ORANGE COUNTY SHERIFF'S OFFICE

GENERAL ORDER

Effective Date: June 16, 2026	**Amends** - GO 8.1.7 (April 9, 2026)	**Number:** 8.1.7
Distribution: All Personnel	**Review Month:** May	**Reviewing Authority:** HRD / Training
Subject: Vehicle Apprehension / Pursuit		

This order consists of the following:

1. Purpose
2. Policy
3. Definitions
4. Procedures

1. Purpose

The purpose of this policy is to establish guidelines for vehicle apprehensions and pursuits.

2. Policy

The agency will make every reasonable effort to stop violators. The protection of life, both civilian and law enforcement, is the foremost concern that governs this policy. Deputies must balance the need to stop a suspect against the potential threat to themselves and the public created by a pursuit or apprehension.

3. Definitions

A. Active Participants – All deputies who directly follow a vehicle pursuit or take overt action to stop the vehicle.

B. Agency-Approved Training – Any training approved by the agency's Training Section Commander or verified, successful completion of equivalent training from an agency that is sanctioned by the Training Section Commander or designee.

C. All-Terrain Vehicle (ATV) – Any motorized off-highway vehicle 55 inches or less in width which has a dry weight of 1,500 pounds or less, is designed to travel on three or more nonhighway tires, and is manufactured for recreational use by one or more persons, as defined by FS 316.2074.

D. Compliance – A condition met when a suspect vehicle is placed in park, the engine turned off, and, when feasible, the keys removed from the ignition and discarded from the vehicle.

E. Containment Technique: A specific procedure where agency vehicles are positioned to block all egress and ingress positions for a property containing the suspect vehicle.

F. Controlled Contact – Intentional contact, as part of a tactical park, with a suspect vehicle by an agency vehicle at speeds of approximately 10 miles per hour or less.

G. Diversionary Traffic Stop – A system of covert vehicle maneuvers, utilizing a minimum of three unmarked vehicles being driven by trained, sworn personnel resulting in the immobilization of the target vehicle.

H. Electronic Tracking – Equipment that is in a vehicle that allows it to be tracked from a remote location. This is either done through a proprietary means or by the use of GPS satellites or some other combination.

I. Elude - It is unlawful for the operator of any vehicle, having knowledge that he or she has been ordered to stop such vehicle by a duly authorized law enforcement officer, willfully to refuse or fail to stop the vehicle in compliance with such order or, having stopped in knowing compliance with such order, willfully to flee in an attempt to elude the officer as defined by FS 316.1935. For the purpose of this policy, this could occur at any speed.

J. Exigent Circumstances – Those situations that fall outside the normal scope of operation or policy and require immediate aid or action. In exigent circumstances, if authorized by a Watch Commander or above, a deputy may pursue only if there is a reasonable belief that the continuing conduct of the violator presents an immediate and life threatening danger to the public, agency personnel, or the violator.

K. Grappler Police Bumper (Grappler) –The device is designed to safely prevent or end pursuits by bringing suspect vehicles to a controlled stop, reducing the danger to the public and law enforcement. It is a vehicle apprehension device attached to the front of a marked or unmarked vehicle used to assist with the apprehension of a motor vehicle. The device is designed to deploy a net around the tire of a motor vehicle causing the tire and axle to become entangled in the net, immobilizing the target motor vehicle. Additionally, a tether connects the net to the device located on the front bumper of the police vehicle.

L. Motor Vehicle – An automobile, motorcycle, truck, truck tractor (with or without a semitrailer), motor home, motor coach, ATV, golf cart, moped, motorized scooter, or any other vehicle operated on roadways designed for the transport persons or property, and propelled by power other than muscular power.

M. Paralleling – Following a similar course as the suspect by operating on adjacent roads to where the suspect is driving.

N. Primary Pursuit Vehicle – The authorized emergency unit that is immediately behind the suspect in a vehicle pursuit. Also referred to as “vehicle one.”

O. Pursuit Intervention Technique (PIT) – A trained technique that involves an intentional act of using an agency vehicle to physically force a fleeing vehicle from a course of travel in order to end a pursuit.

P. Reasonable Suspicion – Knowledge sufficient to induce an ordinarily prudent and

cautious deputy to believe criminal activity is at hand. It must be based on specific and articulable facts which taken together with rational inferences from those facts, reasonably warrant intrusion (per GO 7.1.1).

Q. Serious Bodily Injury – A physical condition which creates a substantial risk of death, serious personal disfigurement, or protracted loss or impairment of the function of any bodily member or organ.

R. Supporting Pursuit Vehicles – The authorized emergency units that follow the primary pursuit vehicle during a vehicle pursuit.

S. Stationary Roadblock (Channelization) – A tactic designed to offer a limited path of travel to a moving violator vehicle.

T. Tactical Park – The coordinated positioning of at least two or three agency vehicles, marked or unmarked, to prevent a suspect vehicle from fleeing, by application of a controlled contact with a suspect vehicle's bumper by one or two agency vehicles.

U. Termination – When agency members discontinue the attempt to stop and/or apprehend a suspect vehicle.

V. Tire Deflation Devices – Equipment designed to be placed in the path of an oncoming violator vehicle and struck by that vehicle. When struck the affected tires are pierced by objects that let a controlled amount of air out of the tire. These tire deflation devices are to be used only in a manner consistent with training. Stop Sticks® may be used on vehicles that are traveling greater than ten (10) miles per hour and Piranha® devices may be used on parked/stopped vehicles.

W. Traffic Stop – An attempt by a deputy utilizing emergency equipment or hand signals to stop a motor vehicle.

X. Vehicle Apprehension Techniques – Techniques and tactics, as defined in this policy, that are designed to apprehend a suspect who is in a moving or parked motor vehicle.

Y. Vehicle Pursuit – An attempt by sworn agency personnel in an authorized emergency vehicle to apprehend a fleeing suspect who is actively attempting to elude law enforcement in a motor vehicle, as defined in this policy.

Z. Watch Commander – A sworn supervisor or manager holding the rank of Lieutenant or above or a Sergeant when serving in the capacity of "Acting Watch Commander" that assumes tactical control/responsibility for the pursuit/apprehension event.

4. **Procedures**

A. Decision to pursue

1. Deputies may engage in a vehicle pursuit when they have a reasonable suspicion to believe that a fleeing suspect has committed, has attempted to commit, or has a warrant for, one of the below-listed violent, forcible felonies:
   a. Murder
   b. Manslaughter
   c. Sexual battery
   d. Carjacking
   e. Home invasion
   f. Robbery with a weapon or firearm (implied or actual)
   g. Kidnapping
   h. Unlawful throwing, placing, or discharging of a destructive device or bomb
   i. Aggravated assault with a firearm
   j. Aggravated assault on a law enforcement officer
   k. Aggravated battery

2. A pursuit may be justified when a suspect uses a vehicle to engage in conduct that poses an imminent danger of death or serious bodily harm to the deputy or others. However, the fact that a deputy had to move from the path of a fleeing vehicle may not automatically constitute an aggravated assault, attempted murder, attempted aggravated battery, or attempted manslaughter for the purposes of this policy. A deputy must be able to articulate that an imminent danger exists and that the suspects' actions were believed to be intentional and not a result of incidental or accidental contact.

3. A Watch Commander may authorize the pursuit of a vehicle, when reasonable suspicion exists, indicating a domestic security threat. This decision will be based upon credible information from a reliable source (e.g. FBI, Homeland Security, etc.).

4. Pursuits for misdemeanor offenses, non-forcible felonies, violation of probation (VOP) warrants, traffic, or civil infractions are prohibited. However, a Watch Commander may authorize the pursuit of a vehicle when exigent circumstances exist and there is a reasonable belief that the continuing conduct of the violator presents an immediate and life threatening danger to the public, agency personnel, or the violator.

5. A Watch Commander can authorize vehicle pursuits for other felonies under FS 776.08 which are not otherwise mentioned above, providing environmental conditions permit as listed below.
   a. Robbery
   b. Aggravated Assault
   c. Treason;
   d. Burglary;
   e. Arson;
   f. Aggravated stalking;

g. Aircraft piracy;
h. and any other felony which involves the use or threat of physical force or violence against any individual.

6. In the event of a planned traffic enforcement event the Traffic Unit Manager in charge of the event can authorize pursuits for any other felony listed in FS 776.08 stemming from that particular event.

7. The decision to initiate a pursuit must be based on the deputy's conclusion that the immediate danger to the public created by the pursuit is less than the immediate or potential danger to the public should the suspect remain at large. Many factors have bearing on this decision, including, but not limited, to:
   a. The originating offense meets the policy threshold for pursuit.
   b. Alternative means of apprehension.
   c. Nature of the suspected violent forcible felony.
   d. The potential for endangerment of the public caused by the eluding acts of a fleeing violator.
   e. The amount of vehicle and/or pedestrian traffic.
   f. Possibility of identifying the operator and/or vehicle at a later date.
   g. Visibility (i.e. daylight or darkness).
   h. Weather conditions.
   i. Road conditions.
   j. Type of police vehicle.
   k. Vehicle speeds.
   l. Quality of radio communications between pursuing deputies, the dispatcher, and the supervisor.
   m. Actions of the person being pursued.

8. Once the decision has been made to engage in a pursuit, the above listed factors will continue to be given careful consideration in determining whether to continue the pursuit.

9. Deputies, supervisors, and watch commanders have a responsibility to closely monitor the progress of each pursuit. The need for apprehension must be constantly weighed against the potential danger created by the pursuit.

B. Vehicle Pursuit Communications

1. Upon initiation of a vehicle pursuit, the deputy should immediately notify the dispatcher of the vehicle pursuit, providing description of the vehicle, tag number, occupants, location, direction of travel, reason for the vehicle pursuit, and request emergency traffic on the radio.

2. If a deputy is not working on a primary talkgroup and engages in a vehicle pursuit, he or she shall immediately notify the primary talkgroup operator of the pursuit. The deputy or supervisor in charge shall request a patch of the two talkgroups, if needed.

3. The dispatcher shall confirm the supervisor of the deputy involved or an on-duty patrol supervisor is advised of the pursuit via the radio. A supervisor must acknowledge the pursuit via radio.

4. Communications shall announce the pursuit on all primary talkgroups and notify Aviation and K-9 units .

5. The radio talkgroup used when the pursuit was initiated will remain the talkgroup used throughout the pursuit. If a vehicle pursuit traverses other sectors, the radio traffic will continue on the originating talkgroup. As the vehicle pursuit enters another sector, the dispatcher shall patch the talkgroups rather than have the pursuing deputy switch channels.

6. If a pursuit continues out of county, Communications shall determine the appropriate talkgroup to utilize.

7. Any deputy, whether or not an active participant in the pursuit, shall notify the supervisor in charge of the pursuit of any pertinent tactical considerations including, but not limited to, the suspect's driving behavior, i.e., violation of traffic laws, near collisions, and existing or upcoming road hazards such as school zones, vehicle and pedestrian traffic, road conditions, etc.

8. When the order to discontinue a pursuit is given, the dispatcher shall activate the alert tone and announce, "All units discontinue the pursuit." Active participants involved in the pursuit shall acknowledge their termination via radio commencing with the primary pursuit vehicle.

9. Any agency personnel who observes another agency employee not complying with the order to terminate a pursuit, shall immediately notify a supervisor of the situation. The involved employee's chain of command will be notified and shall conduct an inquiry to determine the reason for non-compliance. If a reasonable belief is established that the order to terminate the pursuit was not followed, the involved employee's chain of command shall adhere to the provisions of GO 5.1.0.

C. Conduct of the Vehicle Pursuit

1. The primary pursuit vehicle and up to four supporting pursuit vehicles will be the only ground vehicles to pursue a fleeing vehicle, unless specific authorization has been granted by a supervisor.
   a. The deputies in the first three supporting pursuit vehicle positions should be prepared to conduct a tactical park to immobilize the target vehicle. These positions may be referred to as vehicles two, three, and four.
   b. When planning to utilize a PIT maneuver, a fourth agency vehicle may be utilized as part of the vehicle pursuit to assist with the tactical response. As soon as practical and safe, the active participants

should make a coordinated effort to allow the PIT-certified deputy to assume the primary position in the pursuit.

c. When possible, a K-9 deputy should be utilized to assist the primary and supporting pursuit vehicles in a vehicle pursuit. Unless the K-9 deputy is the primary vehicle, the K-9 deputy shall maintain the number five (5) position during the vehicle pursuit.

2. The supervisor may authorize additional vehicles to assist for officer safety.

3. Supporting pursuit vehicles shall not follow too closely and shall not attempt to pass the primary pursuit vehicle unless it is done at the direction of the primary pursuit deputy, as part of a coordinated effort to move a PIT-certified deputy to the primary position, or the primary pursuit vehicle is forced to drop out of the vehicle pursuit.

4. The continuous operation of emergency lights and sirens is required for all active participants in pursuit of the suspect. All other units actively involved will maintain operational control of their emergency lights and sirens.

5. Existing conditions and the availability of other road patrol or Aviation units will be used to determine the course of action taken to apprehend a fleeing suspect.

6. Available back up units will remain in their assigned zones, unless otherwise directed. However, back up units will move to the area of their zone that is closest to the location of the vehicle pursuit. Units assigned to duties other than patrol shall not become active participants in any vehicle pursuit unless directed to do so by a supervisor or pursuing deputy.

7. Deputies should attempt to provide for due care and safety of the public by protecting them from inadvertently entering the vehicle pursuit area. This can be accomplished by blocking intersections in the path of the pursuit.

8. Deputies in unmarked vehicles and on motorcycles may initiate a pursuit, using due care and proper emergency equipment (emergency lights and siren) until a marked vehicle can take over the vehicle pursuit.

D. Responsibilities

1. Primary Pursuit Vehicle
   a. Maintain contact with the suspect.
   b. Give initial location, direction of travel, suspect and vehicle description and crime committed information via radio.
   c. Constantly evaluate all factors to continue or discontinue the pursuit.
   d. Assume responsibility for completion of applicable reports

stemming from the vehicle pursuit.

e. Any vehicle, when equipped with the Grappler Police Bumper, may position themselves as the primary pursuit vehicle for the purposes of deploying the device.

2. Supporting Pursuit Vehicles
   a. Handle all ongoing communications via radio relating to direction(s) of travel, additional suspect description(s), and all matters relating to the actual pursuit. This will not restrict the supervisor from giving instructions or other information directly to any vehicle(s) involved or to the dispatcher.
   b. Assist with performing a tactical park, either post-PIT or when the target vehicle otherwise comes to rest.
   c. Assist the primary pursuit vehicle as necessary.
   d. Constantly evaluate all factors to continue or discontinue the pursuit on the radio.
   e. Assist the primary pursuit vehicle with the required documentation pertaining to the pursuit.

3. Supervisor in Command
   a. Shall immediately take command and control of the vehicle pursuit.
   b. Shall have overall responsibility for the decisions concerning continuance or discontinuance of the vehicle pursuit.
   c. Shall be in command of the vehicle pursuit tactics.
   d. Shall constantly evaluate all factors to continue or discontinue the pursuit.
   e. If the pursuit is solely for a forcible felony not specifically listed in section (4)(A)(1), the supervisor in command shall confirm the Watch Commander is aware.

4. Watch Commander
   a. Shall monitor the vehicle pursuit and confirm compliance with this GO.
   b. Shall immediately take command and control of the vehicle pursuit in the event a supervisor fails to do so, or to correct decisions.
   c. Shall immediately take command and control of the vehicle pursuit if the pursuit is for a forcible felony not specifically listed in section (4)(A)(1).
   d. Responsibility for vehicle pursuits that cross sector boundaries rests with the supervisor or Watch Commander of the sector in which the vehicle pursuit began, unless control is taken over by a deputy of higher rank.
   e. Shall constantly evaluate all factors to continue or discontinue the pursuit.

5. Canine (K-9)
   a. When possible, K-9 deputies shall be utilized and will stay close enough so the K-9 may be utilized in the apprehension or tracking

of suspect(s) if necessary.

b. The utilization of K-9 will be coordinated through the supervisor in command.

c. K-9 units actively engaged in the vehicle pursuit will complete a Supplemental Report detailing their actions.

6. Aviation

a. Aviation units will be requested to respond to all vehicle pursuits.

b. If the Aviation flight crew makes visual contact with the vehicle being pursued, they will immediately advise the surface units. The flight crew will keep the supervisor apprised of the suspect's location for other available tactical apprehension options.

c. The flight crew shall call off a pursuit if they observe safety concerns based on the significant factors listed in section 4(A)(7) of this policy.

d. If the Aviation flight crew observes an agency employee actively engaged in a pursuit after an order has been issued to terminate, the flight crew shall advise the supervisor in command of the employee's vehicle number via radio.

7. Dispatcher

a. Confirms the road supervisor is aware of the vehicle pursuit.

b. Confirms the Communications supervisor is notified of the pursuit.

c. Provides updates on the vehicle pursuit.

d. Confirms the appropriate patching of talkgroups is completed when necessary.

E. Multi-Jurisdictional Vehicle Pursuits

1. Vehicle Pursuits from Orange County into Another County

a. Deputies engaged in a vehicle pursuit that leaves Orange County may continue the pursuit into another county provided the deputy has the approval of the supervisor in command of the vehicle pursuit.

b. The dispatcher is responsible for promptly notifying the county into which the vehicle pursuit is traveling. This notification should include but is not limited to the following:

1. Vehicle and suspect descriptions.
2. Details of the charges.
3. Any available data on the vehicle pursuit, such as length, speeds, and suspect's driving skills displayed.

c. The county into which the vehicle pursuit is traveling is responsible for determining if they will assist with the pursuit.

1. If the county into which the vehicle pursuit is traveling determines they will assist with the pursuit, we will request personnel from that agency assume command of the vehicle pursuit once a deputy from that county joins the pursuit.
2. Upon the arrest of the suspect being pursued, the requirements of FS 901.25 will be followed. (This section

directs that the arrestee be taken before a judge of the county in which the arrest is made.)

d. Deputies of the Orange County Sheriff's Office engaged in a vehicle pursuit outside Orange County shall continue to follow all policies and procedures of the agency.

2. Vehicle Pursuits from Other Jurisdictions Entering Unincorporated Orange County.

a. If a vehicle pursuit being conducted by a municipality or an adjoining county enters unincorporated Orange County, Orange County Sheriff's Office Communications shall attempt to obtain the following information.

1. The reason for the vehicle pursuit.
2. Details of the criminal charges.
3. Vehicle and suspect information.
4. Any available data on the vehicle pursuit such as length, speeds, and suspect's driving skills displayed, etc.

b. If it is determined by an agency sworn supervisor that continuing the vehicle pursuit is a detriment to public safety, the pursuing agency will be asked to immediately discontinue the vehicle pursuit. This notification will be made by the Orange County Sheriff's Office Communications.

c. In the event the pursuing agency fails to terminate the vehicle pursuit, agency deputies should attempt to provide for due care and safety of the public by protecting them from inadvertently entering the vehicle pursuit area.

d. If the decision is made to assist with the vehicle pursuit, the Orange County Sheriff's Office Communications shall inform the pursuing agency that once the vehicle pursuit is in unincorporated Orange County, command of the vehicle pursuit will be the responsibility of the Orange County Sheriff's Office supervisor.

e. Once the appropriate agency sworn supervisor assumes command of the vehicle pursuit, that supervisor shall monitor the pursuit and either terminate the vehicle pursuit or actively attempt to apprehend the violator according to this GO.

f. If an arrest is made, the requirement of FS 901.25 will be followed. (This section directs that the arrestee be taken before a judge of the county in which the arrest is made.)

F. Termination of Pursuit

1. If a pursuit was initiated, and it is determined the original charge no longer exists or does not meet the threshold for an authorized vehicle pursuit, involved deputies shall immediately terminate the pursuit, unless continued pursuit is approved by a watch commander or above.

2. When a supervisor, a manager, the primary pursuit vehicle, or flight crew member directs that a vehicle pursuit be terminated, all deputies shall do so immediately by ceasing to follow or attempting to apprehend the fleeing

vehicle in any way. The deputies involved shall turn off all emergency equipment when it is safe to do so. When it is safe to do so, the deputy shall pull over to the side of the road and stop, or turn in another direction away from the suspect. If this is unsafe, the deputy shall continue at or below the posted speed until the above can be accomplished. The Communications dispatcher shall utilize the Alert Tone and broadcast over the appropriate radio channels that the vehicle pursuit has been terminated. Each active participant in the pursuit shall acknowledge their termination via radio. Deputies shall conform to all traffic laws once no longer engaged in the vehicle pursuit.

3. Any attempt to reengage a suspect in a vehicle after the pursuit has been terminated must be authorized by the Watch Commander.

G. Vehicle Apprehensions or Pursuits Resulting in a Traffic Crash

1. All traffic crashes involving serious bodily injury or death will be referred to the Florida Highway Patrol or the agency holding jurisdiction.

2. If a crash results in serious bodily injury or death, the Watch Commander shall notify the on-call Professional Standards Section investigator.

3. Crashes involving minor injuries or property damage only may be investigated by the Orange County Sheriff's Office.

H. Authorized Techniques for Vehicle Pursuits

1. Stop Sticks® may be utilized during pursuits or for pursuable offenses as a technique to attempt to stop the suspect vehicle.
   a. During a vehicle pursuit or for pursuable offenses, authorization to deploy Stop Sticks® are at the individual deputy level.
   b. Stop Sticks® will only be deployed by sworn agency personnel who have received agency-approved training.
   c. Stop Sticks® will not be deployed to terminate pursuits involving ATVs, small vehicles not designed primarily for highway use (e.g. golf carts and go-karts), or two or three-wheeled vehicles.
   d. Deputies involved in the deployment of Stop Sticks® shall redirect civilian vehicle traffic away from the deployment area.
   e. Stop Sticks® are designed to be employed when the vehicle to be apprehended is traveling at ten (10) miles per hour or greater. Stop Sticks® are not as effective at lower speeds.
   f. Upon deployment of the Stop Sticks®, deputies shall immediately notify the supervisor of the success or failure of a vehicle strike.
   g. Subsequent use of Stop Sticks® during a vehicle pursuit or for pursuable offenses is authorized at the deputy level as long as such use does not create undue risk to themselves and the public.
   h. If a deputy deploys Stop Sticks® and the stop sticks are struck by a vehicle, the involved deputy shall submit a deployment report on the Stop Sticks® website. Stop Sticks® will send a confirmation email. Personnel shall forward the confirmation to SO-

StopSticks@ocsofl.com.

2. Stationary Roadblock (Channelization)
   a. Must be authorized by a Watch Commander or above.
   b. All stationary roadblocks (channelization) must be illuminated with flares or patrol vehicle overhead emergency lights and emergency lighting equipment. Proper care must be given to avoid completely blinding the fleeing driver.
   c. Stop Sticks® will be used if available, unless the apprehension involves ATVs, small vehicles not designed primarily for highway use (e.g. golf carts and go-karts), and two or three-wheeled vehicles.
   d. This technique will only be used by sworn agency personnel who have received agency-approved training.
   e. The deputy shall immediately notify the supervisor of the success or failure to stop the vehicle.
   f. A Watch Commander or above must authorize any subsequent use of a stationary roadblock (channelization).

3. Pursuit Intervention Technique (PIT)
   a. The PIT will only be utilized by sworn agency personnel who have received agency-approved training.
   b. The PIT can only be utilized for pursuable offenses.
   c. If the pursuit criteria is met, authorization to utilize PIT is at the level of the individual PIT-certified deputy behind the suspect vehicle. The time delay while waiting for a supervisor's authorization in a rapidly changing "window of opportunity" is inherently dangerous to the deputy and public.
   d. PIT will only be performed at a time and place and in a manner that does not unreasonably endanger human life and property.
   e. PIT is permitted if a perpetrator's escape or continued flight creates an actual and imminent threat to the lives of any pedestrian or civilian motorist who may be present or to the deputies involved in the chase. (Scott V. Harris – 127S. Ct. 1769, 167 L.ED. 2nd 686).
   f. The use of the PIT against ATVs, small vehicles not designed primarily for highway use (e.g. golf carts and go-karts), two or three-wheeled vehicles, and vehicles having a high center of gravity (i.e. older model sport utility vehicles, trucks, and vans) is prohibited unless the use of deadly force is justified or under exigent circumstances with approval of a Watch Commander or above.
   g. Trained deputies operating sport utility vehicles, pickup trucks, or similar vehicles, may only use the technique with extreme caution and only under those conditions when it can be applied with relative safety to the deputy, suspect and innocent parties.
   h. The use of the PIT is prohibited against vehicles with one or more deflated tires, at speeds of 30 miles per hour or more, unless the use of deadly force is justified or under exigent circumstances with approval of a Watch Commander or above.

i. The use of the PIT is prohibited, at speeds of 30 miles per hour or more, when a tire deflation device was deployed and the deputy reasonably believes that the tires are deflating unless the use of deadly force is justified or under exigent circumstances with approval of a Watch Commander or above.

j. Desirable speed of the suspect's vehicle is less than 50 miles per hour, although the PIT can be executed at higher speeds if the risk factors are minimal.

k. Risk Factors to consider prior to utilizing PIT are:
   1. Preferred road conditions:
      a. Empty Lot
      b. Divided Highway
      c. Roadway with shallow or no ditches
      d. Curves which permit visibility ahead.
   2. Pedestrian traffic
   3. Other vehicle traffic
   4. Other obstacles
      a. Curbs
      b. Electrical poles
      c. Buildings
      d. Parked vehicles
      e. Trees
      f. Bridges
      g. Railroad tracks
      h. Water hazards
   5. Speed, travel distance after contact due to speed.

l. Authorized deputies may execute two PIT attempts on a suspect vehicle. If the second attempt was unsuccessful, the supervisor shall be notified and may approve any additional PIT attempts.

4. Tactical Park
   a. If a suspect vehicle stops temporarily during an authorized pursuit, deputies are permitted to perform a tactical park on the vehicle without seeking approval.
   b. Subsequent attempts to conduct a tactical park are permitted during the pursuit without the authorization of a Watch Commander.

5. The Grappler Police Bumper (Grappler) may be utilized during pursuits as a technique to attempt to stop the fleeing vehicle.
   a. During a vehicle pursuit, the timing and location of the Grappler deployment is at the discretion of the individual deputy.
   b. The Grappler will only be deployed by deputies who have received agency-approved training.
   c. The Grappler is designed to be deployed when the vehicle to be apprehended is traveling at five (5) miles per hour or greater. The Grappler is not effective at speeds below five (5) miles per hour.
   d. The Grappler will not be deployed on ATVs, or any two (2) or three

(3) wheeled vehicles.

e. The Grappler technique will only be performed at a time, and in a manner that does not unreasonably endanger human life and property.

f. The use of the Grappler against vehicles having a high center of gravity (i.e.; older model sport utility vehicles, trucks, and vans) is prohibited at speeds exceeding 65mph unless the use of deadly force is justified or under exigent circumstances with approval of a Watch Commander or above.

g. Trained deputies may only use the technique with caution under the conditions outlined in paragraph e when it can be applied with relative safety to the deputy, suspect, and innocent parties.

h. The use of the Grappler is permitted against vehicles with one or more deflated tires.

i. The desirable speed of the suspect's vehicle is less than 50 mph, although the Grappler can be executed at higher speeds if the risk factors are minimal.

j. Risk factors to consider before utilizing Grappler during a pursuit are:
    1. Preferred road conditions:
        a. Empty Lot
        b. Divided Highway
        c. Roadway with shallow or no ditches
        d. Curves which permit visibility ahead.
    2. Pedestrian traffic
    3. Excessive vehicle traffic
    4. Other obstacles
        a. Curbs
        b. Electrical poles
        c. Buildings
        d. Parked vehicles
        e. Trees
        f. Bridges
        g. Railroad tracks
        h. Water hazards
    5. Speed, travel distance after contact due to speed.

k. During a pursuit, authorized deputies may execute two Grappler attempts on a suspect vehicle. If the second attempt is unsuccessful, the supervisor shall be notified and must approve any additional Grappler attempts.

l. Upon deployment of the Grappler, deputies shall immediately notify the supervisor of the success or failure of a Grappler deployment.

m. The Grappler may be disconnected from the agency vehicle once deployed if needed for safety concerns or as a tactic to create distance.

n. After any deployment or attempted deployment of the Grappler involving a suspect vehicle a Vehicle Apprehension/Pursuit form in Blue Team will be completed.

I. Authorized Techniques for Vehicle Apprehensions (Non-Pursuit)

1. Traffic Stops
   a. Traffic stops will be conducted in accordance with GO 6.1.6.
   b. Due to the public's concern for safety, there may be circumstances where a deputy initiates a traffic stop and the violator declines to stop yet makes no effort to elude or attempt to flee. The deputy is authorized to follow the violator to a populated, well lit area, while driving in accordance with traffic laws. The deputy shall immediately discontinue should the violator make any effort to flee or elude.
   c. The Watch Commander may authorize continued following of the vehicle that doesn't meet the criteria for a standard authorized pursuit, provided that the circumstances present a minimal and clear low risk to public safety. The driver must be traveling near or below the posted speed limit, obeying all traffic control devices and not engaging in any evasive or reckless driving.

2. Felony Stops
   a. Felony stops will be conducted in accordance with TB 95-8.
   b. This technique may only be used by sworn agency personnel who have received agency-approved training.

3. Stop Sticks®
   a. This tire deflation device may be utilized under the following circumstances:
      1. Vehicles involved in a felony crime.
      2. Vehicles involved in a misdemeanor crime, upon approval by the Watch Commander or above.
   b. If the criteria to deploy are met, authorization to deploy Stop Sticks® is at the individual deputy level.
   c. If possible, deployment should occur prior to affecting a traffic stop on the suspect vehicle.
   d. Consideration should be given to the resources available and the ability to monitor the vehicle covertly prior to deploying Stop Sticks®.
   e. If deputies believe the occupants of the vehicle are not involved in the particular crime in question, deployment should not occur.
   f. Stop Sticks® will only be deployed by sworn agency personnel who have received agency-approved training.
   g. Stop Sticks® will not be deployed on ATVs, small vehicles not designed primarily for highway use (e.g. golf carts and go-karts), and two or three-wheeled vehicles.
   h. Deputies involved in the deployment of Stop Sticks® shall redirect civilian vehicle traffic away from the deployment area.
   i. Stop Sticks® are designed to be employed when the vehicle to be apprehended is traveling at ten (10) miles per hour or greater. Stop Sticks® are not as effective at lower speeds.

j. Upon deployment of the Stop Sticks®, deputies shall immediately notify the supervisor of the success or failure of a vehicle strike.

k. Other than during a vehicle pursuit, any subsequent use of a Vehicle Apprehension Technique, including Stop Sticks®, must be approved by a Watch Commander. Watch Commanders may preemptively approve subsequent Stop Sticks deployments.

l. If a deputy deploys Stop Sticks® and the stop sticks are struck by a vehicle, the involved deputy shall submit a deployment report on the Stop Sticks® website. Stop Sticks® will send a confirmation email. Personnel shall forward the confirmation to SO-StopSticks@ocsofl.com.

4. Piranha®

a. This technique may only be used by sworn agency personnel who have received agency-approved training.

b. These tire deflation devices may be used by deputies as a pursuit prevention measure for stationary vehicles. They may be used for the following:

1. Authorized driver safety/DUI checkpoints
2. Suspect surveillance
3. Buy/bust drug operations
4. Warrant service
5. Other situations where the movement of a stationary vehicle must be prevented.
6. Diversionary traffic stop/tactical park (only if vehicle is stationary)

c. The use of Piranha® tire deflation devices, in conjunction with a tactical park, will be considered a single apprehension technique.

d. The use of Piranha® tire deflation devices against ATVs, small vehicles not designed primarily for highway use (e.g. golf carts and go-karts), and two or three-wheeled vehicles is prohibited unless the use of deadly force is justified or under exigent circumstances with approval of a Watch Commander or above.

5. Diversionary Traffic Stop

a. This technique may only be used by sworn agency personnel, when all involved participants have received agency-approved training.

b. This technique may only be used when involved deputies reasonably believe an occupant of the vehicle has committed a criminal act and an arrest is intended when probable cause is established.

c. Only unmarked vehicles may be used for this technique.

d. Deputies using this technique shall activate their emergency lights upon initiation.

e. Deputies should only use this technique on vehicles that are stopped or traveling less than 10 miles per hour.

f. Special attention will be paid to civilians in the area so their safety

is not jeopardized.

g. Deputies must be aware of the potential for a crossfire. If firearms become involved, deputies should position themselves for maximum safety.

h. When taking positions on foot, involved deputies shall not intentionally place themselves in the path of the suspect vehicle, until compliance is gained.

i. If there is an indication the suspect is aware of the presence of agency vehicles and alerted to this tactic, this technique will not be utilized.

j. The deputy shall immediately notify the supervisor of the success or failure to stop the vehicle.

k. The use of a diversionary traffic stop against ATVs, small vehicles not designed primarily for highway use (e.g. golf carts and go-karts), and two or three-wheeled vehicles is prohibited unless the use of deadly force is justified or under exigent circumstances with approval of a Watch Commander or above.

l. Deputies may only perform this technique if it can be done without creating undue risk to themselves, other agency personnel, or the public.

m. Before initiating this technique, involved deputies shall consider if alternate apprehension methods are more prudent and present less risk.

6. Tactical Park

a. This technique will only be used by sworn agency personnel who have received agency-approved training.

b. This technique may only be used when involved deputies reasonably believe an occupant of the vehicle has committed a criminal act, an arrest is intended when probable cause is established, and the technique is necessary to prevent the suspect from fleeing in the vehicle.

c. The use of a tactical park on ATVs, small vehicles not designed primarily for highway use (e.g. golf carts and go-karts), and two or three-wheeled vehicles is prohibited unless the use of deadly force is justified or under exigent circumstances with approval of a Watch Commander or above.

d. Marked and unmarked vehicles may be used for this technique.

e. Deputies using this technique shall activate their emergency lights upon initiation.

f. Deputies should only use this technique on vehicles that are stopped or traveling less than 10 miles per hour.

g. When taking positions on foot, involved deputies shall not intentionally place themselves in the path of the suspect vehicle, until compliance is gained.

h. Deputies who are involved in the planning and execution of this technique shall consider known factors (e.g. seriousness of the alleged crime, location and environmental conditions, presence of

innocent bystanders, suspect criminal history, etc.) before employing the technique.

i. Deputies may only perform this technique if it can be done without creating undue risk to themselves, other agency personnel, or the public.

j. Before initiating this technique, deputies shall consider if alternate apprehension methods are more prudent and present lower risk.

7. Stationary Roadblock (Channelization)

a. Use of a stationary roadblock (channelization) in non-pursuit apprehension attempts may only be performed with authorization from a Watch Commander or above.

b. All stationary roadblocks (channelization) must be illuminated with patrol vehicle overhead emergency lights and emergency lighting equipment. Proper care must be given to avoid completely blinding the suspect driver.

c. Stop Sticks® may be used, in accordance with section (I)(3).

d. This technique will only be used by sworn agency personnel who have received agency-approved training.

e. The deputy shall immediately notify the supervisor of the success or failure to stop the vehicle.

8. Grappler Police Bumper (Grappler)

This apprehension technique is only authorized when the deputy deploying the Grappler has successfully completed agency-approved training on the Grappler Police Bumper.

This vehicle apprehension device may be utilized under the following circumstances:

a. Vehicle or occupants inside of the vehicle are reasonably believed to have been involved in a Felony crime.

b. With exigent circumstances as directed or approved by a Watch Commander or above.

c. If the criteria to deploy is met, the timing and location of the Grappler deployment is at the discretion of the individual deputy.

d. Consideration should be given to the resources available and the ability to monitor the vehicle covertly prior to deploying the Grappler.

e. The Grappler will not be deployed on ATVs, or any two (2) or three (3) wheeled vehicles.

f. The Grappler is designed to be deployed when the vehicle to be apprehended is traveling at five (5) miles per hour or greater. The Grappler is not effective at speeds below five (5) miles per hour.

g. The use of the Grappler is permitted against vehicles with one or more deflated tires.

h. The desirable speed of the suspect's vehicle is less than 50 mph, although the Grappler can be executed at higher speeds if the risk factors are minimal.

i. The use of the Grappler against vehicles having a high center of gravity (i.e.; older model sport utility vehicles, trucks, and vans) is prohibited at speeds exceeding 65 mph unless the use of deadly force is justified or under exigent circumstances with approval of a Watch Commander or above.

j. Risk Factors to consider prior to utilizing the Grappler during a vehicle apprehension include:
   1. Preferred road conditions:
      a. Empty Lot
      b. Light traffic
      c. Divided Highway
      d. Roadways with shallow or no ditches
   2. Pedestrian traffic
   3. Excessive vehicle traffic
   4. Other obstacles
      a. Curbs
      b. Electrical poles
      c. Buildings
      d. Parked vehicles
      e. Trees
      f. Bridges
      g. Railroad tracks
      h. Water hazards
   5. Speed, travel distance after contact due to speed.

k. Upon deployment of the Grappler, deputies shall immediately notify the supervisor of the success or failure of a Grappler deployment.

l. Deputies may execute two Grappler attempts on a suspect vehicle. If the second attempt is unsuccessful, the supervisor shall be notified and must approve any additional Grappler attempts.

m. The Grappler may be disconnected from the agency vehicle once deployed if needed for safety concerns or as a tactic to create distance.

n. After any deployment or attempted deployment of the Grappler involving a suspect vehicle a Vehicle Apprehension/Pursuit form in Blue Team will be completed.

9. Containment Technique
   a. This technique would use the following strategies on public property or private property with public access to effectively block all escape routes by:
      1. Positioning vehicles to effectively control a stationary vehicle's path of travel, such as at a traffic light, when a Tactical Park or Diversionary Traffic Stop is not practical.
      2. Positioning agency vehicles to block all egress and ingress points of a property, effectively blocking in the suspect vehicle.
   b. Unmarked vehicles may be utilized to surveil the suspect vehicles prior to utilizing this technique.

c. Aviation assets should be considered prior to the execution of this technique.

10. Vehicle Apprehension Failure and Subsequent Apprehension Attempts
The following provisions shall be followed for vehicle apprehension attempts for non-pursuable charges as listed in section (4)(A)(1) of this policy:
   a. In the event a vehicle apprehension technique fails, and the suspect vehicle flees, the involved agency personnel shall:
      1. Deactivate emergency equipment when safe.
      2. Stop their agency vehicle or drive in the opposite direction when safe.
      3. If assigned a body worn camera, verify it was activated.
      4. Notify the Communications Center via radio of the incident and provide any relevant vehicle and suspect information.
   b. Unmarked agency vehicles that were not involved in a failed apprehension attempt may conduct surveillance on a vehicle that recently fled, if:
      1. Approved by a Watch Commander or above.
      2. The target vehicle is being operated in compliance with traffic laws and is making no further effort to evade law enforcement.
   c. Before attempting a vehicle apprehension technique on a vehicle that recently fled from an apprehension attempt, deputies shall seek approval from a Watch Commander. If the Watch Commander denies the request, all attempts to apprehend the vehicle shall be discontinued.
   d. If a reasonable belief is established that the directives in this section were not followed, the involved agency personnel's chain of command shall adhere to the provisions of GO 5.1.0.

11. Other Apprehension Techniques
   a. If deputies use an agency vehicle to perform any other technique than those authorized within this section, the involved deputy shall complete a Vehicle Apprehension Form in Blue Team, documenting the justification for the deviation from approved techniques.
   b. Deputies are prohibited from using any vehicle to intentionally strike a person fleeing on foot, ATVs, small vehicles not designed primarily for highway use (e.g. golf carts and go-karts), and two or three-wheeled vehicles, unless the use of deadly force is justified.

J. Post-Pursuit Reporting and Review
1. It is recommended that all vehicles directly involved in a vehicle pursuit when there is hard or repeated braking will be delivered to Fleet Management as soon as possible for a safety inspection to include the braking system. Fleet Management will conduct a safety inspection upon arrival and make repairs, if necessary.

2. The primary pursuing deputy shall complete an incident report and a Vehicle Pursuit Form in Blue Team after the pursuit, even if captured on Body Worn Camera or other media. If there were multiple primary pursuing deputies during the course of the pursuit, or if the primary pursuing deputy is unavailable, a supervisor will designate a deputy to complete the incident report and Vehicle Pursuit Form.

3. If multiple deputies are engaged in a vehicle pursuit, only one Vehicle Pursuit Form should be completed. All deputies involved in the pursuit shall be listed as “involved employees.”

4. All supporting pursuit deputies shall complete supplemental reports.

5. If agency personnel assist another law enforcement agency as an active participant in a pursuit, they shall complete a Vehicle Pursuit Form in Blue Team.

6. All vehicle apprehension tactics used or attempted during a pursuit will be documented in the Vehicle Pursuit Form.

7. When a Vehicle Pursuit Form is required, the deputy will complete the form and submit it to the next level of supervision prior to the end of the shift, unless authorized by a supervisor or manager.

8. The involved deputy's supervisor shall confirm the Vehicle Pursuit Form is properly completed and verify compliance with agency written directives. The supervisor shall critique the incident. If necessary, the supervisor shall document any problems or concerns that may impact the conduct of future pursuits or vehicle apprehensions.

9. The involved deputy's supervisor shall review the Vehicle Pursuit Form and forward it via the chain of command to the appropriate Division Commander. The Division Commander shall review the circumstances of the pursuit to confirm compliance with all appropriate agency written directives. The Division Commander, upon completion of the review, shall submit the form to the Training Section.

10. Should an inquiry into a pursuit be conducted, all documentation from the inquiry will be forwarded to both the Training Section and the Professional Standards Section in Blue Team.

11. Any vehicle pursuit determined to be in violation of agency directives will be handled in accordance with GO 5.1.0.

12. Professional Standards will investigate any vehicle pursuit that results in a serious bodily injury or death in accordance with SO 49.

13. The Training Section shall conduct a documented annual analysis of all vehicle pursuits to identify compliance with policy, specific patterns or

trends that indicate training needs or policy modifications. This analysis will be sent to the Sheriff and the Senior Staff.

K. Post-Vehicle Apprehension Reporting and Review

1. A Vehicle Apprehension Form will be completed in Blue Team when:
   a. A traffic stop was performed or attempted, and the vehicle fled or failed to stop.
   b. A felony stop was performed or attempted, and the vehicle fled or failed to stop.
   c. A tactical park was performed or attempted.
   d. A diversionary traffic stop was performed or attempted.
   e. Stop Sticks were deployed to deflate a vehicle's tires, regardless of success or failure. If deputies deploy Stop Sticks, but the suspect vehicle does not pass their location, deputies need not complete a Vehicle Apprehension Form.
   f. Piranha was deployed, regardless of whether tire deflation was achieved.
   g. Any intentional contact with a vehicle that cannot be categorized as any agency-approved apprehension technique.
   h. A Vehicle Apprehension Form is not needed when a deputy merely conducts surveillance or follows a vehicle that eventually flees, in absence of an attempted vehicle apprehension technique being used.
   i. The Grappler was either deployed or attempted to be deployed in relation to a suspect vehicle.

2. A Vehicle Apprehension Form will be completed for all individual attempts to apprehend a vehicle (e.g. numerous Stop Sticks deployments). Combining apprehension attempts on one form is prohibited.

3. If multiple deputies are engaged in a vehicle apprehension technique (e.g. felony stop, tactical park, etc.), only one Vehicle Apprehension Form should be completed. All deputies involved in the apprehension shall be listed as "involved employees."

4. If deputies perform a vehicle apprehension technique and capture the technique on body worn camera, a narrative does not need to be completed, unless directed by a supervisor or manager. Any video other than body worn camera will require a narrative.

5. If a deputy performs a vehicle apprehension technique but fails to capture the technique on body worn camera, the deputy shall complete a narrative. The narrative must include details of the apprehension technique and the reason body worn camera video was not used or was ineffective at capturing the apprehension technique.

6. A case number is not necessary solely for a Vehicle Apprehension Form. However, if a case number is obtained for any other reason (e.g. arrest,

incident report, pursuit, etc.), the case number should be listed in the Vehicle Apprehension Form.

7. Vehicle Apprehension Forms must be completed and submitted it to the next level of supervision prior to the end of the involved deputy's shift, unless authorized by a supervisor or manager.

8. The involved deputy's supervisor shall confirm the Vehicle Apprehension Form is properly completed and verify compliance with agency written directives. The deputy's supervisor shall critique the incident. If necessary, the supervisor shall document any problems or concerns that may impact the conduct of future vehicle apprehensions.

9. The involved deputy's supervisor shall review the Vehicle Apprehension Form and forward it via the chain of command to the appropriate Division Commander. The Division Commander shall review the circumstances of the vehicle apprehension to confirm compliance with all appropriate agency written directives. The Division Commander, upon completion of the review, shall submit the form to the Training Section.

10. Should the deputy's chain of command conduct an inquiry into the vehicle apprehension, all documentation from the inquiry will be forwarded to both the Training Section and Professional Standards Section in Blue Team.

11. Any apprehension technique determined to be in violation of agency directives will be handled in accordance with GO 5.1.0.

12. Professional Standards will investigate any vehicle apprehension technique that results in serious bodily injury or death in accordance with SO 49.

13. The Training Section shall conduct an annual documented analysis of all vehicle apprehension techniques in order to identify compliance to policy, specific patterns or trends that indicate training needs and/or policy modifications. This analysis will be distributed to the Sheriff and the Senior Staff.

14. Any deviation in a vehicle apprehension technique should be documented and justified (i.e. speeds, location of apprehension, use of additional vehicles, etc.).

L. Aviation as a Surveillance Platform

1. In an effort to prevent a pursuit from occurring or a suspect vehicle from fleeing, prior to initiating contact deputies may request an Aviation response to assist in a surveillance mode. Once the flight crew has acquired the vehicle, marked ground units shall pull back and allow Aviation to relay information regarding the suspect's actions.

2. Aviation may be utilized as a surveillance platform to monitor suspects who have eluded apprehension techniques. The purpose of this surveillance is to identify the location of the vehicle and/or apprehend the suspect away from the vehicle.

3. If a pursuit is terminated, the flight crew shall immediately transition from an active role to a surveillance only role and continue to observe the suspect vehicle in a surveillance mode. The flight crew shall acknowledge over the Sheriff's radio that the active pursuit has been terminated, and they are going into a surveillance only mode. The Watch Commander shall determine the need for additional tactics and resources, i.e., unmarked surveillance vehicles, investigative response, etc., should further apprehension efforts be deemed appropriate.

4. The Watch Commander, supervisor, or the flight crew may terminate an airborne surveillance at any time should they feel it is no longer prudent to continue observing the suspect vehicle.