

PURSUIT INTERVENTION TECHNIQUE (PIT)

8 HOUR P.S.P

EXPANDED COURSE OUTLINE

I. Course Introduction

- a. Instructor Introduction
- b. Facility Orientation
 - i. Classroom
 - ii. Restrooms
 - iii. Track
- c. Safety Rules

II. Introduction to the Pursuit Intervention Technique (PIT)

- a. Overview of why pursuit training and “use of force” options are important
 - i. Dangers of Pursuits to officer and public
 - ii. Reducing length of pursuits
 - iii. Perishable skill
 - iv. Case studies
 - 1. View multiple videos of successful and unsuccessful PITs
 - 2. Critique videos
- b. Proper decision making of what “use of force” is necessary
 - i. PIT driver’s side vs. passenger side
 - ii. Tire deflation devices
 - iii. Assessing if PIT is possible or necessary for the situation

III. Pursuit Policies and Procedures

II. f,g

- a. California Pursuit Guidelines
 - i. 13519.8 California Penal Code
 - ii. 17004.7 California Vehicle Code
- b. San Bernardino County Sheriff Dept Policy 3.166.47
 - i. Allied agencies attending should refer to their department specific PIT policy
 - ii. Definition of PIT
 - 1. “The pursuit intervention technique (PIT) is a method of intervention involving the direct contact of a suspect vehicle by a law enforcement vehicle in an attempt to cause the suspect vehicle to spin out, thus ending the pursuit.”
 - iii. PIT is a “use of force”
 - 1. “The use of the PIT is considered a reportable use of force and its use must comply with the Department’s Use of Force Policy”
 - a. SBCSD Policy 2.268 – Use of Force

2. The likelihood of injury to persons involved is very slight when used under the proper guidelines

iv. Factors to be considered prior to executing PIT

1. Public is in imminent danger or harm if the pursuit continues
 - a. Armed suspect
2. Balance Test
 - a. Public risk if pursuit continues vs public risk if PIT executed
3. Severity of crime
 - a. Crime against person vs Crime against property
4. Need to apprehend
 - a. Is driver's identity known
5. Driver's side vs Passenger side application
 - a. Sending suspect vehicle into oncoming traffic lanes
 - b. Sending suspect vehicle into curb, parked car, trees, poles and parkways
6. Effect of PIT on different types of vehicles
 - a. Short wheelbase vs long wheelbase
 - i. Takes longer for long wheelbase to rotate
 - b. Raised truck
 - i. Law Enforcement vehicle may be too low to make solid contact
 - c. Bus
 - i. Too heavy
 - ii. Unnecessary danger to passengers
 - d. Vehicle carrying hazardous materials
 - i. Danger to public and officers due to possible spill of hazardous contents
 - e. Front wheel drive vs rear wheel drive
 - i. An experienced driver may be able to "drive out" of the PIT.
 - ii. No change to actual execution of the PIT
 - f. Motorcycle
 - i. PIT of motorcycles shall not be attempted
7. Suitable location to execute PIT
 - a. Intersection
 - b. Curve in road
 - c. Straightaway
 - d. Clear of excessive pedestrian and vehicular traffic

- 8. Weather/visibility conditions to consider
 - a. Day/Night
 - b. Rain
 - c. Foggy
 - d. Snow/Ice
- 9. Maximum speed, by policy, is 35 mph
 - a. "PIT maneuvers are not authorized at speeds in excess of 35 mph."
 - b. Refer to individual department policy for speed limitations
- 10. Supervisor Approval
 - a. "Whenever possible, a supervisor's permission should be obtained before PIT is attempted."
 - b. Refer to individual department policy for supervisor approval
- c. Improper and dangerous tactics
 - i. Roadblocks
 - 1. Technique utilizing vehicles to block the roadway, diverting or stopping the pursued vehicle.
 - 2. Increases likelihood of excess damage and injury
 - ii. "Boxing in"
 - 1. A technique involving several law enforcement vehicles to create a moving roadblock to slow or divert the pursued vehicle
 - 2. Exposes law enforcement personnel to crossfire situations
 - 3. Increases likelihood of excessive damage and injury

IV. Six (6) steps to perform the PIT maneuver

II. c,g,i

- a. Match Speed
 - i. Using a visual pace, ensure your vehicle is going the same speed as suspect
 - ii. Utilize defensive maneuvers such as swerving and braking to avoid aggressive suspect driving that could result in unintended contact with your vehicle and excess damage
- b. Contact rear quarter panel of suspect
 - i. Offset your vehicle to either driver or passenger side of the suspect vehicle
 - ii. Make contact with the side of your vehicle's front bumper with suspects rear quarter panel
 - 1. Contact area should be approximately halfway between suspect's rear bumper and rear axle. Applies to both sides of the vehicle.
- c. Turn your steering wheel one quarter turn (1/4 turn)
 - i. This action breaks the suspect vehicle's traction
- d. Accelerate

- i. Your acceleration begins to “push” the suspect vehicle around
- e. Tap your brakes
 - i. This action disengages your vehicle from suspect
 - ii. Helps avoid secondary contact and additional damage to your vehicle
- f. Accelerate away
 - i. Clear the area and allow following officers to take suspect into custody

V. Location Considerations and Risk Assessment for Execution of PIT **II. i**

- a. Straight Roadway
 - i. Preferred
 - ii. Allows for longer line of sight to see oncoming traffic and pedestrians
- b. Curved Roadway
 - i. Line of sight blocked by curve in road
 - ii. Cannot see oncoming traffic
- c. Intersections
 - i. Increased possibility of collateral damage
 - 1. Generally high traffic area
 - 2. Potential for more pedestrian traffic
 - 3. Difficult for officer to see all oncoming traffic
- d. Wet vs Dry roadway
 - i. Wet roadway decreases friction, potentially causing suspect vehicle to slid farther out of control
- e. Graded dirt roads vs. unmaintained roadways
 - i. Dirt roads will have less friction, causing suspect vehicle to slide easier
 - ii. Unmaintained roads generally have more “trip” hazards, potentially causing the vehicle to roll over.
 - 1. “trips” include holes, rocks and washboard surface

VI. Tire Deflation Devices/Road Spikes **II. i**

- a. Two (2) main devices in use locally
 - i. Stinger Spike System
 - 1. View manufacturers instructional video
 - ii. Stop Sticks by Federal Signal
 - 1. View manufacturers instructional video
- b. Road Spike deployment considerations
 - i. Reason for the pursuit
 - 1. Crime against person vs crime against property
 - ii. Duration of the pursuit
 - 1. Is there a need to terminate the pursuit immediately
 - 2. Can pursuit continue safely
 - iii. Geographic area of the pursuit
 - 1. Residential area
 - 2. School Zone

- 3. Business district
- iv. Communicate with other officers/deputies
 - 1. Intent to use the device
 - 2. Where you are going to use the device
 - 3. Whether suspect rolled over the device
- c. Danger to deploying officer/deputy
 - i. Ensure you have solid cover
 - 1. Bridge abutment
 - 2. Large tree
 - 3. Do not use a vehicle, it can move if suspect hits it
- d. Vehicle to avoid use of Road Spikes
 - i. Motorcycles/3 wheeled vehicles
 - ii. Vehicles transporting hazardous materials
 - iii. Bus transporting passengers

VII. Road spike deployment practical exercise

II. b

- a. Student demonstrates proper deployment
 - i. Stinger Spike System
 - 1. Feet shoulder width apart, one foot slightly back
 - 2. Bent knees
 - 3. Crouched, holding the device low to the ground with two hands
 - 4. Slide the device onto roadway, perpendicular to the direction suspect vehicle is travelling
 - 5. As soon as suspect vehicle has passed over the device, use retrieval rope to immediately retrieve the device, clearing the road for oncoming law enforcement vehicles
 - ii. Stop Stick System
 - 1. Hold retrieval rope spool in weak hand
 - 2. Hold Spike Strip device in strong hand by grasping handles
 - 3. Using a swinging motion, throw the device out into the roadway, beyond where you want the device deployed
 - 4. Use retrieval rope to pull the device straight across the path of travel
 - 5. Once suspect vehicle passes over the device, use the retrieval rope to remove the device from the roadway, clearing the road for oncoming law enforcement vehicles
- b. Instructor evaluates students ability to successfully deploy road spike system

VIII. PIT Practical Exercise and Evaluation (16-18 PITs per student)

II. a,b

- a. Using a properly equipped law enforcement vehicle, and with an instructor in the car, student will practice and demonstrate the PIT maneuver from both the suspect vehicle driver's side and passenger side
 - i. Match Speed

- ii. Contact suspect rear quarter panel
 - iii. Quarter turn of steering wheel
 - iv. Acceleration
 - v. Tap the brake
 - vi. Accelerate away
- b. Student will demonstrate and verbalize proper intersection clearing technique at all intersections **II. d**
 - i. Look Left, Right, and Left again
 - ii. Identify hazards at the intersection
 - iii. Slow if necessary
 - iv. Proceed through when safe
- c. Student competency will be determined if he/she accomplishes 80% of the attempted PITs with no input from instructor

IX. Conclusion and Critique

- a. Park vehicles appropriately
- b. Return to classroom for student questions and critique
- c. Hand out certificates and dismiss