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|  | ANDOVER POLICE DEPARTMENT GENERAL ORDER | | Number: O2410 |
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| | | | Distribution: All |
| Title: Tire Deflation Device | | Section: Field Situations | |
| Issued: 2/12/2013 | Effective: 2/20/2013 | Revised: 2/05/2016 | |
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| CALEA References: 41.2.3 | | | |
| Review: Annual | Authority: Chief Michael A. Keller  | | |

I. Purpose

The purpose of this General Order is to establish guidelines for the use of the department issued tire deflation device.

II. Policy

It is the policy of the Andover Police Department to utilize tire deflation technology to stop fleeing vehicles when such use can be done with reasonable safety. A definitive policy to cover all eventualities for the use of tire deflation devices cannot be created. This policy is meant to serve as a guide to personnel so that they understand how the device functions and how to safely deploy it to stop a suspect vehicle in a pursuit.

III. Definitions

- A. Vehicular Pursuit:** An active attempt by an officer in an authorized emergency vehicle to apprehend a fleeing suspect who is actively attempting to elude the police.
- B. Emergency Vehicle:** An authorized law enforcement vehicle, used for emergency response situations, equipped with emergency lights, siren and other emergency warning devices required by K.S.A. 8-1738 and K.S.A. 8-1720.
- C. Emergency Warning Devices:** Devices placed in/on each agency emergency vehicle that emit audible or visual signals in order to warn others that law enforcement services are in the process of being delivered.
- D. Primary Unit:** The police vehicle that initiates a pursuit, or any police vehicle which assumes control of the pursuit.
- E. Secondary Unit:** Any police vehicle that becomes involved as a backup to the primary unit and follows the primary unit at a safe distance.
- F. Deploying Unit:** The police vehicle that deploys a tire deflation device to stop a vehicle during a pursuit, or to prevent a felony suspect from fleeing in a vehicle.
- G. Tire Deflation Device:** A device whose sole function is to deflate vehicle tires in a controlled manner.



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IV. Regulations

- A. Officers will not use tire deflation devices on vehicles with less than four wheels [E].
- B. Officers will not use a tire deflation device unless and until they have received training in its use [B].

V. Procedures

A. Training

1. Prior to use of a tire deflation device, officers will receive department approved training that is consistent with manufacturer approved specifications (41.2.3c).
2. The training will consist of, but will not be limited to, the following:
 - a. Review of General Orders O2410 Tire Deflation Devices and O2103 Vehicular Pursuits.
 - b. Lecture on deployment techniques; approved deployment sites; and traffic, population density, communication procedures and other factors for safe deployment of tire deflation devices.
 - c. Field practice of deployment techniques and communication procedures between the deploying and lead pursuit officers using an unspiked device.

B. Deployment (41.2.3b)

1. Tire deflation devices may be used to end a vehicular pursuit when it does not create a situation more dangerous than the pursuit itself, or, when reasonably safe, to prevent a known felony suspect from fleeing to avoid arrest (41.2.3a).
2. Before deploying tire deflation devices, officers will obtain supervisory permission. Supervisors will monitor the deployment of tire deflation devices to ensure the deployment does not create a greater hazard than the hazard the device is trying to mitigate (41.2.3d).
3. Since traffic situations are affected by time of day, the deploying officer should avoid deploying in areas that are highly populated, such as school dismissal areas, construction areas and rush hours.
4. Deploying officers should identify areas of cover prior to being involved in a pursuit, such as bridge abutments, overpasses, guardrails and trees. The deploying officer should never use their patrol vehicle as a form of cover and also avoid areas such as shrubs, curbs, hills or steep embankments. Additionally, deploying officers should avoid deploying tire deflation devices on or before a bridge.
5. The deploying officer and the lead pursuit vehicle should be in constant communication prior to deployment and information such as the designated deployment location, the suspect vehicle's speed, lane position, car description, passengers, the presence of weapons, or the use of drugs or alcohol will help result in a safe conclusion.



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6. As the lead pursuit officer approaches the deployment area, they should decrease their vehicle speed and proceed cautiously through the deployment area. If the tire deflation device has not been removed from the roadway, the pursuing officers are to continue driving over the system. They should not attempt to swerve or come to an abrupt stop.
7. The approved methods for deployment are the "Pull Deployment Method" and the "Curb Deployment Method."
8. The Pull Deployment Method is used when longer set-up time is available and traffic is minimal. In this method of deployment, the deploying officer will have time to set the unit across the roadway and walk back 40 feet, the length of the rope, to protective concealment. The steps for this method are:
 - a. Retrieve the unit from the carrying case by its rocker arms.
 - b. Waiting for clear traffic, the officer places the unit across the street with the rope stretched across the roadway. The deploying officer should allow all 40 feet of rope to unwind from the handle by sliding it through their hand.
 - c. The rope is to be loose and lay flat against the road to allow traffic to pass over it. The deploying officer should position themselves in the correct stance behind protective concealment and have a 180-degree view of traffic.
 - d. Once traffic is clear and before the suspect vehicle arrives, the deploying officer should pull the unit into position across the road by using the handle. The deploying officer should never wrap the rope around their hand or body.
 - e. Once the suspect travels over the unit, spikes will penetrate one or more tires. After impact, the deploying officer retrieves the unit by grasping the handle and giving it a sharp pull to remove it from the roadway before pursuing officers can run it over.
9. The Curbside Deployment Method is used for quick deployment situations. This method is fast paced. The deploying officer should use extreme caution when using this method of deployment. The steps for this method are:
 - a. Retrieve the unit from the carrying case by its rocker arms.
 - b. With knees bent and legs spread slightly, the deploying officer should toss the unit just below knee height by rocking the system backward and forward, and then release. The unit will slide across the roadway. The deploying officer will feed all 40 feet of rope through their hand. The deploying officer should never wrap the rope around their hand or body.
 - c. The deploying officer should take concealment behind proper coverage. After the suspect has passed over the unit, the deploying officer will pull the handle to retrieve the unit from the road before pursuing officers can run it over.



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10. Deployed units should be placed back in-service if they were not run over during deployment. Units that were run over during deployment should be taken out of service until they can be serviced.
11. The Vehicle Maintenance Coordinator responsible for vehicle maintenance is responsible for ensuring used tire deflations devices are repaired and placed back in service.

C. Reporting Requirements (41.2.3e)

1. Use of a tire deflation device is considered a Use of Force and deploying officers should submit a Use of Force report and a narrative detailing the use of the tire deflation device.
2. The Investigations Commander, will conduct a documented administrative review of all uses of tire deflation devices.

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