



# MILWAUKEE POLICE DEPARTMENT

## STANDARD OPERATING PROCEDURE

### 665 – TIRE DEFLATION DEVICES

**GENERAL ORDER:** 2014-20  
**ISSUED:** May 2, 2014

**EFFECTIVE:** May 2, 2014

**REVIEWED/APPROVED BY:**  
Captain Mark Stanmeyer  
**DATE:** November 13, 2015

**ACTION:** Amends General Order 2011-28 (September 6, 2011)

**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 device authorized for use by members of the department is the StopTech, Ltd, Stop Stick® brand.

##### **B. STATIC APPLICATION**

This is the sole recommended deployment method of the device, as it is the safest for deploying members. 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 Police Academy commanding officer is responsible for ensuring that suitable

instructors are trained in the use of the city-issued tire deflation device. The Police Academy commanding officer is responsible for approving the applicable lesson plan and any changes to the lesson plan.

(WILEAG 6.2.11.4)

3. The Police Academy 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 Police Academy 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.
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.

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 Police Academy in the use of the tire deflation device.  
(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

**Note: Members shall never use a police vehicle to conceal themselves. Doing so is extremely dangerous and could result in death.**

- 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.

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

### **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. The reporting member will also file the *Pursuit Reporting Form* (form PP-14E). The form will be faxed to StopTech, Ltd. at the number listed on the form, only after being reviewed and approved by the shift commander. A copy of the incident report and the original *Pursuit Reporting Form* will be retained and filed at each work location.

**Note: The *Pursuit Reporting Form* (form PP-14E) is required by the manufacture to enact the warranty and subsequent replacement of the tire deflation device.**

- B. The shift commander will forward a copy of the incident report and the *Pursuit Reporting Form* (form PP-14E) through the chain of command to the respective geographic assistant chief of police where the deployment took place with a copy to the commanding officer of the Risk Management Bureau. An additional copy of each report should be retained for the Police Academy as it will be required for device replacement (see 665.40).
- C. To ensure the effectiveness and proper use of tire deflation devices, the commanding officer of the Risk Management 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 Police Academy 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 enforcement 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)**

- A. 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**

The Police Academy will be the central repository for the tire deflation device and will

maintain a supply of replacement devices.

A. 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, the member requesting a new device must provide the Police Academy with the used tire deflation device, a copy of the incident report and a copy of the *Pursuit Reporting Form* (form PP-14E).

B. REPLACEMENT AFTER LOSS OR DAMAGE

In the event of a lost or damaged tire deflation device, the member should bring the device to the Police Academy 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 *Pursuit Reporting Form* (form PP-14E).**



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CHIEF OF POLICE