

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

Tuesday August 30, 2016 – 10:00am

Meeting Notes

Attendance: Pat Coyne, Chad Dotzler, Kjelsey Polzin, Jeff Czysen, Fred Pawelk, Tom Frost (Phone), Bob Norlen

1. Call to Order

Pat Coyne, Work Group Chair called the meeting to order at 10:06am and began the meeting with introductions.

2. Approve Agenda

Agenda was approved by consensus of the Work Group members.

3. Approve Meeting Notes from May 16, 2016 Meeting

Meeting notes from May 16, 2016 meeting where approved by consensus of the Work Group members.

4. Chairs Comments

None

5. Review of Responses to Work Group Questions Directed to CAAS-GVS

The work group reviewed responses to questions sent to CAAS-GVS standards liaison Mark Van Arnam. The work group had a short discussion related to the response on payload requirements in the CAAS-GVS standard and how this would be regulated. The work group discussed the importance of services knowing vehicle weight limitations with equipment and crews and suggested services should have ambulances weighed to determine if payload requirements are being met. The consensus was that more discussion by the work group would be needed related to specifics on how to regulate payload within a standard.

6. Discussion on Cost Comparison for Implementing CAAS-GVS Standards in Minnesota

It was noted by the work group that cost related to the implementation of a new ambulance manufacturing standard in Minnesota would be important to determine for both the Board and the industry. It was noted that a lot of numbers related to cost with implementation of safety standards such as the cot retentions systems. It will be important to ensure the Board and industry have some accurate cost implementation projections. Work group members Fred Pawelk and Chad Dotzler will do some research on this and provide more information related to cost comparisons at the next meeting.

7. CAAS-GVS Implementation Process in Minnesota

The current land ambulance standards requirements are in Minnesota Rule chapter 4690. The EMSRB staff feels that any changes to land ambulance requirements should remain in rule. This gives the Board more flexibility in addressing rule requirements and issuing waivers to rules in an event that is needed. This will ultimately be a Board decision on keeping ambulance standards requirements in rule or moving them to statute.

The work group discussed language that could be proposed for implementation of the work groups recommended [CAAS-GVS standard](#). After discussion by the work group the following recommended language was drafted which includes exemptions to the standard.

Draft Rule Language:

GROUND AMBULANCES.

Subpart 1. Ground ambulances manufactured and purchased after *<Insert Date>*: All ground ambulances manufactured and purchased for providing “ambulance service” [[Minn. Stat. § 144E.001, subd. 3](#)] after *<Insert Date>* must comply, at minimum, with CAAS-GVS standards in effect on the date the ground ambulance is under contract for manufacturing:

- a. **Exemptions from regulation.** Notwithstanding any other law, ground ambulances manufactured and purchased after <Insert Date> for providing “ambulance service” [[Minn. Stat. § 144E.001, subd. 3](#)] are exempt from the following CAAS-GVS standards sections: C.7.4.2 [only if idle management system is installed]; C.9.6 [as it pertains to the OEM standard chrome bumper]; C.10.6 [as it pertains to drip rails]; ~~C.11.3.9~~; C.11.7; C.14.3 [as it pertains to centerline requirement].
- b. Ground ambulances manufactured and purchased after <Insert Date> by a licensee must comply with <Insert DPS Minnesota Statutes> related to minimum lighting requirements and displaying of lights and sirens on ground ambulances.

Note after further discussion on the standards exemptions, the work group recommended to strike C.11.3.9 from the draft language.

Exceptions Clarification:

C.7.4.2 VOLTMETER AND VOLTAGE MONITOR - [only if idle management system is installed]
A voltmeter illuminated for nighttime operation shall be furnished. The electrical system shall be monitored by a system that provides an audible and visual warning in case of low voltage to persons’ in the ambulance of an impending electrical system failure caused by the excessive discharge of the batteries. The charge status of the battery shall be determined by direct measurement of the battery voltage. The alarm shall sound if the system voltage at the battery drops below 11.8 V for 12 V electrical systems for more than 120 seconds.

C.9.6 BUMPERS AND STEPS - [as it pertains to the OEM standard chrome bumper]
OEM’s standard chrome bumper shall be furnished in the front of the chassis. The rear of the ambulance shall be furnished with a sturdy, full-width, rear bumper, with step secured to the vehicle’s chassis- frame. The bumper-step shall be designed to prevent the accumulation of mud, ice, or snow and made of antiskid open grating metal. These steps shall not be located or exposed to the interior of the ambulance when the door(s) are closed. All necessary steps shall be at least the width of the door opening for which they are provided. The step’s tread shall have a minimum depth of 5" and a maximum depth of 10". If the step protrudes more than 7" from the rear of the vehicle, a fold up step shall be furnished. The rear bumper and step shall be adequate to support a test weight of 500 lbs and shall conform to AMD Standard 018 (Rear Step and Bumper Static Load Test). The height of the rear step shall not exceed 22".

C.10.6 AMBULANCE BODY STRUCTURE - [as it pertains to drip rails]
Drip rail(s) shall be provided around the entire modular body and have drain points at each corner.
Drip rails shall also be furnished over each entry and compartment door.

C.11.7 IV HOLDER FOR INTRAVENOUS FLUID CONTAINERS
One IV mount specifically designed for holding IV containers shall be provided, including Velcro type straps to adequately secure an IV bag/bottle. The device shall not protrude more than 1", and shall be located adjacent to, or on the cabinetry near the head of the primary patient. Swing down IV hangers with rigid support arms shall not be specified or furnished.

C.14.3 ANTENNA CABLE AND ACCESS - [as it pertains to centerline requirement]
The FSAM shall provide each ambulance with a ground plane, and coaxial lead-in wire from the ventilated radio storage area/compartment to the centerline of the patient compartment roof. An antenna wiring access/port shall be provided in the patient’s compartment directly under the coaxial leads. The port shall provide a least a 16 sq. in. clear access. All nonmetallic roofs will be equipped with at least a 40" x 40" metal ground plane molded into the roof. The ground plane then shall be properly grounded to the chassis ground. The antenna cable (lead-in) shall be provided and clearly labeled with

RG/58U or equal cable. Approximately 18" of extra cable shall be provided at the roof and approximately 36" at/in the radio area/compartment.

Recommended to strike from exemptions:

C.11.3 STORAGE COMPARTMENTS AND CABINETS DESIGN

9. The oxygen storage area shall be configured and used only for the oxygen cylinder and associated plumbing.

8. Clarify other Work Group Charges from the Board

Mr. Coyne will seek clarification on other work group charges and report back at the next meeting.

9. Other Work Group Business

None

10. Next Meeting

Tuesday October 18, 2016 – 10:00am EMSRB Offices

11. Adjourn Meeting

Meeting adjourned by Work Group consensus at 11:58am