

TULARE COUNTY SHERIFFS DEPARTMENT
DRIVER TRAINING / AWARENESS – PSP
Course 2850-29502
Revised: 9/1/20

COURSE GOAL:

To provide the trainee with the skills required in the POST Perishable Skills Drivers Training Program including: Basic Driving Principles, Legal/Moral Aspects, Defensive Driving and Maneuvering Course Exercises.

DRIVER TRAINING/AWARENESS:

Minimum Topics/Exercises

1. Vehicle Dynamics
2. Classroom Exercises
3. Defensive Driving
4. Intersection Clearing
5. Policy, Legal and Moral Issues
6. Backing/Parking Exercises
7. Behind the Wheel Exercises

COURSE OBJECTIVES:

The trainee will:

1. Demonstrate knowledge of Driver Training/Awareness skills and techniques.
2. Demonstrate a minimum standard of psychomotor skills with every technique and exercise, to include:
 - a. Judgement
 - b. Decision Making
 - c. Defensive Driving
 - d. Basic Driving Principles
 - e. Policy, Legal and Moral Issues
 - f. Vehicle Dynamics

Note: 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 standards are met.

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EXPANDED COURSE OUTLINE

I. Introduction / Orientation

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

II. Vehicle Care and Maintenance

- A. Pre-shift vehicle inspection
 - 1. General appearance
 - 2. Tires
 - a. Pressure
 - b. Wear
 - c. Brakes
 - 3. Wheels
 - 4. Lights
 - 5. Trunk Equipment
 - a. Spare Tire
 - b. Fire Extinguisher
 - c. Jack / Lug wrench
 - d. Flares
 - e. First Aid Kit
 - f. Blanket
 - 6. Body Damage
 - 7. Interior
 - a. Seatbelts
 - b. Trash / Debris
 - c. Clean windows
 - d. Adjust seat and mirrors
 - e. check gauges
 - f. Secure gear
 - 8. Listen for unusual sounds

III. 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

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- a. Lateral: side to side
- b. Longitudinal: front to rear/rear to front
- 4. Lateral Weight Transfer created when vehicle turned left/right
- 5. Longitudinal Weight Transfer created when:
 - a. Braking – rear to front
 - b. Accelerating – front to rear
 - c. Decelerating – rear to front
- 6. Can't be eliminated in a moving vehicle
- 7. Minimized by good driving techniques and smooth throttle and brake operation

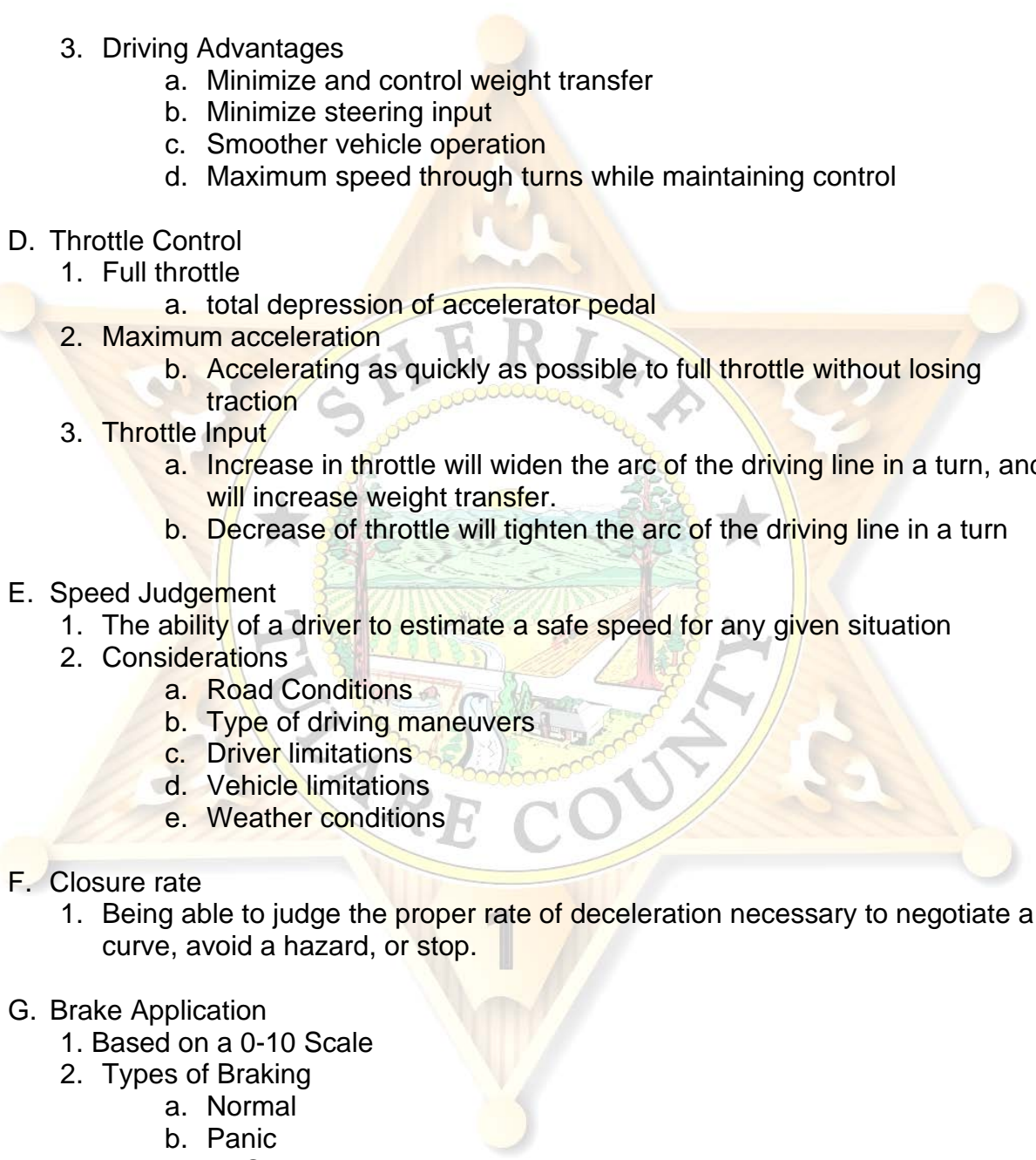
B. Steering Control

- 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 floor board

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 points in a turn

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- The seal of the Tulare County Sheriff's Department is a large, faint watermark in the background. It features a five-pointed star with a central circular emblem. The emblem depicts a landscape with a tree, a field, and a building, surrounded by the words "SHERIFFS" and "TULARE COUNTY".
- a. Entry (Point #1)
 - b. Apex (Point#2)
 - c. Exit (Point #3)
3. Driving Advantages
- a. Minimize and control weight transfer
 - b. Minimize steering input
 - c. Smoother vehicle operation
 - d. Maximum speed through turns while maintaining control
- D. Throttle Control
1. Full throttle
 - a. total depression of accelerator pedal
 2. Maximum acceleration
 - b. Accelerating as quickly as possible to full throttle without losing traction
 3. Throttle Input
 - a. Increase in throttle will widen the arc of the driving line in a turn, and will increase weight transfer.
 - b. Decrease of throttle will tighten the arc of the driving line in a turn
- E. Speed Judgement
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
- F. Closure rate
1. Being able to judge the proper rate of deceleration necessary to negotiate a curve, avoid a hazard, or stop.
- G. Brake Application
1. Based on a 0-10 Scale
 2. Types of Braking
 - a. Normal
 - b. Panic
 - c. ABS
 - d. Threshold
 - Benefits of Threshold Braking

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- a. More cooling time
- b. Allows speed for longer distance before brake application
- c. Steering always available

H. Vehicle Dynamics

- 1. Rear wheel cheat
- 2. Front-end swing
- 3. Over-Steer
- 4. Under-Steer

IV. Legal and Moral Aspects

A. California Vehicle 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. 1022350 CVC

B. Case Law

- 1. Brummett vs. County of Sacramento
- 2. Stark vs City of Los Angeles

C. Agency Policy

- 1. Code 3 Policy
 - a. Justification for Code 3
 - b. Notification and Authorization
 - c. Definition and Considerations
 - d. Emergency Vehicle Operations during pursuit

D. Moral Aspects

- 1. Initiating or Terminating a Pursuit
 - a. Factors to consider
 - Initiating the pursuit
 - Terminating the pursuit
 - b. Suspects known?

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- c. Misdemeanor or felony?
- d. Risk
 - To the public
 - To First Responders
 - To the suspect.
- e. Highly populated areas vs rural areas.
- f. Availability of Supporting units,
- g. Radio communications.

V. Defensive Driving

A. Defensive Drivers

- a. Avoid Collisions regardless of right -of-way
- b. React properly to hazards
- c. Maintain a professional attitude

B. Dangerous Driver Attitudes

- a. Overconfidence
- b. Self-Righteousness
- c. Impatience
- d. Preoccupation

C. Collision Avoidance

1. Space cushion

- a. Three second rule
- b. Perception / reaction time
- c. When stopped, see rear wheels

2. Lane changes

- a. Awareness of Blind spots
- b. Use turn signal

3. 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
- e. High visual horizon
- f. Steering to the rear

4. Backing

- a. Large percentage of collisions involve Law Enforcement vehicles
- b. Proper backing techniques

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- 5. Occupant Safety Devices
 - a. Safety belts
 - b. Supplement restraint System (Air Bags)

VI. MANEUVERING COURSE EXERCISES OVERVIEW

- A. Offset Lane Exercise
- B. Parallel Parking Exercise
- C. Turn-Around Maneuver Course
- D. Steering Course Exercise
- E. T-Driveway

Any student scoring below standard on any exercise as established by the presenter, will be remediated, until standard is achieved.

VII. VEHICLE OPERATION FACTORS

- A. Operational tactics and considerations
 - 1. Distracted driving
 - a. Use of cell phone while driving
 - 2. Radio
 - a. Broadcast while driving a straight line
 - b. Stay calm and speak clearly
 - 3. Use of MDT/Computer
 - a. Stop in a safe place before using any equipment that requires you to take your eyes of 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. Assisting with pursuit, park off to side and get out of way
 - 3. No guarantee of safety
- C. Blocking roadway

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1. Position vehicle appropriately
2. Lighting
3. Trunk
4. Stand away from rear of vehicle
5. Face traffic when walking

VIII. VEHICLE DRIVING EXERCISES

- A. Collision Avoidance Exercises
- B. Intersection Clearing Exercises
- C. Defensive Driving
- D. Intervention Techniques/Risk Assessment

Any student scoring below standard on any exercise as established by the presenter, will be remediated, until standard is achieved.

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

