

PSP - DRIVER TRAINING (4 Hour Format)

Hourly Distribution

Time	Subject
5 Min	Introduction & Course Registration
20 Min	Basic Vehicle Dynamics
20 Min	Legal Aspects
20 Min	Defensive Driving
20 Min	Basic Driving Principles
10 Min	Vehicle Care and Maintenance
20 Min	Vehicle Operation Factors
120 Min	Maneuvering Course Exercises
5 Min	Course Evaluation and Review

Approved Training Locations

Department approved training location as determined by the EVOC driving instruction team and the Napa Sheriff's Office Training Administrator.

Course Goal

Provide Napa Sheriff's Office sworn law enforcement Deputies with Driver Training that meets or exceeds POST Perishable Skills Training requirements for Peace Officers per POST Regulations 1005 and 1052 (e).

Course Objectives

Using one or more of the following instructional methodologies: Classroom Interactivity, Behind the Wheel, or Driving Simulator, the trainee will:

1. Demonstrate knowledge of driving judgement and decision-making, agency policies, driving attitudes, basic driving principles and dynamics, related legal aspects, vehicle care and maintenance, pursuit driving and intervention tactics and other vehicle operation factors.
2. Demonstrate psychomotor aspects of driving with a minimum standard of skill with each technique and exercise presented in a defensive driving and / or maneuvering physical driving exercise(s).

Expanded Course Outline

1) Introduction / Orientation

- a) Introduction, Registration and Orientation

- i) Trainees sign / confirm name and POST ID Number on POST Training Roster
- b) Course Objectives / Overview / Exercises, Evaluation / Testing
 - i) Instructor(s) explain schedule, attendance and participation requirements

2) Basic Driving Principles

a) Weight Transfer

- (1) Weight distributed between front and rear wheels
- (2) Engine location has greater part of weight distribution
- (3) Types of weight transfer
 - (a) Lateral: Side to side
 - (b) Longitudinal: Front to rear/Rear to front
- (4) Lateral transfer created when vehicle turned left/right
- (5) Longitudinal transfer created when:
 - (a) Can't be eliminated in a moving vehicle
 - (b) 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 12" from air bag
 - (e) Adjust mirrors
- (2) Steering method - Two hand shuffle steering
 - (a) Hand position at 9 and 3 or 8 and 4
 - (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
- (3) Steering method—Backing
 - (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 twelve o'clock position
 - (e) Press left leg against bottom of steering wheel for stability
 - (f) Left foot braced on floorboard

c) Roadway Position

- (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
- (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
- (3) Driving points in a turn
 - (a) Entry (Point #1)
 - (b) Apex (Point #2)
 - (c) Exit (Point #3)

3) Legal and Moral Aspects

- a) California Codes
 - (1) 17001 CVC
 - (2) 17004 CVC
 - (3) 17004.7 CVC
 - (4) 21052 CVC
 - (5) 21055 CVC
 - (6) 21057 CVC
 - (7) 21806 CVC
 - (8) 21807 CVC
 - (9) 22350 CVC
- b) Case law
- c) Agency policy
 - i) General vehicle operations
 - ii) Pursuit policy
- d) Moral aspects
 - i) Risk avoidance Vs. need to act / respond
 - ii) Duty to public, agency, others, self
 - iii) Professional attitude, measured and trained vehicle operation

4) Defensive Driving

- 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
- c) Collision Avoidance
 - (1) Space cushion
 - (a) Three second rule
 - (b) Perception / Reaction time
 - (c) When stopped, see rear wheels
 - (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 law enforcement vehicles.
 - (b) Use proper backing techniques
- (6) Lane changes
 - (a) Signal
- (7) Blind spots
- d) Occupant Safety Devices
 - (1) Safety belts
 - (2) Supplemental Restraint System (air bags)

5) Basic Vehicle Dynamics

- a) Steering
 - i) Rear wheel cheat
 - ii) Front-end swing
 - iii) Oversteer
 - iv) Understeer
- b) 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
- c) Speed Judgment
 - (1) The 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 limitations
 - (d) Vehicle limitations
 - (e) Weather conditions
 - (3) Closure rate
 - (a) Being able to judge the proper rate of deceleration necessary to negotiate a curve, avoid a hazard, or stop
- d) Brake Application
 - (1) Types of braking
 - (a) Normal
 - (b) Panic
 - (c) ABS
 - (d) Threshold
 - (i) 0-10 scale
 - (ii) More "cooling" time
 - (iii) Allows speed for longer distance before brake application
 - (iv) Steering always available

6) Vehicle Care and Maintenance

- a) Pre-shift Vehicle Inspection
 - (1) General appearance
 - (2) Tires
 - (a) Pressure
 - (b) Wear
- b) Wheels
- c) Lights
- d) Trunk
 - (1) Fire extinguisher
 - (2) Flares
 - (3) First aid kit
 - (4) Blanket
- e) Body damage
- f) Interior
 - (1) Trash / Debris
 - (2) Clean windows
 - (3) Adjust seat and minors
 - (4) Check gauges
 - (5) Secure gear
 - (6) Seatbelts
- g) Listen for unusual sounds

7) Vehicle Operation Factors

- a) Operational Tactics and Considerations
 - (1) Radio
 - (a) Distracted driving
 - (b) Broadcast while driving in a straight line
 - (c) Stay calm and speak clearly
 - (2) Use of MDT/Computer
 - (a) Stop in a safe place before using any equipment that to take your eyes off the road
 - (b) Use radio for communications of immediate nature
 - (c) Collisions while operating the MDT / Computer will usually be found to be preventable
- b) Pursuit tactics and Intervention Techniques
 - (1) Initiation
 - (2) Radio traffic
 - (3) Cancellation / Decision factors
 - (4) Supervisor / OIC responsibilities
 - (5) Number of Deputies involved
 - (6) Air Support / K-9 Support
 - (7) Agency Assistance
 - (8) Intervention tactics (Stop sticks, PIT, Blocking, Ramming, etc)
 - (9) Termination techniques

- c) Blocking Access to Intersections
 - (1) Officer Safety
 - (2) In pursuit, park off to side and get out of way
 - (3) No guarantee of safety
- d) Blocking Roadway
 - (1) Position vehicle appropriately
 - (2) Lighting
 - (3) Trunk
 - (4) Stand away from rear of vehicle
 - (5) Face traffic when walking

8) Maneuvering Course Physical Driving Exercises (Minimum of two required)

- a) Offset Lane
- b) Turn-Around Maneuver
- c) Steering Course
- d) "T" Driveway
- e) Parallel Parking
- f) "J" Turn
- g) Stop Stick intervention deployment
- h) Other: Agency / presenter developed, job-related driving exercise(s)

9) Course Evaluation and Review