

AUTO-SPIKE INSTRUCTOR TEST C

These questions can have several correct answers, place a check mark next to all the correct answers. Place an X besides the incorrect response.

190 C. Has the use of spikes always been without problems?

- A. No, about the year (1996) serious incidents began to happen, a change where Officers lost their lives.
- B. Those that marketed the new products developed a new deployment style called singular deployment, which is much safer.
- C. Singular deployment meant that Spikes were deployed without a cord for retrieval.
- D. It's safe to go into traffic and recover spikes.

200 C. What is the principle reason that multi-sided spikes became popular?

- A. They are goof proof, because they fall on one of multiple sides.
- B. Multi-sided spikes have an enclosure and claim to dump less debris on the roadway.
- C. Multi-sided spikes claim to be safer to handle by the officer.
- D. They are very inexpensive.

210 C. The drivers of the Pursuit cars approach the deployment site and discover Spikes in traffic, which of these are true, with Singular Deployment.

- A. They would slow down and go around the spikes.
- B. They would re-direct another way in traffic and go around the block.
- C. Nothing, maintain speed and go over them.
- D. The officer would normally have the roadway cleared of spikes.

220 C. Officers entering into the roadway to recover spikes is responsible for deployment officers hit by pursuit officers, what are the risks to the pursuit officers and traffic.

- A. The situation can cause an adverse reaction by a pursuit officer where he tries to avoid spikes and circumvents the deployment area in a risky fashion.

- B. Leaving the roadway to avoid spikes has been a deadly reaction.
- C. Trying to avoid spikes has been risky to deployment officer(s)
- D. Traffic trying to avoid spikes.
- E. Officers rarely enter the roadway to recover spikes.

230 C. What features do deployment holsters have to make it safer and more maneuverable?

- A. The holster, stores the system and cures the tangle problems of other systems.
- B. Deployment holsters prioritize safety and maneuverability, car to car coverage.
- C. They also focus on ensuring the spikes can be drawn allow for a secure grips, ergonomic superior grippin reel and system.
- D. No features.

200 D. What is the function of the accordion frame?

- A. When deployed the Frame slides open, and momentum smoothly extends the system across the roadway in an extended fashion.
- B. When pulled from traffic the frame hits the curb, dirt, grass, etc. and it folds itself and is designed not to remain on the roadway and be a hazzard to spike cars.
- C. When hit the frame is durable and designed to be simply reloaded with Spikes for later use.
- D. When hit the frame is designed to stay in tact and not fall apart in traffic.
- E. They have no special function.

200 E. What features does Spike Belt have over other multi-sided systems that make it better in deployment?

- A. Spike belt has 360 degree handles, making it easier to grab.
- B. Spike belt sleeve has an anti-tangle design so it does not tangle up on deployment.
- C. Spike belt cord can be grabbed, allowing it to open up and fall in an extended fashion.

D. Spike belt when pulled from traffic has smooth edges and designed to float over the curb, grass, etc. much better so that it does not stay in traffic and become a traffic hazard, or place the officer at risk by entering traffic to pull the system.

E. No benefits.

200 F. What happens when multi-sided Spike systems land crooked?

A. The system must be opened up by the officer pulling on the cord to open up and extend the system.

B. Three sided systems have spikes at an angle and if not perpendicular to the tire point away from the tire and may not work.

C. The officer must pull the system, after its deployed, this is called a post deployment adjustment.

D. The officer risks not spiking the target, and might place himself at risk, by staying close to the target.

E. Works normal just narrower.

200 G. What happens if a Spike belt lands crooked on the roadway?

A. The spikes point straight up and work regardless of the approach angle of the car.

B. Nothing all spikes work if they are hit by tires, upside down, crooked, etc.

200 H. What Benefits does Spike Belt have over traditional Multi-sided systems on deployment?

A. You can eliminate the need to re-adjust the system, by holding onto the cord, this allows the system to open up and fall on the roadway in an extended fashion.

B. You grab the handles from anyside, speeding up the deployment process, and eliminating any fumbling around to organize the Spikes.

C. Spike Belt has eliminated many parts, that come loose in traffic and the spiked tires, we also hold the spike tight in place with our foam insert, and our enclosure holds a tight grip on any spike hanging out of the strip.

D. Multi-sided systems are all the same.

200 I. What benefits does Spike belt have over an accordion type system that other multisided systems do not?

- A. It is much better at hold debris and spikes in place as to not dump them on the roadway.
- B. Accordion systems require you push spikes back into place as they can work loose.
- C. Spike belts lands right side up everytime.
- D. Pretty much the same.

230 J. The Auto-spike system can be used to safely stop any type of vehicle involved in a high-speed chase?

- A. Yes, spike strips are a common tool used in high-speed vehicle pursuits to safely stop a vehicle.
- B. These devices use a series of spikes to puncture and deflate tires, reducing the vehicle's speed and control.
- C. They are often used in situations where other methods of stopping a vehicle are not feasible or safe.
- D. Spikes should be rarely used.