**SAMPLE POLICE DEPARTMENT**

**Road Spike Systems**

NOTE: The following guidelines address both safety and policy and are for internal use only. This document does not nor is intended to enlarge an employee’s civil or criminal liability in any way. It should not be construed as the creation of a higher standard of safety or care in an evidentiary sense with respect to third-party claims. Violations of these guidelines, if proven, can only form the basis of a complaint by this department and then only in a non-judicial administrative setting.

1. **PURPOSE**

To establish guidelines for all officers of this department in the use of road spike systems as an alternative to extended vehicle pursuits when such use can be done with reasonable safety. Considerations include training, deployment, safety precautions, reporting, and other appropriate information.

1. **POLICY**
2. The SAMPLE Police Department recognizes the effectiveness of controlled tire deflation techniques to safely terminate a vehicle pursuit, or to prevent a stopped vehicle from fleeing. The department has approved the *NAME OF APPROVED DEVICE(S): (Stinger Spike System, Stop Stick System, etc.).* as its primary road spike system.
3. When used appropriately, road spike systems are a viable alternative to extended pursuits that endanger officers, the public, and the fleeing suspect, or to neutralize a vehicle where potential for flight is anticipated such as warrant service, SWAT situations, or vehicle checkpoint areas. At no time should an officer or other employee put their lives at risk to deploy a road spike system.
4. **DEFINITIONS**
5. Pursuit: An incident will be classified, defined, and reported as a pursuit when sufficient elements are present to support a charge of fleeing or attempting to elude a police officer as provided in CODE of Alabama §13A-10-52, whether an apprehension is made (e.g., the pursuit is terminated, or the suspect successfully evades pursuing officers.) NOTE: The term pursuit does not include the actions of an officer to alert a driver for a routine vehicle stop or to overtake a vehicle prior to initiating a stop.
6. Road Spike System: A tire deflation device used in stopping vehicles involved in pursuits with law enforcement officers, or to prevent a stopped vehicle from fleeing. The system is designed to stop a vehicle by deflating its tires at a controlled rate, resulting in a reasonably safe and effective immobilization of the vehicle.
7. Stopped Vehicle: Any stopped vehicle which has the apparent ability to be driven away from the scene of an incident.
8. **PROCEDURE**
9. Training
	1. Officers must have knowledge and receive training on the use of the approved road spike system before attempting an actual deployment.
	2. Initial instruction will consist of a classroom lecture, video, and discussion on the information contained in the approved system training manual.
	3. Skills training will be conducted in conjunction with the initial instruction and biannually thereafter. During skills training, each officer will:
10. Demonstrate ability to properly handle, repair, and store the road spike system.
11. Practice being the lead pursuit unit in a simulated pursuit scenario.
	1. Communicate target identification and other necessary information to deploying unit.
	2. Decrease speed to allow sufficient time for deployment and retrieval of road spike system.
	3. Cautiously proceed through the deployment area.
12. Practice being the deploying unit in a simulated pursuit scenario.
13. Communicate with the lead pursuit unit to ascertain target identification and other necessary information.
14. Demonstrate ability to properly deploy the road spike system using the manufacturer’s recommended method(s) on various surfaces.
15. Review and practice completion of the Road Spike System Deployment Report (SEE Attachment A).
16. Planning Considerations
17. The successful conclusion to a vehicle pursuit should be the result of careful preplanning. A successful deployment strategy can be developed while on routine patrol. Officers should seek out and identify locations that afford the highest level of cover and concealment and provide an element of surprise.
18. Officers should coordinate with other local law enforcement agencies to inform their officers of the department’s spike deployment considerations.
19. Deployment Considerations
	* + 1. The road spike system will be deployed in a manner as recommended by the manufacturer and in accordance with department policy, procedure, and training.
20. The safety of all officers, citizens, and violators should be of the utmost concern before the spike system can be utilized.
21. If circumstances and time permit, prior approval from a supervisor shall be sought before deploying a road spike system to terminate a pursuit.
22. The following factors should be considered in determining whether to deploy road spike system:
23. The traffic volume, time of day (day light/darkness) and road surface, as well as the availability of a suitable location.
24. The type of vehicle being pursued must be considered prior to the deployment of the road spike system to end a pursuit. The deployment of the road spike system on two wheeled, three wheeled, or all-terrain vehicles is not permitted.
25. Vehicles transporting hazardous materials, passenger buses, or school buses may pose an increased hazard when compared to other types of vehicles. Deployment on these types of vehicles should be given careful consideration.
	* + 1. Communication with the pursuing unit(s) should be established to ascertain the following information:
26. Identity of unit number, location, and direction of travel of unit in pursuit.
	* 1. A description of the vehicle being pursued and, if possible, its occupants.
		2. Identification of the reason for the pursuit.
		3. A report of the speed of the vehicle being pursued.
		4. An update of the speed and direction of travel as often as practical during the pursuit.
27. Units monitoring pursuits by radio should attempt to place themselves in a position to deploy a road spike system instead of joining the pursuit. A greater contribution can be made by attempting a deployment rather than joining several other units already engaged in the pursuit.
	1. A deployment location should provide a good line of sight to enable the deploying officer to observe the suspect vehicle and the pursuing police unit(s) as these vehicles approach.
	2. Deployment should not take place within a curve, on a hill or any other area where the deploying officer cannot observe the approaching vehicles.
	3. If possible, a level section of the roadway that provides the deploying officer with some type of safety barrier, such as guardrails, abutments, bridges, overpasses etc., should be selected as a favorable location for deployment.
28. The officer in possession of the road spike system will notify communications and the pursuing officer(s) when he/she has arrived at the deployment location and is in position to deploy the system.
29. Officers shall prepare to deploy the road spike system by utilizing the manufacturer’s recommended method(s). *[Insert or attach step-by step procedures based on specific restraint chair and manufacturer’s instructions here]*
	1. If equipped and circumstances permit, the in-car and/or body camera system of the deploying officer should be used to document the deployment.

NOTE: When deploying a road spike system, the deploying officer must always have an escape plan in mind. Deployment from a position where the officer will not be hit by the suspect and/or pursuing vehicles should the loss of control occur by either vehicle during deployment. If the deployment cannot be done safely and without an escape plan in mind for the deploying officer, the road spike system shall not be used.

1. The target vehicle should be identified by communication between the lead pursuing unit and deploying unit. The target vehicle should be confirmed by visual observation to reduce the possibility of spiking the wrong vehicle.
2. Deploying personnel should announce when the road spike system has been deployed to allow involved units to back off a sufficient distance to allow the deploying unit time to deploy and retrieve the road spike system.
3. The pursuing unit(s) should proceed cautiously when approaching and traversing the deployment area. The fleeing vehicle may decrease speed rapidly as its tires deflate, take sudden evasive action, or make unpredictable maneuvers. Reducing speed will allow time for the pursuing unit(s) to respond appropriately.
4. The deploying unit is responsible for recovering the road spike system after its use. The system should be immediately recovered and secured to prevent further damage or injury. This includes the searching of the immediate area where the system was used and collecting any spikes which may have become detached.
5. The deployment and/or use of a road spike system shall be documented in the Road Spike System Deployment Report (SEE Attachment A) and attached to Vehicle Pursuit-Post Incident Review Form.
6. Other Considerations
7. Other Agency Vehicle Pursuit
	1. Road spike systems may be used when the following circumstances are present:
8. When a law enforcement officer of another agency is involved in a vehicle pursuit situation which has entered the police jurisdiction of this city and the pursuing agency is requesting assistance.
9. To assist another agency outside the police jurisdiction of this city, but only upon request of the pursuing agency. Under no circumstances will this agency loan a road spike system to another agency.
10. NOTE: In any situation, officers of this agency will only deploy the road spike system for the requesting agency in accordance with guidelines of this policy.
11. Stopped Vehicles
12. Road spike systems may be deployed in a situation where the possibility exists that a wanted (misdemeanor or felony) or dangerous person may enter a vehicle and leave an area of containment, i.e., hostage situation, domestic, safety checkpoint, etc.
13. Road spike systems may also be utilized to contain a suspected drunk driver who refuses to exit a vehicle and may attempt to drive away after being arrested by an officer.
14. When an officer, based upon the information available at the time, believes it is necessary to prevent or significantly slow a vehicle which may leave the scene of an incident when the seriousness of the offense may warrant the use of the road spike system.
15. Care and Maintenance
16. The road spike system shall be stored in the carrying case in the patrol vehicle trunk until needed. If a mounting bracket is installed, the system should be stored in the bracket.
	1. Leather gloves for use during deployment should be stored near the system, but not inside the carrying case.
17. Care should be taken to properly insert the road spike system and replacement parts inside the carrying case to prevent damage to the system or case.
18. After each use, the road spike system shall be inspected thoroughly for damage. Any repairs or replacement of the system shall be made according to the manufacturer’s recommendations.
19. Road spike systems shall be inspected monthly to ensure that they are in proper working order. Any issues shall be reported to the on-duty supervisor as soon as practical.

APPROVED: CHIEF OF POLICE DATE

I HAVE READ AND UNDERSTAND THIS ORDER

SIGNATURE OF OFFICER DATE

***DISCLAIMER***

***NOTE****: These documents are being provided to you from the AMIC/MWCF Loss Control Division and are not intended to be legal advice. They do not identify all the issues surrounding a particular topic. Laws and “Best Practices” change and policies must be continually reviewed and updated as needed. Public agencies are encouraged to review their procedures with an expert or an attorney who is knowledgeable about the topic. Reliance on this information is at the sole risk of the user.*

**ROAD SPIKE SYSTEM DEPLOYMENT REPORT ATTACHMENT A**

***To be completed by deploying officer and attached to the Vehicle Pursuit - Post Incident Report***

Date / Time of deployment:

Deploying officer: ID#

Location of deployment and highway description:

Why the violator fled, if known:

Light and weather conditions:

Number of units in the pursuit: Speed:

Direction and traffic volume:

Deployment strategy (describe use of protection / concealment, location of patrol unit, use of emergency lighting equipment, communications with pursuing unit, number of officers at deployment site and actions taken):

Method of deployment (throw/push/pull, timing of deployment, etc.):

Results of the deployment (drove around spikes, spiked pursuing units/suspects/other vehicles, number of tires spiked, distance vehicle traveled after spiked, injuries sustained because of deployment, etc.):

Officer’s Signature Supervisor’s Signature

Date: Date: