

# Monterey County Sheriff's Office

EVOC Training Program  
2012

## Nighttime vehicle operations / Pursuit Driving / PIT

### I. Introduction

- a. Staff introductions
- b. Discuss Purpose of training
  - i. Post Perishable Skills Program/ Time Between Training
  - ii. Update on Legal and Department Policy issues/ Accident reduction and Safety (Pursuit Driving Update Video)
- c. Discuss use of proper driving principles
- d. Reasons for Nighttime training
  - i. ½ of patrol operates at night
  - ii. Pursuits at night
  - iii. PIT at night
- e. **Safety Briefing**
  - i. **ALL PERSONS ASSOCIATED WITH THE CLASS SHALL WEAR THEIR DEPARTMENT ISSUED TRAFFIC SAFETY VESTS AT ALL TIMES.**
    1. Students may remain in vehicles not being used. Parking lights must be turned on.
    2. Vehicles are not to be moved unless directed by instructor
  - ii. All occupants of a vehicle actively involved in training **SHALL** wear a helmet during training.
  - iii. All participants shall carry their flashlights with them at all times.
  - iv. All students not in a vehicle shall remain in the designated safety zone under the supervision of an instructor.
    1. Two “range lights” shall be set up to illuminate the safety zone at all times during the class.
    2. Safety Zone – Area designated by cones and lighted. An instructor shall be assigned to the area for monitoring purposes.
  - v. **Nearest Hospital: Natividad Medical Center, 1410 Natividad Rd, Salinas CA 93906**
  - vi. All Vehicles must operate with standard nighttime lights on at all times. Emergency lights to be used when required.
  - vii. **NO LIVE FIREARMS**
  - viii. All students will be checked by two instructors to ensure no LIVE firearms are in the training area. This includes the instructors.
  - ix. Maximum Speed during Pursuit driving shall be 60 MPH.

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- x. Maximum speed during PIT maneuver shall not exceed 40 mph.
- f. Fire Extinguishers shall be stored in the EVOC Trailer located at the designated SAFTEY ZONE. There shall also be one extinguisher in each of the training vehicles.
- g. Training will be conducted in area closed to the general public with adequate safety signage to warn of on-going training.

## II. Student expectations

- a. Upon completion of the course students will be able to identify need for high risk stops and their purpose.
- b. Upon completion of the course students will be able to identify when and how to initiate a high risk stop.
- c. Students will demonstrate High Risk/Felony Stops by participating in scenario based situations.
- d. The student shall be able to demonstrate proper officer safety technique along with good communication skills.
- e. Students will better understand the problems dangers inherent in High Risk Stops.

## III. Felony/ High Risk Stops (Review)

- a. A felony stop is done any time there is potential or immediate danger to officers and or the public.
- b. A Felony/ High Risk stop should be initiated in what circumstance?
  - i. Felonies, i.e. robbery, felony assault, rape or kidnapping
  - ii. Stolen vehicles
  - iii. Weapons or guns involved
- c. The goal of the stop is to protect yourself and innocent people in the community.

## IV. Pre-stop procedures including stopping the suspects' vehicle (Review)

- a. Advise communications that you have the vehicle in sight.
- b. Provide vehicle description, direction of travel, number of occupants, license number and any potential hazards. Attempt to accomplish this without alerting the suspect/s.
- c. Request assistance, provide them with the information you have gathered and then begin to orchestrate the stop. Minimum number of Deputies needed to perform a high risk stop?
- d. After enough assistance has arrived, choose the location of the stop. At night, if available, pick a well lit area. During any traffic stop, but especially on a felony stop, consider your surrounding, i.e. direction of gunfire or possible escape routes. Always be aware of areas nearby that will provide cover and concealment.

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- e. Remember that the **SUSPECT MAY NOT STOP** where you predict. Be prepared to adjust, always advising communications of the final stop location and coordinating incoming units.
- f. In the event the stop is made in a heavy traffic area, you may consider additional units to block traffic from entering the area while the stop is being conducted. This may not be feasible due to number of units working at the time. Outside agencies may assist in this capacity. The situation will dictate whether outside agencies must be used to facilitate the stop. **COMMUNICATION IS KEY/WHAT ROLE DO THEY TAKE**

## **I. Vehicle positioning**

- A. The primary unit should park approximately 20 to 30 feet to the rear of the suspect vehicle with the center of his patrol unit centered on the left rear corner of the suspect's car. Make sure to unlock doors to allow other officers access to the passenger side if needed.
- B. The secondary unit will park just to the right of the primary unit allowing enough room to open the doors of the units and allow movement by Deputies.
- C. In the event a third patrol unit arrives on scene they would park to the rear of both the primary and secondary units about 10 to 15 feet from their rear bumpers. The third unit would be centered on both the primary and secondary patrol units.

## **II. Use of proper lighting (review)**

- A. Position of spotlights
- B. Take down light on light bar
- C. Headlights with high beams turned on

## **III. Patrol Units responsibilities during a high risk stop**

- A. The responsibility of the primary unit is to direct the occupants of the suspect vehicle. He/she may use the public address system to direct the suspect/s or he/she may use a stern voice to direct the suspect/s. This allows the suspect/s to follow directions without being confused. The back-up officers will not direct the suspects unless requested to by the primary officer.
- B. The secondary officer is responsible for covering the suspect vehicle during the stop.
- C. The third unit that arrives on scene will be responsible for custody of the suspects once they have been successfully restrained and searched for weapons.

## **IV. Deputy Positioning during a high risk stop**

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- A. The primary officer will place him/her self in the driver's side door frame area. This allows for some cover and concealment.
- B. The secondary Deputy should position him/herself in the door frame of the front passenger side his/her patrol unit.
- C. If a third unit is on scene, he/she will also position themselves on the front passenger side of the second unit to affect the arrest.
- D. Direct other responding units to a location to avoid a crossfire situation.

## **V. Voice commands and Removal of Suspects**

- A. First, order the driver/suspect to turn off the ignition. Order the suspect driver to keep the car keys in his/her left hand.
  - 1. Keep in mind that the windows on the driver's side should be lowered prior to the driver turning off the ignition. If there are rear doors and passengers, they will exit in the same manner and on the same side.
  - 2. Speaking with a loud and clear voice,
  - 3. Direct all occupants to put their hands on their heads with their fingers interlaced.
  - 4. Advise occupants to follow your directions exactly and to not move unless told to do so.
  - 5. Order the driver to use his/her left hand to reach through the open window and open the driver's door. Using his/her left foot, push and hold the door open. Insure the left hand is placed back on top of the head and the fingers are interlocked. Order the driver out of the car slowly keeping his/her hands on their head. Make sure that the driver has the keys in his/her hand once they exit the vehicle. Have the driver leave the driver's door open when he exits.
    - i. With the driver out of the vehicle, order him/her to face you and put their hands straight up towards the sky. This will most times expose the waist band area so that any possible weapons may be seen. If a gun is seen, warn the suspect loudly and clearly that any attempt to reach for the weapon will result in him/her being shot.
    - ii. With the hands in the air, order the suspect driver to slowly turn to their right until they are told to stop. Have them complete one revolution and a half before you stop them. The suspect should now be facing away from you.
    - iii. Once a visual inspection is complete, the primary officer shall order the suspect to place his/her hands back on their head with fingers interlocked.
    - iv. Order the driver to slowly walk backwards towards your voice. The primary officer is responsible for directing the suspect/s to the arrest area.
    - v. The arrest area is located to the right of the second unit just in front of the bumper. This allows the Deputy to secure the suspect in the safest

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manner and allowing the Deputy to take advantage of all points of cover.

- vi. Once the suspect is at the arrest location, the secondary officer takes over verbal commands. The secondary officer shall order him/her to either kneel down keeping the hands on the head and having them cross their ankles, or by ordering them to lie down in a felony prone position.
- vii. To prone the suspect out, once they have kneeled, order them to slowly place their hands on the ground in front of them. Then tell them to slowly walk their hands out until they are flat on the ground. Now have them put their hands out to the side with their palms facing up and turn their head away from you.
- viii. If you are going to prone the suspect out, make sure to give yourself room to view the suspect once your partner begins to handcuff. This may require the primary officer to move to his passenger door to better see the suspect and keep visual on the suspect vehicle.
- ix. Secure the suspect using the appropriate handcuffing and searching technique.
  1. Be sure to AVOID any/all crossfire situations.
- x. All other occupants are removed from the vehicle in the same manner.

## II. Securing the suspect vehicle

- a. Once all suspects are removed from the vehicle and safely secured inside a patrol unit, the arresting officer will contact the driver and question him/her about other possible persons in the vehicle or other hazardous conditions that may exist.
- b. The primary officer shall make announcements in an attempt to determine if there are other suspects remaining in the vehicle.

## III. Approaching the suspect vehicle

- a. Once it is determined that it is time to approach the suspect vehicle, the primary officer and the third officer will make the approach.
- b. Prior to the approach, both officers shall determine the type of approach that should be made. Narrow approach vs. a wide approach. Which approach is the safest based on the circumstance.
- c. If the suspect vehicle has a trunk, take the keys which the driver brought forward. Use the keys to unlock the trunk as you clear the vehicle.
- d. At an agreed upon moment, primary officer keeping a low profile and to the side opens the trunk. As he does this, the primary officer withdraws out of the line of fire as the third officer must clear the trunk. It is very important not to expose yourself to anyone who may still be hiding in the car.

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## IV. Practical application of PIT instruction

### a. Touch & Go (Review) (A, C,E, G)

- a. The instructor staff will demonstrate with the students in the vehicle. Students will then apply the first three steps of the five step PIT process.
  - i. Maintain a high visual horizon
    1. look down the roadway and use your peripheral vision to target the suspect vehicle
  - ii. Match the speed of the suspect vehicle  
(drive no faster or slower once you get you proper alignment with the suspect's front bumper)
  - iii. Make light contact with the suspect vehicle  
(touch the side of you front bumper to the side of the suspects rear bumper/fender using proper alignment of officer front bumper inline with suspect rear axle).

### V. The PIT (Review) (A, C,E,G)

- a. The instructor staff will demonstrate with the students in the vehicle. Students will then apply all five steps of the five step PIT process.
- b. Maintain a high visual horizon  
(look down the roadway and use your peripheral vision to target the suspect vehicle)
- c. Match the speed of the suspect vehicle  
(drive no faster or slower once you get you proper alignment with the suspect's front bumper)
- d. Make light contact with the suspect vehicle  
(touch the side of you front bumper to the side of the suspects rear bumper/fender using proper alignment of officer front bumper inline with suspect rear axle).
- e. Turn and accelerate  
(once contact is made the officer executes a  $\frac{1}{4}$  to  $\frac{1}{3}$  turn of the steering wheel into the suspect vehicle. Immediately after the turn begins the officer applies aggressive acceleration to induce a spin of the suspect)
- f. Brake and drive through  
(Once the suspect vehicle is at a  $90^\circ$  angle in front of the officer's vehicle the officer aggressively applies the brake to get a separation from the suspect vehicle. Then the officer continues to drive forward.)
- g. Each officer will successfully execute a PIT on both passenger and driver sides of the suspect vehicle at 25 mph, 30 mph, and 35 mph.

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## **VI. Targeted PIT (Review) (A,C,D,E,G)**

- b. Targeted PIT – Spinning the car where you want to and is the safest.
  - a. The instructors will place four six inch cones arranged in a square approximately the size of the average residential intersection. The goal is to spin out the suspect vehicle so that it passes through either side of the “intersection”.
  - b. Time permitting the instructors will demonstrate with students in the vehicle. The student will then apply the five step process in the proper amount of time while judging the probable stopping point of the vehicle they are executing the maneuver upon.
  - c. The students will have two attempts to perform the PIT in the targeted area. This exercise will affirm the notion the officer is to an extent responsible for directing the final resting area of the suspect vehicle.

## **VII. The take down (Review) (A,C,E,G)**

- a. The instructor will drive both the officer and suspect PIT training vehicles. The students will be doubled in Code 3 equipped EVOC vehicles. The students will take a position of trailing pursuit units. The instructor driving the suspect vehicle will drive onto the course as if being pursued. The instructor driving the officer PIT training vehicle will pursue him. Once the PIT training vehicle are on the training course the suspect vehicle will be immobilized via PIT maneuver.
- b. The students will execute the takedown as follows.
  - 1. The #2 unit will take on the suspect vehicle.
  - 2. The #2 unit will maneuver his vehicle to take the suspect head on and align his vehicle evenly facing the suspect vehicle. (Grill to grill)
- c. Additional units fan out.
  - i. The following units will semi-circle their units towards the suspect vehicle alongside the #2 officer. The following units will space their vehicles laterally enough so that the doors of both vehicles can open at the same time.

## **VIII. County Communications – Working with dispatcher**

- d. Using proper radio communications during pursuit driving scenario.
  - i. Department mandated information is broadcasts
  - ii. Proper Updates given during the pursuit

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- e. Information prior to felony stop
  - i. Students will notify county communications of required information prior to initiating a felony stop.
  - ii. Students will wait, if feasible, for sufficient units prior to making felony stop.
  - iii. Notify of intent to PIT the suspect car.
  - iv. Seek Supervisor approval, if feasible
  
- f. Continuing updates to County Communications
  - i. Timely updates to dispatch
  - ii. Relevant updates
    - 1. Directions to incoming units
    - 2. Document (via CAD) events of stop

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