



GREENVILLE COUNTY
SHERIFF'S OFFICE

GENERAL ORDERS

EMERGENCY RESPONSE and VEHICLE PURSUIT OPERATIONS

PURPOSE:

Emergency response is the operation of an emergency vehicle in an emergency mode. This policy identifies the statutory requirements for operation of emergency vehicles and this agency's procedures to comply with statutory mandates.

The Sheriff's Office recognizes the extreme hazards associated with a vehicle pursuit. The primary goal of the Sheriff's Office is to protect life and property. To that end, this policy outlines procedures to be followed by sworn personnel and supervisors involved in vehicle pursuits.

**STATE STATUTE
MANDATES:**

South Carolina Code of Laws § 56-5-760;

Operation of Authorized Emergency Vehicles:

(A) The driver of an authorized emergency vehicle, when responding to an emergency call or when in the pursuit of an actual suspected violator of the law or when responding to, but not upon returning from a fire alarm, may exercise the privileges set forth in this section, but subject to the conditions of this section.

(B) The driver of an authorized emergency vehicle may:

- (1) Park or stand, notwithstanding any other provision of this chapter.*
- (2) Proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary for safe operation.*
- (3) Exceed the maximum speed limit so long as he does not endanger life or property.*
- (4) Disregard regulations governing direction of movement or turning in specified directions.*

(C) The exemptions in this section granted to an authorized emergency vehicle apply only when the vehicle is making use of an audible signal meeting the requirements of Section 56-5-4970 and visual signals meeting the requirements of Section 56-5-4700 of this chapter, except that an authorized emergency vehicle operated as a police vehicle need not use an audible signal nor display a visual signal when the vehicle is being used to:

- (1) Obtain evidence of a speeding violation.*
- (2) Respond to a suspected crime in progress when use of an audible or visual signal, or both, could reasonably result in the destruction of evidence or escape of a suspect.*
- (3) Surveil another vehicle or its occupants who are suspected in involvement in a crime.*

*(D) The provisions of this section **do not** relieve the driver of an authorized emergency vehicle from the duty to drive with **due regard** for the safety of all persons.*

(E) The Criminal Justice Academy shall promulgate regulations pursuant to the Administrative Procedures Act so as to provide uniform guidelines and training programs for law enforcement agencies, which use emergency vehicles. Law enforcement agencies authorized to use emergency vehicles shall use the regulations developed by the Criminal Justice Academy to provide written guidelines and to provide training programs for its officers and employees regarding the operation of emergency vehicles.

DUE REGARD:

Due regard places a higher burden of responsibility on the driver of an emergency vehicle to consider the safety and well being of others.

LIABILITY:

A deputy is never relieved of his obligation to exercise due regard for his/her safety and that of the public. Excessive or negligent operation of a vehicle may render both the deputy and the Sheriff's Office liable to criminal and/or civil action.

**VEHICLE OPERATION
RISK MANAGEMENT:**

Whenever a vehicle is operated in normal driving conditions, a certain degree of risk is apparent. In the operation of emergency vehicles, risks are multiplied many times over. An acceptable risk is one in which the operator of an emergency vehicle has control of himself, his vehicle, and his surroundings to a degree of certainty. An unacceptable risk is when certainty does not exist. Definitive guidelines to specifically address all emergency situations are impossible. Therefore, the decision to operate in an emergency mode is a question of risk management. **The risk to the general public must be weighed against the need to apprehend.** In all cases involving emergency response, sound judgment is paramount.

**SHERIFF'S OFFICE
EMERGENCY VEHICLE
OPERATION:**

All Sheriff's Office emergency vehicle operations are to be conducted in strict accordance with existing statutes. Personnel operating agency vehicles are to exercise **due regard** for the safety of all persons. No assignment is of such importance and no task will be expedited with such emphasis that the principles of safety become secondary. There are no tasks so important to justify the reckless disregard of the safety of innocent persons.

**EMERGENCY
RESPONSE TO A
CALL FOR SERVICE:**

All responses (dispatched calls) shall be classified as routine, priority, or emergency:

1. **ROUTINE** - Response may be delayed with a deputy responding as he/she becomes available. All traffic regulations are obeyed.

2. **PRIORITY** - Respond without delay, all traffic regulations are obeyed.
3. **EMERGENCY** - Respond with all emergency equipment (lights, siren) activated. Do not engage four-way “emergency flashers” during emergency vehicle operations. When approaching a traffic control light or a stop sign, the **deputy must use due regard and clear** the intersection before proceeding. Do not assume you will be given the right-of-way. **Emergency response is limited to those situations in which human life is threatened and serious personal injury appears imminent or other incidents authorized by a supervisor.**

All emergency vehicle operations are coded as Signal One and cleared aired via radio as such. Responsibility for airing the code words signal one rests with individual deputies and shift supervisors. Under no circumstances will a dispatcher initiate a signal one response.

The gravity of each emergency situation is to be carefully weighed by each deputy and their supervisor. A decision to run signal one is to be followed by the deputy’s radio transmission identifying their unit and clearly stating, “I’ll be signal one to (location of the emergency).” If approved, the on-duty supervisor is to transmit approval; i.e., “Adam 24, you are clear for signal one. Proceed with caution.”

If an emergency response is not approved, the on-duty supervisor will transmit their refusal. i.e., “Adam 24, cancel signal one, proceed as priority or routine. Keep me advised.” Silence by a supervisor does not indicate tacit approval for emergency response. In such instances, the responding deputy is to use best discretion and be prepared to justify decisions made.

Depending upon the seriousness and the immediacy of the situation, the deputy may attempt to raise his supervisor on the radio, advise communications they will continue signal one, or make the decision to abort emergency operations and proceed in a routine manner. In all cases a supervisor is to be contacted as soon as possible.

CAMERA OPERATION: **At the onset of a Signal One response or traffic stop,** deputies driving vehicles equipped with in-car video cameras are to activate their cameras in conjunction with blue lights and siren.

**NON-EMERGENCY
RESPONSE EMERGENCY****LIGHTS USE:**

When making a traffic stop, assisting with a traffic stop, providing assistance at a collision scene or providing assistance to a stranded motorist on the roadside, blue lights and flashers, in addition to headlights, are to be activated on patrol vehicles.

Deputies driving unmarked vehicles in the same circumstances are to activate a flashing blue light in a position visible to highway traffic after pulling to the roadside. Unmarked vehicles are to also activate emergency flashers.

Extreme caution is to be used in circumstances disrupting the normal flow of traffic.

DEFINITIONS:

Vehicle Pursuit – An active attempt by a deputy in a Sheriff's Office vehicle to apprehend a moving motor vehicle, providing the driver of such vehicle is aware of the attempt and is resisting apprehension by maintaining or increasing speed, or ignoring the attempt of the deputy to stop the driver.

Overtaking – An attempt to catch up to another motorist who is not yet aware, in order to observe or stop the vehicle.

**PROCEDURES FOR
OVERTAKING:**

1. Position patrol vehicle so audible and/or visual signals to halt can effectively be communicated to the motorist.
2. Continuously communicate audible and/or visual signals to the motorist until he becomes aware to stop.
3. Position the patrol vehicle so the deputy may more effectively observe the motorist, his vehicle and/or his passengers or load.

**OVERTAKING
VIOLATORS:**

Normally, a deputy must overtake a motorist in order to signal a driver to stop. This can be done without activation of emergency signals if the deputy remains within the law with respect to **Section 56-5-760**. When practical, the deputy is to attempt to close in behind the motorist and transmit the vehicle's tag number before actively signaling the driver to pull over. If vehicle speed or behavior of the driver requires the deputy to exceed the posted speed limit or violate other traffic regulations, **Section 56-5-760** is triggered and the deputy **must** decide if a pursuit is to be undertaken.

**VEHICLE PURSUIT
POLICY:**

Pursuits are permissible only when the need for immediate capture outweighs the danger created by the pursuit itself. A vehicle pursuit exposing any deputy, suspect, or member of the general public to unnecessary risk of harm or injury is inconsistent with this agency's goal.

The circumstances justifying the decision to pursue must exist at the time of initiation. The suspected crime of eluding will not, without additional circumstances, justify a pursuit.

Pursuits for traffic violations (except DUI's; see below paragraph), misdemeanors, gross misdemeanors and property crimes are prohibited, barring extraordinary circumstances. Extraordinary circumstances should involve situations where the suspect creates a clear danger to others and the existing circumstances must be present prior to the time that a pursuit is initiated. Deputies, supervisors or commanders will not be criticized for either declining to initiate or deciding to terminate a pursuit.

Pursuits for persons suspected of being under the influence pose a unique situation. If a Deputy suspects that a driver being pursued is under the influence, the Deputy should contact a supervisor. **Supervisors should require the pursuing Deputy to describe the suspect's driving and why they are believed to be under the influence.** Supervisors will make the decision whether to continue or terminate the pursuit. If the decision is made to continue, the supervisor shall closely monitor the pursuit, continuously evaluate the circumstance using the due regard for safety of others, and be prepared to call for termination of the pursuit if appropriate.

PURSUIT DECISIONS – Each individual pursuit has unique characteristics. Apprehension of a fleeing motorist must be accomplished legally and safely. One cannot set a “safe” maximum speed or in all cases specify the maximum number of law enforcement vehicles that can be involved. Pursuing deputies and field supervisors, in a short period of time, will have to:

1. Continuously evaluate the need to apprehend the subject versus the danger of the pursuit to the public's safety and try to balance those competing concerns by weighing the danger of apprehending the suspect against the danger of the chase.
2. Use their best judgment.
3. Rely on all resources, including training and experience, statutory mandates, procedures and directions outlined in this policy and apply them collectively to existing circumstances.

A deputy must be able to clearly articulate why a pursuit is justified and must be certain it can be performed in relative safety. The deputy may continue with the pursuit while continuing to exercise due regard for the safety of all concerned.

PURSUIT

RESPONSIBILITIES:

The following outlines specific actions to be taken if this occurs:

The deputy deciding to pursue a violator is to immediately transmit the vehicle's actions when it becomes apparent the driver is attempting to evade apprehension.

INITIATING/PRIMARY UNIT RESPONSIBILITIES:

In all cases, a deputy initiating vehicle pursuit immediately transmits to Communications that a pursuit is underway and provides following information:

1. Unit identification.
2. Location, speed and direction of travel.
3. Specific reason for pursuit, including known laws violated.
4. Vehicle description, including tag number.
5. Number of occupants.
6. Traffic and weather conditions.

The initiating or primary unit bears operational responsibility for the pursuit unless relieved by a supervisor. The authority of the primary unit pertains to the immediate field operation and is at all times subordinate to command of the field supervisor.

The primary unit maintains pursuit as long as it is safe to do so, or until directed to terminate by a supervisor, or the violator is stopped.

COMMUNICATIONS RESPONSIBILITIES:

1. Communications immediately contacts field supervisor.
2. Receive and record all incoming information on the pursued vehicle.
3. Advise all other units a pursuit is in progress, providing all relevant information.
4. Perform relevant record and motor vehicle checks.
5. Control all radio communications during the pursuit.
6. Coordinate assistance under direction of the field supervisor.
7. Continue to monitor the pursuit until it is terminated.

SUPERVISORY RESPONSIBILITIES:

1. Evaluate situation and determine if the need for immediate apprehension of the violator justifies continued pursuit.
2. If pursuit is justified, assert control over situation and use discretion to order specific units into or out of the pursuit, or order immediate termination of pursuit.
3. Only a field supervisor may authorize more than two units to be in active pursuit.

ASSISTING UNIT RESPONSIBILITY:

Assistance is coordinated by Communications under direction of a field supervisor. The field supervisor and primary unit are advised of the identity and location of back-up units who can assist.

Active pursuit normally consists of not more than two units: primary unit and back-up unit. If more assistance is specifically requested, the amount is determined by:

1. Nature of the offense.
2. Number of suspects.
3. Number of participating deputies.
4. Other clear, articulated facts justifying the increased hazard.

The assisting unit upon joining the pursuit is to immediately notify Communications of its identity. If the primary unit is a one-man car, the assisting unit may assume radio communications responsibility to allow the primary unit to devote full attention to driving.

The assisting unit is to maintain a safe distance behind the primary unit but close enough to render back-up assistance. Intercepting units are to avoid intersecting the path of an oncoming speeding vehicle. If the primary unit becomes disabled, the assisting unit becomes the primary unit. Communications advises the field supervisor a new back-up unit is needed.

All other units are to remain aware of direction and progress of the pursuit, but are not to actively participate or parallel on adjacent streets, unless specifically authorized to do so.

PHYSICAL LIMITATIONS - A patrol vehicle has a maximum speed at which it may be operated safely. Some limiting factors are:

- Type and condition of tires and ambient temperature.
- Brakes as related to known characteristics of fading under severe use.
- Suspension system limitations to support the vehicle at maximum side thrust.

DRIVER LIMITATIONS - There are limits on a driver's ability to safely operate a vehicle on a given roadway. Some limiting factors are:

- Experience and training in high-speed operation.
- Familiarity with roadway traveled.
- Familiarity with handling characteristics of vehicle.
- Visibility and illumination in area traveled.
- Familiarity with obstacles, both present and potential, to be avoided.

MAXIMUM SPEED LIMITATIONS - Each roadway has a maximum speed at which a vehicle may be operated safely. Some of the limiting factors are:

- Curves and hills.
- Condition and type of road surface.
- Rain, snow, ice, loose gravel or other foreign substance on road surface.
- Intersections and entrances where other vehicles could suddenly and unexpectedly obstruct roadway.
- Use of roadway by pedestrians.

SPEED - There is no “safe” range of speed. When there are so many limiting factors, speed may be described as “excessive” regardless of actual speedometer readings. A deputy must bear in mind the danger created by the above conditions. Danger obviously increases when the deputy lacks knowledge of these conditions. **Deputies must balance necessity for pursuit or apprehension against the probability and severity of damage or injury.**

**PURSUIT
OPERATIONS
AND TACTICS:**

CARAVANNING - There is to be no caravanning by field units not directly involved in a pursuit.

PASSING - There is to be no attempt by deputies to pass other field units involved in a pursuit, unless the passing deputy receives specific permission from the unit to be passed.

SPACING - All units in pursuit are to space themselves at a distance that will ensure proper braking and reaction time if the vehicle ahead stops, slows, or turns.

UNMARKED POLICE VEHICLES - Deputies operating unmarked vehicles may engage in a vehicle pursuit. However, an unmarked vehicle is to be equipped with a visible blue light and audible siren, and both must be activated. Whenever a marked vehicle becomes available to take over the pursuit, and it is safe to do so, the unmarked vehicle is to serve in an assisting role.

CONTROLLED ACCESS HIGHWAYS - Deputies are not to pursue suspects or run signal one the wrong way on controlled access highways.

SPOTLIGHTS - Spotlights can be used to illuminate the interior of a car being pursued and should be used to illuminate the vehicle when it stops. Spotlights are not to be used to blind a fleeing driver unless forcible stopping is justified.

PUBLIC ADDRESS SYSTEM - The public address system can be used to command a violator to pull to the side of the road if it would be more effective than the siren. However, the public address system does not replace a siren as emergency equipment. The public address system can be used to command a violator to exit a vehicle once it has stopped.

AIR SUPPORT - The use of aircraft to track a fleeing vehicle is far safer than a pursuit. The supervisor overseeing a pursuit may request Air Support. The request is to be based on a need to apprehend and the availability of Air Support.

Controlled Stopping: A tactic used by officers in which a patrol vehicle pulls in front of a fleeing vehicle and reduces speed in an effort to slow or stop the fleeing vehicle.

Forcible Stopping: A tactic used to stop a fleeing vehicle by initiating contact between the suspect vehicle and a police vehicle.

Roadblock: A stationary obstruction utilized for the purpose of preventing free passage of a pursued motor vehicle in order to cause the apprehension of a suspect in that motor vehicle.

**VEHICLE OPERATION
AS RESPONSE TO
RESISTANCE /
AGGRESSION:**

Escalation in degree of response to resistance/aggression is permitted in order to apprehend an offender. The escalation should be reasonable to overcome an offender's effort to evade apprehension, or to cause harm to others. Efforts should be made to curtail the fleeing offender as quickly and efficiently as possible with approval from the shift commander or their designee. The duty to avoid damage or injury to innocent third parties is superior to that of a pursuit or emergency response.

USE OF FIREARMS DURING PURSUIT - Sheriff's Office policy regarding deadly force response is to be strictly followed. A deputy is not to discharge a firearm at or from a moving vehicle except as the ultimate measure of self-defense or defense of another when the suspect is exhibiting actions that are life-threatening or can result in serious bodily injury. Deputies are not to fire upon a pursued vehicle unless one of the following exists:

1. Fired upon, a deputy may return fire in self-defense.
2. Firing to disable a vehicle when failure to do so will, with a high degree of probability, would result in injury or death to innocent persons. However, the location, vehicular and

pedestrian traffic, and hazard to innocent persons are to be taken into account before firing.

PURSUIT RESTRICTION – Personnel are prohibited from pursuing motorcycles, mopeds and ATV's unless deadly force applies; see GO 205.

**PRECISION
IMMOBILIZATION
TECHNIQUE (PIT):**

The Precision Immobilization Technique (PIT) is defined as the intentional act of using a police vehicle to physically force a fleeing vehicle from a course of travel in order to stop it.

Deputies will be authorized to utilize PIT only after they have successfully completed training on the Precision Immobilization Technique. This training will be provided by the Center for Advanced Training.

Deputies will be required to recertify in the PIT maneuver annually through a written examination and will also be required to demonstrate technique proficiency through a practical test every three (3) years.

When a field supervisor authorizes a vehicle pursuit, a deputy trained in PIT may perform the PIT maneuver after supervisor approval when it meets the required training guidelines. A PIT maneuver may be performed without prior supervisor approval only under extreme circumstances as long as the vehicle pursuit policy requirements have been met and only when the need for immediate apprehension outweighs the risk caused to the suspect, deputy and members of the general public that would be created by a pursuit. The deputy must be able to clearly articulate the facts that support his or her decision when executing the PIT maneuver without prior approval from a supervisor.

Deputies should make every attempt to ensure the location PIT will be used is clear of pedestrians, parked vehicles, oncoming traffic, or any other hazard that may pose a threat to the public's safety.

When utilizing a PIT at speeds at or less than 45 miles per hour, the trajectory of the fleeing vehicle is very predictable, and the vehicle will generally rotate 180 degrees.

When speeds rise above 45 miles per hour, predicting the trajectory of the fleeing vehicle diminishes and the trajectory of the violator becomes less predictable. It is recommended that the PIT maneuver normally not be executed at speeds in excess of 45 mph. However, it is recognized that every situation is unique.

Speed should not be the only defining factor whether or not to PIT. The location where PIT is to be performed should determine the top safe speed for the technique to be implemented. Every decision should be based on totality of the circumstances and the objective reasonableness standard, as PIT is considered a use of force. PIT, if used within the training guidelines, is not likely to cause serious bodily injury or death. Each use of the PIT maneuver is reviewed in accordance with established policy and any PIT found to be outside of guidelines will be met with disciplinary action.

1. Prior to utilizing a PIT, deputies must decide if it is appropriate.
 - a. Meets General Order requirements.
 - b. Nature of the suspect actions
 - c. Whether the patrol vehicle can match targets area with suspect vehicle
 - d. If the danger of the PIT is greater than the threat of danger presented by the violator, **DON'T PIT.**

2. Once the decision to PIT is made, deputies shall consider the following factors for when and where the PIT is executed:
 - a. Weather Conditions
 - b. Traffic Conditions
 - c. Type of roadway (divided highway, number of lanes, etc.)
 - d. Fixed Objects (light poles, concrete barriers, etc.)
 - e. Overpasses, bridges, or embankments
 - f. Parked or stopped vehicles
 - g. Any potential tripping hazards (ex: curbs)
 - h. Enough room for follow through
 - i. Speeds
 - j. Risk of injury (uninvolved persons, deputies, occupants)

**ROADBLOCKS AND
FORCIBLE/CONTROLLED
STOPPING DURING
PURSUITS:**

In extreme cases involving only the most serious offenses, efforts to stop a fleeing vehicle may require the use of a roadblock or other means of forcible or controlled stopping in order to protect life and property.

The use of a roadblock, forcible or controlled stops to end a vehicle pursuit must be weighed by the degree of risk to the public and/or Deputy posed by the pursuit itself.

With these risks in mind, the decision to use a forcible stop, controlled stop or a roadblock should be reasonable in light of the circumstances confronting the Deputy at the time of the decision. It is imperative that Deputies act within the bounds of legality, good judgment and accepted practices.

While the implementation of a roadblock is considered deadly force, forcible/controlled stops are a Response to Resistance/Aggression.

Both standards are directly associated with the seriousness of the crime for which the suspect is wanted and must be demonstrably reasonable. The use of a roadblock or forcible/controlled stopping is a seizure pursuant to the Fourth Amendment.

Unless exigent circumstances exist that prevents prior approval:

1. Approval must be made by the Shift Commander or designee.
2. When possible, this is undertaken by patrol units equipped with operable in-car video recording systems, accurately documented and reviewed according to General Order 205.

SUPERVISORY RESPONSIBILITIES:

1. Must monitor and evaluate the situation and determine if the need for immediate apprehension of the violator justifies the use of roadblocks or forcible/controlled stoppage.

Prior to employing a forcible/controlled stop or a roadblock, deputies must consider the following factors:

1. The nature of the offense precipitating the forcible stop or roadblock.
2. The urgency in stopping the fleeing vehicle.
3. Presence of other motorist on the roadway.
4. Number of traffic lanes.
5. Weather and visibility conditions.
6. The ability to provide adequate warning to approaching traffic.

Particular attention must be given to the selection of an appropriate location to set a roadblock or attempt a forcible/controlled stop. Whenever possible, marked patrol cars with activated blue lights are to be positioned to provide adequate warning to approaching vehicles.

Patrol vehicles may also be utilized to block side streets and intersections to prevent approaching motorist from inadvertently entering the path of a pursuit and placing themselves in danger.

Whenever possible, on-coming traffic will be prevented from approaching the location of the forcible/controlled stop or roadblock.

In the event that a pursuit is brought to an end with a road block or forcible/controlled stop, deputies will immediately assess all occupants of the pursued vehicle and any other vehicle involved for injury and if necessary provides immediate medical treatment by emergency medical personnel.

STOP STICK DEPLOYMENT:

TIRE DEFLATION DEVICES - Tire deflation devices commonly referred to as “Stop Sticks” are considered a Response to Resistance/Aggression when a fleeing vehicle makes contact with the stop sticks. When Stop Sticks are deployed in the direct path of a fleeing vehicle, but contact is not made, it is considered a show of force.

Stop Sticks are issued to Deputies and may be deployed at a marked site of a roadblock/checkpoint or covertly in the path of a fleeing vehicle. Stop Sticks use is to be recorded in an incident report and in the supervisor’s Vehicle Pursuit Review Report.

When the Sheriff’s Office is notified of a vehicle pursuit in our jurisdiction or approaching our jurisdiction, field supervisors are to provide whatever assistance possible to the pursuing officer/agency to protect lives and property. When time permits and safety considerations are met, the use of Stop Sticks is authorized.

Deputies are permitted to deploy Stop Sticks as long as all of the following criteria are met:

1. The deputy is certified in the use and deployment of Stop Sticks as established by training and manufacturer’s recommended use.
2. When possible, the pursuing deputy is made aware of and acknowledges that Stop Sticks will be used, including the location and any controlled lane restrictions.

The deploying deputy stays with and collects the device as evidence. This report is forwarded to the Sheriff through the normal chain of command.

SAFETY CONSIDERATIONS FOR STOP STICK

DEPLOYMENT – The circumstances of each pursuit will be very different, but SAFETY is always paramount. Suspects can abruptly swerve, stop or otherwise maneuver their vehicle in an unexpected manner while attempting to avoid Stop Sticks; therefore the following are safety considerations for deployment:

1. ALWAYS avoid deploying Stop Sticks in locations or situations that limit the ability of the fleeing suspect to safely maneuver the vehicle.
2. NEVER deploy Stop Sticks if you believe the location or circumstances of your pursuit make it unsafe to do so.
3. Whenever possible, limit or isolate traffic from the pursuit or location where Stop Sticks are being deployed.
4. NEVER deploy Stop Sticks with pedestrians in the immediate vicinity.
5. NEVER use Stop Sticks on vehicles with less than four wheels. **Use of Stop Sticks on motorcycles, ATV's, or other such vehicles is prohibited.**
6. Use extreme caution when pursuits reach excessive speeds. Suspects will have an increased risk of losing control of the vehicle if tires are deflated while driving at above normal highway speeds.
7. Use extreme caution when using Stop Sticks on fleeing suspects that appear to be under the influence of drugs or alcohol. These impairments may increase the risk of losing control of the vehicle.
8. ONLY deploy Stop Sticks when you have a safe location to observe the target vehicle.

HAZARDOUS CONDITIONS FOR STOP STICK

DEPLOYMENT - Include, but are not limited to:

- Areas with heavy traffic.
- Populated areas or locations with pedestrians nearby.
- Near road construction.
- Near steep embankments, curves, or obstacles that limit the deploying deputy's view of traffic and the approaching pursuit.
- Reckless and erratic behavior by the fleeing suspect.
- Wet surfaces, loose pavement and gravel.
- Inclement weather.

TACTICAL OPERATIONS FOR STOP STICK DEPLOYMENT:

1. For best performance, deploy on dry, hard surfaces such as concrete or blacktop. Avoid deploying on wet surfaces, gravel or loose pavement.

2. Consider deployment so that a suspect has limited ability to avoid striking the device.
3. If deploying near an intersection, deploy just before entering the intersection on the road the target vehicle is traveling. Deploy before reaching any driveways or parking lots near the intersection.
4. ONLY deploy after you have identified a safe location to observe the pursuit.
5. ALWAYS move to a safe location after deploying stop stick.
6. NEVER wrap the cord around your hand or any portion of your body.
7. NEVER rush a deployment. ALWAYS use caution when removing stop stick from the road.

**TERMINATION OF
VEHICLE PURSUIT:**

The decision to pursue is not irreversible. Deputies are to continually question whether the seriousness of the crime justifies continuing the pursuit. A vehicle pursuit is to be terminated under any one of the following circumstances:

1. Absent a supervisor's actual presence as a member of the pursuit, the decision to terminate a pursuit by the lead deputy or the senior deputy involved is final.
2. The suspect(s) identity is established to the point that later apprehension can be accomplished and there is no longer any need for immediate apprehension.
3. Environmental conditions indicate the futility of the continued pursuit.
4. The pursued vehicle's location is no longer known.

The decision to terminate a pursuit under these circumstances is final.

**INTER- AND INTRA-
JURISDICTIONAL
PURSUITS:**

In the event an outside agency engaged in an active vehicle pursuit enters the County and requests our assistance, a field supervisor can authorize assisting units to respond as emergency vehicles. Deputy safety and the nature of the pursuit are to be taken into consideration. The outside agency is to be requested to provide the same information our units are expected to provide regarding the circumstances of the pursuit. The first Sheriff's Office unit to join with the outside agency vehicle(s) is designated as a back-up unit. Additional assistance is to be specifically authorized by a field supervisor.

Deputies assisting outside agencies in pursuits are to terminate their involvement when the pursuit leaves the Sheriff's jurisdiction, unless further assistance is requested by the outside agency and authorized by a field supervisor.

Deputies assisting outside agencies in vehicle pursuits are to adhere to all Sheriff's Office directives and other guidelines governing vehicle pursuits.

In the event a pursuit leaves Greenville County, a field supervisor is to ensure the adjoining jurisdiction is notified, and that information relevant to the pursuit is provided to them.

**TERRITORIAL
JURISDICTION IN
VEHICLE PURSUITS:**


In cases involving a misdemeanor offense with extraordinary circumstances, officers will terminate the pursuit when leaving their jurisdiction, as defined by SC Code ann. 17-13-40(b).

In cases involving a felony offense, deputies may continue the pursuit to the state line, and may go beyond the state line in compliance with current state law until the adjacent state's law enforcement agency takes over control of the pursuit. Radio contact should be maintained between at least two Sheriff's vehicles and a field supervisor authorizes continued pursuit.

**VEHICLE PURSUIT
REVIEW:**

The ability to prove that emergency vehicle operations are a legitimate use of law enforcement authority is critical for policy review, accountability, and defense in court. All incidents of Failure to Stop for Police Vehicle will be fully documented in an Incident Report. A Vehicle Pursuit Review form will be submitted when a deputy's attempt to overtake or signal a motorist escalates to a pursuit of a fleeing vehicle due to the driver's attempt to evade apprehension. In the event of a forcible/controlled stop, a Response to Aggression review will accompany the Pursuit Review.

A copy of the incident report and completed Vehicle Pursuit Review/RTA form, if applicable, is to be forwarded to the Division Commander through the chain of command. The report is reviewed by the Division Commander for policy compliance or weakness in policy, and submitted to the Office of Professional Standards (OPS). OPS maintains a file of vehicle pursuit reviews and conducts an annual documented analysis of pursuit incidents. Additionally, an annual documented review of vehicle pursuits will be conducted by the Chief Deputy.



Hobart Lewis, Sheriff