

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
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- 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