

San Andreas State Police

STANDARD OPERATING PROCEDURES



Commissioner: Colonel Numkat [S127]
Asst. Commissioner: Lt. Colonel Mercury [S117]

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Introduction

The San Andreas State Police is the state's traffic safety and enforcement arm and acts as an assisting agency to the local departments of San Andreas.

Mission Statement

San Andreas State Police's primary mission is to protect the safety of the motoring public on the state's many highways by educating motorists, enforcing traffic laws, and responding to motor vehicle accidents that occur on public roadways.

The Department also provides assistance to local agencies, with both traffic related and general public safety matters, as well training to advance the skills and knowledge of officers around the state.

The State Police strives to set the standard for law enforcement practices and provide the highest level of professionalism, service, and protection to the citizens and visitors of the State of San Andreas.

Department Values

- **Professionalism:** The San Andreas State Police provides the highest level of professionalism in law enforcement, both in action and appearance. Troopers are expected to set the standard for others to strive towards.
- **Courage:** Troopers of the San Andreas State Police face many challenges, problems, and dangers in their day to day duties, and willingly meet them head on to at risk to their own lives and safety for the wellbeing of others.
- **Discipline:** State Troopers are focused and determined individuals who are always seeking self improvement as well as maintaining their hard sought skills and knowledge. They pride themselves on pushing themselves further than they have been before.
- **Integrity:** The San Andreas State Police trains members to be highly trusted subject matter experts and instills a strong work ethic to remain honest and fair at all times. Troopers can be trusted to always do what is right according to the laws that they uphold.
- **Pride:** The Troopers of San Andreas are committed to outstanding performance of their duties and they strive to represent this, from the polished look of their patrol cars, to the creases of their uniforms, to attention to detail in their reports, they take great pride in their work.

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Uniforms and Equipment

Uniforms

Troopers are, by default, issued 2 sets of uniforms: Class A and Class B. Additional uniforms specific to special units may be worn as authorized by command staff. Uniforms will be worn in accordance with this policy. For all uniforms, a soft ballistic vest is worn under the shirt, no outer carrier vest is worn with Class A and B uniforms unless special circumstances dictate. For high risk situations, all troopers will keep an outer carrier vest with front and rear ballistic plate inserts in the trunk of their patrol car, readily accessible and available for use at a moment's notice.

- **Rank Insignia:** Each echelon of the chain of command, with the exception of Cadet Trooper, receive a rank insignia for their uniform.

Rank	Insignia
Colonel	Full Bird
Lt. Colonel	Silver Oak Leaf
Major	Gold Oak Leaf
Captain	Silver Double Bar
Lieutenant	Silver Bar
Sergeant	Triple Chevron
Corporal	Double Chevron
Senior Trooper	Chevron and Rocker
Trooper	Chevron

- **Class A:** The Class A uniform consists of; the long sleeve uniform shirt with tie, radio, black uniform slacks, black ceremony gloves, blackboots, campaign hat, the SASP badge, applicable rank plate and insignia, and an approved gun belt.

Item Type	Male Option	Female Option
Hat	196 (texture 2)	190 (texture 2)
Glasses	Optional	
Masks	Rank Dependent	
Upper Body	Black Gloves	
Lower Body	169 (texture 2)	173 (texture 2)
Bags/Parachutes	113	

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Shoes	54	55
Scarfs/Chains	4, 6	3, 6
Shirt Accessory	38 (texture 1), or approved	31 (texture 1), or approved
Body Armor	58	66
Badges/Logos	Rank Dependent	
Shirt Overlay	474 (texture 2)	499 (texture 2)

- **Class B:** The Class B uniform consists of; the short sleeve uniform shirt with open collar, a shoulder mounted radio, black uniform slacks, black gloves, black dress boots, campaign hat, the SASP badge, applicable rank plate and insignia, and an approved gun belt.

Item Type	Male Option	Female Option
Hat	196 (texture 2)	190 (texture 2)
Glasses	Optional	
Masks	Rank Dependent	
Upper Body	Black Gloves	
Lower Body	169 (texture 2)	173 (texture 2)
Bags/Parachutes	113	
Shoes	54	55
Scarfs/Chains	4, 6	3, 6
Shirt Accessory	38 (texture 2), or approved	31 (texture 2), or approved
Body Armor	76	66
Badges/Logos	Rank Dependent	
Shirt Overlay	472 (texture 2)	497 (texture 2)

Fleet

The department offers a wide array of standard patrol vehicles for use by Troopers. Initially, only a few of these vehicles will be available from the motor pool for use during the cadet probationary period, but all standard patrol cars will be available upon completion of this period. Additional specialty cars will be available for use by specialized divisions such as CVE, CSU, and MU.

Motor-Pool Vehicles

These are marked vehicles that have shown some wear and tear from their years of service, but are still fully functional for patrol. These vehicles are given to probationary members for

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the duration of their training, but may also be issued to Troopers who damage their primary patrol vehicle beyond repair during a shift. These vehicles include the Crown Vic, 2008 Charger, Taurus, and the 2014 Tahoe.

Standard Patrol Vehicles

These are fully marked vehicles that are newer to the fleet and meet all the current day requirements of a highway interceptor. They are issued to Troopers upon completion of the probationary training period. These vehicles include the 2014 Charger, the 2018 Charger, the 2016 Explorer, the 2020 Explorer, the 2018 Tahoe, The Ford F150, the Ram 2500, and the 2021 Durango.

Specialized Patrol Vehicles

Some vehicles are reserved for special purpose use, such as commercial vehicle enforcement, pursuits of high speed sports cars, etc. These vehicles may be locked to the special units to which they belong.

Uniform Patrol Vehicles

(Troopers and NCOs)

All marked patrol cars from 2011 CPVI through 2021 Durango

Command Vehicles

(Commissioned Officers)

All marked patrol vehicles or unmarked command vehicles

Weapons

SASP utilizes a variety of weapons for daily patrol operations. All Troopers are issued the following weapons:

→ **Less-Than-Lethal:**

- ◆ Baton: ASP Telescopic Tactical Baton
- ◆ Conducted Energy Device: X2 Taser
- ◆ Less-Than-Shotgun: Mossburg 590 12 gauge shotgun loaded with bean-bag rounds.

→ **Lethal:**

- ◆ Pistol: Standard issue Glock 19 9mm with 16 rounds magazines and weapon light.
- ◆ Shotgun: Mossburg 590 12 gauge shotgun
- ◆ Patrol Rifle: AR-15 with red-dot and weapon light

→ **Upkeep:**

- ◆ Weapons will be maintained in good working order at all times.
- ◆ Troopers will ensure each weapon is functional and the necessary amount of
- ◆ ammunition is loaded before beginning a tour of duty.

→ **Patrol Loadout:**

- ◆ Troopers will carry their duty pistol, taser, and baton

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- ◆ All Troopers are required to carry at least 2 magazines of 9 mm ammunition on their person, along with 1 loaded magazine in their duty weapon, as well as extra taser cartridges
- ◆ 2 additional magazines of 9 mm ammunition and 2 magazines of rifle ammunition are to be stored on the plate carrier in the trunk.
- ◆ The patrol rifle will be kept in the gun lock in the patrol car between the driver and passenger seat with a fully loaded magazine
- ◆ The patrol shotgun will be kept in the gun lock in the patrol car between the driver and passenger seat with a fully loaded magazine
- ◆ The less-lethal shotgun will be kept in the trunk loaded with beanbag rounds and ready for deployment



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Organization and Structure

Organization of the Department

The SASP is structured into multiple troops to cover large areas of the state. Troop A covers the Los Santos County and Blaine County regional area and consists of standard patrol personnel. Troop B consists of special operations units such as HEAT, Aviation, and investigations.

Department Command Colonel + Lt. Colonel + Major							
Troop A Captain				Troop B Captain			
Post 1 Lieutenant		Post 2 Lieutenant		Post 3 Lieutenant		Post 4 Lieutenant	
Sgt	Cpl	Sgt	Cpl	Sgt	Cpl	Sgt	Cpl
Stpr	Stpr	Stpr	Stpr	Stpr	Stpr	Stpr	Stpr
Tpr	Tpr	Tpr	Tpr	Tpr	Tpr	Tpr	Tpr
Tpr	Tpr	Tpr	Tpr	Tpr	Tpr	Tpr	Tpr

Rank Structure

Troopers

Cadet Trooper

This is the initial and probationary rank awarded to all Troopers upon entering the SASP. Every Trooper must complete a probationary phase upon initial entry, without exception. Cadet Troopers have the least amount authority and are expected to:

- Attend training and gain certifications needed to become a full fledged Trooper
- Study and become familiar with the standard operating procedures and policies of the SASP
- Gain experience and insight from more senior members of the department
- Get to know their fellow Troopers and build strong working relationships
- Become familiar with the entirety of the state of San Andreas

Trooper

Troopers are the backbone of the department and carry out the bulk of daily operations. Troopers are trusted and given a great deal of independence and authority to patrol the highways of the state. Troopers are expected to:

- Independently and proactively patrol the highways and roadways of San Andreas
- Assist stranded motorists

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- Make traffic stops to enforce state traffic codes
- Investigate accidents and generate accident reports
- Provide expertise and assistance to the local agencies in the state when requested
- May act as an FTO with approval from an NCO or higher

Senior Trooper

For those who show exceptional ability and commitment to the department but do not wish to fulfill leadership responsibilities, Troopers may be promoted to Senior Trooper with a letter of recommendation from a supervisor. Senior Troopers have the same authority and responsibilities as regular Troopers, but with some additional expectations:

- Assist with the growth of the department by setting the example
- Mentor other Troopers they patrol with
- Lead training for certifications that they are recognized as having expertise in with approval from an NCO or higher
- May act as an FTO for Cadet Troopers, no permission necessary

Supervisors

Non Commissioned Officers (NCOs)

NCOs are the road supervisors of the SASP. They manage the day to day patrols of the Troopers under their command, provide guidance and training, complete investigations, maintain discipline of the department, and set the example for other Troopers to follow. NCOs are chosen by the commanders of the unit they are in with the approval of the Command Team.

Corporal

This rank is the gateway to supervisory positions and as such acts as a probationary role for those seeking to move their way up the ranks in the SASP. Corporals are given authority over regular line of duty troopers but act under the close supervision of a Sergeant. They may act as road supervisors and directly oversee operations in the field. Corporals have all of those of regular Troopers with addition of:

- Oversee the daily patrol operations of the Troopers under their command
- Investigate Trooper-involved vehicle accidents, complaints against Troopers, and use of force incidents by Troopers
- Administer corrective action (up to verbal warning)
- Assist the post commander with the upkeep of post statistics
- Assist the sergeant with department training

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Sergeant

Sergeants assist their post commander in overseeing the operations of the post and maintaining discipline, order, and standards within the ranks. Like Corporals, they are road supervisors. In the absence of a Lieutenant, a Sergeant may serve as acting post commander/unit commander. Sergeants have all the responsibilities of regular Troopers with addition of:

- Oversee the daily patrol operations of the Troopers under their command
- Investigate Trooper-involved accidents, complaints against Troopers, and use of force incidents by Troopers
- Administer corrective action (up to written warning)
- Assist the post commander with the upkeep of statistics
- Develop and execute training programs and classes to ensure Troopers under their command are maintaining skills
- Provide training and guidance to Corporals

Commissioned Officers:**Lieutenant**

The junior commissioned officer rank, Lieutenants serve as commanding officers for a post or a special unit. They have authority over all Troopers under their direct command in administrative, disciplinary, and operational matters. The responsibilities of Lieutenants include:

- Overseeing the Troopers and NCOs under their command
- Investigating Investigate Trooper-involved accidents, complaints against Troopers, and use of force incidents by Troopers at the NCO level
- Reviewing complaints or compliments relating to their Troopers
- Administer corrective action (up to formal reprimand)
- Collect and evaluate statistics of their post's or unit's activity
- Report post or unit activity to Troop level command
- Assist with internal investigations when required
- Recommend promotions up to sergeant level
- Deal with all post or unit level personnel issues to extent of ability

Captain

The Troop level commanding officer, Captains are in charge of overseeing at least 2 posts or special units and all the members that fall under them. Responsibilities of Captains include:

- Overseeing the Lieutenants under their command
- Investigating Investigate Trooper-involved accidents, complaints against Troopers, and use of force incidents by Troopers at the Lieutenant level

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- Administer corrective action (up to formal reprimand)
- Collect and evaluate statistics of their troop's activity
- Report troop activity to department command
- Assist with internal investigations when required
- May make recommendations of Formal Administrative Action
- Deal with all troop level personnel issues to extent of ability

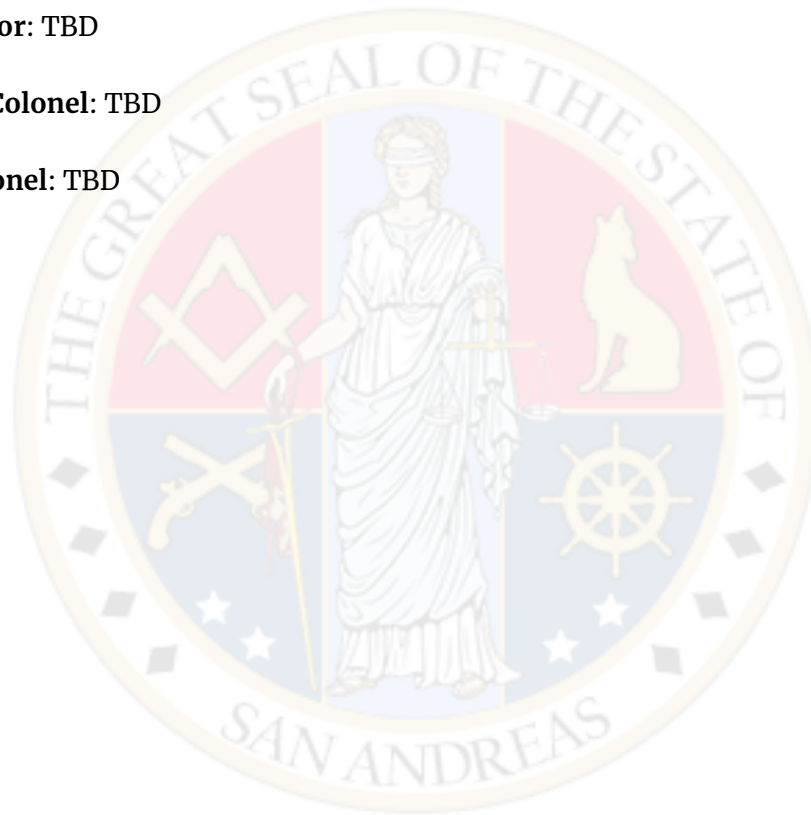
Command Members

SASP command members share many responsibilities and work together to ensure the smooth, continuous, safe, ethical, and effective operation of the department. Command members alone possess the ability to issue Formal Administrative Action and the accompanying sanctions.

Major: TBD

Lt. Colonel: TBD

Colonel: TBD



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Administrative Policies

Official Code of Conduct

- Troopers will uphold the Constitution of the United States and the Constitution of the State of San Andreas and obey the laws therein at all times.
- Troopers will be familiar with and follow all department policies and procedures.
- Troopers will respect the chain of the command and obey the lawful orders of a superior. Troopers will not obey any order which will cause them to knowingly commit an illegal act.
- Troopers will be truthful at all times while conducting their official duties and interacting with other members in the department as well as with other agencies.
- Troopers will conduct themselves in a professional and courteous manner at all times while on duty or on official business.
- Troopers will not engage in an activity that would impair their ability or the department's ability to function, bring discredit upon themselves or the department, or result in embarrassment of the organization or one of its members.
- Troopers will not intervene in the duties of the members of other departments or law enforcement officers unless it is likely that great injustice or unnecessary harm will occur without intervention. In such cases, Troopers are mandated to intervene in the interest of preserving life and upholding justice. If such intervention is impossible, impractical, or unsafe, Troopers are mandated to report such activities that they are witness to.

Physical Appearance

While on duty, Troopers must wear an authorized and appropriate uniform and present a clean appearance.

Tattoos

Must not be visible while wearing the class A uniform; tattoos on the hands, neck, face, or head, or any tattoos with foul language or depicting inappropriate images are not permitted.

Hair

Must be kept groomed and presentable, and cannot be dyed in any colors other than natural hair colors (e.i. No neon highlights or brightly colored hair dye).

Men must have their hair cut so that it does not extend over the ears or over the back of the neck, obscure the face from view, or prevent the proper wearing of the campaign hat. Facial hair is permitted, so long as it is well groomed and clean, and trimmed to be no more than an inch in length.

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Women may have hair exceeding the length of the neck/ears, so long as it does not cover the face or eyes or interfere with the proper wearing of the campaign hat.

Jewelry

Excessive jewelry is not allowed. One ring may be worn on the left hand. All troopers are permitted and encouraged to wear an appropriate time piece on their wrist. Piercings should be limited to one per each ear and should not interfere with daily duties

Probationary Phase

Upon entering the San Andreas State Police, members enter a probationary period and are awarded the rank of cadet trooper. During this period, cadet troopers are expected to attend training and classes to gain certifications needed to become troopers. While in this phase, cadets are held to high standards and placed under strict supervision. Disciplinary action may result in lengthening of the cadet phase and even termination in extreme cases.

Cadets are allowed to patrol on their own, but are encouraged to ride with a supervisor or FTO when available. In order to move on to the rank of trooper, cadets must acquire all necessary initial certifications and demonstrate their capabilities in a supervisor ride along at the end of their probationary phase. Once all requirements are met, they are awarded the rank of Trooper, officially recognizing them as a full member of the SASP.

Completion

Upon completion of the cadet probationary period, Troopers are recognized as subject matter experts in many traffic related fields and are given a great deal of independence in their daily patrols in the state of San Andreas. They are trusted to ethically and effectively utilize their skills and knowledge to preserve the safety of the motoring public.

Although they have met all basic requirements, troopers are encouraged to attend additional training to become certified in other specialty roles, such as motorcade, commercial vehicle enforcement, and accident reconstruction. Troopers are expected to maintain the highest standards of law enforcement and to always seek self improvement.

Certifications

The San Andreas State Police offers a variety of traffic related certifications and requires Troopers to be proficient and certified in specific areas.

Required certifications for completing the probationary phase are as follows:

- Emergency Vehicle Operation Course (EVOC)
- Pursuit Tactics
- Use Of Force
- Accident Investigation
- Standardized Field Sobriety Testing (SFST)

Department Activity

The State Police relies on proactive policing to affect its mission requirements, such as traffic stops, motorist assists, accident scene investigations, etc. As such, individual activity is tracked through report forms. The department has a quota system to ensure members are remaining active and completing the required documentation.

At a minimum, Troopers are required to submit the following per week:

- 1 Accident Report
- 1 Motorists Assist Report
- 10 Traffic Stop Reports

Failure to show activity for 2 consecutive weeks may result in disciplinary action.

Leave Of Absence (LOAs)

The State Police understands that members may require time away to address real-world issues, and provides an avenue for doing so in the form of an LOA. Any member who requires to be away for more than 7 days should submit a Temporary LOA Form for however long they require, up to a month. No approval is required. If further time is needed, an Extended LOA Form should be provided for approval by command. Members who provide an LOA Form will not face any disciplinary action for lack of activity in their absence for the duration of the LOA. Members who fail to communicate an absence may face disciplinary action, up to and including termination.

Reports

Troopers have access to a number of report forms to record activity during patrol. These report forms can be accessed via links in the department information channel. These forms are designed to assist in the necessary information gathering and recording process, and allow a much greater degree of detail than standard report formats. Each member's activity is tracked through these forms.

Discipline

In order to ensure Troopers are held to the highest standards, the department exercises the right to invoke disciplinary and corrective action upon members who violate policy. Every member will be held accountable for the actions that they take while on duty and repeated violations will be met with increasingly severe sanctions. This policy provides guidelines for enforcement of department policy and corrective action.

Disciplinary Action Continuum

- **Verbal Warning:** Informal, verbal corrective action taken to address minor violations
- **Written Warning:** Formal, written corrective action to address repeated violations or violations of greater severity. May include low level sanctions.

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- **Formal Letter of Reprimand:** Disciplinary action taken for severe violations of policy or after previous corrective action has continually failed to correct an issue. Will include mid to high level sanctions.
- **Formal Administrative Action:** Highest form of disciplinary action, may result in loss of rank or termination from the department.

Department Administered Sanctions

Level 1

Temporary restrictions or punishments, meant to correct violation of low severity or repeated infractions.

Example Violation: members repeatedly caused severe damage/destruction to department issued vehicles.

Example Sanction: member forced to drive a pool car for a specified period of time

Level 2

Recertification and/or refresher training in the area of issue. Requires documentation.

Example Violation: member struck other motorists multiple times during pursuit, failure to give due regard, reckless driving

Example Sanction: recertification in EVOC

Level 3

More permanent punishments for repeated and severe violations of policy. May include suspension from duty or termination from a special unit, and possibly demotion from supervisory positions if applicable. Require previous documentation of issues and corrective action.

Example Violation: member repeatedly observed and documented for using excessive force during arrests

Example Sanction: member suspended from duty for 3 days, terminated from HEAT unit

Level 4

The most severe level of punishment for the most severe violations, resulting in either demotion or termination. This level of punishment may only be administered by command staff.

Operational Policies

Radio Communication

Phonetic Alphabet and 10 Codes

The SASP utilizes the NATO Phonetic Alphabet and 10-Codes for efficient and concise transmission of information over radio channels. An overlay is available in game, accessed by the up-arrow key by default.

Troopers will familiarize and utilize the following:

Letter	Phonetic	Letter	Phonetic	Units	
A	Alpha	N	November	B	BSCO Units
B	Bravo	O	Oscar	E	BCSO Aviation
C	Charlie	P	Papa	L	LSPD Units
D	Delta	Q	Quebec	S	SASP Units
E	Echo	R	Romeo	V	LSPD Aviation
F	Foxtrot	S	Sierra	W	SAFW Units
G	Golf	T	Tango	Y	SASP Aviation
H	Hotel	U	Uniform		
I	India	V	Victor		
J	Juliet	W	Whiskey		
K	Kilo	X	X-Ray		
L	Lima	Y	Yankee		
M	Mike	Z	Zulu		

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Code	Meaning	Code	Meaning
10-0	Glitched Bugged Game Crashed	10-41	Beginning Shift
10-1	Weak Radio Signal	10-42	Ending Shift
10-2	Strong Radio Signal	10-45	Taking a Report
10-3	Clear Radio Traffic	10-46	Motorist Assist
10-4	Acknowledged	10-49	Reckless Driver
10-5	Break/AFK (Can not respond)	10-50	Involved Vehicle Accident
10-6	Busy (Unless Urgent)	10-51	Request Tow
10-7	Out of Service	10-52	Request EMS/RA
10-8	In Service	10-53	Request Fire Department
10-9	Repeat Transmission	10-54	Request Mechanic
10-10	Fight in Progress	10-55	Driving While Intoxicated
10-11	Traffic Stop	10-56	Intoxicated Person
10-12	Active Ride Along	10-57	Hit and Run
10-13	Shots Fired on Scene	10-59	Escorting
10-15	Transporting Subject to Station	10-61	Suspect Armed with Gun
10-16	Stolen Vehicle	10-62	Suspect Armed with Dangerous Object
10-20	Location	10-63	Kidnapping
10-22	Disregard	10-65	Mechanical Breakdown
10-23	Arrived on Scene	10-66	Abandoned Vehicle
10-24	Leaving Scene	10-67	Road Hazard
10-25	Domestic Dispute	10-68	Armed Robbery
10-26	Estimated Time of Arrival	10-70	Foot Pursuit
10-27	License/ID	10-71	Request Command Member
10-28	Vehicle Plate	10-80	Vehicle Pursuit
10-29	Warrant Check	10-81	Status Check
10-30	Wanted Person	10-95	Suspect in Custody
10-32	Request Backup (Code 1 2 3)	10-96	Mental Health Subject
10-35	Major Crime Alert	10-97	In Route
10-37	Suspicious Vehicle/Person	10-99	Officer in Extreme Distress
Signal	Definition	Signal	Definition
Code 1	Respond No Lights or Siren	Code 4	No Additional Assistant Required
Code 2	Respond Lights, No Siren	Code 5	Felony Traffic Stop
Code 3	Respond Lights and Siren	Code Red	Emergency, Clear Radio Traffic

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Unit Numbers and Callsigns

SASP callsigns consist of the letter “S” (phonetically pronounced “Sierra”) followed by a unique 3 digit number. An Example would be “S845” pronounced “Sierra Eight Four Five”. The 3 digit number a Trooper choses upon becoming a member will remain with them throughout your service with the State Police.

- **Special Unit Callsigns:** Troopers who are part of a special unit may add a designation in their callsign. For example, a trooper in CSU may add “CSU” to their callsign, making their radio display name “S845 | CSU | E. Davis.”
- **Status Changes:** Troopers who are currently occupied or temporarily unavailable may add 10-6 or other relevant status codes to the front of their call sign to indicate that they are still in service but unavailable to respond to radio transmissions.

Channels

By default, SASP utilizes Channel 8 for standard patrol operations state-wide and Channel 9 for priority calls state-wide. Troopers may also utilize other channels while in cooperation with local departments within their jurisdiction, so long as radio etiquette is maintained.

Channel	Use	Channel	Use
1	Admins Only	9	SASP Priority
2	LSPD Tactical	10	SAFW Main
3	LSPD Priority	11	SAFW Priority
4	LSPD Jurisdiction	12	Fire/EMS Main
5	BCSO Jurisdiction	13	Fire/EMS Priority
6	BCSO Priority	14	Dispatch Main
7	BCSO Tactical	15	Tow Main
8	SASP Main	80+	Civilian Channels

Radio Etiquette

When using the radio, troopers are expected to maintain strict professionalism while utilizing the radio. Troopers will adhere to the following guidelines.

- Begin radio transmission with callsign so that all users know who is speaking.
- Keep radio communication as short as possible, utilize 10-codes for efficient relay of information.
- When entering a radio channel utilized by another jurisdiction, ask for permission to speak before relaying traffic.

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- Do not speak over others who are talking. In the event that a unit has priority traffic, begin transmission with “break break break”.
- Switch to priority channels when possible for extended scenes that requires a large amount of communication and coordination, such as pursuits, shots fired etc.
- Avoid personal conversations on the radio - utilize cell phones for extended conversations over distance.

Interdepartmental Cooperation

Chain of Command

Authority

- Troopers fall under the SASP chain of command at all times.
- At no point will Troopers follow commands given by any officer outside of the SASP chain of command.
- Troopers will not issue orders to any officers outside the SASP chain of command

While cooperating with another agency:

- If Troopers are cooperating with another agency that has scene command, the highest ranking Trooper will act as liaison with the officer acting as scene command.
- The ranking Trooper will then issue orders to the other Troopers participating in the scene or operation.
- If there is only one Trooper on scene, they will meet with the scene command to see what is needed and act accordingly.

Agency Assists

Assisting Agencies with Calls for Service:

- Troopers may assist local agencies with calls for service when requested.

Assisting Agencies with traffic stops:

- Troopers are encouraged, but not required, to stop with members of other agencies who are on a traffic stop by themselves.
- Troopers should park at least a car length behind the primary officer's vehicle with blue lights activated and headlights/takedown lights off
- Troopers should wait to the side or behind the stop until the primary officer acknowledges them and advises whether they do or do not require assistance
- Troopers should only assist. At no point should a Trooper attempt to take over another officer's traffic stop.

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- ◆ If misconduct is witnessed by the Trooper, they should report that to the other officer's chain of command.

Assisting Pursuits Initiated by Other Agencies:

In the event that another agency is in pursuit of a vehicle and requests SASP Trooper assistance:

- Troopers must request information:
 - ◆ Reason for the stop
 - ◆ Description of the suspect vehicle
 - ◆ Location and the direction of travel
- Troopers must then determine if it is within a reasonable distance to respond and within policy to conduct a pursuit given the provided conditions.
- If it is determined reasonable to assist, Trooper(s) responding should
 - ◆ Drop to the given priority channel of the agency pursuing for coordination
 - ◆ Respond with blue lights and siren
 - ◆ Navigate to the front of the pursuit to take primary position
 - ◆ Continue the pursuit as dictated by SASP policy.
- Under no circumstances should a Trooper attempt to join a pursuit initiated by another agency unless communication is established and that agency requires assistance.

Speciality Incidents

- Troopers of the SASP are specially trained and equipped to primarily conduct traffic operations, including vehicle stops, accident investigation, DUI investigation, Interstate Interdiction, and Pursuits.
- However, there are many aspects of law enforcement that require inter-departmental cooperation and many types of incidents that may require extra-agency equipment and expertise.
- When faced with conditions and incidents that may require specialized resources or expertise, Troopers should not hesitate to request assistance from other departments. The table below may be utilized as a guide for who to call for a particular event or incident.

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Incident Type	Call First	Call Second
Officer-Involved Shooting ¹	Detectives Bureau	Investigative Services Division
Homicide/Dead Body ¹ Human Trafficking ¹ Prostitution ²	Detectives Bureau	Investigative Services Division
Narcotics ²	Narcotics Unit Detective + K9 Unit	Detectives Bureau
Gang Activity ²	Gang Unit Detective	Detectives Bureau
Mild Officer-Involved Vehicular Accidents (Including PITs) ²	SASP Trooper	10-32 Backup Request
Severe ³ Officer-Involved Vehicular Accidents (Including PITs) ³	Specialized Collision and Reconstruction Team	10-32 Backup Request
Vehicle Pursuit ²	SASP Trooper + Aviation Unit	10-32 Backup Request
Foot Pursuit	K9 Unit + 10-32 Backup Request	10-32 Backup Request
DUI Investigation ²	H.E.A.T.	Detectives Bureau or FST-Certified Patrol Unit
Kidnapping / Abduction ¹	Detectives Bureau + Behavioral Sciences Unit	Investigative Services Division
Armed Subjects ² Active Shooters ² Bank Robbery ¹	Special Response Unit	S.W.A.T or 10-32 Backup Request
Warrants	Call for a unit in the jurisdiction of the suspect's home address	

¹ Required to call for assistance. Officers should not handle these incidents without assistance.

² Assistance required depending on severity. Use your judgment for whether you need assistance.

³ "Severe" includes severe injury or death.

Vehicle Operation

Non-Emergency Operation

For normal, non-emergency operation, Troopers must obey all traffic laws as if they were any other vehicle on the roadway.

There are a few minor exceptions:

Speed

Troopers should keep their vehicle's speed within 15 mph of the posted speed limit. This allowance is to account for the throttle limitations of the patrol vehicle.

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Intersections

Troopers should always stop and yield at a red light intersection. Once all directions are clear and the intersection is unoccupied, Troopers may then proceed through with caution. Troopers are not permitted to roll through red light intersections without stopping.

Passing

In the event that a Trooper is behind a vehicle that is traveling less than the posted speed limit, they may attempt to pass on the left when it is safe to do so. Troopers may not pass when the view ahead is obstructed by terrain or objects.

Emergency Operation

There are many situations that require Troopers to use their vehicle's emergency equipment (blue lights and siren) to expedite arrival to emergencies. While responding in this manner, other vehicles are required to yield and provide a clear path for responders, however, responders are required to drive with due regard to other motorists and pedestrians. No call is worth running the risk of getting into an accident while responding.

Speed

While there is no set speed limits on responding Code 3, Troopers should not drive beyond the limits of their skills or their vehicle. Troopers should also be aware of road conditions, such as rain, which may decrease road friction and the effectiveness of braking, and fog, smoke, hills, trees, buildings, and sharp curves, which may create obscuration and require a reduction in speed.

Following Distance

While operating vehicles at high speed, stopping distance is greatly increased, and likewise the following distance of one emergency vehicle to another should be increased so as to prevent collisions in the event of an emergency stop.

Passing Motorists

It is always preferable for emergency vehicles to pass on the left of traffic. Troopers may pass on the right if necessary, however, extra caution is advised.

Passing Emergency Vehicles

In the event that a Trooper is responding with emergency equipment activated and is traveling faster than another emergency vehicle, the Trooper may pass only when it is safe to do so. Likewise, if a Trooper is traveling slower than another emergency vehicle, they should yield to the right if possible.

Intersections

Troopers are not required to stop at all intersections, however, they must reduce speed enough that they can 1) properly clear intersections in each direction before proceeding through and 2) can safely make an emergency stop in the event that the intersection is not clear.

Trooper Involved Accidents

Trooper v Civilian

Any vehicle accident that involves a Trooper in a department issued-vehicle and results in an severe injury, death, or the disabling of any vehicle involved, must be investigated by an SASP supervisor and a crash report must be submitted to command staff for review. In the event that a supervisor is not available, Troopers are expected to make a self-report.

Trooper v Player

Any vehicle accident involving a Trooper in a department issued-vehicle and another player must be investigated by a SASP supervisor and a crash report must be submitted to command staff for review. In the event that a supervisor is not available, Troopers are expected to make a self-report.

Dash Cameras

Troopers are encouraged to utilize a dash-cam in their vehicles and submit a recording of any accidents they are involved in or witness.

Use of Force

Use of Force Continuum

There are 5 levels of force available: Presence, Communication, Hands On, Less-Than-Lethal, Deadly Force. Troopers should be intimately familiar with the Use of Continuum

Level 1 - Officer presence: Often by simply being in an area where crime is likely to occur, an officer's presence, whether in uniform on foot, or in a marked patrol car, may deter criminal behavior.

Level 2 - Verbal Communication: Many altercations and criminal behavior can be deterred by speaking to potential offenders, through negotiation, education, arbitration, communicating the law, and verbal crisis intervention techniques. Verbal communication also includes the use of commands, such as "police, don't move" or "police, stop". It is always important to identify oneself as law enforcement and attempt to issue commands to prevent an escalation.

Level 3 - Hands-On: When words fail to prevent criminal behavior, Troopers may be required to use force in a hands-on approach to physically restrain threats or suspects. Use of hand-to-hand techniques to safely and efficiently restrain with minimal harm are paramount. Compliance may be gained through the use of tackling, grabbing, demobilization techniques, application of force to pressure points, and strikes to extremities.

Level 4 - Less-than-lethal Force: When situations escalate and hands-on force is no longer reasonable or safe in order to halt a threat or affect a detention or arrest,

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less-than-lethal force may be necessary. This comes in the form of batons, beanbag-shotguns, tasers, and OC spray/gas. All uses of less-than-lethal force require medical evaluation for the individuals affected by it.

Level 5 - Deadly Force: In the event that a situation escalates to the point that deadly weapons are being used against Troopers or others, such as blades, guns, explosives, or other devices or methods that could pose imminent risk of death, the use of deadly force may be necessary to prevent loss of life. If deadly force becomes necessary, Troopers are expected to act quickly and decisively to eliminate the threat, and to cease use of deadly force as soon as the threat has been eliminated. Once the threat has ceased, Troopers are required to render aid, in order of victims first and suspects second. All use of deadly force requires investigation by a detective and review by a supervisor when available.

Procedures for Use of Force

Troopers involved in use of force incidents are required to follow certain procedures.

For Level 3: Troopers should check the suspect for injuries and ask if they would like medical attention if they are injured. If suspects must be medically transported, a use of force report should be made and reviewed by a supervisor

For Level 4: Troopers should immediately request medical services if they are available to check suspects for injuries, remove taser prongs, dress wounds etc. A use of force report should be filled out and reviewed.

For Level 5: Troopers should immediately request medical services and attempt to render aid to affected subjects. A supervisor should be requested if available to investigate and, if the use of force results in a fatality, an investigator should be requested.

Accident Investigations

As the subject matter experts of traffic laws, regulations, and enforcement, the troopers of the San Andreas State Police have the duty of investigating motor vehicle accidents on the public roadways, highways, and interstate systems of San Andreas.

Responding To Motor Vehicle Accidents

- When dispatched to an accident scene, Troopers will obey traffic laws unless there is an emergency that requires an expedited response, in which case, blue lights and siren should be used and due regard is given to other motorists.
- Once on scene, Troopers should activate blue lights and either pull off of the roadway, unless the vehicles or occupants involved are still in the roadway, in which case the patrol car should be used to block the roadway and warn other motorists.
- If other emergency responders are not yet on scene, Troopers must check all involved parties for injuries and take life saving actions as necessary according to their training until medical services arrive

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- Troopers will wear a reflective vest, jacket, or coat for the duration of accident investigation.

Investigation of Motor Vehicle Accidents

- The investigating Trooper should take care to attempt to preserve the crime if there is severe injury or death
- For minor accidents, vehicles should be moved as far out of the roadway as possible to allow for traffic flow.
- Troopers will, to the best of their ability, attempt to determine what occurred the lead to the crash and complete the Motor Vehicle Accident Form at minimum for accident investigations
- All involved parties are entitled to receive a copy of the accident report once it is completed and submitted.

Vehicle Stops

One of the primary duties of the SASP is conducting enforcement of the state's traffic laws. As such, conducting successful and safe vehicle stops is one of the most important skills a Trooper must have. These guidelines will help Troopers safely and effectively conduct vehicle stops during the course of their duties. For this policy, vehicle stops will be divided into standard vehicle stops, extended vehicle stops, and felony vehicle stops, as each has very different approaches, mindsets, and procedures.

Standard Vehicle Stop

While there is no such thing as a 'routine traffic stop' most stops fit this category in that they do not involve probable cause that a felony has been committed.

- **Reasonable Articulate Suspicion:** Before conducting a stop, a Trooper must have at least reasonable articulable suspicion to believe that a crime has been, is being, or will be committed, by an occupant of the vehicle, be it the driver or a passenger.
- **Blue Lights and Siren** must be used to indicate the driver of the suspect vehicle should pull to the right and cease movement.
- **Radio Callout:** Once the Trooper has initiated the stop, they must call out their stop to dispatch "[Badge #] 10-11". If a dispatcher is active, they must wait to be acknowledged. Otherwise, proceed, "[Postal and Road] with a [vehicle description], 10-28 of [plate #], over."
- **Positioning:** Patrol cars will be parked to the rear of the suspect vehicle in such a way that the greatest degree is protection and safety is achieved
 - ◆ Angling will be used when possible to provide hard cover for the Trooper and reduce the danger of collisions from other motorists
 - ◆ For stops performed at night, patrol cars should be positioned so as to angle takedown lights into suspect vehicle and away from passing motorists

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- **Communicating with the driver:** Troopers will always greet occupants of stopped vehicles with courtesy and in a professional manner:
 - ◆ Troopers will generally initiate contact by introducing themselves by rank, name, and department, e.i. “Hello, I am Trooper David with the State Police”
 - ◆ Troopers will request driver’s license or some form of ID and any other relevant documentation upon making contact
 - ◆ Troopers will inform the driver of the reason for the stop in a polite manner, with the discretion to do so before or after requesting identification
 - ◆ Troopers have discretion to request occupants to remain in the vehicle or to step outside the vehicle for the duration of the stop.

- **Enforcement Action:** Troopers will conduct appropriate enforcement action including:
 - ◆ Ensuring applicable documentation is present, valid, and up to date via the MDT
 - ◆ Issuing citations or warning for citable offenses at the Trooper’s discretion
 - ◆ Educating drivers on laws and procedures as related to possible offenses
 - ◆ Informing drivers of the steps to take to fix issues that may be present
 - ◆ Attempting to positively alter the subject’s future behavior in motor vehicle operation

- **For Offenses Cited:** Troopers should explain the offense(s), the court date, the option to take care of it out of court if applicable, and request a signature.
 - ◆ If the suspect refuses to sign the citation, advise them that their signature is not admission to guilt, it is simply acting as their bond, affirming that they will show up for court or pay the fine.
 - ◆ If the suspect still refuses to sign the citation, inform them that without the signature, they will be booked and processed in the jail.
 - ◆ If the suspect continues to refuse, see extended vehicle stops.

- **Concluding the Stop:** Once the appropriate enforcement action is conducted, the Trooper should ask if the driver or occupants have any questions.
 - ◆ If there are no other comments or questions, the Trooper should inform the driver that they are free to go and advise them to pull out safely into traffic.
 - ◆ The Trooper should return to their vehicle and keep blue lights on until the suspect vehicle has left the side of the road way
 - ◆ Once the stop is concluded, the Trooper should call out over the radio “10-8 from stop,” with the # of arrest and # of warnings, and create a brief traffic stop report.

Extended Vehicle Stop

For vehicle stops that go beyond the scope of the procedures for a standard stop, such as a valid warrant for arrest, a vehicle search, suspected DUI, or any other reason that involves having one or more of the occupants step out of the vehicle and a possible arrest, the Trooper performing the stop should utilize extended stop procedures.

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- **Backup:** If the Trooper is outnumbered by occupants of the vehicle, has non-compliant subjects, or otherwise feels unsafe, they should request backup
- **Stepping Out:** When the Trooper requires the driver to step out of their vehicle, they should follow the use of force continuum, by first requesting, then ordering, then forcing, then resorting to less lethal methods.
- **Safety:** When an occupant is asked to step out of the vehicle, the Trooper should prioritize safety and have them stand in a safe spot away from traffic but preferably still within view of the dash camera of the patrol vehicle.
- **Warrant:** for a stop where a single occupant has a warrant on charges that are less than a felony, a single Trooper may make an arrest. If the warrant is for a felony charge, see felony stop procedures.
- **DUI:** If a standardized field sobriety test (SFST) is being performed on the roadside, the patrol vehicle should be positioned so as to protect the Trooper and suspect from passing traffic. SFSTs should only be performed by trained Troopers.
- **Vehicle Search:** If a vehicle search is being performed, the secondary Trooper should stand with the occupant or occupants at all times while the primary Trooper conducts the search.
- **Documentation:** A driver or vehicle may lack proper documentation for operating the vehicle, Troopers have a certain amount of discretion in enforcement action and should act according to their training.
- **Licensed Driver:** If a driver is arrested or otherwise unable to operate a vehicle, the vehicle may not be left on the roadside under any circumstances. If it is drivable, it may be driven from the scene by a licensed driver with the consent of the registered owner (not just the driver).
- **Impound:** If a vehicle is unable to be driven from the scene or another a licensed driver is unable, unwilling, or not allowed to drive the vehicle home, then the vehicle must be inventoried and impounded

Felony Vehicle Stop

The most severe and dangerous level of vehicle stops, a felony stop occurs when the Trooper initiating the stop has probable cause to believe that a felony offense has been, is being, or will be committed. Probable cause may include: the vehicle is registered stolen, an occupant has a felony warrant for arrest, or the vehicle fled from police. A regular traffic stop may become a felony stop at any point. Troopers will adhere to the following procedures for felony stops.

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- **Backup:** Is required for felony stops, in the form of at least one other sworn law enforcement officer. Troopers will not conduct felony stops alone unless exigent circumstances apply, such as an active threat to the Trooper or public. The primary Trooper will wait in their patrol car until backup arrives.
- **Positioning:** The initial Trooper will keep their vehicle parked in its original orientation. The secondary Trooper will position their vehicle alongside the primary's patrol vehicle at such an angle that the engine block provides adequate cover from the suspect vehicle. If traffic must be blocked, a speed zone will be set to prevent collisions.
- **Posture:** Troopers will immediately deploy from their vehicles with weapons drawn and aimed at the suspect vehicle while maintaining as much cover as possible.
- **Cover:** At least one Trooper or Officer present should maintain cover on the suspect vehicle at all times from the beginning of the stop until the vehicle is cleared.
- **Commands:** Only one Trooper will issue commands. The primary may choose to give commands or allow the secondary to issue commands. Commands will be shouted and announced clearly so that there is no confusion.
 - ◆ Occupants should be ordered out of the vehicle one at a time.
 - ◆ The driver should be prioritized over other occupants to prevent a vehicle pursuit.
 - ◆ Other occupants may be pulled out in order of importance or in an order that the primary Troopers determines to be appropriate
- **Detainment:** Each occupants should be detained with cuffs upon exiting the vehicle. Occupants may then be searched once safely restrained.
- **Clearing the Vehicle:** Once all occupants are out of the vehicle, a Trooper or Officer may approach to ensure the vehicle is clear.
- **Conclusion:** After the vehicle is cleared, Troopers or Officers may reduce posture and continue with a roadside investigation.

Vehicle Pursuit Procedures

In the event a violator attempts to flee from law enforcement in a vehicle, it may be necessary to initiate a pursuit. All direct participants must be operating their vehicle according to the Emergency Vehicle Operation Policy and avoid contributing to the danger already presented by the suspect vehicle. Due to the dangerous and chaotic nature of vehicle pursuits, there are extensive procedures and guidelines

Initiation of a Pursuit

- **Decision to Pursue:** When a suspect vehicle flees, the decision on whether or not to initiate a pursuit lies solely on the Trooper that attempted the initial contact with the vehicle.

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- ◆ It is the responsibility of the individual Trooper to utilize their training to determine whether a pursuit is justifiable or necessary, and to be able to articulate their reasoning for choosing to pursue.
 - ◆ The guidelines for that decision are as follows:
 - The reason for the stop
 - The manner of driving of the suspect
 - Type of vehicle the suspect is utilizing
 - Limitations of the patrol vehicle
 - Road and weather conditions
 - The danger presented to the public by choosing to pursue
 - The potential danger to the public if the suspect is not stopped
 - The likelihood of arresting the suspect at a later date
- **Restrictions:** Pursuits may not be conducted for any reason if any of the following restrictions are present:
- The initiating Trooper does not have working emergency equipment (blue lights, siren, radio)
 - The initiating Trooper has a suspect in his or her custody
 - The suspect vehicle is no longer visible
- **Initial Callout:** The initiating Trooper must give:
- Their status (10-80)
 - Locations and direction of travel (Postal, Street, Cardinal Direction)
 - Description of the suspect vehicle (color, type, model, plate, number of occupants if visible, any other quickly identifiable features).
 - Behavior if applicable (ramming other vehicles, traveling the wrong way, shooting out of the window, etc.)

Conducting the Pursuit

- **Backup:** Once a pursuit is called, additional Troopers that are available in the area should attach themselves to the pursuit and respond code 3 to expedite assistance.
- ◆ Troopers should announce their position in the pursuit once attached assuming radio traffic allows (second, third, fourth)
 - No more than 4 Troopers should be directly involved in a pursuit
 - If there are already 4 involved, additional may trail behind at reduced speed to assist with any collisions that occur
- **Communication:** Pursuits rely heavily on coordination and communication between Troopers. Only one Trooper should be providing callouts during the pursuit so as to prevent overlapping radio traffic. It may be necessary to move to a priority channel for this reason.
- ◆ Primary: priority number 1 should be the safe operation of their vehicle, priority 2 should be communication, providing updates to status, including:
 - Location and direction
 - Collisions that occur during pursuit

- Additional information about the vehicle, such as plates, number of occupants, etc.
 - Avoid clogging radio traffic with any unnecessary information, such as speed, weather, road conditions etc. unless a supervisor specifically requests it
 - Secondary: the first Trooper that arrives behind the primary should immediately take over callouts so that primary can focus on driving
 - Aviation unit: if aviation is made available to assist, they will take over callouts for as long as they maintain visual on the suspect vehicle
- **Order of Pursuit:** During a pursuit, the order in which pursuing vehicles are arranged may change due to a number of circumstances. In the event that one patrol vehicle must pass another, the vehicle being passed must yield to the right, and the vehicle passing must advise their intention on the radio, so long as it does not interfere with ongoing channel traffic.
- ◆ At no point should any other unit attempt to take primary unless:
 - The primary unit requests a secondary unit to take primary
 - The primary unit becomes disabled and must fall out of the pursuit
 - The primary unit must take evasive action and temporarily fallout of the pursuit (in which case they should be allowed to pass back to the front to regain original position)
 - The primary unit should yield their position to a secondary if:
 - They are in an unmarked vehicle or motorcycle
 - They are unable to keep up with evading suspect vehicle
 - They are ordered to by a superior
 - Some patrol vehicles have handling and acceleration that is better suited for pursuits and should be given positions closer to the primary position to better assist

Terminating the Pursuit

- **Methods of termination:** Pursuits may be terminated in 4 ways:
- The Primary unit or a supervisor may decide that the pursuit is too dangerous to continue and terminate the pursuit
 - The suspect vehicle may successfully evade law enforcement by breaking visual contact
 - The suspect may voluntarily come to a stop or halt due mechanical issue, fuel consumption, or a collision
 - The suspect vehicle may be halted due to direct intervention by pursuing officers.
- **Trooper Initiated Termination:** In the event that either initiating Trooper or a supervisor chooses to terminate the pursuit, all participants will immediately:
- ◆ Reduce speed
 - ◆ Downgrade to code 1.
 - ◆ Troopers may elect to follow the suspect vehicle at a distance, or, if available, an aviation unit may follow the suspect vehicle from above.

- **Loss of Contact:** In the event that visual is lost on the suspect vehicle, Troopers will
 - Downgrade but continue searching the area of the last known location/direction of travel
 - Create a BOLO on the suspect vehicle.

- **Suspect Initiated Termination:** In the event that the suspect vehicle comes to a halt on its own or without direct intervention, Troopers will
 - ◆ Kill sirens
 - ◆ Position vehicles to block traffic, provide cover
 - ◆ Conduct procedures for a felony stop on the vehicle.

- **Pursuit Intervention Actions:** If the suspect vehicle refuses to yield and at least one secondary unit is attached to the pursuit, units may utilize techniques to bring the suspect vehicle to halt. Techniques include:
 - ◆ Channeling/rolling roadblock
 - ◆ Tire deflation devices
 - ◆ Precision Immobilization Technique, or PIT maneuver.

- **Channeling/Rolling Roadblock** consists of 2 or more patrol cars that maneuver in front of and behind a suspect vehicle in an attempt to block and/or redirect a suspect vehicle.
 - ◆ This can only be attempted if units involved
 - Are properly trained in the technique
 - Have constant and reliable car-to-car communication.
 - ◆ Technique may be used to:
 - Bring the vehicle to a slow stop
 - Channel the vehicle to a specific location
 - Force the vehicle away from areas congested with pedestrians or motorists.

- **Tire Deflation Devices**, otherwise known as spike strips, may be utilized in an attempt to deflate a suspect vehicle's tires in order to expedite the termination of the pursuit. This technique is very useful for vehicles that cannot be PIT or blocked, such as heavy commercial vehicles.
 - ◆ This technique requires communication and coordination between directly involved units and a unit ahead of the pursuit that is in position to safely lay spike strips.
 - ◆ The unit laying spike strips must inform units in the pursuit of his location and intentions.
 - ◆ The pursuing units must provide the direction the pursuit is coming from, the lane the vehicle is in, a description of the vehicle, and location updates as necessary.
 - ◆ The unit laying the spike strips must use proper timing to ensure that he:
 - Spikes are not deployed too early, so as to avoid deflating the tires of innocent motorists

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- Spikes are quickly retracted after the suspect vehicle passes, so as to prevent following units from deflating their tires.
 - Once spike strips are deployed, the deploying unit must announce their location over their radio to warn pursuing units.
 - Once the spike strips have been retracted, the Trooper may fall in behind the pursuit to assist further
 - The use of tire deflation devices are the only authorized method of halting suspect vehicles that weigh in excess of 8,000 lbs.
- **The PIT maneuver** is the most dangerous but effective method of bringing a suspect vehicle to a halt.
- ◆ **PIT Procedures:**
 - The PIT maneuver is conducted by the primary unit
 - The primary unit will pull alongside the suspect vehicle and place his or her push bumper next to the back end of the side of the suspect's vehicle, just behind the rear axle.
 - Once alignment is made, the primary unit must make slight contact with the push bumper on the target area, make a quarter turn of the wheel towards the suspect, and accelerate slightly into the turn.
 - If performed correctly, this will cause the suspect vehicle to spin out.
 - Primary unit must then straighten up their wheels and begin braking.
 - Once sufficiently slow speed is reached, the Trooper may then execute a u-turn to assist secondary officers in pinning in the vehicle and making the arrest.
 - **The PIT maneuver may only be performed once the following conditions are met:**
 - The Trooper performing the maneuver is properly trained in the technique
 - The roadway ahead and immediate area is free of motorists, or pedestrians that could be affected by the maneuver
 - The danger of a continued pursuit is greater than the risk involved with PIT itself. Factors a Trooper should consider are:
 - ◆ The conditions of the road (wet v dry, size of road, obstruction such as dividers, trees, buildings, ditches, bridges)
 - ◆ Visibility, which can be limited by obstructions such as hills, turns, other vehicles, fog, rain, and darkness
 - ◆ Number of occupants in the vehicle and consideration for involuntary participants that may in the vehicle
 - ◆ The speed of the suspect vehicle, the higher the speed, the less control the primary unit has on the outcome
 - ◆ The type of vehicle
 - Vehicles with high center of gravity or short wheelbase may be prone to rolling over
 - Motorcycles or ATVs will likely result in severe injury or death of the rider, DO NOT PIT
 - Vehicles that greatly exceeds the weight of the patrol car performing the maneuver, such as heavy commercial vehicles, an attempted PIT will be ineffective

- ◆ The aggressiveness or recklessness with which the suspect vehicle is driving and the immediate danger that it poses to other motorists, such as:
 - passing over double yellow lines
 - failing to yield to traffic control devices
 - driving the wrong way
 - forcing other vehicles off of the roadway
 - driving at speeds considered reckless (30 mph above posted limit)
 - actively and deliberately attacking pursuing units or other motorists.

- **Deadly Force:** In the event that a suspect vehicle engages in deadly force during the pursuit, Troopers may be authorized to use deadly force in return, including firearms, only if:
 - The actions of the suspect(s) pose an immediate and significant risk of severe harm or death to the public or law enforcement (e.i. discharging firearm from inside of the vehicle)
 - All other efforts to halt the vehicle have been exhausted or are impractical due to limitations (e.i. Cannot get close enough due to gunfire received from the suspect vehicle)

- **Arrest:** Once the suspect vehicle is halted, units should prepare to make an arrest
 - ◆ Pursuing units should block the vehicle in
 - ◆ Units should then follow felony stop procedures to detain each occupant of the vehicle
 - ◆ In the event that one or more occupant attempts to flee on foot, at least one unit must remain at the scene with the suspect vehicle
 - ◆ If multiple occupants flee, the occupant identified as the driver should be prioritized, unless another occupant poses a greater risk to the public

Post-Pursuit Procedures

- **Medical Evaluation:** Once each occupant is properly detained and searched, and the vehicle is cleared, Troopers should check all occupants for injuries
 - ◆ In the event of PIT or a vehicle collision, EMS should be requested immediately to assess for injuries.
 - ◆ If any force was used during the arrest, units must ask occupants if they would like to be evaluated by EMS
 - ◆ If any occupants were seriously injured during pursuit or arrest, units will immediately provide medical aid and request EMS
 - ◆ If EMS is not available, suspects may be transported to a hospital for evaluation.

- **Supervisor:** If a supervisor is not already en route or on scene, one should be requested to take command and conduct any required investigations.
 - ◆ Supervisor will conduct investigations for any use of force involved in the incident and file reports as needed.
 - ◆ In the event that no supervisor is available, primary has command of the scene

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- **Primary Unit Responsibilities:** The primary unit of the scene is the Trooper that has initial chargers on the suspect and initiated contact. If the primary unit is incapacitated, primary responsibilities will fall to the second unit
 - ◆ In the event that there are no serious injuries or deaths, the roadway should be opened as much as reasonably possible.
 - ◆ Efforts should be made to identify each occupant and determine what charges, if any, are applicable to passengers.
 - ◆ The vehicle must be searched and inventoried in totality before being impounded.
 - ◆ Plate information, occupant information, and callsigns of units involved before releasing anything from the scene.
 - ◆ If the primary unit will transport the primary suspect

- **Secondary Unit Responsibilities:** Secondary units consist of any units that assisted directly with the pursuit and arrived at the termination point.
 - ◆ Secondary units will provide scene securement and traffic control
 - ◆ Secondary units will assist primary with suspect searches, identification and questioning, vehicle inventory, and documentation
 - ◆ In the event that the primary unit has an unserviceable patrol vehicle, a secondary unit will provide transport for suspect(s).
 - ◆ If multiple suspects must be transported, a secondary unit will provide transport for secondary suspects

- **Severe Injury Or Death Procedures:** In the event of a severe injury or death, no vehicles should be moved or touched in any way until a supervisor arrives and assumes scene control.
 - Injured persons must be transported to emergency facilities as soon as possible, accompanied by a law enforcement officer if one is available.
 - In the event that the use of a pursuit intervention action leads to severe injury or death, a command member must be notified, SCRT may be requested if available, the Trooper or Troopers involved in the pursuit intervention action must file a detailed report for review and may be placed on administrative leave pending the result of an investigation.
 - Once the scene investigation is completed, the suspect vehicle may be impounded and secondary units may clear the scene.

- **Pursuit Review:** After reports and investigations are completed, all Troopers involved in a pursuit that results in severe injury or death may be subject to a post-pursuit review and critique with a Troop Officer or Command member to determine if actions were conducted in compliance with policy, to provide feedback, both positive and negative to assist with skill development, and to conduct administrative action as necessary pending the outcome of the pursuit.