

# **GVS**

## **Ground Vehicle Standards for Ambulances**

**16 October, 2014**

### **Review by Austin-Travis County EMS**

Page 8, C.1.5                    Configuration of Patient Compartment

“The primary cot shall be mounted to provide maximum access from the EMSP seat.”

This should be a recommendation not a requirement. There are many reasons, including vehicle type or service practice, where this would be impractical or detrimental.

Page 9, C.4.1.2                Interior

“The interior of the ambulance patient compartment must be maintained at a minimum temperature of 50 degrees when the ambulance is prepared for immediate response.”

This should be a recommendation not a requirement. This is obviously optimal but not always obtainable in certain climate regions and varies with time of open patient compartment times.

Page 10, C.4.8.3              Floor Height

“The finished floor height shall be a maximum of 34”-----“

This should be a recommendation not a requirement. There are many reasons, including vehicle type or service practice, where this would be impractical or detrimental.

Page 13, C.6.5.6              Suspension

“Vehicle shall be equipped with laterally matched sets (front and rear) of spring, torsion, or air suspension system components.”

This leaves out the newest innovations of hydraulic systems for smoother, more stable adjustable ride suspension systems.

Page 14, C.6.5.8           Absorbers

“Shock absorbers, double-acting type, heaviest duty available from OEM for model offered, shall be furnished on the front and rear axles.”

This should be a recommendation not a requirement. There are many reasons, including vehicle type or service practice, where this would be impractical or detrimental.

Page 14, C.6.7            Wheels

“Type I, II & III ambulances shall be equipped with dual rear wheels and single front wheels. Type II ambulances shall be equipped with single, front and rear wheels.-----“

Type II is listed for requiring both dual and single rear wheels. This needs to be clarified. There are applications (Spinters or other smaller chassis) where both dual and single rear wheel combinations are available and suitable for the service providers application.

Page 14, C.6.9            Wheel Tire Balancing

“Wheel, tire, hubs and brake drum assemblies of the vehicle shall be dynamically balanced to a minimum of 70 mph.”

This should be a recommendation not a requirement. Practical application of this requirement in many cases is impossible for manufacturers or repair facilities.

Page 15, C.7.1.9         Electrical System

“Vehicles shall be immune from interference caused by radio transmissions.”

This needs to be clarified as to intent and ranges of radio transmissions and interference. It is too vague and cannot be met with current format of requirement.

Page 18, C.7.4.2         Voltmeter and Voltage Monitor

“A voltmeter illuminated for nighttime operation shall be furnished. -----“

If a voltmeter is supplied in the OEM chassis, then most services would be able to meet this requirement. However, this is often not a standard on console configurations

Page 18, C.7.5.3         Internal 12-Volt DC Power

“Two automotive “Power Point” type connectors shall be furnished. -----“

Many services have no need for this type of power outlet with current equipment.

Page 18, C.7.5.4 Master Module Disconnect Switch or Device

“An illuminated “Module Disconnect” switch shall control all electrical loads added by the FASM.----“

This type of module disconnect was eliminated from service 20 plus years ago and is no longer necessary in current ambulances.

Page 19, C.7.6.2 Electrical 125-Volt AC Receptacles

“The patient compartment-----Outlets shall be at least 12 in from any oxygen outlet -----.”

This should be a recommendation not a requirement. There are many reasons, including vehicle type or service practice, where this would be impractical or detrimental.

Page 20, C.7.6.4 Distribution Box

“1. The distribution box shall be of the dead-front type and shall be installed in a readily accessible location.-----.”

This should be a recommendation not a requirement. There are many reasons, including vehicle type or service practice, where this would be impractical or detrimental.

Page 21, C.8.1 Ambulance Exterior and Interior

“Ambulance Exterior Lighting

The basic exterior ambulance lighting shall include daytime running lights when available from the OEM. -  
-----“

This should be a recommendation not a requirement. There are many reasons, including tactical medical operations with Special Weapons and Tactics Teams, where this would be impractical or detrimental.

Page 23, C8.2.2 Photometric, chromaticity, and Physical Requirements

“Each emergency light shall flash 75 to 125 times per minute. -----“

Lighting technology is changing rapidly to provide maximum lighting intensity with minimal electrical draw and should again be a recommendation not a requirement. This would allow advancement without impeding future technology.

Page 24, C.8.2.3          Switching Arrangements

“The emergency light switches -----shall have an indicator light to show the driver which mode is activated.”

This should be a recommendation not a requirement. There are many reasons, including vehicle type or service practice, where this would be impractical or detrimental.

Page 24, C.8.3          Flood and Loading Light (Exterior)

“Flood and loading lights shall be not ----- . A light switch shall be located by the rear door and to activate the rear load lights. A light switch will be located inside the patient compartment side door to activate the curbside load lights.

This is obsolete. Current ambulances operate these lights when the rear doors are opened and when the side entry door are opened.

Page 24, C.8.4          Ambulance Interior lighting

“The basic interior ambulance lighting ----- . The EMSP’s control panel shall be separately illuminated.”

This should be a recommendation not a requirement. There are many reasons, including vehicle type or service practice, where this would be impractical or detrimental.

Page 25, C.9.2          Drivers Cab-Body Provisions

“4. External operated door locks with two sets of keys.”

This requires explanation for intent. It currently makes no sense nor is reasonable.

“9. Arm rests mounted on each side door.”

This should be a recommendation not a requirement. There are many reasons, including vehicle type or service practice, where this would be impractical or detrimental.

“10-15. Gauges, etc..”

These should be whatever is supplied by OEM. This should be a recommendation not a requirement. There are many reasons, including vehicle type or service practice, where this would be impractical or detrimental.

Page 26, C.9.6            Bumpers and Steps

“OEM’s stand chrome bumper -----. All necessary steps shall be at least the width of the door opening for which they are provided. The steps tread shall have a minimum depth of 5” -----.”

This should be a recommendation not a requirement. There are many reasons, including vehicle type or service practice, where this would be impractical or detrimental.

Page 27, C.10.2           Cab/Patient Compartment Access Window

“The ambulance and body bulkheads shall have an aligned window of at least 150 sq in,

This should be a recommendation not a requirement. There are many reasons, including vehicle type or service practice, where this would be impractical or detrimental.

Page 31, C.11.1.2        Waste and Sharps Disposal

“The following shall be furnished-----, with a closure over the application.-----.”

This should be a recommendation not a requirement. There are many reasons, including vehicle type or service practice, where this would be impractical or detrimental.

Page 32, C.11.3.9        Storage Compartments and Cabinets design

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

This should be a recommendation not a requirement. There are many reasons, including vehicle type or service practice, where this would be impractical or detrimental.

Page 33, C.11.7           IV Holder for Intravenous Fluid Containers

“One ceiling mounted “hook” style device specifically designed for holding IV containers -----“

This should be a recommendation not a requirement. There are many reasons, including vehicle type or service practice, where this would be impractical or detrimental.

Page 34, C.13.1 Environmental Systems

“All ambulances will be equipped with ----- maintaining a patient compartment temperature of 68 and 78 degrees while patients are in the patient compartment -----.”

This should be a recommendation not a requirement. There are many reasons, including vehicle type, local environment or service practice, where this would be impractical or detrimental.

This is an unobtainable goal with current technology in most states within the United States.

Page 36, C.15.1 Additional Systems, Equipment, Accessories and Supplies

“Each ambulance shall be equipped with -----1. Fire Extinguishers ---the other located in the patient compartment ----3.. Backup alert alarm-----which cannot be disabled or reset by the operator”

This should be a recommendation not a requirement. There are many reasons, including vehicle type or service practice, where this would be impractical or detrimental.

Fire extinguishers do not belong in the patient compartment. Removal of the patient and attendant are the priority from the patient compartment, not fire suppression in an enclosed environment.

Backup alarms must be able to be silenced by the operator in many, many situations.

Page 36, C.16.2 Color Standards and Tolerances

“The exterior surface including the wheels shall be painted. -----.”

This should not be a recommendation nor a requirement. There are many reasons, including vehicle type or service practice, where this would be impractical or detrimental.