

FAYETTEVILLE POLICE DEPARTMENT
FAYETTEVILLE, ARKANSAS 72702

GENERAL ORDER # 11

SUBJECT: TIRE DEFLATION DEVICES (STOP STICK AND STINGER SPIKE SYSTEM)

CROSS-REFERENCE: 41.2.8 Vehicular Pursuit, 41.2.11 Use of Department Vehicles



DATE APPROVED BY COP: September 19, 2012

Chief Greg Tabor

PURPOSE: The purpose of this general order is to establish specific guidelines for the deployment and use of tire deflation devices.

ORDER: All officers of the Fayetteville Police Department will be trained for the use of tire deflation devices used by the Fayetteville Police Department and will be familiar with the general order governing their use [CALEA 41.2.3 c.]. The tire deflation devices will be carried in patrol units as designated by the Chief of Police, and only deployed by officers in marked patrol units.

The primary function of tire deflation device is to puncture and deflate the tires of a fleeing vehicle. Outside of an authorized pursuit, the use of a tire deflation device may be used to stop a vehicle upon approval of a supervisor. It is designed to be deployed across the roadway in such a manner as to cause a controlled deflation of one or more tires on the suspect vehicle. When a vehicle passes over the tire deflation device, small hollow spikes penetrate the tire, which detaches from the device and remain lodged in the tire(s) of the fleeing vehicle. The hollow spikes remain in the tire(s) and cause a controlled deflation.

For the purpose of this general order, the definition of a fleeing suspect vehicle is a vehicle driven by an individual whose obvious intent, based on the driver's actions, is to avoid apprehension by a law enforcement officer who is in lawful pursuit.

A. SUMMARY OF PROCEDURE

1. It is the policy of the Fayetteville Police Department to insure that the use of any force when dealing with fleeing vehicles is minimized to a level where the fleeing motorist, other motorists, pedestrians, law enforcement officers, and other people are safeguarded against undue risk. To achieve and accomplish that end, the proper use of tire deflation devices will provide

officers a readily accessible method of effectively and quickly immobilizing fleeing vehicles. This method of stopping fleeing vehicles should greatly reduce the dangers associated with an obstruction-type roadblock [CALEA 41.2.3 a.].

B. Use of Stop Stick and Stinger Spike System [CALEA 41.2.3 b.]

1. The pursuing officer should make all reasonable attempts to keep Central Dispatch Center informed of the continuing pursuit details and locations. The pursuing officer shall obtain approval from a supervisor prior to using a tire deflation device [CALEA 41.2.3 a, d.].
2. The use of a tire deflation device may be authorized by a supervisor on pursuit suspect vehicles that meet the criteria of when a pursuit can be conducted according to FPD 41.2.8. Pursuit Policy [CALEA 41.2.3 a.].
3. Outside of an authorized pursuit, the use of a tire deflation device may be used to stop a vehicle upon the approval of a supervisor if the supervisor has reasonable cause to believe the driver will not stop [CALEA 41.2.3 a.].
4. Tire deflation devices are only to be used on motor vehicles, cars, trucks, etc. They are not to be used on motorcycles, ATVs, etc.
5. Tire deflation devices work best when used on a paved surface roadway.
6. Vehicle Placement [CALEA 41.2.3 b.]
 - a. Any patrol shift supervisor can assign available officers in patrol units to respond and support the operation. The duty supervisor(s) should determine, or assist other officers in determining, an intercept location which will allow sufficient time for the arrival of support officers and the positioning of the tire deflation device. The supervisor(s) will coordinate the intercept location. Unmarked units are not authorized to participate in the deployment of tire deflation devices and should not be used at intercept locations [CALEA 41.2.3 d.].
 - b. No patrol unit should be occupied at the intercept location.
 - c. When possible, a second patrol vehicle should be placed on the opposite side of the roadway, with all emergency lights activated, to funnel the suspect vehicle over the tire deflation device.
 - d. Officer positioning – The officer should be at a safe distance, at least 10 – 20 feet in the front or rear of the patrol vehicle when deploying the “Stop Stick.”
 - e. Officer positioning- The officer should be at a safe distance, at least 10- 20 feet depending on which deployment method is used to deploy the

Stinger Spike System (the Pull Deployment Method or the Curbside Deployment Method). During the Pull Deployment Method, the officer is encouraged to use all forty feet of rope attached to the Stinger Spike System handle.

- f. Officers should never place themselves in danger by swerving to avoid a tire deflation device that could not be removed from the roadway in time.

7. Deploying the Stop Stick [CALEA 41.2.3 b.]

- a. The assigned assist officer(s) will position the Stop Stick in a location which allows for a clear view of approaching traffic. Preferably, the location will include physical barriers such as permanent structures, bridges or guardrails.
- b. If possible, officers should allow for a line of sight which should give adequate time to observe the suspect vehicle.
- c. Officers should deploy the Stop Stick at a safe distance in a position behind a permanent structure to restrict the suspect vehicle's opportunity to by-pass the device (see illustration).
- d. If physical barriers are present, officers and their vehicles should be positioned as shown in the diagram. If physical barriers are not present, position two patrol units, one on each side of the roadway, to guide the suspect vehicle over the desired route (see illustration).
- e. An additional unit should be used, when available, to take a position approximately one mile down the road in order to stop oncoming traffic and to serve as the apprehending unit.
- f. In the event only one officer is available to deploy the Stop Stick, the pursuing officer will serve as the apprehending unit.
- g. The Stop Stick will not be deployed into the path of the suspect's vehicle on a two lane road if traffic is approaching from the opposite direction.

8. Deployment Procedures for the Stop Stick [CALEA 41.2.3 b.]

- a. Officers should position patrol vehicles alongside the roadway at a 45 degree angle facing away from the approaching suspect vehicle. Officers should prepare the Stop Stick for deployment off the roadway. This entails removing it from the inside trunk lid of the patrol unit.
- b. The Stop Stick is designed to work facing any direction. Relying on observation and communication between the officers involved, officers should rapidly deploy the device across the roadway once it has been determined there is little chance other vehicles will be affected by the operation.
- c. The cord that is attached to the Stop Stick is designed to drag the Stop Stick across the roadway into position. NOTE: ONCE THE DEVICE IS DEPLOYED, ALL OFFICERS SHOULD REMAIN CLEAR OF

THE DEVICE AND THE CORD AS THE SUSPECT VEHICLE PASSES OVER IT!

- d. When officers see the suspect vehicle pass over the Stop Stick, and it is determined the pursuing officers are not going to run over the device, it should be immediately removed from the roadway. When the pursuit situation stabilizes, the Stop Stick should be turned over to the shift supervisor who will make the necessary replacement.
9. Deployment Procedures for the Stinger Spike System Pull Deployment Method [CALEA 41.2.3 b.]
- a. Officers should wait for clear traffic to place the Stinger Spike System across the road with the rope stretched across the roadway. Officers should utilize all forty feet of rope attached to the Stinger Spike System handle.
 - b. The rope is to be loose and lay flat against the road to allow traffic to pass over it. Officers should position themselves in a position which allows for a clear view of approaching traffic. Preferably, the location will include physical barriers such as permanent structures, bridges or guardrails.
 - c. Once traffic is clear, and before the suspect vehicle arrives, officers should pull the device into position across the road by using the handle. Officers should never wrap the rope around their hand or body.
 - d. Once the suspect travels over the device, spikes will penetrate one or more tires. After impact, officers should retrieve the device by grasping the handle and giving a sharp pull to remove the device from the roadway.
10. Deployment Procedures for the Stinger Spike System Curbside Deployment Method (This method is used for quick deployments.) [CALEA 41.2.3 b.]
- a. Toss the device at appropriate time, just below knee height onto the roadway. The device will unfold and expand across the roadway. Officers should unwind all forty feet of rope, grasp the handle and place themselves in a safe location. Officers should never wrap the rope around their hand or body.
 - b. **ONCE THE DEVICE IS DEPLOYED, ALL OFFICERS SHOULD REMAIN CLEAR OF THE DEVICE, ROPE AND HANDLE AS THE SUSPECT VEHICLE PASSES OVER IT!**
 - c. After the suspect travels over the device, the officer should pull the handle to retrieve the device.
11. Stinger Spike System Replacement

- a. After a successful deployment, the device must be inspected and necessary repairs made prior to the device's next use. Each device is equipped with a spike replacement tool, additional spikes with tip guards and compression sleeves. Officers should notify their immediate supervisor who will assist with the spike replacement.

12. Inadvertent Damage

- a. Officers will provide immediate aid to citizens in the event their vehicle is inadvertently damaged by the deployed tire deflation device. Inadvertent damage should be reported to the officer's immediate supervisor.

C. Tire Deflation Device Review

1. Any time an officer deploys a tire deflation device, the officer shall complete a written report, and the field supervisor shall prepare an administrative review of the use of the device and forward through the patrol captain to the Deputy Chief of Police for review. If a comprehensive review is to be completed in compliance with FPD 41.2.8 Vehicular Pursuit, one combined report will be sufficient [CALEA 41.2.3 e.].
2. The administrative lieutenant will be responsible for maintaining pursuit and tire deflation device records and for completing the yearly Pursuit Analysis Report.

STOP STICKS ONE VEHICLE SCENARIO

Pursuing unit will be the
apprehending unit

Clear view of traffic

Vehicle Placement

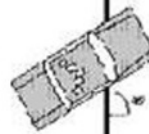
Clear view of traffic

Stands safe distance from unit and
roadway (10-20 feet)

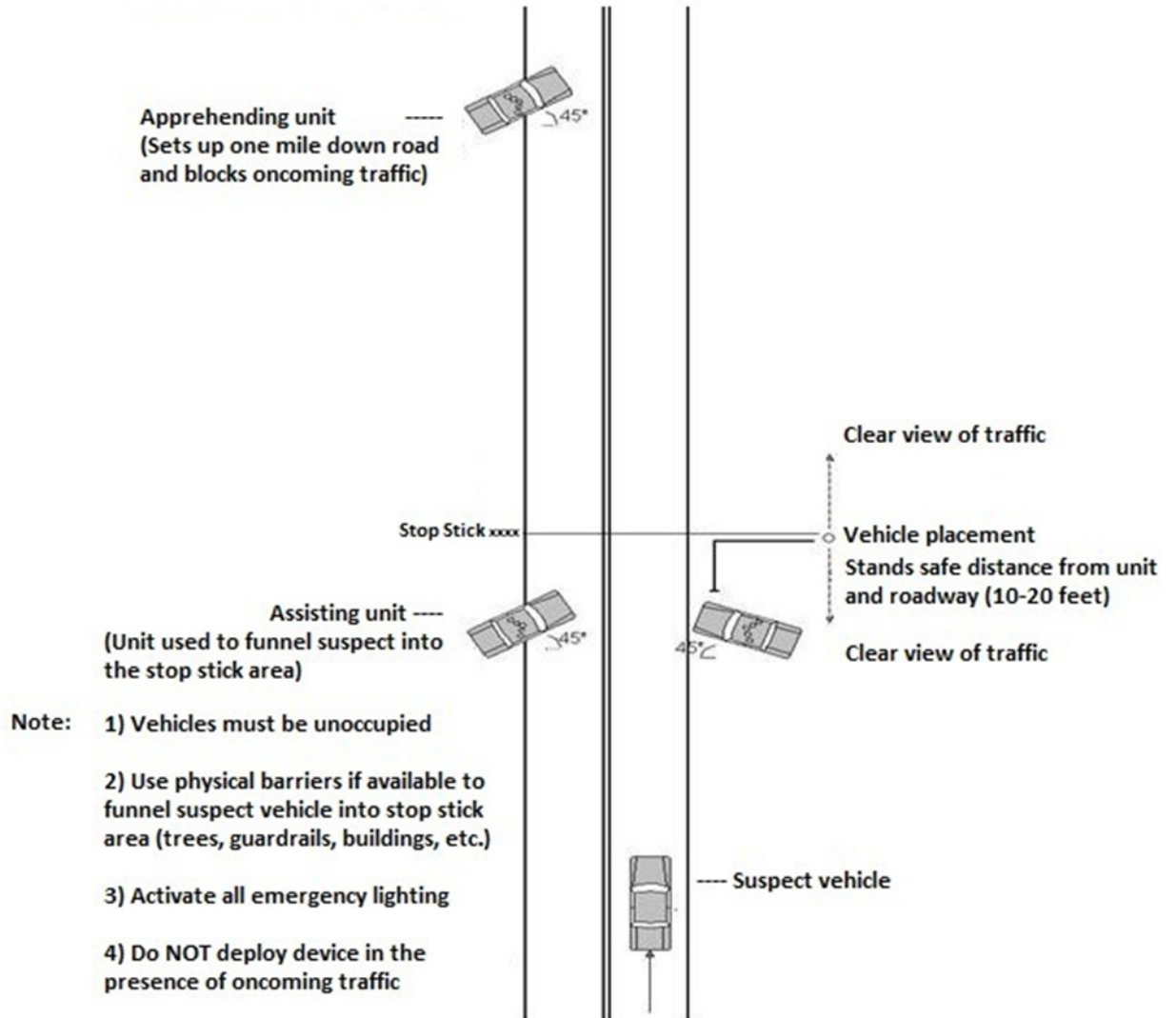
----- Stop Sticks

- Note:
- 1) Vehicles must be unoccupied
 - 2) Use physical barriers if available to tunnel suspect vehicle into stop stick area (trees, guardrails, buildings, etc.)
 - 3) Activate all emergency lighting
 - 4) Do NOT deploy device in the presence of oncoming traffic

-----Suspect Vehicle

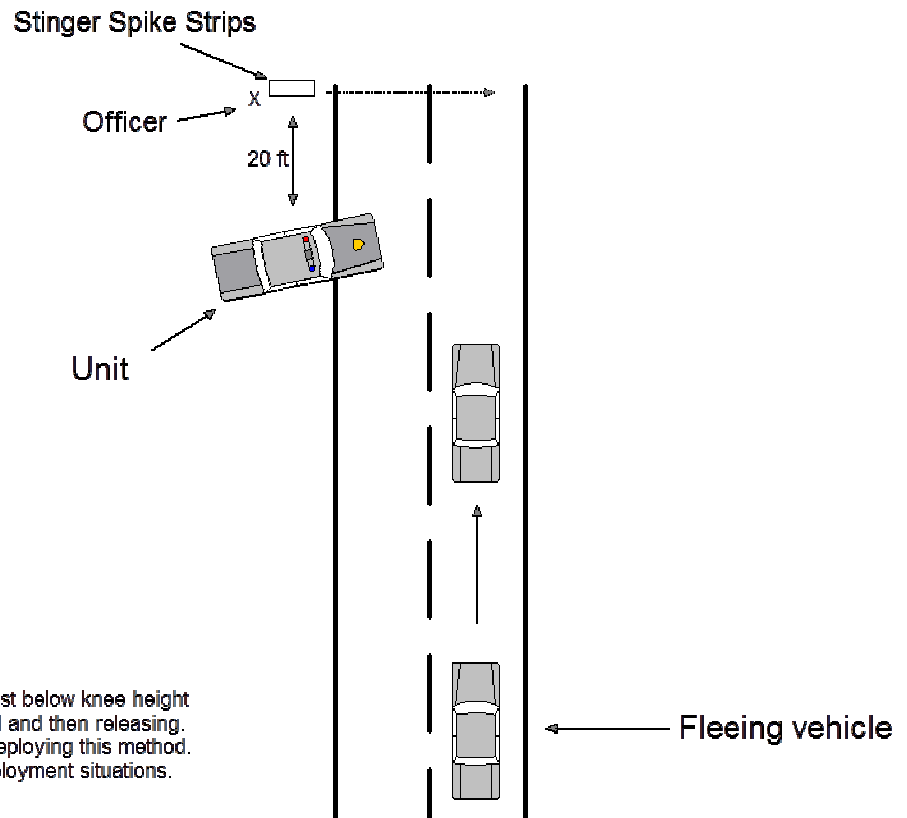


STOP STICKS MULTIPLE VEHICLE SCENARIO



Stinger Spike System

Curbside Deployment Method



Note

Officer should toss the stinger system just below knee height rocking the system backward to forward and then releasing. Extreme caution should be used when deploying this method. It is fast paced and used for quick deployment situations.

Stinger Spike System

Pull Deployment Method

