

ELK GROVE POLICE DEPARTMENT

POST PERISHABLE SKILLS PROGRAM (PSP)

II - DRIVER TRAINING/AWARENESS (4 Hours)

COURSE GOAL:

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. **The training may be presented in a 4, 6, or 8 hour format allowing for flexibility based upon specific agency or trainee group needs, and as long as the minimum topics are contained within each format independently.**

DRIVER TRAINING/AWARENESS

Minimum Topics/Exercises:

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

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
 - B. Decision Making
 - C. Defensive Driving
 - D. Basic Driving Principles
 - E. Policy, Legal and Moral Issues
 - F. Vehicle Dynamics

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.

EXPANDED COURSE OUTLINE**I. INTRODUCTION/ORIENTATION**

- A. Introduction, Registration and Orientation
- B. Course Objectives/Overview/Exercises, Evaluation/Testing

II. BASIC DRIVING PRINCIPLES**II(g)**

- 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. Braking B Rear/front
 - b. Accelerating B Front/rear
 - c. Decelerating B Rear/front
 - 6. Can=t be eliminated in a moving vehicle
 - 7. 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 B 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

II(e)

- 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 B 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)

III. LEGAL AND MORAL ASPECTS

II(f)

- 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
- B. Case law
- C. Agency policy
- D. Moral aspects

IV. DEFENSIVE DRIVING

II(c)

- 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

- 2. Intersections **II(d)**
 - 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
 - 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)
 - E. Vehicle Dynamics **II(g)**
 - 1. Rear wheel cheat
 - 2. Front-end swing
 - 3. Over steer
 - 4. Under steer
- V. MANEUVERING COURSE EXERCISES **II(a,b)**
- A. Offset Lane Exercise
 - B. Turn-Around Maneuver Exercise
 - C. Steering Course Exercise
 - D. AT@ Driveway
 - E. Parallel Parking Exercise **II(e)**
- Testing: Any student scoring below standard on any exercise, as established by the presenter, will be remediated, tested until standard is achieved.* **II(b)**
- EXTENDING EXPANDED COURSE OUTLINE TO 6 OR 8 HOURS:**
- I. BASIC DRIVING PRINCIPLES **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. 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
- C. Brake Application
 - 1. Types of braking
 - a. Normal
 - b. Panic
 - c. ABS
 - d. Threshold
 - (1) 0-10 scale
 - (2) More cooling@ time
 - (3) Allows speed for longer distance before brake application
 - (4) Steering always available

II. VEHICLE CARE AND MAINTENANCE

II(f)

- A. Pre-shift Vehicle Inspection
 - 1. General appearance
 - 2. Tires
 - a. Pressure
 - b. Wear
 - 3. Wheels
 - 4. Lights
 - 5. Trunk
 - a. Spare tire
 - b. Fire extinguisher
 - c. Jack / Lug wrench
 - d. Flares
 - e. First aid kit
 - f. Blanket
 - 6. Body damage
 - 7. Interior
 - a. Trash / Debris
 - b. Clean windows
 - c. Adjust seat and mirrors
 - d. Check gauges
 - e. Brakes

- f. Secure gear
- g. Seatbelts
- 8. Listen for unusual sounds

III. VEHICLE OPERATION FACTORS

II(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
- 2. Use of MDT/Computer
 - a. Stop in a safe place before using any equipment that requires you 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. Blocking Access to Intersections

- 1. Officer Safety
- 2. In pursuit, park off to side and get out of 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

IV. OPTIONAL EXERCISES

- A. Collision Avoidance Exercise **II(a,k)**
- B. Skid Car Exercise **II(a,k)**
- C. Code 3/Pursuit Driving **II(a,j)**
- D. Intervention Techniques/Risk Assessment **II(a,i)**
(P.I.T) Maneuver

Testing: Any student scoring below standard on any exercise, as established by the presenter, will be remediated, tested until standard is achieved. **II(b)**