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NFPA 1917

Standard for Automotive Ambulances



Past, Present, and Future

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History

- **GSA (Government Services Administration)**
 - A Purchasing standard for feds
 - Early requirement for federal block grants
 - Only standard available
 - Adopted by many states to allow for grant compliance
 - KKK Version F



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Why NFPA

- GSA no longer wanted to develop and maintain a national standard
- GSA looked for a EMS standard setting body
- NFPA has a history of developing standards that are then voluntarily adopted



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The FEAR.....

- All ambulances will be red
- All ambulances will have a water tank
- All ambulances will be medium duty
- Fire is taking over
- We won't be able to afford the result
- Non-fire won't have a voice



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The Reality....

- **Technical Committee Membership**
 - Enforcer 9% (NASEMO)
 - Insurance 3% (VFIS)
 - Installer Maintainer 3% (EVT)
 - Labor 12%
 - Manufacturer 30%
 - Research Testing 9%
 - Special Expert 6%
 - User 27% (Two non-fire users)



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Process

- Technical Committee has been meeting for over a year
- Committee charged to convert GSA KKK to NFPA, low hanging fruit only
- Subject matter committees
 - Chassis, Electrical, Exterior, Testing, Admin, Patient Function
- Line by line approval by full committee



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Process

- Full Technical Committee approves Specification
 - Chapter 9
- Draft Specification to be published in November for public comment
- January 15, 2011 comment period closes
- February 8 – 10 full committee meets
 - Must review every comment



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Process

- June 2011, committee publishes responses to public comments
- Public can comment on committee's responses
- August 2011, public comment period ends
- Committee will meet 3rd quarter 2011
- Report published Feb 2012



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Process

- Technical Committee votes on final standard
- If passes would be published May 2012
- Final vote of NFPA Association June 2012



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What to know...

- New standard will be a re-write of KKK
- New standard will continue to required certified lab testing of new models and certain steps of customer units (not everyone does this now)
- New standard requires an attendant to be able to reach all controls from a seated position



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What to know...

- Will your state need to change state statute and or administrative rules?



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What to know...

- **NIOSH Testing (not currently included)**
 - Seating and restraints for attendants rated to 30 MPH frontal and side impacts
 - Stretchers that will stay attached to the floor and the patients will stay on them
 - Above testing beginning now
 - Roll testing of box and corner impacts
 - Full scale testing (already funded)



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What to know...

- **NOISH Testing**
 - Partnership between NOISH, National Institutes for Standards and Technology and Homeland Security looking at human factors for seating, equipment placement, and patient care flow
 - Some items already making it into new trucks



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Where's the drama?

- Load capacity
- Seatbelt monitors
- Tire pressure monitors
- Black box
- AMD testing standards
- Lack of innovation
- Speed



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What got missed?

- Let your voices be heard
 - NASEMSO Representative
 - Myself
 - Now
 - Public comment period



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