SPIKE-DEVIL

TIRE DEFLATION SYSTEM By Spike Strip Mfg.

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HONDA

BMW

FITS ALL BIKES

HANDS-ON TRAINING

THE TRAINING IN THIS MANUAL DOES NOT SUPERSEDE ANY POLICY OR PROCEDURE OF YOUR DEPARTMENT

DEPLOYMENT STANCE

OFFICER READY
- Lowered body
- Facilitates Rotation of head for field of view
- No forward advacement
- Facilitates early and immediate deployment

DEPLOYMENT
- Facilitates sliding system onto roadway

SEEKING COVER
- Turn to seek cover
- Prevents backing up and falling backwards

Superior visibility improves effectiveness and safety

PURSUIT

TRAFFIC

COVER

OFFICER

BACK

DEPLOYMENT AREA

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HANDS ON TRAINING

Spike-Strip systems have a unique accordion action. You can practice with your Spike-System, but to accomplish timing requires practice in traffic scenarios. Spike-Strip has created a training system that does not have spikes that can help you do this. For basic training we are going to use the loaded Spike Devil in a parking lot, training scenario.

PARKING LOT TRAINING

One or more officer(s) can practice with the department issued spike system. Vehicles are set up to simulate traffic scenarios. Vehicles parked can represent traffic lane.

HANDLING

The goal is to become familiar with the system, it's handling, how to inspect the system, and basic traffic scenarios.

Were ready to the practice deployments, learn how your winder type works, how to deploy by sliding and pulling the system. By simply conducting a series of practice deployments, we will learn and develop one skill at a time.

Begin a series Slide deployments into specific lanes. Practice holding the system, operating the winder, and deployment.

PRE DEPLOY TO OPPOSITE CURB
XXXX

Once Skilled in sliding the Spike Devil, practice Pre-deployment by sliding the Spikes "to the other side of the road" The spikes should clear the cars, then allow you to pull the Spikes from a Protective cover scenario.
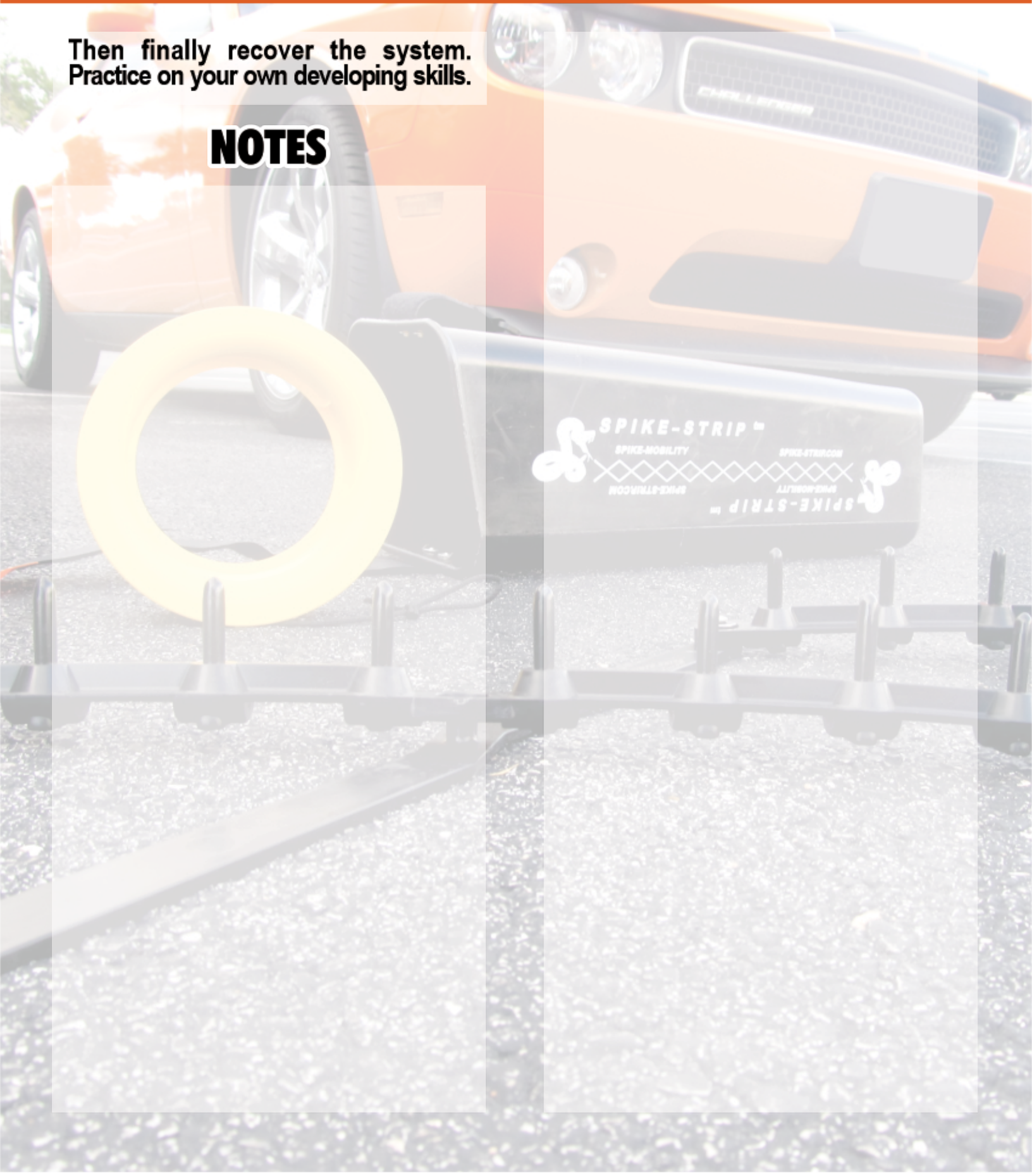
PULL / ROADWAY WIDTH

When Pre-deployed, you will pull the system into traffic to deploy the spikes. Deployment into the specific lane is easy during daylight, but not at night. When practicing the pull method take care to pull into specific lanes. Practice counting your steps and make a mental note to develop skills, which might help at night.

PARKING SPOT A
PARKING SPOT B
POLICE
POLICE
xxxxxxxxxxxx
SLIDE TO DEPLOY IN CENTER LANE

MEASURING ROAD WHILE UNWINDING
POLICE
POLICE
9 Steps
6 Steps
3 Steps
PARKING SPOT A
PARKING SPOT B
XXXX
LOOP SPINNING TO UNWIND

Then finally recover the system. Practice on your own developing skills.

NOTES

TRACK TRAINING

You can conduct an advanced field training practice with actual moving vehicles. We recommend that officers have first practiced skills with stationary vehicles first then graduate up to a moving class. Students should be familiar with the system, operation and the traffic scenarios, as to not slow down the class.

Spike-Strip training units allow you to practice deployment on moving vehicles without damaging tires.

Shown above is such a scenario. The Training units are deployed on the lead vehicle and retrieved before the patrol car arrives.

A more difficult scenario places a third vehicle in traffic, and requires you to spike the target vehicle without spiking the other vehicles.

A close up of the training units shows the rubber spikes, protruding from the Top of the Strip.

A close up of the side shows the rubber spikes that protrude from the bottom. The rubber spikes are fitted into the receiver and after a few hits require that they be pushed back into the receiver hole.

TRAINING PRE-DEPLOYMENT
Understanding your time zones

Officers should practice with special unspiked training units in a controlled environment. Pre-deployment is the least stressful of the two deployment methods. Pre-deployment is the most effective and safest deployment method. This training scenario helps the officer become familiar with the handling of the spike system and also understanding the traffic scenarios and how they affect deployment.

The scenario places officers in the cars so they also can understand the traffic scenarios from a driver's perspective. From a patrol officer's perspective he gives the deployment officer time to recover the spikes and holds traffic back as the target vehicles tires defalte.

PASSIVE MODE

TARGET CAR

DEPLOYMENT TIME

LAST CAR

SPIKES

DEPLOYED MODE

PATROL CAR

RECOVERY TIME

TARGET CAR

RECOVERY MODE

TRAFFIC

STERILE ZONE

PATROL CAR

PASSIVE MODE

Spikes pre-deployed

DEPLOYED MODE

Spikes positioned to target the vehicle

RECOVERY MODE

Spikes recovered to prevent spiking patrol cars and traffic
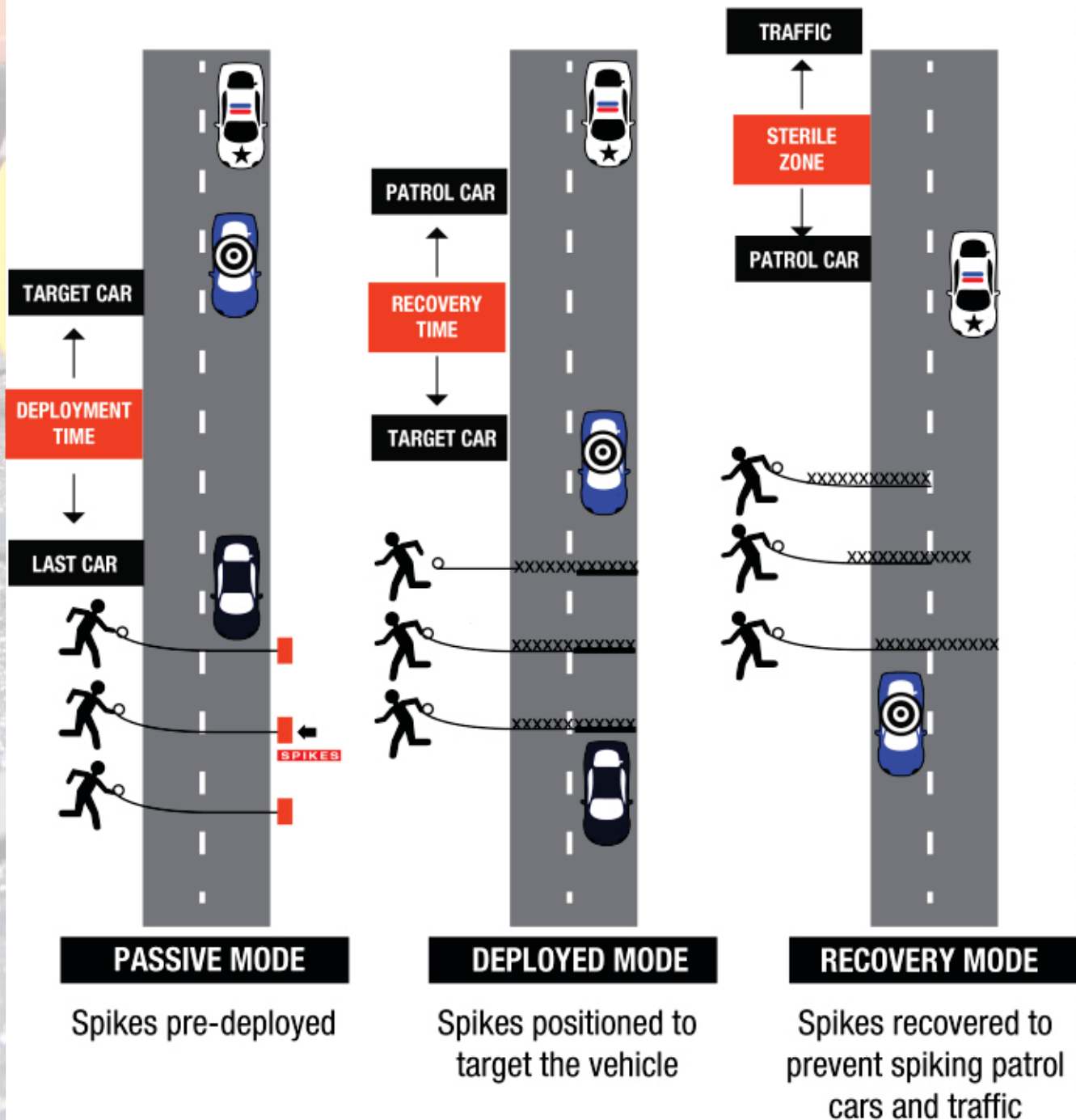
TRAINING CURB SIDE DEPLOYMENT

Tighter Time Zones and Safety concerns

Officers should practice with special unspiked training units in a controlled environment. Curb side deployment is the most stressful of the two deployment methods. Curb side deployment requires good visibility and deployment time for an effective and safest deployment. This training scenario helps the officer understand the traffic scenarios and decide when to deploy and not deploy.

From a patrol officer's perspective he gives the deployment officer extra time to recover the spikes as the winder is on the ground and requires extra time to recover.

DEPLOYMENT STANCE
Officer in stance ready to deploy by sliding

DEPLOYED MODE
One shot deployment spread accross both lanes

RECOVERY MODE
Spikes recovered to prevent spiking patrol cars and traffic