

P&SN

Police and Security News

SEPTEMBER/OCTOBER 2017
VOLUME 33 ISSUE 5

Serving Law Enforcement & Homeland Security

Body-worn
and In-car
Video
Systems

**CAPTURE!
NOT COMBAT...**

**Textalyzer
Technology**

**MOVING
UP THE
LADDER:
HOW TO
BUILD A
SUCCESSFUL
CAREER**

**VEHICLE
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...AND
NOTHING BUT
THE TRUTH

Moving Forward in Reverse

Ramesh Nyberg

Mercifully, the door has closed on a summer which has been tumultuous, frustrating, violent, and divisive. But, even with fall being just around the corner, I can't help but get the feeling that all of the anger, rage, mistrust, hatred, and misperceptions have only just begun.

As I write this, there are reports of Confederate statues coming down and being dismantled in the middle of the night, and more vitriol and finger-pointing on social media than I've ever seen. I don't get on Twitter much, but I made the mistake of commenting on someone's tweet the other day and...whew! There was two hours of intense debate, with other people joining in, and it continued nonstop. I've never heard so many interesting claims, boldly declared as if they were long-standing fact. Here are some I read about our profession.

Oh, come on, how can you not know that white supremacists have infiltrated the criminal justice system?

Cops need to stop murdering black people. ("MURDERING!")

Cops in Bay Harbor (a small municipality near Miami) are known to be pretty racist. (From the same guy): Jews are pretty racist, dude.

We have "Blue Lives Matter" laws for an already protected class.

(We cops are protected? You could have fooled me. How do you explain what

happened in Kissimmee, FL, recently?)

The Seattle police are Nazis and have a long history of police brutality.

Let's be very clear: Euclid, Ohio, has a long history of police brutality.

If the National Guard replaced police, all this #Police Brutality would stop!

(Umm...good luck with THAT.)

If you're a blogger who blogs about police brutality, the police will illegally track your smartphone for the sole purpose of shaming you. (That's the new "Cell Phone Shaming Squad," right?)

Every seven hours, cops kill an American citizen. (Hmm...that's roughly three killings a day, 90 per month. Are you sure about this? Oh, and for the record, since last night at this time, there have been no police shootings. I've been following the news. Which means that, tomorrow, the police will have to kill – KILL – an American citizen every 3.5 hours).

Police have killed nearly 3,000 people since Mike Brown in Ferguson.

(See above.)

Police are killing citizens at the highest rate ever while the government and the media ignore it. (The media's "ig-

noring it"? Wow. I can't wait to see them when they start "covering" it.)

And so on. You get the picture.

Besides all these tweets (and those are just a random few out of thousands and thousands, so the Shaming Squad must be busy as hell), you have Facebook and all of the other places where the experts gather and make their educated assessments about a profession they know nothing about. The tweet which got me embroiled in the two hour debate is discussed in detail in an August entry of my blog which you can read at www.nybergpi.com.

Worse than just the comments, there is now a new formulation about which I have recently been educated. Here's how it goes. Trump has empowered the Nazis and the KKK, and Trump and the Nazis and the KKK are part of a conspiracy with the police who are apparently infiltrated by white supremacists. (I guess that's why Dallas, New Orleans and a myriad of other southern cities all chose to appoint black police chiefs.) Regardless of my opinion concerning President Trump, I'm not a fan of many of Trump's opponents, simply be-

Continued on page 8



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cause they are so deeply rooted in hysteria rather than fact. They believe that this immense conspiracy has been brewing ever since Trump's campaign, so that the current administration can enslave people of color and LGBTQ people and who knows who else. *C'mon, just connect the dots*, someone tweeted to me.

By the way, I'm a "person of color." So far, I've been pretty safe. No one has thrown a rock at me, blasted me in the face with a homemade flamethrower, or even called me a name. But, I digress. You see, we need to make the world fair. There should be no racism, no hatred and no bigotry. You may recall the recent controversy surrounding ESPN's removal of an announcer from its broadcast of the University of Virginia's first football game because he has the same name as a Confederate general. Maybe we should start this "campaign of love" by firing Robert Lee, the man of East Asian background, from his job at ESPN because his name is Robert Lee. Who does he think he is? Yes, let's get a list of all the names of Confederate generals and then publish it nationwide. If someone in your department

has the same name, fire him!! Gosh, I feel better already.

I'm watching and listening with great interest and with genuine pain for this country and for a family member of mine who is deeply involved with the Antifa movement. He gets out to these demonstrations and protests and I fear for his safety, but also for his soul – which I fear can get lost when you get too deeply imbedded in a one-sided, narrowly focused movement.

I hate fascism. Our country – my dad included – fought against it and another one of my family members currently serves in the military. The sight of a Confederate flag is something I am used to, having grown up in the South, but I understand how some people believe that it should come down from government buildings and I have no problem with their opinion. The sight of a swastika, however, greatly offends me. Fascism, though, doesn't necessarily come from distant shores and angry men with little moustaches. It comes from within, when lost and weak-minded people start to foment a false ideal. It starts when they follow this ideal with such ferocity that, if you dare to even ques-

tion their beliefs, you become the enemy. These people, who will scream about free speech, start by constructing a language with its own rules and boundaries and you had better conform, or else. Fascism doesn't *think*, it just *acts*. It believes that it can do no wrong because those not in the movement are demonized by the mere fact that they want to think and reason differently. Fascism acts and begins doing things like putting the yellow Star of David on Jews because they are Jews and doing things like firing innocent people because their name – Robert Lee – is something they cannot stand to hear.

God help us. Stay strong and be safe out there, my brothers and sisters. We are NOT the problem. **P&SN**

Ramesh Nyberg retired from law enforcement in November 2006 after 27 years in police work. He now owns his own private investigation agency, Nyberg Security and Investigations, and can be reached at Ramesh@NybergPi.com. Ramesh would like you to visit and read his blog at www.nybergpi.com/blog.html and sign up for his free newsletter. He enjoys getting feedback from readers.

NEWS

Virtual Training for Active Shooter Incidents Available for First Responders

A virtual training platform for active shooter and other critical incidents is available to first responders through the U.S. Department of Homeland Security Science and Technology Directorate (DHS S&T) and the U.S. Army Research Laboratory (ARL). The Enhanced Dynamic Geo-social Environment (EDGE) is a multiplayer, scalable, online environment which trains responders, single agencies or cross agency, jurisdiction, or discipline for a coordinated response to active shooter incidents. EDGE allows responders to collaboratively role-play complex scenarios in a virtual environment, improving coordination and communication while mitigating injuries and loss of lives.

The initial scenario is a hotel active shooter response and features avatars, equipment, vehicles, and architecture designed completely to scale. Cole Engineering will distribute EDGE to interested response agencies and provide related technical support. Agencies may contact helpdesk@cesiedgetraining.com or 877-334-3011 to obtain a free copy of EDGE. A second EDGE virtual training scenario featuring a school shooting response will be released in fall 2017. Visit <http://tinyurl.com/y9obb6m> or contact first.responder@hq.dhs.gov for additional information.



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Model	XQ30	XQ38	XQ50	XP38	XP50
Objective lens	F30 / 1.6	F38 / 1.2	F50 / 1.2	F38 / 1.2	F30 / 1.2
Sensor, resolution	384 x 288	384 x 288	384 x 288	640 x 480	640 x 480
Pixel pitch, μm	17	17	17	17	17
Frame rate, Hz	50	50	50	50	50
Magnification	1.6 ... 6.4	2.1 ... 8.4	2.7 ... 10.8	1.2 ... 9.6	1.6 ... 12.8
Field of view, deg	12.4	9.8	2.7	16.3	12.4
Range of detection, yd	985	1475	2000	1475	2000
Dimensions, in	11.3 x 2.8 x 2.6	11.2 x 2.8 x 2.6	11.5 x 2.8 x 2.6	11.2 x 2.8 x 2.6	11.5 x 2.8 x 2.6
Weight, oz	16.9	18.3	19.7	21.1	21.8

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Body-worn and In-car Video Systems



VIEVU LE5 LITE

The **LE5 LITE** body-worn camera is a fully integrated system enabling agencies to implement a comprehensive body-worn camera program at an affordable price.

The **LE5 LITE** body-worn camera utilizes the fifth generation VIEVU camera platform and the VIEVU Solution™ software. This cloud-based digital evidence management solution was built on the Microsoft® Azure Government Cloud and is the first enterprise cloud to directly support the FBI's Criminal Justice Information Services (CJIS) Division.

The **LE5 LITE** camera weighs only 2.7 ounces and is built to withstand the everyday rigors of patrol. It is operable in all weather conditions, including temperatures ranging from -4°F to 122°F. The field of view of its 95° lens accurately represents an officer's maximum field of view and distance.

In the field, officers are able to livestream videos and add metadata via WiFi using the Safariland VIEVU mobile application. After the digital evidence has been uploaded to the cloud, the officer is able to add metadata and event details to the case using the system's browser-based interface.

Circle 5005 for More Information

New Upgraded Arbitrator® Body-worn Camera MK3

Panasonic has recently announced the availability of its next generation **Arbitrator Body-Worn Camera (BWC) MK3**.

Incorporating feedback from law enforcement throughout the US, the **MK3** has a number of upgraded features including battery life, durability and system compatibility.

The new **MK3** is engineered with a host of new features which include a longer battery life (more than 12 hours); increased reliability; an IP67 rated design – which makes it resistant when exposed to dirt, drops and water submersion; and enhanced compatibility with Panasonic's Enterprise-Level Evidence Management Software and In-Vehicle recording systems. Improved in-car integration now allows for synchronized triggering with all releases of the Arbitrator in-car video system, or automated triggering based off of lightbar activation, back door opening, etc. An in-car charging cradle has been introduced to allow for flexibility with charging and offloading.



Circle 5006 for More Information



COBAN's FOCUS™ X1

With over 12 hours of continuous battery life, **FOCUS X1** lasts an entire shift with pre-event recording enabled, and high-definition video quality in both bright and low light conditions. COBAN also offers automatic activation of the **FOCUS X1** during vehicle engagement, such as a wireless trigger of the body camera at light bar activation.

Circle 5007 for More Information

New 4G "Protector"

Sentinel Camera Systems has introduced a body-worn camera, the **Protector with 4G LTE technology**, capable of direct transmission of live video, audio and GPS location in real time, while simultaneously recording and retaining video in the camera itself. It has one button activation; provides up to 64 GB of memory; 32 megapixel recording; pre- and post-recording capabilities; and a 140° wide-angle lens. Live video streaming is accomplished without the need for WiFi or smartphones.



Circle 5008 for More Information



BodyWorn™ Now with Gunshot Alerts

Utility, Inc. has introduced **SmartShot 360**, a gunshot sound detection feature to their BodyWorn cameras. It uses artificial intelligence and mathematical processing to detect the sound signature pattern of nearby gunfire and alerts central dispatch and nearby police officers and supervisors. Video recording starts when a gunshot is recognized and central dispatch can activate live video streaming from the body-worn camera. Gunshot recognition causes prior two minutes of video and audio to be prepended to the video recording.

An action zone around the officer's location is created and all other BodyWorn cameras and in-vehicle cameras in the zone automatically start recording, capturing two minutes of pre-event recording with sound and video.

Circle 5009 for More Information

Fully Integrated and Synchronized In-car and Body-worn Camera Video System

A WatchGuard Video 4RE® in-car video system and one or more VISTA® WiFi body-worn cameras work together seamlessly as a single system, capturing synchronized video evidence from multiple vantage points. When any camera in the system initiates a recording, the other cameras sense the change in status and may begin recording based on preset criteria.

WatchGuard's Evidence Library 4 Web evidence management system automatically links the individual recordings from the group and provides simultaneous playback capability, allowing the user to hear audio from a body-worn camera while viewing the overall third-person perspective from the in-car camera.

Circle 5010 for More Information



PERFECTOS TOTAL SYSTEM

The **PERFECTOS TOTAL SYSTEM (PTS)** is a system comprised of an intelligent LE holster (ABDO LE, created in conjunction with DeSantis Gunhide), a fully connected body-worn camera (BACKUP VISION, created in conjunction with AEE Technology Inc.), and a versatile storage and management system for collected evidential data (DIMS integrated, in conjunction with Linear-Systems Inc.). When used in tandem, these devices create a total package solution for modern law enforcement. **PTS** offers weapon security, communication, and video and evidence management – all rolled into a single system which is transferable, expandable, customizable, and affordable.

Circle 5012 for More Information



Next Generation Body Camera

Safety Vision has created an improved body-worn camera with upgraded functionality, the next generation **Prima Elite**. It seamlessly integrates with the new HD in-car video system for the law enforcement community. The **Prima Elite** is equipped with WiFi, GPS, event tagging, and live look-in capabilities.

Circle 5011 for More Information

Affordable Body Camera Package

Force Protection Video has announced an affordable body-worn camera and evidence software package. **The Forcepro I Package** includes an LE50 32GB body camera; VeriPic® Evidence Storage Locker™ software; unlimited tech support; and a three year warranty. The **Package** can utilize in-house or cloud storage.

The LE50 body camera's features include an extended recording time; 30 hours of standby time; 32GB of internal tamperproof storage; white LED illumination; audio announcements; GPS; 30 second pre-/post-recording; and integration of VeriPic Evidence Management Software.

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Moving Up the Ladder

Mike Carpenter

**What does it take to build a successful career in law enforcement?
The answer to that has changed in recent years.**

“Moving up the ladder” may have a different meaning to different people, but, regardless of your rank or your future aspirations, there are some basic guidelines for reaching your future goals. In the past, good common sense was thought to be the number one attribute necessary for success in policing at any rank. Good common sense is still important, but knowledge of ever increasingly complex laws, understanding personnel policies and litigation prevention tactics are

all just as necessary.

So, whether you want to go from sergeant to lieutenant, detective to chief investigator, or chief of a small department to chief of a larger department, heed the following words of advice: Progressive and upwardly mobile police officers need to reach out and take charge of their careers. They recognize that the minimal training they may receive may result in minimal performance, and that is not good enough. They want a successful career with pro-

gressively more responsibility, increasing self-actualization and more professional challenges. They want a career which serves them well for 20 or 30 years, and then provides them with an opportunity for perhaps a high paying second career as they steer towards a financially secure retirement.

These progressive officers look to a well-balanced career development plan to set themselves apart from their peers. They are preparing themselves for success, now and in the future, and will be ready when opportunities arise. This balanced approach involves focusing on specific keys to success.

Grow in Your Job

Regardless of the position you now hold, you can effectively grow in your job. First, learn everything you can about your current job. Become the best that you can be in that position. In doing so, you will become the standard for that position and be recognized as such by your subordinates, peers and those of higher rank.

Then, be inquisitive enough to know and understand the jobs of others, both below and above you in rank. Learn their duties and responsibilities. Knowing and understanding their jobs, and their relationship to your current job, will help you understand the relationship between various ranks and their relationships to the department.

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Broaden Your Experience

Upwardly mobile officers are seldom career specialists. To move up the ranks, you need broad based experience within your agency. To gain this experience, you should make every effort to rotate between various assignments, such as uniform, detective and administrative assignments. You may also want to volunteer for "special assignments" within your current area to learn the special and unique organizational skills associated with such assignments. The experience and insight gained in such assignments can be of great value as you embark on future "special assignments" of your own.

Further Your Education

The trend is clear regarding formal education in law enforcement. More and more police and sheriff's departments are either encouraging, or requiring, college degrees or some level of college credits for entry level personnel. Additionally, some police organizations require a two- or four-year degree

for candidates to be promoted. Some departments offer bonus points on promotional exams for two- or four-year degrees.

Formal education can help officers to communicate better, both orally and in writing – skills which make the jobs of patrol officer through chief much easier. Learning about the criminal justice system in an academic setting can also help officers to better understand their job in context with the other agencies of government and society as a whole. In short, formal education can provide an intellectual framework into which you can put all of your other criminal justice training and experience. Given that trend, it is only logical that those who supervise those college educated police officers should be college educated themselves. Therefore, when you go up for promotion, you may be facing candidates who have two- or four-year degrees in criminal justice or a related field.

Despite your extensive practical experience, you may not make the final cut in the competition for that higher rank or

new job unless you have the appropriate college degrees.

Your future is up to you on this issue. Spend some of your off-duty hours watching sitcoms on TV or spend them in a classroom.

Get Specialized Training

Being upwardly mobile can mean a variety of things, but certain specialized training can set you apart from the crowd. For example, at some level in your agency, you'll need training in budget preparation. After all, when you are competing for municipal funds, you are pitting your budget justifications against those of other municipal agencies. So, would it make sense to see what continuing education classes your local college might offer in budgeting or financial management now?

Other specialized training which can be of great value in setting you apart includes specialty training in human resources management; tactical team management; hostage negotiations; media relations training; and, of course, all

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aspects of police administration.

Each class you attend will help you build up your law enforcement résumé and that can make you better qualified and more confident when being screened, tested or interviewed for promotions.

And, of course, while attending those classes, you will be meeting progressive and upwardly mobile officers from other units within your agency or from other agencies. That can be as valuable as the training, since you will repeatedly run into those old friends as you climb the various career ladders in your respective departments. You never know who among your past classmates might be looking for an upwardly mobile person for a new opportunity.

Prepare for Promotion

From years of observation, it is clear that those who prepare for promotion are the most likely to succeed at getting promoted. Years ago, there were very few programs or products for helping you get promoted. Today, there are books, vid-

eos and courses to help you out prepare your competition for promotional exams, oral boards and assessment centers. It is just plain common sense that those officers who take advantage of such resources are much more likely to get promoted in professional departments than those who sit back and do nothing.

Experience

The amount of experience an officer has is not solely a function of how long they have on the job. The types of experience they gain will vary from individual to individual. In many departments, the length and type of experience you gain is something you can control, at least to some degree.

Choosing to work a busy area as a patrol officer or a supervisor can help you quickly gain valuable experience. It can also help you to learn from the failures and successes of the people you work with in such a busy area. Don't hesitate to get involved and ask questions. It's better that you learn from someone else's mistake than your own. Other of-

ficers who choose to work in less active areas or take "easy" assignments will never gain the experience you will get.

If you want to go up through the ranks of your department, be sure you get diversified experience. Don't spend too much time in any particular specialty area. If you get the opportunity to be a K-9 officer, that's great. Do it for a few years and move on to some other aspect of the job, such as investigations or training or planning and research. When looking for command level personnel, top administrators want someone with a diversified background, since those positions often require oversight and understanding of several types of units. Overspecialization has been the downfall for many upwardly mobile candidates, particularly when "no suitable replacement" is available for their current highly specialized assignment.

Promote Yourself

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in developing a plan for “upward mobility.” If you are already in a command position, let it be known that you are interested in becoming more “upwardly mobile.”

Mentors and supporters are only interested in officers who show the motivation, commitment and desire to move forward. They will not waste their time, nor their political capital, in supporting someone who is not committed or “iffy” about their professional aspirations.

Become an asset to your agency; become respected by your peers and superiors; and work diligently to continually advance your career.

Network, Network, Network

Law enforcement is, and will continue to be, a person-to-person business. That same person-to-person premise will also help you to get promoted within your agency and beyond it.

In order to network, you must be a part of your local constituency, as well as a member of a larger law enforcement community. Your reputation and standing in the law enforcement community is critical to your success in getting promoted. The way you are perceived by your peers and subordinates bears directly upon how you are perceived by your superiors and others in a position to promote you.

To that end, promote yourself professionally. Join professional associations, offer to teach at the academy, continue your college efforts as a representative of your agency and as a professional law enforcement officer. Become an organizational leader, writer and speaker. Such actions will set you apart from your peers and enhance your image as a police leader.

Okay, so you agree that getting your college degrees, going to all kinds of training classes and getting diversified experiences is the way to a successful career. Now, you ask, “Where do I get the time for all this and still do my job?”

Here is where the commonsense answer has to prevail. First, building a successful career IS your job. Second, start now! We have heard too many people over the years say things like, “I’m gonna go back to school maybe next year” or “I guess I should’ve studied a little more for the promotion test” or “I should’ve gotten that special assign-

ment, but some young kid with a college degree got it.” You’ve got 20-30 years to get all the education, training and experience you can handle, but do not procrastinate. You don’t need it all “right away”... you can get it “on your way.”

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Dr. John A. Harriss, a millionaire physician fascinated by traffic problems and conditions, was the inventor of the block signal system of traffic control which operated from the traffic towers of Fifth Avenue in New York City. Harriss addressed this hazardous situation by designing a portable light signal outfit which made the traffic officer a virtual human signal tower. The "illuminated cop," as one of the local newspapers called him, wore a rubber apron over his shoulders. The low cut front incorporated two small hooks attached to a signal box containing three lights and the batteries necessary to run them. The lights were red, yellow and green, and were operated by push buttons in the bottom of the box. As a reporter at that time put it, "No motorist, steering his purple assassin homeward through the tearful glimmer of a languid dawn, will be able to miss an illuminated cop. Whether or not the motorist is lit, the cop will be."

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A First Amendment Right to Record the Police



"Every Circuit Court of Appeals to address this issue . . . has held that there is a First Amendment right to record police activity in public."

Larry E. Holtz, Esq.

With major advances in technology and the widespread ownership of smartphones, civilian recording of police officers has become common place. Recently, in *Fields v. City of Philadelphia* (3rd Cir. 2017), the Third Circuit joined a growing array of federal circuit courts across the nation, ruling that the public has a First Amendment right to photograph, film or otherwise record police officers conducting their official duties in public places.

In this case, Richard Fields and Amanda Geraci attempted to record Philadelphia police officers carrying out official duties in public, but were stopped. Fields, a sophomore at Temple University, was on a public sidewalk where he observed a number of police officers breaking up a house party across the street. "Using his iPhone®, he took a photograph of the scene. An officer noticed Fields taking the photo...and ordered him to leave. Fields refused, so the officer arrested him, confiscated his phone and detained him. The officer searched Fields' phone and opened several videos and other photos. The officer then released Fields and issued him a citation for 'obstructing highway and other public passages.' These charges were withdrawn when the officer did not appear at the court hearing."

Geraci, a member of a police watch-

dog group, attended a protest at the Philadelphia Convention Center. "She carried her camera and wore a pink bandana that identified her as a legal observer. About a half hour into the protest, the police acted to arrest a protestor. Geraci moved to a better vantage point to record the arrest and did so without interfering with the police. An officer abruptly pushed Geraci and pinned her against a pillar for one to three minutes which prevented her from observing or recording the arrest. Geraci was not arrested or cited."

Fields and Geraci brought suit against the City of Philadelphia and certain police officers, alleging that the officers illegally retaliated against them for exercising their First Amendment right to record public police activity.

The critical question addressed by the court was whether private citizens have "a First Amendment right of access to information about how our public servants operate in public."

"Every Circuit Court of Appeals to address this issue (First, Fifth, Seventh, Ninth, and Eleventh) has held that there is a First Amendment right to record police activity in public." And here, in *Fields*, the Third Circuit followed suit and held that "the First Amendment protects the act of photographing, filming or otherwise recording police officers conducting their of-

ficial duties in public."

"With technological progress and the ubiquity of smartphone ownership, we are now in an age where the public can record our public officials' conduct and easily distribute that recording widely. This increase in the observation, recording and sharing of police activity has contributed greatly to our national discussion of proper policing."

According to the court, "the First Amendment protects actual photos, videos and recordings, and for this protection to have meaning the Amendment must also protect the act of creating that material."

The plaintiffs argued that the act of recording is "inherently expressive conduct," like "painting, writing a diary, dancing, or marching in a parade." But, "regardless of the merits of these arguments," reasoned the court, this "case is not about people attempting to create art with police as their subjects. It is about recording police officers performing their official duties."

"The First Amendment protects the public's right of access to information about their officials' public activities. Access to information regarding public police activity is particularly important because it leads to citizen discourse on public issues."

"To record what there is the right for the eye to see or the ear to hear corroborates or lays aside subjective impressions for objective facts. Hence to record is to see

and hear more accurately. Recordings also facilitate discussion because of the ease in which they can be widely distributed via different forms of media. Accordingly, recording police activity in public falls squarely within the First Amendment right of access to information.”

“Bystander videos provide different perspectives than police and dashboard cameras, portraying circumstances and surroundings that police videos often do not capture. The public’s creation of this content also complements the role of the news media.” Such “private recordings have improved professional reporting, as ‘video content generated by witnesses and bystanders has become a common component of news programming.’”

“Moreover, the proliferation of bystander videos has ‘spurred action at all levels of government to address police misconduct and to protect civil rights.’ Just the act of recording, regardless what is recorded, may improve policing.” Indeed, “bystander recordings can exonerate an officer charged with wrongdoing.”

Clearly, not “all recording is protected or desirable. The right to record police is not absolute. ‘It is subject to reasonable time, place and manner restrictions.’ But, in public places, these restrictions are restrained. If a person’s recording interferes with police activity, that activity might not be protected. For instance, recording a police conversation with a confidential informant may interfere with an investigation and put a life at stake.”

“In sum, under the First Amendment’s right of access to information, the public has the commensurate right to record – photograph, film or audio record – police officers conducting official police activity in public areas.”

Having decided the existence of this First Amendment right, the court went on to decide that the officers in this case were “entitled to qualified immunity,” primarily because the state of the law at the time did not give “fair warning so that every reasonable officer knew that, absent some sort of expressive intent, recording public police activity was constitutionally protected.” **P&SN**

Larry E. Holtz has served as a Detective Sergeant with the Atlantic City, New Jersey, Police Department; a Deputy Attorney General for the state of New Jersey; and an Assistant County Prosecutor. Mr. Holtz is a certified police trainer and teaches on a regular basis. He is a member of the bar in New Jersey, Pennsylvania, and the District of Columbia and is admitted to practice before the federal bar in the District of New Jersey and the Third Circuit.

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Handguns and Accessories

PRODUCT HIGHLIGHT



FN AMERICA, LLC

The **FN 509™** is an all-new 9mm striker-fired pistol, born out of the company's effort to produce a contender for the U.S. Army's Modular Handgun System (MHS) competition. Built on the proven architecture of the **FNS™ Compact**, FN made changes internally and externally to meet the rigorous performance standards of the MHS requirements. Over the course of development, the platform has been tested extensively for reliability, ammunition compatibility and durability – totaling more than one million rounds.

Aesthetic changes to the platform include the aggressive cocking serrations, enhanced grip textures, guarded controls, and a recessed target crown on the barrel. Critical internal components were completely redesigned to ensure maximum performance.

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The new **Model 360** revolver features a scandium alloy frame, unfluted stainless steel cylinder, Flat Dark Earth combat grips, and is chambered in the .357 Magnum cartridge.

This new J-frame revolver also includes a lightweight, scandium alloy frame which is capable of handling the .357 Magnum cartridge. In addition to its lightweight frame, the **Model 360** features a black finish, a five round capacity and a Red Ramp front sight for quick target acquisition.

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For close quarter shooting, the **Sightmark Minishot Pro Spec Reflex Sight** features a rugged, hard anodized aluminum construction; five reticle brightness settings; click MOA windage/elevation adjustments; and a weatherproof, 5MOA red dot system. It also features scratch-resistant, antireflective glass and parallax correction for fast target acquisition.

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The new **HD XR™ Night Sights** offer the highly visible, sapphire jewel capped tritium front sight and "U" notched rear sight which made the HD so popular, while providing a thinner (.122") front sight which offers a more precise sight picture with expanded field of view, covering less of the target at extended ranges.

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GLOCK®, INC.

GLOCK has just introduced a new generation of pistols with the launch of the **G19 Gen5** and **G17 Gen5**. The **Gen5** pistols feature over 20 design changes which distinguish them from their Gen4 predecessors. The roots of the **Gen5** pistols lie in a request by federal law enforcement for a new service pistol.

The **Gen5** pistols are a variation of the M pistol used by the FBI. Among the design changes are five key features. The GLOCK Marksman Barrel (GMB) utilizes new barrel rifling to deliver improved accuracy. The removal of the finger grooves and an added ambidextrous slide stop deliver improved control and flexibility. The nDLC finish is a tougher and more durable finish which is exclusive to the GLOCK manufacturing process. The introduction of a flared mag-well increases performance by making it easier to funnel the magazine into the mag-well, particularly in high stress situations.

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SIG SAUER, INC.

The **Legion P229** is finished in a proprietary Legion gray PVD coating and features custom G-10 grips with a Legion medallion; new SIG SAUER Electro-Optics X-RAY high visibility day/night sights; and ships with three magazines. The **P229** in DA/SA also includes a reduced and contoured Elite beavertail, more aggressive front strap checkering and additional checkering under the trigger guard. Front cocking serrations provide greater purchase for cycling the action and clearing the fire-arm.

The pistol is available in 9 mm, .40 and .357 SIG and also features low profile decocking and slide catch levers to reduce the risk of snagging. An enhanced polished action with the SRT (Short-Reset Trigger) is augmented with a Grayguns, Inc. P-SAIT trigger. In addition, a solid steel guide rod adds weight where it matters most.

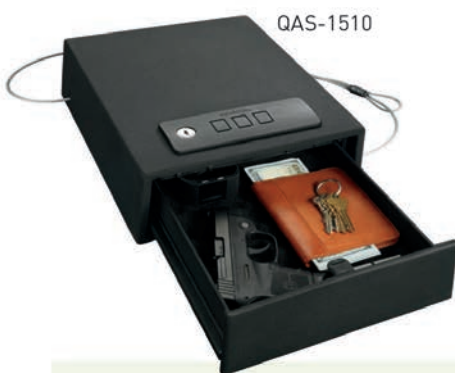
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Capture! Not Combat

Lt. John Domingo and John G. Peters, Jr., Ph.D., CTC, CLS

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When confronting a wildly out of control suspect who is high on drugs or is afflicted with mental illness, the “gold standard” progression for Law Enforcement Officers (LEOs) has been to capture, control, restrain, and transport.



It is undeniable that the raging person must first be **captured**, usually by one or more LEOs, before the other phases can take place. However, for decades, LEOs have basically been trained to “fight” a suspect into submission, rather than to capture him (or her) using less combative apprehension techniques.

Anecdotal evidence, often supported by video footage and witnesses, sometimes reveals one or more officers punching an individual in their efforts to gain submission. Other LEOs use pain compliance techniques or “come along” techniques which often fail to work on out of control individuals. Still, many police academies and agencies train recruits and officers how to defend themselves through “defensive tactics.” While these skills are necessary, some recruits and/or officers become injured during this training and, all too often, as a result of these injuries, administrators demand that this training be “watered-down” to avoid workers’ compensation claims and having officers taking sick leave.

Additionally, many recruits leave the academy with a false sense of security about how effectively the techniques will work, or how skilled they are in their use. Others dislike the training or develop disinterest in defensive tactics because they do not believe the techniques will work in the “real world.” This dislike is not limited to recruits. Experienced officers who have used one (or more) of these techniques, only to be battered by the suspect when the defensive tactics failed to work, will most likely avoid using them, too.

Defensive tactics is, as the name suggests – defensive. Defensive training emphasizes learning how to defend oneself, focusing on self rather than a team approach. The tactics also tend to

focus on the suspect's upper body, arms and hands. "Team defensive tactics" is seldom taught using scenario-based situations with a focus of first capturing the aggressor. Using two or more officers in this manner is often ineffective and supports having a "defensive" mind-set, rather than one to "capture" the person.

Often when confronted by an aggressive individual, officers unconsciously default to their limited boxing skills. Frustrated when their pain compliance techniques and/or devices fail to work as demonstrated, coupled with being scared because it may be the LEO's first physical fight, they often revert to whatever fighting skills they have used in the past or have seen mixed martial artists use. Officers who are striking or using pain compliance techniques on a suspect may have as their primary goal the neutralizing of that individual. However, having a capture mind-set, using proven capture techniques and working as a team, is a procedure which is often missing from the apprehension equation.

Defensive and/or boxing approaches can be a recipe for personal and community disaster after the alleged "beating" is captured on digital video and uploaded to social media. Another reason many defensive, empty-handed techniques are less than effective is because officers do not practice them with regular frequency. Psychomotor skills are perishable and they need to be practiced correctly and often. Although officers practice these sometimes complicated techniques with daily or weekly regularity while in the academy, most will not have this luxury, time or desire after graduation.

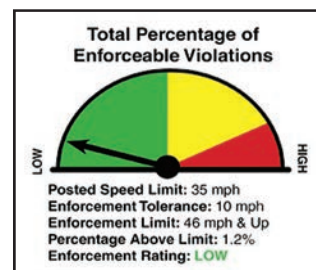
Changing the Mind-set: "Capture" not "Combat"

Today, many citizens demand governmental transparency, accountability and the criminal prosecution of LEOs who allegedly use excessive force. They also insist upon a different officer mind-set, coupled with different training. "Capture" training requires a different set of physical skills and mind-set. For example, "capture" tactics are not exclusively defensive, therefore requiring officers to be trained in more than pain compliance techniques. When force is used by LEOs, officers are generally trying to seize (capture) the violator. Too often in these "capturing" situations, LEOs rely on trading punches, pain compliance techniques and/or devices which are inefficient and/or ineffective in

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CAPTURE! NOT COMBAT

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apprehending "driven individuals."

A "driven individual" is more than a person who turns from a "yes" (cooperative) to a "no" (uncooperative) person. The "driven person" often has an altered mental and/or physical capacity to not feel pain and/or to be very goal directed (i.e., attack you or escape at all costs). Statistically, the overwhelming majority (over 90%) of these driven individuals are impaired through drugs, alcohol, mental illness, or their combination, often making them impervious to pain.

Opioid-induced Excited Delirium and Agitated Chaotic Events

Opioid-induced and/or other types of psychoses often make suspects resistive to pain and can give them extraordinary strength. Many trainers teach officers that, if the suspect is within 10-20 feet, use an Electronic Control Weapon (ECW). If the suspect is very close, use a neck restraint. While these force options are proven to work, not all law enforcement agencies have approved the use of ECWs or neck restraints, so what is an officer to do when faced with a psychotic individual who is wildly out of control? First, recognize it as a medical emergency; stage EMS; and, after capturing and controlling the individual, EMS must consider chemically restraining the person who can then be more easily controlled.

Regardless of the underlying cause of a person's excited delirium or Agitated Chaotic Event, the rapid capture, control and

restraint of the individual is important to his (or her) well-being and that of the officer(s). This person is in a "medical emergency" and needs to be captured for rapid medical intervention. However, if officers are routinely taught only pain compliance force options, in today's opioid abuse subculture, these may not often work, thereby creating a heightened risk of injury to both officer and suspect. Statistically, those agencies which have adopted and retrained their officers in a "capture" paradigm showed less injuries to officers and to suspects.

Reviewing many nonfirearm or edged weapon incidents showed multiple officers were often involved, and the techniques and tactics used in tense and uncertain circumstances often worked against their colleagues' efforts to get the person captured and controlled. Further analysis suggested that LEOs worked independently and did not attempt to **capture** the person by working together as a "capture team" which had a plan. Creating this proposed change is not that difficult. A primary goal of capture training is to get LEOs to work together in teams of two or three, with a mind-set on capturing the individual by controlling the person's legs and hips.

Capture

Analyzing video footage showing the capture of suspects by officers who have been trained in new "capture techniques" prove that they work and can be very effective. For example, using a very simple crossed-leg technique and mount position, two offi-



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CAPTURE! NOT COMBAT

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cers can quickly immobilize a driven individual, taking control of the situation with minimal force (see *Police and Security News*, January/February 2017, "Adding P.E.P To Your Use of Force Training"). The simplicity of the crossed-leg technique requires very little practice to become efficient.

Also, the ability to quickly and safely capture a person before applying restraints will often end the conflict more efficiently and with fewer or no injuries. When handcuffs are used with the crossed-leg technique, the lower limbs are exposed, allowing for faster restraint (if the wrists are unavailable). Controlling the force used by officers allows them to slow down the event (known as pacing and often an important point for litigation or an internal affairs defense). Teaching a mind-set change from "combat" to "capture" is only one part of the training. Force options training must be reformatted, too.

Selecting and Assessing Force Options

Force options are not "constitutional use-of-force standards." Rather, they include, but are not limited to, officer presence, verbal commands, empty hand control, chemical agents, ECWs, impact tools, and firearms. In addition to being trained about capture techniques, LEOs need to be retrained on how they select and assess their force tools. This will include a thorough understanding on what the techniques and devices are intended for, and generally how effectively they work in the field.

(Coauthor) Lieutenant John Domingo analyzed 5½ years of data collected at his mid-sized police department, and calculated the effectiveness of various force options used by officers:

Weaponless strikes (punches, elbow strikes, kicks, knees)	27%
Impact devices (batons, PR-24s, flashlights, ASPs, etc.)	23%
Impact munitions (40mm, PepperBall®, etc.)	40%
ECW (TASER®)	61%
Carotid restraint (over 100 uses)	60%
Ground capture techniques	83%
Restraint systems	93%

The use of these statistics and knowledge of force option effectiveness, allow trainers in his agency to identify and teach what tools or devices are proven to work for various situations. When faced with a situation where pain compliance techniques are known to be ineffective, officers can immediately eliminate them and focus on incapacitation and capture tools.

Pain compliance tools which use motion (e.g., batons) have a greater likelihood of producing injuries. Repeated strikes to an individual because the tool has not worked as intended often creates a perception by those watching of unjust punishment; in short, excessive force. Incapacitation tools and techniques, such as ECWs and neck restraints, when used correctly, cause involuntary body function (i.e., neuromuscular incapacitation, unconsciousness). Research data from coauthor Domingo's agency are consistent with other studies involving TASER and carotid restraint. Injuries were minimal. Domingo's data show TASER injuries were mostly caused by probe punctures through skin. In over 100 uses of the carotid

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CAPTURE! NOT COMBAT

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restraint, the most serious injuries were minor abrasions caused by contact with the ground prior to its application.

Don't Forget Stress/Human Factors

Psychological research data show that, when humans are faced with a violent situation, they will experience a stress response known as "fight or flight syndrome." During this response, the human brain loses some of its ability to

process logical thought and becomes more reactive. When this happens to officers, they are less efficient in transition, say, from one force option to another one. Since most of the tools taught and/or given to officers are based upon pain compliance, officers are more likely to continue repeating an ineffective pain response technique, rather than transitioning to a technique that works. This delay or failure will prolong the incident, increase the risk of injuries, and give

the perception that officers are poorly trained or operating in a punitive manner. Capture training lets officers return to a thinking brain and effectively seize the individual quickly.

Summary

In the United States, many people's positive attitudes about law enforcement have changed to the contrary. They are demanding transparency and accountability, even if it means the prosecution, jailing and/or the suing of LEOs. In contrast, LEO "capture" training has rarely changed with the exceptions of the ECW and/or pepper spray during the last 50 years. Just like people's attitudes and perceptions about LEOs have changed, how we train officers to use force when capturing out of control individuals also must change. In addition, the changes must increasingly focus on de-escalation and fast capture techniques on those subjects who most often will not cooperate due to impairment.

Law enforcement trainers and officers must adopt contemporary attitudes about capturing individuals, while limiting their use of pain compliance force options they know (or should have known) do not work when seizing a violent person. Traditional "fighting" methods which focus on trading punches, too, must be replaced with data proven and easy to learn "capture" techniques. But, first, the current mind-set of "fighting a person" must be replaced with "capturing the person." **P&SN**


John Domingo is a Lieutenant with the Huntington Beach, CA, Police Department. He is the Use-of-Force Coordinator and developer of the P.E.P. Program, with over 20 years as an arrest and control/use-of-force instructor. He has also served as a SWAT and Negotiations Commander with training in trauma support. He has trained hundreds of peace officers throughout Southern California, and is a highly sought-after presenter and trainer by other agencies. Lt. Domingo has been a frequent presenter at the Institute for the Prevention of In-custody Deaths, Inc. (IPICD) conference.

John G. Peters, Jr., Ph.D., CLS, CTC, serves as President and Chief Learning Officer of the IPICD. The author of several publications and texts, including Tactical Handcuffing for Chain- and Hinged-Style Handcuffs, he is a frequent contributor to Police and Security News.

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“Above and Beyond...” salutes Sgt. Robert Morse and Officer Ulysses Young of the Ellenville, NY, Police Department

Artwork
by
Don Lomax

ELLENVILLE, NY
MARCH 3, 2017
2:20 AM



SGT. ROBERT MORSE AND OFFICER ULYSSES YOUNG OF THE ELLENVILLE POLICE WERE CRUISING PAST THE EMERALD POND ESTATES APARTMENT COMPLEX ON FRIDAY IN THE EARLY MORNING WHEN THEIR DISCOVERY OF AN APARTMENT STRUCTURE FIRE SPURRED THEM INTO ACTION!

THROWING CAUTION TO THE WIND, THE OFFICERS IMMEDIATELY BEGAN KICKING IN DOORS, ROUSTING THE OCCUPANTS AND USHERING THEM TO SAFETY!



FROM UNIT TO UNIT, IN BUILDING D, SGT. MORSE AND OFFICER YOUNG REPEATEDLY RETURNED AND REENTERED THE FULLY ENGULFED STRUCTURE, EVACUATING THE STUNNED VICTIMS WHILE CHOKING FROM SMOKE INHALATION!



SGT. MORSE AND OFFICER YOUNG WERE SUCCESSFUL IN ASSISTING THE 38 RESIDENTS OF BUILDING D FROM THE INFERNO WITHOUT SERIOUS INJURY!



AFTER ALL THE RESIDENTS WERE OUT OF THE FULLY ENGULFED APARTMENT BUILDING, SGT. MORSE AND OFFICER YOUNG WENT BACK INTO ONE OF THE APARTMENTS TO RESCUE THE FAMILY DOG. ONLY AFTER THEIR HEROIC ACTIONS WERE SUCCESSFUL DID MORSE AND YOUNG SEEK TREATMENT AT A LOCAL HOSPITAL FOR SMOKE INHALATION AND LEG INJURIES.



THE ELLENVILLE CHIEF OF POLICE SAID IT BEST, "IF NOT FOR THE QUICK RESPONSE AND HEROIC ACTIONS, THERE CERTAINLY WOULD HAVE BEEN NUMEROUS LIVES LOST TODAY." TO PROTECT AND SERVE, ABOVE AND BEYOND.

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THE WHEELS OF JUSTICE

Good News, Bad News And Really Good News

Sergeant James Post

Okay, I'm one of those guys who likes to get the bad news out of the way first. Then, I have something good to look forward to after I've had the rug pulled out from under me.

Unless you've been on the International Space Station for the last six months, you know that the bad news comes from Ford® Motor Company. Yes, the folks who gave us the Edsel, Pinto and Mustang II have once again made the six o'clock news.

The problem this time is every bit as serious as the CVPI gas tank fires of several years ago: Police operators and passengers in Ford's Police Interceptor (PI) Utility are being sickened by carbon monoxide (CO) in alarming numbers. So significant is the problem that the Austin, TX, Police Department grounded all 446 of their Ford Explorers and PI Utilities (61% of their entire fleet). After learning of a potential problem, the Austin PD installed CO detectors (in the Fords) and, in five months, 73 vehicles tested positive for CO. This has caused the Austin PD to utilize dated CVPIs and change department policy from one officer per vehicle to two per vehicle.

Similar problems have been detected in PI Utilities used by Henderson, LA, and the Kansas Highway Patrol. By July of this year, 41 officers have been affected by CO poisoning, but by far the most

serious case was in Newport Beach, CA, when an officer was overcome by fumes and passed out while driving. He jumped a median, nearly missing several oncoming vehicles, left the road and crashed into a tree, seriously injuring himself. Other officers around the country have either passed out or have tested positive for CO in their bloodstreams and at least one class action lawsuit has been filed on behalf of injured officers. In addition, the NHTSA has opened an investigation.

It is important to note that carbon monoxide problems have only been discovered in the PI Utility and NOT in the PI Sedan or civilian Explorers.

Ford's response to this issue has become very proactive and they've been sending their engineers to departments which have experienced the CO leaks. Engineers soon diagnosed the cause as poorly installed emergency lighting by up-fitters or the departments themselves. Access holes drilled for the wiring of emergency lighting (in the rear of the vehicles) were found to be improperly sealed or not sealed at all, allowing deadly fumes to enter the vehicle. You'll remember from your high school chemistry class that CO

is colorless and odorless, so officers can be overcome before they're aware that it's happening.

Older readers will remember the good old station wagon days. We could never drive with the tailgate window open without fumes filling the car. It's the same aerodynamic principle at work here. Like drafting in NASCAR, these fumes are sucked to the back of the Utility and can enter through any opening available.

Swiss Cheese

Many of you veteran readers know that I collected and restored police cars for over 25 years and I found early on that mechanics with drills are far more dangerous than a shark in a swimming pool. After buying a used cruiser, the first thing I did was to pull the trunk mat and start plugging equipment holes with silicone. Many departments' removal of police equipment prior to disposal is never pretty, and often shoddy, with cut wires (many times hot) and unplugged holes. And, don't even get me started on how some departments remove decals and markings. I once bought a 1982 Caprice which had been used by three different



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THE WHEELS OF JUSTICE

Continued from page 32



An example of a Police Interceptor Utility with factory installed lights above the license plate



The factory installed lights have been removed. New holes which were added to accommodate aftermarket wiring are shown uncapped, through which exhaust containing carbon monoxide can get inside the vehicle.



Another example of aftermarket wiring which may allow exhaust to infiltrate into the cabin

departments and, when I pulled the carpets, I counted over 30 holes in the transmission/driveshaft tunnel where different consoles had been mounted. Of course, none had been plugged and they let in heat, water, dust, and road noise. By the time I finished, the filled holes contained more silicone than a Hollywood starlet!

Folks, if your department does their own installs, or you farm it out to a local vendor, make certain these wiring holes are sealed! For a few bucks worth of silicone, you can save your officers' lives.

Ford has agreed to fix all unsealed holes in the Interceptors they find, but don't wait – you can do it fast and cheap yourself. While you've got the silicone handy, I'd suggest filling any non-OEM holes you find anywhere in your fleet. While you're at it, if you have any of the Chevy Tahoes or Dodge Durangos in service, I recommend you check them, too. **No problems have been reported in these vehicles, but because they are SUVs, they do share the same aerodynamics of the PI Utilities.**

There have been some concerns that fumes could also be coming from splits in the Utility exhaust manifolds and Ford is also investigating this. **Regardless of the origin of the CO, I recommend that you place CO detectors in EVERY Interceptor until the problems have been resolved permanently.**

Ford offers an excellent optional up-fitting program for the new Interceptors and, as we've reported in the past, they have the most complete emergency lighting package of any of their competition. Of course, departments have to save money wherever they can, so many either recycle used emergency equipment or purchase it from cheaper sources. Some naysayers claim that Ford's findings were Ford's way to make sure customers purchase emergency equipment from them. That notion is total BS and Ford has stepped up and is actually fixing other people's screwups! Try to get your local mechanic to do that on your own car.

Ford's inspection and repair program for the Utilities consists of three phases. First, they will check and seal off all open holes in the rear of the vehicle where exhaust can enter, **regardless of the age, mileage or who performed the original installation.** Second, Ford will update the air conditioning software so that it brings in more fresh air during typical police driving duty. Third, they will check the engine computer software codes which could indicate a damaged or faulty exhaust manifold.

Law Enforcement (LE) agencies concerned about CO issues should contact their local Ford dealerships or they can call Ford directly at the CO Hotline at (888)260-5575. Ford has

also created a video explaining how unsealed holes contribute to exhaust concerns in the Police Interceptor Utility. It's worth investing the 3.5 minutes to watch if you have any questions surrounding this potential problem: <http://tinyurl.com/y9o9yudp>.

And Now the Good News from Ford

Ford has announced two more exciting models to add to your police fleet. P&SN had recently reported on the Police Responder Hybrid Sedan Concept which is currently being field-tested and which will be the first pursuit-rated hybrid police vehicle to hit the streets. It will also be put through the paces at this year's Michigan State Police (MSP) LE Vehicle Tests, September 14-18, 2017.

Ford's other new entry will also be put through the paces by the MSP – the F-150 Police Responder, the industry's first pursuit-rated pickup truck. Ford LE trucks are nothing new for Ford. In 2012, we reported on their new 2013 Special Service Vehicle (SSV) F-150 which has since proved popular with agencies in rural and mountainous regions, as well as fish and game agencies and the U.S. Border Patrol. Available in 2WD and 4WD, it has proven to be a light truck contender to both the Chevy Silverado and Ram LE models. Now, with a pursuit rating, the F-150 trucks have become even more versatile in case a pursuit or emergency response is warranted.

The F-150's military-grade aluminum alloy SuperCrew bodied truck is based on their FX4 off-road model and has a 145" wheelbase riding on all-terrain tires mounted on 18" alloy rims. It is powered by Ford's proven 3.5L EcoBoost engine which provides 375 hp at 470 ft lbs of torque. That horsepower is delivered through their SelectShift® ten-speed, column shifted, automatic transmission and includes a police calibrated braking system. It is equipped with underbody skid plates and a Class IV hitch with a 7,000 lb. towing capacity, the best in its class. The Responder is capable of 100 mph, both on-road and off-road, proving that the bad guys can run, but they'll never hide again!

And Now for the Really Good News

President Trump continues to keep his campaign promises to support America's law enforcement. Earlier this year, his administration freed up departments' ability to obtain surplus military vehicles

Continued on page 38

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Heading off-road is no longer an option for the bad guys!

and equipment which were banned by the Obama administration.

The White House announced on July 21 that the Justice Department will be restarting a federal asset forfeiture program also shut down by the Obama administration. Known as "adoptive forfeiture," this program gives the good guys greater leeway to seize property of those suspected of criminal activities – even if they are never charged or convicted. Asset forfeitures have long been a benefit for cash strapped agencies throughout this country. Be it money, guns, homes, or vehicles, the bad guys' ill-gotten gains have been put to good use by saving American lives and taking criminals off the streets. During the suspension of this portion of the seizure statutes, monies and property could not be kept until after conviction, but no more.

If a local agency seizes cash, they are entitled to keep 80% of it, while the Feds receive 20%. The property seized is usually sold and those proceeds are split in the same manner; however, vehicles and

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The F-150 Police Responder boasts the largest passenger volume of any pursuit-rated vehicle.

some contraband are another manner. I'm sure you've seen the sports cars and exotics marked as D.A.R.E. cars bearing the wording, "Courtesy of your local drug dealer." This carries a great (and none too subtle) message, both to offenders and the kids in the valuable preventive programs like D.A.R.E.

Many vehicle seizures also end up being used by local, state and federal agency undercover officers. I served in several of these assignments and used a wide variety of "captured" vehicles, including a Cadillac limo reported to have once belonged to Elvis.

Actually, LE is only limited by their own imagination as how to utilize seizures. "Flash rolls" are wads of cash frequently used in undercover operations when buying drugs or other contraband from criminals to establish the belief that the buyers (cops) have the financial capability to purchase (whatever). Once, on a joint FBI/local task force, I used a flash roll of a million dollars of FBI money in a briefcase. For security, the "flash" took place in a bank safety deposit box vault and all of the "customers" in the bank were FBI agents.

Unfortunately, my department never had this kind of money to use and possibly lose. In one operation, we seized a large quantity of prescription drugs from a major drug dealer and a crooked doctor. Seized in this load was a gallon jar of Quaaludes which were very popular at the time. Because cash was always tight, we got permission from the DEA to use the jar of Quaaludes in lieu of cash for future "flashes." Despite having to count every damn pill before and after every use, we sure took a lot of bad guys off the streets...many still in shock and with eyes as big as quarters after seeing that many Quaaludes at once! **P&SN**

Sergeant James Post is a 27 year veteran of police work and always appreciates your comments and suggestions. He can be reached at kopkars@arkansas.net.

"If your workload increases without justification; if you are left out of the loop in situations in which you have responsibility; and if your input and successes are ignored and miscues magnified, you may have become an inviting target to a toxic boss."

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Living in the Los Angeles area, hardly a week goes by that I don't view a high-speed police chase being covered on television.

The National Highway Traffic Safety Administration (NHTSA) estimates that about 360 people are killed annually and many more are seriously injured as the result of police pursuits. This number includes suspects, police officers and bystanders alike.

Currently, spike strips manually laid across the road by officers are commonly used to terminate a high-speed pursuit. However, there are risks associated with the use of these types of devices. Numerous law enforcement officers have been killed or injured while deploying roadside tire deflation devices. Consequently, in 2012, Dallas police outlawed the use of spike strips after five officers from around the nation lost their lives while deploying them. Reliable devices, such as the Stop Stick® Tire Deflation Kit (which is deployed utilizing an 80 foot cord), allow an



A screen shot of the NightHawk® spike strips being deployed

officer to stand a safe distance from the road. However, the police officer can still be in harm's way from a fleeing car trying to avoid the Stop Stick device.

One new product is seeking to help deploy spike strips in a safer manner. NightHawk® spike strips are remotely launched and retracted, thus keeping the officer out of harm's way. The dual button remote operates at up to 100 feet away while deploying a string of spike strips. It takes less than two seconds to deploy

and the same amount of time for retraction, leaving no potential hazards on the roadway. According to the company, the device is reliable in all weather conditions and it can deploy a line of spikes approximately 24 feet wide (the spike strips themselves are 13-15 feet wide, but there is also a "null zone" which is included to keep officers out of harm's way – for example, you can put the case down on a shoulder or in a grassy area off the road, etc.). The spike strips and remote control

are contained in a 20" x 9" x 15" case which weighs 30 pounds and houses the deployment mechanism. Visit <http://tinyurl.com/y8ynzldr> to see NightHawk in action.

Unfortunately, more automakers are now eliminating the common spare tire and car jack through the use of run flat tires, in order to reduce weight as one way to meet tougher fuel economy standards. Run flat tires render spike strips ineffective, since vehicles equipped with these types of tires can travel 50 miles or more after they have been punctured.

At certain times, the perp's vehicle may be stopped by using a Pursuit Immobilization Technique, or PIT. Here, an officer maneuvers the police car to strike the fleeing car by hitting it near its rear wheel, turning it sideways and forcing it to a stop. However, there is always the risk that the suspect might lose control and hit a bystander's vehicle or drive off again after he or she has stopped.

A number of police departments have adopted policies against chasing



The Grappler consists of two extending arms which attach to the front bumper of a police car.

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VEHICLE PURSUIT TECHNOLOGY

Continued from page 41



The MobileSpike consists of a combination push bumper and mechanical arm with a flexible spiking strip attached which extends outward.

suspects. While avoiding chases associated with minor infractions is a valid argument, pursuits are still justified for serious crimes, such as homicides or carjacking. Therefore, safer techniques and technologies are needed, and are being developed, to end potentially dangerous pursuits. Several of these involve mechanical devices, while others could take advantage of autonomous vehicle technologies, as well as vehicle to vehicle (V2V) technologies, being rapidly developed.

One such product is the Grappler Police Bumper, a device which utilizes two extending arms attached to the front bumper of a police car. As the arms are

lowered, a durable nylon web is extended until it is positioned just a few inches above the road. The pursuing officer needs to drive close enough to the suspect's rear wheel so that it catches. The net is then drawn up and around the rear axle, stopping the wheel from turning. This net is also connected to a long tether which can be used to further slow and restrain the vehicle – or it may be detached at any point so that the police car is free to continue driving if the suspect attempts to flee on foot.

The Grappler's demo process has recently begun. In mid-September, the company will undertake a three week trip across the US visiting the agencies which

have requested an up close look at the effectiveness of the Grappler. Visit www.policebumper.com to see the Grappler in action, including a Dodge Charger easily stopping an F-350 pickup.

The MobileSpike is another potential device used to deflate tires from the safety of a police cruiser while protecting the lives of law enforcement, bystanders and suspects. It consists of a combination push bumper and a compressed air actuated mechanical arm, all weighing about 86 pounds. The officer positions himself alongside the suspect's vehicle with the front bumper located ahead of the rear tire. After pressing a dash mounted activation button, the arm, equipped with a flexible spiking strip attached at the end, extends either to the left or right. The officer then slows down and the spiked strip goes under the tire. The arm retracts automatically back into the push bumper mounting when the button is released.

The MobileSpike's slow, controlled deflation can safely end a chase in under 60 seconds and at speeds of 15 to 120 mph. The system can be mounted to operate from either side of a police car. Rather than popping the tire, the spike is a hollow "quill" which lets the air flow out of the tire. The device has been tested under various heat, snow, ice, humidity, and terrain conditions with the help of law enforcement agencies in Alaska, Arizona, California, Florida, Georgia, Michigan, and Washington. The MobileSpike is still in the final development stage.

One way to increase officer safety while managing dangerous high-risk vehicle events and pursuits is with StarChase, a "Pursuit Management System." Unlike tire deflation or other invasive approaches, StarChase is a tool which does not alter the suspects' vehicle dynamics. This is an extremely important liability point for agencies to weigh when developing their pursuit reduction strategy. StarChase is a long-standing, commercially available tool being used in over 40 states. The tool enables law enforcement to "GPS (Global Positioning System) tag" a suspect's vehicle from a dual barreled, compressed air unit located in a police car's grille. The GPS tags have an industrial-strength adhesive in order to securely stick to the target vehicle and a remote laser sight is used to acquire the target vehicle while moving or stationary. The tag is deployed using an in-car console or remote key fob.

Once the suspect's vehicle is tagged,

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The StarChase GPS launcher is positioned behind the grille of a police vehicle.

the pursuit is terminated and the GPS module begins to transmit the vehicle's coordinates, heading and speed every three to five seconds to a computer located at police dispatch on which the tagged vehicle is monitored via a digital road map. The GPS tag can relay information back to dispatch for several hours, so the vehicle's precise location is always known. With this system in place, the officers can pull back and wait for backup, then make contact at the time and location of their choosing. Believing that they are no longer being followed, data shows that suspects often return to normal speeds or even stop, allowing for safer apprehension.

The tracking data from the StarChase system can be downloaded, retained and used as evidence in court. From a legal standpoint, unlike other GPS devices which are hidden underneath cars, the StarChase tagging device is in plain sight. A recent Supreme Court ruling does not bar law enforcement's use of StarChase because it is considered a reasonable "search" under the Fourth Amendment, as there is probable cause to believe that the vehicle they are tracking is being used in the commission of, or an active escape from, a crime. Other GPS devices used for the long-term tracking of a suspect's vehicle require a warrant.

Another technology, V2V, could be an answer to ending high-speed pursuits. Generally, it could perform the same function as the StarChase system in monitoring the location of a suspect vehicle, allowing police to wait to move in for an arrest when appropriate and safe. Systems like OnStar, LoJack® and the new Hum by Verizon provide some form of vehicle locating. For example, OnStar uses GPS to pinpoint a stolen vehicle and help authorities quickly recover it.

Vehicles with OnStar's Remote Igni-

tion Block go a step farther, allowing an OnStar Advisor to send a signal to slow the vehicle or prevent it from restarting. OnStar can send a Stolen Vehicle Slow-down® signal to help authorities recover a vehicle, reducing high-speed pursuits. Once police confirm that conditions are safe, OnStar can send a signal which gradually slows the vehicle. However, a relatively small number of vehicles currently utilize OnStar services.

In the future, self-driving technolo-

gies, already available or under development, could be used to eliminate the need for high-speed pursuits. For example, BMW (working with Siemens) is developing the Emergency Stop Assistant, a system which switches over to an autonomous driving mode should the driver become incapacitated by a health emergency, for example. Using technology like Lane Change Warning and Active Cruise Control with Stop and Go, the Driver Assistance system would robotically bring



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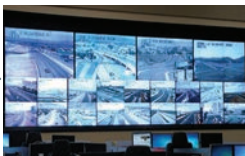
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Circle 5053 for More Information

FACTS

- In the two decades since hand thrown spike strips became a popular way to end pursuits, more than 30 officers have lost their lives in accidents surrounding their usage, according to an FBI Bulletin.*

*Source: FBI Law Enforcement Bulletin, Sep. 2012 Bulletin Alert: Deployment of Spike Strips (<http://tinyurl.com/y9shmctq>)

- From 1980 through 2014, at least 371 police officers were killed in vehicle chases, according to a USA TODAY analysis of the U.S. Transportation Department database of fatal vehicle crashes and records of officer deaths maintained by two private police memorial groups.*

*Source: <http://tinyurl.com/yavmtb26>

the BMW to a safe stop at the side of the road. Using V2V technology, law enforcement could tap into same system to bring a high-speed pursuit to an end.

The significant advantage provided by autonomous driving technology is that new capabilities can be added merely by upgrading or modifying software – avoiding having to add new hardware. This means additional capabilities could be incorporated into vehicles already on the

road, just like Microsoft® and Apple® update their computers and smartphones. Tesla is currently doing this via the Internet.

The downside is that these technologies will not be widely available in a significant number of vehicles for years. For instance, Federal laws requiring V2V in new vehicles won't begin until about 2020-2022. Likewise, self-driving or autonomous vehicles will not start appear-



StarChase projectiles have a GPS “tag” and use an industrial-strength adhesive so they stick to the target vehicle.

ing in dealer's showrooms in large numbers until the early 2020s. And, since many bad guys tend to drive older cars, it could take even longer before pursuits become a thing of the past. Therefore, vehicle pursuits and items like spike strips, the Grappler and MobileSpike will continue to be part of law enforcement's equipment inventory and cops will have to hone their skills in using them safely.

P&SN

Bill Siuru is a retired USAF colonel. He has a Ph.D. in mechanical engineering from Arizona State University. For the past 46 years, he has been writing about automotive, aviation and technology subjects.

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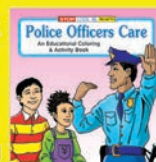


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Automated License Plate Recognition: An Insider's Look

Rebecca Waters



Photos courtesy of NDI Recognition Systems

What are some of the newest, extensive uses of this technology and how can they be best utilized?

Automated License Plate Recognition (ALPR) systems — made up of a camera or cameras, a processor and character recognition software — at their most basic are designed to capture license plate images, transform them into characters and compare the results to a database of license plates which are of interest to law enforcement. We asked six industry experts to fill us in on the state of the technology and what we can expect in the future.

“Five, or even ten, years ago, the common use in the US would undoubtedly be to recover stolen vehicles and ticket vehicles with expired license plate registrations. However, with advancements in the technology and more agencies adopting the technology, the uses of ALPR technology have grown wings... registrations and stolen vehicles are still common practice for ALPR, but so, too, are criminal investigations such as burglaries, kidnappings, homicides, and identification of trafficking patterns,” says Heather Fraser, Marketing Manager for NDI Recognition Systems.

“For law enforcement, ALPR can be broken into two categories: immediate vehicle detection and investigations,” says Peter Crary, US ALPR Operations Director for Neology’s PIPS Technology™. “ALPR is very appealing for immediate vehicle detection because it allows the officer to passively monitor for wanted vehicles while performing his or her normal duties.”

When it comes to investigations, ALPR technology provides law enforcement with “an ever-increasing toolbox of analytical tools to help determine who the criminals are and where [to] find them,” he says.

Adoption

The 2013 Law Enforcement Management and Administrative Statistics survey found that an estimated 17% (about 2,000) of departments used automated license plate readers, including more than three quarters of the departments serving 100,000 or more residents. ALPR technology has continued to evolve and its uses have become better understood, leading to an increase in adoption.

Some barriers still exist, with cost presenting the biggest obstacle. “Law enforcement technology is growing almost faster than [agencies’] budgets can afford. Body armor, body-worn cameras, dash cameras, fleet vehicles, operational costs...you name it and it’s vying for purchase from the same budget pool,” Fraser says.

“While the individual system cost has come down in the past five years, the solutions still remain expensive when considering the back office hardware (servers) and personnel to manage it,” says Nate Maloney, ELSAG’s VP of Marketing and Communications. “This can be overcome by participating in a regional data sharing program that either shares infrastructure costs with the participating agencies or covers all the costs of the infrastructure outright,” he adds.

“What we are seeing is a lack of understanding as to the full value of an ALPR system,” Crary adds. “When agencies have a narrow view of the value of ALPR, seeing it as a tool for just finding stolen vehicles, for example, they will find it hard to justify. But, when we are able to convey the investigative power to an agency, the value quickly becomes apparent.”

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Politics can also present an obstacle, as civilian misunderstanding of the technology has spurred some privacy concerns. "Some citizens think that the use of LPR is Big Brother watching them and tracking where they are going, but that is not true," says Patrick O. Fox, National Sales Director for LPR and law enforcement operations for SecureWatch 24.

"The truth is, license plates exist for law enforcement identification of vehicles and are required to be visible. There is no inherent or assumed privacy in a license plate, just as anyone can walk down the street and write down a license plate number. License plates do not reveal any personally identifiable information – it is merely alphanumeric characters. The only way to link an anonymous LPR data record to personally identifiable information, like a name, address or face, is to obtain access to a state's Department of Motor Vehicle database. Access is currently restricted to a handful of permissible purposes by a strong federal law,

the Driver's Privacy Protection Act. This Act carries stiff fines and federal prison penalties for any violation," explains Tom Joyce, Vigilant Solutions' Vice President of Business Development, and retired Lieutenant Commander of Detectives at NYPD.

While public misperceptions can be difficult to overcome, education can go a long way. "I've seen some agencies reach out to their communities, showing them the technology and educating them on the benefit which ultimately is a safer community," says Fraser.

Purchasing

There are many factors to consider before purchasing an ALPR system; most importantly, your agency's needs. "Purchasing an ALPR system without a purpose or understanding of the technology will likely lead to an underutilized system," warns Crary. "An agency's need for ALPR will drive the different options they may want to choose."

"There [also] needs to be buy-in from both the command level and the individual officer level. Too often, I've seen systems unused because either the command or the officers using the system did not understand, or did not want to use, the technology," Crary adds.

"Any agency considering purchasing an ALPR solution should consider the overall cost of the solution, not just the sales price," Maloney says. "There could be a several thousand dollar difference between vendors when you take into account annual fees and maintenance costs."

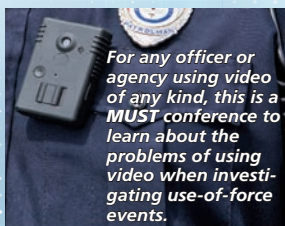
"Agencies should also review their in-house technical expertise to host and maintain the back office system. Not all agencies have the ITS support to operate and manage their own storage server. A shared regional server operated by a larger agency or a cloud-based system might be a better alternative. Finally, agencies should develop operational policies and procedures before deploy-

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ment," he adds.

"A city or police department must consider the solution's flexibility. If they already have cameras deployed, will the ALPR solution work with them, or will they need to 'rip and replace' some of what is already there? If they do not already have cameras, how expensive will the cameras be that they have to buy?" suggests Kelly Haines, Director of Marketing at PlateSmart Technologies. Agencies "should be looking at the best performing LPR camera and not always the price point," Fox says.

"Camera performance options to consider are the yield rate (the number of plates read by the camera against the total number of plates which drove past the camera), the read accuracy, closing speed performance, and low light capabilities. Agencies also need to consider whether it is feasible to mount a camera in certain places. Fixed cameras need power, communication, and a good angle for reading plates. Mobile cameras

should not obstruct the patrol vehicle's lightbar, for safety reasons, or the cameras need to be installed on other vehicle surfaces like the trunk or in a covert setting. This is where engineers and sales team[s] can really benefit an agency in determining the best setup for the agency's needs. Agencies will want easy-to-use software which users will want to use and administrators find simple to maintain," says Crary.

"Perhaps one of the most important [ALPR features] is the ability to easily share and receive real-time data," says Joyce. Plate searches, partial plate searches, year/make/model filtering, data security, and the ability to create hotlists to send and receive real-time alerts are also features to consider.

Finally, when purchasing an ALPR system, "ask for a demonstration. Ask for a T&E – make sure your team will be comfortable with the user interface. Find out if there is support both on-site and by phone," Fraser says.

"The biggest misconception is that an agency is too small to have a system. These systems are meant to be a force multiplier," Maloney says. "If your human capital is limited, why not allow a technology to enhance their efforts?"

Fixed Versus Mobile or Portable Cameras

One major consideration in purchasing an ALPR system is whether to invest in fixed, mobile or portable camera units or some combination thereof. All "cameras operate in the same way. They capture the image of license plates and translate them into usable data. It ultimately comes down to how the agency wants to use the systems. One agency might conclude that mobile cameras are better for interdiction because the officer can immediately spot the subject vehicle and take action. Additionally, since they are mobile and easily mounted on vehicles, they can be moved across a jurisdiction. However, they require an officer to be operating the vehicle and it is unlikely they operate 24/7, so there is downtime associated with the mobile system. On the other hand, an agency might opt for fixed cameras because they can capture all the traffic which passes a certain point in a jurisdiction 24/7, especially if they can locate the camera at a choke point. The data collected from the fixed camera is reported to a command center where they can dispatch officers or it can be directly passed along to agents in the field working on an investigation. Fixed

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AUTOMATED LICENSE PLATE RECOGNITION: AN INSIDER'S LOOK

Continued from page 49



A regional data sharing program which splits infrastructure costs with participating agencies is one solution to funding this technology. (Photo courtesy of ELSAG)

camera deployments tend to take more thoughtful planning as there are infrastructure requirements needed to hang a camera (i.e., electricity, a hanging structure, DOT permission, etc.). A mobile camera can be installed on a vehicle in about an hour. Ideally, mobile and fixed systems should complement each other in a comprehensive ALPR solution," notes Maloney.

Portable systems can be a good "in-between" option, Fraser says. "They do not require the permanent installation a fixed system would, but do have the read and capture capabilities of a fixed system. Additionally, they have the mobility and flexibility of a mobile system, but don't require a human to operate. It's also an option if an agency already has radar speed or VMS trailers and wants to just retrofit them for ALPR," she notes.

The Future of ALPR

While cameras are expected to become smaller, more accurate and easier to deploy in the near future, the biggest advancements in the industry are likely to be to ALPR software.

"Our solutions can already recognize more than just license plate numbers; they can also detect state jurisdictions and vehicle make. In the near future, we will be adding the ability to recognize vehicle color and type," Haines says.

"Easier ways to transform and read 'big data' to help identify and eradicate criminal hot spots, interrupt trafficking patterns and solve criminal cases are where more agencies are gearing," says Fraser.

Expect to see an increase in software customization for individual agency needs, as well as increased collaboration between agencies, Maloney says.

"I believe we will see more powerful alerting and analytical tools. Law enforcement needs that ability to find a needle in haystack – that is always the goal," says Joyce. "They need to get answers easier and faster."

ALPR Products

ELSAG

www.elsag.com

ELSAG's Plate Hunter M6™ is a mobile ALPR system comprised of externally mounted digital cameras which can read plates while stationary or at highway speeds. The system compares the plate numbers to a hotlist stored on the in-car computer and automatically broadcasts hits to the patrol officer and his command center.

The Plate Hunter F2™ fixed ALPR system can be mounted to bridges, overpasses and other structures to constantly monitor sensitive areas. Cameras with built-in processors, a field control unit and proprietary software capture images of license plates, crosschecking each with hotlists to identify vehicles of interest. Alarms are broadcast in real time to a command center, patrolling vehicles and/or mobile devices for immediate reaction.

The ELSAG CarSystem™ application monitors the activity of the ALPR cameras connected to the onboard PC. It gives the user a view of the license plates being read, alarms generated by those reads when compared against hotlists and reports the status of the system.

ELSAG's Enterprise Operations Center™ manages all Plate Hunter mobile, fixed and covert ALPR cameras with features for data security, access and auditing. The EOC uploads and archives both read and alarm data coming from all of the vehicles and fixed cameras and manages the distribution of the plate database, or hotlist, to ALPR units.



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AUTOMATED LICENSE PLATE RECOGNITION: AN INSIDER'S LOOK

Continued from page 50

NDI Recognition Systems

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Engineered for mobile ALPR applications, the V-230 delivers large functionality in a small package. With its compact form and low profile, the V-230 offers a small dual sensor (infrared and color) LPR camera which is easily mountable on the lightbar, trunk lid or behind the grill of a patrol vehicle or installed elsewhere for covert applications.

The C320 Automated License Plate Recognition camera is designed for versatile operation and deployment as a fixed ALPR camera. The C320 is available with a wide range of camera and infrared illumination options offering flexibility in any fixed site ALPR application.

The Road Warrior system is a cost-effective radar (speed) or VMS (message) trailer with a full LPR system which can be deployed quickly and covertly. The Road Warrior system captures all license plate image data passing through the LPR camera's field of view, reads it and wirelessly transmits the data and alerts the VISCE (Vehicle Intelligence Server/Communications Engine) and a variety of other assets, including patrol vehicles, handheld devices, control rooms, dispatch centers, and real-time crime centers.



One of the most important features to look for in this technology is the ability to easily share and receive real-time data. (Photo courtesy of Vigilant Solutions)

PlateSmart

www.platesmart.com

The Analytic Recognition Enterprise Solution (ARES) is PlateSmart's end-to-end enterprise Vehicle Recognition Identification analytical back-end platform. ARES uses true object recognition instead of traditional optical character recognition technology and features an open architecture which is designed to be highly scalable and integrate with any VMS or third-party software.

The ARES Viewer is a stand-alone application with an interface which allows widespread access to vehicle recognition data and alerts in real time. The ARES Viewer communicates vital information and allows you to view real-time data from anywhere, at any time, through a VPN connection to your network.



Public misperceptions of this technology may be difficult to overcome, however, education can go a long way in communicating its benefits. (Photo courtesy of NDI Technologies)

PIPS Technology (a Business of Neology, Inc.)

www.neology.net

The P492 Fixed Wide Lane ALPR Camera is a self-illuminating, LED infrared camera, contained within a single watertight enclosure. P492's onboard OCR reads license plates directly, independent of network or back-end system availability or workload.

The P634 Mobile ALPR Camera is a dual camera which incorporates infrared illumination for license plate imaging and a color camera to provide a vehicle overview image. Using a proprietary technique, known internally as "Triple-Flash" technology, this covert camera can effectively suppress ambient light such as headlights and bright sunlight.

The Mobile ALPR Processor SX4 simultaneously supports up to four dual (color and infrared) mobile ALPR cameras. With wireless communication, it was designed specifically for on-street law enforcement environments. In addition, an automated shutdown feature protects the processor from damage due to power surges.

Plate Alert Analytical ALPR Software features pattern management alerts. Notifications are sent when the system detects activity matching a predefined pattern which may suggest illicit activity.

SecureWatch 24

www.securewatch24.com

The AutoVu™ Sharp and SharpX are designed to provide accurate plate reads, even at high speeds, in bad weather or at poor angles.

AutoVu Patroller is the in-vehicle control interface of the AutoVu system, providing accessible features for officers onboard and allowing them to monitor incoming reads from LPR cameras.

Security Center is a unified security platform providing real-time monitoring of AutoVu events, alarm management, as well as advanced datamining and reporting capabilities.



One important consideration in purchasing an ALPR system is whether to invest in fixed, mobile or portable units. (Photo courtesy of ELSAG)

As license plate reads and hits are gathered from patrolling units in the field and from fixed AutoVu Sharp units, information is relayed to Security Center operators. In the case of fixed applications, not only can operators monitor the incoming reads from LPR cameras, but they can also view live video which is captured from the Sharp camera.

Vigilant Solutions

www.vigilantsolutions.com

Vigilant Solutions' ALPR system, LEARN, features a ruggedized and compact dual lens (infrared and color) LPR camera engineered for extreme conditions. The camera recognizes license plates in the camera's field of view, matches against various agency hotlists and notifies law enforcement of matches. The system can also stream live video to a separate location such as a video management system.

The Target Alert Service allows for alerts from fixed camera vehicle sightings to be broadcast from LEARN to any computer or mobile device. A published Application Programming Interface (API) allows for custom applications such as gate triggering and communications with external systems. **P&SN**

Formerly the Editor-in-Chief for Forensic Magazine, Rebecca Waters is a freelance writer and editor.

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The Use of Textalyzer Technology to Curb Distracted Driving

Hannah R. Heishman; Tod W. Burke, Ph.D.; and Stephen S. Owen, Ph.D.

On June 16, 2011, Evan Lieberman, a 19-year-old university student, was a passenger in a car driven by an acquaintance while on the way to a summer job. The vehicle was involved in a head-on collision which resulted in fatal injuries to Lieberman. The driver stated that the accident occurred when he fell asleep while driving. Lieberman's father subsequently filed a civil lawsuit to acquire the driver's phone records which indicated that the driver had been using his cell phone at the time of the accident. On April 5, 2014, an administrative judge in the New York Department of Motor Vehicles found the driver guilty of violating a variety of traffic laws, including using his phone while driving; as a result, his license was suspended.

In an effort to reduce distracted driving, New York state legislators drafted a bill which made provisions for the use of a new technology called the "textalyzer." This article will provide a brief background on distracted driving and will examine benefits and issues related to textalyzer technology.

Distracted Driving and Cell Phones

At the time of this writing, there are no states which forbid all cell phone use by persons operating a motor vehicle. Fourteen states prohibit drivers from using handheld cell phones (as opposed to hands-free), and 47 states, as well as Washington, DC; Puerto Rico; Guam; and the U.S. Virgin Islands, ban text messaging while driving. As reported by the National Highway Traffic Safety Administration (NHTSA), in 2014, the latest year for which data are available, 10% of fatal crashes and 18% of injuries by crashes were caused by distracted driving. Of fatal crashes caused by distracted driving, 385 involved cell phone use as the primary distraction.



The NHTSA also estimates that, in 2013, there were 34,000 injuries due to cell phone-related accidents and that just over 1.25% of all traffic accidents involved a cell phone. However, research by the National Safety Council has estimated that as many as 26% of all traffic accidents, including those in which no fatality resulted, may be attributed to either cell phone use or texting. The disparity in these figures may be due to the difficulty in determining whether cell phone use was, in fact, the cause of an accident.

What Is a Textalyzer?

In the 2016 legislative session, two New York state legislators introduced a bill named for Lieberman, known as Evan's Law, which is supported by an organization created by the Lieberman family called Distracted Operators Risk Causalities (DORCS). The bill would allow law enforcement to use technology to determine if a cell phone was in use at the time of an accident. While not passed into law, the bill

was reintroduced in the 2017 session, and the technology it proposes could aid in crash investigations.

The new technology, coined the "textalyzer," is a device which would determine whether the driver's cell phone was in use at the time of an accident. Results would be immediately available to the law enforcement officers investigating a vehicular accident; under the New York bill, drivers would face penalties for refusing to consent to a textalyzer examination of their phone. As currently envisioned, the textalyzer would only indicate if, and when, the phone was used (whether for telephone, SMS text messages, or other applications) rather than revealing specific content of the phone or its applications.

While not yet widely available, pilot testing of textalyzer technology has begun, and it is likely only a matter of time before they are formally added to the law enforcement accident investigation toolkit. Further, public awareness of the textalyzer is likely to increase; the proposed New York state law includes provisions for a campaign to educate the public about the device and it has already been featured in national media outlets. As such, law enforcement agencies should consider the potential benefits and issues related to textalyzer devices to help guide policy development.

Benefits

There are various benefits offered by textalyzer technology, such as allowing law enforcement to obtain digital evidence related to distracted driving. Use of the technology could aid in establishing the cause of vehicular accidents and the person legally responsible for an accident. If textalyzer use became routine, it could also decrease the number of lawsuits filed to retrieve cell phone records.

A secondary effect of textalyzer technology could be to deter cell phone-related distracted driving, potentially reducing the number of collisions, injuries or fatalities. Deterrence could be achieved through increased public awareness which accident investigators can determine whether a cell phone was in use at the time of an accident. In fact, the New York bill included provisions for a public awareness campaign.

Issues for Consideration

While the textalyzer may prove beneficial, agencies contemplating its use should consider issues, including Fourth Amend-

ment implications, the types of cell phone usage prohibited by law, and how and when the textalyzer would be utilized. None is detrimental to textalyzer technology, but all should be considered both as devices are implemented for use and in policy discussions.

Fourth Amendment and Privacy – It will be important for police agency legal advisors to review textalyzer technology to ensure that its use is applied consistently with Fourth Amendment principles. While there is no direct precedent for a textalyzer, certain cases may be instructive in shaping agency policy.

In *Riley v. California*, the United States Supreme Court prohibited the warrantless search of cell phone content incident to arrest. The *Riley* case emphasizes the significance of ensuring that the textalyzer, when deployed, only indicates usage and does not intrude into the protected content of cell phone data. Similarly, a Virginia state court ruled that persons cannot be compelled to disclose the protective numeric passcodes for their cell phones which is an additional signal courts are increasingly concerned about the privacy of cell phone content.

One question which agencies should be prepared to face regards push notifications, in which various alerts or content from text messages, E-mails or social media appear on the home screen of a cell phone, even if it is locked or not otherwise in use at the time. If the use of the textalyzer allows an officer to see this content, whether through the textalyzer itself or by handling the driver's cell phone, legal arguments will no doubt ensue about whether this constitutes an application of the plain view doctrine or an illegal warrantless search of cell phone data.

Another potential legal concern may be foreshadowed by the recent U.S. District Court case, *U.S. v. Lambis*. In this case,

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THE USE OF TEXTALYZER TECHNOLOGY TO CURB DISTRACTED DRIVING

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agents of the Drug Enforcement Administration (DEA) used a technology known as "stingray" to locate a suspect's cell phone, based on cell tower signal data. The court ruled that the warrantless use of the stingray to locate the cell phone's location violated the suspect's privacy rights. A number of states now require warrants to utilize stingray technology. The parallels to warrantless use of the textalyzer in this regard must be considered.

Finally, the United States Supreme Court case of *Birchfield v. North Dakota* must be considered. The textalyzer device may be compared to the Breathalyzer, as both can facilitate law enforcement investigation of behaviors prohibited while driving (i.e., driving under the influence for the Breathalyzer; use of cell phones for the textalyzer). The Court held that, incident to arrest for driving under the influence of alcohol, breath tests may be administered without a warrant, but blood tests may not. Furthermore, the Court held that only civil penalties may be applied to drivers who refuse to consent to a blood test. The analysis was based on the degree to which each procedure impacted privacy – the Breathalyzer to a small degree and blood draws to a larger degree. It will remain for future courts to determine where the textalyzer falls on this type of privacy continuum.

Nature of Cell Phone Use – The New York statute proposing the textalyzer cross-references New York Vehicle and Traffic Law in terms of what cell phone uses are prohibited. For example, under New York law, it is only permissible for drivers to talk on their phones in a hands-free manner. Virtually any data usage

while the vehicle is in motion (or under the control of the driver) is a violation, including a lengthy list of items specified under state code, such as texting, E-mailing, taking photos, utilizing a Web browser, and more.

State laws will vary on this matter, but the questions that these issues raise is whether the textalyzer will distinguish between legally permissible uses of the cell phone (including the passive receipt of messages which the driver may not even view until the vehicle is parked) and those which are prohibited while the vehicle is in motion, or if that task falls to investigators. In addition, drivers with a passenger could request the passenger to send a text message or otherwise access data with the driver's phone; this would indicate usage of the driver's cell phone, even if it were not by the driver.

This raises questions as to how law enforcement, prosecutors and courts will utilize evidence drawn from textalyzer technology. Will a positive textalyzer result (indicating usage of a driver's cell phone at the approximate time of an accident) be viewed as prima facie evidence that the driver was using the phone at the time of the accident? Or, will rebuttable evidence be weighed, if the driver can demonstrate that the cell phone use was legal or that the passenger was in control and in possession of the phone at the time of the accident? Or does textalyzer data serve as one piece of evidence among others used to draw inferences about accident causation? As a new technology, these questions must be considered.

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Also as a new technology, the textalyzer will need to be validated to show that it can accurately recover its intended data from electronic devices. Textalyzer technology must be reviewed to ensure that it meets standards for scientific evidence as established in *Daubert v. Merrell Dow Pharmaceuticals, Inc.*, where the U.S. Supreme Court upheld standards to ensure that scientific evidence admitted in court was relevant and reliable, with that determination grounded in testing and review consistent with principles of the scientific method.

Guidelines for Textalyzer Use – Agencies will need to establish appropriate guidelines for use and interpretation of data. One key consideration will be whether the textalyzer technology should be deployed in all accident investigations, or only those in which distracted driving is a suspected cause. In addition, the time of the accident will need to be known in order to determine if a cell phone was in use at that time. This can be complicated, given that some accidents may be reported minutes after they occur, and the precise moment of impact may not otherwise be recorded.

In addition, if the textalyzer detects cell phone usage, how close to the accident time does it need to be in order to draw an inference that the cell phone use may have been a contributing factor (as distracted driving) to the accident? This will be a question for investigators to consider – and could be complicated, for instance, if a message is received on the phone (potentially indicating cell phone usage), but not accessed and read until a

later time. Even if not at the time of the accident, would a positive textalyzer finding provide sufficient cause for a citation related to state code prohibitions of cell phone use while driving?

Recommendations and Conclusion

As noted above, there are a variety of issues for consideration surrounding textalyzer technology. These issues should be addressed before implementation. The three most significant recommendations would be those issued for any new technology – the importance of studying its capabilities and reviewing legal and scientific standards; developing sound policy guidance on use of the technology; and providing thorough training to the officers who will be deploying it in the field. That being said, textalyzer technology may prove to be a valuable resource for law enforcement and for promoting traffic safety in the community. **P&SN**

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Grant Resources and Guidance for Law Enforcement

Dr. Stephenie Slahor

You have a project or need, but not enough money to fund it. Does that sound familiar? A federal, state, local, corporate, private or foundation grant might finance training, equipment, a project, or a process.

To follow are ideas for researching grant applications and sources. It is strongly advised that you do your “homework” because you likely won’t be the only one applying for that grant money. Your application must stand out from the crowd and that’s where care about eligibility; where, when and how to apply; how to request; and how to administer a grant become critical elements.

On the federal side, use the ever growing **www.Grants.gov** and its immense collection of grant opportunities and information about programs, eligibility, policies, terminology, and applications. Register and start researching. You can even create a “workspace” to edit online forms and to apply with other colleagues.

The Catalog for Domestic Assistance (**www.CFDA.gov**) lists over 2,300 federal assistance programs which can be researched by number, agency, archive, or new/added programs. While not comparable to **Grants.gov**, the CFDA catalog can lead to program searches and the appropriate administrative office and links to application instructions.

Also, use your favorite Internet search engine to locate state, local, corporate, private, nonprofit, or foundation grant sources.

Starting Out

Competition for grants can be intense which is why it’s important to know what the grantor funds and whether your project matches it. Be aware that some grantors prefer “new” projects or “regional” approaches to a need.

If it’s a match, be thorough in your efforts and applications. Comply with all the grantor’s requirements for its forms – even those about font, grammatical correctness, and background or supplemental information.

Keep a computer file or notebook of grant sources, Web sites, deadlines, limits, and trends. Know your project and its benefits, how much money it needs and which grantors match. If you speak with or E-mail a grantor, record the name(s) and information, and what was discussed about suggestions or clarifications. When writing, use correct grammar, spelling and syntax because they indicate your degree of carefulness. Use job titles, not personal names, when discussing personnel. If equipment must be purchased, avoid brand names unless the grantor requires it. Research first and don’t rely on “exploratory” phone calls or E-mails because many grantors dislike such contact.

Your application’s first draft probably won’t be the final draft. Revise it as necessary to meet what the grantor requires. Allow someone unfamiliar with the project to read the grantor’s requirements and your application, checking for clarity and correctness.

You’ll likely need a Dun & Bradstreet® “D-U-N-S® number.” Apply at **www.dnb.com**. It’s an identifier to both establish a credit file and predict reliability and financial competence. If necessary, obtain an Employer Identification Number at **www.irs.gov**.

What Most Grant Applications Need

- A “summary” of the project, correctly placed on the application where the grantor requires it – usually at the beginning. Utilize two or three paragraphs to state the project’s outline and entice the reader/reviewer to read on.
- An “introduction” which tells about your agency, goals, personnel, people to be involved in the project, previous grants, successes, and why your project matches the grant-

At grantors' Web sites, look for items which they've funded in the past, their priorities, new or changed focus, geographic restrictions, frequently asked questions, and informational online tutoring.

The Foundation Center at www.FoundationCenter.org has philanthropy-related research and training programs, library learning centers, search tools, tutorials, and regularly updated information.

At www.GuideStar.org, the world's largest information source on nonprofit organizations, you'll find what grantors fund along with grant money trends.

The Grantsmanship Center at www.tgci.com has resources for planning projects, researching grants, proposal writing, and grant management.

At www.PoliceGrantsHelp.com is a database of federal, state, local, and corporate grants.

The Web site www.1hawthorn.com has consulting and training opportunities in grant writing and administration, planning and budget.

The Justice Technology Information Network at www.justnet.org has grant information for equipment, testing and technology.

The Library of Congress Web site, www.loc.gov, is an excellent resource for background or supplemental information.

The National Public Safety Telecommunications Council's Web site at www.npstc.org focuses on public safety and communications interoperability for broadband, software defined radio, rebanding, and other technical education.

For grants by name, subject or applicant/agency, or guidelines for successful grant writing, log on to www.federal-grantswire.com.

Training courses in successful grant writing and grant management are offered by www.GrantWritingUSA.com.

If partnering with a nonprofit organization, www.techsoup.org has helps for obtaining donated and discounted technology products.

For training, podcasts and webinars in financial crime, cybercrime and intelligence data, go to www.nw3c.org. Some of its programs are grant-related.

For demographic facts or statistics, use The US Census Bureau's "American Fact Finder," www.factfinder.census.gov, or crime statistics from state or federal crime data Web sites.

For projects intersecting with community service or jobs, use the Bureau of Labor Statistics' Web site at www.bls.gov.

The US Government Printing Office at www.gpo.gov has information from and about the legislative, executive and judicial branches of government, and information about the goals and purposes of federal agencies.

When practical, add survey results and/or interviews or anecdotes which further show how your project meets a need or solves a problem.

Corporate grant processes are usually much quicker than government grant processes. Private foundation and nonprofit organization grants may fluctuate in amounts of funds granted, but they can be good matches for the right project.

Mini-grants from corporate or nonprofit groups usually have an easy application form and a quick answer/turnaround. Of course, the funds are small, but they may be all you need for a particular project or purchase.

Although you may be registered at Grants.gov and created a profile at that Web site, for some grants, you may be required to register through SAM.gov (System for Award Management) and designate an e-business point of contact (E-Biz POC) and an Authorized Organization Representative (AOR) in SAM.



or's preferences.

- A "problem statement" or "needs assessment" which tells the focus and necessity of the project, who will benefit, how it will be administered, and how it will continue once the grant expires.
- The "objectives" will describe broad goals and specific project outcomes, and perhaps the process of carrying out the project.

Verify any cited facts or statistics.

- The "method" or "program design" provides details of the project's stages and the resources, people and actions needed to begin, run and, if applicable, end the project.
- The "evaluation" describes the methods which will judge the success, effectiveness and results of the project, including how progress is

measured, who does the measuring, time involved and needed modifications to keep the project on track.

- The "budget" will describe existing resources; anticipated expenses at each phase of the project; and details about salaries, training, insurance, transportation, equipment use/purchase/rental, supplies, utilities, communications, rental space, indirect costs, and any matching funds.

Grant Research Internet Resources

The Web sites www.grants.gov and www.cfda.gov are good starters. Here are some additional grant resources:

www.foundationsearch.com – This has information about more than 120,000 grant foundations. Register for research tools in grant types, value, year, recipient, and trends, plus webinars and online education in grants.

www.dhs.gov – Use the search box for "grants" and links with the Depart-

ment of Homeland Security for grants in preparedness and response planning, equipment, training, exercises, and administration.

www.fema.gov/grants – Federal Emergency Management Agency focus is disaster-specific situations, but its grants also fund environmental/historical preservation, hazard-related projects and non-disaster programs.

www.tsa.gov – The Transportation Security Administration offers grants for safety and security in intercity buses and transit systems and ferry services.

www.phmsa.dot.gov/hazmat –

These grants are mainly for pipeline and hazardous materials safety projects or HAZMAT emergency planning and training. There are also links to training seminars with the US Department of Transportation.

www.rd.usda.gov/programs-services – Grants from The US Department of Agriculture's Rural Development Program are meant for rural area facilities, equipment, housing, utilities,

GRANT RESOURCES AND GUIDANCE FOR LAW ENFORCEMENT

Continued from page 59

facilities, equipment, housing, utilities, cooperative projects, telecommunications, and community development.

www.ojp.usdoj.gov/funding – The Office of Justice Programs in the US Department of Justice Web site's funding resource center has information about the grant process and current and past funding opportunities. Guides cover overviews and tips for grant applications. Most grants are for projects in training, crime prevention and emergency management.

www.usa.gov/benefits-grants-loans – This easy to use, streamlined Web site has lists of Federal government benefits, grants and financial aid. Although designed for citizen use, it may benefit your grant research.

http://portal.hud.gov/hudportal/HUD?src=/topics/grants – The US Department of Housing and Urban Development's Web site grants page lists available grants, announcements and HUD's grant system.

www.hrsa.gov – The Health Resources and Services Administration agency Web site has a "grants" link to grant policy, current and archived grants, and a registration form for E-mail notices about new grants.

www.macfound.org – The John D. and Catherine T. MacArthur Foundation's grants focus on societal challenges in a topic or a geographic area covered by the grant opportunity, and funding for general operating support, research or program support to assist the grant making strategy.

Service Clubs/Community Organizations

While a government grant may be your first thought, consider your community's service clubs, small business groups and nonprofit organizations for grants. Generally, these yield

smaller amounts of money, but they may suffice for protective vests for K9s, or police/community programs for youth as examples. Such lesser-known sources may also have much less competition for that funding. They also give an opportunity for enhanced liaisons between your community and your agency.

http://psfa.us/ – The Public Safety Foundation of America primarily focuses, at present, on grants for public safety communications.

www.wkkf.org – The Kellogg Foundation has grants for projects which usually involve enhancing conditions for a community's children. If you're partnering with a community organization with that goal, you may find funding with this foundation.

www.research.ucla.edu/ocga/sr2/Private.htm – This University of California at Los Angeles Office of Contract and Grant Administration Web site maintains a detailed list of foundations and organizations, most of which provide project grants.

www.kresge.org – The Kresge Foundation offers grants for community projects and social investing.

www.mountedpolice.org – This organization supports the health and welfare of police horses and horse and rider training. They may be able to provide information about funds available for mounted police units.

www.k9s4cops.org/apply – This 501(c)3 foundation was formed specifically to fund the purchase of police K9s and believes that the lack of funds should not be an obstacle for police agencies seeking support for police K9 units. **P&SN**

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Glossary of Terms

501(c)(3) – an Internal Revenue Service code section dealing with “exempt” organizations (a public charity, private foundation or other nonprofit organization benefited by exemption from Federal taxation) establishing a cause for which they raise money, incorporate as a nonprofit group and have tax exempt status. Some fund projects which promote particular causes. Their donors usually obtain a tax write-off. Government agencies are not 501(c)(3) organizations, but can form an affiliated organization that has tax exempt status which could possibly seek and obtain private foundation grants. No tax write-off is given to donors giving to a government agency (with the exception of a few units of government whose purpose is exclusively for the public good).

RFP, SGA, NOFA – Respectively, these abbreviations stand for Request For Proposal, Solicitation for Grant Application and Notice Of Funding Availability, describing who can apply for what. The grantor sets eligibility, how the money can be used, deadlines, etc. Mandates in the RFP, SGA or NOFA must be carefully followed or else the application is rejected and the grant opportunity is lost. Grantors want all of the applications to be similar so that no one applicant has an advantage by making his/her application look better than the others. Also, the grantor is able to determine if the applicant is careful about following directions. Grantors will not trust an applicant who cannot do so. Because the grant application is the preliminary indication of cooperation and responsibility, first impressions are important.

Administrative Costs – the direct and indirect costs of managing the project which usually have a cap at a certain percentage of the grant

Allowable Costs – expenditures permitted by law or other authority

Amendment – a modification if a grant application is changed or revised

Application – the formal request for grant money. Most are online forms, but the application must follow all the grantor's requirements and be in the proper online (or paper) format applicable.

Block Grant – formula funding not allocated to a specific category. Most block grants go to state or local governments.

Challenge Grant – a grant which requires that the grantee raise additional funds for the project and no money is given until the challenge is met. Additional parameters or limitations may be geographic area preferences or deadlines. Meeting a challenge grant can be a prelude to future grants because the applicant has demonstrated the ability to raise money.

Community Foundation – a foundation for a specific geographic area in which the foundation receives money primarily from local or regional donors for long-term, charitable management of the money for local or regional projects. While community foundation grants do not usually yield a great deal of mon-



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GLOSSARY OF TERMS, *Continued from page 61*

ey, they are sources of smaller amounts of money and may renew in subsequent years if the grantee proves reliable and trustworthy.

Corporate Foundations and Giving Programs – Occasionally, a percentage of corporate profit is put into a charitable fund to be spent in a specific geographic area in which the corporation has a major presence. These grants may have special requirements or “strings attached,” such as advertising space or the corporate name on the vehicles of the grantee as a publicity payback for the grant.

Discretionary Funds – Federal grant money sometimes moves from federal to state, or federal to local. Federal to state to local channeling is usually a pass-through grant in which a state subawards the grant money through competitive RFPs. Formula grants are based on a national assessment of what a state needs in relation to its number of residents and

are awarded at the discretion of a particular federal or state agency. Private discretionary funds are distributed at the discretion of an organization's trustees or a full board of directors.

Funding Cycle – Grantors set defined annual, short or long cycles for the steps in a grant, including application review, decision-making and notification. RFP deadlines must be met for each step.

In-kind Contribution – a contribution of equipment, supplies, staff time, office space, or other resources (When tracking the work of volunteers in your agency, and in need of a dollar value for that contribution, use www.independentsector.org to learn the value of the volunteer's work.)

Letter of Intent, Letter of Inquiry, Preliminary Proposal – If appropriate, a brief letter of intent or inquiry to the grantor can indicate interest in later submitting

a full application. The focus is on where the grantee is today and where it wants to be in the future, stating its intent to the grantor to show how the grant will move the grantee to the next goal.

Memorandum of Understanding – an agreement about the roles and timelines of all the project's partner-participants

Ongoing Support, General Support – Not found often, this funding covers such things as day-to-day expenses, salaries, utilities, office supplies, rent/mortgage payments, insurance, or accounting costs. The grantor looks at the overall impact and wants to evaluate how a proposed project will serve the greater good.

Set-aside – a fund reserved by the grantor for a specific purpose

Unallowable Cost – This is a cost not allowed because it conflicts with the grant's cost principles or conditions.

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Odor Crusher™ Can Make Your Job Easier

Bill Siuru, Ph.D., PE

Not only can law enforcement be a dangerous job, it can also be a smelly one.

Clothes, body armor and tactical gear can smell of sweat, mildew, smoke, and other unpleasant odors. Also, police vehicles can be “scent-laden” after a day’s shift or after transporting a drunk or a homeless person who hasn’t taken a shower in a while. Or, how about canine units which carry a dog in the backseat?

Using technology originally developed by NASA, including for the International Space Station, Odor Crusher, located in Wichita, KS, has developed a line of products which kill the organisms which cause odors – including bacteria. Its Ozone Activated Technology products are designed and marketed specifically for both duty and tactical equipment, as well as for another smelly type of equipment – sports gear.

Odor Crusher’s digital ozone generators produce ozone (O_3) which is attracted to bacteria and other types of contaminants which cause odors. Ozone is the tri-atomic form of oxygen which is a molecule composed of three oxygen atoms. Ozone rapidly oxidizes organisms like bacteria when it comes into contact with them and converts them back into oxygen (O_2), leaving gear scent-free. Odor Crusher products leave no aroma, chemical residue or harmful by-products.

Ozone is one of nature’s most powerful oxidizers and has been used as an organic cleaner for years. Nearly all bottled



Police gear can be placed into the Odor Crusher unit for a 30 minute ozone cycle to remove odors.

water is treated with ozone and many municipal water systems worldwide use ozone to treat drinking water. Odor Crusher has tested its products and has shown ozone to be effective in eliminating, or killing, common smells like sweat, smoke, food, and animal scents, including those from skunks. Also, the com-



The Odor Crusher Transit Gear Bag is great for equipment which can't be washed.



The Odor Crusher Ozone Go plugs into a vehicle's 12V outlet.

pany has used third-party laboratories to test it against bacteria and viruses like salmonella, norovirus and E. coli. Testing determined that the necessary ozone application techniques killed bacteria with over a 99% effective rate.

Ozone does have a slight odor, somewhat like chlorine, and is detectable at fairly low concentration levels. As ozone is exposed to air, however, it quickly reverts to ordinary oxygen, so its odor dissipates quickly. When properly used, Odor Crusher products are designed to be well within federal safety standards which limit the amount of ozone which can be released into the air.

According to the company, its ozone generators operate for a maximum time of 30 minutes for one application. This will clean and disinfect gear in most situations. If smells are more ingrained into the fabrics or materials, more than one cycle may be needed. The manufacturer strongly recommends allowing the cleaning unit to remain undisturbed for the complete cycle before opening and then allowing fresh air to be exposed to the material before beginning another cycle. This will reduce some of the potential impacts on the materials.

What about any effects on materials? Odor Crusher says it has not seen significant impacts on the materials after applying ozone for normal periods of time. However, its testing has shown that, much like ordinary laundry cleaning, ozone does have some impact over time.

Cumulating after three years of development and testing with several agencies, Odor Crusher is now offering a complete line of waterless wash, ozone technology cleaning products, starting with the gym bag-like Odor Crusher Gear Bag and the Odor Crusher Urban Bugout Bag for individual gear. For larger amounts of equipment, there is the Odor Crusher Transit Gear Bag. The Odor Crusher Tactical OPS Tote is a heavy-duty 40 gallon container which can be used for permanent storage or for traveling. It is equipped with two wheels and oversized handles. Constructed from polypropylene and polyethylene, it is designed to tolerate extreme weather. The Odor Crusher Ozone Closet measures 68" x 45" x 20" and has adjustable heavy-duty shelving for gear storage when items are not in use. All of these products can simply be plugged into the 12V outlet in your vehicle or the 120V outlet in your home. They are also airport/TSA compliant.

The Odor Crusher Ozone Go is a portable vehicle air cleaner which can handle any unwanted odors in a patrol car simply by plugging it into a vehicle's 12V outlet. Like their other products, it has an LED ozone emittance light and eliminates odors in 30

minutes.

For more information on the entire line of Odor Crusher products, contact them at (877)575-3173; via E-mail at info@odorcrusher.com; or visit their Web site at www.odorcrusher.com. **P&SN**

Bill Siuru is a retired USAF colonel. He has a Ph.D. in mechanical engineering from Arizona State University. For the past 45 years, he has been writing about automotive, aviation and technology subjects.

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Drivers Think Distracted Driving Is Causing More Accidents than Driving Drunk, but a Surprising Number Claim to Be Good at It

Drivers under 35 are ten times more likely than drivers 55 and older to think they can safely text and drive.



A new Progressive Insurance study shows about one third of drivers feel confident in their own ability to text and drive, yet the majority believe distracted driving is the biggest cause of auto accidents and more than 90% say it should be illegal.

The starkest difference in attitudes is between younger and older drivers. More than 60% of 18-34 year olds are confident in their ability to safely text while driving compared to less than six percent of individuals 55 and older.

According to the National Highway Traffic Safety Administration, in 2015 alone, 3,477 people were killed and 391,000 were injured in motor vehicle crashes involving distracted drivers. Teens were the largest age group reported as distracted at the time of fatal crashes (www.nhtsa.gov/risky-driving/distracted-driving).

Here are a few key findings from the study:

Young vs. Old

- 62% of 18-34 year olds are very or somewhat confident in their ability to text while driving, while only six percent of individuals 55 and older felt the same confidence.

- Yet, 64% of 18-34 year olds think texting or looking at a phone while driving is the most common cause of accidents.

Men vs. Women

- Twice as many men (21%) as women (11%) are "very confident" in their ability to text while driving.
- Despite that confidence, 88% of men and 97% of women think texting should not be allowed.

Among All Drivers

- More than 65% of individuals polled believe that texting/looking at one's phone while driving is the most common cause of traffic accidents in the US. And, 83% of individuals believe police should be able to pull over drivers for texting alone. At the same time, 34% of respondents said they were somewhat or very confident in their ability to text while driving.
- Individuals are most likely to think it is okay to engage with the following activities on their phone while driving: listening to music (43%), use a map (30%) and make a call (25%). This also corresponds with ways they interact with their phone when behind the wheel: use a map app at a stoplight (37%); use a map app while driving (35%); look at an app at a stoplight (22%); look at an app when stopped in traffic (21%); and use a virtual assistant (like Siri) to search for a contact to make a call (19%).
- The most common feelings evoked when seeing another driver texting is concern (62%), followed by irritation (50%).

New!

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Circle 5075 for More Information

65 Law Enforcement Line of Duty Deaths in First Half of 2017

Traffic-related Incidents Are Leading Cause of Officer Fatalities, Increasing 24 Percent

NEWS

Recently, the National Law Enforcement Officers Memorial Fund issued a new report with preliminary data through June 30, 2017, revealing that 65 law enforcement officers have been killed in the line of duty in 2017 – a 30 percent increase over the same period last year (50).

Of these 65 officers, 26 were killed in traffic-related incidents, 23 were killed by gunfire and 16 died due to other causes such as job-related illnesses.

Key Facts

- Traffic-related fatalities were the leading cause of law enforcement deaths for the first half of this year, with 26 fatalities in 2017, compared to 21 over the same period in 2016 – an increase of 24 percent. Notably, ten of the incidents were single vehicle crashes, where an officer crashed without making impact with another vehicle. This represents an alarming 233 percent increase from the first half of last year (three). Additional circumstances are included in the 2017 Mid-Year Law Enforcement Officer Fatalities Report.
- Firearms-related fatalities (23) rose slightly from the 21 during the same period in 2016. Domestic-related incidents continue to be the leading cause of officers being shot and killed in the line of duty, with five in the first half of this year so far. Three officers were killed in ambush-style attacks

as of June 30. Of the 23 firearm-related fatalities, six were shot and killed in May, the most of any other month.

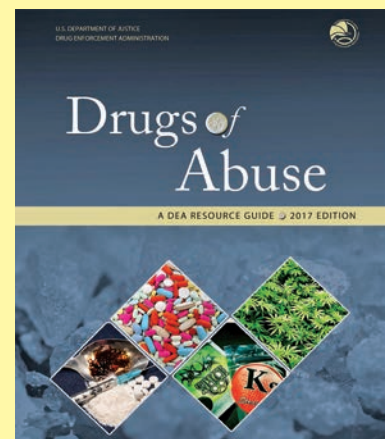
- Sixteen officers died of other causes as of June 30 which include job-related illnesses, drownings and illnesses related to rescue and recovery efforts after 9/11.
- Georgia and New York lead the country in officer fatalities with five officers lost in the line of duty for the first half of 2017. California, Florida and Texas each have had four officers killed, while three were killed in Louisiana as of June 30.
- The National Law Enforcement Museum at the Motorola Solutions Foundation Building, a project of the Memorial Fund, is currently under construction in Washington, DC. The Museum will help strengthen the bond shared by law enforcement and the communities they serve. The Museum currently hosts free programming and workshops designed to educate the public about law enforcement policies and tactics. When the Museum opens in the fall of 2018, it will tackle tough issues our country faces with open dialog amongst law enforcement, civic leaders and citizens of this country.

A copy of the full report, *2017 Mid-Year Law Enforcement Officer Fatalities Report*, is available at www.LawMemorial.org/FatalitiesReport.

DEA Resource Guide on Drugs

The U.S. Drug Enforcement Administration has released the 2017 edition of *Drugs of Abuse, A DEA Resource Guide*. The guide is designed to be a reliable resource on the most commonly abused and misused drugs in the United States. The guide provides science-based information about the harms and consequences of drug use, describing a drug's effects on the body and mind, overdose potential, origin, and legal status. The 2017 edition updates the 2015 *Drugs of Abuse* publication with the most current information on new and emerging trends in drug misuse and abuse, including fentanyl, other opioids and synthetic drugs.

The guide is intended as a tool not just for law enforcement officials, but also for educators, families and communities. The guide also offers a list of additional drug education and prevention resources. For more information and to view the 2017 *Drugs of Abuse* resource guide, visit <https://go.usa.gov/xN7Qm>.



NEW TECHNOLOGY



New Directional Lights

Code 3®, Inc. recently announced the launch of the new **XTP Series** of directional lights. The **XTP Series** combines style, versatility and the capabilities of a high-performance light into a compact, sleek design at the fraction of the cost. The waterproof, compact size of the **XTP Series** allows it to be mounted virtually anywhere on the inside or outside of a vehicle, including grilles, mirrors, push bumpers, fog lights, license plates, trunk lids, and windows. **XTP** models are available in single, split or multicolor. Models can be dimmed and each unit operates at a low current draw.

The **XTP** comes in four models – the XTP3, XTP4, XTP4DS, and XTP6. Each model has a depth of 0.6 inches. Configurations are offered in red, blue, amber, white, and green.

Circle 5076 for More Information

New Docking Solutions

Havis is releasing **Three New Series of Docking Solutions** to accommodate all configurations of Panasonic's Fully Rugged CF-20 laptop, CF-33 tablet and CF-33 laptop devices. Havis' compatible rugged docking solutions will offer charging, security and connection to peripherals in any work environment and, yet, can be easily undocked, allowing portability to maximize productivity. These new rugged series are lightweight, yet strong, and built with theft deterrence, longevity and stability in mind.



Circle 5077 for More Information



New Night Vision Monocular

Night Vision Devices has released the world's lightest, fully functional night vision monocular. The **Ultra-Light PVS-14 Night Vision Monocular (NVD-UL-14)** utilizes new MIL-SPEC lightweight optics and a revised battery housing which uses digital push-button switches instead of heavy analog switches. The unit weighs only 235 grams as compared to the standard AN/PVS-14 weight of 335 grams; is covered by a ten year warranty; and is 100% manufactured with optics and components made in the USA.

Circle 5078 for More Information



New Security Console Insert

Tuffy Security Products has introduced the patent pending **Model 322 Security Console Insert** for 2011-2016 Ford® Super Duty trucks with a flow-through center console. It integrates perfectly with the OEM console and allows for full use of the factory accessory tray, accessory rubber insert, armrest and lid. Made of 16-gauge welded steel, it features a pick-resistant lock; their exclusive Pry-Guard patented locking system; and over 1400 cubic inches of interior storage space. It installs in a few minutes without drilling, using simple hand tools.

Circle 5079 for More Information



LOFT Now Available for Two Guns

Lund Industries, Inc. has announced a "two gun" version of their LOFT overhead gun storage solution for police SUVs. The LOFT utilizes the unused space in the rear quarter of the SUV between the headliner and the top of the windows. The **2 GUN LOFT** has been modified to accommodate a standard M-4 style rifle AND a standard 18" pump shotgun in the same LOFT unit. Popular options include mounting brackets for lights, lock timers, and a magazine box to hold spare magazines for the M-4 rifle.

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BUSTED!

James L. McClinton, Ph.D

Taco 'bout stupid, this guy is na-cho common everyday imbecile!... In Florida, police say a man attempted to bribe an officer with Taco Bell after he was busted with cocaine in his vehicle. An officer stopped the driver of a black Honda and noticed two small bags of white powder in the center console which the man tried to cover with his cell phone before making the proposition of Mexican food. Police said, "When the driver and sole occupant was questioned, he described it as just cocaine residue and offered the officer a 'hook-up' on Taco Bell in the future if [the officer] would ignore that stuff." The officer thanked him for the offer, since he likes Taco Bell, but declined. During a search of the Honda, officers said they found more small bags of cocaine inside. (*Remember, seven days without a taco makes one weak!*)

Only slightly stupid?... A California reggae rock band named Slightly Stoopid recently produced a vinyl record of songs which was "smokeable." A rock industry magazine says the records are made out of a "super resinous variety of hashish" mastered at the Los Angeles studio, Capsule Labs, which cost \$7000 each. The sound quality of the first two versions was said to be disappointing and were apparently quickly smoked. However, a third is now in production. (*I guess they were able to weed out the technical problems.*)

Do you think the price sticker on the cheese wrapper gave her away?... In New Hampshire, police stopped a driver accused of using a cheese wrapper in place of her registration stickers. Alexandria police shared photos of the fake registration stickers she fabricated from a wrapper for "cracked pepper sharp cheese." The police department said, "We can't even file this under the 'A for effort' category." Police said the woman could face fines up to \$2,400. Her car was towed and impounded until she is able to acquire the proper registration. (*I'm sure the Alexandria PD received plenty of cheesy comments; however, making fake stickers is never a gouda idea.*)

REAL STORIES OF GENUINE ABSURDITY



Now, he's wondering if the judge is up for a spirited match of "rock, paper, scissors!"...

A 39-year-old man, who was sound asleep at 6:00 a.m. behind the wheel of his car and with the motor running, was in no position to talk his way out of a DUI arrest. However, he did offer a gentle challenge to a Youngstown, Ohio, police officer. According to the police report, the man offered several times to "thumb wrestle" the officer to get out of the offense. From the report: "[The suspect] was advised officers would not thumb wrestle him." (*"1, 2, 3, 4, I declare a thumb war!"*)

That's what happens when you buy a car from Fred Flintstone Auto Sales!... Police pulled a driver over in Val-des-Monts, Quebec, Canada, for driving his 1999 Toyota Tercel without functioning brake lights. But, the officers were surprised by what they quickly discovered. The driver had tried to use an oil soaked burning rag as a substitute for the light. Police also discovered that the car had three bald tires, no windshield wipers and there was an open container of beer inside. The story doesn't end here – when officers looked under the car, they saw that the man had removed the shocks and had created a makeshift suspension out of logs and chicken wire. The driver was ticketed for the open beer and for various safety issues on the car which was impounded. (*Honey! I'll be outside "sprucing up" the car.*)

"Sorry, our K-9 is currently occupied...he and his handler are about to pay you a visit!"... In Bath Township, Ohio, police say a 20-year-old man called 911 to request the services of a police dog to help track down heroin he claimed had been stolen from him. In the recording of his call, the operator asks him why he needs a police

dog. He replies that his girlfriend stole money and heroin from him and he wondered if the dog could help recover the drugs. The Bath police chief said it's among the most bizarre things he's heard in four decades of policing. But, there's more – while being interviewed by police, the man reached into his pants and a "brown waxy substance" which appeared to be heroin fell out. He is now facing felony drug charges. (*A not guilty plea coming in 3...2...1.*)

Never forget – justice delayed is not justice denied!... In Winter Park, Florida, a man stood outside his home and was interviewed live by a local television reporter. The man denied he had committed a crime in a widely reported series of voicemail messages to U.S. Congress members, containing threats of extreme violence. He boasted that "proof" of his having done nothing wrong was that, if he had, he would have already been arrested. But, wouldn't you just know it, "three minutes later," according to the reporter, agents drove up and arrested the suspect. (*I wonder if he had to speak louder than usual during the interview in order to overcome the noise of the approaching sirens?*) **P&SN**



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