

### What is a Hollow Spike Tyre Deflation Systems

As the name suggests, tire deflation devices, "spike strips" or "Stinger" causes a rapid deflation of a vehicle's tires, which is designed to immobilize a vehicle.

### What Will this training Consist of?

This training will cover when you can use a stinger, how to use a stinger, medical implications and the correct storage of the stinger device.

(Please note that the driving portion of this training is separate)

### National Decision Model

Police decision making is often complex. Decision are required in difficult circumstances and are often made based on incomplete or contradictory information. In addition, police officers are often required to make decisions in circumstances where those involved deliberately mislead them or try to mislead them. It is, therefore not surprising that sometimes the decision does not achieve the best outcomes. Using the equipment the course allows you to carry requires you to constantly be assessing the NDM.



### How does it work

As the name suggests, hollow spike tyre deflation systems, contain hundreds of small hollow, detachable spikes which are attached to an extendable metal strip.

The hollow spikes are designed to penetrate into a tire where they will detach from the strip, staying inside the tire once the vehicle has driven over them. This allows air to pass through the hollow spike from the tire therefore deflating the tire in a controlled manner.

### Medical implications

The spikes are razor sharp and must be handled with care, protective gloves should be worn when using this device. Should you be penetrated by one of the spikes to not remove it, contact LAS and administer first aid as you would for a stab wound.



### When can you use a spike strip?

Spike strips are automatically authorised in both the initial and tactical phase of a pursuit.

To use a stinger preemptively authorisation must be given. The justification for a preemptive stinger must be proportionate, accountable, necessary and justifiable. The NDM must be consulted.

### Where is it stored?

The Stinger is stored in the boot of every MO8 vehicle and can be used an acced by any officer who has completed stinger training provided by either the MET driving school or alternatively by MO19 within firearms training.

To access the stinger hold H by the boot of any MO8 vehicle.

### After use

After the stinger has been used it must be returned and replaced at any traffic base, this is so the technicians can replace any lost spikes as well as to inspect them for any damage.



### **Using the Stinger**

The first step with any stinger use is to get ahead of the target vehicle in a spot which provides you with protection from the subject vehicle as well as any other road user. Hard cover is recommended as pictured on the right.

Once in position remove the Stinger from your boot ('Hold H'), you must then get out on your protective gloves where you will then remove the stinger from the case.

Once in position with the stinger ready to go you MUST circulate this over the radio saying something like, 'MP MP OC-XXX Active message stinger site set up at X location, X postal.' You may also wish to confirm description of the vehicle at this stage.

Now vehicles pursuing know where you are so they should update you as they approach. Once the vehicle is in sight and approaching place the stinger ('Hold E and a number 1-5, the number represents how many strips you will place').

Immediately state over the radio that the stinger is placed vehicles hold back.

If the sting is successful say this over the radio. Remember to pick up the spikes as soon as possible. ('hold H')



### **Using the Stinger**

Using a stinger may bring the swift end to a pursuit or stop one from occurring in the first place. However, this does not mean it is without risk. The below are some risk examples.

#### **Loss of control**

Once the vehicle has been spiked and loses air in the tire, the vehicle may lose its tire entirely and drive on rims. The driver may still continue to drive with reduced traction and handling.

#### **Driver attempting to avoid the stinger**

If the subject vehicle spots the stinger site they may try to avoid this by choosing an alternate route, this may be on the pavement or another route that may put people in further danger.

#### **Stinging the wrong vehicle**

It is possible you may sting the wrong vehicle, this would mean that the MET would have to pay out for damages as well as the unnecessary of putting MOP at risk for no reason.

#### **Physical risks of the stinger (spikes themselves)**

The stinger itself produces a risk due to its razor sharp spikes, be mindful of where they are left when on scene, what would happen to someone who stepped on them?