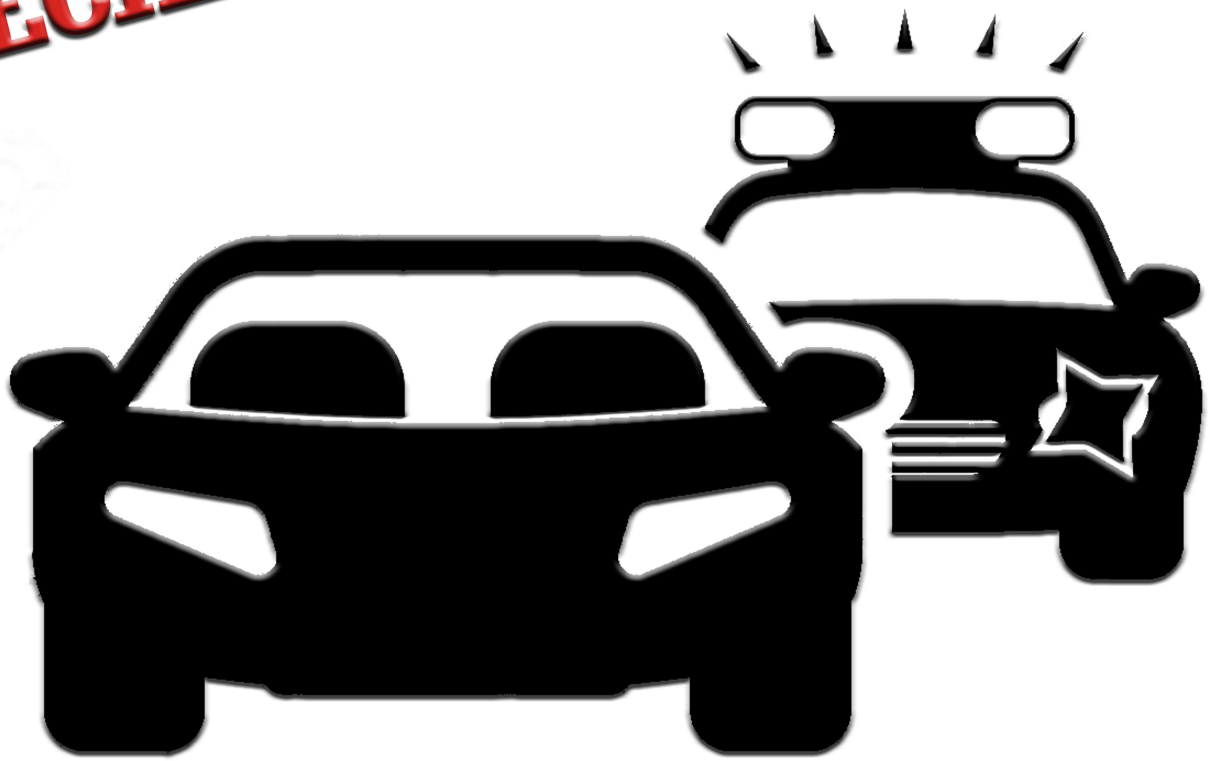
PURSUIT INTERVENTION TECHNIQUES INSTRUCTOR



INDIANA LAW ENFORCEMENT ACADMENY

Table of Contents

Subject Matter	Remarks

I. LESSON CONCEPT

In today's society a Police Officer may very well engage in a pursuit at any time or place within the State. Not only is it important that we regulate our behavior during the pursuit within the parameters of the Law and State Policy to ensure safety to all persons and property affected, but also to enforce the law by bringing the pursuit to a stop and to take the suspect(s) into custody for their violations and criminal charges.

Without the willful compliance of the fleeing suspect to voluntarily bring the vehicle to a stop, often the circumstances develop which warrant the use of a forcible stop. It is the purpose of this course to familiarize all Department of Public Safety sworn personnel without the forcible stop techniques and to readily know when their use is permissible.

II. LESSON PLAN BODY

A. Class Review Pursuit Policy

B. Overview of the Forcible Stop Techniques:

- Boxing I
- Channeling
- Hollow Spike Strip
- Pursuit Immobilization Technique (P.I.T.)
- Ramming
- Road Blocks
- Use of Firearms

C. Circumstances that Warrant the Use of a Forcible Stop

1. When the officer believes that continues movement of the pursued vehicle would place others in danger of bodily harm or death.

2. When apparent risk of harm, to other than the occupants of the pursued vehicle, is so great as to outweigh the risk of harm in making the forcible stop.

3. When all reasonable means of apprehension have been considered and rejected as practical, e.g., continue to follow call for air support, call for other Departmental and/or allied agencies Assistance.

D. Pursuit Immobilization Technique (P.I.T.)

1. The PIT maneuver is designed to be executed by a patrol vehicle following (pursuing) from behind.

Subject Matter	Remarks

2. The patrol vehicle then accelerates until the front of the vehicle is even with the left or right rear quarter panel of the suspect vehicle. (The remainder of this discussion assumes that the maneuver is being executed on the left side of the suspects vehicle).

3. At this point the patrol vehicle must match the speed of the suspect vehicle. The patrol vehicle then drifts to the right until the right front of the patrol vehicle makes contact with the left rear quarter panel of the suspect vehicle.

* Note - the contact should be as gentle as possible. **THIS IS NOT A RAMMING MANEUVER.** You do not want the suspect to know what you are about to do. You will most likely only get one chance.

4. Once the contact has been made, the driver of the patrol vehicle must turn the steering wheel smoothly but firmly to the right and then immediately accelerate.

5. This maneuver causes the patrol vehicle to push the rear wheels of the suspect vehicle to the right, which causes the rear wheels of the suspect vehicle to lose traction.

6. Assuming there is sufficient speed (30 mph+) once the rear of the suspect vehicle has been moved over 25 degrees from the original path of travel, loss of control to the suspect vehicle is irreversible. the vehicle will continue to rotate, regardless of any action taken by the driver, including counter-steering, braking, accelerating, etc.

7. As the suspects vehicle rotates, it will break contact with the patrol vehicle. As the suspect vehicle rotates, the driver of the patrol vehicle should straighten the wheel of the patrol vehicle.

8. When the suspect vehicle breaks contact with the patrol vehicle, the driver of the patrol vehicle should gently release the accelerator and continue past the still rotating suspect vehicle.

   It is necessary to swerve or steer around the suspect vehicle, as the natural momentum of the suspect vehicle should carry it out of the path of travel of the patrol vehicle after contact is broken.

9. It is possible that as the suspect vehicle rotates in front of the patrol vehicle there will be a secondary contact between the front of the patrol vehicle and the side of the suspect vehicle. This contact is usually minor in nature, and should not cause loss of control to the patrol vehicle. Regardless, the suspect vehicle will continue to rotate until it slides to a stop or strikes an object.

Subject Matter	Remarks

10. The key to proper execution of the P.I.T. maneuver is finesse.

- The greater the speed the higher the chance for the officer to lose control of the patrol vehicle, and at extreme speeds the suspect vehicle may roll over, or continue to rotate 360 degrees which would defeat the purpose of the P.I.T.

E. Box-In

1. Definition - A technique designed to stop a suspect's vehicle by surrounding it with law enforcement vehicles and then simultaneously slowing all vehicles to a stop.

The use of boxing-in as a technique for terminating pursuits is discouraged. Under ordinary circumstances, the potential hazard outweighs the chance for a successful stop of a violator and, therefore, should only be used at slow speed or where the obvious risks can be eliminated or appreciably reduced.

2. Procedure - The use of three (3) or for (4) patrol vehicles are required. To accomplish the boxing-in maneuver.

- It is strongly recommended that the lead, or the patrol vehicle in front of the suspect should attempt to gain its position without having to pass the suspect

  - Utilize a patrol vehicle already in front of the suspect vehicle.

  - Use an off/on ramp or secondary road to pass and gain the front position.

- When all patrol vehicles are in position, that is the suspect is surrounded without a path of escape all patrol vehicles through radio communications gradually come to a stop, thus preventing the vehicle from further motion or escape

  - Extreme caution will be used by the officer in the front vehicle for he is in a kill zone.

  - Vehicles on the side of suspect should place their vehicles in a position that will reduce suspect's line of fire.

3. Boxing-in is usually an effective technique to stop the pursuit under the following circumstances:

- DUI alcohol/drugs and refuses to stop

- Under age driver that refuses to stop

Subject Matter	Remarks

- Medical condition, i.e., diabetic, etc.
- Suspect vehicle that is not attempting dangerous maneuvers, but simply will not stop

4. Box-in technique should not be attempted under the following circumstances:

- Any felony or high risk stop
- Weapons are known to be present or a possibility of the suspect(s) to possess a weapon
- Suspect driver demonstrates recklessness in his/her driving behavior
- Suspect is utilizing excessive speed

H. Channeling

1. Definition - officers deliberately direct a vehicle into a given path or location (i.e. unpaved roadway, dead-end road, off-ramp, etc.) by using stationary objects (pylons, barricades, vehicles) placed in the current path of the pursued vehicle.

2. Procedure - when circumstances warrant the re-direction of a pursued vehicle channelization is most often the most successful technique. Some examples follow:

- Direct into hollow spike strip
- Direct into roadblock
- Avoidance of potential hazards

3. Location considerations

- Clear route of escape
- Clear visibility prior to entry
- Show of authority to stop

4. Object examples

- Flares (night)
- Cone patterns
- Vehicle (patrol)
- Structures, bridges, hillsides, etc.

Subject Matter	Remarks

5. Potential hazards

- Traffic conditions, vehicle, peds
- Roadway obstructions, surfaces
- Expect the unexpected
- May aggravate suspect's behavior
- Weather related driving conditions

6. Positive effects of technique

- Reduces pursuit speed
- Controls violators actions
- Lesser use of force
- Improves potential to protect the public

7. Possible negative aspects of the technique:

- Suspect may follow pattern
- May aggravate driver's action
- Time to set-up (communication is imperative)
- Increased potential for injury or damage

I. Ramming

1. The deliberate act of forcibly impacting a suspect's vehicle with another vehicle with the intent to immediately disable or, otherwise force the suspect vehicle to stop. THIS MOVEMENT IS CONSIDERED DEADLY FORCE.

2. This type of forcible stop should be used as the situation dictates, but generally only after less forcible methods have been tried or considered.

3. This type of forcible stop has the potential of serious injury to the officer on impact and upon deployment of the airbag.

J. Roadblocks

A roadblock is the physical obstruction of the intended path of a suspect vehicle.

Subject Matter	Remarks

1. Procedure - the actual obstruction of the vehicle's path can be done with patrol vehicles, cones, flares, and/or other available material the trooper is willing to sacrifice to stop the suspect.

2. The roadblock should be established in a place easily visible to the suspect at a distance great enough to allow him to safely stop. Emergency lights on patrol vehicles should be activated to make it apparent that it is a law enforcement roadblock.

3. Roadblock should be established only with supervision. approval.

K. Use of Firearms

1. Discharging of firearm at a moving vehicle or from a moving vehicle is prohibited; unless the officer has probable cause to believe deadly force is justified and that such force is the only reasonable means by which the conduct justifying deadly force may be terminated.

2. Warning shots should be prohibited.

3. Care should be given as to the location shots are fired in.

4. If the threat can reasonably be eliminated by stopping the vehicle, shots should be directed at doing so. If deadly force is justified, shots may be directed at the driver, but consideration should be given to the possible uncontrolled path of the vehicle.

B. The Second Unit

1. Unit #2 will pass the violator.
2. Unit #2 will make the pass on either the right or left side of the violator vehicle.
3. Unit #2 should slow gradually and avoid sudden stopping since the violator may crash into the rear of the police sedan.
4. Unit #2 should be aware of any escape routes along the box-in route and cover those areas as the vehicles slow.
5. Unit #2 should take a low profile position (cover), until notified otherwise by either unit #1 or unit #3.

C. The Third Unit

1. Unit #3 should also avoid escape routes, i.e., side streets, parking lot entrances.
2. Unit #3 should use caution when pulling alongside the violator. This officer must avoid ramming by the violator.
3. This officer should stay far enough back to avoid placing him/herself in danger of being shot should the violator or occupants of the violator's vehicle be armed.
4. When the violator's vehicle stops, unit #3 should place his/her front bumper as close to the driver's or passenger side door, depending on side passed, to prevent the violator from opening that door for escape or assault should they be armed.
5. At this point, unit #2 may lay down in the event shooting occurs. Unit #2 should not set up a crossfire situation.

Subject Matter	Remarks

III. OTHER CONSIDERATIONS

Traffic

1. If possible, and time permits other units should be directed to stop or reroute traffic away from the scene.

2. Traffic should be restored as soon as possible, once the scene is secured.

Subject Matter	Remarks

I. THE PRECISION IMMOBILIZATION TECHNIQUE

History/Research

The decision to teach P.I.T. was made in 1986 after driver training instructors questioned a section of the General Order dealing with pursuit. That Order allowed officers, under certain circumstances, to physically force a vehicle from the roadway. That Order included the protection of property as one qualification.

Understanding immediately that physically forcing a vehicle from the highway could be interpreted as deadly force, the staff felt that an examination of this Order was necessary.

As a result of this examination, it was requested that the Command Staff address this issue. It was requested that the General Order be omitted to specifically disallow intentional vehicle contact or teach a viable save maneuver that officers could use, circumstances permitting.

The staff then recommended that the issue be studied. Knowing that this might be the response, the driver training staff had done their homework.

In 1985, the Academy was formed as a result of leaving the regional academy. This required the relocation of the driving range to Summit Point, West Virginia. On site, Bill Scott Racing instructors teach several methods of anti-terrorist driving. One of these techniques is labeled "Surgical Removal." This technique seemed to be a viable way to safely stop violators when the violator was fleeing from police. The technique was research, modified, and presented to the staff as an alternative to removing violators from the roadway. After a lecture on the parameters and objectives of the technique, the Chief decided to allow the precision immobilization technique to be taught to patrol officers.

II. THE RESEARCH

A. As part of the research, a book by Damiler-Benz Company was used to examine a technique similar to that used by B.S.R., Inc. The information provided in the book was helpful in that it explains in detail, with diagrams and dynamic mathematical data, how to strike a vehicle and cause it to spin out. The specific technique described in this book was tested. The results indicated that by using the Damilar- Benz technique, one could not specifically predict the violator's trajectory after contact. Also, they use two techniques, one which requires a radical strike from the striking vehicle. This caused control problems for the police unit, and made it unpredictable for public highway use. The second is similar in its technique in that it explains the use of a "gentle push". However, at the speeds used and the disengagement, the vehicle could spin in either direction. Again, making it an unpredictable technique.

B. Most of the research was accomplished by actually performing the technique using old vehicles. The area we looked at was:

Subject Matter	Remarks

1. Predictability/Violator

   After contact, a vehicle always travels in a direction that was reasonably predictable for us on the public highway.

   ANSWER: Yes
   * Explained in technique class

2. Predictability/Police, Law Enforcement Vehicle

   After contact, will the law enforcement vehicle be controllable and predictable.

   ANSWER: Yes
   * Explained in technique class

3. Personal Skills

   a. With minimal training, we found drivers with limited law enforcement training had no difficulty performing the technique.

   b. Training under stress of the "cat and mouse" program requires close supervision and repetition for marginal performers to be successful and confident.

4. Speed

   a. As explained in techniques class, there are common sense limitations when considering speeds at which the technique is safe in one situation and unsafe in another situation.

   b. An urban situation possibly does not afford a save environment as speed increases, conversely a rural setting may provide a location that would be safer for increased speeds.

   c. The initial push from vehicle contact is minimal. The resulting spin requires a clear space for that vehicle to expend its energy without striking a fixed object. Since this is a deadly force issue, law enforcement officers must be prepared to articulate the use of this technique under the circumstances and speed is a factor in that decision. Faster speeds mean that the violator's vehicle and the police vehicle will travel farther after contact. The kinetic energy involved as speeds increase must be considered even if deadly force is justified.

5. Damage to Law Enforcement Vehicle

Subject Matter	Remarks

a. When performed properly, damage to the law enforcement vehicle is minimal. In most cases, a paint transfer from the violator's vehicle to the front bumper or fender area occurs. In an actual P.I.T. execution, as opposed to training, the law enforcement vehicle had a turn signal lens broken along with a paint transfer.

b. Subsequent P.T.I. Damage. Because of the nature of this technique, the violator's vehicle may spin 180 degrees, presenting a new escape route. Under these circumstances, violators either attempted to ram or actually struck the law enforcement vehicle after the P.I.T. was performed. However, it should be noted that the law enforcement vehicles had brought this situation under control and were attempting to block the escape routes of the violator at that point. This additional incurred damage to vehicles may be unavoidable and preferred to allowing a pursuit to continue. A continues event may place the officer and the public at unnecessary risk.

6. Injury/Death Probability

The initial contact involves minimal force. (1900 to 2800 FT. LBS) This force is applied to the target area which is near the rear of the vehicle. (NOTE: On smaller vehicles, Ford Festiva, the target area is very close to the driver's door.) This force when applied properly is not injurious. However, a vehicle traveling at any level of speed and spinning from the use of P.I.T. could be traveling with tremendous force. Using the kinetic energy formula, $KE=\frac{1}{2}MV^2$, one can see that striking an object could cause serious injury or death to the occupant or occupants of a vehicle where P.I.T. has been used.

* Discuss Ken May P.I.T. - 1986

7. Types of Vehicles

a. This technique was easily performed in all types of American and foreign automobiles. The technique was attempted on a Hi-Rider pickup. The technique was unsuccessful. The large tires of the truck peeled off the entire plastic front of the police vehicle. The truck did not spin. The technique was effective on mini-vans and full size passenger vans. However, these vehicles have a higher center of gravity. The technique was effective on a smooth roadway. Any divots or bumps tend to trip the vehicle. This effect also occurs when using the technique on Jeep type vehicles, i.e. Samurai, Amigo, Tracker, etc. If the

Subject Matter	Remarks

deadly force criterion has been met, then a successful P.I.T. on the vehicles can be accomplished, obviously the likelihood of injury or death is greater than that in a car.

b. Vehicles not in the aforementioned categories are not considered for the use of this technique because of design or size. Dump trucks, tractor trailers, step vans, etc.

8. Air Bag Deployment

a. TRW, Designers of the Ford air bag (SRS) system, advised through literature that a deployment requires deceleration and crush to activate the system. Their example for deployment gives the example that a 0° angle Crown Victoria police vehicle must hit a similar size vehicle, parked, head on, at 15 to 28 mph to activate the bag. This force in foot pounds of energy is translated as from:

15 MPH = 26,424 FT. LBS
28 MPH = 91,358 FT. LBS

As the angle increases, more force is necessary for activation. The air bag sensors are designed to detect deceleration and crush from 0° to 30° from center. This gives a 60° frontal activation area. Any contact outside this area is not supposed to activate the system.

b. Hand position on the steering wheel becomes important when performing P.I.T. in an "SRS" equipped vehicle. We suggest that 9 o'clock and 3 o'clock position or the position suggested in the design of the steering wheel. That may require a variation of the above suggested position.

9. Special Equipment Needs/Vehicles

a. Training vehicles were designed and built after the initial testing/research and development stage. Since a decision was made by the command Staff to train the P.I.T., we did not want to base our program on questionable vehicles. Older vehicles are used as violator vehicles and police package Crown Victoria's are used as officer vehicles. This accomplished two goals.

1) The officer is trained in a very similar, in design and size, to his duty vehicle, giving him a proper dynamic feel and visual effect of P.I.T.

Subject Matter	Remarks
2) The training vehicle controls the safety environment of the officer and instructor in the event a mistake is made. This is accomplished by a roll cage, and front and rear vehicle reinforcement. The battery was moved to the trunk and the gas filler cap was also moved to inside the trunk.	
3) Limits are placed on this design since there are not headlights for nighttime training.	
4) Training Injuries - the only injury we have experienced is a student slipped climbing into the driver's seat window. The doors have been welded shut to prevent opening during any impact.	
5) Window nets are used to keep drivers and instructors safer during practice.	
b. Violator Vehicles	
1) A variety of vehicles have been used in training and in researching this technique. Most vehicles have been donated by a local towing company.	
2) These vehicles must have working front seat - seatbelts and headrests.	
3) A 3" to 4" cut out is made above the rear tires. This is done since students will miss the target area and strike too far up the side of the violator vehicle. This pushed the sheet metal against the tire and renders the vehicle useless until the metal is cut away.	
4) Violator's vehicles leave the roadway during P.I.T. Frequently the side scuffing causes dirt to enter between the tire and rim, causing deflation. It is advisable to have replacement tires on hand to allow quick replacement. This helps to control course downtime.	
5) To extend the life of violator's vehicles when training, adjustable floor jacks and 2" x 10" x 1' boards have been used to support the sheet metal on the target area. The trade off when using this	

Subject Matter	Remarks

technique is that students get somewhat of a false sensation from pushing on a harder reinforced target area. Virgin sheet metal gives the most realistic training experience to the student.

10. Technique Liability

a. Harris vs. Canton was a lawsuit that the U.S. Supreme Court held that inadequate police training may serve as the basis for municipal liability in civil rights actions only where "deliberate indifference" to the rights of persons with whom the police come into contact.

As a result of this case, we have identified areas that might fall into that category. A common question to ask when doing this training needs analysis is, "Will our law enforcement officers be likely to have unusual and/or recurring situations in a given area of law enforcement? Pursuit of violators fleeing from police while operating a motor vehicle surely meets this criterion. Hence, police departments that allow pursuit of vehicles, but have no valid training may have a problem. Also, departments that allow physical vehicle forcing to stop a violator, but do not train a technique, may be in trouble if someone (officer or civilian) is injured or killed as a result of that intentional contact. Other wise, those departments may specifically disallow officers from making intentional conflict with a violator vehicle. However, historically, police officers have intentionally contacted violators vehicles when trying to stop them, sometimes successful, sometimes not. A police department that does not teach a technique for physically forcing a vehicle to a stop, may increase their liability. Occasionally officers would attempt to apprehend a suspect using their vehicle as a tool. However, there was no training for this. If someone is injured or dies as an intentional act of the officers, a civil case could be a disaster. When P.I.T. was presented skeptics thought that police officers would be more likely to strike vehicles when attempting apprehension of fleeing violators. Our experience shows a decline in intentional vehicle contacts. This is specifically attributed to:

1) Definition of deadly force criterion as it applies to intentional contact.

2) Training to identify parameters of success and danger.

Subject Matter	Remarks
Hence, trained officers can make a trained and educated decision to P.I.T. or not to P.I.T. b. Policy - General Orders or Standard Operating Procedures 1) Policy should not be contradictive to state, local or federal laws, including civil rights laws. 2) Specific directions are to be avoided when in opposition to law. Example: red lights require stops for the public. State law allows a slowing using due regard for safety. Requiring officers to stop is in opposition to state law even if its attempt was to make it safer for the public. An officer who injures a person by doing what the state allows could be sued using this order a path to do so. c. Policy - General Orders or Standard Operating Procedures 1) If, in the judgement of the police officer or officers in pursuit, the fleeing vehicle must be stopped immediately to safeguard life and preserve the public safety, the Precision Immobilization Technique may be used. This decision may be made by a pursuing officer. The decision to use the P.I.T. must take into account the safety of bystanders, the risk of physical injury to the occupant(s) of the vehicle fleeing and to the police officer. The use of P.I.T. shall be considered non-deadly use of force. The use of P.I.T. within guidelines of the S.O.P.'s is not likely to cause serious bodily injury or death. 2) Notice in the above general Order. The officer or officers in the pursuit can make the decision to use this force. This is important because all of the	

Subject Matter	Remarks

parameters and the situational changes that occur and change from second to second. Only the officers in visual contact with that situation can evaluate the need to use, or not the use force, just as an officer has no time to request permission to use his firearm. No time is available, in every case, to have supervisory permission to P.I.T.

11. The Frank Scott Story of 1984

a. Circumstances

1) Vehicle eastbound on I-495, 84 mph, striking citizens vehicles, headed for the Maryland border, misdemeanor traffic charge.

2) Frank Scott, Deputy Officer

a) "Wreck It"
b) 20 miles away
c) Officer refused, 35 year old veteran

3) Policy at that time allowed physical forcing as last resort to protect life, limb, property. P.I.T. was not thought or known of at that time.

12. Location Selection/Preferred

a. Pedestrians

b. Other highway users/traffic

c. Obstacles

1) Curbs/rollover may occur

2) Electrical poles/boxes

3) Any fixed objects/buildings

4) Embankment/cliffs/drastic elevation changes

5) Train tracks/above ground subway tracks

6) Bridges/water, gorges

Subject Matter	Remarks
7) Parked vehicles	
8) Highway workers	
9) Trees	
13. Desired Locations	
a. Location must be clear of pedestrians	
b. Clear of other traffic	
1) Oncoming vehicles	
c. Clear of other obstacles	
1) Curbs	
2) Electric boxes	
3) Fixed objects	
4) Embankments/cliffs	
5) Bridges	
6) Parked vehicles	
7) Highway workers	
8) Train tracks	
9) Trees	
d. Preferred - open field/empty lot (flat)	
e. Preferred - median strip/divided highway	
f. Preferred - roadway with shallow ditches to the sides (less chance of vehicle rollover)	
g. Preferred on curves where visibility ahead is not restricted	
14. Articulation for Termination or Execution of P.I.T.	
a. A determination to use or not to use P.I.T. should be based on the totality of events as they occur and the perceived danger the P.I.T. would result in, if used.	
b. P.I.T. can be used on a fleeing misdemeanor or felony under certain articulable conditions. The	

Subject Matter	Remarks

mere chasing of a violator who is eluding police at a high rate of speed does not warrant the use of P.I.T. However, if driving behavior of the violator is in fact endangering you or the public a P.I.T. could be justified. This can be based on the potential that the violator could injure or kill someone by continuing to drive in an unsafe manner.

The vehicle may have already injured someone while escaping, or is about to injure or kill someone.

Officers should be able to articulate that a lower level of force is not applicable because of specific circumstances:

Box-In/Rolling Roadblock

1) Armed suspect(s)

2) Roadway too narrow

3) Faster violator car

4) Insufficient law enforcement vehicles available

5) Stationary roadblock

   a) No time to set up
   b) Immediate danger to allow chase to continue
   c) Manpower availability
   d) Equipment availability

c. Officers trained in this technique should also be able to articulate why P.I.T. was not used. Especially if the use of the technique may have stopped the violator before an accident with another highway user occurs. Officers should consider not using P.I.T. based on the totality of information and the effects of P.I.T.

Important factors to consider should include, but not be limited to:

1) Trajectory of vehicle when P.I.T. is applied

2) Location

3) Time of day

Subject Matter	Remarks
4) Environment - rain - snow - ice, etc. 5) Innocent occupants in violators vehicle a) children b) hostages 6) Traffic condition 7) Roadway/terrain condition 8) Speed of vehicles slower speeds 20 - 30 mph is a more desirable speed to use P.I.T. a) less damage b) less distance traveled after contact, possibly the violator vehicle will spin 180° in roadway without leaving paved surface c) less chance for injury d) less chance for death e) easier to execute technique 9) Type of violator vehicle 10) Is immediate apprehension necessary. Can the violator be apprehended at a later time and no immediate threat to life exists. 11) Officers personal skill in accomplishing P.I.T. 15. Securing the P.I.T. Scene The scene of initial contact, the path that both vehicles follow during P.I.T. and the final resting place of both vehicles should be preserved. Other vehicles, i.e. police or rescue vehicles should not drive over scuff or yaw marks from involved vehicles. a. Injuries or death will require a more extensive investigation. Since this is considered the use of force, may request Internal Affairs Section and Accident Reconstruction Unit to investigate.	

Table of Contents

Subject Matter	Remarks

b. A P.I.T. that involves no injury or death is also investigated by Internal Affairs and the Accident Reconstruction Unit. This scene should be preserved, however, the investigation will require less time.

c. On any P.I.T. investigation, the following information should be obtained by investigators:

1) Photographs

a) impact areas on vehicles
b) path of vehicles before and after P.I.T.
c) roadway
d) any obstacles involved
e) interior of violator's vehicle
f) any other subsequent damaged areas, police vehicles, obstacles
g) if death occurs, photos of body, morgue shots or other photos as in any death investigation

2) Interviews

a) witnesses
b) police officers involved
c) violator(s)
d) ambulance crews—

3) Measurement

a) to calculate speed
b) place vehicles before and after P.I.T.
c) roadway
d) distance of visual clarity, or distance to first possible point of perception to obstacles or other vehicles

Table of Contents

Subject Matter	Remarks
I. FOUR POSITIONS P.I.T. CAN BE ATTEMPTED A. Right Curve B. Left Curve C. Right Straightaway D. Left Straightaway	
II. SETTING UP OR POSITIONING Curve - Right Turn A. Advantages 1. Both vehicles slower. 2. Violator's vehicle suspension loaded. 3. Violator's vehicle will travel a shorter distance after impact. 4. Violator's vehicle will travel in a path to the right and not into oncoming traffic lane. 5. Violator has no control. B. Disadvantages 1. Visibility around a curve. 2. To travel on the right side for striking, the police vehicle may be positioned in an area of lesser traction causing eventual control problems.	
III. POSITIONING Curve - Left Turn A. Advantages 1. Both vehicles slower. 2. Violator's suspension loaded.	

Subject Matter	Remarks

3. Violator's vehicle will travel a shorter distance after impact.

4. The police sedan will have all four wheels on pavement, concrete or area of greater traction for control after impact.

5. Violator watching roadway.

6. Violator has no control.

B. Disadvantages

1. Visibility around the curve.

2. Vehicle will cross oncoming lanes to left side of roadway unless median is wide enough on divided highway.

IV. POSITIONING

Straight Roadway - Right Side Impact

A. Advantages

1. Good visibility ahead.

2. If the violator's slow you may position for a strike.

3. At higher speeds approximately 40-55 mph, one slight impact will occur to the police sedan.

4. Violator has no control.

5. Violator's vehicle travels to the right after impact.

B. Disadvantages

1. Violator is probably watching you as you position to strike. He may read your intent and attempt evasive maneuver.

2. Depending on your vehicle, can you overtake the violator vehicle to position for this technique. Straight roadway to position for this technique to be used.

3. The police sedan may be in area of lesser traction on the right side of the violator prior to the strike. This will present control problems with the police sedan after impact and affords less pushing power with tires to follow through after strike.

Subject Matter	Remarks

4. At slower speeds, the violator's vehicle may impact three times prior to disengaging with the police sedan.

5. Also, at slower speeds, the violator's vehicle may only spin 180° and attempt escape in the opposite direction.

V. POSITIONING

Straight Roadway - Left Side Impact

A. Advantages

1. Violator has no control.

2. If the violator slows you may position for a strike.

3. At higher speeds, approximately 40-55 mph, one slight impact will occur to the police sedan.

4. The police sedan is set on an area of greater traction.

5. The Violator has no control after impact.

B. Disadvantages

1. The violator's vehicle travels to the left after impact possibly crossing into oncoming traffic.

2. The violator is probably watching you in the mirror. As you attempt to position for a strike, evasive action may be attempted by this violator.

3. At slower speeds, the violator's vehicle may impact three times prior to disengaging with the police sedan.

4. Also, at slower speeds, the violator's vehicle may only spin 180° and attempt to escape in the opposite direction.

VI. POSITIONING

Normal Pursuit Offset.

A. Move to Prestrike Position

1. Left or right strike, straight road or curve.

Table of Contents

Subject Matter	Remarks

2. Police sedan front bumper alongside violator's vehicle between the rear bumper and the rear tire.

3. Too far up next to the violator in front of rear tire or alongside of door will cause more damage and control problems after impact.

4. Approximately one foot out before turn in.

5. Match speed to avoid ride up on violator.

6. Remember to use a good ocular line. Look through the violator to the area you wish to be after the P.I.T.

VII. STEERING

Shuffle Steering Position

A. Smooth Input

1. The violator will probably apply his/her brakes upon impact. As the weight shifts to the front of that vehicle, it will decrease the amount of side pressure needed to push the vehicle from the road.

2. The violator may accelerate in an effort to avoid contact. This will increase the rate of his spin and actually assist with P.I.T.

B. The Police Sedan

1. Threshold braking is a must. Locking brakes or sudden application of brakes will also load the front of the police sedan quickly. Braking should only be used after the vehicles have disengaged or to avoid striking another object should the police vehicle become involved in a skid.

2. Remember a sudden acceleration just before P.I.T. may cause ride up. Also front end lifts and throws dynamics off may not get vehicle around.

IX. MAINTAINING COVER

After Stabilization

A. Use Police Sedan for Cover. (engine block, etc.)

B. Consider High Risk Tactics.

Subject Matter	Remarks
C. Notify Dispatcher for Responding Units..	
X. CHECK THE VIOLATOR'S VEHICLE FOR INJURIES	
A. Approach with Caution, Even an Injured Violator can Injure You.	
B. Notify Supervisor of any Injuries.	
1. Violators	
2. Officers	
3. Public	
C. Notify Supervisor of Vehicle or Property Damage.	
D. Secure Scene.	
XI. HAS THIS EVER HAPPENED BEFORE????	
PROBLEMS	
A. Not Steering Through - make contact and pull back, you lost your chance.	
B. Braking at Wrong Time - sets up your dynamics wrong, slows you down into path of vehicle.	
C. High Speed - vehicle's - become more unpredictable as do drivers (stress reaction)	
D. Wet Roads - lower coefficient of friction could slide further than intended (double taps occur more frequently)	
E. Try and Take on Wrong Side (i.e.) outside of vehicle on banked turn - work against physics.	
F. Double and Triple Taps - due to #1 and #2 most times. Not turning away enough.	
G. Miss P.I.T., hit rear end (trailering affect).	
H. Speeds not matched creates misses or hitting too high up on vehicle. (roll up or over)	
I. Vehicle dynamics must remain the same until vehicles separate and bad guys vehicle loses control.	
J. Matching speeds more difficult in turns, due to different radiuses.	

Subject Matter	Remarks

I. WHEN TO USE FORCE

A. When force is reasonably necessary

1. To prevent escape from lawful custody
2. To effect arrest
3. Investigative stop of a person reasonably suspected of committing a crime
4. To prevent someone from being injured
5. To defend an officer or other person from assault
6. Physical resistance while attempting arrest

B. Investigative Stop Defined

Temporary detention of a subject when the officer has reasonable suspicion that criminal activity has occurred, is occurring, or is about to occur.

1. Reasonable suspicion: Facts and circumstances which, taken together with rational inferences would cause an officer to reasonably suspect -- is, has been, or is about to be, involved in criminal activity.

2. This deals with stop and frisk and is not the test for the consideration for the use of PIT.

3. Probable Cause.

II. WHAT TO CONSIDER WHEN DETERMINING IF PIT IS WARRANTED

A. Considerations

1. If, in the judgement of the police officer or officers in pursuit, the fleeing vehicle must be stopped immediately to safeguard life and preserve the public safety, the Precision Immobilization Technique may be used. Under the following circumstances:

   a. The use of PIT shall be in accordance with the prescribed training guidelines.

   b. Only officers who have successfully completed the Precision Immobilization Technique training may utilize PIT. The use of a PIT within the prescribed training guidelines is not likely to cause serious bodily injury or death.

2. The decision to use PIT must take into account the safety of bystanders, the risk of physical injury to the occupant(s) of the fleeing vehicle, and to the police officer.

B. Breakdown of Order

Elements:

Table of Contents

Subject Matter	Remarks

1. Judgement/decision making -- Articulation of your decision to use non-deadly force.

2. Must be in pursuit – Define pursuit.

3. MUST BE STOPPED IMMEDIATELY .....

4. To safeguard life and preserve the public safety.

C. Under the following conditions:

1. In accordance with the prescribed training guidelines.

2. Successfully completed the training conducted here.

Within guidelines not likely to cause serious bodily injury or death.

3. Safety to:

a. Bystanders
b. Risk of physical injury to occupant(s) of fleeing vehicle
c. Injury to officers(s)

III. CHOOSING A LOCATION TO USE THE PIT

A. Desirable locations

1. As free as possible of pedestrians and other highway users.

2. Consider eliminating major obstacles

a. Large trees/poles
b. Fixed objects/bridge abutments/buildings
c. Electrical boxes or power stations
d. Embankments/cliffs/drastic elevations
e. Bridges/water/metro train tracks
f. Parked vehicles
g. Highway workers
h. Curbs/rollover may occur

B. Preferred Locations

1. Open fields
2. Median strip/divided highways
3. Roadways with shallow ditches
4. Curves with good visibility
5. Wide highway/speed limited/Jersey walls
6. Two lane road/speed limited
7. Flat or uphill locations/reduction in kinetic energy

Table of Contents

Subject Matter	Remarks

IV. SPEED

A. Limitations:

1. A wide interstate highway would lend a safe area for PIT

   a. Jersey Walls
   b. Highway built for higher speeds flat large shoulder and fence.

2. A narrow roadway one would be wise to limit PIT to below 45 mph

   45 mph = 67.5 feet per second will need approximately 100 feet to stop (67.5 x 3=202.5) (minus deceleration)

B. Experience has shown us that once the speed is above 45 the results are more dramatic and officers should leave an extra margin of safety and allow for a longer run off. Also, the police cruiser is operating on less traction and is more likely to loose control or experience a temporary skid requiring recovery. THE AREA WHERE PIT IS TO TAKE PLACE SHOULD DETERMINE THE TOP SAFE SPEED FOR THE TECHNIQUE TO BE IMPLEMENTED.

V. TYPE VEHICLES

A. Regular Sedans and Coupes

The technique is designed to work on vehicles where the target area can be matched by the police sedan. It is necessary that the front fender of the police sedan and the rear quarter panel of the violator vehicle match in contact. If the vehicle is too high and the front fender of the police sedan goes under the quarter panel of the violator vehicle, the push necessary cannot take place.

1. American sedans
2. German/Japanese/others similar

B. Truck and Vans

1. Equal size/weight trucks and vans

   a. Mini-vans/full size
   b. Pick-up trucks

2. Large trucks/vans are not usually pit-able

   a. Dump trucks/busses
   b. High rider pick-ups unable to match target area
   c. Step vans/box trucks

C. High Center of Gravity Vehicles More Likely to Roll

Subject Matter	Remarks

1. Roadway imperfections

2. Curbs or other tripping obstacles

3. Types:

   a. Suzuki Sidekicks
   b. Pathfinders/Four Runners
   c. Amigo/Jeep/Tracker
   d. any higher center of gravity vehicle

D. Not Intended for Use When Stopping Motorcycles

VI. Articulation

A. To PIT or Not to PIT

Officers should be able to articulate the use of PIT or why PIT was not used and have trouble articulating events.

B. Factors to Consider as to Why PIT Was Not Used:

1. Trajectory of vehicle when PIT is applied
2. Location
3. Time of day
4. Environment/rain/snow/ice/etc.
5. Innocent occupants in violator's vehicle that may be injured – hostages/children
6. Traffic conditions
7. Roadway/terrain conditions
8. Speed of vehicles

   a. slower speeds are more desirable
   b. less damage
   c. less distance traveled after contact
   d. violator spins approximately 180 degrees
   e. less chance of injury or death
   f. easier to execute the technique
   g. violator can be apprehended at a later time
   h. no target area match
   i. too many violators in vehicle for officers present

C. Consider Rolling Roadblocks

Officers should be able to articulate why a rolling roadblock was not used. The question could be asked? Officer why didn't you box-in the car?

D. Reasons Not to Use Box-in Method

1. Armed suspects
2. Roadway to narrow
3. Faster violator vehicle
4. Insufficient law enforcement vehicles present

Subject Matter	Remarks

VII. SECURING THE PIT SCENE

A. Responsibilities

1. The scene of initial contact, the path that both vehicles follow during PIT, and the final resting place of both vehicles should be preserved. Other vehicles, police or rescue vehicles should not drive over (evidence) marks from involved vehicles.

2. Injuries or death will require a more extensive investigation. However should not be necessary when performed under the guideline of the approved instruction. Internal Affairs Section and Accident reconstruction unit may respond.

3. A PIT that involves no injury or death is also investigated. The scene will take less time to investigate.

4. On any Pit investigation the following information should be obtained:

Photographs

a. Impact areas on vehicles
b. Points of perception of performing officer when selecting location. (how far ahead could the officer see)
c. Path of vehicles before and after PIT
d. Any obstacles involved
e. Interior of violator's vehicle
f. Any other subsequent damaged areas, police vehicles, other property
g. If injuries shots of personal injuries or death shots in morgue
h. Roadway as in any other accident investigation

B. Measurements

1. Speed calculations
2. Place vehicles before and after PIT
3. Distance of visual clarity, or point of perception to obstacles or other vehicles

C. Interviews

Witnesses

1. Other officers
2. Citizens in the area
3. The violator
4. Rescue personnel

ALERT INTERNATIONAL

Association of Professional Law Enforcement
Emergency Vehicle Response Trainers
International

Vehicular Pursuit Model Policy Guidelines

March, 1999

Table of Contents

Table of Contents

Table of Contents

ALERT INTERNATIONAL

Association of Professional Law Enforcement
Emergency Vehicle Response Trainers

Vehicular Pursuit Model Policy Guidelines

March, 1999

This module is intended to provide a framework for police agencies to either develop or refine their pursuit policy and procedures. This module addresses common issues related to police pursuits but may not include all components necessary for each agency. We recognize there are variables that cannot be addressed within a national policy and therefore this document is intended as a guide and not as an unchangeable final product.

Each component of the module will address the primary objective and list some considerations when developing your own policy. ALERT has suggested wording for different components of a pursuit policy, and in some cases will also include remarks.

Although these model policy guidelines are fairly comprehensive in its scope, an agency may choose to select those components, which it identifies as appropriate. It may also choose to add any additional language that it deems critical to its interests.

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Table of Contents

I. Mission Statement

Objective: *The mission of law enforcement is to "Protect Lives". This section serves not only to remind officers of their ultimate responsibility, but as well "sets the tone" from a liability standpoint.*

Considerations: *It should be the policy of law enforcement agencies to perform all pursuit operations in accordance with applicable laws, with due regard for the safety of all persons using the highway.*

Vehicular pursuit of fleeing suspects presents danger to the public, officers, and suspects involved in the pursuit. It is the policy of law enforcement to protect all persons and property to the extent reasonably possible when enforcing the law. In addition, it is the responsibility of the agency to assist law enforcement officers in the safe performance of their duties. It is the policy of the agency to regulate the manner in which vehicular pursuits are undertaken and performed.

II. Purpose

Objective: *To clearly define the overall purpose of the policy.*

Considerations: *The purpose statement should be short and to the point. Communicate what this policy's major accomplishment should be.*

Vehicular police pursuits are necessary to achieve the enforcement of our criminal and motor vehicle laws. Many of these pursuits are inherently dangerous and therefore create some risk of injury to the pursuing officer(s), the occupants of the pursued vehicle, and the public at large. The primary purpose of this policy is to secure a balance between the need to protect the lives of the public and the occupants of the pursued vehicle, with the obligation of the police officers to enforce laws and apprehend violators.

III. Definitions

Objective: *Law enforcement officers must communicate with a common vocabulary. All critical terms must be defined clearly.*

Considerations: *This list of definitions is not all-inclusive. Therefore, agency administrators should clearly define and explain all terminology or critical terms utilized by agency personnel with regard to pursuits.*

Definitions should conform to applicable state and local laws and/or agency regulations or policy.

Additional Assisting Unit: Additional law enforcement units (e.g., air support) that are authorized to assist in the pursuit, other than the primary or secondary vehicles.

Authorized Pursuit Vehicle: Any vehicle authorized by law enforcement agency's policy or designee to engage in a vehicular pursuit.

Note: It is the recommendation of ALERT that only those vehicles equipped with fully operating emergency audio and visual warning devices and communications equipment be authorized to participate in a pursuit.

Boxing In: A tactical maneuver designed to stop a moving violator's vehicle by surrounding it with law enforcement vehicles and then slowing all vehicles to a stop.

Caravanning: The presence of law enforcement vehicles, other than the primary. In addition, authorized secondary units, actively involved on the same roadway in the pursuit of a fleeing suspect.

Channelization: A technique where objects or vehicles are positioned in a manner intended to direct or redirect the path of a fleeing vehicle.

Due Regard: The consideration of existing circumstances to determine the reasonableness of one's actions as they relate to the totality of the circumstances.

Marked Vehicle: A vehicle that displays distinctive markings that would clearly indicate to the public that it is a law enforcement vehicle.

Paralleling: Participating in a pursuit by proceeding in the same general direction as the fleeing vehicle and maintaining approximately the same speed while traveling on an alternate street or highway that is adjacent to the pursuit route.

P.I.T. (Pursuit/Precision Intervention/Immobilization Technique/Tactic.) Intentional acts of using a law enforcement vehicle too physically force a fleeing vehicle from a course of travel in order to stop it. P.I.T. is a specific technical maneuver that requires advanced practical training prior to use.

Primary Unit: The law enforcement vehicle that initiates a pursuit, or any unit that assumes control of the pursuit as the lead vehicle (the first law enforcement vehicle immediately behind the fleeing suspect).

Pursuit: An active attempt involving one or more officers to detain or apprehend a suspect operating a motor vehicle while the suspect is attempting to avoid arrest by using high speed driving or other evasive tactics, such as driving off a highway, turning suddenly, or driving in a legal manner but willfully failing to yield to the officer's signal to stop

Ramming: The intentional contact between an authorized pursuit vehicle and the suspect vehicle which may cause substantial damage and disablement to the fleeing vehicle. May cause serious physical injury and/or death to the suspect. It is considered to be use of deadly force. Ramming is *NOT* considered the same as P.I.T.

Roadblock: Establishing an impediment to traffic as a means for stopping a fleeing vehicle using actual physical obstructions or barricades.

Secondary Unit: The first assisting law enforcement vehicle following the primary.

Supervisor: A law enforcement officer who, by virtue of rank or assignment, is responsible for the direction or supervision of other law enforcement officers.

Termination/Discontinue: Describes the decision and actions of the pursuing law enforcement driver who stops chasing the fleeing vehicle. Actions to discontinue the pursuit should include turning off the emergency light(s) and siren, reducing speed, observing the applicable rules of the road, allowing the distance between the law enforcement vehicle and the fleeing vehicle to increase, changing direction away from the fleeing vehicle, and notifying the dispatch center that the pursuit has been terminated. Synonymous with **discontinued**.

> *Note: Where this term is used in agency policy, it should be clearly defined to prevent misunderstanding. It should clarify the officer's actions regarding a supervisor's direction to terminate a pursuit.*

Tire Deflation Devices: A device that, when driven over, causes one or more tires of a vehicle to safely deflate.

Unmarked Vehicle: A vehicle with no indicators that it is a law enforcement vehicle.

Note: It is the recommendation of ALERT that only those vehicles equipped with fully operational emergency audio and visual warning devices and communications equipment be authorized to participate in a pursuit.

IV. Initiation/Termination

Objective: *The policy should describe the factors to be considered by an officer and a supervisor in the decision to initiate, continue, or terminate a pursuit. It should remain consistent with applicable federal and state case law and state statutes.*

Considerations: *The policy should address the importance of protecting the public, continuously balancing the known and/or reasonably suspected offense, and the apparent need for immediate capture against the risk to the officer, public, and the offender.*

An officer's reasonable suspicion must be based upon the facts presented to the officer at the time of the initiation of the pursuit.

The policy should describe the factors to be continuously assessed by both the officer(s) and supervisor involved in a pursuit. It should provide a sample of guiding factors and circumstances for consideration in determining when to terminate or discontinue a pursuit.

A. The Authority to Pursue

Any law enforcement officer in a department vehicle with operable emergency vehicle equipment and radio may initiate a vehicular pursuit provided the officer conducts the pursuit within the limitations of this policy.

Note: The policy should indicate which personnel are authorized to initiate and conduct a vehicular pursuit, the necessary emergency equipment to be used, and the type of vehicles that are allowed to engage in pursuits.

B. The *"Balance Test"*

1. Examples of wording regarding *"balance test"*.

a. "Vehicular pursuit is justified only when the officer knows or has reasonable grounds to believe the suspect presents a clear and immediate threat to the safety of other motorists, has committed or is attempting to commit a criminal offense, or when the necessity of immediate apprehension outweighs the level of danger created by the pursuit. The decision to continue the pursuit given the "balance test" or need to apprehend versus need to protect the public should be an ongoing evaluation based upon the factors listed below."

b. "During the pursuit, officers shall drive with due regard for the safety of all persons. They shall avoid engaging in or shall terminate any pursuit when conditions indicate that the need to apprehend the suspect or continue the pursuit is outweighed by the risk to the community and/or the jeopardy to the officer or when instructed by a supervisor to terminate the pursuit. The involved officer must constantly evaluate the risk involved in initiating or continuing a pursuit."

Note: Some agencies may be more restrictive in authorizing the initiation of a pursuit. Some restrictions that have been used include: nature of offense; speed restrictions; type of law enforcement vehicles; duration of pursuit; and jurisdictional restrictions.

2. Factors for Consideration Regarding Initiation and Termination:

Note: This section involves the greatest amount of discretion on the part of each law enforcement officer and supervisor. The following factors are the components of the "balance test" for consideration in conducting the pursuit. Consideration of these factors should reinforce the fact that termination of a vehicular pursuit may be the most appropriate decision given the circumstances. This should be reinforced within the policy.

a. Public safety

b. Officer safety

c. State laws

d. Nature of offense and apparent circumstances

e. Non-peace officer in officer's vehicle (e.g., citizen, witness, prisoner)

f. Pedestrian and vehicular traffic patterns and volume

g. Other persons in a pursued vehicle (e.g., passengers, co-offenders, hostages)

h. Location of the pursuit (e.g., school zone, playground, residential, downtown)

I. Time of day

j. Speeds of the pursuit

k. Weather and visibility

l. Road conditions

m. Identity of offender (if known)/offender can be located at a later time

n. Capabilities of law enforcement vehicle(s) and officer(s) driving

o. Availability of additional resources

p. Whether supervisory approval is required

q. Officer's/supervisor's familiarity with the area of the pursuit

r. Quality of radio communications (e.g., out of range, garbled, none)

s. Age of the suspect and/or occupants

t. Increased likelihood of a serious collision

u. Duration of the pursuit

v. The requirements of the agency policy

w. Is there a greater risk to public safety by not pursuing?

V. Pursuit Procedures

Objective: *In order to properly control a pursuit, roles and responsibilities should be established and clearly outlined.*

Considerations: *This portion of the agency policy should define the duties and responsibilities of all persons involved in pursuit operations.*

It should send a clear message that they will be held accountable for their actions, decisions, or failure to comply with the policy.

Unless otherwise authorized by a supervisor, a primary and a secondary unit are the only units to be actively involved in a pursuit.

A. Primary Unit

1. Immediately upon initiation of a pursuit shall activate all required emergency warning devices.

2. Notify communications and provide the following information:

   a. Unit identification,

   b. Location, speed and direction of travel,

   c. The specific reason for the pursuit, including known laws violated,

   d. Vehicle description, including license number, if known,

   e. Number and description of occupants in the fleeing vehicle, if possible,

   f. Traffic conditions,

   g. Other information that may be helpful to responsible supervisors.

3. Insure, where applicable, that a supervisor is notified.

4. Exercise due regard for the safety of themselves, the public, and the fleeing suspect, and shall comply with applicable state laws and agency policy.

5. As a general rule, an authorized motorcycle or unmarked vehicle shall relinquish primary unit status immediately upon becoming aware of the participation of an authorized marked law enforcement vehicle.

6. When possible, shall control tactical operations, and shall be responsible for broadcasting radio communications, unless the primary unit delegates that responsibility to a secondary unit.

7. At the termination point of a pursuit, the primary unit shall be responsible for properly placing into custody the suspects involved, unless relieved by a supervisor.

8. Unless otherwise designated by policy, the primary unit shall be responsible for the completion of all after action reports.

9. When it becomes necessary for a pursuit to be terminated, due to conditions present or at the direction of a supervisor, the primary unit shall insure that the pursuit is discontinued by all units directly involved.

B. Secondary Units

1. Identify presence to the primary unit, the communications center, and responsible supervisor.

2. Maintain a safe and proper distance behind the primary unit.

Note: ALERT recommends that the factors for consideration of what is a safe and proper distance should be addressed through agency training.

3. To provide aid and/or assume primary role status, if necessary.

4. Assume radio communication if requested or necessary.

C. Communications

1. Upon notification that a pursuit is in progress, communications personnel shall immediately advise the appropriate law enforcement supervisor and other pertinent units (e.g., air support).

2. Receive and record all relevant incoming information on the pursuit and the fleeing vehicle.

3. Coordinate assistance of any necessary secondary units under the direction of the appropriate law enforcement supervisor.

4. Control all radio communications and clear the radio channels of all non-emergency transmissions.

5. Notify affected law enforcement agencies when the pursuit may extend into that jurisdiction and specify whether their assistance is requested.

6. Notify all affected agencies when a pursuit has been terminated/ discontinued or if apprehension has been made.

7. Perform relevant record and motor vehicle checks as quickly as possible.

D. Supervisor

1. Upon notification of a pursuit, the supervisor shall:

   a. Immediately evaluate the reasonableness of the pursuit, based upon the totality of the circumstances.

   b. Determine if the pursuit is necessary.

   c. Insure that proper radio channels and communications procedures are in use during the pursuit.

   d. Insure that pursuit tactics are in compliance with state law and department policy.

   e. Insure that only the necessary number of units are involved.

   f. Insure that affected agencies are notified as necessary.

   g. When possible, a supervisor should respond to the scene of apprehension and insure that department policy is being complied with in placing suspect(s) into custody.

   h. Shall continually evaluate the need to continue the pursuit, and shall terminate if cause exists.

2. Insure that all appropriate after action reports are properly completed.

3. Review and critique each pursuit, confirm compliance with agency policy and make appropriate recommendations.

E. Additional Assisting Units

1. Respond and assist as directed by the supervisor, communications, or the primary unit.

An example of a "use of force" policy statements are listed below.

1. Channelization:

Channelization may be used to redirect or stop a pursued vehicle. The selection of the best method and area in each circumstance should be preceded by an evaluation of all factors surrounding the individual pursuit. The methods used should offer the greatest probability of success with the least likelihood of injury to the general public, the officer, and the suspect. Officers may deliberately direct a vehicle into a given path or location (i.e., away from populated areas or intersections, dead end roads, etc.) by using stationary objects (pylons, barricades, vehicles) placed in the current path of the pursued vehicle. This method may also be used to direct a pursued vehicle toward and across a tire deflation device.

2. Tire Deflation Devices

The use of tire deflation devices will be governed by sound professional judgment and the procedures outlined in the policy.

a. The following criteria shall be met prior to the use of tire deflation devices:

- There is reasonable cause to believe the suspect has committed an offense justifying arrest of the suspect.
- The officer attempting to apprehend the suspect has given notice of command to stop to the suspect by means of both lights and siren.
- The suspect ignores the effort and warnings obvious and visible to a reasonable person in the suspect's position.

b. Officers using tire deflation devices will consider the following prior to utilizing this equipment.

- Before utilizing tire deflation devices, officers should receive training on the use of the devices.

- Most effective location for the placement of tire deflation devices.

    1.) Deployment locations should have reasonably good sight distances to enable the officer deploying the devices to observe the pursuit and other traffic as it approaches.

    2.) The officer deploying the tire deflation devices should choose a location with natural barriers such as roadway overpasses, guardrail, or large tree(s). These barriers will conceal the officer from the violator's view and allow deployment of the devices in a relative position of safety.

    3.) Traffic, construction, special events, and/or activities may create situations where the use of tire deflation devices would be inappropriate.

c. Position and vulnerability of the public, private property, other assisting units, and equipment.

- Tire deflation devices should not be deployed to stop the below listed vehicles unless continued movement of the pursued vehicle would result in an increased hazard to others:

    1.) Any vehicle transporting hazardous materials.

    2.) Any passenger bus transporting passengers.

    3.) Any school bus transporting students.

    4.) Any vehicle that would pose unusual hazard to innocent parties.

    5.) Any two-wheel vehicles, unless deadly force is justified.

- Tire deflation device deployment plans should include provisions for close coordination between pursuing units and the officer deploying the tire deflation device.

    1.) Then the decision is made to deploy the tire deflating device, pursuing units will notify the person deploying the devices as far in advance as possible, of the necessity of their use.

F. If it is determined that the conduct of a pursuit should be relinquished to another agency, the request shall be clearly relayed to that agency. Confirmation of the acceptance of the pursuit shall be obtained.

G. At the conclusion of the pursuit, the initiating agency should respond to the termination in some fashion.

VIII. Post-Pursuit Procedures

Objective: *To establish a process that can determine the effectiveness of the department's policy, training and supervision of pursuits by obtaining complete documentation on each pursuit from all personnel involved.*

Considerations: *This section is mandatory from a liability and risk management standpoint. Proactive supervisors and managers must know where deficiencies occur in order to better protect the public and their officers. After action reports must be completed within a designated period of time after the pursuit is concluded. The reports should be reviewed by officers not involved in the pursuit and/or appointed citizens. Recommendations of this pursuit review process should be used to refine and improve policy and as a basis for administrative discipline where necessary. Training may be needed in areas of deficiency and where policy has been violated.*

A. Pursuit incident reports are to be filed in a manner established by agency operating procedures and should contain, at a minimum, the following information:

1. Location, date and time of pursuit initiation.
2. Location, date and time of pursuit termination/apprehension of suspect(s).
3. Speed, weather conditions, road conditions and description of pursuit area.
4. Reasons for initiating and terminating the pursuit.
5. Consequences of the pursuit, such as accidents, injuries or fatalities.
6. Whether or not the violator was apprehended.
7. The offenses with which the violator was charged.
8. Indicate any use of legal intervention devices (spike strips, etc.).

B. Report all pursuits, including all attempts - even of short duration that are self-terminated.

C. Primary unit responsible for all after action reports, as required by agency policy.

D. The supervisor is responsible for a debriefing of involved personnel, a comprehensive Pursuit Evaluation, and making appropriate recommendations regarding the conduct of the pursuit and compliance with agency policy.

E. All pursuit incidents shall be filed through the department's established review process.

IX. Training

Objective: *To maintain an optimal level of understanding of policy that is foundational to good judgment and proper application of policy and tactics through cognitive training and, if possible, behind-the-wheel practical application and/or other forms of "simulated" pursuit driving.*

Considerations: *If a department has a policy that allows significant officer discretion, it should train on the process of proper decision making. If a specific tactic is permitted, adequate training should be provided to personnel to properly apply that tactic. When training is mandated, consideration should be given to the resources available, and the ability of the agency to meet its mandate.*

Documentation of training (date, topic, names, etc.) is essential to make certain all officers are receiving adequate training and to provide evidence in the event a lawsuit must be defended.

The United States Supreme Court ruled in Canton versus Harris; 109 S.-Ct (1989), that a department's failure to train could represent "deliberate indifference" since one could reasonably expect the deficiency in training to result in damages being suffered by third parties.

A. All officers shall attend in-service vehicular pursuit training in accordance with department mandates and/or state guidelines.

B. Pursuit training shall consist of knowledge of applicable statutes, department policy and procedures, and decision making skills.

C. No officer will engage in any tactic for which they have not received training. (e.g., P.I.T., Tire Deflation Devices)

Welcome to

Training

SKIDCAR TRAINING

Our goal: To help you become a proactive driver

A proactive driver is defined as one who uses superior knowledge to avoid situations that require superior skill.

"Think more, do less."

SKIDCAR TRAINING

Our goal: To help you become a proactive driver

We believe that the driver's constant stream of decision determines the vehicle's stability, and therefore the levels of risk.

"If you lose your concentration, you will crash."

Table of Contents

SKIDCAR TRAINING

SKIDCAR SYSTEM

What we'll be doing...

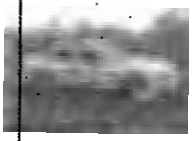
- You will be behind the controls of the car.

  I will adjust the SkidCar Mechanism to duplicate conditions where it is possible for you to lose control. I will not adjust the traction without warning you beforehand, so you will not be surprised.

SKIDCAR TRAINING

SKIDCAR SYSTEM

What we'll be doing...



- I will be holding the control box only in case it becomes necessary to return full traction back to the vehicle for safety.

SKIDCAR TRAINING

SKIDCAR SYSTEM

What we'll be doing...

- As you drive, we can analyze how you got into any predicaments.

  This will help you develop the correct model for how to correct properly, or how to avoid the predicament in the first place.

Table of Contents

SKIDCAR SYSTEM

SKID CAR TRAINING

Our model is "The Stable Platform Concept of Driving."

It has two parts:

The most important part is Mental - how you think

The other part is Physical - the car and you

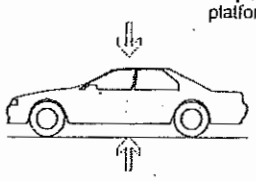
SKIDCAR SYSTEM

SKID CAR TRAINING

Our model is "The Stable Platform Concept of Driving."

A stable platform means you'll have more control and less risk.

Step back and view the vehicle as a platform supported by four tires.



SKIDCAR SYSTEM

SKID CAR TRAINING

Our model is "The Stable Platform Concept of Driving."

The physical starting point is literally where the rubber meets the road.

SKIDCAR TRAINING

SKIDCAR SYSTEM

Where the tire meets the road is called the "Contact Patch."

It is the size of the palm of your hand.

Two people standing toe to toe have more surface area in contact with the ground than a 4000 lb. Car.

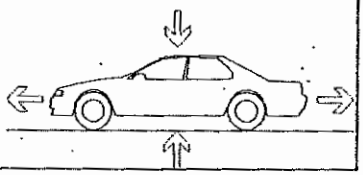
SKIDCAR TRAINING

SKIDCAR SYSTEM

Where the tire meets the road is called the "Contact Patch."

Using the car's controls not only makes it go, stop, and turn, it also controls the amount of weight on each contact patch.

When the car is at rest, the car's weight is evenly distributed and it is most stable. This is also true of a car moving at a constant speed in a straight line.



SKIDCAR TRAINING

SKIDCAR SYSTEM

Where the tire meets the road is called the "Contact Patch."

Using the car's controls not only makes it go, stop, and turn, it also controls the amount of weight on each contact patch.

Letting off the gas or applying the brakes moves weight to the front of the vehicle.

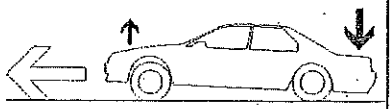
SKIDCAR SYSTEM

SKIDCAR TRAINING

Where the tire meets the road is called the "Contact Patch."

Using the car's controls not only makes it go, stop, and turn, it also controls the amount of weight on each contact patch.

Releasing the brakes or applying the gas moves weight to the rear of the vehicle.



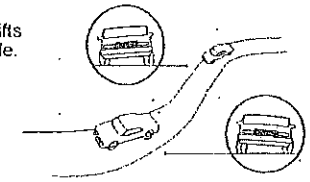
SKIDCAR SYSTEM

SKIDCAR TRAINING

Where the tire meets the road is called the "Contact Patch."

Using the car's controls not only makes it go, stop, and turn, it also controls the amount of weight on each contact patch.

Changing direction shifts weight from side to side.



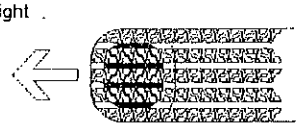
SKIDCAR SYSTEM

SKIDCAR TRAINING

Where the tire meets the road is called the "Contact Patch."

Using the car's controls not only makes it go, stop, and turn, it also controls the amount of weight on each contact patch.

Remember: The contact patch is most efficient when it is pointed straight ahead, and the tire is rolling.



SKIDCAR TRAINING

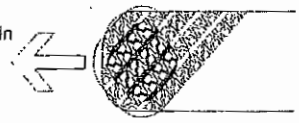
SKIDCAR SYSTEM

Where the tire meets the road is called the "Contact Patch."

Using the car's controls not only makes it go, stop, and turn, it also controls the amount of weight on each contact patch.

Remember: The contact patch is less effective when it is turned.

Forces are now split in different directions.

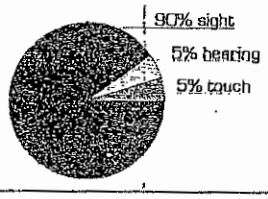


SKIDCAR TRAINING

SKIDCAR SYSTEM

Good information is essential to making good decisions.

The only information you can trust comes from the 3 most important senses for driving:



SKIDCAR TRAINING

SKIDCAR SYSTEM

Good information is essential to making good decisions.

90% is sight.

The constant stream of decisions you make are largely determined by what you see.

Table of Contents

SKIDCAR TRAINING

SKIDCAR SYSTEM

Good information is essential to making good decisions.

90% is sight.

The constant stream of decisions you make are largely determined by what you see.

Your only reality is based on what you see.

SKIDCAR TRAINING

SKIDCAR SYSTEM

Good information is essential to making good decisions.

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The constant stream of decisions you make are largely determined by what you see.

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Sight lines should always be a two or three second minimum, plus one second for every 10 mph over 40 mph.

SKIDCAR TRAINING

SKIDCAR SYSTEM

Good information is essential to making good decisions.

90% is sight.

The constant stream of decisions you make are largely determined by what you see.

Your only reality is based on what you see.

Sight lines should always be a two or three second minimum, plus one second for every 10 mph over 40 mph.

You should always be able to stop within your line of sight.

SKIDCAR SYSTEM

SKID[illegible] TRAINING

Good information is essential to making good decisions.

5% is touch.

What you're feeling now has already occurred.

SKIDCAR SYSTEM

SKID[illegible] TRAINING

Good information is essential to making good decisions.

5% is touch.

What you're feeling now has already occurred.
G forces are the enemy.

SKIDCAR SYSTEM

SKID[illegible] TRAINING

Good information is essential to making good decisions.

5% is touch.

What you're feeling now has already occurred.
G forces are the enemy.
The greater the G forces, the lesser your stability.

SKIDCAR TRAINING

SKIDCAR SYSTEM

Good information is essential to making good decisions.

5% is hearing.

Listen to your tires.

SKIDCAR TRAINING

SKIDCAR SYSTEM

Braking

About braking and long braking for cornering (stable platform):

Brake sooner and longer. The chassis stays squarely loaded and is therefore stable. This won't overload tires with excessive weight transfer.

SKIDCAR TRAINING

SKIDCAR SYSTEM

These are only the physical aspects of driving. They must be combined with:

The ProActive Driving Line

The ProActive Driving Line is a set of driving strategies for maintaining control while cornering.

Table of Contents

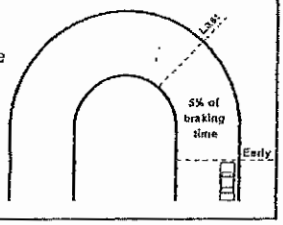
SKIDCAR SYSTEM

SKIDCAR TRAINING

The ProActive Driving Line

Corner entry and "Rotational Braking".

Don't pop off the brakes once in the corner. This unweights the front tires, removing their grip on the road.



SKIDCAR SYSTEM

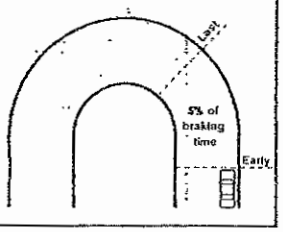
SKIDCAR TRAINING

The ProActive Driving Line

Corner entry and "Rotational Braking".

Don't pop off the brakes once in the corner. This unweights the front tires, removing their grip on the road.

Use the last 5% of both total braking time and braking pressure to keep the front contact patches loaded. This turns the car efficiently.



SKIDCAR SYSTEM

SKIDCAR TRAINING

The ProActive Driving Line

This is the incorrect line.

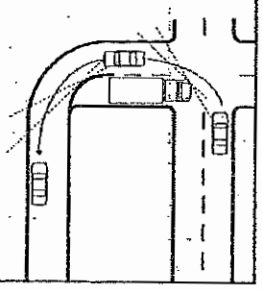


Table of Contents

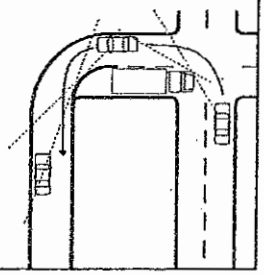
SKIDCAR SYSTEM

SKID CAR TRAINING

The ProActive Driving Line

In-corner radius strategy (stable platform)

Line of sight cornering.



SKIDCAR SYSTEM

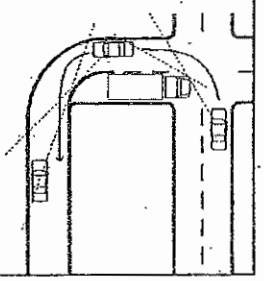
SKID CAR TRAINING

The ProActive Driving Line

In-corner radius strategy (stable platform)

Line of sight cornering

Enter on the outside of the most usable portion of the roadway. Take the widest, most consistent radius to the exit.



SKIDCAR SYSTEM

SKID CAR TRAINING

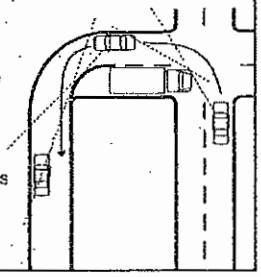
The ProActive Driving Line

In-corner radius strategy (stable platform)

Line of sight cornering

Enter on the outside of the most usable portion of the roadway. Take the widest, most consistent radius to the exit.

Look for good grip surfaces - clean and/or smooth surfaces to determine optimum line through the corner.



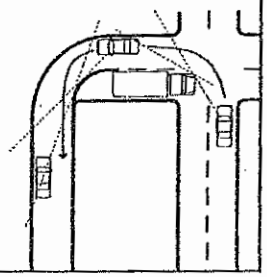
SKIDCAR TRAINING

SKIDCAR SYSTEM

The ProActive Driving Line

Straight line exit priority

The steering wheel must be straight in order to accelerate.



SKIDCAR TRAINING

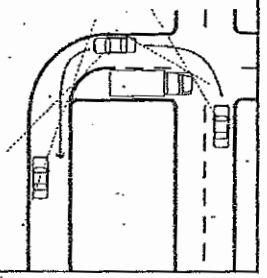
SKIDCAR SYSTEM

The ProActive Driving Line

Straight line exit priority

The steering wheel must be straight in order to accelerate.

A proper radius allows you to straighten wheel sooner and drive into a more certain future.



SKIDCAR TRAINING

SKIDCAR SYSTEM

The ProActive Driving Line

Straight line exit priority

The steering wheel must be straight in order to accelerate.

A proper radius allows you to straighten wheel sooner and drive into a more certain future.

If you go too fast for the conditions you will crash! The four contact patches will eventually lose their grip and leave the road.

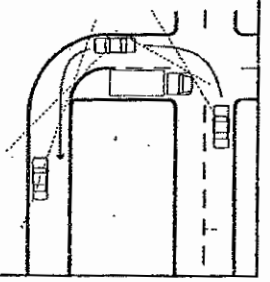


Table of Contents

SKIDCAR TRAINING

SKIDCAR SYSTEM

Types of skids.

Front Wheel Skid
- Definition
- Causes
- Cures

Rear Wheel Skid
- Definition
- Causes
- Cures

SKIDCAR TRAINING

SKIDCAR SYSTEM

Front Wheel Skid

Definition:

When the car doesn't steer as sharp as you would like. The front tires have lost their grip on the road.

SKIDCAR TRAINING

SKIDCAR SYSTEM

Front Wheel Skid

Causes:

Improper weight on the front wheels.

SKIDCAR TRAINING

SKIDCAR SYSTEM

Front Wheel Skid

Causes:

- Improper weight on the front wheels.
- Brakes released too quickly.

SKIDCAR TRAINING

SKIDCAR SYSTEM

Front Wheel Skid

Causes:

- Improper weight on the front wheels.
- Brakes released too quickly.
- Steering wheel turned too quickly or too far, causing diminished grip.

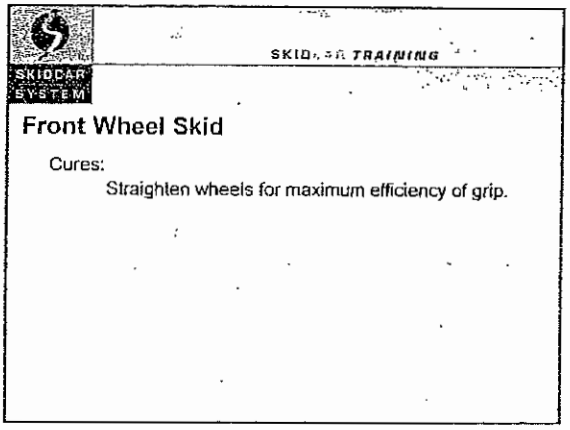
SKIDCAR TRAINING

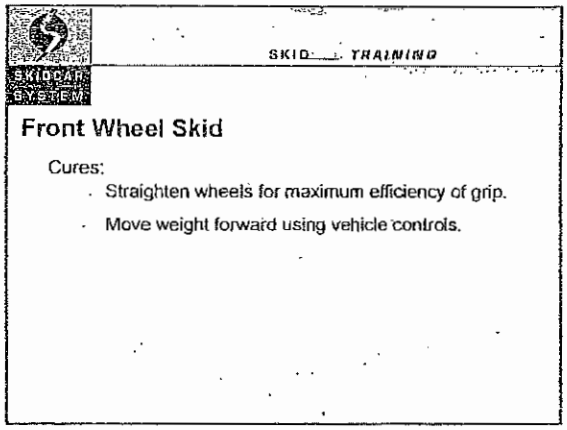
SKIDCAR SYSTEM

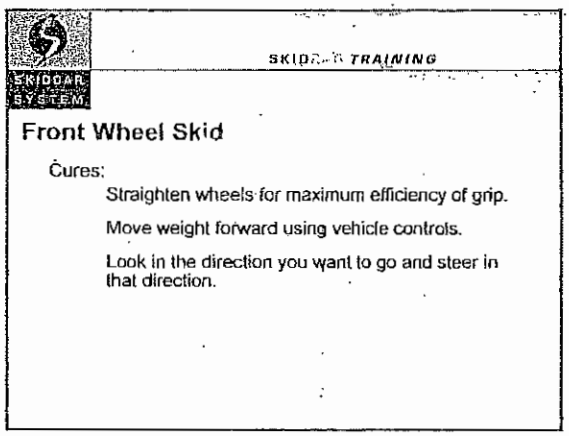
Front Wheel Skid

Causes:

- Improper weight on the front wheels.
- Brakes released too quickly.
- Steering wheel turned too quickly or too far, causing diminished grip.
- Driving too fast - too much weight being carried for the grip levels and speed of the vehicle.


SKIDCAR TRAINING
SKIDCAR SYSTEM
Front Wheel Skid
Cures:
Straighten wheels for maximum efficiency of grip.


SKIDCAR TRAINING
SKIDCAR SYSTEM
Front Wheel Skid
Cures:
Straighten wheels for maximum efficiency of grip.
Move weight forward using vehicle controls.


SKIDCAR TRAINING
SKIDCAR SYSTEM
Front Wheel Skid
Cures:
Straighten wheels for maximum efficiency of grip.
Move weight forward using vehicle controls.
Look in the direction you want to go and steer in that direction.

SKIDCAR SYSTEM

SKID TRAINING

Front Wheel Skid

Cures:

Straighten wheels for maximum efficiency of grip.

Move weight forward using vehicle controls.

Look in the direction you want to go and steer in that direction.

Try turning again.

SKIDCAR SYSTEM

SKID TRAINING

Front Wheel Skid

Cures:

Straighten wheels for maximum efficiency of grip.

Move weight forward using vehicle controls.

Look in the direction you want to go and steer in that direction.

Try turning again.

...or stop before you leave the road. Remember: if you brake to slow down or stop, the steering wheel must be straight.

SKIDCAR SYSTEM

SKID TRAINING

Rear Wheel Skid

Definition:

Where the car steers sharper than you would like.

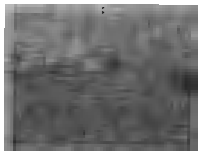
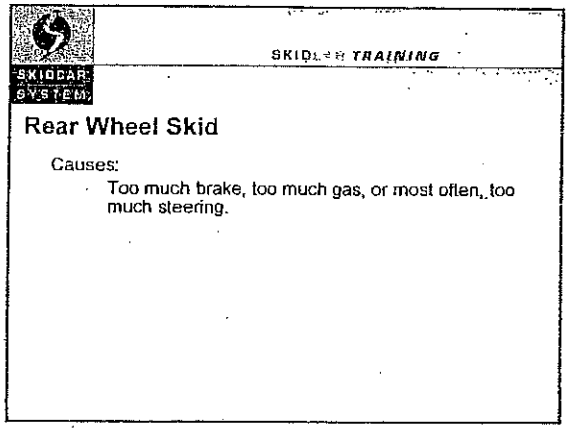
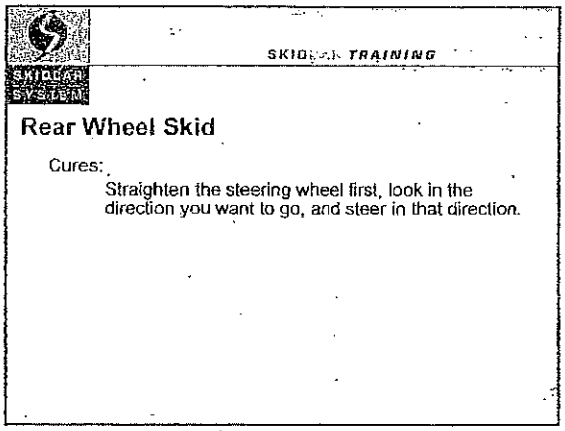
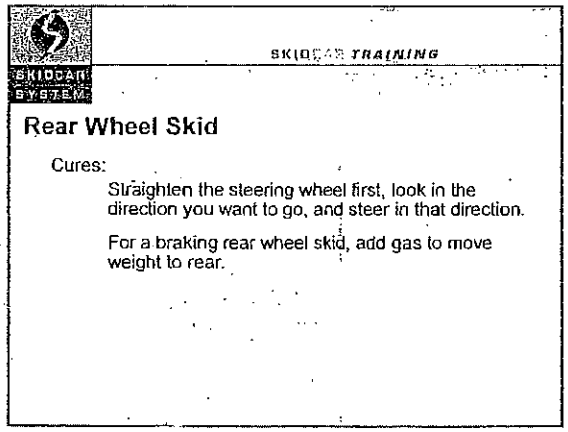


Table of Contents


SKIDCAR TRAINING
SKIDCAR SYSTEM
Rear Wheel Skid
Causes:
Too much brake, too much gas, or most often, too much steering.


SKIDCAR TRAINING
SKIDCAR SYSTEM
Rear Wheel Skid
Cures:
Straighten the steering wheel first, look in the direction you want to go, and steer in that direction.


SKIDCAR TRAINING
SKIDCAR SYSTEM
Rear Wheel Skid
Cures:
Straighten the steering wheel first, look in the direction you want to go, and steer in that direction.
For a braking rear wheel skid, add gas to move weight to rear.

SKIDCAR TRAINING

SKIDCAR SYSTEM

Rear Wheel Skid

Cures:

- Straighten the steering wheel first, look in the direction you want to go, and steer in that direction.
- For a braking rear wheel skid, add gas to move weight to rear.
- For an over acceleration skid, ease off the throttle to gain grip.

SKIDCAR TRAINING

SKIDCAR SYSTEM

Rear Wheel Skid

Cures:

- Straighten the steering wheel first, look in the direction you want to go, and steer in that direction.
- For a braking rear wheel skid, add gas to move weight to rear.
- For an over acceleration skid, ease off the throttle to gain grip.
- Note: If you use the gas to accelerate, the steering wheel must be straight.

SKIDCAR TRAINING

SKIDCAR SYSTEM

Remember: One skid at a time!

Correct one skid before moving on to another. The second skid is always the drivers fault.

Table of Contents

Stress & "Pursuit Rage"

Terminal Performance Objective

- know the factors of stress and "Pursuit Rage" during emergency situations
- identify and control these factors.

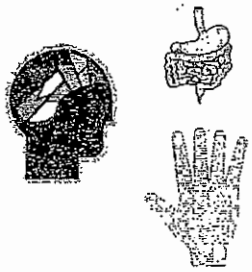
Interim Performance Objectives

- Explain what "Pursuit Rage" is and the causes
- Give a physiological explanation of "Pursuit Rage"
- List symptoms that indicate stress may exist
- Describe possible situations that will cause stress when in pursuit.
- Demonstrate ways officers can relieve stress

Table of Contents

Alarm Reaction Symptoms
"Fight or Flight"

- Drying of Mouth
- Sweating of Palms
- Pounding of Heart
- Breathing Increase



Task Related Stress - Causes

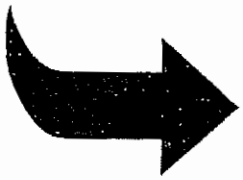
- Difficult traffic conditions
- Poor visibility and weather
- Problems with location
- Lack of information.
- Pressure to arrive in time or to make apprehension
- Anxieties
- Overloading of sensory information

Task Related Stress Symptoms

- Profuse sweating
- Heart rate and blood pressure increase
- Tensing of muscles (back and neck)
- Headache and back pain
- Difficulty in concentrating
- Forgetting radio information
- Memory overload

Table of Contents

Post-error Dwell Reaction



- Officer becomes more pre-occupied with mistakes then the current situation
- Mistake made - Forget about it and go on. Learn from the mistake.

Causes of Work Related Stress

- Routine duties are beneath them and boring
- Stagnation, uncertainty of promotion
- Unlike work schedule
- Deteriorating work relationships
- Problems with home vs. work

Work Related Stress - Signs

- Impatience / uneasiness
- Difficulty sleeping / awake thinking
- Thinking life is full of crisis
- Difficulty in making easy decisions
- Feelings of frustration, boredom, and emotional withdraw
- Working tasks becoming more difficult
- Aggressive confrontations
- Indigestion, nausea, headaches, sweating, trembling

Table of Contents

Types of Driving Attitudes

- Stress Induced Negative Attitude
  - » Impatience
  - » Intolerance
  - » Aggression
  - » Impulsiveness
  - » Machismo Complex
  - » Justifying Risk

Types of Driving Attitudes

- Fatigue Generated Emotions
  - » Anger
  - » Frustration
  - » Personalization
  - » Anti-Authority Feelings
  - » Resignation

Effects of Attitudes

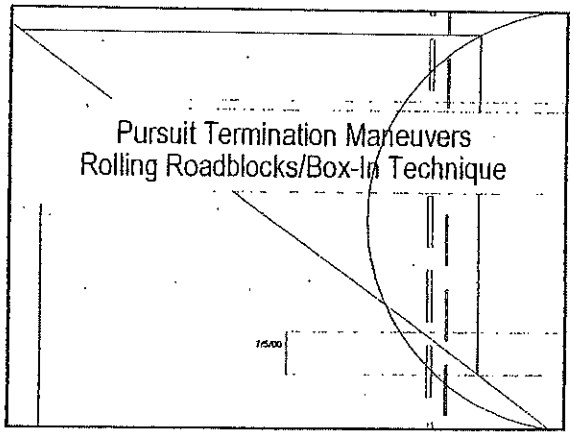
- Reducing channels to memory bank
- Reduce observation scanning
- Acquire an inaccurate "Picture"
- Overloading the brain
- Limited attention span

Table of Contents

Interim Performance Objective

- Explain what "Pursuit Rage" is and the causes
- Give a physiological explanation
- List symptoms that indicate stress may exist
- The student will describe possible situations that will cause stress while in pursuit
- Demonstrate ways that officers can relieve stress
- List ways that attitudes affect officers during pursuits
- Demonstrate ways departments are handling "Pursuit Rage"

Table of Contents



Rolling Roadblocks / Box-In Considerations

- 3 or 4 units sufficient
  - Slow rate of speed to effect a safe, forced stop - this will minimize the risk of serious injury and damage to property
  - MUST use extreme caution
  - Officers are placed in danger zones if suspects are armed
  - May expose "ramming" by suspect

Rolling Roadblock / Box-In Considerations

- Primary unit (directly behind violator vehicle) usually decides to use and initiates technique on command
- ALL officers MUST consider the following:
  - 1. Speeds MUST be reasonable/safe when making initial pass
  - 2. Violator vehicle has engine power = to or < the police vehicle (acceleration ability)
  - 3. If violator vehicle has > acceleration ability but is clear that the violator is NOT going to use that ability, initiate pass of violator vehicle

Table of Contents

Rolling Roadblock / Box-In Considerations

- ALL officers MUST consider the following:
  - 4. Officer is confident that the driver or occupant(s) are not armed but being ALWAYS on guard for weapons
  - 5. No less than three (3) vehicles are in position to accomplish the box-in technique
  - 6. Violator has made no attempt to "ram" any police vehicle or citizen vehicle before and during pursuit
  - 7. Roadway, time of day (makes no difference but must know area), and environmental conditions all are favorable
  - 8. Other highway users will be protected from unreasonable harm because of this action

Rolling Roadblock / Box-In Technique

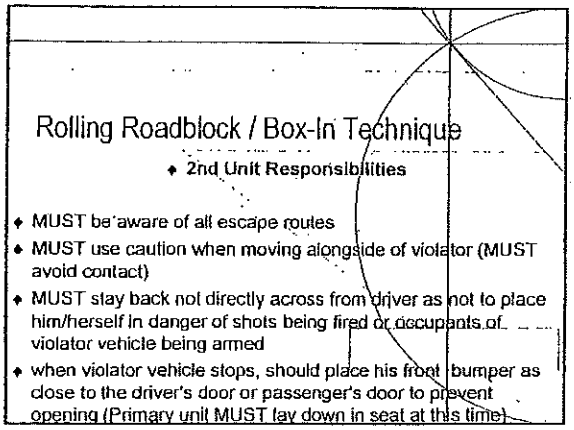
Primary Unit Responsibilities

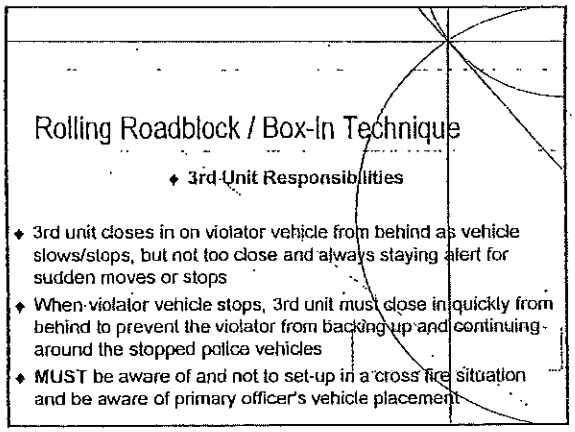
- Primary unit will coordinate box-in procedure only after considering aforementioned concerns NOTE: initializing procedure may be given to third unit depending upon who has better visibility
- On command, units #1 and #2 will move simultaneously
- Primary unit will pass the violator vehicle on right or left side while 2nd unit will move close behind primary unit to prevent violator vehicle from passing the primary unit

Rolling Roadblock / Box-In Technique

Primary Unit Responsibilities

- Second unit MUST be alert for primary unit and violator vehicle sudden moves and be cautious NOT to make contact with violator vehicle
- Second unit MUST be alert and not directly side-by-side with driver or any passengers in vehicle (weapons)
- Primary unit will slow GRADUALLY to avoid sudden braking and moves to shoulder or guard rail
- Primary unit needs to be aware of escape routes and attempt to get ALL vehicles stopped before escape routes
- Primary MUST lay down in seat when all vehicles stop





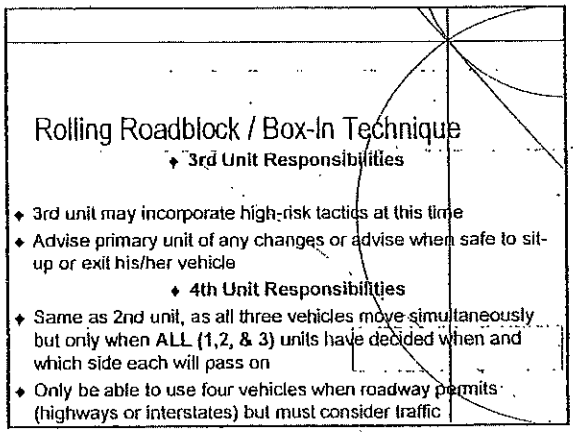
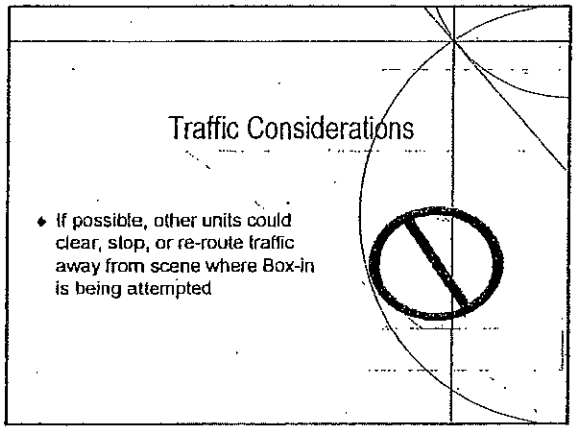


Table of Contents


Traffic Considerations
If possible, other units could clear, stop, or re-route traffic away from scene where Box-in is being attempted

Circumstances that MUST exist prior to Boxing In Technique

- ✓ **Speeds are reasonable**
  - **Passing safer & easier**
- ✓ Violator engine
  - lesser than or equal to
  - or not clear suspect is not going to use faster ability
- ✓ **Evidence leads to believe there are NO weapons.**
  - **You never know for sure**
- ✓ No less than 2 / no more then 3 vehicles involved in the procedure
- ✓ **No attempts have been made by suspect to RAM any police or citizen vehicle during pursuit.**
- ✓ Roadway, Time of Day, environmental conditions are favorable for the procedure to be safely accomplished.
- ✓ **Other roadway users are protected from unreasonable harm**

POSITIONING

- Primary & Secondary vehicle move simultaneously
- Primary gradually slows vehicle and moves to shoulder or guard rail.
  - Watch Mirrors
  - Weapons & Ramming
  - Lie down in front seat
  - Once keys out of suspect vehicle, proceed to block traffic or assist w/ high risk stop.
- Secondary keeps vehicle from passing primary and assists with moving vehicle over.
  - Places front bumper at rear of drivers side door to keep from opening
  - Keep Officer behind suspect post/frame
  - Low Escape to assist Third w/ High Risk Stop.
- Third Vehicle is up close to violator's vehicle to ensure no backing out.
  - Calling & Directing
  - Eyes on suspects
  - Initiates High Risk Stops

Parallel Immobilization Technique – Legal Liability

When to Use Force

- Force is necessary:
  - To prevent escape from lawful custody
  - To effect an arrest
  - Investigative stop of a person reasonably suspected of committing a crime
  - To prevent someone from being injured
  - To defend an officer or other person from assault
  - Physical resistance while attempting arrest

Investigative Stops (P.I.T.)

- Temporary detention of a subject when the officer has reasonable suspicion that criminal activity has occurred, is occurring, or is about to occur
  - Reasonable suspicion: facts and circumstances which, taken together with rational inferences would cause an officer to reasonably suspect
- Some departments have tried to justify P.I.T. by using this argument

Table of Contents

What to Consider For P.I.T.

- If, in the judgment of the police officer(s) in pursuit, the fleeing vehicle must be stopped immediately to safeguard life and preserve the public safety, the Parallel Immobilization Technique may be used if:
  - P.I.T. performed in accordance with S.O.P.'s
  - Officers who have successfully completed P.I.T. training
  - Must take into account the safety of bystanders, risk of physical injury to the occupant(s) of the fleeing vehicle, and to the police officer

Breakdown of P.I.T. Order

- Elements:
  - Judgment – articulation of your decision to use non-deadly force
  - Must be in pursuit – definition of pursuit
  - MUST BE STOPPED IMMEDIATELY
  - Safeguard of life and preserve the public safety under previous circumstances
    - Training guidelines
    - S.O.P.'s
    - Safety to all involved

Locations for P.I.T.

- Desired
  - Free of pedestrians
  - No traffic on highway
  - Eliminating major obstacles
  - Large trees or poles
  - Fixed objects – bridges, buildings
  - Free of electrical stations
  - No drastic elevation changes
  - Bridges, water, train tracks
  - Parked vehicles
  - Highway workers
  - Curbs – rollover
- Preferred
  - Open fields
  - Median strip or divided highways
  - Roadways with shallow ditches
  - Curves with good visibility
  - Wide highways/speed limited/Jersey walls
  - Two lane road/speed limited
  - Flat or uphill locations – reduction in kinetic energy

Table of Contents

Type of Vehicles

- Designed to work on vehicles where the target area can be matched by the police vehicle. It is necessary that the front fender of the police sedan and the rear quarter panel of the violator vehicle match in contact. If the vehicle is too high and the front fender of the police sedan goes under the quarter panel of the violator vehicle, the push necessary can't take place

Types of Vehicles

- Best suited
  - American sedans
  - German / Japanese and any other similar
- Equal size/weight
  - Trucks
  - Vans (mini or full)
- Not suited
  - Dump trucks
  - Busses
  - High rider pick-ups unable to match target area
  - Box trucks
- High Center Gravity
  - Suzuki Sidekicks
  - Pathfinders
  - Four Runners
  - ~~Amigo/Jeep/Tracker~~

Vehicle and Road Considerations

- NEVER perform P.I.T. on a MOTORCYCLE
- Observe for any road imperfections
- Curbs or other tripping obstacles

P.I.T. or Not to P.I.T.

- Officers should be able to articulate the use of PIT or why PIT not used
- Officers sometimes have trouble articulating events during a pursuit – must monitor properly

Why P.I.T. NOT Use

- Trajectory when applied
- Location
- Time of day
- Environment
- Weather
- Innocent occupants – hostages or children
- Traffic conditions
- Roadway or terrain
- Speeds
  - Slower more desirable
  - Less damage
  - Less distance traveled
  - Violator spins 180°
  - Less chance of injury
  - Easier to execute technique
  - Violator apprehended later
  - No target area match
  - Too many violators inside vehicle for officer present to handle

Consider Lesser Use of Force

- Consider Rolling Roadblocks
  - Officers should be able to articulate why a rolling roadblock was not used "Why?"
    - Armed suspects
    - Roadway too narrow
    - Faster violator vehicle
    - Insufficient law enforcement vehicles present

Securing P.I.T. Scene

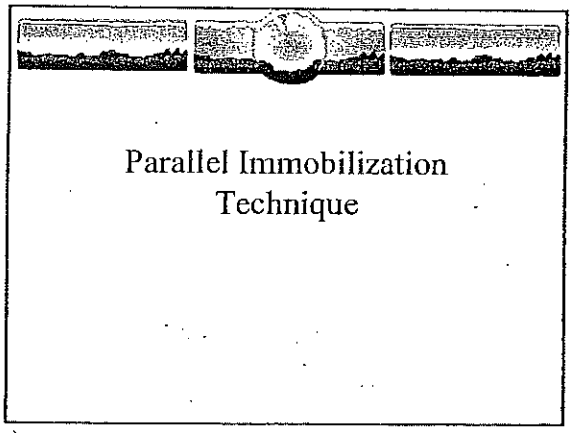
- Responsibilities
  - The scene of initial contact, path of vehicle follow during P.I.T., and the final resting place of both vehicles should be preserved. Any evidence, tires marks, should not be disturbed
  - Injuries or death will require a more extensive investigation
  - A P.I.T. that involves no injury or death should also be investigated and documentation noted

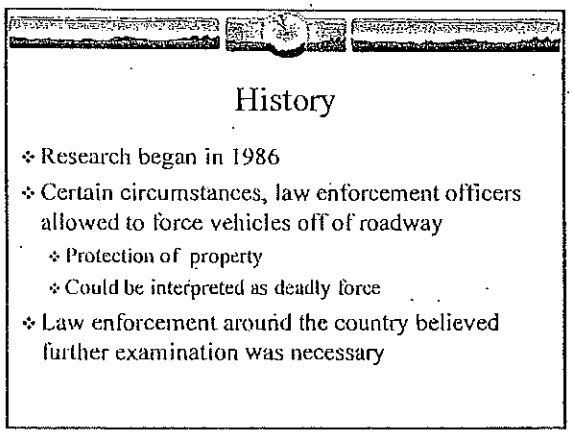
P.I.T. Investigation

- On ANY P.I.T. investigation the following should be obtained:
  - Photographs – impact areas, points of perception or performing officer when selecting location (how far ahead could see)
  - Path of vehicles before and after P.I.T.
  - Any obstacles involved
  - Interior of violator's vehicle
  - Any other damaged objects
  - Road way as any other accident
  - If injuries, photos of – death,photo's in morgue

P.I.T. Investigation

- Measurements
  - Speed calculations
  - Place vehicles before and after P.I.T.
  - Distance of visual clarity, or point of perception to obstacles or other vehicles
- Interviews
  - Witnesses
  - Other officers
  - Citizens in area
  - Violator and occupants if any
  - Rescue personnel





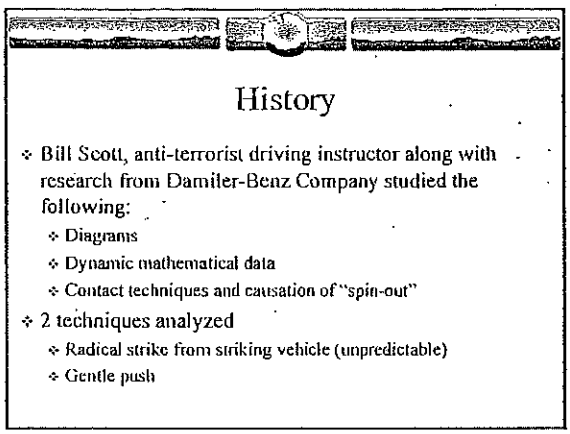


Table of Contents

Characteristics of P.I.T.

- SPEED
  - Common sense limitations
    - Urban - High speed not safe
    - Rural – Safe for higher speeds
  - Initial "push" in minimal
    - Resulting spin requires a clear space for that vehicle to expend its energy without striking a fixed object
  - Faster speed – deadly force issue

Characteristics of P.I.T.

- Damage to vehicle
  - Minimal
  - Paint transfer from violator's vehicle to the front bumper or fender area will occur
  - Violator's spin (180*) presents a new escape route
  - Occasionally, violators attempted to ram or actually did strike law enforcement vehicle(s) after P.I.T. performed
  - Kinetic energy = ½MV2

Characteristics of P.I.T.

- Types of vehicles used
  - Pickup trucks did not spin
  - Mini-vans/full size vans effective BUT higher center of gravity (flips or rollovers occurred)
  - Same found with Jeep types (Samurai, Amigo, Tracker ect...)

Characteristics of P.I.T.

- Air bag deployment
  - Contacted TRW (designers of Ford air bags) in regards to the SRS system
  - Requires DECLERATION and CRUSH to activate system
    - Contact and Acceleration with P.I.T.

Characteristics of P.I.T.

- Hand positioning
  - 9 – 3 with ½ rotation on steering wheel
  - Shuffle steering acceptable
- Training requires special equipment
  - Roll cages
  - Harnesses
  - Reinforced panels
  - Vehicle should be of similar design and size used in duty

Liability of P.I.T.

- Canton vs. Harris – inadequate police training
  - "Will our law enforcement officers be likely to have usual and/or recurring situations in a given area of law enforcement?"
  - "Pursuit of violators fleeing from police while operating a motor vehicle, meets this criterion"
- Allow pursuits but do not train, officer(s) and department may be in trouble if someone is injured or killed

Table of Contents

P.I.T. or NOT to P.I.T.

- Officers must have proper and total understanding:
  - A defined deadly force criterion as it applies to intentional contact
  - And be trained to identify parameters of success and danger

P.I.T. – Standard Operating Procedure

- If in the judgment of the police officer or officers in pursuit, the fleeing vehicle must be stopped immediately to safeguard life and preserve the public safety, P.I.T. may be used. This decision may be made by a pursuing officer or supervisor. The decision to use the P.I.T. MUST take into account the safety of bystanders, the risk of physical injury to the occupant(s) of the fleeing vehicle and to the police officer.

Location Selections

- Alert or Danger areas to avoid
  - 1. Pedestrians
  - 2. Other traffic on roadway
  - 3. Obstacles
    - curbs – possible rollovers
    - electrical poles/boxes
    - any fixed objects/buildings
    - embankments/cliffs/drastic elevation changes
    - bridges/water
    - parked vehicles
    - highway workers or construction areas
    - trees
    - blind curves/corners

Desired Locations

- Any area that:
  - 1. Clear of pedestrians
  - 2. Clear of other traffic and Oncoming vehicles
  - 3. Clear of other obstacles; same as Alert or Danger areas mentioned before
  - 4. Preferred - open field/empty lot (flat)
  - 5. Preferred – Median strip/divided highway
  - 6. Roadway with shallow ditches (less chance or rollover
  - 7. Curves where visibility ahead is not restricted

Articulation FOR Executing P.I.T.

- To use or not to use based on totality of events as they occur
- Perceive danger the P.I.T. would result in if used
- Use only on fleeing misdemeanor or felon
  - MOST States and courts view the mere chasing of a violator who is eluding police at a high-rate of speed does not warrant the use of P.I.T., however, if driving behavior of violator is in fact endangering you or the public P.I.T. could be justified (could injure or kill someone by continuing to drive in an unsafe manner

Articulation FOR Executing P.I.T.

- Lower levels of force are or were NOT applicable because:
  - 1. Armed suspects
  - 2. Roadway too narrow
  - 3. Faster violator vehicle
  - 4. Insufficient law enforcement vehicles available
  - 5. No time to set-up (stationary roadblock)
  - 6. Immediate danger
  - 7. Insufficient manpower and equipment available

Articulation NOT Using P.I.T.

- Totality of information
- Effects of P.I.T.
- Trajectory of vehicle
- Location
- Time of day
- Environment/adverse weather conditions
- Innocent occupants inside violator vehicle
  - Children
  - Hostages
- Speed too fast; 20 – 40 mph desirable speed for P.I.T.
- Type of violator vehicle
- Need for immediate apprehension – driver identified
- Officers personal skill in accomplishing P.I.T.

Securing P.I.T. Scene

- Initial contact, path of vehicle, resting place should be preserved
  - Injuries/death obviously needs more extensive investigation
  - P.I.T. that has no injury/death may want to investigate and preserve since articulated as a Use of Force issue
    - Should include:
      - Photos of impact areas of vehicles
      - Path of vehicles before and after
      - Roadway
      - Any obstacles involved
      - Interior of violator's vehicle
      - Any other subsequent damaged areas, police vehicles, obstacles

Securing P.I.T. Scene

- Interviews
  - Witnesses
  - Police officer(s) involved
  - Violator
  - Ambulance crew, if needed at scene
- Measurements
  - Calculation of speed
  - Placement of vehicles before and after contact

Table of Contents

3 Locations of P.I.T.

- Attempted at these locations:
  - Straight-away
  - Right Curve
  - Left Curve
- Push vehicle past 25% for effectiveness

Positioning for Right Turn/Curve

- **Advantages**
  - Both vehicles slower
  - Violator vehicle suspension is loaded
  - Violator vehicle will travel shorter distance after impact
  - Violator vehicle will travel in a path to the RIGHT, NOT into oncoming lane
  - Violator has no control
- **Disadvantages**
  - Visibility around curve
  - To travel on right side for striking, police vehicle may be positioned in an area of lesser traction control causing eventual control problems

Positioning for Left Turn/Curve

- **Advantages**
  - Both vehicles slower
  - Violator vehicle suspension loaded
  - Violator vehicle will travel shorter distance
  - Police vehicle will have all 4 wheels on pavement or concrete area for greater traction – control on impact
  - Violator will be watching roadway
  - Violator has no control
- **Disadvantages**
  - Visibility around curve
  - Violator vehicle will cross oncoming lanes to the left side of the roadway unless median is wide enough on divided highway

Positioning for Straightaway

- **Advantages (right strike)**
  - Good visibility ahead
  - If violator slow, you may position for a strike
  - At higher speeds – approx. 40-55 mph, one slight impact will occur to the police vehicle
  - Violator has no control
  - Violator vehicle travels to the right after impact
- **Disadvantages**
  - Violator is probably watching you as you position for strike thus may attempt an evasive maneuver
  - Depending on vehicle, time to over-take violator vehicle to perform P.I.T.
  - Police vehicle may be in an area of less traction thus control problems after impact or pushing ability

P.I.T. Considerations

- Slower speeds, violator vehicle may impact police vehicle 3 times prior to disengaging
- Violator vehicle may only spin 180* and attempt escape in opposite direction

Position for Straight-away

- **Advantages (left strike)**
  - Violator vehicle slows for strike
  - At higher speeds, 40-55 mph, one slight impact will occur to police vehicle
  - Police vehicle set on area of greater traction
  - Violator has no control after impact
- **Disadvantages**
  - Violator vehicle travels to the left after impact crossing into oncoming traffic
  - Violator probably watching you in mirror – may try an evasive maneuver
  - Slower speeds, violator vehicle may impact 3 times before disengaging
  - Slower speed, violator vehicle will spin only 180* thus an attempt of escape in the opposite direction

Positioning for Use of P.I.T.

- Pre-Strike
  - Left or right side
  - Straight-away or curve
  - Police vehicle bumper and rear tire
    - Too far up next to the violator vehicle/rear tire/ or alongside of door will cause more damage and control problems after impact
  - 12 inches out paralleling violator vehicle before turning in
  - Match speed to avoid "ride-up" on violator vehicle
  - You MUST use good ocular line of sight
    - Look through the violator vehicle to the area you wish to be AFTER the P.I.T.

Steering for Use of P.I.T.

- Shuffle steering preferred
- 9-3 acceptable
- SMOOTH input
  - DO NOT jerk the steering wheel – this will cause control problems possibly placing police vehicle into a skid upon impact
- Turn into violator vehicle and push while maintaining constant acceleration for follow through

Braking and Acceleration for Use of P.I.T.

- Violator Vehicle
- Most likely - apply brakes
  - Weight shifts to front – will decrease amount of side pressure needed to push vehicle from the roadway
- Acceleration occurs in an effort to avoid contact as this will increase rate of spin and actually assist with P.I.T.

- Police Vehicle
- Threshold braking a must and only used AFTER the vehicle has disengaged or to avoid striking another object should the police vehicle become involved in a skid
- Sudden acceleration just before P.I.T. impact may cause ride-up and may not get vehicle around

Traffic Stop with P.I.T.

- Police vehicle for cover (engine block)
- Consider high risk tactics
- Notify dispatch for additional units to assist
- Check violator for injuries
  - Notify proper authorities if injuries occurred to violator, officer, or public
- Secure scene

Common Problems with P.I.T.

- 1. Not steering through- make contact and pull back – chance is lost
- 2. Braking at wrong time, sets dynamics up wrong
- 3.high speed- vehicles become more unpredictable as do drivers with stress reaction
- 5. Try and take on wrong side
- 6. Double and triple taps due to #1 and #2 most of the time (not turning away enough)
- 7. Miss P.I.T. hit rear end
- 8. Speeds not matched – misses or too high on veh.
- 9. Vehicle dynamics MUST remain the same until vehicles separate and violator veh. Loses control