



CRIMINAL JUSTICE EDUCATION AND TRAINING STANDARDS COMMISSION

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

****RETEST****

FORM SMI 2D (Rev. 4.10.14)

MOVING/STATIONARY RADAR MOTOR SKILL PERFORMANCE RETEST

The Social Security Number is used to make positive identification of applicant and/or law enforcement personnel. DISCLOSURE IS VOLUNTARY. However, failure to provide this information may result in a delay in the processing of application materials and may result in inaccurate records being assigned to you.

Trainee Full Name _____

Law Enforcement Agency _____

Date of Birth _____ Social Security Number _____

Email Address _____

Date of Original Test _____

Description of Radar

Manufacturer: _____

Model: _____ Mode: STATIONARY/M-OPP./SAME DIRECTION

Single Antenna

Dual Antenna

INSTRUCTOR INITIALS AS TRAINEE PERFORMS 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 instructor all controls, indicators and adjustments and the individual purpose and functions of each for this Radar. _____

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. Tuning Fork Accuracy Test (STATIONARY) _____

1. Antenna Aim
2. Manual Operate Control
3. Stationary Mode
4. Range and Audio Tone Adjustments (remote)
5. Striking Tuning Fork
6. Position Tuning Fork in Front of Front Antenna
7. MPH Readout of Tuning Fork Speed (remote)
8. Rear Antenna Aim
9. Striking Tuning Fork
10. Position Tuning Fork in Front of Rear Antenna
11. MPH Readout of Tuning Fork Speed (remote)

- F. Tuning Fork Accuracy Testing (MOVING-OPPOSITE DIRECTION) _____
 - 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)

- 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 _____ CONFIGURATION					RETEST <u>MOVING-SAME DIRECTION</u> 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. / TARGET SPEED DISCRIMINATION / PATROL SPEED STEADY / VERIFY PATROL SPEED / TARGET SPEED LOCK / TUNING FORK	PASS	FAIL	
Total Time:			TOTAL ERROR		Total Time:		SCORE	

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

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.

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 \pm 12 mph.
3. Moving-Same Direction <input type="checkbox"/> PASS <input type="checkbox"/> FAIL

I hereby certify that the above-named trainee <input type="checkbox"/> <i>has</i> <input type="checkbox"/> <i>has not</i> demonstrated one hundred (100) percent competence in each motor-skill or performance as noted on this form. Date _____	
Instructor Name (<i>PRINT</i>) _____	
Instructor Signature _____	Certification Number _____
Instructor Name (<i>PRINT</i>) _____	
Instructor Signature _____	Certification Number _____

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) OR IF 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 \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-G) that is not applicable.
3. 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 \pm 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 \pm 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).