

**First Revision No. 113-NFPA 1917-2013 [Section No. 5.8.2]****5.8.2***

A traction control feature shall be provided if available from the OEM .

Submitter Information Verification

Submitter Full Name: [Not Specified]



Organization: [Not Specified]

Street Address:

City:

State:

Zip:

Submittal Date: Tue Oct 22 13:15:54 EDT 2013

Committee Statement

Committee Statement: The current wording restricts the use of some currently used chassis so the committee has chosen to make the suggested change.

Response Message:

[Public Input No. 383-NFPA 1917-2013 \[Section No. 5.8.2\]](#)

**First Revision No. 43-NFPA 1917-2013 [Section No. 6.17.2]****6.17.2**

~~All hangers or supports for equipment and devices shall be mounted as flush as possible with the surrounding surface.~~

Submitter Information Verification

Submitter Full Name: [Not Specified]

Organization: [Not Specified]

Street Address:

City:

State:

Zip:

Submittal Date: Thu Oct 17 20:21:16 EDT 2013

Committee Statement

Committee Statement: This is not measurable and impractical and the committee has chosen to delete the requirement.

Response Message:

[Public Input No. 197-NFPA 1917-2013 \[Section No. 6.17.2\]](#)



First Revision No. 200-NFPA 1917-2014 [Section No. 6.25.1]

6.25.1*

A retroreflective stripe or combination of stripes shall be affixed to the ambulance in the following proportions:

- (1) 25 percent of the ~~width~~ length of the ~~front~~ each of the ~~ambulance-visible cab~~ side surfaces when approached from ~~the front~~ each side
- (2) ~~50~~ 75 percent of the ~~overall ambulance-length-visible~~ patient compartment side surfaces when approached from each side

Submitter Information Verification



Submitter Full Name: [Not Specified]

Organization: [Not Specified]

Street Address:

City:

State:

Zip:

Submittal Date: Mon Jan 06 12:03:30 EST 2014

Committee Statement

Committee Statement: These changes are being made as the back of an ambulance is configured differently than a fire truck. The AHJ has the authority to determine the design of all safety markings on the vehicle. Science has established that chevrons are not the only design that provides conspicuity. The intended desire in the existing standard to be consistent between fire & EMS may actually conflict with local culture and preferences. Scientific research and the FEMA study on conspicuity does not dictate one design or color pair, and the color red is highly inconspicuous during daylight and nighttime hours.

Response Message:

[Public Input No. 117-NFPA 1917-2013 \[Section No. 6.25\]](#)

[Public Input No. 308-NFPA 1917-2013 \[Section No. 6.25.1\]](#)

[Public Input No. 347-NFPA 1917-2013 \[Sections 6.25.1, 6.25.2, 6.25.3\]](#)

[Public Input No. 467-NFPA 1917-2013 \[Sections 6.25.1, 6.25.2, 6.25.3\]](#)

**First Revision No. 199-NFPA 1917-2014 [Section No. 6.25.4]****6.25.4**

A graphic design shall be permitted to replace all or part of the required striping material if the design or combination thereof covers at least the same perimeter length(s) required by [6.25.1](#) ~~6.28.1~~ .

Submitter Information Verification

Submitter Full Name: [Not Specified]

Organization: [Not Specified]

Street Address:

City:

State:

Zip:

Submittal Date: Mon Jan 06 11:59:13 EST 2014

Committee Statement

Committee Statement: This change was made to correct the numbering.

Response Message:

[Public Input No. 250-NFPA 1917-2013 \[Section No. 6.25.4\]](#)



First Revision No. 203-NFPA 1917-2014 [Section No. 6.25.6

[Excluding any Sub-Sections]]

At least 50 percent of the rear-facing vertical surfaces, visible from the rear of the ambulance, shall be equipped with retroreflective ~~striping in a chevron pattern sloping downward and away from the centerline of the vehicle at an angle of 45 degrees~~ material.

Supplemental Information

<u>File Name</u>	<u>Description</u>	
FR_203_A.6.25.6.docx		

Submitter Information Verification

Submitter Full Name: [Not Specified]

Organization: [Not Specified]

Street Address:

City:

State:

Zip:

Submission Date: Mon Jan 06 12:13:45 EST 2014

Committee Statement

Committee Statement: These changes are being made as the back of an ambulance is configured differently than a fire truck. The AHJ has the authority to determine the design of all safety markings on the vehicle. Science has established that chevrons are not the only design that provides conspicuity. The intended desire in the existing standard to be consistent between fire & EMS may actually conflict with local culture and preferences. Scientific research and the FEMA study on conspicuity does not dictate one design or color pair, and the color red is highly inconspicuous during daylight and nighttime hours. It also allows for more flexibility by the AHJ.

Add the attached document as new annex material for this section.

Response Message:

[Public Input No. 207-NFPA 1917-2013 \[Section No. 6.25.6\]](#)

[Public Input No. 252-NFPA 1917-2013 \[Section No. 6.25.6\]](#)

[Public Input No. 311-NFPA 1917-2013 \[Section No. 6.25.6\]](#)

[Public Input No. 348-NFPA 1917-2013 \[Section No. 6.25.6\]](#)

[Public Input No. 468-NFPA 1917-2013 \[Section No. 6.25.6\]](#)

A.6.25.6

Retroreflective material included in the calculation includes any combination of graphics, lettering, a chevron pattern sloping downward and away from the centerline of the vehicle at an angle of 45 degrees, or Battenburg markings.

**First Revision No. 60-NFPA 1917-2013 [Section No. 6.29.1]****6.29.1**

An ~~electrically powered~~ A suction aspirator system shall be furnished.

Submitter Information Verification

Submitter Full Name: [Not Specified]



Organization: [Not Specified]

Street Address:

City:

State:

Zip:

Submittal Date: Fri Oct 18 12:03:25 EDT 2013

Committee Statement

Committee Statement: The committee believes this allows for greater flexibility.

Response Message:

[Public Input No. 502-NFPA 1917-2013 \[Section No. 6.29.1\]](#)



First Revision No. 164-NFPA 1917-2013 [Section No. 7.1.1.2]

7.1.1.2

~~Printed circuit assemblies provided shall qualify under IPC A-610D, "Acceptability of Electronic Assemblies," Classification 1.4.1 as Class 2 "For Commercial and Industrial Assemblies" or better. Printed circuit assemblies shall be qualified in accordance with one of the following:~~

- (1) ~~Non-life saving systems shall comply with IPC A-610E, Acceptability of Electronic Assemblies, Classification 1.4.1 as Class 2, For Commercial and Industrial Assemblies, or better.~~
- (2) ~~Life-saving systems shall comply with IPC A-610E, Acceptability of Electronic Assemblies, Classification 1.4.1 as Class 3, High Performance Electronic Products, or better.~~

Supplemental Information



<u>File Name</u>	<u>Description</u>
FR_164_7.1.1.2_nw.docx	

Submitter Information Verification

Submitter Full Name: [Not Specified]
Organization: [Not Specified]
Street Address:
City:
State:
Zip:
Submittal Date: Fri Nov 15 10:26:54 EST 2013

Committee Statement

Committee Statement: This revision is necessary as Class 3 High Performance Electronic Products includes products where continued high performance or performance-on-demand is critical, equipment downtime cannot be tolerated, end-use environment may be uncommonly harsh, and the equipment must function when required such as life support or other critical systems. The proposed language restores the caliber of the circuit assemblies as it has been established by the KKK specifications. A higher rate of failure is not acceptable in an ambulance.

Response Message:

[Public Input No. 22-NFPA 1917-2013 \[Section No. 7.1.1.2\]](#)
[Public Input No. 120-NFPA 1917-2013 \[Section No. 7.1.1.2\]](#)
[Public Input No. 350-NFPA 1917-2013 \[Section No. 7.1.1.2\]](#)
[Public Input No. 399-NFPA 1917-2013 \[Section No. 7.1.1.2\]](#)
[Public Input No. 470-NFPA 1917-2013 \[Section No. 7.1.1.2\]](#)

7.1.1.2

Printed circuit assemblies shall comply with/conform to one of the following:

- (1) Non-life saving systems shall comply with IPC A-610E, *Acceptability of Electronic Assemblies*, Classification 1.4.1 as Class 2, For Commercial and Industrial Assemblies, or better.
- (2) Life-saving systems shall comply with IPC A-610E, *Acceptability of Electronic Assemblies*, Classification 1.4.1 as Class 3, High Performance Electronic Products, or better.

This revision is necessary because Class 3 high performance electronic products include products in which continued high performance or performance-on-demand is critical, equipment downtime cannot be tolerated, the end-use environment might be uncommonly harsh, and the equipment must function when required to supply life support or other critical systems. The proposed language restores the caliber of the circuit assemblies established by Federal Specification KKK-A-1822. A higher rate of failure is not acceptable in an ambulance.



**First Revision No. 136-NFPA 1917-2013 [Section No. 6.1.2]****6.1.3**

The compartment shall provide a ~~minimum of 12 in. (300 mm)~~ of clear aisle walkway on at least one side of the patient cot.

**Submitter Information Verification**

Submitter Full Name: [Not Specified]

Organization: [Not Specified]

Street Address:

City:

State:

Zip:

Submittal Date: Thu Oct 31 11:03:48 EDT 2013

Committee Statement

Committee Statement: This change is being suggested as there is no rationale to the 12 inches and it could possibly be design restrictive. If a minimum width is ever specified, it should be driven by anthropomorphic/ergonomic studies such as those being conducted by NIOSH. There remains no specific reasoning for a minimum space for a clear aisle walkway in the patient compartment. With the increasing demand for ergonomics design criteria in the patient compartment, the current provision may be unnecessarily restrictive. The standard should be silent on this issue. The inside track dimension of the rear tires plus the required tire chain clearance pursuant to SAE J683 creates an absolute limit on the maximum aisle width between the wheel wells. Depending upon the cot dimensions—especially in the case of a bariatric cot—it may not be possible to provide a 12" clear aisle.

Response**Message:**

[Public Input No. 84-NFPA 1917-2013 \[Section No. 6.1.2\]](#)

[Public Input No. 211-NFPA 1917-2013 \[Section No. 6.1.2\]](#)

[Public Input No. 302-NFPA 1917-2013 \[Section No. 6.1.2\]](#)

[Public Input No. 327-NFPA 1917-2013 \[Section No. 6.1.2\]](#)

[Public Input No. 447-NFPA 1917-2013 \[Section No. 6.1.2\]](#)

[Public Input No. 448-NFPA 1917-2013 \[New Section after 6.1.2\]](#)