

TRAFFIC STOP

Unknown

INTRODUCTION:

This competition training manual is designed to provide the explorer with the basic principles concerning basic traffic stop procedures. This manual is not all inclusive, but does suggest some specific techniques that should be used for competition purposes, although other methods can be just as equally effective. Following the basic principles in this manual should allow the law enforcement explorer to successfully handle this type of law enforcement competition scenarios safely and professionally.

TIME:

A typical basic traffic stop with no arrest is completed within an average of 8 to 15 minutes, depending on the scenario. A basic traffic stop with arrest(s) is completed within an average of 20 to 30 minutes. Maximum time limit is 35 minutes for competition purposes.

ORGANIZATION:

Team size is limited to a maximum of four (4) explorers. These scenarios typically start with a law enforcement "patrol" vehicle occupied by two persons. A primary explorer designated as (P1) will be sitting in the driver seat and secondary/cover explorer designated as (P2) will be sitting in the front passenger seat. A second "patrol" vehicle may be used as an additional responding back-up unit, only if the primary explorer (P1) calls for them. The occupants of the second patrol vehicle will consist of the back-up unit driver designated as (B3) and back-up unit front passenger designated as (B4).

EQUIPMENT:

- Duty Belt equipped with handcuffs and handcuff key. (Provided by hosting agency if needed).
- Training firearm. (Provided by hosting agency if needed).
- Notepad.
- Blank citations. . (Provided by hosting agency if needed).

NOTIFICATION OF TRAFFIC STOP:

The explorer (P2) will notify dispatch via radio that a traffic stop is being made at a location previously instructed by the Judge, this location will need to include a block number and road name or a specific address. The vehicle license plate [alpha-numeric characters], vehicle description (color, make, model) and description and/or number of occupants (if known) will need to be radioed to dispatch.

APPROACH TO VIOLATOR VEHICLE:

The primary explorer (P1) should check their rear-view and side mirror prior to exiting the law enforcement vehicle. The primary explorer should exit the vehicle in a timely manner and not slam their driver side door closed. It is recommended that the doors be closed as “quietly” as possible. The primary explorer should approach the violators’ vehicle by staying out of the nearby lane of traffic or in-between the two vehicles as this is a safety concern.

The primary explorer should check the trunk of vehicle by placing their “handprint” on the lid of the trunk to ensure it is closed securely. Sometimes the violator vehicle can be a pickup truck. If this occurs, then place your “handprint” on the tailgate ensuring it is locked in place and look into the bed of the truck to ensure no one is laying down hiding. The primary explorer should be observing the occupants during the approach, watching for “furtive movements” or occupants hiding things under seats, consoles, glove box, back-seat, etc. The primary explorer will need to position themselves directly behind the violator’s driver door standing in a “bladed” stance (gun side away from violator). It is recommended the cover officer (P2) be positioned on the passenger side, where they have the ability to watch the passengers “hands” and have a tactical position/mindset to react to anything dangerous presented.

1st CONTACT WITH VIOLATOR

1. Greeting/ identifying yourself and your agency.
2. Request Identification of driver and vehicle information. (Explorers should remember to never accept a driver license/identification that is inside a wallet/purse. Always ask the violator to remove the identification).
3. Statement of violation committed.

Remember other occupants/passengers in the violator’s vehicle are not required by law to turn over their identification on a traffic stop unless you have probable cause to believe they committed a crime. Although, if the explorers voluntarily ask the occupants/passengers of the vehicle, if they want to present their identification, then that is acceptable, as long as they were not coerced into giving it. It must be strictly voluntary that the passenger/occupants wanted to give the identification without fear of arrest.

RETURN TO POLICE VEHICLE:

Once the primary explorer (P1) has obtained the violator's identification, and insurance card, the primary explorer should advise the violator and occupants to stay in the vehicle. The primary explorer (P1) then can return to the patrol vehicle, as long as the explorer is taking periodic glances over their shoulder. Primary explorers who turn their back to the violator may be deducted points for a safety violation. The secondary/cover explorer (P2) can remain at their position at the side or rear of the violator's vehicle or return along with the primary explorer to the law enforcement vehicle, as long as they maintain constant visual contact with the violator's vehicle.

P1 can enter the vehicle to write citations or return to the rear of their patrol vehicle.

FCIC/NCIC INQUIRES/RETURNS:

The primary explorer (P1) should check/verify the presented identification via radio. For competition purposes, the correct procedure for calling on the radio to check individuals will be using plain talk and providing the following information.

- Last name, first name, middle name, suffix The name portion should be spelled using the phonetic alphabet (military or law enforcement version is acceptable)
- Sex
- Race
- Date of birth
- Giving the driver license number or identification number is also recommended

WARRANT CONFIRMATIONS:

The judge or person acting as your dispatcher should give your returns back immediately. If the violator shows to have warrant(s), the dispatcher/judge will advise the subject has a potential warrant(s) for whatever type of offense(s). Also the primary explorer (P1) should verify with dispatch that none of the passengers have warrants, if they were checked.

If the dispatch/judge advises the violator is clear (no warrants) and the violator holds a valid driver license, then the primary explorer should move onto filling out the citation/ticket.

If the dispatch/judge advises the driver or occupants have warrant(s) P1 or P2 must call for an additional back-up unit to assist via dispatch. *Note: the judge will determine when the back-up unit arrives on scene.* The primary explorer should move onto filling out the citation/ticket, the

only difference is that after the citation/ticket is completed with the violators' signature the explorer should effect the arrest on the warrant.

CITATION/TICKET:

For competition purposes, the citation will be generic form and provided for you for standardization purposes. Please be aware that all blanks on the citation need to be filled out with LEGIBLE handwriting. If the information is not known or not applicable, then "N/A" is acceptable, as long as the explorer asks the violator the question corresponding to the blank form field.

2nd CONTACT WITH VIOLATOR:

The primary explorer will need to again check their rear-view and side mirror prior to exiting the law enforcement vehicle. The primary explorer should exit the vehicle in a timely manner. The primary explorer should approach the violators' vehicle again by staying out of the nearby lane of traffic or in-between the two vehicles as this is still a safety concern. The primary explorer should still be observing the occupants during the approach, watching for "furtive movements" or occupants hiding things under seats, consoles, glove box, back-seat, etc. The primary explorer will need to re-position themselves directly behind the violator's driver door standing in a "bladed" stance (gun side away from violator). The cover officer (P2) should be positioned on the passenger side again, where they have the ability to watch the passengers "hands" and have a tactical position/mindset to react to anything dangerous presented.

ISSUANCE OF CITATION/TICKET:

The primary explorer should ask any additional questions to the violator to complete the citation/ticket entirely. Once the ticket is complete, the primary explorer (P1) will need to explain to the violator that they need to place their signature on the line indicated, but with the understanding it is "not a plea of guilt but a promise to appear in court on the court date listed on the citation/ticket. After the violator's signature is obtained on the citation/ticket, always verify it matches the signature on the driver license or other identification presented. Also explain how to contact the courts, with an address or phone number that the violator can contact to receive additional information about how to take care of the citation/ticket. *For competition purposes, give the violator the actual citation/ticket.*

Under no circumstances should explorers tell the violator an exact or approximate cost of the citation/ticket, as this tends to lead into an argument with the violator. Always advise the violator to contact the courts at the listed number for all questions related to the cost of the citation/ticket.

NO ARREST:

If the violator has no other questions for the primary explorer about the citation/ticket, then return all documents back to the violator, such as their driver license or other identification, insurance card, etc, by stating verbally “here is your driver license and insurance card.” End the traffic stop with a professional statement such as:

- “drive safe”
- “thank you for your cooperation/courtesy”
- “your free to go”

ARREST:

If the violator has no other questions for the primary explorer about the citation/ticket, then advise the violator that they have a “confirmed/valid” warrant for their arrest out of [whatever] agency for [whatever] offense. Tell the violator, “YOU ARE UNDER ARREST” for the outstanding warrant. The primary explorer (P1) should give the verbal commands for the violator to move into the standing handcuff position. The back-up unit driver (B3) should assist in providing cover for the primary explorer. Once handcuffed properly and double-locked, the violator will need to be searched. *It is recommended that explorers wear protective gloves prior to physically searching any persons.* Remove all inventory of property including car keys, cell phone, wallet, etc. Once the subject is thoroughly searched then place the subject into the backseat of the primary law enforcement vehicle, and seat belt the subject in securely.

Any additional passengers/occupants with warrants will need to be arrested and searched in the same procedure. If the violator is arrested, but the passenger/occupants have no warrants then the P1 explorer will need to confirm with the vehicle owner who to turn over the vehicle to. Explorers must confirm they are turning the vehicle over to a licensed driver.

VEHICLE SEARCH:

Explorers will need to conduct a thorough search of the vehicle, incident to the arrest. Explorers are encouraged to wear protective gloves prior to searching any vehicle for illegal contraband such as weapons, drugs, alcohol, paraphernalia, etc. Any illegal contraband will be seized and secured in the patrol vehicle. Any additional charges found while conducting the search will be

explained to the judge at the transport stage of the scenario. ***Please note: vehicles provided in the scenario will NOT be dismantled in anyway, such as seat's removed, dash covers removed, door panels pried open etc.***

Ending Scenario:

When the Explorers are ready to end the scenario they all must enter their vehicles and place seatbelts on. The primary explorer (P1) will notify Dispatch/Judge the disposition of the stop using plain talk. The Judge may ask the explorers how they came about the probable cause for the charge(s). Also if any additional evidence or illegal contraband was seized, the primary explorer will need to explain it to the judge.

TEAMWORK:

The primary explorer team will need to show they were working together and that everyone was contributing to the team. Also team communication between all explorers was occurring, especially between the primary explorer and secondary/cover explorer and the backup explorers (if available).

DEDUCTIONS:

Loss of points can be obtained by unjustified discharge of weapons, unnecessary roughness of the suspect(s), or explorer killed by defendant or other suspects or explorers.