

**State of Minnesota**  
**Emergency Medical Services Regulatory Board**  
**Board Ambulance Standards Ad-Hoc Work Group Meeting**

*Monday May 16, 2016 – 10:00am*

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**Meeting Notes**

Attendance: Pat Coyne, Chad Dotzler, Kjelsey Polzin, Matt Will, Jeff Czyson (Phone), Tom Frost (Phone), Bob Norlen

**1. Call to Order**

Pat Coyne, Work Group Chair called the meeting to order at 10:09am and began the meeting with introductions.

**2. Approve Agenda**

Agenda was approved by consensus of the Work Group members.

**3. Approve Meeting Notes from April 21, 2016 Meeting**

Meeting notes from April 21, 2016 meeting were approved by consensus of the Work Group members.

**4. Chairs Comments**

None

**5. Discussion on CAAS GVS v1 Standard**

- *Review of CAAS GVS v1 document provided by Fred Pawelk*

The Work Group members reviewed the questions document on the CAAS-GVS Standard prepared by Work Group member Fred Pawelk. With the review and discussion, the following exceptions or clarification to the CAAS-GVS Standard are recommended for Minnesota.

- ✓ **Item -Table 1** – Light colors – Eliminate the parts of this table that reference light color. If blue lights (or green or other colors) are allowed in only certain locations, this is the place to include any references to DOT laws governing this or limitations on light colors and/or locations.  
*\*Work Group recommends to reference Minnesota Department of Public Safety requirements for emergency vehicle lighting.*
- ✓ **Item – C.9.6** Related to Front Bumper  
*\*Work Group recommends exception to this standard as written – allow for other bumper types that will accommodate grill and front end protectors.*
- ✓ **Item – C.10.6** Related to Drip Rails around Perimeter of Roof.  
*\*Work Group recommends exception to this standard as written.*
- ✓ **Item C.11.3.9** – Oxygen Storage - The oxygen storage area shall be configured and used only for the main oxygen cylinder and associated plumbing.  
*\*Work Group recommends exception to this standard as written. Other equipment and supplies may be added as long as they are not an ignition source.*
- ✓ **Item – C.11.7** - IV Holder for Intravenous Fluid Containers  
*\*Work Group recommends exception to this standard as written. Service decision.*
- ✓ **Item C.14.3** – Antenna Cable Access  
*\*Work Group recommends exception to this standard as written. Service/Builder decision.*
- ✓ **Item C.7.4.2** – Voltmeter and Voltage Monitor  
*\*Work Group recommends exception to this standard as written. Allow for dedicated battery for vehicle starting - would allow for variance on low voltage alarm settings.*

Additionally, the review of the document generated the following questions that were requested to be submitted to CAAS-GVS for further clarification.

1. Payload 1,300#. Minimum number of people is three – seated positions up to 8 - that equals 513 to 1,368. Average amount of equipment averages 1,000#. My feeling is that 1,300 may be light. Old KKK used to be 1,700. I would also say there should be minimum payload requirements for front and rear axles. Keep in mind the KKK standard referred to is weighed to KKK spec and does not include added options. The CAAS standard requires as built curb weights which reflect actual conditions of the specific vehicle and are an improvement over the KKK. The industry as a whole is allowing the end customer to exceed chassis GVW by having this many seating positions. Keep in mind the average weight of equipment installed in the vehicle is around 1,000 pounds with the cot, oxygen tanks, etc...

*Question: Need clarification if 171lbs per seat position – is this included in the 1300 lbs of payload that need to remain. In general, what does this include?*

2. C.7.1.1.3 – Master battery switch – indicator light? Ford no longer allows a battery disconnect switch per QVM (Qualified Vehicle Modifier) guidelines. Most current ambulances built do not have Master battery switches. Generally, what is used is an ignition source tied to a disconnect solenoid that disconnects the FSAM (Final Stage Ambulance Manufacturer) added electrical system.

*Question/Clarification: Clarification needed on language – Master Battery Switch. Is this the Module disconnect?*

3. C.10.4.3 – Why 60”? Just curious.

*Question: Why did CAAS arrive at 60”?*

4. Page 43 Figure 2 – Why is the CAAS document referencing KKK payload minimum when the CAAS document has already set 1,300# as the payload requirement?

*Question/ Clarification: Why is the CAAS standard referencing KKK on the payload chart?*

## 6. Other Committee Business

None Noted

## 7. Next Meeting

TBD by Work Group Chair

## 8. Adjourn Meeting

Meeting adjourned by Work Group consensus at 12:15pm