

Oakland County Sheriff's Office
General Order # 3.13



SUBJECT: Emergency Vehicle Operations and Pursuit Termination Techniques (PTT)		NUMBER: 3.13
EFFECTIVE DATE: 11/7/2025	MACP Standard Impact: 3.5.1, 3.5.2, 3.5.3 and 3.5.8	
REVIEW DATE: Annually		
REPLACE AND RESCINDS: General Order 3.1.3 dated 11/12/2024	DISTRIBUTION: All Personnel	NUMBER OF PAGES: 14

This order replaces and rescinds all previously issued orders, procedures, rules and regulations, notices and/or practices in conflict with this General Order.

I. PURPOSE

The purpose of this general order is to establish policy regarding emergency vehicle operations and the use of Pursuit Termination Techniques by Sheriff's Office Deputies and to provide tactical guidelines and considerations when deputies are involved in emergency vehicle operations.

II. POLICY

It is the policy of the Sheriff's Office that no deputies shall operate a motor vehicle without exercising due care and caution for the safety of life and property. The primary mission of the Sheriff's Office is the protection of life and property. In performing this mission, deputies will necessarily be placed in situations which require engaging in emergency, pacing and pursuit driving. The law and/or circumstances deputies may encounter do not relieve deputies from the duty of operating their vehicles with due regard for the safety of the public. Deputies have a duty to exercise ordinary or reasonable care when driving a Sheriff's Office vehicle, which means the care that a reasonably careful person would use under the circumstances.

III. DEFINITIONS (MACP Standard 3.5.2 a)

- A. Vehicle Pursuit – The attempt by a deputy driving a Sheriff's Office vehicle, with lights and siren in operation, to stop a suspect vehicle when the deputy has probable cause to believe the operator of the suspect vehicle being pursued is attempting to resist being stopped, by actions more than just failing to yield.
- B. Vehicle Failing to Yield – The attempt by a deputy driving a Sheriff's Office vehicle, with lights and siren in operation, to stop another vehicle when the deputy has probable cause to believe the operator of the vehicle is NOT attempting to resist being stopped, by no other actions other than just failing to yield.
- C. Police Vehicle – An agency motor vehicle used for police operations.

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- D. Primary Pursuit Unit – The lead vehicle in a pursuit.
- E. Secondary Pursuit Unit – The secondary vehicle in a pursuit, assisting the primary pursuit unit.
- F. Emergency Driving – An operation of a police vehicle during an urgent, sudden and serious event or unexpected occurrence that requires immediate police response to remedy harm or avert imminent danger to life, health or property.
- G. Pursuit Termination Technique – Authorized operations of a police vehicle by trained personnel to stop a vehicle who is engaged in a vehicle pursuit or vehicle failing to yield.
- H. Complete Roadblock – A physical blockage of the entire roadway using vehicles, materials or other devices, leaving no room for an approaching vehicle to avoid the barrier.

IV. PROCEDURES

- A. Requirement To Obey All Traffic Laws
 - 1. Deputies shall obey all traffic laws while operating Sheriff's Office vehicles, except where statutorily exempted.
 - 2. Deputies shall carry their Sheriff's Office identification and possess a valid operator's license when operating Sheriff's Office vehicles.
 - 3. Seatbelts are mandatory while traveling in any Sheriff's Office vehicle, including child safety restraints. **(MACP Standard 3.5.8)**
- B. Statutory Exemptions for Emergency Driving
 - 1. MCL 257.603: Permits the driver of an emergency vehicle with siren and emergency lights in operation to: proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary for safe operation; exceed the prima facie speed limit so long as he or she does not endanger life or property; disregard regulations governing direction of movement or turning in specified directions; and travel without siren in operation when engaged in an emergency run where silence is required.
 - 2. MCL 257.632: Permits the deputies traveling in an emergency with siren/emergency lights in operation to exceed speed limits. However, the driver of the vehicle is not protected from the consequences of a reckless disregard for the safety of others. It further states that the use of emergency equipment is not required if the nature of the mission requires that a law enforcement deputy travel without giving warning to suspected law violators.
 - 3. MCL 257.653: Requires drivers to yield the right of way to emergency vehicles that are operating their emergency lights and sirens. However, this does not relieve the driver of the emergency vehicle from the duty to drive with due regard for the safety of all persons using the highway.
 - 4. MCL 257.706(d): An authorized emergency vehicle may be equipped with a siren, whistle, air horn or bell capable of emitting sound audible under normal conditions from

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500 feet or more. The siren shall not be used except when the vehicle is operated in response to an emergency call or in the immediate pursuit of an actual or suspected violator of the law. In those cases, the driver of the vehicle shall sound the siren when necessary to warn pedestrians and other drivers of the approach of the vehicle.

C. Emergency Driving

1. Emergency Vehicle Operations (EVO) training is required of all Deputies prior to engaging in emergency driving.
2. Before responding to an incident, deputies shall weigh the situation and decide if the risk of engaging in a high-speed run is justified. If the situation does not justify emergency driving, a routine response to the incident shall be conducted. **(MACP Standard 3.5.1)**
3. Deputies shall immediately cease emergency driving if their emergency lights and/or siren fail and notify Dispatch of this fact. Unless instructed to disregard the call, the deputy shall continue traveling to the dispatched location at a normal speed, obeying all traffic laws.

Cl. Vehicle Pursuits

1. Emergency Vehicle Operations (EVO) training is required of all Deputies prior to engaging in vehicle pursuits.
2. Vehicle pursuit situations are potentially hazardous, and the speeds often associated with a vehicle pursuit increase the potential for becoming involved in or causing serious crashes.
 - a. While deputies shall make every reasonable effort to apprehend the operator of the fleeing vehicle, they shall weigh the hazard presented by the violator against those that are created by a vehicle pursuit.
 - b. The need for decisive decision-making is important, along with the efficient use of a Pursuit Termination Technique (PTT) when appropriate and justified. In the event the risks become too great, it may be better to delay the arrest or abandon the pursuit. If the pursuit is abandoned, the Deputy shall immediately notify Dispatch.
3. Deputies may only engage in a vehicle pursuit if they have probable cause to believe the driver or occupant(s) of the pursued vehicle has **committed a felony, is committing a felony, or is about to commit a felony**. The crime of fleeing and eluding alone cannot be the felony on which the pursuit is based. **(MACP Standard 3.5.2 b)**
4. Deputies shall not engage in a vehicle pursuit of a fleeing motorcycle unless the use of deadly force is justified under MCL 780.972 and objectively reasonable under *Graham v Conner* 490 U.S. 386 (1989) and *Scott v Harris* 550 U.S. 372 (2007).
5. The following personnel shall not engage in vehicle pursuits:
 - a. Part-Time (PTNE) Court Deputies
 - b. Part-Time (PTNE) Marine Deputies
 - c. Part-Time (PTNE) Mounted Deputies
 - d. Reserve Deputies

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E. Vehicles Failing to Yield

1. A vehicle *Failing to Yield* differs from a *Pursuit*, when the vehicle operator is failing to yield and NOT appearing to resist being stopped, with any additional actions other than just failing to yield.
2. Examples of vehicles *Failing to Yield*, include but are not limited to:
 - a. Distracted drivers
 - b. Intoxicated drivers
 - c. Wrong-way drivers
 - d. Drivers suffering from medical conditions
 - e. Juvenile drivers
3. Deputies may continue to attempt to stop the driver of a vehicle failing to yield if the need to intervene is to protect the public. **(MACP Standard 3.5.2 b)**

F. Types of Police Vehicles

1. A police vehicle is a publicly-owned motor vehicle used for police operations. There are three (3) types of police vehicles:
 - a. Marked – Equipped with an audible signal and overhead warning lights in compliance with Michigan Motor Vehicle Code requirements. Painted and/or equipped with insignias in a manner which makes it generally recognizable as an emergency police vehicle.
 - b. Semi-marked – Equipped with an audible signal and warning lights (not overhead lights), may be painted and/or equipped with insignias.
 - c. Unmarked – A completely unmarked vehicle, not generally identifiable as a police vehicle and shall not be used in a vehicle pursuit. **(MACP Standard 3.5.2 f)**

G. Initiating a Pursuit

1. When determining whether to pursue a vehicle, deputies shall consider the following factors: **(MACP Standard 3.5.2 c)**
 - a. The nature of the violation is a felony;
 - b. The risk presented to the general public by failing to apprehend the suspect
 - c. Presence of pedestrians and traffic conditions
 - d. Population density in the area
 - e. Roads and weather conditions
 - f. Familiarity with the area
 - g. Patrol car capability and condition including the presence or absence of audio and visual warning devices
 - h. Familiarity with the violator (i.e., knowledge of his or her identity)
2. Deputies shall not engage in a vehicle pursuit when transporting a prisoner or a civilian who has not signed an OCSO Release, Waiver and Indemnification Agreement. Refer to Civilian Ride-Along Order. (Waiver forms attached).

H. Pursuit Procedures

1. At the moment the Deputy realizes the vehicle they are attempting to stop is attempting to or is fleeing, and the Deputy lacks the probable cause to believe the driver or occupant(s) of the pursued vehicle has committed a felony, is committing a felony, or is about to commit a felony, the Deputy shall **immediately self-terminate** the pursuit, advising Dispatch that a suspect vehicle just fled from their attempted traffic stop.

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2. When a vehicle pursuit is initiated, deputies engaged in a pursuit shall activate their vehicle's emergency lights, siren, in-car video recorder and microphone until the pursuit is terminated or until the completion of the incident.
3. Deputies shall immediately self-terminate a pursuit if their vehicle's emergency lights and/or siren fail and are to notify the Oakland County Emergency Communications and Operations Division (Dispatch) of this fact.
4. Deputies shall not participate in pursuits while operating Sheriff's Office motorcycles or other vehicles not equipped with the proper emergency equipment.
5. The deputy in the primary pursuit unit shall immediately notify Dispatch of the pursuit and provide the following information: **(MACP Standard 3.5.2 d)**
 - a. Present location and direction of pursuit
 - b. Reason for pursuit, including the nature of the violation (felony/suspected felony)
 - c. Description of the fleeing vehicle, including the license plate number if known
 - d. Number of occupants and their description
6. When notified of a vehicle pursuit, the Dispatch Specialist shall: **(MACP Standard 3.5.2 g)**
 - a. Attempt to locate a backup or secondary police vehicle to assist the primary pursuit vehicle.
 - b. Obtain LEIN and registration information on the license number of the fleeing vehicle, if known.
 - c. Alert other police authorities in the apparent path of the pursuit.
 - d. Inform the pursuing deputy's immediate on-duty supervisor and the Command Sergeant of the pursuit and provide them with any pertinent information related to the pursuit.
7. The deputy in the primary pursuit unit shall keep Dispatch apprised of the progress of the pursuit until the secondary pursuit unit assumes the responsibility of communicating with Dispatch.
8. The deputy in a secondary pursuit unit may assist the primary unit in the apprehension of the fleeing vehicle.
 - a. When necessary, the secondary unit shall continue the pursuit if the primary unit is unable to continue the pursuit because of equipment failure or any other reason.
 - b. The Deputy in a secondary unit who is assisting the primary unit in a pursuit may: **(MACP Standard 3.5.2 e)**
 - i. Notify Dispatch upon joining the pursuit.
 - ii. Not attempt to pass the primary unit unless requested to do so.
 - iii. Continuously provide Dispatch with status updates.
9. Consideration for safety shall govern the number of units that participate in a pursuit.
 - a. Unless approved by a supervisor, no more than four (4) patrol units shall be engaged in the pursuit at one time. Other deputies shall monitor the progress of the pursuit and be prepared to assist by positioning their vehicle at possible intersecting routes.
 - b. A caravan of police vehicles shall be avoided (if possible), as it increases the risk of serious crashes and contributes little to the apprehension of the violator.

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10. When a fully-marked patrol vehicle becomes available to take over a pursuit initiated by a semi-marked patrol car, the semi-marked unit shall withdraw from the primary pursuit position and assume the secondary pursuit unit's responsibilities.

I. Termination of Pursuit (MACP Standard 3.5.2 f,i)

1. Vehicle pursuits shall be self-terminated or terminated under any of the following conditions:
 - a. The deputy initiates a traffic stop and the deputy lacks the required probable cause for a felony to pursue.
 - b. The deputy in the primary pursuit unit believes that the danger created by the pursuit outweighs the necessity for immediate apprehension.
 - c. A supervisor believes that the danger created by the pursuit outweighs the necessity for immediate apprehension and orders the deputies involved in the pursuit to terminate the pursuit. In situations where the immediate supervisor of the deputy in the primary pursuit unit and the Command Sergeant are both monitoring the pursuit, the deputy's immediate supervisor shall have primary authority to terminate the pursuit. However, if the immediate supervisor does not acknowledge responsibility for the pursuit, then the Command Sergeant shall advise Dispatch and take authority for the pursuit.
 - d. The violator can later be identified and there is no longer any need for immediate apprehension.
 - e. The fleeing vehicle's location is no longer known.
2. Supervisors shall continuously monitor pursuits involving deputies of their command.
 - a. Supervisors shall terminate a pursuit if they believe the pursuit violates any of the guidelines of this policy or if the risks outweigh the necessity of the pursuit. **(MACP Standard 3.5.2 h)**
3. Once a pursuit is terminated, the deputy must seek and obtain permission from their supervisor to reinitiate the previously terminated pursuit. **(MACP Standard 3.5.2 j)**

J. Pursuit Termination Techniques (PTT's)

1. The use of a Pursuit Termination Technique (PTT) should be deployed as soon as possible to stop a fleeing suspect, in order to minimize injuries and/or damage to property that may come from an extended pursuit. The use of a PTT is limited to only those deputies who have been trained in the use of the particular PTT to be employed.
 - a. Whenever feasibly possible, Pursuit Termination Techniques (PTT) shall be authorized by an on-duty supervisor, unless such actions are immediately appropriate and obtaining such authorization would be unreasonable, as the delay would potentially increase risk to the public and/or all involved (MACP Standard 3.5.3 d)
2. The use of PTT on a vehicle failing to yield is dictated by the threat that the vehicle failing to yield poses to the public.
3. Traffic Crash Reports (UD-10) shall not be written for damage to vehicles caused by any PTT or intentional acts. Any damage to vehicles shall be articulated in the case report.

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4. Moving/Rolling Roadblocks or "Boxing In" **(MACP Standard 3.5.3 b)**
 - a. The use of Moving/Rolling Roadblocks is designed to gradually slow the fleeing vehicle to a stop, governed by sound professional judgment, and may be a permissible means of ending a vehicle pursuit.
 - b. A Moving/Rolling Roadblock may be used to stop a fleeing vehicle by employing Sheriff's Office vehicles, driving skills and techniques designed to restrict, reduce or eliminate the chance for escape. **(MACP Standard 3.5.3 a)**
 - c. Deputies may utilize a Moving/Rolling Roadblock to surround a fleeing vehicle with Sheriff's Office vehicles and fixed objects (i.e., retaining walls, guardrails, etc.). **(MACP Standard 3.5.3 b)**
 - i. This method is not intended to employ the use of deadly force.
 - ii. Deputies shall not engage in intentional collisions while conducting a moving roadblock.
 - iii. Civilian vehicles shall not be used to supplement Sheriff's Office vehicles in performing this technique.
 - iv. Deputies operating motorcycles shall not participate in any form of a Moving/Rolling Roadblock.
 - d. Deputies shall not employ the use of Moving/Rolling Roadblocks unless they have been trained in the technique. **(MACP Standard 3.5.3 g)**

5. Precision Immobilization Technique (PIT) **(MACP Standard 3.5.3 b)**
 - a. The use of a Precision Immobilization Technique (PIT) maneuver is governed by the sound professional judgment of the on-duty supervisor and may be a permissible means of ending a vehicle pursuit.
 - b. Deputies may employ a PIT maneuver against a fleeing vehicle to end a pursuit or prevent a fleeing vehicle from continued operation when all other means of apprehension have been considered, and either attempted or rejected as impractical. **(MACP Standard 3.5.3 a)**
 - c. A PIT maneuver shall only be done at speeds of 40 mph or less.
 - d. Deputies shall not employ a PIT maneuver unless they have been trained in the technique. **(MACP Standard 3.5.3 g)**
 - e. Use of a PIT maneuver on a motor vehicle with less than four wheels is considered deadly force and permitted only when the use of deadly force is justified.
 - f. A PIT maneuver shall not be used on vehicles placarded for, or otherwise reasonably believed to be carrying, hazardous materials; vehicles with the presence of unrestrained child passengers; or a pick-up truck carrying passengers in its bed.
 - g. Other factors in a deputy's decision to employ a PIT maneuver shall include:
 - i. The current environmental and weather conditions
 - ii. The elevation of the roadway
 - iii. The presence of other motorists
 - iv. The presence of pedestrians
 - v. The area in which the chase is occurring (i.e., a school zone, a busy downtown street)
 - vi. Obstacles (i.e., bridge abutments, guardrails, road construction equipment)
 - h. Use of a PIT maneuver on raised roadways such as bridges, overpasses or elevated freeway interchanges should be avoided unless no other reasonable options for terminating the pursuit are available.
 - i. Use of a PIT maneuver with a fleeing vehicle at speeds over 40 MPH may be considered excessive or deadly force and is permitted only when the use of deadly force is justified.

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6. Vehicle Intervention (**MACP Standard 3.5.3 b**)
 - a. Vehicle Intervention is reasonable vehicle-to-vehicle contact or intentional vehicle collision (outside the scope of PIT) at *reasonable* speeds, when the intentional contact is not likely to result in personal injury to all involved and any third party in the area of the intentional contact, and minimal vehicle damage to all vehicles involved.
 - b. Vehicle Intervention at unsafe speeds, when the intentional contact is unreasonable under the given circumstances and/or the intentional contact is likely to result in personal injury shall only be permitted when the use of fatal force is justified.

7. Vehicle Intercept (**MACP Standard 3.5.3 b**)
 - a. Vehicle Intercept is the use of two or three patrol vehicles to block a suspect vehicle in when parked or stopped, stopped at an intersection or at a traffic control device (stop sign or stop light), in order to prevent the pursuit before it begins.
 - b. The use of Vehicle Intercept is governed by sound professional judgment and may be a permissible means of ending a vehicle pursuit by deputies trained in such pursuit termination technique.
 - c. Vehicle Intercept is designed for no intentional vehicle-to-vehicle contact by deputies. However, deputies should expect vehicle contact by a suspect who is not attentive to the situation or a suspect attempting to flee.

8. Vehicle Channeling (**MACP Standard 3.5.3 b**)
 - a. Vehicle Channeling is the utilization of patrol vehicles to control the route of a fleeing vehicle either stationary or moving, leaving the fleeing vehicle a way out.
 - b. The use of Vehicle Channeling is governed by sound professional judgment of the on-duty supervisor and may be a permissible means of ending a vehicle pursuit by deputies trained in such pursuit termination technique.
 - c. Vehicle Channeling is designed for no intentional vehicle-to-vehicle contact by deputies. However, deputies should expect vehicle contact by a suspect who is not attentive to the situation or a suspect attempting to flee.

- K. Vehicle Ramming (**MACP Standard 3.5.3 b**)
 1. Vehicle Ramming is intentional contact at high speeds or in a manner that may cause injury or death; and as such, vehicle ramming shall only be authorized when the use of deadly force is justified under MCL 780.972 and objectively reasonable under *Graham v Conner* 490 U.S. 386 (1989) and *Scott v Harris* 550 U.S. 372 (2007).

- L. Roadblocks (Complete) (**MACP Standard 3.5.3 b**)
 1. A Complete Roadblock is a physical blockage of the entire roadway using vehicles, materials or other devices, leaving no room for an approaching vehicle to avoid the barrier. This does not include tire-deflation devices.

 2. Deputies may only establish or participate in a Complete Roadblock when the use of deadly force is justified under MCL 780.972 and objectively reasonable under *Graham v Conner* 490 U.S. 386 (1989) and *Scott v Harris* 550 U.S. 372 (2007).
 - a. Additionally, Complete Roadblocks shall only be established when authorized by a supervisor or higher authority in accordance with the following guidelines: (**MACP Standard 3.5.3 b,d**)

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3. When a deputy becomes involved in a vehicle crash while engaged in emergency vehicle operations, a complete and thorough investigation shall be conducted by a Sergeant or above. If negligence or non-compliance with the provisions of the Michigan Vehicle Code or this General Order is demonstrated, appropriate disciplinary action shall follow.

Q. Pursuits Leaving the Oakland County Jurisdiction (MACP Standard 3.5.2 k)

1. The primary or backup unit shall advise Dispatch when a pursuit is close to or is leaving the jurisdiction of Oakland County.
2. The supervisor or the deputy, if necessary, shall request that Dispatch contact the jurisdiction the pursuit is entering and request that a unit be dispatched to join the pursuit if that jurisdiction has an available unit that can respond in a timely manner. If not, the Secondary Pursuit Unit, if involved in the pursuit, can continue serving in that capacity. If the Secondary Pursuit Unit is of the professional opinion that their continued involvement is necessary, they shall continue their involvement in the pursuit.

R. Pursuits Entering the Oakland County Jurisdiction (MACP Standard 3.5.2 k)

1. Dispatch will advise when another jurisdiction's pursuit is close to or is entering Oakland County jurisdiction. The dispatcher shall confirm that a supervisor is aware of this information.
2. Unless directed by a supervisor, available units in the pursuit area shall join the pursuit while the pursuit remains within the jurisdiction of Oakland County, adhering to the contents of this General Order.
3. Oakland County Sheriff's Office units will stop when the pursuit leaves the jurisdiction of Oakland County, except as may be requested by the agency that initiated the pursuit and with approval of a supervisor.

S. Reporting Requirements

1. Deputies shall report vehicle pursuits, failures to yield and all Pursuit Termination Techniques in accordance with this Order.
2. The deputy who initiated or first became involved in the incident shall report the incident by completing an incident report. If the incident involved a vehicle pursuit, the deputy who initiated or became first involved shall report the pursuit by completing a Vehicle Pursuit/PTT Report Form along with their case report. **(MACP Standard 3.5.2 I, 3.5.3 e)**
3. All secondary units shall complete a supplemental report to the original case report along with their respective Vehicle Pursuit/PTT Report Form.
(MACP Standard 3.5.2 I, 3.5.3 e)
4. The Vehicle Pursuit/PTT Report Form and the case report shall be completed and submitted to the shift supervisor prior to the end of the shift.
5. The shift supervisor is responsible for making sure all video of the incident is properly preserved.

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6. Once reviewed and approved, the supervisor shall immediately submit the Vehicle Pursuit/PTT Report Form (if applicable), a copy of the case report and video of the incident to the division captain for review and approval. A copy of the case report and video shall then be sent to the Training Unit for review and training purposes. The review shall include any video and audio recordings, the associated electronic incident report, and the Traffic Crash Report (UD-10), if one was completed. **(MACP Standard 3.5.2 m, 3.5.3 f)**
7. The Oakland County Sheriff's Office Training Unit will conduct an analysis and meaningful review of vehicle pursuits, failures to yield and all Pursuit Termination Technique incidents and an annual report shall be generated for the Office of the Sheriff. **(MACP Standard 3.5.2 n, 3.5.3 f)**
8. The Training Unit shall provide remedial training to all deputies as a result of improper use of techniques that are contrary to training and/or policies regarding emergency vehicle operations and/or Pursuit Termination Techniques.



ISSUED BY: Sheriff Michael J. Bouchard



RIDE-ALONG APPLICATION

Name: _____ D.O.B.: _____

Home Address: _____

Phone: _____ Email: _____

Why do you want to participate in a ride-along?

Are you requesting that a specific deputy conduct the ride-along? If yes, provide the deputy's name and his or her relationship to you.

Signed Name: _____ Date: _____

Printed Name: _____

For minors

I am the parent or legal guardian of [name of minor] _____,
and I give my permission for him/her to be a ride-along participant.

Parent/Legal Guardian Signature: _____ Date: _____

Printed Name: _____

Home Address: _____

Phone: _____ Email: _____

Approved for processing by Substation Command or Training Unit	

Signature	Date

RIDE-ALONG PARTICIPANT AGREEMENT AND CONFIDENTIALITY AGREEMENT

Ride-along participants ("Riders") are not active participants; they are observers. Deputies will not permit Riders to engage or assist in any law enforcement activity.

Riders will remain in the vehicle at all times unless authorized to exit by the deputy.

1. Riders are required to follow the instructions of a deputy at all times.
2. Riders are not permitted to use any police equipment except in an extreme emergency and as directed to do so by a deputy.
3. Riders are required to dress in business or business casual civilian attire. Closed-toed shoes are required. Riders may not wear or display insignia of any law enforcement agency.
4. Riders must wear a seatbelt.
5. Riders will not carry any weapons. Exception: Riders who are certified law enforcement officers.
6. Riders shall not photograph, film, or record during the ride-along.
7. Riders shall not enter or remain at any major crime scene.
8. Riders shall not enter private property unless expressly authorized by the deputy.
9. Riders shall keep confidential the identities, addresses, and phone numbers of all persons who they may have observed as a suspect, arrestee, victim, witness, or complainant.
10. Riders are expected to conduct themselves with proper decorum at all times and will not interfere with the deputies in the performance of their duties.

I agree to follow these rules. I understand that failure to follow these rules may result in immediate termination of the ride-along, civil liability, and criminal liability.

CLEARANCE AUTHORIZATION & CONFIDENTIALITY AGREEMENT

In consideration of being a ride-along participant ("Rider"), I agree to keep confidential the identities, addresses, and phone number of all persons whom I may observe as a suspect, arrestee, victim, witness, or complainant during the ride-along.

I understand and agree that it necessary for me to keep this information confidential to protect an individual's right to privacy and to ensure the integrity of any criminal investigation or prosecution. I also understand that a violation of this Agreement may result in civil or criminal liability.

By signing this authorization I, _____, grant the Oakland County Sheriff's Office (OCSO) permission to perform a criminal history background check, which will include inquiries into arrests, criminal charges, criminal convictions, and information regarding criminal justice contacts for the reason(s) set forth above. I understand and agree that the requestor listed above will be informed of whether my clearance was granted or denied, and that the underlying information for making this determination will not be disclosed to me or any other person except as otherwise permitted by law.

Signed Name: _____ **Date:** _____

Printed Name: _____

For minors: I am the parent or legal guardian of _____, and I sign this Agreement on his/her behalf.

Parent/Legal Guardian Signature: _____ **Date:** _____

Printed Name: _____

RIDE-ALONG RELEASE, WAIVER, AND INDEMNIFICATION AGREEMENT

I will be a ride-along participant ("Rider"), which entails accompanying a member or members of the Oakland County Sheriff's Office during the performance of their official duties. I acknowledge that being a Rider is dangerous, and that I may be exposed to serious hazards including bodily injury, death, emotional harm, and property damage. I recognize, accept, and assume all responsibility for all risk of bodily injury, death, emotional harm, and property damage associated with being a Rider, whether known or unknown.

In consideration of being a Rider, I, on behalf of myself and my heirs, assigns, next of kin and personal representatives, agree to not sue and to waive, release, and forever discharge the following entities and persons from all liability, damages, injuries, claims, or demands arising from or in any way connected to my being a Rider: Oakland County and its elected and appointed officials, officers, agents, employees, and volunteers.

I further agree to forever hold harmless and indemnify the following entities and persons from all liability, damages, injuries, claims, or demands incurred because of or in any way related to my conduct as a Rider: Oakland County and its elected and appointed officials, officers, agents, employees, and volunteers.

This Release, Waiver, and Indemnification Agreement ("Agreement") constitutes the entire agreement. Any modification to this Agreement must be made in writing and signed by me and an authorized representative of Oakland County.

I have read, understood, and voluntarily sign this Agreement.

Signature: _____ **Date:** _____

Printed Name: _____

Witness Signature: _____ **Date:** _____

Printed Name: _____

For minors: I am the parent or legal guardian of _____, and I sign this Agreement on his/her behalf.

Parent/Legal Guardian Signature: _____ **Date:** _____

Printed Name: _____

Address: _____ **Phone:** _____