

LOS ANGELES POLICE DEPARTMENT
Driver Training Update
1850-21115
Expanded Course Outline

Instructional Goal: The students will review and practice the laws, policies, and skills related to pursuits, emergency response driving, Pursuit Intervention Technique (PIT) or Skid Recovery, and Tire Deflation Device (Stop Stick).

Performance Objectives: Using lecture, group discussion, learning activities, and practical application the student will:

- Demonstrate knowledge of their Driver Training/Awareness skills and techniques
- Demonstrate a minimum standard of psychomotor skills with every techniques and exercise to include:
 - Judgement and Decision-Making
 - Policy/Legal and Moral Issues
 - Basic Driving Principles and Vehicle Dynamics
 - Defensive Driving
- Safely and effectively operate an emergency vehicle during Code-3 operations
- Safely implement the Pursuit Intervention Technique (PIT)
- Instructed and demonstrate Skid Recovery.
- Deploy tire deflation device(s) safely and effectively
- Demonstrate an understanding of how our Department's guiding principle of Reverence for Human Life is the moral and ethical foundation of de-escalation, tactics, reasonable force, and public/officer safety
- Understand how the application of this training is in keeping with our Department's UOF policy, philosophy and tactical planning

References: Instructors, facilitators and training supervisors shall ensure that the most current references are utilized

This course provides current Penal Code Section 835a content

I. ORIENTATION INTRODUCTION AND CLASS OVERVIEW (30 min)

- A. Welcome and Introduction
 - 1. Welcome participants
 - 2. Instructor introduction
- B. Administrative duties
 - 1. Roll call
 - 2. Class roster
 - 3. Grading sheets
 - 4. Course guidelines, rules, and expectations
- C. Overview of course objectives
 - 1. General safety overview
 - 2. Code-3 response laws and policy
 - 3. Pursuit law and policy
 - 4. Pursuit Intervention Technique (PIT)/Skid Recovery Option
 - 5. Tire Deflation Device
 - 6. Driving exercises
 - 7. Debrief and review
- D. Safety Policy/Orientation
 - 1. Review Safety Policy

PSP II (a)

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2. Equipment
3. Reporting Requirements
4. Signals
5. Communication
6. Speed limits

II. CODE-3 RESPONSE LAW AND POLICY OVERVIEW

(30 min) PSP II (b)

- A. 21055 (CVC) exempts the driver of an authorized emergency vehicle from the rules of the road
 1. Forward facing red lamp
 2. Sounding the siren as may be reasonably necessary
 3. Responding to an emergency, fire, rescue, or pursuit
- B. 21056 (CVC)
 1. Due regard for the safety of all persons using the highway
- C. Emergency call
 1. Radio call accompanied by a Code-3 designation
 2. Shall be answered immediately
 3. Unit(s) shall respond as quickly and safely as possible
 4. Additional responding units may respond Code-3
- D. Officer needs help
 1. Officer requires immediate aid for a life-threatening incident
 2. Incident requires immediate aid because of serious bodily injury, or death
 3. Imminent threat to public safety
 4. Officer(s) requesting must include specific information
 5. Specific unit(s) shall be dispatched Code-3; additional units may respond Code-3
- E. Back-up unit request
 1. Shall be broadcast when an officer requires additional units immediately, but the situation does not rise to the level where serious bodily, death, or serious threat to public safety is imminent
 2. Officer(s) requesting must include specific information
 3. Specific unit(s) shall be dispatched Code-3; additional units may respond Code-3
- F. Additional unit request
 1. Officer(s) requires additional unit(s) for a non-emergency situation(s)
 2. Obey all traffic laws when responding

III. PURSUIT LAW AND POLICY

(1 hr.) PSP II (b)

- A. 13519.8 California Penal Code Overview
 1. Pursuit policies include certain provisions as required by law
 2. Officers are responsible for knowing their agency's pursuit policy
 3. Policy content requirements
 - a. Initiating a pursuit¹
 - b. Number of involved units permitted²

¹ Department Manual Section 1/555.10, Initiation of Vehicle Pursuit

² Department Manual Section 4/205.10, Control of Vehicle Pursuit

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- c. Responsibility of primary and secondary units³
- d. Driving tactics⁴
- e. Helicopter assistance⁵
- f. Communications⁶
- g. Taking suspects into custody^{7 8 9 10}
- h. Termination of the pursuit¹¹
- i. Supervisory responsibilities^{12 13}
- j. Blocking, ramming, boxing, and road block procedures¹⁴
- k. Speed limits¹⁵
- l. Inter-jurisdictional considerations¹⁶
- m. Conditions of the vehicle, driver, roadway, weather, and traffic¹⁷
- n. Hazards to uninvolved bystanders and motorists¹⁸
- o. Reporting and post-pursuit analysis¹⁹

IV. DRIVING EXERCISES ROTATIONS

(2.5 hrs.)

- A. Demonstration: Code-3 Response and Pursuit Driving
 - 1. Conducted on track area
 - 2. Square Corner Vehicle Control Techniques Course
 - 3. Emergency Code-3 Driving Course (moderate speed)
 - 4. Instructor demonstrates each of the exercises and points out key learning points
- B. Practical Application: Code-3 Response and Pursuit Driving Exercises (Behind the Wheel)
 - 1. Safety Brief
 - 2. Conducted on track area
 - 3. Square Corner Vehicle Control Techniques Course **PSP II (a, c, g, h)**
 - a. Slow to moderate speed vehicle control exercise
 - b. Review and practice fundamentals of vehicle control and dynamics
 - 4. Emergency Code-3 Driving Course (moderate speed) **PSP II (a, c, e, g, h)**
 - a. Moderate speed vehicle control exercise (practical behind the wheel)
 - b. Practice fundamentals of vehicle control and dynamics
 - c. Practice controlled intersection clearance

³ Department Manual Section 4/205.10, Control of Vehicle Pursuit

⁴ Department Manual Section 4/205.19, Vehicle Pursuit Driving Tactics

⁵ Department Manual Section 4/205.15, Air Support Tracking of Pursuit

⁶ Department Manual Sections 1/555.10 and 4/205.17, Initiation of Pursuit/Continuation/Termination of Pursuit

⁷ Department Manual Section 4/205.40, Apprehension of Suspect at Pursuit Termination

⁸ California Penal Code Section 835a

⁹ Department Manual Section 1/556.10, Policy on the Use of Force

¹⁰ LAPD Use of Force -Tactics Directive, Tactical De-escalation Techniques

¹¹ Department Manual Section 4/205.35, Post pursuit discipline

¹² 2009 LAPD Manual 4/205.10 control of vehicle pursuit

¹³ Training Bulletin, Volume XLVII Issue 4, Command and Control

¹⁴ Department Manual Section 4/205.19, Vehicle Pursuit Driving Tactics

¹⁵ Department Manual Section 1/555.10 and 4/205.17, Initiation of Pursuit/Continuation/Termination of Pursuit

¹⁶ Department Manual Section 4/205.30, Vehicle Pursuit by Other Law Enforcement Agencies

¹⁷ Department Manual Section 1/555.10 and 4/205.17, Initiation of Pursuit/Continuation/Termination of Pursuit

¹⁸ Department Manual Section 1/555.10 and 4/205.17, Initiation of Pursuit/Continuation/Termination of Pursuit

¹⁹ Department Manual Section 4/205.65, Vehicle Pursuit Report

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V. PURSUIT INTERVENTION TECHNIQUE (PIT) or SKID RECOVERY LECTURE (1hr)

- A. PIT
 - 1. Definition
 - 2. Purpose
 - 3. Controlled and trained technique.
- B. PIT Driving Tactics **PSP II (b)**
 - 1. Speed
 - 2. Use of Force considerations
 - 3. Supervisory approval
 - 4. Executed at the discretion of the primary officer after receiving approval
 - 5. Third unit
 - 6. Primary responsibility
 - 7. Other units
- C. Decision to PIT **PSP II (b, c,)**
 - 1. Site selection considerations
 - 2. Vehicles to avoid

DRIVER TRAINING SKID RECOVERY OVERVIEW

- B. Review of Los Angeles Police Department Policy **(PSP II – C, Defensive Driving)**
 - 1. Skidding is a result of exceeding the vehicle tires traction limits.
 - 2. Skidding increases the potential for loss of control of the vehicle.
 - 3. Police officers should avoid skidding and recognize the increased risk inherent in exceeding the vehicles limitations.
 - 4. If skidding occurs because of the speed of the pursuit, environmental factors (I.E. rain), or mechanical failure, officers should evaluate the necessity for the continuation of the pursuit (Volume 4/205.17 LAPD Manual Continuation/Termination of Pursuit).
- C. Four Types of Skids
 - 1. Acceleration skid

(PSP II – D, Intersections Exercise(s); PSP II – I, Intervention Techniques/Risk Assessment; PSP II – G, Vehicle Dynamics)

- a) Excessive acceleration for the roadway conditions
- b) Often occurs from a standing start or while exiting a turn
- c) Loss of traction occurs at the drive wheels
- 2. All wheel locked skid
 - a) A loss of rolling friction
 - b) Loss of steering control
 - c) Response to potential hazard is one-dimensional.
 - d) Stopping distance is increased.
 - e) Facilitate discussion with class regarding a “Panic Stop” prior to the advent of anti-lock braking.

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3. Oversteer Skid
 - a) Rear wheels lose traction while front wheels maintain traction.
 - b) Common cause is excessive acceleration exiting a turn.

4. Understeer Skid
 - a) Front wheels lose traction while rear wheels maintain traction.
 - b) Common cause is entering a turn too fast.

5. Oversteer and Understeer skids occur during turning motions.
 - a) Factors to consider when determining if, when, and how, a vehicle will skid.
 - b) Traction
 - (1) Adhesion of tires to the road surface
 - (2) Limit of traction is a tires performance limit with a force exerted against it.
 - c) Centrifugal force
 - (1) The force the tires must overcome in a turn.
 - (a) Made up of motion combined with directional change
 - (b) Byproduct is weight transfer.
 - (2) Determines the duration and severity of skid.
 - (3) More steering equals less potential controlled speed.
 - (4) Less steering equals more potential controlled speed.

6. How do you control a skid?
 - a) Three tools to control a vehicle while it is in motion
 - (1) Steering
 - (2) Throttle
 - (3) Brake pedal
 - b) These are used together in a pattern to create the intended results.
 - c) Oversteer
 - (1) Steering control
 - (a) Turn into the skid to the degree of angle of the skid.
 - (b) Keep front wheels pointing on the path you would want the vehicle to travel on if it was not skidding.
 - (c) Recover steering at a controlled rate to minimize spring loading as the skid is reduced.
 - (2) Throttle control
 - (a) Skids caused by over acceleration, come off throttle
 - (b) If in a high-speed turn at full throttle, maintain throttle and control skid with steering.
 - (c) Add throttle if coming out of a skid before you want to.
 - (3) Brake control
 - (a) Avoid brake application due to weight transferring forward thus taking weight off the rear tires.
 - (b) What might occur when applying the brakes while already in an oversteer skid.
 - (i) Applying brakes would make the skid worse
 - (ii) Applying brakes could cause one to lose control of the vehicle.
 - d) Understeer

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- (1) Steering control
 - (a) Recover input of steering
 - (b) Get back to the point where the understeer started to occur.
- (2) Throttle control
 - (a) Come off throttle to reduce speed.
 - (b) Don't re-apply throttle until the understeer is no longer present
- (3) Brake control
 - (a) Apply brake to slow vehicle
 - (b) This will transfer weight to the front of the vehicle potentially aiding in the recovery of rolling friction **(ABS Only)**.
 - (c) Once the mistake was made, the driver could have given up on trying to negotiate the turn and continued straight. In this case, there was clear roadway in front of the officer.
 - (d) Understeer is a difficult skid to recover from even for the most skilled drivers. The best fix is NOT to let this happen to you. Slow down before entering turns!

7. KEY LEARNING POINTS: Skid Control

- a) Look where you want the car to go not where the car is skidding.
- b) Early recognition of the skid is critical to controlling the skid.
- c) Accurate coordination of steering, throttle, and possibly brake is necessary to control the skid.
- d) Control spring loading by accurate recovery of steering. This reduces the chances of a secondary skid.

D. Key Issues Related to the LAPD Skid Course

- 1. Course construction and design
 - a) Skid Recovery courses are made of polished concrete.
 - b) Purpose is to teach skid control in a safe, low speed environment.
 - c) Skid control techniques are the same on dry and wet pavement.
- 2. Skid Recovery Course
 - a) Learn to initiate and control a primary skid.
 - b) Learn to initiate and control a secondary skid.
 - c) Experience all wheel lock skid.

E. Overview Skid Recovery Course Safety Issues

- a) Skid Recovery Course
- b) Maximum speed is 25 mph.
- c) Only one vehicle skidding on course at a time.
- d) Follow primary instructor's directions

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VI. TIRE DEFLATION DEVICE (STOP STICK)

(15 min)

- A. Stop Stick Video
 - 1. Review Stop Stick video
- B. Review nomenclature
 - 1. Stick
 - 2. Sleeve
 - 3. Chord
 - 4. Crank handle and crank
- C. Deployment considerations and techniques
 - 1. Allows controlled deflation of tires
 - 2. Set up in a safe area prior to deployment.
 - 3. Deploy on a hard surface
 - 4. Unlock the chord reel
 - 5. Do not grab the chord or wrap it around hands or any part of the body
 - 6. Throw with dominant arm in a sidearm motion
 - 7. Do not jerk the chord but pull into the path of the targeted vehicle
 - 8. Pull it out of the roadway after the vehicle has run over the device
 - 9. Alternate deployment: place device across the street, then pull it into roadway
- D. Policy Issues **PSP II (b)**
 - 1. Supervisor approval
 - 2. Speeds
 - 3. Vehicle restrictions

VII. DEFENSIVE DRIVING AND COLLISION AVOIDANCE

(15 min)

- A. Briefly discuss the key components of defensive driving and collision avoidance.
 - 1. Components of Defensive Driving **PSP II (d)**
 - 2. Collision Avoidance
 - 3. Intersections **PSP II (e)**
 - 4. Vehicle Dynamics **PSP II (c)**
 - 5. Types of accidents
- B. Briefly discuss the key factors that impact driving by asking the students questions.
 - 1. What factors affect the driver? How?
 - 2. What factors affect the vehicle? How?
 - 3. What factors affect driving conditions? How?

VIII. DRIVING EXERCISES ROTATIONS

(2 hrs.)

- A. Demonstration: PIT, Tire Deflation Device, Collision Avoidance (Skid Recovery Option)
 - 1. Conducted on track area
 - 2. Instructor demonstrates each of the exercises and points out key learning points
- B. Practical Application Exercises: PIT, Tire Deflation Device, and Collision Avoidance
 - 1. Conducted on track area
 - 2. Option 1
 - a. Collision Avoidance **PSP II (g, h)**
 - b. Backing/Parking **PSP II (f, g, h)**

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- c. Tire Deflation Device
- d. PIT
- 3. Option 2
 - a. Collision Avoidance
 - b. Backing/Parking
 - c. Tire Deflation Device
 - d. Skid Recovery

PSPII (g, h)

C. Key Learning Points:

1. Driving Skills are perishable
2. Knowledge of policy and law
3. Clear understanding and application of the policies/laws related to pursuit driving enhances safety to the community, officers and the suspect
4. The Department's guiding principle of Reverence for Human Life is the moral and ethical foundation of de-escalation, tactics, reasonable force, and public/officer safety