

Agency Vehicle Licensure Committee

Model Ambulance Rules Content – Draft #1

Introduction:

Each state on our nation holds the responsibility for regulation of emergency medical services activities. The roadworthiness and proper preparation of Ambulance vehicles is an essential components in the activities included under the public and EMS personnel protection umbrella of state EMS offices. Specifically vehicles maintained and operated for response to the location of a medical emergency to provide immediate medical care at the basic or advanced life support level and for the transportation of patients. The Tenth Amendment to the U.S. Constitution gives this authority to the states to regulate functions such as licensure and provide the necessary oversight needed by using statutes, rules, regulations, policies, and procedures. At the state level decisions are made as the tasks, function, or parameters that licensed EMS organizations and their vehicles must follow. (DO we know how many vehicles are in the country, manufactured each year? On the road). The federal government has developed purchasing standards for ambulance; know as the Triple K (insert proper wording). This remained the primary focus up until 2008 the primary resource for both state EMS offices as a form of standard for ambulance design as well as ambulance manufacturers. With the retirement of the Triple K pending and the growing need to integrate safety standards into ambulance design, the industry has seen two organizations come forward in the development of contemporary ambulance design standards that meet the needs of the EMS industry, regardless of how the service is delivered locally..

The National Association of State Emergency Medical Services Officials (NASEMSO) is the lead national organization for emergency medical services (EMS) and a respected voice for national EMS policy. NASEMSO members include state EMS directors, medical directors, trauma managers, and other officials charged with building, leading, and regulating their statewide systems of emergency medical response. Ground transportation vehicles are the primacy method of patient transportation and in conditions presented throughout the United States. State EMS offices have the necessary experience and authority in planning, coordinating, integrating, and regulating the medical resources that are components of EMS systems to provide appropriate oversight ground vehicles. In an effort to support this work, NASEMSO's Agency and Vehicle Licensure (AVL) has prepared this document with suggested language and resources to assist states in developing and/or updating rules and regulations for ambulance vehicles.

I. General Provisions - Ambulance Standards Reference

Each state in the nation has one or more authorities legislatively tasked with regulatory decisions regarding Emergency Medical Services (EMS). State EMS authorities should adopt language that directs their EMS agencies that operate ambulance vehicles to follow one or more the current standards available: The current vehicle design standards include;

National Fire Protection Association (NFPA): In anticipation of the retirement of the Government Services Administration (GSA) KKK – A- 1822F Ambulance Standards, the International Association of Fire Chiefs (IAFC), requested that the National Fire Protection Association (NFPA) begin the process to develop ground ambulance standards . This would be based upon the K-Specs and NFPA 1901: Standard for Automotive Fire Apparatus. The result was NFPA 1917: Standard for Automotive Ambulances, which was first published in August 2012. A second edition, NFPA 1917 (2016) was published in August 2015.

Commission of Ambulance Accreditation (CAAS): The Board of Directors of CAAS requested a Steering Committee to evaluate the impact of NFPA 1917. This evaluation led to the establishment of a Ground Vehicle Standard (GVS) Action Committee tasked with development of ambulance standards based upon the K-Specs. In March 2016, GVS version 1 was released.

KKK-A-1822: in 1974, the Department of Transportation the General Services Administration (GSA) published the first edition of the Federal Specification for Star-of-Life Ambulances (KKK-A-1822, also known as K-Specs). The K-Specs continue to be regularly updated through revisions and ten (10) interim change orders have been issued. The KKK served as a specification for the purchase of ambulances at the federal level, states, counties and regions adopted this standard in the absence of others. K-Specs were only mandatory for ambulances purchased with federal funds, but were adopted in whole or in part by many state EMS offices as a licensing requirement.

Ambulances placed into service after ____ shall meet the National Truck and Equipment Association's Ambulance Manufacture Division (AMD) performance specifications.

Notes:

NTEA – AMD, SAE standards, federally required standards

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NFPA, CAAS, KKK – question about ANSI

II. Insurance Requirements

State EMS offices should establish minimum standards for the insurance requirements of ambulance vehicles. Proof of this insurance should be made available at the time of licensure application. Development of administrative rule language should include and/ consider the following;

A state should not issue an ambulance vehicle license unless the applicant for a license has:

(1) Evidence of medical professional liability insurance that requires the insurer to compensate for injuries to persons or unintentional damage to property.

Copy of the current certificates of insurance demonstrating coverage for each ambulance/agency medical crew member that demonstrates, at a minimum, aggregate limits of \$1,000,000 per claim made and a total of \$3,000,000 for all claims made against the provider during the policy year.

(Jason Norris – WA state speaks to insurance, professional liability)

(Dave – Ohio, not address professional liability, only covers private organizations, floor and ceiling low)

Commented [SP2]: WA state input

Commented [SP3]: Ohio input

(2) Worker's compensation coverage is required as defined by individual state regulating the ambulance vehicle regulations.

III. Vehicle Mechanical Inspection and Registration

State EMS Offices should establish minimum standards in administrative rule for evaluating the road worthiness and proper preparation of ambulance vehicles. Development of administrative rule language should include and/ or consider the following;

Vehicle(s) shall have a current inspection completed, verifiable and on file from the appropriate state authority, verifying compliance with state motor vehicle inspection requirements and regulations. Department of Transportation (DOT) and or state Department of Motor Vehicles inspection stickers for all transporting ambulances, regardless of registration type or vehicle age should be visible.

Vehicles shall have current state issued Certificate of Registration available for inspection. A copy of the registration is sufficient.

IV. Vehicle - Outside

State EMS offices should establish minimum standards for the outside area(s) of the ambulance vehicle. Areas include; visibility, lighting, warning devices, graphics, and compartments access. Development of administrative rule language should include and/or consider the following;

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Graphics:

Vehicles shall have appropriate paint and markings to promote the highest level of visibility en-route and on the scene of an event. Letters should be at a 6" minimum display, regardless of location. Suggested locations include the name on the left (driver) and right (passenger) side of the vehicle, striping around the vehicle and/or the equivalent. Other locations and details include, but are not limited to:

- Front and rooftop
- Clearly identify who the ambulance organization is - licensed to, permitted
- Chevrons - alternating, contrasting colors, Battenburg (sp?)

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All items in this section shall be of reflective quality and in contrasting color to the exterior painted surface of the ambulance.

*SOL, registered trademark, uses, frequency and locations vary, concerned about leaving this to states to enforce.

Dale - SOL graphic,

Commented [SP4]: Discussion

Lisa - should the vehicle have a level of care on the outside,

Commented [SP5]: State by state regulations for review

Can't indicate a level of service that they are not able to provide. Develop language

Commented [SP6]: Work item for Committee

Warning Devices:

All ambulances shall be equipped with a siren and with emergency warning lights.

Vehicles shall have functional emergency warning lights. Acceptable colors for warning lights will be decided by state EMS authority. They could include:

- Red
- White
- Blue
- Yellow

State Motor vehicle laws/reg

Included for consideration are rotating or flashing lights visible from 360 degrees.

Ground EMS vehicles shall have an audible warning device installed to project sound forward from the front of the EMS vehicle.

Discussion about testing of sound/dec -

Ricky Stone- can not use blue lights -

Lighting:

There shall be at least one flood light mounted not less than 75" above the ground and unobstructed by open doors located on each side of the vehicle. A minimum of one flood light, with a minimum of 150 lumens equivalent, shall be mounted above the rear doors of the vehicle to support patient loading.

Outside Compartments:

Exterior compartment doors include cabinets and patient-personnel entrance and exit areas. Each should have functioning latches, gaskets and operating mechanisms. All areas free from rust.

Ambulance vehicles should have a curbside door large enough to allow for removal of a recumbent patient on a stretcher or cot .

V. Vehicle Inside

Patient Compartment

State EMS offices should establish minimum standards for the outside area(s) of the ambulance vehicle. Insert language

linking to <https://www.dhs.gov/publication/ambulance-patient-guidebook>

Separation from the patient area is essential to afford privacy for radio communication and to protect the driver from an unruly patient. Provision for

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both verbal and visual communication between driver and attendant will be provided

DRAFT