

VILLAGE OF WALDEN

POLICE DEPARTMENT

ONE MUNICIPAL SQUARE
WALDEN, NEW YORK 12586

Jeffry Holmes
Chief of Police

GENERAL ORDER

NO: 17.22

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Issuing Authority: Chief Jeffry Holmes	

PURPOSE:

To establish guidelines and procedures for the, deployment, inspection, and replacement of the "Stinger Spike System Tire Deflation Device"

POLICY:

In an attempt to slow the speed of the vehicle pursuits and bringing them to a safe and quick conclusion; it is the policy of the Village of Walden Police Department to authorize the deployment of the "Stinger Spike System Tire Deflation Device"

I. DEFINITIONS

- A. Stinger Spike System- A tire deflation device used in stopping high-speed pursuits and is the only tire deflation device approved for use by the Village of Walden Police Department.
- B. Stinger- Stinger Spike System
- C. Target Vehicle- Any vehicle with four or more wheels that is refusing to stop for the police.
- D. Point of Interception- The location where a member will deploy the Stinger Spike System. The point of interception shall be no more than two lanes wide.
- E. Channeling- The process of narrowing the roadway by parking an unoccupied patrol vehicle in the driving lane in order to control path of the target vehicle.

II. STINGER SPIKE SYSTEM

- A. The Stinger Spike System units are equipped with power point hollow spikes held in a durable nylon base. The units are designed with the patented Rock and Tilt method of tire deflation for bi-directional use. When the vehicle runs over the Stinger Spike System, sharp hollow spikes penetrate and remain in one or more tires. Air passes through the spikes for a controlled tire deflation
- B. Stinger Spike System is designed to work on all types of vehicles, including cars, tractor trailer rigs and city buses.
 - 1. The deployment of the system on two or three-wheel vehicles or four wheel All Terrain Vehicles (ATVs) is prohibited unless the use of deadly force can be legally justified.
- C. The Stinger Spike System is designed for use on flat surfaces such as asphalt and concrete. It can also be used on flat gravel and sandy surfaces.

III. STINGER UNITS

- A. One unit on patrol will be equipped with the Stinger Spike System.
 - 1. The Stinger Spike System shall be secured in the patrol vehicle trunk.
- B. Only members that have successfully completed the training course and have participated in field service training are to use the Stinger Spike System.
- C. Alterations of any kind to the Stinger Spike System units shall be prohibited.

IV. SITE SELECTION AND VEHICLE PLACEMENT

- A. When any Stinger Spike System trained officer operating a Village of Walden Police Department vehicle equipped with the Stinger Spike System becomes aware of a pursuit, members shall monitor the situation to:
 - 1. Determine if the target vehicle has at least four wheels.
 - 2. Determine the nature of the pursuit.
 - 3. Determine the direction the pursuit.
 - 4. Determine if they can respond to a point of interception ahead of the pursuit
- B. If the officer determines the Stinger deployment would be appropriate, the officer shall make a reasonable attempt to deploy

the Stinger in an effort to stop or slow the target vehicle. In the case where the target vehicle is already traveling at a low rate of speed, the Stinger shall still be deployed. The flattening of the target vehicles tires will limit the potential for the target vehicle driver to increase target vehicle speed.

- C. When selecting a point of interception the officer must select an area that is a maximum of two lanes wide. This will allow for the officer to be safe distance from the roadway when the pursuit enters the point of interception.
- D. When selecting a location to park the police vehicle, the officer may choose a location where the police vehicle is on the shoulder of the road or completely off the roadway (I.E. parking lot).
- E. When parking the police vehicle on the shoulder of the roadway, the officer must ensure that the police vehicle can be readily seen by all parties involved in the pursuit. In order to accomplish this, the officer must have emergency lights visible to the front and rear of the police vehicle with the trunk lid closed. The officer shall have the rear flashers activated and the wigwag, high beams, spot light and take down lights turned off.
- F. When parking the police vehicle in a parking lot the officer may choose to turn off the police vehicle lights so as to not reveal his location to the violator. This should only be done if the police vehicle is completely off the road and not in danger of being struck by any vehicle in the pursuit on uninvolved vehicular traffic.
- G. If the officer is not able to park the police vehicle completely out of the driving lane onto the shoulder at the point of interception, the officer must take into consideration oncoming uninvolved vehicular traffic and determine if the police vehicle placement may force the target vehicle into the oncoming lane and into a potential “head on” collision situation. If that is the case the officer should choose an alternate point of interception.
- H. Channeling shall only be considered when the point of interception is on a one-way street not including a divided highway. When channeling a pathway large enough for the target vehicle to pass through must be allowed. Additionally, the officer must ensure that the police vehicle can be readily seen by all parties involved in the pursuit, utilizing the police vehicles emergency lights as explained above.

V. DEPLOYMENT METHODS

A. Pull Deployment Method - The recommended pull deployment method is used when longer set-up time is available and traffic is minimal. In this method of deployment, the officer will have time to set the unit across the roadway and walk back 40-feet, the length of the rope, to protective concealment. Deployment steps:

1. Retrieve the unit from the carrying case by its rocker arms.
2. Waiting for clear traffic, the officer places the units across the street with the rope stretched across the roadway. Allow all 40-feet of rope to unwind from the handle by sliding it through your hand.
3. The rope is to be loose and lay flat against the road to allow traffic to pass over it. Position yourself in the correct stance behind protective concealment. Always have a 180-degree view of traffic.
4. Once traffic is clear and before the suspect vehicle arrives, pull the unit into position across the road by using the handle. Never wrap the rope around your hand or body.
5. Once the suspect travels over the unit, spikes will penetrate one or more tires. After impact, retrieve the unit by grasping the handle and giving a sharp pull to the unit.

B. The Curbside Deployment- The curbside deployment method is used for quick deployment situations. This method is fast paced. Use extreme caution when using this method of deployment. Deployment steps:

1. Retrieve the unit from the carrying case by its rocker arms.
2. With knees bent and legs spread slightly, toss the unit just below knee height by rocking the system backward to forward, and then release. The unit will slide across the roadway. Feed all 40-feet of rope through your hand. Do not wrap the rope around you hand or body.
3. Grasping the handle, take concealment behind proper coverage. After the suspect has traveled over the unit, pull the handle to retrieve the unit.

VI. RADIO COMMUNICATIONS

A. Stinger Equipped Unit

1. Notify the pursuing units/dispatch, via mobile radio, that you are enroute to the point of interception and that you will be deploying the Stinger.
2. Notify the pursuing units/dispatch via mobile radio, that you have arrived in the area of the point of interception and that you will be deploying the Stinger.

3. After the Stinger is deployed and the officer is at the end of the cord, via mobile radio, advise that “Stinger is deployed”.
4. After the target vehicle has passed and the Stinger has been removed from the roadway advise the pursuing units, via mobile radio, of the “Stinger hit” or “Stinger miss”.
5. If the Stinger becomes disabled in the roadway advise the pursuing units, via mobile radio, of the path to take to avoid contact with the Stinger.

B. Pursuing Unit(s)

1. If there is more than one police vehicle chasing the target vehicle, the second police vehicle in line has primary radio responsibility. This allows the first police vehicle to concentrate on the target vehicle and optimizes driving ability.
2. The unit with primary radio responsibility must acknowledge all radio transmissions of the Stinger unit.
3. The unit with primary radio responsibility must constantly update the location and the speed of the pursuit so that the Stinger unit may determine if there is enough time to deploy the Stinger.
4. When the pursuit is approximately 15 to 20 seconds away from the Stinger unit, or when the first police unit behind the target vehicle actually observes the Stinger unit, that first unit must transmit “Approaching Stinger, Back off”. While this is being transmitted all units must slow down and increase their following distance to the vehicle ahead of them to more than four seconds. This makes the scene safer for all involved, in particular the Stinger unit, and gives the Stinger unit time to remove the Stinger from the road prior to the police vehicles entering the point of interception.

VII. TACTICAL DEPLOYMENT

- A. Stingers may be deployed on either side of stationary vehicle tires to flatten the tires should a subject attempt to flee from officers.

VIII. AFTER THE STINGER HAS BEEN USED

- A. Once the unit has been deployed and recovered, it must be inspected and necessary repairs made prior to its next use.
1. The deploying officer is responsible for the Stinger Spike System after its use.
 2. The unit comes equipped with a spike replacement tool, ten spikes with tip guards and compression sleeves.

3. The deploying officer is responsible for replacing the missing spikes at the scene or as soon as possible and return the Stinger to full service.
 4. If any components of the Stinger are damaged or the supply of spikes is exhausted the Stinger must be taken out of service until all damaged components or spikes have been replaced.
- B. When a member deploys the Stinger the deploying officer must complete a narrative in the blotter entry of the incident. Included in the narrative should be the following:
1. Location of deployment
 2. Circumstances surrounding deployment
 3. Was the deployment successful?
 4. Was there damage to the Stinger, property, or vehicles involved as a result of deployment (other than the target vehicle tire(s))?
 5. Were there injuries to members, suspects, or civilians as a result of the deployment?
- C. If a vehicle did not strike the Stinger, inspect all components of the Stinger for damage; if undamaged, return the Stinger to service for the next deployment.

IX. STINGER INSPECTION, MAINTENANCE, AND REPLACEMENT

- A. It shall be the responsibility of every officer who is authorized to carry and deploy the Stinger to inspect the Stinger during their pre-shift vehicle inspection.
- B. It shall be the responsibility of each shift supervisor to ensure that the Stinger assigned to the department is inspected on a Quarterly basis.
- C. The Stinger Spike System was designed to withstand multiple high-speed impacts. In the event that the nylon base breaks or is damaged in the course of its use, Federal Signal will replace the damage section at no cost or obligation to the owner during the warranty period.
1. If the unit is damaged to the extent that it cannot be folded, straighten the pieces out the best possible way and try to place it back into the case. The unit can later be stretched out to assess the damage.
 2. Damage to the spike base sections does not mean the unit is beyond repair. Damaged sections can be removed and the remaining sections can be screwed back together so that

- the unit, although shorter, can be utilized until damage sections are replaced.
3. Notify a supervisor of the damaged section or sections.
- D. In the proper care and maintenance of the Stinger Spike System, follow these additional instructions:
1. Do not use any petroleum-based lubricant on the system or cases as it will cause the plastic materials to deteriorate.
 2. When folding the unit, shake it to dislodge any grass, rocks, or other debris that would prevent it from folding properly.
 3. Place the unit in the case with the rope to the hinge side and place the rope in the slot under the rocker arm. If the rope is not put in this recess, the cases lid may not be closed securely or may be sprung.
 4. Store all accessories in an area of the patrol vehicle that is readily accessible.
 5. Check the system bi-annually to ensure it is in proper working order.



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