

THE ONE THING NOBODY SCORES.



Agency brief: data-driven driver training for law enforcement | as3driving.com/evoc

Every officer on your roster qualifies on the range with a number. Driving is where the shift is spent, and it is graded by eye. AS3 puts telemetry on every run and rates every officer against one standard, so your training unit knows who can control a patrol car at its limit, and keeps knowing it year after year.

WHY: THE GAUGE READS FULL

In 1996, Nils Petter Gregersen put fifty-three new drivers on a skid car for thirty minutes. Half were trained to master the skid, half to respect how fast it takes the car away. A week later both groups recovered the car equally well. The mastery group rated themselves above what they could do; the other group rated themselves right. Norway had already run it at national scale: mandatory skid training from 1979, and crashes among young male drivers rose 17%, 23% on wet and icy roads. Skill stayed where it was. Confidence went up. Nothing in the system could tell the two apart. That is the gauge a training unit operates on when the only score is completion, and it reads full the entire way down. The officer to worry about is the one you trust without checking. One in five officers killed in the line of duty between 2014 and 2023 died in a vehicle crash (NIOSH).

HOW: MEASURE THE DRIVER AT THE LIMIT

A tire has only so much grip to give; think of it as a budget spent on braking, turning, or both. The Society of Automotive Engineers puts the average driver's comfort zone at 40% of it. A patrol car in trouble lives in the other 60%, and a brain that has never been there has no model for it. So we train there. Every exercise runs at 80% of the vehicle's capability, and a Racelogic data logger in every car records every run to 0.1 seconds and 0.1 mph: speed, braking force, lateral g, line. The debrief happens against the data, run after run, until what the officer believes he did matches what the car did. That match is calibration, and calibration is the skill.

From the military to the lab. Stress inoculation (Lt. Col. Dave Grossman, On Combat). The OODA loop (Col. John Boyd), with trained patterns that move the officer from orientation straight to action. Deep practice (Daniel Coyle), with telemetry as the feedback on every run. The brain under stress (Amy Arnsten, Yale). The Army's after-action review on every exercise.

WHAT: ONE STANDARD, HELD ACROSS THE TEAM

Every officer on one scale. Same exercises, same standard, same data, whichever instructor ran the class. **Every gap known.** For each officer, the distance between what he can do and what he believes he can do, in writing. **Every decay seen.** The U.S. Army Research Institute's 2025 analysis of 457 studies puts half of what training built as gone at roughly six months; Sabol and Wisher measured losses of up to 83% after a year. With a baseline, refreshers are scheduled against the decay rate instead of the calendar, and the return trip is short. **Every record kept.** Officer by officer, year over year, online. A training file command staff and risk management can read in a minute.

TWO WAYS TO PUT DATA IN YOUR PROGRAM

AS3 trains your officers. The 3-Day Advanced Program: online preparation, then three days on track at the limit, including a full day in reduced grip with every recovery on the record. Each officer leaves with an individual performance report.

You run it. We equip and guide you. Telemetry hardware and analysis software, exercise layouts with target standards, certification for your instructors, and hosted officer records. It starts with a 1-day proof of concept: your instructors run your exercises in your cars, with our telemetry and our people beside them, and you leave with a measured baseline for every officer who drove. On-site in your patrol vehicles or at AS3 venues across the United States.

"In comparison to this, it's nowhere near where it should be. They could learn a lot from AS3." Shawn Thibeault, former police officer, Las Vegas, Nevada

Sources: Gregersen (1996); Norwegian skid-training outcomes; CDC/NIOSH; SAE; U.S. Army Research Institute; Sabol and Wisher.

Has anyone ever measured the gap between what your best driver can do and what he is certain he can do?

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