

South Bay Regional Public Safety Training Consortium
Driving PSP
2540-29502
8 Hours
Rev: 04/08/2024

STATEMENT OF PURPOSE AND COURSE OBJECTIVES:

The course will provide the trainee with the minimum topics of Driver Training/Awareness required in the POST Perishable Skills Training Program including: Basic Driving Principles, Legal and Moral Aspects, Defensive Driving and Maneuvering Course Exercises.

The course consists of a hands-on/practical Driver Training/Awareness for in-service officers.

DRIVER TRAINING/AWARENESS

Minimum Topics/Exercises:

- a. Safety Policy/Orientation
- b. Policy, legal and moral issues
- c. Vehicle Dynamics
- d. Defensive driving
- e. Intersections exercise(s)
- f. Backing/parking exercise(s)
- g. Behind the wheel exercises to improve driving skills – judgment and decision making
- h. Class Exercises, Student Evaluation, and or optional Testing

COURSE OBJECTIVES:

The trainee will:

1. Demonstrate knowledge of their Driver Training/Awareness skills and techniques
2. Demonstrate a minimum standard of psychomotor skills with every technique and exercise to include:
 - A. Judgment and Decision Making
 - B. Policy, Legal and Moral Issues
 - C. Basic Driving Principles and Vehicle Dynamics
 - D. Defensive Driving

Minimum standards of performance shall be tested by an instructor observing the trainee during their performance of each technique and exercise. If the trainee does not meet minimum standards, as established by the presenter, remediation will be provided until the standard is met.

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Student learning activities & methods for assessing learning: Maneuvering course exercises to include parallel parking, vehicle control and steering to be evaluated to POST standards by POST instructor.

EXPANDED COURSE OUTLINE

I. INTRODUCTION/ORIENTATION II (a)

- A. Introduction, Registration and Orientation
 - 1. Course Roster
 - 2. Facility Overview
- B. Course Objectives/Overview/Exercises, Evaluation/Testing
 - 1. Course Objectives
 - a. Judgment and Decision Making
 - b. Policy, Legal and Moral Issues
 - c. Basic Driving Principles and Vehicle Dynamics
 - d. Defensive Driving
 - 2. Safety Policy/Orientation

II. LEGAL AND MORAL ASPECTS II (b)

- A. California codes
 - 1. 17001 CVC
 - 2. 17004 CVC
 - 3. 17004.7 CVC
 - 4. 21052 CVC
 - 5. 21055 CVC
 - 6. 21056 CVC
 - 7. 21057 CVC
 - 8. 21806 CVC
 - 9. 21807 CVC
 - 10. 22350 CVC
 - 11. 13519 CVC
- B. Case law
 - 1. Brower v. Inyo (1989)
 - 2. Lewis v. Sacramento Co (1998)
 - 3. Cruz v. Briseno (2000)
 - 4. Nguyen v City of Westminster (2002)
 - 5. Scott v. Harris (2007)
 - 6. Additional case law as determined by instructor
- C. Agency policy
 - 1. Emergency Response Policy

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- 2. Pursuit Policy
- 3. Additional agency policies
- D. Moral aspects
 - 1. Risk v Reward
 - 2. Letter of the law v Spirit of the law
- E. Overview of Use of Force Penal Code Updates
 - 1. AB 392
 - 2. PC 835a
 - 3. PC 196

III. VEHICLE CARE AND MAINTENANCE

II (c)

- A. Pre-shift Vehicle Inspection Interior
 - 1. General appearance
 - 2. Lights
 - a. OEM
 - b. Emergency
 - 3. Trunk
 - a. Spare tire
 - b. Fire extinguisher
 - c. Jack / Lug wrench
 - d. Flares
 - e. First aid kit
 - f. Blanket
 - 4. Interior
 - a. Trash / Debris
 - b. Clean windows
 - c. Adjust seat and mirrors
 - d. Check gauges
 - e. Brakes
 - f. Secure gear
 - g. Seatbelts
 - 5. Listen for unusual sounds
- B. Pre-shift Vehicle Inspection Exterior
 - 1. General appearance
 - 2. Lights
 - 3. Tires
 - a. Pressure
 - b. Wear
 - c. Damage
 - 4. Wheels
 - 5. Body damage

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IV. BASIC DRIVING PRINCIPLES

II (c)

- A. Weight Transfer
 - 1. Weight distributed between front and rear wheels
 - 2. Types of weight transfer
 - a. Lateral: Side to side
 - b. Longitudinal: Front to rear/Rear to front
 - 3. Lateral transfer created when vehicle turned left/right
 - 4. Longitudinal transfer created when:
 - a. Braking - Rear to front
 - b. Accelerating - Front to rear
 - c. Decelerating (lifting off accelerator)- Rear to front
 - 5. Can't be completely eliminated in a moving vehicle
 - 6. Minimized by good driving techniques and smooth operation
- B. Steering Control
 - 1. Seating position
 - a. Driver comfort
 - b. Efficient vehicle control
 - c. Wrist break over top of steering wheel
 - d. Seated approximately 12" from air bag
 - e. Adjust mirrors
 - 2. Steering method – Two hand shuffle steering
 - a. Balanced hand positions per agency
 - b. Hands do not leave steering wheel
 - c. Maximizes steering accuracy
 - d. Safer and more effective recovery
 - e. Minimizes weight transfer
 - f. Minimizes air bag deployment injury (9 and 3, 8 and 4)
 - 3. Steering method – Backing **II (f)**
 - a. Body rotated to right
 - b. Right hand placed on right headrest
 - c. Vision directed over right shoulder
 - d. Left hand on steering wheel at 12 o'clock position
 - e. Left foot braced on floorboard
 - 4. Steering Method – Backing Utilizing Mirrors Only
 - a. Body in normal driving position
 - b. Check left and right mirrors (if possible, check rear view mirror)
 - c. Check to ensure backup camera video and/or sensors are engaged (if applicable)
- C. Roadway Position

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1. Definition: The position of the vehicle on the roadway that maximizes speed with minimum steering and risk of loss of vehicle control while negotiating a turn
 - a. AKA – Driving line
 - b. Driving points in a turn
 1. Entry (Point #1)
 2. Apex (Point #2)
 - a) Early
 - b) Traditional
 - c) Late
 3. Exit (Point #3)
2. Driving Advantages
 - a. Minimize and control weight transfer
 - b. Minimize steering input
 - c. Smoother vehicle operation
 - d. Maximum speed through turns in the safest manner

V. DEFENSIVE DRIVING

II (d)

- A. Defensive Drivers
 1. Avoid collisions regardless of right-of-way
 2. React properly to hazards
 3. Maintain a professional attitude
- B. Dangerous Driver Attitudes
 1. Overconfidence
 2. Self-righteousness
 3. Impatience
 4. Preoccupation
 5. Distracted driving/Multi-tasking
- C. Collision Avoidance
 1. Space cushion
 - a. Three second rule
 - b. Perception / Reaction time
 - c. When stopped, see rear wheels of vehicle directly in front
 2. Intersections
 - a. Clear left, right, then left again
 - b. Cover brake on stale green
 - c. Don't turn wheels until ready for turn
 - d. Look through turns
 3. Maintain high visual horizon
 4. Consider steering to the rear of a conflict vehicle
 5. Backing
 - a. Large percentage of collisions involving LE vehicles

II (e)

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- b. Use proper backing techniques
 - c. Use of or backup cameras
 - 6. Lane changes
 - a. Signal
 - b. Check mirrors
 - c. Optional back up camera
 - 7. Blind spots
 - a. Clear blind spots by looking over shoulders
 - b. Use of mirrors
 - c. Optional backup cameras
 - 8. Accident Mitigation Systems
 - a. Agency policy
 - b. Manufacture advisements
- D. Occupant Safety Devices
 - 1. Safety belts
 - 2. Supplemental Restraint System (air bags)
- E. Vehicle Dynamics **II (c)**
 - 1. Rear wheel cheat
 - 2. Front-end swing
 - 3. Oversteer
 - 4. Understeer
 - 5. Counter-steer

VI. MANEUVERING COURSE EXERCISES II (g, h)

- A. Offset Lane Exercise (Forward and Reverse)
 - 1. Roadway positioning (eye Placement and steering input)
 - 2. Appropriate throttle control and brake application
 - 3. Conscious of rear wheel cheat and front end swing
 - 4. Usage of pivot point (Reverse direction)
 - 5. Appropriate usage of mirror (reverse direction)
- B. Turn-Around Maneuver Exercise
 - 1. Student will demonstrate three-point turnaround, bootleg, and modified bootleg
 - 2. Maintain constant visual awareness of objects to the rear and sides until vehicle comes to a stop
 - 3. Demonstrate reverse steering (pivot point and front-end swing)
- C. Steering course Exercise
 - 1. Demonstrate proper application of forward and reverse methods of steering
 - 2. Coordination of steering and throttle control to minimize weight transfer during turning movements
 - 3. Maneuver around obstacles without striking them

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- D. "T" Driveway
 - 1. Appropriate lane placement
 - 2. Appropriate adjustments for rear wheel cheat
- E. Parallel Parking Exercise II (f)
 - 1. Appropriate setup
 - 2. Finish within 18" of the curb
- F. Serpentine
 - 1. Setup/Knowledge of pivot point location
 - 2. Appropriate usage of mirrors
 - 3. Steering input and throttle control needed to accomplish goal
 - 4. Control of rear wheel cheat and front-end swing
- G. Additional Maneuvering Exercises as determined by Instructor
 - 1. Refer to Driver Awareness Instructor Manual
 - 2. Refer to Emergency Vehicle Operations Manual

VII. TESTING/REMEDIATION II (h)

Testing: Any student scoring below standard on any exercise, as established by the presenter, will be remediated, and tested until competency is demonstrated to the satisfaction of the presenter.

VIII. BASIC DRIVING PRINCIPLES FOR EMERGENCY RESPONSE II (g)

- A. Throttle Control
 - 1. Full throttle is total depression of accelerator pedal
 - 2. Maximum acceleration is accelerating as quickly as possible to full throttle without losing traction
 - 3. Increased throttle will widen the arc of the driving line in a turn, and will increase weight transfer
 - 4. Decrease of throttle will tighten the arc of the driving line in a turn
- B. Speed Judgment
 - 1. Ability of a driver to estimate a safe speed for any given situation
 - 2. Considerations
 - a. Road conditions
 - b. Type of driving maneuvers
 - c. Driver ability
 - d. Vehicle ability
 - e. Weather conditions
 - 3. Closure rate
- C. Brake Application
 - 1. Normal
 - 2. Panic
 - 3. ABS

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4. Threshold (does not apply to vehicles equipped with ABS)
 - a. 0-10 scale
 - b. More “cooling” time
 - c. Allows speed for longer distance before brake application
 - d. Steering always available

IX. VEHICLE OPERATION FACTORS

II (d, g)

- A. Operational Tactics and Considerations
 1. Radio
 - a. Distracted driving
 - b. Broadcast while driving in a straight line
 - c. Stay calm and speak clearly
 - d. Lapel mic, optional
 2. Use of MDT/Computer
 - a. Consistent with agency policy, ensure monitoring and utilization of MDT and other displays does not create a hazard
 - b. Use radio for communications of immediate nature
 - c. Collisions while operating the MDT/Computer will usually be found to be preventable
- B. Blocking Access to Intersections
 1. Officer Safety
 2. In pursuit, park off to side and get out of the way
 3. No guarantee of safety
- C. Blocking Roadway
 1. Position vehicle appropriately
 2. Lighting
 3. Trunk
 4. Stand away from rear of vehicle
 5. Face traffic when walking

X. OPTIONAL EXERCISES

- A. Collision Avoidance Exercise
 1. Traffic light required
 2. High visual horizon
- B. Skid Control Exercise
 1. Oversteer
 2. Understeer
- C. Emergency Response Driving
 1. Clearing Intersections
 2. Spacing between vehicles

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- 3. Speed appropriate for conditions
- 4. Smooth brake application
- 5. Smooth steering control
- 6. Appropriate driving lines
- 7. Dealing with interference car
- D. Pursuit Driving
 - 1. Clearing Intersections
 - 2. Spacing between vehicles
 - 3. Speed appropriate for conditions
 - 4. Smooth brake application
 - 5. Smooth steering control
 - 6. Appropriate driving lines
 - 7. Dealing with interference car
- E. Intervention Techniques/Risk Assessment (Pursuit Intervention Technique or PIT) Maneuver
 - 1. Policy considerations
 - 2. Appropriate speed
 - 3. Placement of patrol vehicle to achieve intended result
 - 4. Steering input and throttle control
- F. Additional Exercises as Determined by Instructor
 - 1. Refer to Driver Awareness Instructor Manual
 - 2. Refer to Emergency Vehicle Operations Manual

XI. TESTING/REMEDIATION

Testing: Any student scoring below standard on any exercise, as established by the presenter, will be remediated, and tested until competency is demonstrated to the satisfaction of the presenter.