8 Hour EVOC Update
Expanded Course Outline
2016

I. Factors Affecting Law Enforcement Vehicle Collisions

A. Physiological Factors
   1. Factors that can impact an officer's ability to avoid a collision.
      a. Hearing
      b. Vision
      c. Sensory perception
      d. Fatigue
      e. Stress
      f. Illness

B. Attention Failure
   1. May have a profound effect on driving performance, causing otherwise competent drivers to place themselves or other in jeopardy.
   2. Factors which may impact driving performance include:
      a. Increased levels of stress
      b. Alcohol or medications
      c. Fatigue or illness
      d. Emotional reactions

C. Psychological Factors
   1. Attitudes and emotions can be the most significant contributors to an officer's involvement in collisions.
   2. Inappropriate attitude
      a. "This guy broke the law, and he's not going to get away from me!"
   3. Appropriate attitude
      a. "I'm a professional, I must drive like one."

D. Aggression
   1. Slow down, calm down and think
   2. Driver assertively rather than aggressively
   3. Know your personal limits

E. Overconfidence
   1. Always strive to improve your skills
   2. Recognize your personal limitations

3. Obey the law
4. Know and follow your agency policy
5. Never associate years of driving experience with driving skill.

F. Lack of Confidence
   1. Rely on your training and experience
   2. Overcome through additional training and practice

G. Self-Righteousness
   1. Never assume to be in the right because of the authority given to a law enforcement vehicle.
   2. Obey the law
   3. Know and follow your agency policy

H. Impatience
   1. Avoid the feeling of being hurried
   2. Don't take unnecessary chances in an effort to decrease response time

I. Preoccupation
   1. Don't concentrate on any one distraction longer than necessary
   2. Keep a high visual horizon
   3. Pull over and read maps or use the vehicle's computer

J. Peer Pressure
   1. Recognize susceptibility to peer pressure
   2. Accept personal responsibility for own actions
   3. Never allow real or perceived peer pressure to influence your decision making

K. Extreme Emotions
   1. Recognize and identify your emotion
   2. Stop, relax, and breathe deeply
   3. Remain calm and drive with caution

II. <u>Road Conditions</u>

A. Road Surfaces
   1. Blacktop and asphalt
   2. Concrete
   3. Standing Water
   4. Loose gravel
   5. Mud

B. Obstacles
    1. Animals
    2. Debris
    3. Construction zones
    4. Potholes
    5. Miscellaneous objects

III. Defensive Driving Techniques **II-c**

A. Following Distance
    1. The distance maintained between a vehicle and the vehicle immediately ahead
    2. A safe following distance is at least 3 second space between vehicle's

B. Peripheral Vision
    1. The lateral degree of perception present when the eyes focus straight ahead
    2. An average driver with good peripheral vision can see about 180 degrees laterally when a vehicle is stationary
    3. The reduction of perception vision is known as tunnel vision

C. Perception Time and Distance
    1. ¾ second…35 mph = 38 feet

D. Decision + Reaction Time and Distance
    1. ¾ second…35 mph = 38 feet

E. Perception/Decision/Reaction Distance
    1. 1 ½ seconds…35 mph = 76 feet
    2. In ¾ second a vehicle will travel 1.1 feet for every 1 mph of speed

F. Reading the road
    1. Flat, uphill, downhill, curved and banked
    2. Keep a high visual horizon

G. Clearing intersections **II-d**
    1. On a standard two-way intersection
        a. Scan from left, to the front, to the right, then look to the driver's left again

b. Remember; always look left, right, left again

IV. Vehicle Dynamics **II-g**

A. Three ways to control a vehicle
   1. Steering
   2. Throttle
   3. Brake

B. Steering Control
   1. Recommended hand positions
      a. 10 & 2
      b. 9 & 3
      c. 8 & 4
   2. Advantages of using a two-handed shuffle steering technique include:
      a. Maximizes steering accuracy
      b. Allows for safer and more effective recovery from steering input
      c. Right hand operates the right side of the steering wheel
      d. Left hand operates the left side of the steering wheel
      e. Neither hand crosses over the 12 or 6 position on the wheel
      f. Utilize a pull/push technique to shuffle the steering wheel between your hands

C. Vehicle Dynamics
   1. Longitudinal weight transfer
      a. The vehicle's weight is shifted to the rear of the vehicle when accelerating
      b. The vehicle's weight is shifted to the front of the vehicle when decelerating, or stopping.

   2. Lateral weight transfer
      a. The vehicle's weight is shifted to the left of the vehicle when making a right turn
      b. The vehicle's weight is shifted to the right side of the vehicle when making a left turn

   3. Spring loading
      a. Energy buildup in a vehicle's springs when swerving from one direction to another

b. The transfer of weight can have a cumulative effect with each lateral transfer becoming more violent than the one preceding it

4. Centrifugal force
    a. The force on a body in a curved motion that is directed away from the center of the axis of rotation
    b. A vehicle turning at a faster speed or at a more severe angle is subjected to more centrifugal force than at a slower speed

D. Throttle Control/Speed Judgment
1. Throttle control
    a. Acceleration
        i. An increase in speed of a vehicle
2. Full throttle
    a. The total depression of the accelerator pedal regardless of the end speed achieved

3. Maximum acceleration
    a. Accelerating as quickly as possible to full throttle without losing traction, primarily when exiting a turn

E. Roadway Position **II-g,hj**
1. Roadway position, is also referred to as the “drive line” through a turn
2. This is the position of the vehicle on the roadway t best facilitate the negotiation of a turn or curve at a safe rate of speed
3. Entry
    a. Vehicle is placed to the extreme outside edge of the available roadway for the entry
    b. This is also the point where straight line braking is applied
4. Apex
    a. The apex is the part of the turn where the vehicle comes closest to the innermost part of the available roadway
    b. The geometric apex is directly centered within the driving radius

5. Exit

a. The point where a vehicle comes out of a curve, is pointed in a straight line, and driven to the extreme outside edge of the roadway
b. Upon exiting the curve, you are using maximum acceleration technique

6. Steering control for proper roadway position
    a. Minimize steering input (straightening out the curve)
    b. Helps minimize weight transfer
    c. Allows for maximum vehicle control
    d. Allows for the greatest attainable safe speed through a turn

F. Braking Techniques
    1. Threshold braking
        a. As applicable to the non-ABS vehicle
    2. Description
        a. Braking that is confined to the shortest practical time and distance necessary for speed reduction or stopping is called threshold braking
        b. The term threshold applies when the vehicle's tires are on the threshold of a locked wheel skid

    3. Straight line braking
        a. Description
            i. Vehicle speed is reduced in a straight line maximizing control traveling into a turn.

        b. Advantage
            i. Safest and most effective way of entering a turn as it relates to weight transfer

    4. Anti-Lock Braking system
        a. The main feature of an ABS system is to prevent brake lockup
        b. Sensors at each wheel, detect impending lockup, transmit information to a computer
        c. The computer sends a signal to the hydraulic modulator to adjust the braking pressure several times a second

d. With ABS, regardless how hard the driver presses on the brake pedal, steering control is maintained

V. Legal Issues and Liabilities **II-f,j**

A. Emergency Response
   1. Get to the scene of a life threatening situation
   2. Get to the location of a serious crime
   3. Assist other officers

B. Pursuits
   1. Apprehend a suspect who is using a vehicle to flee

C. 21055 CVC
   1. Law enforcement officers may, after the right of way has been given:
      a. Proceed through a red light, stop signal, or stop sign but only after slowing down as necessary for the safe operation
      b. Exceed the maximum speed limits so long as they do not unnecessarily endanger life or property
      c. Disregard regulations governing direction of movement or turning in specified directions as may be reasonable
      d. Displaying emergency lights (solid red) and sounding a siren while:
         i. Responding to an emergency call
         ii. In pursuit of an actual or suspected violator of the law
         iii. Responding to (but not returning from) a fire alarm or engaged in rescue operations

D. 21056 CVC
   1. No exemptions for misconduct
      a. The exceptions noted do not protect officers from criminal prosecution or their agencies from civil liability if the officer have or cause an accident due to their own reckless driving or wanton disregard for the safety of others
      b. Due regard

2. Due regard test:
    a. Officers have failed to exercise due regard if:
        i. They violate a statute, ordinance, or regulation of their agency policy
        ii. The violation caused death or injury to persons or property
        iii. The death or injury resulted from an occurrence which the statute, ordinance, or regulation was designed to prevent

E. 22350 CVC
    1. No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having "due regard" for weather, visibility, traffic on, and the surface, and width of the highway, and in no event at a speed which endangers the safety of persons or property

VI. Code 3 **II-j**

A. Law Enforcement Authority and Accountability
    1. Emergency response call
        a. Refers to a situation that requires immediate law enforcement attention for the protection or persons or property
        b. An emergency response is also known as a Code 3 call

B. 21806 CVC
    1. Drivers upon being approached by an emergency vehicle "sounding a siren" and "displaying at least one red lamp exhibiting a red light that is visible from a distance of 1,000 feet to the front of the vehicle", must yield and pull to the right, and immediately stop

C. Driving tactics **II-d**
    1. Route consideration
        a. Quickest, most direct route
        b. Intersections that have acceptable line-of-sight and right-of-way
        c. Interference to the vehicle's warning devices
    2. Guidelines for entering intersections under emergency response conditions
        a. Clear carefully
        b. Approach cautiously
        c. Slow down

d. Fluctuate the siren

VII. Pursuit Operations and Driving Tactics **II-j**

A. Penal Code section 13519.8
   1. Relates to 17000 CVC

B. Legislative intent **II-f**
   1. On or before November 1, 1994, the Commission implements courses of instruction for:
      a. The training of law enforcement officers in the handling of high speed pursuit driving
      b. To develop uniform guidelines
      c. When to initiate a pursuit
      d. The number of law enforcement vehicles and their responsibilities
      e. Communications
      f. Supervisory responsibilities
      g. Driving tactics; Pursuit Intervention Technique
      h. Speed considerations

C. 17001 CVC **II-f**
   1. A state, county, city, or other designated public entity is liable for death, injury, or property damage when officers:
      a. Are not acting within the scope of their law enforcement duties
      b. Commit a negligent or wrongful act of omission
      c. Actions are the proximate cause of death, injury, or property damage

D. 17004 CVC **II-f**
   1. Law enforcement officers are not liable for civil damages for death, injury, or property damage when operating an authorized law enforcement vehicle when:
      a. Responding to an emergency call
      b. In immediate pursuit
      c. Responding to a fire alarm or engaged in rescue operations.

E. 17004.7 CVC **II-f**
   1. The officer's law enforcement agency is immune from liability for civil damages for personal injury, death, or property damage resulting from a collision of a vehicle operated by an actual or suspected violator of the law

when the agency adopts a written policy that provides:

a. Supervisory control
b. In immediate pursuit
c. Operation of emergency equipment
d. Procedures for designating the primary vehicle and the number of vehicles permitted in the pursuit at one time
e. Coordination with other jurisdictions
f. Guidelines for when to pursue and when to terminate a pursuit based on the best interest of the public safety and law enforcement

F. Initiating a Pursuit **II-j**

1. A vehicle pursuit is an event involving one or more law enforcement officers attempting to detain a suspect who is operating a motor vehicle
2. The suspect is attempting to avoid arrest by using high speed driving or other evasive tactics such as:
    a. Driving off the roadway
    b. Turning suddenly
    c. Willfully failing to yield to the officer's signal to stop
3. Pursuit requirements
    a. A vehicle pursuit must be managed event requiring:
        i. Knowledge of and compliance with department policy
        ii. Trained personnel operating as a disciplined unit
        iii. Supervisory control (if available)
        iv. Effective coordination and good communication
        v. Sound decision making by all personnel
4. When to initiate a pursuit
    a. Suspect clearly exhibits an intention to avoid arrest by using a vehicle to flee
    b. Suspect is aware of an officer's signal to stop, but ignores them and continues to flee
    c. Officer's have reason to believe that the suspect presents a clear and immediate threat to the public safety
5. Balance Test
    a. Evaluate your training and experience plus the capabilities and limitations of the vehicle

b. Consider what is known or suspected regarding the suspect's offense
c. Weigh the seriousness of the crime with the level of a threat to the public safety resulting from a vehicle pursuit

6. Public safety issues officers should consider
    a. Reasonable speed within the existing driving environment
    b. Officer's familiarity with the surrounding area
    c. Quality of radio communications
7. Impact of Vehicle pursuits
    a. Vehicle pursuits involve more than just the officer(s) and suspect(s)
    b. Exposes the public to a high risk of loss of life, serious personal injury, or loss of property
    c. Results in a direct loss to the agency and families when officers are injured or killed
8. Offensive intervention tactics
    a. Any technique used by law enforcement officers to forcibly end a pursuit
    b. Techniques which can be employed by pursuing officers include, but are not limited to:
        i. Tire deflation devices
        ii. Pursuit intervention tactics (PIT)
9. Prior to use of any offensive intervention tactic, officers should consider:
    a. Nature of the offense
    b. The threat to public safety
    c. Road conditions
    d. Possibility of armed suspects
    e. Types of weapons involved

G. Termination of pursuits
1. Reasons to terminate a pursuit:
    a. The dynamics of a pursuit involve rapidly changing conditions
    b. This requires officers and supervisors to constantly evaluate the risks and the decision to continue a pursuit

2. Factors for terminating a pursuit
    a. There is a clear and unreasonable danger to the officers or the public using the roadway
    b. Officer's or suspect's speed dangerously exceeds what would be reasonable for traffic conditions

c. Traffic necessitates dangerous maneuvering which exceeds the performance capabilities of either the vehicle or driver
d. No compelling need for immediate apprehension
e. The violator can be identified to the point where an arrest can be safely made at a later time
f. Necessary radio communication or emergency equipment ceases to properly operate
g. The pursuit violates agency policy
h. Supervisor believes that the pursuing officers are no longer in control of the situation

H. Inter-jurisdictional considerations
1. Notification
a. The primary unit involved in a pursuit should make a timely notification by radio when it appears a pursuit is about to enter another agency's jurisdiction
b. Notification by another jurisdiction of a pursuit in progress should not be construed as a request to join the pursuit
2. Transfer of control
a. Under circumstances where transfer of control of a vehicle pursuit from one jurisdiction to another is considered, officers should comply with their specific agency policy

Vlll. Track Exercise **II-a,b,c,d,e,h,j,k**

A. Given an exercise test that requires the student to drive a law enforcement vehicle, the student will demonstrate the ability to accurately steer the vehicle including:
a. Proper hand position
b. Inputting steering in a timely and smooth manner
c. Maintaining control of the vehicle
d. Test would be the Code 3 Exercise **II-a,h,I,j**

B. Given an exercise test that requires the student to drive a law Enforcement vehicle, the student will demonstrate the ability to accurately steer the vehicle in reverse in reverse including maintaining:
a. Seating position
b. Steering control
c. Minimal front end swing
d. Speed control

e. Visual awareness of obstacles
f. Smoothness and coordination
g. Test would be the Slow Speed Maneuvers exercise

II-a,e,g

C. Given an exercise test that requires the student to drive a law enforcement vehicle, the student will demonstrate the ability to maintain control of the vehicle that is skidding including:
   a. Steering control
   b. Proper use of the throttle
   c. Smoothness and coordination
   d. Speed judgment
   e. Brake application
   f. Weight transfer
   g. Test would be the Skid Pan Exercises Day 2

II-a,c,k

D. Given an exercise test that requires the student to drive a law enforcement vehicle, the student will demonstrate a threshold braking technique including:
   a. Maintaining rolling friction
   b. Maximum braking
   c. Retaining steering control
   d. Test would be the Accident Avoidance Exercise

II-a,c,g,i

F. Given an exercise test that requires the student to drive a law enforcement vehicle, the student will demonstrate the ability to safely drive and control the vehicle while operating under emergency conditions including:
   a. Brake application
   b. Steering control
   c. Use of throttle
   d. Roadway position
   e. Speed judgment
   f. Use of radio
   g. Use of lights and siren
   h. Performance under stress
   i. Hazard awareness
   j. Space cushion
   k. Test would be the Code 3 and Pursuit Exercise

II-a,g,h,I,j

G. Given an exercise test that requires the student to drive a law enforcement vehicle, the student will demonstrate the ability to safely drive and control the vehicle while operating under pursuit conditions including proper:
   a. Brake application
   b. Steering control
   c. Use of throttle

d. Roadway position
e. Speed judgment
f. Use of radio
g. Use of lights and siren
h. Performance under stress
i. Hazard awareness
j. Space cushion
k. Test would be the Pursuit Exercise

II-a,g,h,I,j