# Expanded Course Outline
# Driver Training Instructor (40 hrs)

**I. Collisions Involving Law Enforcement Vehicles**

A. Common Driving Movements that Contribute to Collisions

1. Unsafe speed for conditions, collisions occurring at these locations.
    a. Intersection
    b. Hills
    c. Curves
    d. Passing slower traffic

2. Right-of-way violations
    a. Impatience and self-righteous attitude

3. Left-hand turns
    a. Never assume that driver's will actually make the turn, when signaling.

4. Backing
    a. A large number of all non-emergency collisions occur while the vehicle is in reverse.

5. Parking
    a. Collisions may occur when attempting to park because of:
        i. Insufficient available space
        ii. Improper backing technique
        iii. Driver inattentiveness

6. Following too close
    a. Other driver's actions are unpredictable.

B. Collision Classifications

1. Three types of collisions that peace officers may be involved in when operating a law enforcement vehicle.
    a. Preventable
        i. The driver was a contributing party
        ii. Did not use proper defensive driving techniques
        iii. Did not follow department policy

    b. Non-preventable
        i. The driver was not at fault
        ii. Could not have reasonably prevented the collision

    c. Work related damage or operational collision
        i. Damage to the vehicle occurring under work related conditions
        ii. Beyond the officer's control or caused by roadway surface conditions

iii. Factors that result in loss of vehicle control
iv. Damage to the vehicle from objects outside the vehicle

C. Factors Affecting Law Enforcement Vehicle Collisions
    1. Driving skills
    2. Physiological factors influencing the driver
    3. Psychological factors influencing the driver
    4. Driving conditions
    5. Vehicular factors

D. Officer Training
    1. Peace officers must continually strive to improve their basic driving knowledge and skills.
    2. Proper initial and ongoing training can reduce:
        a. Collisions and personal injury
        b. Liability against officers, their community, and their agency
        c. High risk decisions
        d. Officer stress levels

E. Legal Issues and Liabilities
    1. Three basic types of law enforcement driving.
        a. Non-emergency
            i. Enforce traffic laws
            ii. Provide a method to respond to calls
            iii. Be visible to the community
            iv. Be proactive
        b. Emergency response
            i. Get to the scene of a life threatening situation quickly and safely
            ii. Assist other officers who may be in danger
            iii. Get to the location of a serious crime as soon as possible
        c. Pursuit

            i. Apprehend a suspect who is using a vehicle to flee

F. Conditions Exempting Officers From Certain Rules Of The Road
    1. 21055 CVC; Officers may after the right-of-way has been given:
        a. Proceed through a red light, stop signal, or stop sign
        b. Exceed the maximum speed limits
        c. Disregard regulations governing direction of movement or turning
    2. Officers must be displaying emergency lights and siren
    3. Officers must be responding to one of the following:
        a. Emergency call
        b. Engaged in rescue operations
        c. In immediate pursuit of an actual or suspected violator of the law

d. Responding to (but not returning from) a fire alarm

4. 21056 CVC; the exceptions noted above do not protect officers:
    a. Against criminal prosecution
    b. Their agencies from civil liability
    c. If the officers have or cause an accident
    d. Due to their own reckless driving or wanton disregard for the safety of others

## II. Components Of Defensive Driving

A. Primary Components of Defensive Driving
    1. Three primary components
        a. The driver
        b. The vehicle
        c. Driving conditions

B. Controlling Attitudes and Emotions
    1. Aggression
        a. Mean, angry, or hostile behavior
        b. Road rage
        c. Compulsion to win at all costs
    2. Over-confidence
        a. Over estimation of driving skills
        b. Tendency to show off
        c. Feeling invincible
    3. Lack of confidence
        a. Unreasonable feelings of fear or anxiety
        b. Lack of experience
    4. Self-righteousness
        a. Assumption of always being right
        b. Tendency to think the law applies to others
    5. Impatience
        a. Always feeling hurried
        b. Trying to do too many things at once
        c. Attempting to think or do more than one thing at a time
    6. Preoccupation
        a. Boredom
        b. Inattention to driving
        c. Overriding thoughts of personal problems
        d. Trying to eat, drink or smoke while driving
    7. Peer pressure
        a. Allowing another person to influence an officer's better judgment
    8. Extreme emotions
        a. Changes in brain function brought on by fear, anger, worry, excitement, love, hate, revenge, or joy
        b. Changes in bodily functions such as pulse rate, face flushes, rapid breathing, elevated blood pressure, or tense muscles

C. Physiological Factors

1. Hearing
    a. Sounds coming from your vehicle, indicating possible malfunctions
    b. Screeching tires of other vehicles
    c. Sounds of tires breaking traction on their vehicle
    d. The sound of emergency sirens
2. Vision
    a. Eyesight should be checked regularly to include:
        i. Acuity
        ii. Depth perception
        iii. Field of vision
        iv. Color and night vision

    b. Wear sunglasses to prevent fatigue
    c. Never wear sunglasses at night
    d. Avoid prescription and non-prescription drugs
    e. Carbon monoxide (cigarette smoking and exhaust fumes)

3. Sensory perception
    a. Equilibrium and sense of touch are very important
    b. Vibrations felt through the steering wheel, brake pedal, or floorboard
    c. Give officers signals about the vehicle's stability and condition
4. Fatigue (mental and physical)
    a. Longs hours in the vehicle
    b. Officer's biological clock is saying it is time to sleep
    c. Overeating, alcohol consumption, and a warm vehicle interior
5. Stress
    a. Increased in blood pressure
    b. A rush of adrenalin to the blood stream
    c. Irregular breathing
    d. Decreased levels of performance
    e. Impaired rational thought processes
6. Illness
    a. Decreased levels of performance
    b. Impaired thought processes

D. Vehicle Condition
    1. Proper mechanical maintenance of the vehicle is the prime responsibility of all law enforcement drivers
    2. Do not fail to report or ignore engine noises, vibrations or other possible problems
    3. Can jeopardize the safety of officers using the vehicle

E. Preoperational Vehicle Inspection
    1. Responsibility of each officer to conduct a vehicle inspection at the beginning and end of each shift
    2. Irregularities or damage must be reported
    3. Performance problems must be reported

4. Problems must be reported immediately and in writing
5. Areas of inspection:
    a. Exterior of vehicle
    b. Interior of vehicle
    c. Underneath vehicle
    d. Trunk
    e. Back seat
    f. All lighting equipment (emergency and non-emergency)
    g. Radio communication equipment

F. Defensive Driving Techniques
    1. Space cushion
        a. The clear area and maneuvering room surrounding a vehicle while it is in motion
    2. Following Distance
        a. The distance maintained between a vehicle and the vehicle immediately in front of it.
        b. Safe minimum following distance is at least three seconds of time between vehicles
        c. Officers can calibrate following distance using the following method:
            i. Fix a reference point in the road ahead such as an overpass or a sign
            ii. When the car in front passes that point, start counting seconds (i.e., "one-thousand-one, one-thousand-two, one-thousand-three and so on)
            iii. If the officer's vehicle passes the same point in three or more seconds, the following distance is adequate

G. Intersections
    1. Clearing the Intersections
        a. Scan from the driver's left, to front, to driver's right, then look to the driver's left again
    2. Red Light Changing to Green
        a. When the light changes to green, officers should wait at least two seconds before entering the intersection
    3. Other Vehicles
        a. If a larger vehicle obscures the view, allow the other driver to start moving first, before proceeding
    4. Stale Green Light
        a. Can change, forcing the driver to stop abruptly
    5. Left turns
        a. Do not turn the vehicle wheels to the left while waiting
    6. Right turns
        a. When making a right turn against a red light, after first coming to a complete stop

H. Freeway Driving
    1. Merging onto a high-speed freeway
        a. Match the law enforcement vehicle's speed to the speed of the traffic in the lane being entered
        b. Leave space between the law enforcement vehicle and traffic ahead on the on-ramp
        c. This provides room to stop if the driver hesitates to enter the freeway at the last moment
    2. Re-entering freeway after a traffic stop
        a. Utilize the shoulder as an acceleration lane to gain speed before merging to the left
    3. Driving at high speeds
        a. Check speedometer routinely to ensure a safe driving speed
        b. Can lose the sensation of the actual velocity (speed) the vehicle is traveling at
    4. Night driving
        a. Maintain attention and watch well ahead
        b. Wrong-way drivers
            i. Traveling in the left lane which they perceive is their right lane
            ii. Driver may be intoxicated or confused
        c. If visibility is poor, drive in the right lane rather than the left

I. Backing On The Roadway
    1. High speed backing (10 mph or greater)
        a. Avoid unless absolutely necessary
        b. Back in a straight line when possible
        c. Use minimum of steering action
        d. If steering is required, do it smoothly
    2. Backing on the roadway
        a. Use the shoulder of the road if at all possible
        b. Try to avoid erratic movements which could confuse other drivers
        c. Back slowly and smoothly, stopping as necessary to let traffic clear
        d. Be aware of signs, paddle markers, ditches, or abutments that may be below the driver's line of sight
    3. Backing into possible traffic
        a. When possible, do necessary backing when arriving at a location rather than when ready to leave

J. Occupant Safety Devices
    1. Safety belts (lap and shoulder) have been proven to be the single most effective way of protecting the occupants of a vehicle from serious injury or death in a vehicle collision
    2. Proper use of seatbelts:
        a. Put the belt on prior to moving the vehicle
        b. Wear the lap belt across the hips, pelvic area below the gun belt, and not across the stomach
        c. Adjust the belts snugly across the body

d. Ensure that the belts are locked securely and not twisted
e. Get into the habit of fastening the belts without looking by using two hands to fasten the belts

## III. Adverse Driving Conditions

A. Road Conditions

1. Blacktop or asphalt
    a. Slick conditions from oil bleeding to the road surface on hot days and reducing traction
    b. Road material rolling up into bumps on hot days causing a washboard effect
2. Concrete
    a. Expanding joints during hot weather causing bumps
    b. Severe dips and bumps caused by the concrete's weight as the earth settles beneath it
    c. Ices quicker during freezing conditions than other road surfaces
3. Standing water
    a. Reduction in traction
    b. As little as a 1/16$^{th}$ of an inch of water could cause wheels to lose contact with the road
    c. Concentrated water on one side of the road, will pull the vehicle toward that side
    d. The force is dependent on the depth of the water and the speed of the vehicle
4. Loose Gravel
    a. Can cause the vehicle to easily go out of control
5. Mud
    a. Can fill in the tread of the tires, resulting in poor traction
    b. Buildup of mud of soft dirt against the side of the tire, when sliding sideways can cause the vehicle to roll over
6. Grades
    a. Loss of power as altitude increases
    b. Loss of visibility to front of vehicle upon cresting a grade
    c. While descending a grade, there is a greater demand on brakes due to momentum
    d. Weight of the vehicle is being pushed downhill
7. Animals, debris, and miscellaneous objects
    a. Loss of vehicle control on impact
    b. Natural tendency is to swerve to avoid the object
8. Construction Zones
    a. Unexpected slowing of traffic
    b. Unexpected lane changes
    c. Changes in pavement condition
    d. Flag and construction personnel
9. Potholes
    a. Seen or unseen damage to tire and wheel
    b. Vehicle front end knocked out of alignment

c. Damage to vehicle suspension
d. Steering and handling capability reduced

B. Environmental Conditions
1. Weather conditions can change quickly and unexpectedly
2. Snow and Ice
a. Stopping distance increases at a greater rate with increased speed
b. Loss of traction
c. Land marks, or traffic signs may not be visible
d. Black ice
3. Rain
a. Tires may start to hydroplaning affecting steering and braking
b. Distorted or obliterated images
c. Surface extremely slippery when rain first begins
4. Fog, Smoke, or Mist
a. Decreased visibility and obscured vision
5. Wind
a. Cross winds can blow vehicles off the road
b. Can blow vehicles across the center line, especially on curves and corners

C. Skids
1. Understeer skid
a. Loss of traction of the front tires forcing the vehicle in a straight line
b. Caused by approaching a turn at an excessive speed
c. Excessive steering
d. Improper brake usage
e. Road conditions that cause poor traction
2. Oversteer skid
a. Loss of traction of the rear tires during a turn, causing the rear of the vehicle to slide to the outside of a turn
b. Caused by approaching the turn at an excessive speed
c. Excessive steering
d. Improper brake usage
e. Road conditions that provide little traction
3. Locked-wheel skid
a. When one or more of the vehicle's brakes lock and the ability to steer the vehicle is lost
b. Caused by driver panic, fear or miscalculation
4. Acceleration skid
a. The vehicle's force carries it into a skid
b. Involves only the drive wheels

D. Hydroplaning
1. Occurs when the tires loose contact with the surface of the road and begin to skim across the surface of the water on the road instead

2. The normal contact patch of the tire tread and the road begin to separate

## IV. Vehicle Dynamics

A. Longitudinal Weight Transfer
   1. Occurs when a vehicle is accelerating, decelerating, or braking

B. Lateral Weight Transfer
   1. Occurs when a vehicle is turned to the right or left
   2. This movement causes the vehicle suspension to be compressed on one side and expanded on the other

C. Spring Loading
   1. Takes place when energy builds in vehicle springs when the vehicle experiences weight transfer
   2. Extra weight transferred to the supporting spring causes the springs to compress or load up

D. Centrifugal Force
   1. The force that causes a rotating body to move away from the center of rotation

E. Factors That Affect Acceleration and Deceleration
   1. Vehicle capabilities
      a. Vehicle weight
      b. Distribution of weight
      c. Tires
      d. Engine responsiveness
   2. Road/Weather conditions
      a. Ice or snow
      b. Wet or dry
      c. Loose gravel or hard surface
   3. Road characteristics
      a. Curve or straight
      b. Radius of curve
      c. Uphill or downhill
      d. Open highway or city
   4. Traffic conditions
      a. Density
      b. Speed

F. Causes For Vehicle Understeer and Oversteer
   1. Oversteer
      a. Excessive speed in a turn
      b. Sudden and/or occlusive steering input
      c. Over-braking in a turn
   2. Understeer
      a. Accelerating too early in a curve
      b. Negotiating a curve at too high a speed

G. Peripheral Vision
   1. The lateral degree of perception present when the eyes focus straight ahead
   2. Peripheral vision is reduced significantly as vehicle speeds and driver stress increase.

3. The reduction of peripheral vision is known as tunnel vision

H. Total Reaction Time Lapse and Distance Traveled
    1. Varies with the speed the vehicle is traveling
    2. Average driver's perception-reaction time is 1.5 seconds
    3. Vehicle will travel 2.2 feet for every 1 mph of speed

I. Braking Methods
    1. Threshold braking
        a. The vehicle wheels are slowing in rotation just short of locking up
    2. Straight line braking
        a. Method where the vehicle's speed is reduced to the desired level while the vehicle is traveling in a straight line
    3. Extended release
        a. Driver rapidly brings the vehicle to a threshold braking condition while traveling in a straight line
        b. The driver then continually releases the brakes proportionally to the input of steering

J. Stopping Distance
    1. The distance it takes to stop a moving vehicle in order to avoid a danger or hazard is made up of more than just the time the brakes are activated
    2. The driver's perception/decision-reaction time must be considered

K. Anti-lock Brake System (ABS)
    1. ABS is a computer-assisted enhancement to a vehicle's existing braking system
    2. ABS is designed to prevent brake lockup

L. Roadway Position and Three Essential Reference Points
    1. Roadway position also referred to as the driving line through a turn, is the position of the roadway to best facilitate the negotiation of a turn or curve at a safe rate of speed
    2. Entry
        a. Vehicle is placed to the extreme outside edge of the available roadway for the entry
    3. Apex
        a. The part of the turn where the vehicle comes closest to the innermost part of the available roadway
    4. Exit
        a. The exit point is the extreme outside edge of the roadway as the vehicle is coming out of the turn

M. Effects of Speed on a Turning Vehicle
    1. Speed has three identified primary effects on a vehicle turning
        a. Turning radius required increases as speed increases and decreases as speed is reduced (of steering input remains constant)
        b. Traction limits may be exceeded as speed increases
        c. Weight transfer occurs in the opposite direction of the turn and increases as speed increases

## V. Emergency Response Driving (Code 3)

A. Objectives of Emergency Response Driving
   1. Get to the scene of a life threatening situation quickly and safely
   2. Get to the location of a serious crime quickly and safely
   3. Assist other officers, quickly and safely

B. Agency Policy
   1. Agency policy is designed to:
      a. Enforce the law and protect life and property
      b. Prevent death, injury, and property damage
      c. Give officers a clear understanding of when and what to do
      d. Minimize officer liability and agency liability in collisions
      e. Help reduce operating costs

C. Responsibilities of other Drivers
   1. Statutory responsibility when driving non-law enforcement vehicle, (21806 CVC)
      a. Driver shall yield the right-of-way, when approached by an emergency vehicle displaying red lights and sounding a siren
      b. Immediately drive to the right-hand edge or curb of the roadway and stop

D. Emergency Warning Devices
   1. Devices available on law enforcement vehicles include:
      a. Light bar
      b. Spotlights
      c. Wigwags
      d. Headlights
      e. Siren

E. Factors Limiting the Effectiveness of Emergency Warning Devices
   1. Emergency Lights
      a. Congested urban or commercial area
         i. Business signs
         ii. Traffic signs
         iii. Flashing advertising signs
      b. Foggy or inclement weather
      c. Vehicle position
   2. Emergency Sirens
      a. Heavy traffic
      b. Residential and congested urban areas
      c. Faster speeds
      d. Distracted driver/pedestrian

F. Siren Syndrome
   1. Excitement of the moment can adversely affect a driver's ability to concentrate and safely operate a vehicle under emergency response or pursuit conditions.

G. Guidelines for Entering Intersections Under Emergency Conditions
   1. Approach cautiously
      a. Clear the intersection lane by lane

b. Adjust speed and lane position to line-of-sight and path-of-travel
c. Observe traffic conditions at cross streets before entering

2. Clear carefully
    a. Look left, center, right, and left again before entering
3. Slow down
    a. When necessary come to a complete stop
    b. Never assume emergency lights and siren will give sufficient warning to other motorists
    c. Never enter an intersection at a speed faster than would permit a safe stop
4. Fluctuate siren
    a. Fluctuate the pitch or change the pattern of the siren

H. Use of Communication Equipment
1. Let other law enforcement vehicles and personnel know what is happening
2. Stay calm and speak clearly
3. Use the radio on a straight stretch of road
4. Be sure windows are up to reduce noise levels within the vehicle
5. Avoid using computer communications during emergency operations

## VI. Pursuit Operations

A. Pursuit Driving
1. Pursuit driving can be more dangerous for the law enforcement officer and the general public than emergency response driving.
2. Pursuits
    a. Safety is not the suspect's concern
    b. Evading law enforcement is
    c. Suspect is not a trained, professional driver
    d. Involves two or more vehicles
    e. Suspect's speed is based on the desire to escape
    f. Suspect determines the route without regard for safety
    g. Suspect may be irrational and out of control
3. Emergency Response
    a. Safety is the officer's primary concern
    b. Trained professional driver
    c. Usually involves one vehicle
    d. Officers have control of their speed
    e. Officers determine the best route based on due regard
    f. Officers have knowledge of the area

B. Intent of Penal Code Section 13519.8
1. Initiating a Pursuit
    a. When to initiate a pursuit
2. Roles and Responsibilities

a. Number of involved law enforcement vehicles and their responsibilities
b. Communications
c. Supervisory responsibilities
d.

3. Driving Tactics
    a. Legal intervention techniques
    b. Speed considerations
    c. Air support
    d. Other driving tactics
4. Terminating a Pursuit
    a. Termination of the pursuit
    b. Capture of suspect(s)
    c. Reporting and post pursuit analysis
5. Inter-jurisdictional Considerations
    a. Notification
    b. Involvement

C. Balance Test
1. Weighing the seriousness of the crime, with the level of a threat to the public safety from a vehicle pursuit
2. Officer must consider what is known or suspected regarding the suspect's offense
3. Vehicle and pedestrian traffic volume
4. Weather/visibility/roadway conditions
5. Proximity to schools, residences, or crowded business areas
6. Reasonable speed within the existing driving environment
7. Officers familiarity with the surrounding area
8. Quality of radio communications

D. Primary and Supervisor Responsibilities
1. Primary unit should provide:
    a. Unit identification
    b. Location, speed and direction of travel
    c. Specific reason for the pursuit
    d. Vehicle description
    e. License number
    f. Number of occupants
    g. Traffic and weather conditions
    h. Any other pertinent information as it becomes available
2. Supervisor should:
    a. Designate by radio the addition or deletion of assisting units
    b. Termination of the pursuit by units involved
    c. Respond to the termination point of the pursuit
    d. Oversee post pursuit discipline
    e. Assert control when warranted

E. Factors Involving Offensive Interventions
1. Use of an offensive intervention tactic, should consider:
    a. Nature of the offense
    b. Threat to public safety in the immediate area
    c. Road conditions
    d. Potential for the suspects to be armed

e. Type of weapons involved

F. Termination of the Pursuit
   1. There is a clear and unreasonable danger to the officers or the other users of the roadway
   2. Officer's or suspect's speed dangerously exceeds what would be reasonable for the existing flow of traffic
   3. Traffic necessitates dangerous maneuvering which is likely to exceed the performance capabilities of either the vehicle or the driver
   4. There is no compelling need for immediate apprehension
   5. Communication or emergency equipment ceases to properly operate
   6. Pursuit violates agency policy
   7. Pursuing officers are no longer in control of the situation

G. Role of Inter-jurisdictional policy
   1. Assuming and/or relinquishing control of the pursuit
   2. Notification procedures
   3. Limitations on the number of agencies and/or units allowed in a pursuit at any time
   4. Distance
   5. Use of addition support
      a. Air support
   6. Communication capability
   7. Procedures for establishing responsibility for any arrest at termination of the pursuit
   8. Any provisions of existing inter-agency agreements

## VII. Required Test

A. The POST- constructed knowledge test on the learning objectives in Domain

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 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

C. 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

D. 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

E. 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

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

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

H. Given an exercise test that requires the student to drive a law enforcement vehicle, the student will demonstrate proper vehicle acceleration methods including:
   a. Maximum acceleration
   b. Maximum throttle
   c. Full throttle
   d. Test would be the Accident Avoidance Exercise

I. Given an exercise test that requires the student to drive a law enforcement vehicle, the student will demonstrate a collision avoidance technique including:
   a. Identifying the hazard
   b. Selecting avoidance options
   c. Making speed judgment (target speed)
   d. Executing a maneuver to avoid a collision
   e. Maintaining control of the vehicle
   f. Test would be the Accident Avoidance Exercise

J. Given an exercise test that requires the student to drive a law enforcement vehicle, the student will demonstrate the ability to park the vehicle including:
   a. Approaching the parking position ( 18-24 inches )
   b. Controlling steering
   c. Entering at a proper angle
   d. Controlling front end swing
   e. Visually locating obstacles to the rear

f. Parking a distance of 18 inches or less from the curb
g. Placing the vehicle in a single movement
h. Exiting safely in one moment
i. Parallel parking from the passenger
j. Test would be the Parallel Parking Exercise which is part of the Slow Speed Maneuvers

K. Given an exercise test that requires the student to drive a law enforcement vehicle, the student will demonstrate a series of slow speed precision driving exercise including but not limited to:
   a. Roadway position
   b. Rear wheel cheat
   c. Front end swing
   d. Vehicle placement
   e. Hazard awareness
   f. Speed control
   g. Backing
   h. Visually locating
   i. Test would be the Off Set Lane Change which is part of slow speed maneuver

**VIII. Required Instructional Activities**

A. The student will participate in an instructional activity that requires braking suddenly and engaging the Anti-lock Braking System (ABS) at a speed of approximately 35 mph.
B. The student will experience the pulsating of the brake pedal, the unusual sound associated with the ABS system, and directional control associated with ABS braking
   a. The exercise for this would be Accident Avoidance Day 1

**IX. Instructor Phase of Training**

A. The student instructor will be assigned to a team of Basic Driver Training students and will be responsible for all phases of their instruction. The student will be evaluated on their ability to deliver the instruction per the established guidelines, set forth above.

   a.. Slow Speed Maneuvers
   b. Skid Pan
   c. Cornering
   d. Accident Avoidance
   e. Code 3
   f. Pursuit

B. Courses of Instruction (Two Day Schedule)

a. Slow Speed Maneuvers

i.) P.O.S.T. objectives clearly explained
ii.) Rules and safety guidelines explained
iii.) Exercise explained clearly
iv.) Exercise compared to true life driving situations
v.) Problems with students performance identified
vi.) Problems with students performance solved
vii.) Positive reinforcement given to student

b. Skid Pan

i.) P.O.S.T. objectives clearly explained
ii.) Rules and safety guidelines explained
iii.) Exercise explained clearly
iv.) Exercise compared to true life driving situations
v.) Problems with students performance identified
vi.) Problems with students performance solved
vii.) Positive reinforcement given to student

c. Cornering

i.) P.O.S.T. objectives clearly explained
ii.) Rules and safety guidelines explained
iii.) Exercise explained clearly
iv.) Exercise compared to true life driving situations
v.) Problems with students performance identified
vi.) Problems with students performance solved
vii.) Positive reinforcement given to student

d. Accident Avoidance

i.) P.O.S.T. objectives clearly explained
ii.) Rules and safety guidelines explained
iii.) Exercise explained clearly
iv.) Exercise compared to true life driving situations
v.) Problems with students performance identified
vi.) vi.) Problems with students performance solved
vii.) Positive reinforcement given to student

e.. Code 3

i.) P.O.S.T. objectives clearly explained
ii.) Rules and safety guidelines explained
iii.) Exercise explained clearly
iv.) Exercise compared to true life driving situations
v.) Problems with students performance identified
vi.) Problems with students performance solved
vii.) Positive reinforcement given to student

f. Pursuit

i.) P.O.S.T. objectives clearly explained
ii.) Rules and safety guidelines explained
iii.) Exercise explained clearly
iv.) Exercise compared to true life driving situations
v.) Problems with students performance identified
vi.) Problems with students performance solved
vii.) Positive reinforcement given to student