

Vehicle Pursuits

314.1 PURPOSE AND SCOPE

Vehicle pursuits expose innocent citizens, law enforcement officers, and fleeing violators to the risk of serious injury or death. The primary purpose of this policy is to provide deputies with guidance in balancing the safety of the public and themselves against law enforcement's duty to apprehend violators of the law. Another purpose of this policy is to reduce the potential for pursuit-related collisions. Vehicular pursuits require deputies to exhibit a high degree of common sense and sound judgment. Deputies must not forget that the immediate apprehension of a suspect is generally not more important than the safety of the public and pursuing deputies.

Deciding whether to pursue a motor vehicle is a critical decision that must be made quickly and under difficult and unpredictable circumstances. In recognizing the potential risk to public safety created by vehicular pursuits, no deputy or supervisor shall be criticized or sanctioned for deciding not to engage in a vehicular pursuit because of the risk involved. This includes circumstances where Department policy would permit the initiation or continuation of the pursuit. It is recognized that vehicular pursuits are not always predictable and decisions made pursuant to this policy shall be evaluated according to the totality of the circumstances reasonably available at the time of the pursuit.

Deputies must remember that the most important factors to the successful conclusion of a pursuit are proper self-discipline and sound professional judgment. Deputy's conduct during the course of a pursuit must be objectively reasonable; that is, what a reasonable deputy would do under the circumstances. An unreasonable individual's desire to apprehend a fleeing suspect at all costs has no place in professional law enforcement.

314.1.1 VEHICLE PURSUIT DEFINED

A vehicle pursuit is an event involving one or more law enforcement officers attempting to apprehend a suspect, who is attempting to avoid arrest while operating a motor vehicle by using high-speed driving or other evasive tactics, such as driving off a highway, turning suddenly, or driving in a legal manner but willfully failing to yield to a deputy's signal to stop.

314.2 DEPUTY RESPONSIBILITIES

It shall be the policy of this Department that a vehicle pursuit shall be conducted only with red light and siren as required by Vehicle Code § 21055 for exemption from compliance with the rules of the road. The following policy is established to provide deputies with guidelines for driving with due regard and caution for the safety of all persons using the highway as required by Vehicle Code § 21056.

314.2.1 WHEN TO INITIATE A PURSUIT

Deputies are authorized to initiate a pursuit when it is reasonable to believe that a suspect is attempting to evade arrest or detention by fleeing in a vehicle.

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The following factors individually and collectively shall be considered in deciding whether to initiate a pursuit:

1. Seriousness of the known or reasonably suspected crime and its relationship to community safety.
2. The importance of protecting the public, balancing the known or reasonably suspected offense, and the apparent need for immediate capture against the risks to deputies, innocent motorists, and others.
3. Apparent nature of the fleeing suspects (e.g., whether the suspects represent a serious threat to public safety).
4. The identity of the suspects has been verified and there is comparatively minimal risk in allowing the suspects to be apprehended at a later time.
5. Safety of the public in the area of the pursuit, including the type of area, time of day, the amount of vehicular and pedestrian traffic, and the speed of the pursuit relative to these factors.
6. Pursuing deputies familiarity with the area of the pursuit, the quality of radio communications between the pursuing units and the dispatcher/supervisor, and the driving capabilities of the pursuing deputies under the conditions of the pursuit.
7. Weather, traffic, and road conditions that substantially increase the danger of the pursuit beyond the worth of apprehending the suspect.
8. Performance capabilities of the vehicles used in the pursuit in relation to the speeds and other conditions of the pursuit.
9. Vehicle speeds.
10. Other persons in or on the pursued vehicle (e.g., passengers, co-offenders, and hostages).
11. Availability of other resources such as helicopter assistance.
12. The deputy's unit is carrying passengers other than sheriff's deputies. Pursuits should not be undertaken with a prisoner in the police vehicle.

314.2.2 WHEN TO TERMINATE A PURSUIT

Pursuits should be discontinued whenever the totality of objective circumstances known or which reasonably ought to be known to the deputy or supervisor during the pursuit indicates that the present risks of continuing the pursuit reasonably appear to outweigh the risks resulting from the suspect's escape.

The factors listed in § 314.2.1 of this policy are expressly included herein and shall apply equally to the decision to discontinue as well as the decision to initiate a pursuit. Deputies and supervisors must objectively and continuously weigh the seriousness of the offense against the potential danger to innocent motorists and themselves when electing to continue a pursuit. In the context of this policy, the term "terminate" shall be construed to mean discontinue or to stop chasing the fleeing vehicle.

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In addition to the factors listed in § 314.2.1 of this policy, the following factors should also be considered in deciding whether to terminate a pursuit:

1. Distance between the pursuing deputies and the fleeing vehicle is so great that further pursuit would be futile or require the pursuit to continue for an unreasonable time and/or distance.
2. Pursued vehicle's location is no longer definitely known.
3. Deputy's pursuit vehicle sustains any type of damage that renders it unsafe to drive.
4. Extended pursuits of violators for misdemeanors not involving violence or risk of serious harm (independent of the pursuit) are discouraged.
5. There are hazards to uninvolved bystanders or motorists.
6. If the identity of the offender is known and it does not reasonably appear that the need for immediate capture outweighs the risks associated with continuing the pursuit, deputies should strongly consider discontinuing the pursuit and apprehending the offender at a later time.
7. Pursuit is terminated by a Field Supervisor or Department Commander.

314.2.3 SPEED LIMITS

The speed of a pursuit is a factor that should be evaluated on a continuing basis by the deputy and supervisor. Evaluation of vehicle speeds shall take into consideration public safety, officer safety, and the safety of the occupants of the fleeing vehicle.

Should high vehicle speeds be reached during a pursuit, deputies and supervisors shall also consider these factors when determining the reasonableness of the speed of the pursuit:

1. Pursuit speeds have become unreasonably unsafe for the surrounding conditions.
2. Pursuit speeds have exceeded the driving ability of the deputy.
3. Pursuit speeds are beyond the capabilities of the pursuit vehicle thus making its operation unsafe.

314.3 PURSUIT UNITS

Pursuit units should be limited to three vehicles. However, the number of units involved shall vary with the circumstances. A deputy or supervisor may request additional units to join a pursuit if, after assessing the factors outlined above, it appears that the number of deputies involved would be insufficient to safely arrest the suspects.

All other deputies should stay out of the pursuit, but should remain alert to its progress and location. Any deputy who drops out of a pursuit may then, if necessary, proceed to the termination point at legal speeds, following the appropriate rules of the road.

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314.3.1 MOTORCYCLE OFFICERS

Motorcycle Officers are generally prohibited from initiating or joining in any pursuit. If a Motorcycle Officer does initiate a pursuit or becomes a secondary unit, a distinctively marked patrol vehicle equipped with emergency overhead lighting shall replace a sheriff's motorcycle as primary and/or secondary pursuit unit as soon as practical.

314.3.2 VEHICLES WITH EMERGENCY EQUIPMENT AND NO DISTINCTIVE PATROL MARKINGS

Vehicles equipped with a red light and siren, but do not have the overhead lights and Sheriff markings on the side doors or trunk of the vehicle (i.e. SET unit, DET unit, Investigator unit) are permitted to initiate a pursuit and/or take the role as the secondary unit.

Once a distinctively marked patrol vehicle equipped with emergency overhead lights joins the pursuit, unless practical circumstances indicate otherwise, unmarked units should relinquish their role as primary or secondary units respectively to those marked patrol vehicles.

314.3.3 VEHICLES WITHOUT EMERGENCY EQUIPMENT

Vehicles not equipped with red light and siren are generally prohibited from initiating or joining in any pursuit. Deputies in such vehicles may become involved in emergency activities involving life threatening situations. Those deputies should terminate their involvement in any pursuit immediately upon arrival of a sufficient number of emergency police vehicles or any police helicopter. The exemptions provided by Vehicle Code 21055 do not apply to deputies using vehicles without emergency equipment.

314.3.4 PRIMARY UNIT RESPONSIBILITIES

The initial pursuing unit shall be designated as the primary pursuit unit and shall be responsible for the conduct of the pursuit unless it is unable to remain reasonably close enough to the violator's vehicle. The primary responsibility of the deputy initiating the pursuit is the apprehension of the suspects without unreasonable danger to him/herself or other persons.

Notify Emergency Communications Bureau that a vehicle pursuit has been initiated and as soon as practicable. Provide information including but not limited to:

1. Reason for the pursuit.
2. Location and direction of travel.
3. Speed of the fleeing vehicle.
4. Description of the fleeing vehicle and license number, if known.
5. Number of known occupants.
6. The identity or description of the known occupants.
7. Information concerning the use of firearms, threat of force, injuries, hostages, or other unusual hazards.

Unless relieved by a supervisor or secondary unit, the deputy in the primary unit shall be responsible for the broadcasting of the progress of the pursuit. Unless practical circumstances

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indicate otherwise, and in order to concentrate on pursuit driving, the primary deputy should relinquish the responsibility of broadcasting the progress of the pursuit to a secondary unit or aircraft joining the pursuit.

314.3.5 SECONDARY UNITS RESPONSIBILITIES

The second deputy in the pursuit is responsible for the following:

1. The deputy in the secondary unit should immediately notify the dispatcher of entry into the pursuit.
2. Remain a safe distance behind the primary unit unless directed to assume the role of primary deputy, or if the primary unit is unable to continue the pursuit.
3. The secondary deputy should be responsible for broadcasting the progress of the pursuit unless the situation indicates otherwise.

314.3.6 PURSUIT DRIVING TACTICS

The decision to use specific driving tactics requires the same assessment of considerations outlined in the factors to be considered concerning pursuit initiation and termination. The following are tactics for units involved in the pursuit:

1. Deputies, considering their driving skills and vehicle performance capabilities, shall space themselves from other involved vehicles such that they are able to see and avoid hazards or react safely to maneuvers by the fleeing vehicle.
2. Because intersections can present increased risks, the following tactics should be considered:
 - (a) Available units not directly involved in the pursuit may proceed safely to controlled intersections ahead of the anticipated pursuit in an effort to warn cross traffic.
 - (b) Pursuing units should exercise due caution when proceeding through controlled intersections. Deputy(s) shall scan intersections for danger areas as they approach and utilize the roadway position, which allows the best visibility. It is important to look in all directions (left, front, right, left) while clearing the intersection lane by lane and to slow down or stop for safety.
 - (c) Any unit, to include those with or without distinctive patrol markings and motors, equipped with an electronic device that controls or manipulates traffic signals (such as systems like Opticom), should not join nor remain in a pursuit for the primary reason of having utilizing the device.
3. As a general rule, deputies should not pursue a vehicle driving left of center (wrong way) on a freeway. In the event that the pursued vehicle does so, the following tactics should be considered:
 - (a) Requesting assistance from an air unit.
 - (b) Maintaining visual contact with the pursued vehicle by paralleling it on the correct side of the roadway.
 - (c) Requesting other units to observe exits available to the suspects.

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4. Notifying the California Highway Patrol (CHP) and/or other jurisdictional agency if it appears that the pursuit may enter their jurisdiction.
5. Deputies involved in a pursuit should not attempt to pass other units unless the situation indicates otherwise or they are requested to do so by the primary unit or supervisor.

314.3.7 TACTICS/PROCEDURES FOR UNITS NOT INVOLVED IN THE PURSUIT

1. Deputies should remain in their assigned area and should not become involved with the pursuit unless directed otherwise by a supervisor.
2. Units are not authorized to parallel the pursuit route. Deputies are authorized to use emergency equipment at intersections along the pursuit path to clear intersections of vehicular and pedestrian traffic to protect the public.

- [REDACTED]
- [REDACTED]
- [REDACTED]
1. Deputies shall not give their [REDACTED] on the radio.
 2. Deputies shall maintain area integrity, which is the strict adherence to assigned patrol areas, by establishing a [REDACTED] only within their assigned patrol area.
 3. Deputies shall obey all traffic laws while proceeding to a [REDACTED]

Non-pursuing personnel needed at the termination of the pursuit should respond in a non-emergency manner, observing the rules of the road.

The primary and secondary units should be the only units operating under emergency conditions (red light and siren) unless other units are assigned to the pursuit.

314.3.8 PURSUIT TRAILING

In the event the initiating unit from this agency either relinquishes control of the pursuit to another unit or jurisdiction, that initiating unit may, with permission of a supervisor, trail the pursuit to the termination point in order to provide necessary information and assistance for the arrest of the suspects.

The term trail means to follow the path of the pursuit at a safe speed while obeying all traffic laws and without activating emergency equipment. If the pursuit is at a slow rate of speed, the trailing unit shall maintain sufficient distance from the pursuit units so as to clearly indicate an absence of participation in the pursuit.

314.3.9 AIRCRAFT ASSISTANCE

When available, aircraft assistance should be requested. Once the air unit has established visual contact with the pursued vehicle, it should assume control over the pursuit. The primary and secondary ground units should consider the participation of aircraft assistance when determining whether to continue the pursuit.

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The air unit should coordinate the activities of resources on the ground, report progress of the pursuit, and provide deputies and supervisors with details of upcoming traffic congestion, road hazards, or other pertinent information to evaluate whether or not to continue the pursuit. If ground units are not within visual contact and the air unit determines that it is unsafe to continue the pursuit, the air unit has the authority to terminate the pursuit.

314.4 SUPERVISORY CONTROL AND RESPONSIBILITY

It is the policy of this Department that available supervisory and management control shall be exercised over all vehicle pursuits involving deputies from this Department.

The field supervisor of the deputy initiating the pursuit, or if unavailable, the nearest field supervisor shall be responsible for the following:

1. Upon becoming aware of a pursuit, immediately ascertaining all reasonably available information to continuously assess the situation and risk factors associated with the pursuit in order to ensure that the pursuit is conducted within established Department guidelines.
2. Exercising management and control of the pursuit.
3. Refraining from being an active participant in the pursuit unless the Field Supervisor determines his/her participation is necessary under the circumstances. If the Field Supervisor is an active participant in the pursuit, the Field Supervisor shall discontinue as the primary or secondary unit as soon as practical.
4. Ensuring that no more than the number of required police units needed are involved in the pursuit under the guidelines set forth in this policy.
5. Directing that the pursuit be terminated if, in his/her judgment, it is unjustified to continue the pursuit under the guidelines of this policy.
6. Ensuring that aircraft are requested if available.
7. Ensuring that the proper radio channel is being used.
8. Ensuring the notification and/or coordination of outside agencies if the pursuit either leaves or is likely to leave the jurisdiction of this agency.
9. Controlling and managing Sheriff's Department units when a pursuit enters another jurisdiction.
10. Preparing post-pursuit critique and analysis of the pursuit for training purposes.

314.4.1 DEPARTMENT COMMANDER (ECB) RESPONSIBILITY

Upon becoming aware that a pursuit has been initiated, the Department Commander shall monitor and continually assess the situation to ensure the pursuit is conducted within the guidelines and requirements of this policy. The Department Commander has the final responsibility for the coordination, control, and termination of a vehicle pursuit and shall be in overall command.

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The Department Commander shall review all pertinent reports for content and forward to the appropriate Commander.

314.5 COMMUNICATIONS

If the pursuit is confined within the County limits, radio communications shall be conducted on the primary channel unless instructed otherwise by a supervisor or communications dispatcher. If the pursuit leaves the jurisdiction of this Department or such is imminent, involved units should, whenever available, switch radio communications to an emergency channel most accessible by participating agencies and units.

314.5.1 COMMUNICATION CENTER (ECB) RESPONSIBILITIES

Upon notification that a pursuit has been initiated, Emergency Communications Bureau shall:

1. Coordinate pursuit communications of the involved units and personnel.
2. Notify and coordinate with other involved or affected agencies as practicable.
3. Ensure that a field supervisor is notified of the pursuit.
4. Assign an incident number and log all pursuit activities.
5. Broadcast pursuit updates as well as other pertinent information as necessary.
6. Notify the Department Commander as soon as practicable.

314.5.2 LOSS OF PURSUED VEHICLE

When the pursued vehicle is lost, the primary unit should broadcast pertinent information to assist other units in locating suspects. The primary unit shall be responsible for coordinating any further search for either the pursued vehicle or suspects fleeing on foot.

314.6 INTER-JURISDICTIONAL CONSIDERATIONS

When a pursuit enters another agency's jurisdiction, the primary deputy or supervisor, taking into consideration distance traveled, unfamiliarity with the area, and other pertinent facts, should determine whether to request the other agency to assume the pursuit. Unless entry into another jurisdiction is expected to be brief, it is generally recommended that the primary deputy, supervisor, or Department Commander ensure that notification is provided to each outside jurisdiction into which the pursuit is reasonably expected to enter, regardless of whether such jurisdiction is expected to assist.

314.6.1 ASSUMPTION OF PURSUIT BY ANOTHER AGENCY

Units originally involved shall discontinue the pursuit when advised that another agency has assumed the pursuit and assistance of the Orange County Sheriff-Coroner Department is no longer needed. Upon discontinuing the pursuit, the primary unit may proceed upon request, with or at the direction of a supervisor, to the termination point to assist in the investigation.

The role and responsibilities of deputies at the termination of a pursuit initiated by this Department shall be coordinated with appropriate consideration of the units from the agency assuming the pursuit.

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Notification of a pursuit in progress should not be construed as a request to join the pursuit. Requests to or from another agency to assume a pursuit should be specific. Because of communication limitations between local agencies and CHP units, a request for CHP assistance shall mean that they will assume responsibilities for the pursuit. For the same reasons, when a pursuit leaves the freeway and a request for assistance is made to this Department, the CHP should relinquish control.

314.6.2 PURSUITS EXTENDING INTO THIS JURISDICTION

The agency that initiates a pursuit shall be responsible for conducting the pursuit. Units from this Department should not join a pursuit unless specifically requested to do so by the agency whose officers are in pursuit. The exception to this is when a single unit from the initiating agency is in pursuit. Under this circumstance, a unit from this Department may join the pursuit until sufficient units from the initiating agency join the pursuit.

When a request is made for this Department to assist or take over a pursuit from another agency that has entered this jurisdiction, the supervisor should consider these additional following factors:

1. Ability to maintain the pursuit
2. Circumstances serious enough to continue the pursuit
3. Adequate staffing to continue the pursuit
4. The public's safety within this jurisdiction
5. Safety of the pursuing deputies

As soon as practicable, a supervisor or the Department Commander should review a request for assistance from another agency. The Department Commander or supervisor, after consideration of the above factors, may decline to assist in, or assume the other agency's pursuit.

Assistance to a pursuing allied agency by deputies of this Department shall terminate at the County limits provided that the pursuing officers have sufficient assistance from other sources. Ongoing participation from this Department may continue only until sufficient assistance is present.

In the event that a pursuit from another agency terminates within this jurisdiction, deputies shall provide appropriate assistance to officers from the allied agency including, but not limited to, scene control, coordination and completion of supplemental reports, and any other assistance requested or needed.

314.7 PURSUIT INTERVENTION

Pursuit intervention is an attempt to terminate the ability of a suspect to continue to flee in a motor vehicle through tactical application of technology, blocking, boxing, PIT (Pursuit Intervention Technique), or other procedures.

314.7.1 WHEN USE IS AUTHORIZED

Use of pursuit intervention tactics shall be employed only after approval of a supervisor or Department Commander. In deciding whether to use intervention tactics, deputies/supervisors

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should balance the risks of allowing the pursuit to continue with the potential hazards arising from the use of each tactic to the public, the deputies and persons in or on the pursued vehicle. With these risks in mind, the decision to use any intervention tactic should be reasonable in light of the circumstances confronting the deputy at the time of the decision.

It is imperative that deputies act within the bounds of legality, good judgment, and accepted practices.

314.7.2 DEFINITIONS

Blocking or vehicle intercept: A slow-speed coordinated maneuver where two or more patrol vehicles simultaneously intercept and block the movement of a suspect vehicle, the driver of which may be unaware of the impending enforcement stop, with the goal of containment and preventing a pursuit. Blocking is not a moving or stationary road block.

Boxing-in: A tactic designed to stop a violator's vehicle by surrounding it with law enforcement vehicles and then slowing all vehicles to a stop.

Pursuit Intervention Technique (PIT): A low-speed maneuver designed to cause the suspect vehicle to spin out and terminate the pursuit.

Ramming: The deliberate act of impacting a violator's vehicle with another vehicle to functionally damage or otherwise force the violator's vehicle to stop.

Roadblocks: A tactic designed to stop a violator's vehicle by intentionally placing an emergency vehicle or other immovable object in the path of the violator's vehicle.

314.7.3 USE OF FIREARMS

A deputy shall only discharge a weapon at a motor vehicle or its occupants under the following conditions:

1. The vehicle or suspect poses an imminent threat of death or serious bodily injury to the deputy or another person, AND
2. The deputy has no reasonable course of action to prevent the death or serious bodily injury.

For further information regarding shooting at moving vehicles, see Policy 300.4.1.

314.7.4 INTERVENTION STANDARDS

Any pursuit intervention tactic, depending upon the conditions and circumstances under which it is used, may present dangers to the deputies, the public, or anyone in or on the vehicle being pursued. Certain applications of intervention tactics may be construed to be a use of deadly force and subject to the requirements for such use. Deputies shall consider these facts and requirements prior to deciding how, when, where, and if an intervention tactic should be employed.

Pursuit intervention tactics such as: Blocking, Boxing-in, Ramming, and Roadblocks are generally not effective. These tactics shall not be deployed without Supervisor or Department Commander authorization, and then only in accordance with this policy.

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1. Blocking or vehicle intercept shall only be considered in cases involving felony suspects or impaired drivers who pose a threat to public safety when deputies reasonably believe that attempting a conventional enforcement stop will likely result in the driver attempting to flee in the vehicle. Because of the potential risks involved, this technique should only be employed by deputies who have received training in such tactics after giving consideration to the following:
 - (a) The need to immediately stop the suspect vehicle or prevent it from leaving substantially outweighs the risks of injury or death to occupants of the suspect vehicle, deputies, or other members of the public.
 - (b) All other reasonable intervention techniques have failed or reasonably appear ineffective.
 - (c) Employing the blocking maneuver does not unreasonably increase the risk to officer safety.
 - (d) The target vehicle is stopped or traveling at a low speed.
 - (e) At no time should civilian vehicles be used to deploy this technique.
2. Ramming a fleeing vehicle shall be done only after other reasonable tactical means at the deputy's disposal have been exhausted. This tactic should be reserved for situations where there does not appear to be another reasonable alternative method. This policy is an administrative guide to direct deputies in their decision-making process before ramming another vehicle. When ramming is used as a means to stop a fleeing vehicle, one or more of the following factors should be present:
 - (a) The suspect is an actual or suspected felon who reasonably appears to represent a serious threat to the public if not apprehended.
 - (b) The suspect is driving with willful or wanton disregard for the safety of other persons or is driving in a reckless and life-endangering manner.
 - (c) If there does not reasonably appear to be a present or immediately foreseeable serious threat to the public, the use of ramming is not authorized.
3. As with all intervention techniques, pursuing deputies shall obtain supervisor approval before attempting to box a suspect vehicle during a pursuit. The use of such a technique must be carefully coordinated with all involved units, taking into consideration the circumstances and conditions presented at the time as well as the potential risk of injury to deputies, the public, and occupants of the pursued vehicle.
4. Because roadblocks involve a potential for serious injury or death to occupants of the pursued vehicle if the suspect does not stop, the intentional placement of roadblocks in the direct path of a pursued vehicle is generally discouraged and shall not be deployed without prior approval of a supervisor and only then under extraordinary conditions when all other reasonable intervention techniques have failed or reasonably appear ineffective and the need to immediately stop the pursued vehicle substantially outweighs the risks of injury or death to occupants of the pursued vehicle, deputies, or other members of the public.
5. Pursuit Intervention Technique (PIT)

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- (a) Only deputies trained and certified in the use of the PIT maneuver are authorized to use the technique. Training and certification are conducted and issued only by the Emergency Vehicle Operations Center (EVOG) under the auspices of San Bernardino County Sheriff's Department. This is the only training and certification that will be recognized by the Patrol Operations Command at this time. Properly trained deputies shall assure that his or her PIT maneuver certificate is placed in their respective personnel file, and shall forward a copy of the certificate to Advanced Officer Training (AOT) at the Sandra Hutchens Regional Law Enforcement Training Center.
 - (b) The PIT maneuver is authorized when the deputy believes the continued pursuit would place the public in imminent danger or harm, and the danger of continuing the pursuit and the danger to the public outweigh the risk of using the PIT maneuver.
 - (c) The PIT maneuver is authorized only after other reasonable means of apprehension have been considered and exhausted or eliminated.
 - (d) A deputy must request permission from the Department Commander or Field Supervisor before executing a PIT maneuver.
 - (e) A deputy should consider and evaluate the following factors prior to using the PIT maneuver:
 1. Weather conditions.
 2. The volume of vehicular and pedestrian traffic.
 3. The location where the PIT maneuver is to be attempted.
 4. Road conditions, such as line of sight, hills, curves, road surfaces, obstructions, and parked vehicles.
 5. The time of day and lighting conditions.
6. Unauthorized Use of the PIT Maneuver:
- (a) The PIT maneuver is not authorized at speeds in excess of 35 mph.
 - (b) The PIT maneuver is not authorized when the pursued vehicle is a pickup truck or similar type of vehicle with subjects occupying the open bed portion of the vehicle.
 - (c) The PIT maneuver is not authorized on motorcycles.
 - (d) The deputy is not trained and certified in the use of the PIT maneuver by the designated EVOG training center.
7. The PIT Maneuver is a reportable use of force that requires documentation per Policy 300.6 of the Use of Force policy.

314.7.5 CAPTURE OF SUSPECTS

Proper self-discipline and sound professional judgment are the keys to a successful conclusion of a pursuit and apprehension of evading suspects. Deputies shall use only that amount of force,

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which reasonably appears necessary under the circumstances, to properly perform their lawful duties. The use of force policy shall apply under these circumstances.

Unless relieved by a supervisor, the primary deputy should coordinate efforts to apprehend the suspects following the pursuit. Deputies should consider safety of the public and the involved deputies when formulating plans to contain and capture the suspects.

314.8 REPORTING REQUIREMENTS

The following reports should be completed upon conclusion of all pursuits:

1. The primary deputy should complete appropriate crime/arrest reports.
2. The Department Commander shall ensure that an Allied Agency Vehicle Pursuit Report (form CHP 187A) is filed with the CHP not later than 30 days following the pursuit Vehicle Code § 14602.1.
3. The Field Supervisor shall complete a Pursuit Report form (CHP 187A) as mandated by Vehicle Code §14602.1. The CHP 187A shall be submitted with the pursuit evaluation (copies to Training Division Commander) to the Department Commander.
4. The field supervisor shall complete a Pursuit Evaluation report, which shall contain the following information:
 - (a) Date and time of pursuit
 - (b) Starting and termination points
 - (c) Length of pursuit
 - (d) Radio frequency
 - (e) Initial reason for pursuit
 - (f) Suspect information and suspect vehicle
 - (g) Passenger information
 - (h) Primary deputy
 - (i) Involved deputies
 - (j) How terminated
 - (k) Disposition (arrest, citation), including arrestee information if applicable
 - (l) Injuries and/or property damage
 - (m) Medical treatment
 - (n) Name of supervisor at scene
 - (o) A preliminary determination whether the pursuit appears to be in compliance with this policy and whether additional review or follow-up is warranted
5. If the Field Supervisor was a participant in the pursuit, the Department Commander shall identify a non-involved Field Supervisor to respond to complete and submit the aforementioned reports.

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6. All reviews and analyses of pursuits shall be reviewed for subject matter of benefit in training personnel for future operations. Post-pursuit analysis shall be conducted by the following:
 - (a) Immediate Supervisor
 - (b) Department Commander (ECB)
 - (c) Commander
 - (d) Administration
 - (e) Traffic Review Board (if pursuit resulted in a collision)
 - (f) Training Command Note: Feedback/follow-up shall be provided pursuant to the Administrative Review.

314.8.1 REGULAR AND PERIODIC PURSUIT TRAINING

In addition to initial and supplementary Police Officer Standard Training (POST) training on pursuits required by Penal Code § 13519.8, all sworn Members of this Department shall participate no less than annually in regular and periodic Department training addressing this policy and the importance of vehicle safety and protecting the public at all times, including a recognition of the need to balance the known offense and the need for immediate capture against the risks to deputies and others (Vehicle Code § 17004.7(d)).

314.8.2 POLICY REVIEW

Each sworn Member of this Department shall certify in writing that they have received, read, and understand this policy initially and upon any amendments.

314.9 APPLICATION OF VEHICLE PURSUIT POLICY

This policy is expressly written and adopted pursuant to the provisions of Vehicle Code § 17004.7, with additional input from the POST Vehicle Pursuit Guidelines.