

**POST PERISHABLE SKILLS PROGRAM (PSP)
II – Driver Training / Awareness**

MONTEREY COUNTY SHERIFF'S OFFICE (6730)

CCN: 6730-21155-21 | POST Certification II | Reimbursement Plan IV | 8 hours

COURSE GOAL:

The course will provide the trainee with the minimum topics of Driver Training/Awareness required in the POST Perishable Skills Training Program including: Basic Driving Principles, Legal and Moral Aspects, Defensive Driving and Maneuvering Course Exercises.

The course consists of a hands-on/practical Driver Training/Awareness for in-service officers. **The training maybe presented in 4, or 8 hour format allowing for flexibility based upon specific agency or trainee group needs, and as long as the minimum topics are contained within each format independently.**

DRIVER TRAINING/AWARENESS

Minimum Topics/Exercises:

- a. Safety Policy/Orientation
- b. Policy, legal and moral issues
- c. Vehicle Dynamics
- d. Defensive driving
- e. Intersections exercise(s)
- f. Backing/parking exercise(s)
- g. Behind the wheel exercises to improve driving skills – judgment and decision making
- h. Class Exercises, Student Evaluation, and or optional Testing

COURSE OBJECTIVES:

The trainee will:

1. Demonstrate knowledge of their Driver Training/Awareness skills and techniques
2. Demonstrate a minimum standard of psychomotor skills with every technique and exercise to include:
 - A. Judgment and Decision Making
 - B. Policy, Legal and Moral Issues
 - C. Basic Driving Principles and Vehicle Dynamics
 - D. Defensive Driving

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EXPANDED COURSE OUTLINE

- I. INTRODUCTION/ORIENTATION **II (a)**
 - A. Introduction, Registration and Orientation
 - 1. Course Roster
 - 2. Facility Overview
 - B. Course Objectives/Overview/Exercises, Evaluation/Testing
 - 1. Course Objectives
 - a. Judgment and Decision Making
 - b. Policy, Legal and Moral Issues
 - c. Basic Driving Principles and Vehicle Dynamics
 - d. Defensive Driving
 - 2. Safety Policy/Orientation

- II. LEGAL AND MORAL ASPECTS **II (b)**
 - A. California codes
 - 1. Vehicle Codes
 - 2. Penal Codes
 - B. Case law
 - 1. Brower v. Inyo (1989)
 - 2. Lewis v. Sacramento Co (1998)
 - 3. Cruz v. Briseno (2000)
 - 4. Nguyen v City of Westminster (2002)
 - 5. Scott v. Harris (2007)
 - 6. Additional case law as determined by instructor
 - C. Agency policy
 - 1. Lexipol Update
 - 2. General Orders
 - D. Moral aspects
 - 1. Risk v Reward
 - 2. Letter of the law v Spirit of the law

- III. VEHICLE CARE AND MAINTENANCE **II (c)**

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- A. Pre-shift Vehicle Inspection Interior
 - 1. General appearance
 - 2. Lights
 - a. OEM
 - b. Emergency
 - 3. Trunk
 - a. Spare tire
 - b. Fire extinguisher
 - c. Jack / Lug wrench
 - d. Flares
 - e. First aid kit
 - f. Stop Sticks
 - 4. Interior
 - a. Trash / Debris
 - b. Clean windows
 - c. Adjust seat and mirrors
 - d. Check gauges
 - e. Brakes
 - f. Secure gear
 - g. Seatbelts
 - 5. Listen for unusual sounds
- B. Pre-shift Vehicle Inspection Exterior
 - 1. General appearance
 - 2. Lights
 - 3. Tires
 - a. Pressure
 - b. Wear
 - c. Damage
 - 4. Wheels
 - 5. Body damage

IV. BASIC DRIVING PRINCIPLES

II (c)

- A. Weight Transfer
 - 1. Weight distributed between front and rear wheels
 - 2. Types of weight transfer
 - a. Lateral: Side to side
 - b. Longitudinal: Front to rear/Rear to front
 - 3. Lateral transfer created when vehicle turned left/right
 - 4. Longitudinal transfer created when:
 - a. Braking - Rear to front

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- b. Accelerating - Front to rear
 - c. Decelerating (lifting off accelerator)- Rear to front
 - 5. Can't be completely eliminated in a moving vehicle
 - 6. Minimized by good driving techniques and smooth operation
 - B. Steering Control
 - 1. Seating position
 - a. Driver comfort
 - b. Efficient vehicle control
 - c. Wrist break over top of steering wheel
 - d. Adjust mirrors
 - 2. Steering method – Two hand shuffle steering
 - a. Balanced hand positions
 - b. Hands do not leave steering wheel
 - c. Maximizes steering accuracy
 - d. Safer and more effective recovery
 - e. Minimizes weight transfer
 - f. Minimizes air bag deployment injury (9 and 3, 8 and 4)
 - 3. Steering method – Backing
 - a. Body rotated to right
 - b. Right hand placed on right headrest
 - c. Vision directed over right shoulder
 - d. Left hand on steering wheel at 12 o'clock position
 - e. Left foot braced on floorboard
 - 4. Steering Method – Backing Utilizing Mirrors Only
 - a. Body in normal driving position
 - b. Check left and right mirrors (if possible, check rear view mirror)
 - c. Check to ensure backup camera video and/or sensors are engaged (if applicable)
 - C. Roadway Position
 - 1. Definition: The position of the vehicle on the roadway that maximizes speed with minimum steering and risk of loss of vehicle control while negotiating a turn
 - a. AKA – Driving line
 - b. Driving points for a turn
 - 1. Entry (Point #1)
 - 2. Apex (Point #2)
 - 3. Exit (Point #3)
 - 2. Driving Advantages
 - a. Minimize and control weight transfer
 - b. Minimize steering input

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- c. Smoother vehicle operation
- d. Maximum speed through turns in the safest manner

V. DEFENSIVE DRIVING II (d)

- A. Defensive Drivers
 - 1. Avoid collisions regardless of right-of-way
 - 2. React properly to hazards
 - 3. Maintain a professional attitude
- B. Dangerous Driver Attitudes
 - 1. Overconfidence
 - 2. Self-righteousness
 - 3. Impatience
 - 4. Preoccupation
 - 5. Distracted driving/Multi-tasking
- C. Collision Avoidance
 - 1. Space cushion
 - a. Perception
 - b. Reaction time
 - c. Speed
 - d. Vehicle specifications / weight
 - 2. Intersections II (e)
 - a. Clear left, right, then left again
 - b. Cover brake on stale green
 - c. Don't turn wheels until ready for turn
 - d. Look through turns
 - 3. Maintain high visual horizon
 - 4. Consider steering to the rear of a conflict vehicle
 - 5. Backing
 - a. Large percentage of collisions involving LE vehicles
 - b. Use proper backing techniques
 - c. Use of backup cameras
 - 6. Lane changes
 - a. Signal
 - b. Check mirrors
 - c. Blind spots
 - d. Optional back up camera
 - 7. Blind spots
 - a. Clear blind spots by looking over shoulders
 - b. Use of mirrors
 - c. Optional backup cameras

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- 8. Accident Mitigation Systems
 - a. Lexipol
 - b. Manufacture advisements
- D. Occupant Safety Devices
 - 1. Safety belts
 - 2. Supplemental Restraint System (air bags)
- E. Vehicle Dynamics II (c)
 - 1. Rear wheel cheat
 - 2. Front-end swing
 - 3. Oversteer
 - 4. Understeer
 - 5. Counter-steer

- V. MANEUVERING COURSE EXERCISES II (g, h)
 - A. Offset Lane Exercise (Forward and Reverse)
 - 1. Roadway positioning (eye Placement and steering input)
 - 2. Appropriate throttle control and brake application
 - 3. Conscious of rear wheel cheat and front end swing
 - 4. Usage of pivot point (Reverse direction)
 - 5. Appropriate usage of mirror (reverse direction)
 - B. Turn-Around Maneuver Exercise
 - 1. Student will demonstrate three-point turnaround, bootleg, and modified bootleg
 - 2. Maintain constant visual awareness of objects to the rear and sides until vehicle comes to a stop
 - 3. Demonstrate reverse steering (pivot point and front-end swing)
 - C. Slalom course Exercise
 - 1. Demonstrate proper application of forward and reverse methods of steering
 - 2. Coordination of steering and throttle control to minimize weight transfer during turning movements
 - 3. Maneuver around obstacles without striking them
 - D. "T" Driveway
 - 1. Appropriate lane placement
 - 2. Appropriate adjustments for rear wheel cheat
 - E. Parallel Parking Exercise
 - 1. Appropriate setup
 - 2. Finish within 18" of the curb
 - 3. Control of rear wheel cheat and front-end swing

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VI. TESTING/REMEDICATION

II (h)

Testing: Any student scoring below standard on any exercise, as established by the presenter, will be remediated, and tested until competency is demonstrated to the satisfaction of the presenter.

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EXTENDING EXPANDED COURSE OUTLINE TO 8 HOURS

VII. BASIC DRIVING PRINCIPLES FOR EMERGENCY RESPONSE II (g)

- A. Throttle Control
 - 1. Full throttle is total depression of accelerator pedal
 - 2. Maximum acceleration is accelerating as quickly as possible to full throttle without losing traction
 - 3. Increased throttle will widen the arc of the driving line in a turn, and will increase weight transfer
 - 4. Decrease of throttle will tighten the arc of the driving line in a turn
- B. Speed Judgement
 - 1. Ability of a driver to estimate a safe speed for any given situation
 - 2. Considerations
 - a. Road conditions
 - b. Type of driving maneuvers
 - c. Driver ability
 - d. Vehicle ability
 - e. Weather conditions
 - 3. Closure rate
- C. Brake Application
 - 1. Normal
 - 2. Panic
 - 3. ABS
 - 4. Threshold (does not apply to vehicles equipped with ABS)
 - a. 0-10 scale
 - b. More “cooling” time
 - c. Allows speed for longer distance before brake application
 - d. Steering always available

VIII. VEHICLE OPERATION FACTORS II (d, g)

- A. Operational Tactics and Considerations
 - 1. Radio
 - a. Distracted Driving
 - b. Broadcast while driving in a straight line
 - c. Stay calm and speak clearly
 - d. Lapel mic, optional
 - 2. Use of MDT/Computer

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- a. Consistent with agency policy, ensure monitoring and utilization of MDT and other displays does not create a hazard
 - b. Use radio for communications of immediate nature
 - c. Collisions while operating the MDT/Computer will usually be found to be preventable
- B. Blocking Access to Intersections
- 1. Officer Safety
 - 2. In pursuit, park off to side and get out of the way
 - 3. No guarantee of safety
- C. Blocking Roadway
- 1. Position vehicle appropriately
 - 2. Lighting
 - 3. Trunk
 - 4. Stand away from rear of vehicle
 - 5. Face traffic when walking

IX. OPTIONAL EXERCISES

- A. Collision Avoidance Exercise
- 1. Traffic light required
 - 2. High Visual Horizon
- B. Skid Control Exercise
- 1. Oversteer
 - 2. Understeer
- C. Emergency Response Driving
- 1. Clearing Intersections
 - 2. Spacing between vehicles
 - 3. Speed appropriate for conditions
 - 4. Smooth brake application
 - 5. Smooth steering control
 - 6. Appropriate driving lines
 - 7. Dealing with interference car
- D. Pursuit Driving
- 1. Clearing intersections
 - 2. Spacing between vehicles
 - 3. Speed appropriate for conditions
 - 4. Smooth brake application
 - 5. Smooth steering control

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- 6. Appropriate driving lines
- 7. Dealing with interference cars
- E. Intervention Techniques/Risk Assessment (Pursuit Intervention Technique or PIT Maneuver)
 - 1. Policy considerations
 - 2. Appropriate speed
 - 3. Placement of patrol vehicle to achieve intended result
 - 4. Steering input and throttle control
- F. Additional Exercises as Determined by Instructor
 - 1. Refer to Driver Awareness Instructor Manual
 - 2. Refer to Emergency Vehicle Operations Manual
- X. TESTING/REMEDICATION

Testing: Any student scoring below standard on any exercise, as established by the presenter, will be remediated, and tested until competency is demonstrated to the satisfaction of the presenter.