

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

Tuesday August 30, 2016 – 10:00am
EMSRB Offices – 3rd Floor – Conference Room C
[Directions & Parking](#)

Agenda

- 1. Call to Order – (10:00 a.m.)** – Pat Coyne, Ad-Hoc Work Group Chair
- 2. Approve Agenda** – Patrick Coyne, Work Group Chair
[Motion: To approve the agenda for the August 30, 2016 Ambulance Standards Ad-Hoc Work Group meeting]
- 3. Approve Meeting Notes from May 16, 2016 meeting** – Attachment 1
[Motion: To approve meeting notes from May 16, 2016 Work Group meeting]
- 4. Chairs Comments** – Patrick Coyne, Work Group Chair
- 5. Review of Responses to Work Group Questions Directed to CAAS-GVS** – Attachment 2
- 6. Discussion on Cost Comparison for Implementing CAAS-GVS Standards in Minnesota**
- 7. CAAS-GVS Implementation Process in Minnesota** – Attachment 3
- 8. Clarify other Work Group Charges from the Board** – Patrick Coyne, Work Group Chair
- 9. Other Work Group Business**
- 10. Next Meeting**
- 11. Adjourn Meeting**
Motion: To adjourn

Note: Some work group members may be attending this meeting through an on-line meeting tool called LYNC or by conference call. In accordance with Minn. Stat. § 13D.015, subdivision 4, the public portion of this meeting, therefore, may be monitored by the public remotely. If you wish to attend by LYNC or conference call, please contact Robert Norlen by email at robert.norlen@state.mn.us for connection information. Please make contact for LYNC or conference call information no later than **2:00 p.m. on Monday, August 29, 2016** to ensure a response in time to connect to the meeting.

The public may also attend this meeting in person at the location identified at the top of the agenda.

If you plan to attend the meeting and need accommodations for a disability, please contact Melody Nagy at (651) 201-2802. In accordance with the Minnesota Open Meeting Law and the Internal Operating Procedures of the Emergency Medical Services Regulatory Board, this meeting notice was posted at: <http://www.emsrb.state.mn.us>

State of Minnesota
Emergency Medical Services Regulatory Board

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Board Ambulance Standards Ad-Hoc Work Group Meeting

Monday May 16, 2016 – 10:00am

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



June 1, 2016

TO: Robert Norlen

FM: Mark Van Arnam, CAAS GVS

REF: Questions

Thanks again for your questions regarding GVS. I apologize that I was traveling over the holiday weekend and slow to answer your email.

Through the 2 ½ year process, the broad GVS based committee made every effort to address current concerns, while still maintaining the overall quality content and refinement of the KKK document. We appreciate the opportunity to respond to your requests for clarification.

- 1) Payload. Vehicle payloads and awareness of GVWR limitations are a huge issue. This is particularly a concern on Type II and the smaller modular vehicles where GVWRs are lower. Our intent was to create a MINIMUM standard for the completed vehicle that was relevant to the builder and to the purchaser. As you correctly noted, the KKK standard does establish minimum payloads, however these are *before options*. Under this type of rule, the customer can literally add options to the point where there is little payload left and still meet the standard.

The committee established the 1,300 pound payload as a minimum “as built” figure, with the knowledge that there are certainly vehicles being produced today that DO NOT meet this number while they actually do comply with the KKK guidelines.

I agree that a 1,300 pound figure is minimal, when as you noted, we add people (@ 171 pounds) and equipment. It requires the operator to have some discipline in loads and operational procedures. However we feel that it is a big improvement over the current KKK payload standard and is a good place to start with consideration of current chassis offerings.

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- 2) I see this needs some language cleanup. This is for the FSAM added modular disconnect switch as you noted.
- 3) This requirement is directly from KKK-F with no change.
- 4) Good catch #2. This also requires a cleanup; we picked up the KKK form without adjusting that sentence.

We appreciate your interest and comments, particularly the pickups on the language! This was a big task, and we are aware we still have some details to clean up. Please feel free to contact me with any further questions or concerns.

Regards

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; C.9.6; C.10.6; C.11.3.9; C.11.7; C.14.3
- 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.