

Manhattan Beach Police Department (ID #19440)
P.I.T. = Pursuit Immobilization Technique
Expanded Course Outline
CCN: 21165

<u>TOPIC</u>	<u>INSTRUCTOR</u>
I. Registration/introductions	Staff
II. Goal	
A. The purpose of the Pursuit Immobilization Technique (PIT) training is to:	
1. Familiarize students with their ability to use PIT as a tool to terminate pursuits safely and lawfully.	
2. Provide students with the information enabling them to determine when and under what circumstances PIT may be authorized.	
III. Objectives	Staff
A. Students will be expected to physically demonstrate their ability to:	
1. Perform the maneuver in a limited space.	
2. Follow the “suspect” vehicle and match speed promptly.	
3. Know the contact points of both officer and suspect vehicles.	
4. PIT the suspect vehicle effectively, safely and without delay.	
5. Know responsibilities at the conclusion of the PIT maneuver.	
B. Students will also review and be familiar with:	
1. Their specific department policy on the use of legal intervention.	
2. Their specific department policy on the use of force.	
IV. PIT: Pursuit Immobilization Technique	Staff
A. What Is the Pit Maneuver?	
1. The Pursuit Immobilization Technique (PIT) is a tool used to help terminate a pursuit by making contact with the offender’s vehicle, causing the offender’s vehicle to spin. This will tend to disorient the offender, stall the engine, and stop the vehicle.	
B. Legal Aspects of PIT:	
1. PIT is considered to be legal intervention.	
a. Legal intervention is the deliberate act of impacting a violator’s vehicle with another vehicle, to force an offender to stop.	

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- b. PIT is considered to be “less-than-lethal” force when used in accordance with policy. It should not be referred to as ramming or boxing.
 - c. It is possible that, if used improperly, PIT may be considered to be deadly force” depending on the manner in which PIT is used:
 - i. At speeds above those recommended.
 - ii. In areas other than those recommended.
 - iii. On vehicles other than those recommended.
 - d. The consequences of these actions
 - i. Serious injury
 - ii. Death
- C. The Bottom Line:
- 1. Acquire supervisory approval.
 - 2. Use PIT according to your policy and training
 - a. If you go outside policy, you are on your own and could be criminally and civilly liable.
 - 3. Document your training
 - a. Departmentally
 - b. Personnel Training File
 - 4. In order for PIT to be used, the following factors should be considered:
 - a. An officer has reason to believe that the continued movement of the pursued vehicle would place others in imminent danger of great bodily harm or death and
 - b. The apparent risk of harm, to other than the occupants of the pursued vehicle, is so great as to outweigh the apparent risk of harm involved in making the forcible stop.
 - c. All other reasonable means of apprehension have been considered prior to initiating legal intervention, including continuing to follow, calling for air support or calling for other departmental and/or allied agency help.

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- V. Considerations Prior to Performing the PIT Maneuver Staff
- A. Policies indicate that:
1. PIT shall not be implemented at speeds over 35MPH
 2. A minimum of two, preferably three, units should be present in order to carry out a High-Risk vehicle stop
 3. PIT should not be used on specific vehicles:
 - a. Motorcycles, mopeds, bicycles or similar vehicles
 - b. Any bus with passengers
 - c. Vehicles carrying hazardous materials
 - d. Vehicles posing an unusual hazard.
 - e. A vehicle with a gross weight substantially larger than that of the officer's vehicle
 4. PIT should not be used in specific locations
 - a. Curved freeway on-and off-ramps
 - b. Areas with limited highway width, excessive traffic congestion or obstructions
 - c. Roadways with steep or dangerous embankments
 5. PIT should not be used by specific law enforcement vehicles:
 - a. Any K-9 unit
 - b. Any unmarked or detective unit
 - c. Any 4WD vehicle
 - d. Any non-patrol type vehicle
 6. PIT shall not be attempted when transporting citizens, victims, prisoners or ride-alongs
 7. AIRBAGS: SRS (supplementary restraint systems) airbags are designed to deploy at an impact angle of 35o or less, AND at impact speeds over 14MPH into a fixed object, AND 28MPH into moveable objects

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- a. Hand placement should be 9 & 3 or 8 & 4
- b. Expect that the airbag may deploy

VI Implementation of the PIT Maneuver Staff

- A. PIT can be performed from the left or right side of the officer's car
- B. If, for example, PIT is going to be used on the officer's right side:
 1. Officer's vehicle is positioned to the left of the suspect's vehicle
 2. Speeds are matched
 3. Officer's vehicle steers right, until the right front of the officer's car contacts the left rear axle area of the suspect vehicle
 4. Officer turns firmly and smoothly to the right (about 1/4 to 1/2 turn)
 5. Officer moderately accelerates, causing suspect's rear wheels to break traction (over 250)
 6. As suspect vehicle spins, officer straightens his/her vehicle, taps the brake
 7. Officer drives past suspect vehicle
 8. Caution: there may be a brief secondary contact with suspect vehicle
 9. The engine of the suspect vehicle should stall; this may not always occur
 - a. Conditions where the suspect's engine may not stall:
 - i. Able to place the automatic transmission in neutral.
 - ii. Able to push in the clutch with a manual transmission.
 - iii. Heavy wheel spin via acceleration.
 - iv. A slick surface (grass/gravel) where tires cannot "bite".
 10. Primary PIT unit should continue on and not take immediate part in the High-Risk vehicle stop
 11. Remember:
 - a. PIT the suspect vehicle on its left side, it will spin to the left
 - b. PIT the suspect vehicle on its right side, it will spin to the right

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- c. or...the suspect vehicle will always cross in front of the law enforcement vehicle.

- VII. Tactical Considerations Staff
- A. A third unit should be present to assist the second unit with the High-Risk vehicle stop effected at the conclusion of PIT
 - B. Primary unit does not take immediate part in the High Risk stop, due to officer safety considerations
 - 1. Primary PIT vehicle may circle safely around block to assist in stop
 - C. For safety and clearance reasons, units following the primary PIT vehicle should stay a minimum of 100' to 150' behind
 - D. Second and third units make the High-Risk stop
 - E. PIT location and timing should be clearly communicated to other units
 - F. Whenever possible supervisory approval should be acquired prior to deployment
 - G. OFFICER SAFETY SHOULD NEVER BE COMPROMISED.
 - H. Post-Pursuit Discipline is critical - - factor in “High Speed Pursuit Syndrome”
 - 1. Adrenaline dump
 - 2. Elevated heart rate and breathing
 - 3. Narrowed or tunnel vision
 - 4. “Task shedding”
 - 5. Major muscle groups primarily working only
 - 6. Fine motor skills lost
 - 7. Decision-making capabilities impaired
 - 8. Difficulty in handcuffing and physical tasks
 - I. High Visual Horizon will enable primary unit to safely select proper tactical location for PIT, taking into consideration:
 - 1. Width of roadway
 - 2. Straight or curve

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3. Objects or “runout” at roadway’s edge
4. Traffic density
5. Pedestrian density

VIII. Overall Staff

- A. The keys to PIT are
 1. Training
 2. Supervisory permission
 3. Proper Technique
 4. Finesse

IX. PIT Safety Procedures (Instructions to Students) Staff

- A. Safety is paramount at all times!
- B. Only one PIT will occur at a time
- C. There will be several “matching speed” runs given prior to the first actual PIT maneuver
- D. Maneuver should be made smoothly and contact should not be rough
- E. Each student will get several PIT runs: at 25 MPH and at 35 MPH
- F. Seat belts and helmets will be used
- G. Correct hand positioning is important
- H. Air conditioners off
- I. Radios are not to be used except for safety problems/emergencies
- J. If students have a question at any time, they are encouraged to ASK
- K. Students failing to comply with safety procedures and/or instructors’ directions may be asked to leave the course and provide written documentation to his/her immediate supervisor as to why the course was not completed.

X. Stop Sticks Staff

- A. Stop Sticks:

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1. Definition: Stop Tech® Stop Sticks are a series of law enforcement tools that have been developed by Stop Tech Ltd®, to assist law enforcement agencies in stopping and preventing vehicle pursuits.
2. Legal Considerations:
 - a. Most policies consider the application of a Stop Stick to be legal intervention and “less than lethal force”
 - b. Stop Sticks should be applied, however, under the same criteria as that of PIT
3. Overview and Nomenclature:
 - a. Stop Stick is 3 feet (91cm) in length and weighs 1.1 pounds (.516kg). Stop Stick is comprised of the following components and sub-assemblies:
 - i. 36 Teflon® coated hardened quills; 1 7/8 inches (4.76cm) in length, assembled in three rows of 12.
 - ii. 72 Teflon® coated steel spikes tips, 3/8 inches (.95cm) in length, inserted into each end of all Quills.
 - iii. the tip and quill assemblies are 2 5/8 inches (6.67cm) from tip to tip.
 - iv. a collapsible polymer core, to orient the quill/spike tip assemblies
 - v. the polymer core, is encased in a tartan tape glass filament frame, to contain the quill/spike tip assemblies during impact.
 - vi. a polypropylene housing, to contain the inner assemblies and to protect the officer from injury while handling the Stop Stick.
 - vii. molded polymer male and female end caps, which allow multiples of stop sticks to be linked together.
 - viii. accessories include a reusable nylon sleeve; a cord

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reel with 80 feet (24m) of 150 pound (68kg) test braided polyester cord; a mounting tray designed for trunk mounting with reflective stop stick sticker.

4. Safety Considerations:

a. Heavy or congested traffic increases the chance of an accident, resulting in injury or property damage. Whenever possible, limit or isolate traffic from the pursuit or location where the Stop Stick is being deployed.

b. Bystanders, observers and other pedestrians in the surrounding area are especially vulnerable to injury if they are struck by a vehicle.

Never deploy the Stop Stick with pedestrians in the immediate vicinity.

c. Never use Stop Sticks on vehicles with fewer than four wheels. Vehicles such as motorcycles and 3-wheeled ATVs are less stable and persons driving these vehicles are more likely to lose control when the tires deflate.

d. Use extreme caution when pursuits reach excessive speeds; suspects have an increased risk of losing control of the vehicle if tires are deflated while driving above normal highway speeds and with fleeing suspects who appear to be under the influence of drugs or alcohol or similar impairments which may increase the risk of losing control of the vehicle.

e. Only deploy the Stop Stick when you have a safe location to observe the target vehicle. You could be struck if suspects unexpectedly swerve, stop, or lose control of their vehicle. You must be able to safely observe the target vehicle and other traffic.

5. Tactical Considerations:

a. For best performance, deploy on dry, hard surfaces such as concrete or blacktop. Stop Stick may fail to puncture the tires of a target vehicle on soft, loose material such as dirt or gravel roads.

b. Consider deploying Stop Stick so that the suspect has limited ability to avoid striking the device.

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- c. If deploying near an intersection, deploy Stop Stick just before entering the intersection on the road the target vehicle is traveling. Deploy before reaching any driveways or parking lots near the intersection. Deploying just after an intersection, driveway or parking lot allows the target vehicle to turn and avoid Stop Stick.
 - d. Only deploy Stop Stick after you have identified a safe location to observe the pursuit.
 - e. As with PIT whenever possible supervisory permission should be acquired prior to deployment
 - f. Devices are most efficiently used where a “funneling effect” can take place
 - i. Minimize alternate routes
 - ii. Lay across greatest width of roadway
 - iii. Choose an area where the deploying officer can achieve a position of safety and distance
 - iv. Deploying officer should never have to overtake the pursuit in order to set up properly
 - v. Deploying officer should be in position to allow sufficient time for safe deployment
6. Deploying the Stop Stick:
- a. Always advise pursuing units when and where Stop stick is being deployed. Provide fellow officers with ample warning to avoid striking the device.
 - b. Pre-Load is the recommended method of deployment. Pre-Load three/four unconnected Stop Sticks in the supplied nylon sleeve; with the cord reel attached to the end of the sleeve. Then place the loaded sleeve in the mounting tray until needed.
 - c. At the time of need, use the red handles to remove the sleeved Stop Sticks from the mounting tray.
 - e. Unlock the cord reel. When all lanes of traffic are clear, use the red handles to throw the sleeved Stop Sticks to the opposite side of the road

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- f. Once the Stop Sticks are on the opposite side of the road, position yourself in a safe location for the impending deployment.
 - i. while waiting for the target vehicle to arrive, reel in any slack with the cord reel.
 - ii. keep the cord line flat on the road surface; allowing non-target vehicles to drive over the dispensed cord, without interfering with the impending deployment of the sleeved Stop Sticks.
 - g. Lock the cord reel and hold the cord reel by the handle while awaiting the target vehicle.
 - i. Never wrap the cord around your hand or any portion of your body.
 - h. As the target vehicle approaches, carefully step backward with the cord reel in hand, to pull the sleeved Stop Sticks into the path of the target vehicle.
 - i. before pulling the sleeved Stop Sticks into position, ensure there are no other vehicles between the target vehicle and the point of deployment.
 - ii. never rush a deployment. Allow enough time to correctly deploy the sleeved Stop Sticks and retreat to a safe location.
 - i. After the sleeved Stop Sticks have been struck, step backward with the cord reel in hand to remove the sleeved Stop Sticks from the roadway.
 - i. always use caution when removing Stop Stick from the road. Do not enter the roadway if pursuing vehicles have not passed. Handle carefully; Stop Stick may break open exposing sharp spikes after being struck by a vehicle.
7. After Deployment:
- a. If Stop Stick was struck by a vehicle;
 - i. the device is no longer fully functional and should be replaced as soon as possible.

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- b. If Stop Stick was not struck by any vehicle;
 - i. inspect the sleeved Stop Sticks for damage.
 - ii. if undamaged, return Stop Sticks to the tray for the next deployment situation.
- 8. OFFICER SAFETY SHOULD NEVER BE COMPROMISED
- 9. Post-pursuit discipline is critical – factor in “high speed pursuit syndrome”
 - a. Adrenaline dump
 - b. Elevated heart rate and breathing
 - c. Narrowed or tunnel vision
 - d. “Task shedding”
 - e. Major muscle groups primarily working only
 - f. Fine motor skills lost
 - g. Decision-making capabilities impaired
 - h. Difficulty in handcuffing and physical tasks

- XI. Demonstration of Stop Tech® Spike Sticks Staff
 - A. Students will practice deploying the Stop Sticks.
 - 1. Students will remove Stop Sticks from pre-loaded mounting tray.
 - 2. Students will take a position of safety.
 - 3. Students will unlock the cord reel, deploy the Stop Sticks and lock the reel.
 - 4. Students will then remove the Spike Strips from the roadway.
- XII. Practical exercises by students in matching speeds and making initial contact.
 - A. Students will practice matching suspect vehicle speed right/left sides.

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- B. Students will match suspect vehicle speed and make initial contact and hold contact for a distance of 40 feet right/left sides.
- XII. Practical exercises by student in performing PIT maneuver/vehicle positioning.
 - A. Students will practice deploying the PIT Maneuver left/right sides.
 - 1. Students will match suspect vehicle speed, make contact with suspect vehicle and implement the PIT maneuver.
- XIII. Evaluation of students by instructor/course evaluation by students. Staff
 - 1. Written exam.
- XIV. Graduation/Certificate Staff