



V-VICTA®

VirTra - Virtual Interactive Coursework Training Academy®

***HIGH-RISK VEHICLE STOP:
COMMUNICATION TO CUSTODY***

Training Manual

VirTra

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TRAINING COURSE CERTIFICATION

This "High-Risk Vehicle Stop: Communication to Custody" training course, developed by VirTra, has been certified by the IADLEST National Certification Program™ on 3/25/2023.

Certification Number: 23591-2303



HIGH-RISK VEHICLE STOP

TOPIC

High-Risk Vehicle Stop: Communication to Custody

ESTIMATED TIME

6.5 Hours (up to 8 students and full class presentation).

- Pre-Test (5 minutes)
- Module 1A (45 minutes) - PowerPoint Presentation
- Break (10 min)
- Module 1B (60 min) - Conducted inside Simulator
- Break (10 min)
- Module 2 (45 min) - PowerPoint Presentation
- Break (10 min)
- Module 2A (60) min - Conducted inside Simulator
- Break (10 min)
- Module 3 (45 minutes) - PowerPoint Presentation
- Break (10 min)
- Module 3A (30 min) - Conducted Inside Simulator
- Scenario Test and Written test (30-45 minutes)

PERFORMANCE OBJECTIVE

At the end of 6.5 hours of instruction, using lecture presentations and video scenario simulations with an on-screen contact officer, the student will take the role of a Primary Officer and Secondary Officer, and successfully:

- A. Use proper verbal commands to remove the driver from the vehicle and direct them to a handcuffing position.
- B. Use proper verbal commands to remove a passenger from the vehicle and direct them to a handcuffing position.
- C. Make appropriate force decisions while in a High-Risk Vehicle Stop context.

CLASS SIZE

Designed for pairs of officers with a maximum class size of 8 (4 pairs). If class size is smaller than 8 (4 pairs) scenarios can be cycled through faster.

The following training plan and lesson plan is designed to be used with the VirTra simulator. Whereas many of the techniques have been used over many years in LE, this training plan maximizes training time and leverages the strengths of the VirTra Training System.

The instructor shall first ensure that students are familiar with the presented material. The outline provides the overview of basic **High-Risk Vehicle Stop** and is provided to supplement and provide context to the use of the simulation scenarios.

Stable chairs can be used to simulate being inside a patrol vehicle (see attached for layout). The physical representation of the back of a patrol car can also be constructed and placed in the simulator.

HIGH-RISK VEHICLE STOP

The simulation scenarios are used as a tool to facilitate the understanding of the concepts. The first scenarios will be provided in a slower tempo with the use of the PLAY/PAUSE feature to elaborate on the training points. Once the first simulation is provided in this format the remaining scenarios will be provided to each pair of officers. The Socratic methodology should be used for event debriefing.

“What did you know?”

“What did you see or hear?”

“What did you do and the reason behind it?”

“What would you do differently in the future?”

All officers will be allowed to watch the other pairs participate in the exercise. This is done to maximize the benefit of modeling for adult learners.

Questions may be asked at the end of each section as well as at the end of class.

SAMPLE STUDENT GROUP SET UP

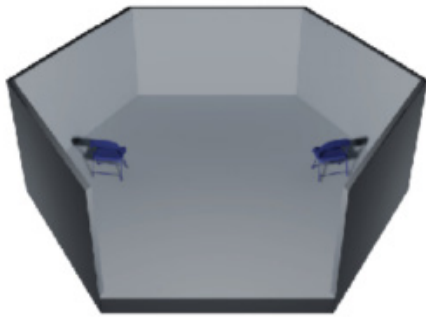
- A. Officer Yackley and Officer Emerson
- B. Officer Danninger and Officer Ashley
- C. Officer Bacon and Officer Adams
- D. Officer Stephens and Officer Marks

- **First Scenario** - Executed in “PLAY/PAUSE” methodology for all students- key concepts are applied and discussed
- **Second Scenario** - Group A participates while Groups B, C, and D watch
- **Third Scenario** - Group B participates while Groups A, C, and D watch
- **Fourth Scenario** - Group C participates while Groups A, B and D watch
- **Fifth Scenario** - Group D participates while Groups A, B, and C watch
- **Repeat order as needed**
- **Final Scenario** - (Practical skills test) Class is sequestered with students brought one at a time (not pairs) to evaluate performance

SCENARIO BANK TO BE USED

1. “High-Risk - Compliant Driver” (Walk Back and Prone)
2. “High-Risk - Driver with Gun” (Prone and Walk Back)
3. “High-Risk - Clown Car (Argue and Comply Options)
4. “Advanced High-Risk - Run & Gun”
5. “Advanced High-Risk - Run Double Back”
6. “Advanced High Risk - Trunk Shooter”
7. “Advanced High-Risk - Vehicle War”

TACTICS, TRAINING AND PROCEDURES (TTP)



VirTra's High-Risk Vehicle Stop scenarios incorporate law enforcement vehicles so trainees can experience full immersion into the simulation. By utilizing chairs placed next to the screens where the patrol cars are located (shown at left) trainees are able to feel as if they are still in their patrol vehicles as they begin the HRVS scenarios. The chair placement does not affect the simulation on the screens for those using front projectors.

“HIGH-RISK - COMPLIANT DRIVER” (WALK BACK AND PRONE)

This is a baseline near picture perfect example allowing the students to build basic proficiency before adding variability to the training environment.

- A. Interstate Highway - Intersection with Dead End
- B. One occupant - Driver
- C. Complies with proper “textbook” commands
- D. Instructor options
 - 1. Driver hands out
 - 2. Driver remove keys
 - 3. Driver open door
 - 4. Driver exit vehicle
 - 5. Driver turn 360 no gun visible
 - 6. Driver prone (agency-specific)
 - I. Arrest driver and clear vehicle
 - 7. 7 steps back
 - 8. Driver sidestep to the trunk
 - 9. Driver walk back
 - 10. Driver kneels
 - 11. Driver arms out
 - I. Driver hands behind back
 - a. Arrest driver and clear vehicle
 - II. Driver prone
 - a. Arrest driver and clear vehicle
 - 12. Force options
 - I. Verbal control
 - II. Firearm

HIGH-RISK VEHICLE STOP

“HIGH-RISK - DRIVER WITH GUN” (PRONE AND WALK BACK)

Student is presented with an armed subject (gun in waistband). The driver can comply with all commands, as well as become verbally defiant. Either leaving the weapon at the vehicle or brought back in place can be accomplished.

- A. Rural Highway
- B. One occupant-driver
- C. Will comply but can become verbally defiant
- D. Instructor options
 - 1. Driver hands out
 - 2. Hands out defiant
 - 3. Driver hostile
 - 4. Toss keys
 - 5. Defiant dialog
 - 6. Driver open door
 - 7. Opens door defiant
 - 8. Defiant dialog
 - 9. Driver exit vehicle
 - 10. Defiant exit
 - 11. Exit hostile
 - 12. Driver 360
 - 13. Driver removes gun
 - 14. Driver prone
 - I. Arrest and clear vehicle
 - 15. Take 7 steps back and stop
 - 16. Turn and shoot
 - 17. Sidestep to the center of the trunk
 - 18. Hostile
 - 19. Verbally defiant
 - 20. Walk back
 - 21. Defiant kneel
 - 22. Driver hostile
 - 23. Driver kneel
 - 24. Arms out
 - 25. Arms behind back
 - I. Arrest and clear vehicle
 - 26. Kneeling prone
 - I. Arrest and clear vehicle
- E. Force options
 - 1. Verbal control
 - 2. Firearm

“HIGH-RISK - CLOWN CAR” (ARGUE AND COMPLY OPTIONS)

Student is presented with two occupants in the front compartment and one in the trunk. The Driver and/or passenger will argue with the officer’s commands or be compliant.

- A. Surface Street
- B. Driver/Passenger/occupant in the trunk
- C. Verbally defiant but can comply to commands
- D. Instructor options
 - 1. Driver hands out
 - 2. Driver removes keys
 - 3. Driver verbally defiant
 - 4. Driver opens door
 - 5. Driver opens door verbally defiant
 - 6. Driver exits vehicle
 - 7. Driver exits vehicle verbally defiant
 - 8. Driver turn 360 no gun visible
 - 9. Driver prone
 - I. Continue with trunk suspect
 - II. Arrest driver and clear vehicle - End scenario
 - 10. Driver walk 7 steps back
 - 11. Driver sidestep to the trunk
 - 12. Driver walks back
 - 13. Driver kneels
 - 14. Driver kneels verbally defiant
 - 15. Driver arms out
 - 16. Driver hands behind back - Arrest driver
 - 17. Driver prone - Arrest driver
- E. Instructor options passenger
 - 1. Passenger opens door
 - 2. Passenger opens door verbally defiant
 - 3. Passenger exits vehicle
 - 4. Passenger exits vehicle verbally defiant
 - 5. Passenger turns 360 no gun visible
 - 6. Passenger prone
 - I. Continue with trunk suspect
 - II. Arrest all and clear vehicle - End scenario
 - 7. Passenger walks 7 steps back
 - 8. Passenger sidestep to the trunk
 - 9. Passenger walks back
 - 10. Passenger kneels
 - 11. Passenger kneels verbally defiant
 - 12. Passenger arms out
 - 13. Passenger hands behind back - Arrest passenger
 - 14. Passenger prone - Arrest passenger

HIGH-RISK VEHICLE STOP

- F. Instructor options trunk suspect
 - 1. Trunk exits
 - 2. Trunk exits verbally defiant
 - 3. Trunk verbally defiant
 - 4. Trunk turns 360 no gun visible
 - 5. Trunk prone
- G. Arrest all and clear vehicle - End scenario
- H. Force options
 - 1. Verbal control
 - 2. Firearm

“ADVANCED HIGH-RISK - RUN & GUN”

Student will be presented with a high-risk stop with a driver that will run as the student officers are ordering them out of the vehicle. After the driver runs, the passenger will lean out and shoot at the officers.

- A. The front yard of residence setting
- B. Occupied by a driver and a hidden passenger
- C. Instructor options
 - 1. Driver hands out
 - 2. Driver toss keys
 - 3. Driver open door
 - 4. Driver run
 - 5. Passenger Shoots

“ADVANCED HIGH-RISK - RUN DOUBLE BACK”

The student will be presented with a high-risk traffic stop with a passenger that immediately runs out of the vehicle while the driver stays inside. As the officers call the driver out of the vehicle, the passenger will have doubled back and pop-up from a hidden area (Shipping Container) and begin firing on officers.

- A. Parking Lot setting
- B. Occupied by the driver and a passenger
- C. Instructor options
 - 1. Passenger run
 - 2. Driver hands out
 - I. Passenger shoots
 - 3. Driver toss keys
 - I. Passenger shoots
 - 4. Driver open door
 - I. Passenger shoots
 - 5. Driver exit vehicle
 - I. Passenger shoots
 - 6. Driver turn and shoot
 - I. Passenger shoots

“ADVANCED HIGH-RISK - TRUNK SHOOTER”

Student will be presented with a classroom model of a high-risk traffic stop with occupants that will comply with officer's commands. There will also be an occupant hidden in the trunk, however, this subject will shoot at officers.

- A. Open area stop
- B. Occupied by a driver, passenger, and a hidden trunk subject
- C. Instructor options
 - 1. Occupants hands out
 - 2. Trunk shooter
- D. Driver options
 - 1. Driver remove keys
 - I. Trunk shooter
 - 2. Driver opens door
 - I. Trunk shooter
 - 3. Driver exit vehicle
 - I. Trunk shooter
 - 4. Driver 360
 - 5. Driver prone
 - I. Passenger open door
 - II. Trunk shooter
 - 6. Take 7 steps back and stop
 - I. Trunk shooter
 - 7. Sidestep to the center of the trunk
 - I. Trunk shooter
 - 8. Driver walk back
 - 9. Driver kneel
 - 10. Driver arms out
 - 11. Driver hands behind back
 - I. Arrest kneeling driver
 - II. Passenger open door
 - III. Trunk shooter
 - 12. Driver kneeling prone
 - I. Arrest driver from prone
 - II. Passenger open door
 - III. Trunk shooter
- E. Passenger options
 - 1. Passenger exit vehicle
 - I. Trunk shooter
 - 2. Passenger 360
 - 3. Passenger prone
 - I. Driver prone by car arrest
 - II. Passenger prone arrest
 - III. Trunk shooter
 - 4. Take 7 steps back and stop
 - I. Trunk shooter

5. Sidestep to the trunk
 - I. Trunk shooter
6. Passenger walk back
7. Passenger kneel
8. Passenger arms out
9. Passenger hands behind back
 - I. Arrest kneeling passenger
 - II. Trunk shooter
 - III. Passenger kneeling prone

“ADVANCED HIGH-RISK - VEHICLE WAR”

Student will be presented with a high-risk stop that a driver passenger and hidden trunk occupant. As the officer begins to give commands to the occupants, all three immediately open fire on student officers.

- A. Intersection - Nighttime
- B. Occupied by driver, passenger, and subject in the trunk
- C. Instructor options
 1. Driver shoot
 2. Passenger shoot
 3. Trunk subject shoot

I. INSTRUCTOR INTRODUCTION

II. MODULE 1A - INTRODUCTION TO HIGH-RISK VEHICLE STOPS (HRVS)

A. HRVS UNDER THE 4TH AMENDMENT

B. PRE-STOP PROCEDURES FOR HRVS

C. BASIC TRAFFIC STOP BECOMES A HIGH-RISK VEHICLE STOP

D. ROLES AND RESPONSIBILITIES

E. WHAT TO DO IF THE SUBJECT INITIATES A SPONTANEOUS ATTACK

F. SUBJECT INITIATES THE STOP



G. VEHICLE AND OFFICER POSITIONING

H. OFFICER BODY POSITIONS

III. MODULE 1B - SIMULATION TRAINING

IV. MODULE 2A - COMMUNICATION WITH THE OCCUPANTS

A. IT IS CRITICAL THAT SUBJECTS CAN CLEARLY HEAR AND UNDERSTAND COMMANDS

B. COMMANDS SHOULD BE SPECIFIC TO THE PERSON

C. COMMANDS TYPICALLY SHOULD BE IN THE AFFIRMATIVE & FOCUS ON WHAT YOU WANT THEM TO DO



V. MODULE 2A - SUBJECT REMOVAL FROM THE VEHICLE

A. IDEALLY, THIS IS DONE IN A CONTROLLED AND ORDERLY FASHION

B. CRITICAL THAT SUBJECTS CAN CLEARLY HEAR AND UNDERSTAND COMMANDS

C. COMMANDS SHOULD BE SPECIFIC TO THE PERSON

D. COMMANDS

E. THE SUBJECT IS ORDERED INTO DESIRED POSITION-DICTATED BY POLICY AND TRAINING

F. WEAPON DISCOVERED UPON BEING ORDERED OUT OF THE VEHICLE

G. CHILDREN IN THE VEHICLE



H. SUSPECT FLEES

I. AFTER ALL VISIBLE/KNOWN SUBJECTS ARE REMOVED

VI. MODULE 2B - SIMULATION TRAINING

VII. MODULE 3A - OFFICER INVOLVED SHOOTING

A. USE APPROPRIATE FORCE AND TACTICS (POLICY)

B. RE-EVALUATE PRIORITIES AND ESTABLISH A PLAN



VIII. MODULE 3A - CLEARING THE VEHICLE

A. THIS PROCEDURE IS ONE THAT CAN BE PROBLEMATIC

B. SOME AGENCIES DIRECT THE LAST OCCUPANT TO ASSIST

C. OPTIONS FOR APPROACH

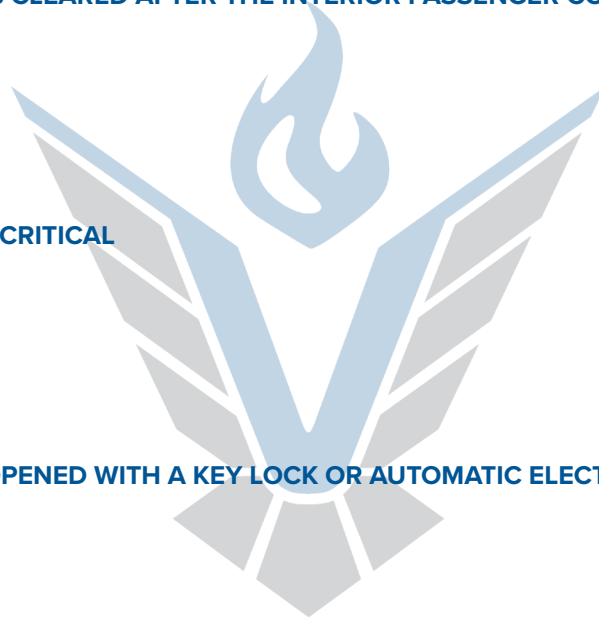
D. ADDITIONAL OBSERVED OCCUPANTS

IX. MODULE 3A - CLEARING THE TRUNK

A. THE TRUNK IS CLEARED AFTER THE INTERIOR PASSENGER COMPARTMENT IS CLEAR

B. TACTICS ARE CRITICAL

C. THE TRUNK OPENED WITH A KEY LOCK OR AUTOMATIC ELECTRIC LOCK



X. MODULE 3A - UNCONVENTIONAL VEHICLES (RV, VAN, LARGE SUV, SEMI-TRUCK, ETC.)

A. CHALLENGES

B. TACTICAL CONSIDERATION

XI. MODULE 3B - SIMULATION TRAINING



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I. INSTRUCTOR INTRODUCTION

The instructor will introduce themselves to the class. This intro should be no more than 2-3 minutes long and establish why they are qualified to teach the course and how long they have been with the organization. This not a moment to brag but to build confidence and trust from the attending students. Take some time between sections to pause for questions.

II. MODULE 1A - INTRODUCTION TO HIGH-RISK VEHICLE STOPS (HRVS)

(Slide 3) High-Risk Vehicle Stops (HRVS) typically occur at the end of violent or potentially violent events. The HRVS is a modified traffic stop using a tactical plan and procedures to direct the movement of the occupants of a vehicle reasonably believed to pose a risk of danger during apprehension.

1. This procedure is used in an attempt to minimize the risk to the nearby residents, the officers and the occupants of the vehicle.
2. The High-Risk Vehicle Stop may occur at the end of a pursuit and/or after a suspect vehicle has crashed.
3. A critical component is the effective use of verbal commands to the occupants of the vehicle. This course focuses on the point in time from contact to custody.

A. HRVS UNDER THE 4TH AMENDMENT

(Slide 4) An HRVS is an application of force under the 4th Amendment and falls within the “Graham Factors” established by *Graham V. Connor*. (490 U.S. 386, 109 S. CT. 1865 (1989)). It is a seizure. The 4th amendment provides protection from unreasonable searches and seizures.

1. **Graham Factors are Based on a “Reasonable and Prudent” Officer Standard ¹**
 - A. What is the severity of the crime?
 - B. Does the suspect/s pose an immediate threat to the safety of an officer or others?
 - C. Is the suspect actively resisting arrest or evading by flight?
2. **The Decision to Conduct a High-Risk Vehicle Stop Should Conform to Policy Considerations**

B. PRE-STOP PROCEDURES FOR HRVS

(Slides 5-11) Pre-stop procedures for a High-Risk Vehicle Stop consist of three parts:

1. Reading the scene
 1. Reading the scene
 2. Proper communication
 3. Develop a tactical plan
1. **Reading the Scene**
 - A. Know the reason/s for the stop. This plays into any potential force encounter and may establish if the stop is reasonable or not. If you don’t know you have a valid reason why initiate?
 - B. Proper observation can provide a tactical advantage.

HIGH-RISK VEHICLE STOP

- I. Observation of Vehicle - What threats does one vehicle pose from others?
 - a. Motorcycle - Mobility and lack of containment of the driver
 - b. Passenger Car - Multiple angles and numerous unknowns
 - c. Van - Multiple angles and obstruction of vision into vehicle
- II. Observation of the occupants.
 - a. How many occupants?
 - b. What is their position in the vehicle?
 - c. Where is their focus of attention?
- III. Observation of the environment.
 - a. Is the lighting in your favor?
 - b. Are there any environmental liabilities?
 - c. Have you accounted for escape routes? Yours and theirs?

2. Communication Requirements

- A. Contact with dispatch and other officers is critical.
 - I. Ensure the initial transmission was received
 - II. Coordinate with backup officers
- B. Control occupants.
 - I. Appropriate commands
 - II. Appropriate force

3. Develop a Plan

- A. Assess your observations and their effects
 - I. Weather can have effects on visibility or temperature of the pavement. High temperatures make it unreasonable to prone subjects out.
 - II. What is the traffic flow and set up
 - III. Terrain
 - IV. Population density
 - V. Backdrops
- B. Equipment available
 - I. Shields
 - II. Chemical agents
 - III. Impact munitions
- C. Escape routes
 - I. Officers
 - II. Suspects
- D. Special Units
 - I. K-9
 - II. Helicopter

C. BASIC TRAFFIC STOP BECOMES A HIGH-RISK VEHICLE STOP

(Slide 12)

1. If Possible, Wait for Additional Units

2. Control Occupants

- A. Appropriate commands
- B. Appropriate force

HIGH-RISK VEHICLE STOP

3. One Officer Should Not Make a High-Risk Vehicle Stop Without Backup Officers

D. ROLES AND RESPONSIBILITIES

(Slides 13-15)

1. Primary Officer Responsibility

- A. Typically designated at the scene by the circumstances presented
 - I. Initiated stop
 - II. Has knowledge of vehicle or occupants
 - III. Skills, knowledge, ability
- B. Responsible for the overall control of the scene
- C. Coordinate backup unit
- D. Verbally controls clearing of the vehicle

2. Backup Officer Responsibilities

- A. The main role is to support and assist primary as directed
- B. Cover suspect vehicle
- C. Secure and search removed occupants
- D. Physically clear the vehicle
- E. Gather intelligence on vehicle and occupants
 - I. Who?
 - II. How many?
 - III. Weapons?
 - IV. Perimeter security

E. WHAT TO DO IF THE SUBJECT INITIATES A SPONTANEOUS ATTACK

(Slide 16)

1. Use Appropriate Force

- A. Less-lethal
- B. Lethal

2. Use Appropriate Tactics

- A. Tactical retreats
- B. Position of observation
- C. Wait for back-up

F. SUBJECT INITIATED STOP

(Slide 17)

1. **Use Appropriate Force**
2. **Use Appropriate Tactics**
 - A. Consider a tactical retreat
 - B. Create space

G. **VEHICLE AND OFFICER POSITIONING**

(Slides 18-24)

1. **Distance**
 - A. 25-50 feet, 2-4 car lengths
 - B. Distance = time
2. **Patrol Vehicle Spacing (w/ slight angle - rear of vehicle angled out)**
 - A. 8-12 feet between front vehicle tires
 - B. Allows for both doors to be open, and officers to move between
 - C. Easier officer to officer communication
3. **Patrol Vehicle Lighting**
 - A. All lighting should be on and directed at the vehicle
 - B. Day or night
4. **The Location of the Stop May Require Vehicle Adjustment³**
 - A. Avoid dangers in the area
 - B. Backlighting/overhead lighting on police vehicle location
 - C. Cross/oncoming traffic considerations
5. **Suspect/Officer Escape Routes Established and Factored For**
6. **Officer Positioning**
 - A. Maximize communication
 - B. Effective/clear fields of fire
 - C. Maximize use of cover and concealment
 - D. Access to equipment
7. **Canting of the Front Wheels**
8. **Roll Down All Windows and Unlock All Doors**
9. **Support Officers Should Gather Retrains Ahead of First Cuffing Attempt**

HIGH-RISK VEHICLE STOP

10. Forward Observer - Out of the Line of Fire

- A. If the environment allows
- B. Vehicle, air-support or on foot

11. Fanning Techniques

- A. Left Fan
 - I. Two vehicles
 - II. Three vehicles
- B. Right Fan
 - I. Two vehicles
 - II. Three vehicles
- C. Full Fan

12. Vehicle Stacking

- A. Environment or situation may make it impractical or unsafe to use a fanning technique
- B. Forward facing lights on backup units should be turned off
- C. Leave enough room to allow for a tactical retreat

H. OFFICER BODY POSITIONS

There are two trains of thought on officer positioning.

1. Inside the Patrol Vehicle Maximizing the Use of Any Structural Cover it Provides

- A. Keep feet up off the ground
- B. Re-position your hips in the seat to allow for vision between the open door and the “A” pillar
- C. Brace outside leg
- D. Gun should be out and pointed in a direction that allows for
 - I. Rapid response to the threat
 - II. Full view of the threat area
 - III. Does not pose an unnecessary risk to innocents
 - IV. Officers should be in vehicle seat positions that maximize communication

2. Standing Outside the Patrol Vehicle Allowing for Greater Movement and Repositioning

- A. Use as much of the vehicle that stops bullets as possible
 - I. Engine block
 - II. Tires
- B. Use lower angles when possible
 - I. Ricochet off of hood and auto glass
- C. Provides a solid overall situational observation ability not hindered by the patrol vehicles.

III. MODULE 1B - SIMULATION TRAINING

(Slide 30) The following topics from section 1A will be covered again with the use of the Simulation to place it in context. The “High-Risk - Compliant Driver” simulation will be cued up and paused.

- Pre-stop Procedures
- Reading the Scene
- Develop a Plan
- Roles and Responsibilities
- Backup Officer Responsibilities
- Vehicle and Officer Positioning/Spacing
 - » Distance
 - » Spacing
 - » Fan Techniques
 - » Vehicle Stacking
 - » Positioning in Vehicle

IV. MODULE 2A - COMMUNICATION WITH THE OCCUPANTS

(Slide 31)

A. IT IS CRITICAL THAT SUBJECTS CAN CLEARLY HEAR AND UNDERSTAND COMMANDS

1. Working PA - With any normal traffic flow communication may be a challenge. The use of a functional public address system (PA) may prove critical.
2. Language barriers
 - A. Foreign language
 - B. Deaf

B. COMMANDS SHOULD BE SPECIFIC TO THE PERSON

1. Position in the vehicle
 - A. “Driver”
 - B. “Passenger”
2. Description of clothing may be an option
 - A. “Male in the red shirt”
 - B. “Female wearing the black boots”

C. COMMANDS TYPICALLY SHOULD BE IN THE AFFIRMATIVE & FOCUS ON WHAT YOU WANT THEM TO DO ⁴

1. “Occupants keep your hands...
 - A. ...on the roof.”
 - B. ...out the windows.”
 - C. ...in the air.” (motorcycle)
2. “Occupants of the vehicle you are considered to be armed and dangerous! Any actions you take not directed by us could be interpreted as hostile and you may have force used upon you. You will follow the directions I give to you. Do not move until I tell you to. Do you understand?”

HIGH-RISK VEHICLE STOP

V. MODULE 2A - SUBJECT REMOVAL FROM THE VEHICLE

A. IDEALLY, THIS IS DONE IN A CONTROLLED AND ORDERLY FASHION

(Slides 31 & 32)

1. Establishes willingness to cooperate
2. Sets the Pace - One occupant at a time
3. Used to obtain visual identification of threats - suspects told to turn when removed

B. CRITICAL THAT SUBJECTS CAN CLEARLY HEAR AND UNDERSTAND COMMANDS

1. Working PA
2. Language barriers

C. COMMANDS SHOULD BE SPECIFIC TO THE PERSON

1. Position in the vehicle - can get confusing
 - A. "Driver"
 - B. "Passenger"
2. Description
 - A. "In the red shirt"
 - B. "Wearing the black boots"

D. COMMANDS

(Slide 33)

1. "Occupants keep your hands...
 - A. ...on the roof."
 - B. ...out the windows."
 - C. ...in the air." (motorcycle)
2. "Occupants of the vehicle you are considered to be armed and dangerous! Any actions you take not directed by us could be interpreted as hostile and you may have force used upon you. You will follow the directions I give to you. Do not move until I tell you to."
3. "Driver - Remove the keys and place them on the roof of the vehicle"
 - A. Be aware vehicle may have a cracked ignition and there may not be keys present
 - B. "Driver- if there are no keys shut the vehicle off"
4. "Driver - Open the door slowly and step out facing away with your hands in the air."
5. "Driver - With one hand reach behind your head and grab the top of your shirt."
6. "Driver - Pull the shirt up as high as you can" ..." higher!"
7. "Driver - Turn slowly around until we tell you to stop"
 - A. Look for weapons
 - B. If there is not an ability to visually check the "90% area" during the turn
 - I. Have them reposition the shirt
 - II. Have them rotate again.
8. Direct the subject into position
 - A. "Step slowly to your left until I tell you to stop."
 - B. "Walk backward slowly until I tell you to stop."
 - C. Avoid "3 steps," "5 Steps," etc

E. THE SUBJECT IS ORDERED INTO DESIRED POSITION - DICTATED BY POLICY AND TRAINING.

(Slides 34-38)

1. One option is to have a backup officer provide verbal commands to the occupant when they are close enough to hear the officer without a PA.
 - A. "Driver/passenger, can you hear me?"
 - B. "Driver/passenger, slowly walk back to the sound of my voice."
 - C. "Driver/passenger, slowly kneel down and cross your ankles."
 - D. "Driver/passenger, put your arms out to the side with your thumbs down."
 - E. "Driver/passenger, bring your arms behind you with your thumbs up."
2. Prone - Environment in some locations may preclude this. You have the right to use force (HRVS is force) but the intrusion must be balanced with the governmental interest. Having someone laying on extremely hot asphalt potentially suffering burns is hard to justify.
 - A. Extreme cold
 - B. Extreme heat
3. Kneeling - Clothing and environment may preclude this
4. Standing - Feet wide apart, hands out like an airplane wing, bend forward at the hips.
5. The subject will be placed into decided position then cuffing officers can
 - A. Holster weapon
 - B. Load cuffs
 - C. Break cover
 - D. Cuff
6. The subject is moved to a position where the cuffing/securing officer is able to use cover.
 - A. Do you have...
 - I. ...probable cause to arrest? - search incident to arrest
 - II. ...reasonable suspicion to detain? - "Terry Search/Frisk"
 - B. Question the subject based on officer safety considerations
 - I. Are there any weapons in the car?
 - II. Who is in the car?
 - a. Names?
 - b. Clothing?
 - c. Location in the vehicle?

F. WEAPON DISCOVERED UPON BEING ORDERED OUT OF THE VEHICLE

(Slide 39) There are multiple schools of thought on a weapon being discovered during exit. (VirTra does not take a position on this and believes this is an agency decision).

1. Leave at vehicle
 - A. Place on roof
 - B. Placed under car
2. Leave in place on the occupant and bring it back to be disarmed by an officer.
3. All officers should know what the decided course of action is.

G. CHILDREN IN THE VEHICLE

(Slide 40)

1. Verbally direct the adults to bring the children back
 - A. Extreme care needs to be made on the hands of the adult bringing a child back
 - B. Weapons or evidence can be concealed inside clothing or blankets

HIGH-RISK VEHICLE STOP

2. Leave in the Vehicle - Some parents may not leave their child's side and no amount of verbal orders will override that drive.
3. Verbally have the children come back separate from adults.

H. SUSPECT FLEES

(Slides 41 & 42)

1. Maintain cover
2. Consideration of backing up further to maintain a wider field of view and minimize the chance of being flanked
3. Foot pursuit considerations
 - A. Do you have enough people/resources to finish the HRVS and pursue the fleeing subject?
 - B. Air support?
 - C. Will it create crossfire situation?
 - D. Broadcast fleeing subject information

I. AFTER ALL VISIBLE/KNOWN SUBJECTS ARE REMOVED

1. Issue verbal challenge to the vehicle. "You still in the vehicle, we know you are in there come out now."
2. If the subject refuses to exit treat as a barricade situation

VI. MODULE 2B - SIMULATION TRAINING

(Slide 45) The following topics from section 2A will be covered again. The "High-Risk-Compliant Driver" simulation will be used for context.

- Clear and functional commands
- Specific to person-"driver," "passenger"
- Removal of occupants
- Directed to desired positioning
- Dealing with weapons
- Subject flee

The "High-Risk-Compliant Driver" simulation will be used and the instructor will model a from beginning to end stop with a compliant driver. Students will then complete a repetition of the driver removal and additionally the front seat passenger will also be removed and taken into custody.

The following simulations will then be used to reinforce covered concepts:

- "High-Risk-Clown Car: (Argue and Comply Options)
- "High-Risk-Driver with Gun"
- "Advanced High-Risk - Run Double Back" (Fleeing subject)

VII. MODULE 3A - OFFICER INVOLVED SHOOTING

Slide 47

A. USE APPROPRIATE FORCE AND TACTICS (POLICY)

B. RE-EVALUATE PRIORITIES AND ESTABLISH A PLAN

VIII. MODULE 3A - CLEARING THE VEHICLE

Slides 48-51

A. THIS PROCEDURE IS ONE THAT CAN BE PROBLEMATIC

1. Little cover available
2. High level of exposure to approaching officers
3. Strongly consider the use of a:
 - A. K-9
 - B. Ballistic Shield
4. More than one officer should go up to clear
 - A. Multiple angles left to clear
 - B. More rounds to stop deadly force

B. SOME AGENCIES DIRECT THE LAST OCCUPANT TO ASSIST

1. Open all doors
2. Open the trunk slowly, then close it with keys in key opening

C. OPTIONS FOR APPROACH

1. Flanking procedures
 - A. 90 degrees to the direction of police vehicles
 - I. Flexibility should be allowed for the construction of the vehicle
 - II. Flexibility to should be allowed for the passion of vehicle
 - a. Wrecked
 - b. Upside down
 - c. Turned sideways
 - B. Right or left side chosen based on tactical advantages
 - C. Officer approach should mitigate the casting of shadows from giving away the officer's position
 - D. Clearing
 - I. Slicing the pie
 - II. Start clearing from as far back as possible
2. Direct approach
 - A. Preference is passenger side rear approach
 - B. Officers approach the vehicle from as low of angle as possible
 - C. Care to avoid the majority of light should be made

D. ADDITIONAL OBSERVED OCCUPANTS

1. If possible, clearing officers should:
 - A. Retreat
 - B. Provide intelligence to the primary officer to help direct verbal direction
2. Clearing officer should avoid providing verbal commands
3. Additional verbal commands will not be given until clearing officers are back to a position of cover

HIGH-RISK VEHICLE STOP

IX. MODULE 3A - CLEARING THE TRUNK

Slides 52 & 53

A. THE TRUNK IS CLEARED AFTER THE INTERIOR PASSENGER COMPARTMENT IS CLEAR

B. TACTICS ARE CRITICAL

1. Noise discipline
2. Muzzle discipline
3. Crossfire considerations

C. THE TRUNK OPENED WITH A KEY LOCK OR AUTOMATIC ELECTRIC LOCK

X. MODULE 3A - UNCONVENTIONAL VEHICLES (RV, VAN, LARGE SUV, SEMI-TRUCK, ETC.)

Slides 54-56

A. CHALLENGES

1. Limited visibility
2. Multiple exits
3. Areas that easily conceal occupants

B. TACTICAL CONSIDERATIONS

1. Allow for longer following distance
2. Right fan or full fan is usually a preferred position
 - A. 70-80 feet
 - B. Extended offset
3. Have occupants turn inside lights on
4. Monitor the roof of the vehicle
5. The driver can be directed to open
 - A. Tailgate
 - B. Rear doors
 - C. Hatches

XI. MODULE 3B - SIMULATION TRAINING

(Slide 58) The following topics from 3A will be covered again. The “Advanced High-Risk-Run & Gun” will be used.

- OIS protocols
- Clearing vehicles - Modeled by Actors
- Clearing trunk- modeled by actors

The following simulations will then be used to reinforce covered concepts:

- “Advanced High-Risk - Run Double Back”
- “Advanced High-Risk - Vehicle War”

HIGH-RISK VEHICLE STOP

XII. QUESTIONS?

XIII. SKILLS TEST

“High-Risk-Clown Car” will be used with the option of both the driver and passenger to be argumentative. The trunk occupant will become hostile.

XIV. REFERENCES

1. Graham v. Connor, 490 U.S. 386, 109 S. CT. 1865 (1989).
2. Remsberg, Charles (1986) The Tactical Edge. Calibre Press Northbrook, IL ISBN #0-935878-05-X.
3. Schwarz, C. (2016) High Risk Car Stops- The what and Why <http://www.commandanswers.com/high-risk-car-stops/>.
4. Remsberg, C., Marcou, D. Glennon, J. (2018) Street Survival II Tactics for Deadly Force Encounters. Caliber Press. ISBN 978-0-615-37285.

STUDENT NAME: _____

DATE: _____

1. High-Risk Vehicles Stops tactics are not considered a use of force.
 - a. True
 - b. False

2. It is encouraged to have all occupants exit the vehicle at the same time.
 - a. True
 - b. False

3. The primary officer is established solely by rank or time on the job.
 - a. True
 - b. False

4. While conducting an HRVS it is important to only use one set of spotlights on the vehicle so the other can be used to search with.
 - a. True
 - b. False

5. The trunk is cleared on the vehicle the same time that the inside passenger compartment is cleared.
 - a. True
 - b. False

PRE-TEST KEY
1. False 2. False 3. False 4. False 5. False



HIGH-RISK VEHICLE STOP

STUDENT NAME: _____

DATE: _____

1. A High-Risk Vehicle Stop is a modified traffic stop using a tactical plan and procedures to direct the movement of the occupants of a vehicle reasonably believed to pose a risk of danger.
 - A. True
 - B. False

2. A HRVS is not an application of force under the 4th amendment and does not fall under the "Graham Factors."
 - A. True
 - B. False

3. Pre-stop procedures consist of:
 - A. Reading the scene
 - B. Communicate
 - C. Develop a plan
 - D. All the above
 - E. None of the above

4. The Primary Officer is:
 - A. Typically designated at the scene due to circumstances
 - B. Responsible for overall control of the scene
 - C. Coordinates the backup units
 - D. Verbally controls clearing of the vehicle
 - E. All of the above
 - F. None of the above

5. In an HRVS, on a 4-door passenger car, the distance between the subject vehicle and the patrol vehicles should be:
 - A. 3-6 feet (about .5 car lengths)
 - B. 12-24 feet (about 1-2 car lengths)
 - C. 25-50 feet (2-4 car lengths)
 - D. None of the above

HIGH-RISK VEHICLE STOP

6. Verbal commands to the occupants should be concise and clear.
 - A. True
 - B. False

7. Extreme temperatures don't need to be considered when making the decision to prone a subject out on the ground.
 - A. True
 - B. False

8. All searches/frisks need to be conducted:
 - A. In front of the lights of the patrol vehicles to make it easier to see
 - B. Into a position where the cuffing/searching officer is able to use cover
 - C. Right next to the Primary Officer's position so they can verbally communicate
 - D. None of the above

9. Children discovered during the stop :
 - A. Can be brought back with an adult
 - B. Walk back on their own if old enough
 - C. Left in position
 - D. All of the above

10. When a subject flees from the vehicle:
 - A. They need to be immediately pursued
 - B. Officers should maintain cover
 - C. Resources of manpower should be considered when deciding on the pursuit
 - D. B and C
 - E. A and B
 - F. A and C

PRACTICAL SKILLS TEST

	Excellent	Acceptable	Failure
Verbal commands to all occupants prior to removal	5 pts	2 pts	0 pts
Officer verbal commands to driver	5 pts	2 pts	0 pts
Officer verbal command to passenger	5 pts	2 pts	0 pts
Visual weapon check directions	5 pts	2 pts	0 pts
Identification of threat	5 pts	2 pts	0 pts
Response to threat	5 pts	2 pts	0 pts

Instructor Comments

40 points (out of 50) are required as an aggregate score of the written and practical tests.

All scoresheets shall be kept in department records for 30 years.

TEST KEY

1) True 2) False 3) D 4) E 5) C

6) True 7) False 8) B 9) D 10) D

XVIII. CLASS SURVEY

TOPIC: HIGH-RISK VEHICLE STOP: COMMUNICATION TO CUSTODY

INSTRUCTOR: _____

DATE: _____

COMMENTS

CLASS CONTENT	Excellent	Above Average	Good	Below Average	Poor
Class organization					
Class objectives were clearly stated					
Practical activities were relevant to objectives					
All materials/resources were provided					
Topic area was important to Law Enforcement					
CLASS INSTRUCTION					
Instructor was prepared					
Instructor was knowledgeable in the content area					
Manner of presentation of the material was clear					
Effective teaching strategies were used					
Instruction met class objectives					
STUDENT PARTICIPATION					
Level of effort your put into the course					
Your skill/knowledge of the topic at start of course					
Importance of the topic to your assignment					

Class surveys may be used to improve future lessons and help instructors better educate their students.

HIGH-RISK VEHICLE STOP

XIX. CONTACT VIRTRA

If you have any questions/issues with any part of this manual, please see contact below:

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