

## AMBULANCE SERVICE COMMITTEE MEETING

<b>Date</b>	December 1, 2014
<b>Time</b>	10 am
<b>Location</b>	Iris Room First Floor, 665 Mainstream Drive
<b>Participants</b>	Members Present: Randall Kirby, Brian Jennings, Allen Lovett, Paul Feaster, Brad Phillips Darren Web, Joyce Noles, Roy Griggs, Chad Brown, Ken Wilkerson, Donna Tidwell, Brandon Ward, Steven Hamby, Teddy Myracle, and Keith Hodges.

<b>Overall Lead</b>	<b>Topic</b>	<b>Summary/Decisions</b>	<b>Assignments/Next Steps</b>	<b>Responsible Person</b>	<b>Time Frame</b>
<b>Donna Tidwell</b>		Advised that Jimmie Edwards was unable to attend due to a previous commitment. Donna reviewed the agenda for the Committee. Mrs. Tidwell discussed the need for possible rule revisions. As an example, some ambulances have transparent windows that allow the patient to be viewed from the street while in transit. This creates a privacy issue. The current rules do not address view restriction or diffusion of exterior windows. Mrs. Tidwell stated that Mr. Ward would serve chair in the absence of Mr. Edwards. Mrs. Tidwell asked that the Committee review color scheme changes, particularly the Star of Life emblem. She stated that the office had received several requests for Star of Life emblems in various colors. She advised that the Star of Life is a trademarked emblem. As such, the color and characteristics cannot be changed.			
Brandon Ward	<b>Ambulance Rules</b>	Asked the Committee if they had reviewed any ambulance crash test videos. Most indicated that they had not. Mr. Ward advised that the videos clearly indicated that current safety measures were not sufficient to prevent serious injury, either to the			

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		<p>patient or the attendant in a low speed crash. They also had a discussion on the captain's chair in the back of the ambulance and how it places the Paramedic in a direct collision path with the patient during a low speed frontal crash. The committee also discussed safety netting, flying objects and patient shoulder restraints.</p>			
		<p>Mr. Ward discussed the fact that the Federal Specifications for the Star of Life Ambulance, also known as KKK-A-1822F (KKK), were scheduled to sunset in the upcoming year. Currently there are two sets of standards being considered for replacement of KKK.</p> <ol style="list-style-type: none"> <li>1) NFPA 1917 Standard for Automotive Ambulances. (NFPA 1917)</li> <li>2) CAAS Ground Ambulance Standards.(CAAS)</li> </ol> <p>The committee has previously reviewed NFPA 1917 and compared the standards to KKK. Mr. Ward asked that the committee begin reviewing CAAS standards and comparing them to KKK so that the committee would have a better understanding as to which standards most closely fit the needs of Tennessee. The committee then compared CAAS and KKK standards.</p>			
		<p>There was a question as to current and future standards as they relate to stretcher anchoring. Mr. Ward advised that there had been no change in the stretcher anchoring system at this time, but standards were being revised that would address the current</p>			

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		anchoring system. Mrs. Tidwell advised that current standards would apply to units already in operation. New standards would apply to newly built ambulances. Currently, ambulances are held to the specifications that were in place at the time the ambulance was manufactured.			
		Mrs. Tidwell talked about the difference in temperature standards between NFPA, KKK and CAAS. The committee also reviewed tire pressure standards.			
		Mr. Ward reviewed the section regarding the Star of Life. The committee asked for documentation regarding the trademarked Star of Life. There were specific questions regarding the standard color and size for the Star of Life.			
		Mrs. Tidwell produced documents prepared by the committee in previous meeting which compared NFPA 1917 and KKK standards. Mr. Ward went over the section about vehicle speed. The committee also reviewed certification labeling. The committee reviewed the occupant weight limitations of each standard as opposed to the overall weight limitations for the vehicles.			
		Mr. Ward went over the engine start and what each standard states. The committee had a discussion on each of these standards. The committee also reviewed angle of approach and suspension standards. The committee noted that none of the current standards listed fluid ride shock systems as an option. Each standard addresses air ride			

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		<p>systems. Mr. Ward advised that the fluid ride suspension system was relatively new within the ambulance. The committee asked if we could include a request for fluid ride suspension systems when final comments were sent to CAAS. Mr. Ward advised that he would include fluid ride suspension systems in the final comments. The committee discussed tire pressure monitor requirements and what type of monitoring systems would be acceptable.</p>			
		<p>Ms. Tidwell presented the NFPA 1917-KKK comparison the committee had completed in previous meetings. Mrs. Tidwell noted that the committee had chosen KKK standards for most categories. Mrs. Tidwell advised that the committee could choose portions from any of the three standards or they could choose to exceed the minimum standards. The committee began comparing CASS standards against KKK standards. There was concern among committee members that the committee would have to continue to meet on a regular basis to review standards as new standards were published. Mrs. Tidwell stated that the committee could choose to adopt the standards with a provision that would include any future standard revisions by CASS.</p>			
		<p>The committee compared standards regarding warning lights. Mrs. Tidwell stated that the committee can adopt the current CASS standards and any successive publications.</p>			

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		Mrs. Tidwell showed a video and some pictures to the Committee.			
		The Committee reviewed safety standards as they relate to attendant and patient safety. Ms. Tidwell stated that testing is currently being performed to provide safer interior structures for both the patient and the attendant. It is believed that standards will change to reflect safety methods as they are proven to be effective.			
		The committee reviewed tire warning sensors and noted that some manufacturers do not have this option available. The committee discussed having a visual monitoring device that indicates which tire is below pressure. There were questions as to whether options were available for six-wheeled vehicles.			
		The committee discussed the need to have mirrors adjustable from the driver's seated position.			
		The committee voted against requiring carbon monoxide detectors in ambulances during a previous meeting. Mr. Myracle stated that they may need to rethink eliminating the detectors. The committee discussed the accuracy of the detectors. Mrs. Tidwell stated that if they believed having the detectors was important, they could vote to add them as a standard. The Committee voted to stay with the CASS standard regarding carbon monoxide detectors.			

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		The committee decided to use the CASS standard in regard to the bulk head door and window.			
		Finished floor loading height. The committee discussed the maximum height of the floor and how the standard should be worded.			
		The committee also reviewed handrail standards. Mrs. Tidwell stated that there is not any language that addresses the design of handrails.			
		The committee discussed the topic of escape hatches and appropriate sizes and locations.			
		The also discussed color and marking of ambulances. The committee chose to deviate from all published standards for color and marking. The EMS rules will specify what the markings will be. There was a question as to why the reflective stripe had to be 6 inches and not 4 inches. It was stated that this was a KKK required standard.			
		The type of wiring was discussed by the committee and it was felt that copper wiring should be the minimal standard as opposed to aluminum or other materials.			
		Mrs. Tidwell would like to have the standards reviewed and adopted by the EMS Board by September Board meeting as			

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		<p>KKK is scheduled to sunset in September 2015. Mrs. Tidwell also stated that references to KKK specifications and/or standards will need to be from the current rules prior to September 2015.</p>			
		<p>There was a motion to accept the CASS standards pending the finalization of CASS and a second. This motion was tabled pending the final CASS standard document.</p>			
		<p>Mrs. Tidwell stated that window privacy tint should not just be for new units but on all units as soon as the rule goes into effect.</p>			
		<p>Motion to adjourn and seconded. Meeting was adjourned.</p>			