



MILWAUKEE POLICE DEPARTMENT

STANDARD OPERATING PROCEDURE

665 – TIRE DEFLATION DEVICES

GENERAL ORDER: 2022-XX
ISSUED: October 10, 2022

EFFECTIVE: October 10, 2022

REVIEWED/APPROVED BY:
Assistant Chief Nicole Waldner
DATE: September 19, 2022

ACTION: Amends General Order 2020-09 (March 6, 2020)

WILEAG STANDARD(S): 6.2.11

665.00 PURPOSE / POLICY (WILEAG 6.2.11)

The purpose of this SOP is to establish guidelines in the use of tire deflation devices when terminating a pursuit or preventing the movement of a vehicle. The Milwaukee Police Department is committed to the use of methods that have a reduced chance of injuring persons while achieving a desired law enforcement result. Therefore, tire deflation devices may be used to aid in terminating and preventing vehicle movement. Tire deflation devices must be used in accordance with the manufacturer's instructions, departmental training, departmental policy and the directions of supervisory personnel.
(WILEAG 6.2.11.3, 6.2.11.4)

665.05 DEFINITIONS

A. TIRE DEFLATION DEVICE

A device that is designed to puncture the pneumatic tire(s) of a vehicle that will result in the controlled deflation of the affected tire(s). The only tire deflation devices authorized for use by members of the department are the StopTech, Ltd, Stop Stick® brand, Magnum Spike tire deflation device, and the Piranha Stop Stick.

B. STATIC APPLICATION

A static application is characterized by a fixed, predetermined, or stationary placement of the device well in advance of its actual or intended use.

665.10 ASSIGNMENT OF TIRE DEFLATION DEVICES & MEMBER RESPONSIBILITIES (WILEAG 6.2.11)

A. COMMANDING OFFICERS

1. Work location commanding officers assigned tire deflation devices will be responsible for accounting for each tire deflation device and maintaining a file copy of each documented use of the tire deflation device within their command.
2. The Training Division commanding officer is responsible for ensuring that suitable instructors are trained in the use of the city-issued tire deflation device. The Training Division commanding officer is responsible for approving the applicable lesson plan and any changes to the lesson plan.

(WILEAG 6.2.11.4)

3. The Training Division commanding officer is responsible for the storage, issuance, inventory, documentation, and replacement of city-issued tire deflation devices.

B. PURSUIT SUPERVISORS

Supervisors are responsible for monitoring the use of the tire deflation device by their subordinates, ensuring that their subordinates are in compliance with this directive, and taking immediate corrective action when necessary.

(WILEAG 6.2.11.2)

C. ALL TIRE DEFLATION DEVICE TRAINED MEMBERS

1. Members trained in the use and maintenance of the department-issued tire deflation devices are responsible for the devices maintenance. Each trained member should check the device as part of the start of shift squad inspection (when equipped) to ensure it is serviceable.
2. Modification or alterations of the department-issued tire deflation device are prohibited, unless approved by the Chief of Police, based on a recommendation by the Training Division commanding officer.
3. Members are prohibited from carrying and using any other tire deflation device that has not been approved for use or issued by the department or if the member has not been trained to utilize that brand of tire deflation device.
4. For the utmost safety of members, those trained in the use of the tire deflation device are highly encouraged to identify safe potential deployment sites with proper concealment features in their districts prior to an actual pursuit situation. Proper concealment features include, but are not limited to, [REDACTED]
[REDACTED]

665.15 DEPLOYMENT OF THE TIRE DEFLATION DEVICE (WILEAG 6.2.11)

- A. Tire deflation devices may be utilized only after supervisory approval and only by members who have successfully completed training by the Training Division or a certified LESB trainer in department policy (if applicable) in the use of the tire deflation device.
 1. Only members in uniform and in marked police vehicles shall utilize the StopTech, Ltd, Stop Stick® or Magnum Spike tire deflation device. Members in plain clothes or unmarked vehicles shall not utilize the StopTech, Ltd, Stop Stick® or Magnum Spike tire deflation device.
 2. Members who have been trained in the use of the Piranha Stop Stick may only deploy the Piranha Stop Stick as trained.
(WILEAG 6.2.11.2 and 6.2.11.4)

- B. Members will be justified in using a tire deflation device when no other available option would be as safe and effective in terminating or preventing the movement of a vehicle.
(WILEAG 6.2.11.1)
- C. Member and citizen safety will be the prime consideration when deploying the tire deflation device and the device should be positioned to minimize the ability of the suspect vehicle to avoid or evade the device. If attempts to deploy the tire deflation device compromise safety, they will not be utilized. Measures will be taken to divert other traffic from the area to prevent unnecessary damage to other vehicles.
- D. Tire deflation devices can be used as a single unit or in combination of two or more units depending on the width of the roadway to be covered and available time to deploy them. When deployed as multiple units, the tire deflation device will be deployed as recommended by the manufacturer.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

- H. The cord line shall be kept flat to the ground to allow non-suspect vehicles to drive over the cord and to keep the cord from becoming entangled on a vehicle. Additionally, members must not attach the cord reel to themselves, wrap the line around their hands or hold the cord in their hands. Doing so can cause serious injury or death.
- I. As the suspect vehicle approaches and when no other vehicles are between the suspect vehicle and the tire deflation device, the member will step backwards to position the device for tire deflation. After the tire deflation device has been struck or in the event the suspect vehicle evades the device, it should be removed immediately from the roadway by pulling it across and out of traffic.
- J. Pursuing members should be prepared to take evasive action to avoid contact with the suspect vehicle, as the suspect vehicle will be slowing.

K. Members will refrain from entering traffic lanes to deploy or to retrieve the tire deflation device. Care should be taken when handling the device after a deflation, as some spikes may now be exposed.

L. Tire Deflation Devices shall not be deployed:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

M. Tire deflation devices may be pre-deployed (static application) to impede vehicle access to areas with large groups of pedestrians or crowds attending an event.

1. If tire deflation devices are to be used as a preventative measure for large groups of pedestrians or crowds attending an event, all involved members shall be briefed on their use as part of the operational plan.

2. Members assigned to pre-deploy tire deflation devices shall not leave them unattended.

665.20 RADIO COMMUNICATIONS (WILEAG 6.2.11)

It is imperative that all members involved are aware of the exact location of deployed devices, so they can slow down in time to allow the removal of the device after the suspect vehicle crosses it. Members deploying the tire deflation device must communicate the deployment to the Technical Communications Division dispatcher to ensure all units know the location of the deployed tire deflation device.
(WILEAG 6.2.11.2)

665.25 REPORTING OF TIRE DEFLATION DEVICE USE

A. Members will document the use of tire deflation devices in their incident reports or file a supplement to an existing incident report. The incident report should contain justification for using the tire deflation device, the outcome, the serial number of the device, information on damaged property, and any injuries.

1. StopTech, Ltd, Stop Stick® Deployments and Piranha Stop Stick Deployments

The reporting member will also file the *Stop Stick Deployment Report* at [REDACTED]. Upon submitting the form online, the

member will receive an email containing a copy of the *Stop Stick Deployment Report*. The member shall print a copy of the email and *Stop Stick Deployment Report* and provide it to their shift commander. A copy of the incident report and the *Stop Stick Deployment Report* will be retained and filed at each work location.

Note: The *Stop Stick Deployment Report* is required by the manufacture to enact the warranty and subsequent replacement of the tire deflation device.

2. Magnum Spike Deployments

There are no additional reporting requirements to Magnum for Magnum Spike deployments.

- B. The shift commander will forward a copy of the incident report and the *Stop Stick Deployment Report* (if a Stop Stick deployment) through the chain of command to the commanding officer of the Patrol Bureau with a copy to the commanding officer of the Administration Bureau and the Criminal Investigation Bureau. An additional copy of each report should be retained for the Training Division as it will be required for device replacement (see SOP 665.40).
- C. To ensure the effectiveness and proper use of tire deflation devices, the commanding officer of the Administration Bureau or designee will be responsible for conducting an annual analysis of device usage. The written annual analysis of tire deflation devices will be forwarded to the Chief of Police, each assistant chief of police, the Training Division commanding officer, and the Office of Management Analysis and Planning.
- D. When a tire deflation device is successfully or unsuccessfully used, a police supervisor will respond to the deployment scene(s). The supervisor, as part of their pursuit investigation, will conduct an investigation into the member's use of the tire deflation device(s). The supervisor's investigative findings will be entered into the pursuit module of the AIM system.

665.30 UNINTENTIONAL DAMAGE CAUSED BY TIRE DEFLATION DEVICES

- A. If the tire deflation device causes unintentional damage to tires of a citizen's vehicle, the member who deployed the tire deflation device shall file a *Department Memorandum* (form PM-9E) detailing the circumstances of the unintentional damage and make reference to the incident which precipitated the unintentional damage.
- B. A supervisor shall respond to take photographs to document any damage and shall provide the citizen with a completed yellow *Damage Claim Slip* (form PD-43) for information on how to make a claim to the city for reimbursement. A supervisor shall assign a member to stay with the citizen until the vehicle is operable or towed from the scene.
- C. If the citizen desires assistance, members shall notify the parking information desk to arrange for private road service or towing. When the vehicle is towed from the scene

and the citizen does not go with the tow truck, the member assigned shall transport the victim to the victim's original destination, if within the city limits.

- D. If a tire deflation device causes damage to tires on any police vehicle, members shall complete a restitution packet for each vehicle damaged.

665.35 ANOTHER AGENCY'S REQUEST FOR TIRE DEFLATION DEVICE USE (WILEAG 6.2.11)

Generally, tire deflation devices may be used to assist another agency, either inside or outside the city of Milwaukee jurisdiction; however, the following conditions must be met:

1. If another agency requests assistance, tire deflation devices may be utilized only if the outside agency's pursuit is based upon the Milwaukee Police Department's established pursuit guidelines pursuant to SOP 660 Vehicle Pursuits and Emergency Vehicle Operations (section 660.20), after supervisory approval, and only by a Milwaukee Police member trained in the deployment of our device.
2. The Technical Communications Division must notify any other agency involved with a pursuit that tire deflation devices are in use.
(WILEAG 6.2.11.1)

665.40 REPLACEMENT OF A TIRE DEFLATION DEVICE

- A. The Training Division will be the central repository for the tire deflation device and will maintain a supply of replacement devices.

B. REPLACEMENT AFTER USE

1. If a device has been struck by a vehicle, it is no longer functional and must be replaced.
2. Prior to receiving a replacement device for a StopTech, Ltd, Stop Stick®, the member requesting a new device must provide the Training Division with the used tire deflation device, a copy of the incident report and a copy of the *Stop Stick Deployment Report*.
3. Prior to receiving a replacement device for a Magnum Spike tire deflation device, the member requesting a new device must provide the Training Division with the used tire deflation device and a copy of the incident report.

C. REPLACEMENT AFTER LOSS OR DAMAGE

In the event of a lost or damaged tire deflation device, the member should bring the device to the Training Division for evaluation and replacement, if required. The member reporting the damage or loss must either file the incident report or have a copy of the incident report detailing the circumstances of the loss or damage.

Note: Each stick has its own unique serial number for tracking purposes. The

serial number sticker is attached to each stick enclosed in the sleeve and the number must be reported on the *Stop Stick Deployment Report* for StopTech, Ltd, Stop Stick® replacements.

A handwritten signature in black ink, appearing to read 'JBN', followed by a long horizontal stroke.

JEFFREY B. NORMAN
CHIEF OF POLICE

JBN:mfk