

CHAPTER 11
EQUIPMENT
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CHAPTER 11

EQUIPMENT

1. PURPOSE. The purpose of this chapter is to establish guidelines in tracking and maintaining Multidisciplinary Accident Investigation Team (MAIT) equipment, and to provide policy for the use of small Unmanned Aircraft Systems (sUAS).
2. POLICY. The guidelines in this chapter should be used by all field Divisions in tracking and maintaining MAIT equipment and using sUAS.
3. GENERAL. The MAIT Program consists of specialized equipment and software used by specially trained MAIT personnel to deliver high quality, comprehensive crash investigations.
 - a. Equipment.

(1) The following equipment, assigned to each field Division, shall be used and maintained at regular intervals to ensure the equipment stays in operable condition.

(a) Color Printers and Plotters. This equipment was purchased with the MAIT Units in mind and requires regular use and maintenance to ensure proper function. Limited use could result in damage to the drum and toner components of the printers, print head, and ink cartridges of the line plotters.

NOTE: Replacement components for these items can be very costly.

(b) Total Station Survey and Three-Dimensional Point Cloud Scanning Systems. These systems need regular use and routine maintenance and calibration to keep them in working order. The batteries need to be used and recharged to maintain memory and the components require care in handling to preserve their calibration. This type of equipment should not be stored in the trunk of an enforcement vehicle under everyday driving conditions required of a road patrol officer.

(c) Drag Factor Measuring Devices. These items require specialized training to set up, monitor during use, and retrieve data from. They have internal rechargeable batteries which require regular charging and discharging cycles to maintain their memory.

(d) Crash Data Retrieval Hardware Systems. These hardware systems, designed to image data from Event Data Recorders in the event of a crash, require training to use properly and preserve data. As some of the parts are delicate, care shall be taken to not bend or break the various components.

(2) Special Services commanders should consider using MAIT associates to maintain the aforementioned equipment, based on familiarity with the equipment and their training. If MAIT associates are not available, training should be provided to select personnel to ensure the proper handling and maintenance of the MAIT equipment.

NOTE: Failure to properly maintain this specialized equipment could result in equipment failure during times of critical need.

b. Software.

(1) Only MAITs, MAIT associates, and MAIT apprentices under the supervision of a MAIT are authorized to use the following software programs in the course of crash diagramming and reconstruction:

- (a) Expert AutoStats.
- (b) All advanced diagramming software (e.g., BricsCAD, AutoCAD, Rhinoceros, IMS360).
- (c) Photogrammetry software.
- (d) Vehicle simulation software.
- (e) Point cloud registration and manipulation software.
- (f) Crash Data Retrieval software.

(2) Upon separation from the MAIT Program, any apprentice or associate shall remove all MAIT specialty software from any computers in their possession and their team leader shall contact Enforcement and Planning Division, Collision Investigation Unit, to have them removed from the software distribution lists.

c. Small Unmanned Aircraft Systems.

(1) An sUAS shall only be used by MAIT personnel under specific orders from the division commander, or in the following situations:

- (a) In response to an active call-out, incident, or an active case being investigated by a Division MAIT.

(b) When investigating a critical incident as part of a Critical Incident Investigation Team, as described in Highway Patrol Manual (HPM) 100.8, Critical Incident Investigation Team Manual.

(c) Specific training missions authorized by the team leader.

(2) Division MAITs shall only use sUAS equipment and related accessories owned by the state, unless approved by the division commander. The use of personal sUAS is not authorized.

(3) All sUAS operations shall be conducted in strict compliance with Title 14, Code of Federal Regulations, Part 107, and any applicable local ordinances.

4. TRACKING. Field Division commanders should ensure a process is in place to track MAIT equipment and software.

5. LOST, STOLEN, OR DAMAGED EQUIPMENT.

a. Reporting.

(1) In cases where equipment assigned to a Division MAIT is lost, stolen, damaged, or destroyed, the affected employee and team leader shall follow the procedures outlined in HPM 11.2, Materials Management Manual, Chapter 8, Equipment.

b. Replacement.

(1) Replacement of lost or stolen equipment is the responsibility of the affected Division.

(2) Replacement or repair of damaged equipment is the responsibility of the affected Division.

(3) If equipment was on loan at the time of damage or loss, replacement or repair is the responsibility of the Division borrowing the equipment.

NOTE: The Collision Investigation Unit is not responsible for replacing lost or stolen equipment, or repairing or replacing damaged equipment.

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