

Anchorage Police Department Regulations and Procedures Manual	Operational Procedures 3.06.020	
Policy and Procedure Title Tire Deflation Devices	Effective Date November 1, 2022	Page 1 of 4
Replaces Prior Policy: January 25, 2017	Approved by: Chief Michael Kerle	

This Policy is for Departmental use only and does not apply in any criminal or civil proceeding. This Policy should not be construed as creation of a higher legal standard of safety or care in an evidentiary sense with respect to third party claims. Violations of this Policy will only form the basis for Departmental administrative sanctions. Violations of law will form the basis for civil and criminal sanctions in a recognized judicial setting.

3.06.020 Tire Deflation Devices

PURPOSE

To advise all personnel of the policy and procedures governing the use of tire deflation devices.

PROCEDURE

I. FUNCTION AND TRAINING

- A.** The tire deflation device can be an effective tool designed to stop or reduce the speed of a vehicle by deflating pneumatic tires (tubes or tubeless type). The unit is designed to be laid across the roadway (or other path of the fleeing vehicle) so that when a vehicle passes over them the hollow spikes penetrate the tire(s) and pull free from the bar. The tires are then deflated at a controlled rate, resulting in the partial immobilization of the vehicle.
- B.** The Chief of Police shall approve tire deflation devices for use by members of the Anchorage Police Department.
- C.** Officers using tire deflation devices will deploy tire deflation devices in the configuration and manner prescribed by the manufacturer.
- D.** All users of the tire deflation device must receive Department-approved training in the use of the device. This does not preclude other law enforcement agencies from assisting in the control of the incident.

II. AUTHORIZATION AND USE OF TIRE DEFLATION DEVICES

- A.** Tire deflation devices will not be used to stop fleeing motorcycles or other two-wheeled vehicles unless the use of deadly force is authorized or applicable pursuant to Alaska State law.

B. Tire deflation devices will be deployed only with the approval of a Sergeant or higher-ranking officer except when the circumstances surrounding the incident demand immediate action to resolve a dangerous situation, and a Sergeant/Commander cannot be reached in a timely manner.

C. Tire deflation devices will not be deployed in an attempt to stop a vehicle, if the pursuit of that vehicle has been discontinued. A supervisor may authorize reengagement.

D. With supervisor authorization, tire deflation devices may be deployed in a stationary vehicle situation for the following purposes:

1. To prevent a vehicle or vehicles from being moved by a suspect attempting to flee a scene; or
2. To prevent movement of a vehicle which is, or possibly will be, evidence.

III. DEPLOYMENT-ELUDING VEHICLE

A. Tire deflation devices will only be deployed after an officer verbally, with hand signals, or with lights and siren, warns a suspect driver to stop and the driver does not comply. Exceptions to the notification rule are justified when in the totality of the situation or the circumstances surrounding warning the driver presents additional risks that clearly outweigh the justification for the warning.

B. Officers shall consider vehicle and pedestrian traffic before deploying a tire deflation device. If another vehicle other than a fleeing vehicle is so close that it could possibly run over the tire deflation device the officer should:

1. Make reasonable effort(s) to avoid this situation. However, even if the officer cannot avoid the situation, the officer is still authorized to reasonably position the device(s).
2. Should a citizen's vehicle be damaged, contact the motorists as soon as possible, explain the situation, assist them in obtaining assistance, and direct them to the Municipal Risk Management Department to file a compensation claim if they so desire. Notify a supervisor of the damage.

C. The operator deploying the tire deflation device shall do so from a position of reasonably immovable cover (concrete bridge support or a building). The use of barriers may conceal the operator from the violator's view and allow deployment of the device from a relatively safe position. **A vehicle is not suitable cover or a relatively safe position as suspects frequently attempt to avoid spike strips and veer violently to either side.** Remember, officer safety is a priority!

IV. POST-DEPLOYMENT

Once the suspect's vehicle has been "spiked" and it is clear the operator is still trying to elude the police, officers shall adhere to the Anchorage Police Department's pursuit policy (3.06.015) in determining whether or not to pursue the vehicle.

The officer deploying the tire deflation device shall:

- A.** Remain in control of the device as long as it is deployed; **this does not mean continuing to hold onto the device during deployment, as this may result in injury.**
- B.** As soon as practical remove remaining devices from the roadway;
- C.** Wait for the pursuing law enforcement vehicles to pass the deployment location;
- D.** Place the devices into the law enforcement vehicle;
- E.** Notify a supervisor or commander of the deployment;
- F.** Provide reasonable and necessary assistance to effect the arrest.

V. COMMUNICATIONS

- A.** The operator of the tire deflation device should have a functional portable radio.
- B.** The pursuing officer(s) and communications personnel should attempt to keep all directly involved personnel informed of the following conditions:
 - 1. Description of the pursued vehicle
 - 2. Description of the pursued driver
 - 3. Pursuit Location
 - 4. Direction of travel
 - 5. Speed and erratic driving behavior(s)
 - 6. Possible weapons involved
 - 7. Number of people involved
 - 8. Other pertinent pursuit data
- C.** When nearing the tire deflation device deployment location, the pursuing officer(s) and the tire deflation officer must maintain communication. **The pursuing officer(s) must back-off sufficiently to allow the device to be cleared from the roadway.**

VI. SUPERVISORY AND COMMAND RESPONSIBILITY

A. Upon notification that a situation exists which may require the use of a tire deflation device or that a tire deflation has been deployed, a commander or supervisor will respond to and take responsibility for the scene.

B. The supervisor or commander responsible for the scene when a tire deflation device has been deployed and a suspect or civilian vehicle(s) have been “spiked” shall forward a report detailing the circumstances of the deployment to the Captain of Patrol.

VII. REPLACEMENT

All damaged tire deflation devices shall be turned in to the Supply section for repair or replacement. A copy of the police report concerning the use of the tire deflation device must be forwarded to the Captain of Patrol.

END OF DOCUMENT