CRIMINAL JUSTICE EDUCATION AND TRAINING STANDARDS COMMISSION



11.

MPH Readout of Tuning Fork Speed (remote)

CRIMINAL JUSTICE STANDARDS DIVISION POST OFFICE DRAWER 149, RALEIGH, NC 27602 TELEPHONE: (919) 661-5980

RETEST

FORM SMI 2D (Rev. 01/12)

MOVING/STATIONARY RADAR MOTOR SKILL PERFORMANCE RETEST THIS FORM SHALL BE USED FOR ALL RADAR RETEST

Social S ire to pro	Security Number is used to make positive identification of applic ovide this information may result in a delay in the processing of a	cant and/or law enforcement personnel. DISCLOSURE IS VOLUNTAI application materials and may result in inaccurate records being assigned
inee Fu	ıll Name	
w Enfor	rement Agency	
e of Bi	rth	Social Security Number
e of Or	riginal Test	
criptio	n of Radar	
ufactu	ırer:	
el: _		
INST	RUCTOR INITIALS AS TRAINEE PERFORMS C	Single Antenna Dual Antenna CORRECTLY ON EACH STEP
Start	Time*	
A.	The trainee shall identify to the instructor each component and attachments thereof for this Radar and remote unit.	
B.	The trainee shall identify and explain to the instructorall controls, indicators and adjustments and the individual purpose and functions of each for this Rad	
C.	 Component Assembly 1. Antenna(s) to Control Cabinet 2. Antenna(s) Mounting 3. Remote Control to Control Cabinet 4. Power Switch Off 5. Plug in Power Cord 	
D.	Radar Test 1. Power Switch On 2. Equipment Warm Up 3. Performance Light Test (remote) 4. Performance Internal Circuitry Test (remote)	e)
E.	Tuning Fork Accuracy Test (STATIONARY) 1. Antenna Aim 2. Manual Operate Control 3. Stationary Mode 4. Range and Audio Tone Adjustments (remote Striking Tuning Fork 6. Position Tuning Fork in Front of Front Anteromate Striking Tuning Fork Speed (remote Striking Tuning Fork Speed (remote Striking Tuning Fork Speed (remote Striking Tuning Fork Speed Striking Tuning Fork Speed Striking Tuning Fork Speed Striking Tuning Fork Speed Speed Speed Striking Tuning Fork Speed	enna ote)

F. Tuning Fork Accuracy Testing (MOVING-OPPOSITE 1. Antenna Aim 2. Manual Operate Control 3. Moving Mode 4. Range and Audio Tone Adjustments 5. Striking Low MPH Tuning Fork 6. Position Tuning Fork in Front of Antenna 7. MPH Readout of Tuning Fork (patrol window 8. Striking High MPH Tuning Fork 9. Position Tuning Fork in Front of Antenna 10. MPH Readout in Target Window (remote)						ECTION)				
G.	Tuning Fork Accuracy Testing (MOVING-SAME DIRECTION) 1. Antenna Aim 2. Manual Operate Control 3. Same Direction Mode 4. Range and Audio Tone Adjustments 5. Striking High MPH Tuning Fork 6. Position Tuning Fork in Front of Antenna 7. MPH Readout of Tuning Fork (patrol window) 8. Striking Low MPH Tuning Fork 9. Position Tuning Fork in Front of Antenna 10. MPH Readout in Target Window (remote)									
H.	Proper selection of Patrol Vehicle Placement Area, Operator View, Vehicle Entrance/Exit Safety Factors, Antenna Aim, Antenna Angle, Range and Audio Tone Adjustments.									
I. Tuning Fork Accuracy Check must be done prior to any clocks (begin tour of duty). Total Signoff Time										
RETEST						RETEST MOVING SAME DIDECTION				
CONFIGURATION					MOVING-SAME DIRECTION CONFIGURATION					
Keep Time* [6 consecutive clocks] Init.					Keep Time* [6 consecutive clocks] Init.					
	TARGET ID./ PATROL SPEED STEADY / VERIFY PATROL SPEED / TARGET SPEED LOCK / TUNING FORK	RADAR TARGET SPEED	TRAINEE ESTIMATE	MPH ERROR		TARGET ID. SPEED DISCRI PATROL SPEI VERIFY PATE TARGET SPE TUNING	IMINATION / ED STEADY / ROL SPEED / EED LOCK /	PASS	FAIL	

If Retest is in STATIONARY MODE, mark out Patrol Speed Steady and Verify Patrol Speed.

TOTAL

ERROR

Total Time:

If instrument has capability for only one antenna, trainee will make all clocks (in each configuration) with the front antenna. Instructor will write (F) in all appropriate boxes to the left of the procedure column in each configuration block.

Total Time:

SCORE

If instrument has capability for dual antenna, trainee will make three front and three rear clocks (in each configuration). Instructor will write (F) or (R) in all appropriate boxes to the left of the procedure column in each configuration block.

ERRORS						
1. Stationary						
2. Second Set of Stationary <u>or</u> Moving-Opposite Direction						
Total Time on ORIGINAL Test						
Total Time on RETEST						
Pass or Fail on Time Requirement						
TOTAL ERROR ON 12 ESTIMATES Total Error on 12 speed estimates not to exceed 42 mph or an average error of more than 3.5. No one error in excess of ± 12 mph.						
3. Moving-Same Direction PASS FAIL						
I hereby certify that the above-named trainee demonstrated one hundred (100) percent competence in each motor-skill or performance as noted on this form Date INSTRUCTOR'S NAME (PRINT)						
INSTRUCTOR'S SIGNATURE						
INSTRUCTOR'S NAME (PRINT)						
INSTRUCTOR'S SIGNATURE	CERTIFICATION NO.					

Retest Procedures for Form SMI 2D:

THIS FORM (SMI 2D) SHALL BE USED FOR ALL RADAR RETESTS.

THE TRAINEE IS ONLY ALLOWED TO RETEST ON THE SPECIFIED NUMBER OF CONFIGURATIONS AS DESCRIBED BELOW. IF THE TRAINEE FAILS SECTIONS A-I OF THIS RETEST FORM (IF APPLICABLE) **THE TRAINEE'S TOTAL ERROR ON THE 12 SPEED ESTIMATES/CLOCKS STILL EXCEEDS 42 MPH AFTER THIS ALLOWABLE RETEST, THE STUDENT HAS FAILED THE MOTOR SKILL PERFORMANCE RE-EXAMINATION AND WILL NOT BE RECOMMENDED FOR CERTIFICATION AND SHALL ENROLL AND COMPLETE A SUBSEQUENT COURSE OFFERING IN ITS ENTIRETY BEFORE FURTHER EXAMINATION**

- 1. If the trainee was originally tested on form SMI 1, trainee may be allowed to retest on sections A-E. Write N/A on any line (in sections A-E) that is not applicable.
- 2. If the trainee was originally tested on form SMI 1A, trainee may be allowed to retest on sections A-G and one (1) configuration in which the error on one clock is more than ± 12 mph or the average of the six clocks in the configuration (on the original test form) exceeds 3.5 (21mph). Write N/A on any line (in sections A-G) that is not applicable.
- If the trainee was originally tested on form SMI 2, trainee may be allowed to retest on sections A-G. Write N/A on any line (in sections A-G) that is not applicable.
- 4. If the trainee was originally tested on form SMI 2A, trainee may be allowed to retest on sections A-H and one (1) configuration in which the error on one clock is more than ± 12 mph or the average of the six clocks in the configuration (on the original test form) exceeds 3.5 (21 mph). Write N/A on any line (in sections A-H) that is not applicable.
- 5. If the trainee was originally tested on form SMI 2B, trainee may be allowed to retest on sections A-H and one (1) configuration in which the error on one clock is more than \pm 12 mph or the average of the six clocks in the configuration (on the original test form) exceeds 3.5 (21mph). Write N/A on any line (in sections A-H) that is not applicable.
- 6. If the trainee was originally tested on form SMI 2C or SMI 2E, trainee may be allowed to retest on sections A-I and one (1) configuration in which the error on one clock is more than ± 12 mph or the average of the six clocks in the configuration (on the original test form) exceeds 3.5 (21 mph). The trainee may also be allowed to retest in the Moving-Same Direction configuration if the trainee failed to obtain a score of passing on the original test form. Write N/A on any line (in sections A-I) that is not applicable.
- 7. If the trainee was originally tested on form SMI 4, trainee may be allowed to retest in one (1) configuration in which the error on one clock is more than \pm 12 mph or the average of the six clocks in the configuration (on the original test form) exceeds 3.5 (21 mph).