicide Division	Vehicle No. 88061 had periods of inaudible audio.

¹⁵The back seat microphones are built-in through a cable connected to the monitor console and are activated when the back seat camera is activated.

¹⁶The seven videos included four from Southwest Area, two from Harbor Area, and one from CGHD.

RECOMMENDATIONS

Audit Division noted that OSB Order No. 2, March 27, 2014, which replaced OSB Order No. 1, January 29, 2012, and Operations Order No. 1, October 7, 2013, did not include all of the DICVS protocols from the prior orders. The requirements that officers be fully trained on the DICVS prior to being assigned to field duties and that officers activate each microphone separately before starting their shift to verify the condition of the microphone, were both omitted from OSB Order No. 2, March 27, 2014.

It is recommended OSB Order No. 2, March 27, 2014, be revised to incorporate all the protocols outlined in the previous orders related to DICVS.

ACTIONS TAKEN/MANAGEMENT'S RESPONSE

Audit Division presented the audit report to the Director, Office of Operations, and Commanding Officer, OSB; both entities expressed general agreement with the audit.

INTRADEPARTMENTAL CORRESPONDENCE

May 5, 2016

1.5

TO: Commanding Officer, Internal Audits and Inspections Division

FROM: Commanding Officer, Operations-South Bureau

SUBJECT: DIGITAL IN CAR VIDEO SYSTEM (DICVS) AUDIT

Audit Division, in accordance with the department's Annual Audit Plan for fiscal year 2014/2015, conducted an audit to assess utilization and monitoring of the Digital In-Car Video System (DICVS). The purpose of this correspondence is to address deficiencies identified by Audit Division.

Objective No. 1- Activation of DICVS as Required

77th Street Area Response: Audit Division cited two incidents, one with a transport of a juvenile arrestee which required video and the second was a Pedestrian Stop where the officers activated the rear seat camera. The officers involved received training.

Objective No. 2 – Documentation of DICVS condition on the DFAR

77th Street Area Response: Audit Division cited three DFAR's failed to note the condition of the DICVS at the end of watch. The reason for this deficiency could not be identified. However, it should be noted that if the officer's DFAR were closed out by communications, the required information would not be inserted.

South Traffic Division Response: One DFAR noted the condition of the DICVS at the start of watch; however, the condition was not noted at the end of watch; South Traffic Division (STD) identified the officer and provided training. Department personnel must conduct a visual inspection of both cradle ports in the vehicle and of each wireless transmitter to be used for their shift. Department personnel shall document the condition of the antennas on the first line of their DFAR's at start of watch and the last line at the end of watch. This issue has been addressed with Roll Call Training.

Objective No. 3 – Supervisors Random Visual Field Assessments of Cradle Port and Wireless Transmitter

All within Sergeant's Daily Reports for Operations-South Bureau were in 100% compliance with this objective and guidelines per Audit Division.

Objective No. 4 – Video Completeness

Southwest Area Response: Since the identification of the issue involving deactivating the DICVS at the termination of a Code-3 call for service, internal inspections are being completed daily. Additionally, appropriate disciplinary measures have been put in place for officers who fail internal DICVS inspections.

77th Street Area Response: Seventy-Seventh Street Area concurs with Audit Division who cited three occasions where the Code-3 responses had the DICVS shut down upon officer's arrival and did not remain activated until the entire incident stabilized. Training was provided for the entire division which was recorded on the watch commander logs.

South Traffic Division Response: During one Code-3 response, the DICVS was shut down upon officer's arrival and did not remain activated until the entire incident stabilized; STD identified the officer and provided training. Once the DICVS is activated, the front camera shall remain activated until the entire incident or field contact has stabilized or the contact has ended. The rear camera shall remain activated until the suspect (rear passenger) has exited the vehicle. This issue has been addressed at Roll Call Training.

Objective No 5 – Inspection of Cradle Port Antennas

All vehicles inspected had antennas that were intact on their cradle ports for Operations-South Bureau, and met the standard for this objective per Audit Division.

Objective No. 6 – Inspection of Wireless Transmitter Antennas

Southwest Area Response: Audit Division noted twenty-three damaged antennas were missing the tip of the antenna and in addition sustained some level of damage as a result. All of the antennas have been replaced with a newer model, which does not have a tip that can become dislodged and missing. The core issue with this objective was a defective design, which Coban has corrected in the newer version of antennas that are utilized by all Areas that use DICV systems. In addition, personnel were trained on identifying any damage and the procedure to have them replaced.

Harbor Area Response: Harbor Area was in 100% compliance with the prescribed standard.

77th Street Area Response: Audit Division noted that ninety-seven of the one hundred-fifty Wireless Transmitters at 77th Street Area were inspected. Findings revealed fifty-six were intact and forty-one were damaged. Wireless transmitter antennas are sent for repair on an as needed basis.

South Traffic Division Response: Inspection of the Wireless Transmitter Antennas showed STD meeting the standard at ninety-five percent (95%). STD identified and replaced all damaged Wireless Transmitter Antennas. Kit room officers were trained on identifying damaged transmitters and the procedure to have them replaced. This issue has been addressed at Roll Call Training.

Other Related Matters

Digital In-Car Video System Training Provided Prior to Assignment to Field Duties

Southwest Area Response: Officers are being retrained on current DICVS procedures.

77th Street Area Response: 77th Area agreed with the findings of the audit related to the training of one officer who transferred into 77th Street Area did not receive training prior to operation the DICVS vehicle. Subsequently, the required training has been provided.

Harbor Area Response: Harbor Area had two probationary officer's transferring in from the Los Angeles Police Academy. One of which was not trained by the Harbor Training Unit before working field duties in compliance with Operations-South Bureau Order No. 1. After further review of the probationary officer's Training Record and Probationary Evaluation Report, it was determined that the probationary officer was not initially trained on DICVS by the Harbor Training Cadre before working field duties, but was trained on DICVS by his assigned training officer during probation orientation week which was (September 7, 2014 – September 13, 2014). The Commanding Officer Operations-South Bureau and the Commanding Officer of Harbor Area has taken the appropriate action to ensure the required training is provided and to prevent a reoccurrence of this particular issue.

Officers Transferred within Operations-South Bureau (OSB)

Southwest Area Response: The Divisional Training Coordinator has been instructed to ensure that incoming officers are updated on all current DICVS videos and related policies. This task is completed during new officers' orientation day.

77th Street Area Response: According to the OSB DICVS Coordinator, going forward, it is required that officers transferred within OSB be trained, get updated on the current protocols and documentation be maintained. 77th Street Area will comply with the OSB DICVS Coordinator's directive.

Harbor Area Response: The Harbor Training Unit now emails every officer prior to transferring into Harbor Division, a welcome to Harbor Division package that includes: Operations-South Bureau Order No. 1, January 29, 2012, Deployment and Use of the DICVS states, "Officers Responsibilities: Officers assigned to field duties, driving Department vehicles, equipped with DICVS shall: *Be fully trained on the DICVS, or be assigned to NON field duties until fully trained.*"

Synchronization of Wireless Microphones

77th Street Area Response: Audit Division determined that 77th Street Area was in compliance with the requirement that officers synchronize wireless microphones and activate each microphone separately, before starting their shift and verify the condition of the microphone.

Area DICVs Coordinator Assessment of Employee Compliance

77th Street Area Response: Assess employee compliance with DICVS policy a minimum of four days per week for a total of sixteen days each Deployment period. This is the current procedure in the 77th Area.

Audio Quality

Southwest Area: A myriad of factors could have contributed to the static or low volume. The two vehicles in questions have been inspected by the divisional DICVS coordinator as well as personnel for COBAN and are currently in good working order. Currently, supervisors are mandated to monitor their subordinates and take immediate and appropriate action when wireless transmitter antennas are not intact or are not properly seated in the transmittal cradles. Supervisors immediately remove damaged or non-functional transmitters from service when identified.

77th Street Area Response: Seventy-Seventh Street Area was not identified in this area. To address Objective 1, 2, 4, and 6, roll call training will be provided to officers currently at 77th Street Area. Officers assigned to the 77th Street Area kit room will receive training concerning defective or damaged microphones and procedures for obtaining repairs. Officers training will be updated in the Officer's Training Evaluation and Management System (TEAMS). Officers new to the Bureau and officers transferring within the bureau will receive training and or updated training that will be maintained in the Officer's TEAMS.

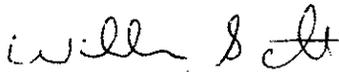
Harbor Area Response: Audit Division reviewed the videos from Shop No. 88319 and Shop No. 88629, to assess the audio quality and discovered that the above vehicles had periods of inaudible audio. Harbor garage mechanics performed a power supply reset and checked for normal DICVS operations on Shop No. 88319. No audio issues were found. On May 26, 2015, Shop No. 88319 was retired from the Harbor Area fleet and sent to Motor Transport Division for salvage. On September 15, 2014, at 0824 hours, COBAN replaced the driver's side DICVS Microphone receiver on Shop No. 88629. No other audio issues were found.

Criminal Gang Homicide Division Response: It was discovered that Shop No. 88061, assigned to Criminal Gang Homicide Division (CGHD), Special Enforcement Unit (SEU), had periods of inaudible audio on September 22, 2014, according to Audit Division. In an attempt to verify the audio quality for Shop No. 88061 a check was conducted and no additional information was discovered for the cause of why the DICVS was periodically inaudible.

There are many factors that can impact the quality of audio on any DICVS recording, including the environment, location, defective antennas and placement of the microphones. Officers' conduct daily checks of their equipment, but unless the equipment fails, or presents quality issues during the check, no analysis of the perceived problem would be done to determine the issue. Roll call training was conducted with SEU to ensure all personnel are aware of factors that may impact the quality of the audio during their usage of the DICVS system.

Audit Division recommended that OSB Order No. 2, March 27, 2014, be revised to incorporate all the DICVS protocols outlined in OSB Order No. 1, dated January 29, 2012 and Operations Order No. 1, dated October 7, 2013. The revisions of all OSB Orders related to the DICVS have been placed on hold indefinitely at the direction of Office of Operations due to a department order being generated regarding DICVS.

If you have any further questions or concerns, please contact Lieutenant II Darrell Belthius, Bureau Gang Coordinator, Operations-South Bureau, at (323) 756-5080.



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Commanding Officer
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