

NFPA®

1917

**Standard for
Automotive Ambulances**

2019



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NFPA® 1917

Standard for

Automotive Ambulances

2019 Edition

This edition of NFPA 1917, *Standard for Automotive Ambulances*, was prepared by the Technical Committee on Ambulances. It was issued by the Standards Council on May 4, 2018, with an effective date of May 24, 2018, and supersedes all previous editions.

This edition of NFPA 1917 was approved as an American National Standard on May 24, 2018.

Origin and Development of NFPA 1917

In October 2008, the Standards Council, after receipt of a request from the Technical Committee on Automotive Fire Apparatus for the development of a standard for ambulances, approved the establishment of a Technical Committee on Automotive Ambulances. The Committee developed the first (2013) edition of NFPA 1917, *Standard for Automotive Ambulances*, which established the minimum requirements for the design, performance, and testing of new automotive ambulances used for out-of-hospital medical care and patient transport.

For the 2016 edition, the committee made several significant changes throughout the entire document as a result of many task group meetings with national stakeholder organizations as well as task groups from within the committee. When the 2013 edition was published, the document immediately went back into a revision cycle so as to include several crucial test results for the 2016 edition. The committee also heard from several national stakeholder organizations about concerns regarding some of the requirements within the document that might keep the document from being adopted. Based on the high level of interaction and involvement from the public, the committee made several significant changes to the document for the second edition. Before the document entered its revision cycle for the 2016 edition, the committee made changes to the document by utilizing the option of a Tentative Interim Amendment (TIA) to address some of the immediate concerns. Some of the areas in the document that were changed via a TIA included the deletion of Chapter 9 and additional referencing of the applicable AMD (Ambulance Manufacturers Division of the NTEA) testing standards. This was done largely to reduce confusion and any potential conflict between NFPA 1917 and the AMD testing standards. The committee also made changes to the Statement of Exceptions to make it easier for the document to be adopted. Other areas the committee made changes to included the maximum speed now being related to the rating of the tires on the vehicle rather than a specific speed limit, thus leaving it up to the AHJ to determine the maximum speed. The committee also made several changes to the requirements regarding the retroreflective materials used on the outside of the vehicle as well as the patterns that could be used on the outside of the vehicle. This change gave the AHJ the ability to determine what patterns or designs were on the vehicle, rather than there being one prescribed pattern. Altogether, for the 2016 edition, more than 300 changes were incorporated into the document to reflect the needs and demands of the first responder community in regard to the design, performance, and testing of new ambulances.

For the 2019 edition, the committee made many changes to meet the needs and demands of the users of NFPA 1917. Since there has been a demand for a safer ambulance, for the occupants and the public, many new crash tests have been developed that are included in the new edition. As a result of the new crash test standards, some AMD tests that had been referenced or used were replaced with these new tests from the Society of Automotive Engineers (SAE). With the inclusion of these tests, the committee revised text for third-party testing and certification and for self-certification by the final stage ambulance manufacturer (FSAM). The committee has specified where third-party testing and certification must occur and where self-certification can occur by the FSAM. Other subjects covered in the 2019 edition are remounts and refurbished ambulances. Chapter 10, a new chapter, and Annex C, a new annex, set forth requirements on these subjects to assist the AHJ in purchasing a remounted or refurbished ambulance. This addition is to solve the lack of standards to regulate or assist AHJs with remounts.

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NOTE: Membership on a committee shall not in and of itself constitute an endorsement of the Association or any document developed by the committee on which the member serves.

Committee Scope: This committee shall have primary responsibility for documents on the design and performance of ambulances used to provide patient care and transport under emergency conditions.

Contents

Chapter 1 Administration	1917- 6	6.10 Exterior Stepping Surfaces and Interior Steps.	1917- 18
1.1 Scope.	1917- 6	6.11 Exterior Storage.	1917- 18
1.2 Purpose.	1917- 6	6.12 Floor.	1917- 18
1.3 Application.	1917- 6	6.13 Floor Covering.	1917- 19
1.4 Retroactivity.	1917- 6	6.14 Insulation.	1917- 19
1.5 Equivalency.	1917- 6	6.15 Interior Storage.	1917- 19
1.6 Units and Formulas.	1917- 6	6.16 Interior Surfaces.	1917- 19
Chapter 2 Referenced Publications	1917- 6	6.17 Equipment Mounting.	1917- 19
2.1 General.	1917- 6	6.18 Waste and Sharps Disposal.	1917- 19
2.2 NFPA Publications.	1917- 6	6.19 Fire Extinguishers.	1917- 19
2.3 Other Publications.	1917- 6	6.20 Holder for Intravenous Fluid Containers.	1917- 19
2.4 References for Extracts in Mandatory Sections.	1917- 8	6.21 Patient Compartment Seats.	1917- 19
Chapter 3 Definitions	1917- 8	6.22 Patient Cot Retention.	1917- 21
3.1 General.	1917- 8	6.23 HVAC.	1917- 22
3.2 NFPA Official Definitions.	1917- 8	6.24 Interior Noise.	1917- 22
3.3 General Definitions.	1917- 8	6.25 Reflective Striping.	1917- 22
Chapter 4 General Requirements	1917- 11	6.26 Metal Finish.	1917- 22
4.1 General.	1917- 11	6.27 Painting.	1917- 22
4.2 Responsibility of the Purchaser.	1917- 11	6.28 Medical Gas — Main Supply and Installation.	1917- 22
4.3 Responsibility of the Contractor.	1917- 11	6.29 Suction Aspirator.	1917- 23
4.4 Ambulance Components.	1917- 11	Chapter 7 Low Voltage Electrical Systems and Warning Devices	1917- 24
4.5 Legal Requirements.	1917- 11	7.1 General.	1917- 24
4.6 Third-Party Certification of Test Results.	1917- 11	7.2 Wiring.	1917- 24
4.7 Manufacturer Certification of Test Results.	1917- 12	7.3 Power Supply.	1917- 25
4.8 Personnel Protection.	1917- 12	7.4 Operational Electrical Load Test Conditions.	1917- 25
4.9 Controls and Instructions.	1917- 13	7.5 Load Management.	1917- 26
4.10 Component Protection.	1917- 13	7.6 Batteries.	1917- 26
4.11 Ambulance Performance.	1917- 13	7.7 Temperature Exposure.	1917- 26
4.12 Road Performance.	1917- 13	7.8 Electromagnetic Interference.	1917- 26
4.13 Serviceability.	1917- 13	7.9 Optical Warning Devices.	1917- 27
4.14 Tests on Delivery.	1917- 13	7.10 Audible Warning Devices.	1917- 31
4.15 Documentation.	1917- 13	7.11 Exterior and Interior Lighting.	1917- 32
4.16 Data Required of Contractor.	1917- 14	7.12 Do-Not-Move Ambulance Light.	1917- 33
4.17 Statement of Exceptions.	1917- 14	7.13 Backup Alarm.	1917- 33
Chapter 5 Chassis	1917- 15	7.14 Stop, Tail, and Directional Lights.	1917- 33
5.1 Carrying Capacity.	1917- 15	7.15 Communications Equipment.	1917- 33
5.2 Weight Distribution.	1917- 15	Chapter 8 Line Voltage Electrical Systems	1917- 33
5.3 Engine and Engine System Design.	1917- 15	8.1 General.	1917- 33
5.4 Engine Speed Auxiliary Control Device.	1917- 15	8.2 General Requirements.	1917- 33
5.5 Exhaust System.	1917- 15	8.3 Grounding and Bonding.	1917- 34
5.6 Braking System.	1917- 15	8.4 Ground-Fault Circuit Interrupters.	1917- 35
5.7 Suspension.	1917- 16	8.5 Wiring Methods.	1917- 35
5.8 Wheels and Tires.	1917- 16	8.6 Wiring System Components.	1917- 35
5.9 Vehicle Stability.	1917- 16	8.7 Cord Reels.	1917- 36
5.10 Bumpers.	1917- 16	8.8 Transfer Switch Applications.	1917- 37
5.11 Cab Seal.	1917- 16	8.9 Scene Lighting Systems.	1917- 37
5.12 Front Seats.	1917- 16	8.10 Appliance Accessibility and Fastening.	1917- 37
5.13 Mirrors.	1917- 17	Chapter 9 Line Voltage Power Source	1917- 37
5.14 Cab Integrity.	1917- 17	9.1 Line Voltage Power Derived from an Inverter.	1917- 37
Chapter 6 Patient Compartment	1917- 17	9.2 Generators Rated Below 11 hp (8 kW) General Requirements.	1917- 37
6.1 Patient Compartment Configuration.	1917- 17	9.3 Power Sources of 11 hp (8 kW) or Larger.	1917- 37
6.2 Mounting.	1917- 17	9.4 Wiring for Portable Generator.	1917- 38
6.3 Structural Integrity — Roof Loading.	1917- 17	Chapter 10 Remounted Ambulance Patient Compartments	1917- 38
6.4 Body Sealing.	1917- 17	10.1 Application.	1917- 38
6.5 Wheel Housings.	1917- 17	10.2 Equivalency.	1917- 38
6.6 Patient Compartment to Cab Partition.	1917- 17	10.3 General.	1917- 38
6.7 Access Handrails or Handholds.	1917- 17		
6.8 Patient Compartment Entry Doors.	1917- 18		
6.9 Means of Egress.	1917- 18		

10.4	Responsibility of the Purchaser.	1917– 38	Annex B	Additional Information for Assessing Suitability and Scope for Remounts	1917– 50
10.5	Responsibility of the Contractor.	1917– 38			
10.6	Remounted Ambulance Components.	1917– 39	Annex C	Informational References	1917– 52
Annex A	Explanatory Material	1917– 39	Index		1917– 53

NFPA 1917

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Automotive Ambulances

2019 Edition

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A reference in brackets [] following a section or paragraph indicates material that has been extracted from another NFPA document. As an aid to the user, the complete title and edition of the source documents for extracts in mandatory sections of the document are given in Chapter 2 and those for extracts in informational sections are given in Annex C. Extracted text may be edited for consistency and style and may include the revision of internal paragraph references and other references as appropriate. Requests for interpretations or revisions of extracted text shall be sent to the technical committee responsible for the source document.

Information on referenced publications can be found in Chapter 2 and Annex C.

Chapter 1 Administration

1.1* Scope. This standard shall define the minimum requirements for the design, performance, and testing of new and remounted automotive ambulances used for out-of-hospital medical care and patient transport.

1.2 Purpose. The purpose of this standard shall be to establish the minimum requirements for new and remounted automotive ambulances that are safe and reliable when properly maintained and used within their design parameters.

1.3 Application.

1.3.1 This standard shall apply to new and remounted ambulances that are contracted for on or after January 1, 2019.

1.3.2 This standard shall not apply to the following:

- (1) Vehicles that are used for transport of more than two stretcher-bound patients at the same time
- (2) Mass casualty vehicles
- (3) Military field ambulances
- (4) Vehicles intended for use as fire apparatus as specified in NFPA 1901 or NFPA 1906
- (5) Wheeled chair transport vehicles
- (6) Refurbished vehicles without a remount
- (7) Repairs

1.4* Retroactivity. This standard shall not be applied retroactively.

1.5 Equivalency. Nothing in this standard is intended to prevent the use of systems, methods, or devices of equivalent or superior quality, strength, fire resistance, effectiveness, durability, and safety over those prescribed by this standard.

1.5.1 Technical documentation shall be submitted to the authority having jurisdiction (AHJ) to demonstrate equivalency.

1.5.2 The system, method, or device shall be approved for the intended purpose by the AHJ.

1.6* Units and Formulas.

1.6.1 In this standard, values for measurement in U.S. customary units shall be followed by equivalents in SI units.

1.6.2 Either set of values can be used, but the same set of values (either U.S. customary units or SI units) shall be used consistently.

Chapter 2 Referenced Publications

2.1 General. The documents or portions thereof listed in this chapter are referenced within this standard and shall be considered part of the requirements of this document.

2.2 NFPA Publications. National Fire Protection Association, 1 Batterymarch Park, Quincy, MA 02169-7471, www.nfpa.org.

NFPA 70®, *National Electrical Code*®, 2017 edition.

NFPA 1901, *Standard for Automotive Fire Apparatus*, 2016 edition.

NFPA 1906, *Standard for Wildland Fire Apparatus*, 2016 edition.

2.3 Other Publications.

2.3.1 AMECA Publications. Automotive Manufacturers Equipment Compliance Agency, 1025 Connecticut Avenue, NW, Suite 1012, Washington, DC 20036, www.ameca.org.

AMECA *Compliance Handbook*, 2012.

2.3.2 ANSI Publications. American National Standards Institute, Inc., 25 West 43rd Street, 4th Floor, New York, NY 10036, www.ansi.org.

ANSI Z535.4, *Product Safety Signs and Labels*, 2011.

2.3.3 ASTM Publications. ASTM International, 100 Barr Harbor Drive, P.O. Box C700, West Conshohocken, PA 19428-2959, www.astm.org.

ASTM D4956, *Standard Specification for Retroreflective Sheeting for Traffic Control*, 2016a.

ASTM E661, *Standard Test Method for Performance of Wood and Wood-Based Floor and Roof Sheathing Under Concentrated Static and Impact Loads*, 2003 (2015).

2.3.4 IPC Publications. IPC, 3000 Lakeside Drive, 309 S, Bannockburn, IL 60015, www.ipc.org.

IPC A-610F, *Acceptability of Electronic Assemblies*, 2014, Amendment 1, 2015.

2.3.5 ISO Publications. International Organization for Standardization, ISO Central Secretariat, BIBC II, Chemin de Blandonnet 8, CP 401, 1214 Vernier, Geneva 20, Switzerland, www.iso.ch.net.

ISO/IEC 17020, *General Criteria for the Operation of Various Types of Bodies Performing Inspection*, 2012.

ISO/IEC 17025, *General Requirements for the Competence of Testing and Calibration Laboratories*, 2005.

2.3.6 National Truck Equipment Association (NTEA) Publications. NTEA The Association for the Work Truck Industry, 37400 Hills Tech Drive, Farmington Hills, MI 48331-3414, www.ntea.com

AMD 001, *Static Load Test for Ambulance Body Structure*, 2014.

AMD 003, *Oxygen Tank Retention System Static Test*, 2014.

AMD 005, *Low Voltage Electrical System Test*, 2014.

AMD 006, *Patient Compartment Sound Level Test*, 2014.

AMD 008, *Handrail Static Load Test*, 2014.

AMD 010, *Water Leak Test*, 2014.

AMD 011, *Equipment Temperature Test*, 2014.

AMD 012, *Interior Climate Control Test*, 2014.

AMD 015, *Ambulance Main Medical Gas System Test*, 2014.

AMD 016, *Patient Compartment Lighting Level Test*, 2014.

AMD 018, *Rear Stepping Surface Load Test*, 2014.

AMD 021, *Aspirator System Test*, 2014.

AMD 024, *Perimeter Illumination Test*, 2014.

AMD 025, *Occupant Head Clearance Zones Test*, 2014.

AMD 027, *Line Voltage Electrical Systems Test*, 2014.

UltraMod Spreadsheet, 2002.

2.3.7 SAE Publications. SAE International, 400 Commonwealth Drive, Warrendale, PA 15096, www.sae.org.

SAE J156, *Fusible, Links*, 2010.

SAE J551/1, *Performance Levels and Methods of Measurement of Electromagnetic Compatibility of Vehicles, Boats (up to 15 m), and Machines (16.6 Hz to 18 GHz)*, 2010.

SAE J553, *Circuit Breakers*, 2004.

SAE J554, *Electric Fuses (Cartridge Type)*, 2010.

SAE J575, *Test Methods and Equipment for Lighting Devices and Components for Use on Vehicles Less Than 2032 mm in Overall Width*, 2010.

SAE J576, *Plastic Material or Materials for Use in Optical Parts Such as Lenses and Reflex Reflectors of Motor Vehicle Lighting Devices*, 2010.

SAE J578, *Color Specification*, 2006.

SAE J595, *Directional Flashing Optical Warning Devices for Authorized Emergency, Maintenance, and Service Vehicles*, 2005.

SAE J683, *Tire Chain Clearance — Trucks, Buses (Except Suburban, Intercity, and Transit Buses), and Combinations of Vehicles*, 1985.

SAE J689, *Curbstone Clearance, Approach, Departure, and Ramp Breakover Angles*, 2009.

SAE J845, *Optical Warning Devices for Authorized Emergency, Maintenance, and Service Vehicles*, 2007.

SAE J994, *Alarm — Backup — Electric Laboratory Performance Testing*, 2009.

SAE J1127, *Low Voltage Battery Cable*, 2010.

SAE J1128, *Low Voltage Primary Cable*, 2011.

SAE J1318, *Gaseous Discharge Warning Lamp for Authorized Emergency, Maintenance, and Service Vehicles*, 2009.

SAE J1330, *Photometry Laboratory Accuracy Guidelines*, 2007.

SAE J1849, *Emergency Vehicle Sirens*, 2008.

SAE J1888, *High Current Time Lag Electric Fuses*, 1990.

SAE J1889, *L.E.D. Signal and Marking Lighting Devices*, 2011.

SAE J2077, *Miniature Blade Type Electrical Fuses*, 1990.

SAE J2202, *Heavy Duty Wiring Systems for On-Highway Trucks*, 2004.

SAE J2420, *COE Frontal Strength Evaluation — Dynamic Loading Heavy Trucks*, 2003.

SAE J2422, *Cab Roof Strength Evaluation — Quasi-Static Loading Heavy Trucks*, 2003.

SAE J3026, *Ambulance Patient Compartment Seating Integrity and Occupant Restraint*, 2016.

SAE J3027, *Ambulance Litter Integrity, Retention, and Patient Restraint*, 2016.

SAE J3043, *Ambulance Equipment Mounts*, 2014.

SAE J3057, *Ambulance Modular Body Evaluation-Quasi-Static Loading For Type I and Type III Modular Ambulance Bodies*, 2017.

SAE J3058, *Ambulance Interior Storage Compartment Integrity*, 2016.

SAE J3102, *Ambulance Patient Compartment Structural Integrity Test to Support SAE J3027 Compliant Litter Systems*, 2017.

2.3.8 UL Publications. Underwriters Laboratories Inc., 333 Pfingsten Road, Northbrook, IL 60062-2096, www.ul.com.

ANSI/UL 153, *Standard for Portable Electric Luminaires*, 2002, revised 2015.

ANSI/UL 498, *Standard for Safety Attachment Plugs and Receptacles*, 2012, revised 2016.

ANSI/UL 969, *Standard for Marking and Labeling Systems*, 1995, revised 2014.

ANSI/UL 1598, *Luminaires*, 2008, revised 2013.

ANSI/UL 2034, *Standard for Safety, Single and Multiple Station Carbon Monoxide Alarms*, 2008, revised 2016.

2.3.9 U.S. Government Publications. U.S. Government Publishing Office, 732 North Capitol Street, NW, Washington, DC 20401-0001, www.gpo.gov.

Title 49, Code of Federal Regulations, Part 571, Federal Motor Vehicle Safety Standards (FMVSS).

2.3.10 Other Publications.

Merriam-Webster's Collegiate Dictionary, 11th edition, Merriam-Webster, Inc., Springfield, MA, 2003.

2.4 References for Extracts in Mandatory Sections.

NFPA 70®, *National Electrical Code*®, 2017 edition.

NFPA 1451, *Standard for a Fire and Emergency Service Vehicle Operations Training Program*, 2018 edition.

NFPA 1901, *Standard for Automotive Fire Apparatus*, 2016 edition.

Chapter 3 Definitions

3.1 General. The definitions contained in this chapter shall apply to the terms used in this standard. Where terms are not defined in this chapter or within another chapter, they shall be defined using their ordinarily accepted meanings within the context in which they are used. *Merriam-Webster's Collegiate Dictionary*, 11th edition, shall be the source for the ordinarily accepted meaning.

3.2 NFPA Official Definitions.

3.2.1* Approved. Acceptable to the authority having jurisdiction.

3.2.2* Authority Having Jurisdiction (AHJ). An organization, office, or individual responsible for enforcing the requirements of a code or standard, or for approving equipment, materials, an installation, or a procedure.

3.2.3 Labeled. Equipment or materials to which has been attached a label, symbol, or other identifying mark of an organization that is acceptable to the authority having jurisdiction and concerned with product evaluation, that maintains periodic inspection of production of labeled equipment or materials, and by whose labeling the manufacturer indicates compliance with appropriate standards or performance in a specified manner.

3.2.4* Listed. Equipment, materials, or services included in a list published by an organization that is acceptable to the authority having jurisdiction and concerned with evaluation of products or services, that maintains periodic inspection of production of listed equipment or materials or periodic evaluation of services, and whose listing states that either the equipment, material, or service meets appropriate designated standards or has been tested and found suitable for a specified purpose.

3.2.5 Shall. Indicates a mandatory requirement.

3.2.6 Should. Indicates a recommendation or that which is advised but not required.

3.2.7 Standard. An NFPA Standard, the main text of which contains only mandatory provisions using the word "shall" to indicate requirements and that is in a form generally suitable for mandatory reference by another standard or code or for adoption into law. Nonmandatory provisions are not to be considered a part of the requirements of a standard and shall be located in an appendix, annex, footnote, informational note, or other means as permitted in the NFPA Manuals of Style. When used in a generic sense, such as in the phrase "standards development process" or "standards development activities," the term "standards" includes all NFPA Standards, including Codes, Standards, Recommended Practices, and Guides.

3.3 General Definitions.

3.3.1 Acceptance. An agreement between the purchasing authority and the contractor that the terms and conditions of the contract have been met. [1901, 2016]

3.3.2 Acceptance Tests. Tests performed on behalf of or by the purchaser at the time of delivery to determine compliance with the specifications for the ambulance.

3.3.3 Ambulance. A vehicle used for out-of-hospital medical care and patient transport that provides a driver's compartment; a patient compartment to accommodate an emergency medical services provider (EMSP) and at least one patient located on the primary cot positioned so that the primary patient can be given emergency care during transit; equipment and supplies for emergency care at the scene as well as during transport; safety, comfort, and avoidance of aggravation of the patient's injury or illness; two-way radio communication; and audible and visual traffic warning devices.

3.3.3.1* Substantially Similar Ambulance. An ambulance in which the relevant area or component that is being compared or considered is comparable. Applicable to the test being considered for an ambulance in which like areas are compared.

3.3.3.2 Type I Ambulance. An ambulance with a 10,001 lb (4536 kg) to 14,000 lb (6350 kg) gross vehicle weight rating (GVWR) constructed on a cab chassis with a modular ambulance body.

3.3.3.3 Type I-AD (Additional Duty) Ambulance. An ambulance with a 14,001 lb (6351 kg) or more GVWR constructed on a cab chassis with a modular ambulance body.

3.3.3.4 Type II Ambulance. An ambulance constructed on a van.

3.3.3.5 Type III Ambulance. An ambulance with a 10,001 lb to 14,000 lb GVWR constructed on a cutaway van chassis with integrated modular ambulance body.

3.3.3.6 Type III-AD (Additional Duty) Ambulance. An ambulance with a 14,001 lb or more GVWR constructed on a cutaway van chassis with integrated modular body.

3.3.4 Angle.

3.3.4.1 Angle of Approach. The smallest angle made between the road surface and a line drawn from the front point of ground contact of the front tire to any projection of the ambulance in front of the front axle.

3.3.4.2 Angle of Departure. The smallest angle made between the road surface and a line drawn from the rear point of ground contact of the rear tire to any projection of the ambulance behind the rear axle.

3.3.4.3 Ramp Breakover Angle. The angle measured between two lines tangent to the front and rear tire static loaded radius, and intersecting at a point on the underside of the vehicle that defines the largest ramp over which the vehicle can roll. [1901, 2016]

3.3.5 Automatic Electrical Load Management System. A device that continuously monitors the electrical system voltage and automatically sheds predetermined loads in a selected order to prevent overdischarging of the ambulance's batteries.

3.3.6 Bonded (Bonding). Connected to establish electrical continuity and conductivity. [1901, 2016]

3.3.7 Bulkhead. The partition dividing the driver compartment from the patient compartment.

3.3.8 Center of Gravity. The point at which the entire weight of the ambulance is considered to be concentrated so that, if supported at this point, the ambulance would remain in equilibrium in any position.

3.3.9* Chassis. The basic operating motor vehicle, including the engine, frame, and other essential structural and mechanical parts, but exclusive of the body and all appurtenances for the accommodation of driver, property, passengers, appliances, or equipment related to functions other than control.

3.3.10* Common and Critical Equipment and Supplies. Equipment and/or supply items that are frequently used for or are essential to providing patient care.

3.3.11 Compartment.

3.3.11.1 Exterior Compartment. A weather-resistant area designed to protect stored items from environmental damage that is confined on six sides and equipped with an access opening(s) that can be closed and latched.

N 3.3.11.2 Interior Storage Compartment. A cabinet, drawer, pouch style system, or other means used to contain and secure EMS supplies, tools, medical devices, or other equipment within an enclosed area.

3.3.11.3 Patient Compartment. The portion of the ambulance behind the cab.

3.3.11.3.1 Type I Patient Compartment. The modular body area added on behind the cab.

3.3.11.3.2 Type II Patient Compartment. The body area beginning immediately behind the forward bulkhead.

3.3.11.3.3 Type III Patient Compartment. The modular body area added on behind the cab.

3.3.12 Conductor.

3.3.12.1 Grounding Conductor. A non-current-carrying conductor used to connect equipment or the ground circuit of a wiring system to the power source grounding system. [1901, 2016]

3.3.12.2 Line Voltage Conductor. An ungrounded current-carrying conductor of a line voltage circuit. [1901, 2016]

3.3.12.3 Neutral Conductor. The conductor connected to the neutral point of a system that is intended to carry current under normal conditions. [1901, 2016]

3.3.13 Continuous Duty. Operation at a substantially constant load for an indefinitely long time. [1901, 2016]

3.3.14* Contractor. The person or company responsible for fulfilling an agreed upon contract. [1901, 2016]

3.3.15 Defect. A discontinuity in a part or a failure to function that interferes with the service or reliability for which the part was intended. [1901, 2016]

3.3.16 Documentation. Any data or information supplied by the manufacturer or contractor relative to the ambulance, including information on its operation, service, and maintenance.

3.3.17 Electrical Appliance. An electrical device or instrument designed to perform a specific function, such as scene lights, battery charger, medical equipment, and so forth.

3.3.18* Electronic Siren. An audible warning device that produces sound electronically through the use of amplifiers and electromagnetic speakers. [1901, 2016]

3.3.19 Exterior. A nonsheltered location exposed to the environment, either continuously or intermittently. [1901, 2016]

3.3.20 Federal Motor Vehicle Safety Standards (FMVSS). Regulations promulgated by the National Highway Traffic Safety Administration (NHTSA) of the United States under Public Law 89-563 that are mandatory and must be complied with when motor vehicles or items of motor vehicle equipment are manufactured and certified thereto.

3.3.21 Fixed Power Source. Any line voltage power source except a portable generator.

3.3.22 Fully Latched Position. The last or fully closed position on the striker of a 49 CFR 571, FMVSS 206 compliant door latch.

3.3.23 Gallon. United States gallon. [1901, 2016]

3.3.24 Gauge. A visual device that indicates a measurement. [1901, 2016]

3.3.25 GAWR. See 3.3.71.1, Gross Axle Weight Rating.

3.3.26 Generator. An electromechanical device for the production of electricity. [1901, 2016]

3.3.27* Grade. A measurement of the angle used in road design and expressed as a percentage of elevation change over distance. [1901, 2016]

3.3.28 Ground Clearance. The clearance under a vehicle at all locations except the axles and driveshaft connections to the axle or items designed to swing clear.

3.3.29 GVWR. See 3.3.71.3, Gross Vehicle Weight Rating (GVWR).

3.3.30 High-Idle Speed Control. A control or switch system that provides a means to increase the engine operating speed from an idle condition to a higher preset operating speed. [1901, 2016]

3.3.31 Instruction Plate. A visual indication whether in pictorial or word format that provides instruction to the operator in the use of a component on the ambulance.

3.3.32 Interior. A sheltered location not exposed to the environment. [1901, 2016]

3.3.33 Interlock. A device or arrangement by means of which the functioning of one part is controlled by the functioning of another. [1901, 2016]

3.3.34 Label. A visual indication whether in pictorial or word format that provides for the identification of a control, switch, indicator, or gauge, or the display of information useful to the operator. [1901, 2016]

3.3.35 Latch. A mechanical device used to position the door in a closed position relative to the body framework with provision for controlled release or operation.

3.3.36 Line Voltage Circuit, Equipment, or System. An ac or dc electrical circuit, equipment, or system where the voltage to ground or from line to line is equal to or greater than 30 volts rms (ac), 42.4 volts peak (ac), or 60 volts dc.

3.3.37 Load Distribution Plan. A drawing or spreadsheet of shelves, cabinets, drawers, compartment, or otherwise storage with a maximum weight attached to each location.

3.3.38* Loose Equipment. Equipment other than the occupants and the cot that is intended to be stored on the ambulance.

3.3.39 Low Voltage Circuit, Equipment, or System. An electrical circuit, equipment, or system where the voltage does not exceed 30 volts rms (ac), 42.4 volts peak (ac), or 60 volts dc; usually 12 volts dc in an ambulance.

3.3.40 Manufacturer. The person or persons, company, firm, corporation, partnership, or other organization responsible for turning raw materials or components into a finished product.

3.3.41 Optical Center. The point specified by the optical warning device manufacturer of highest intensity when measuring the output of an optical warning device. [1901, 2016]

3.3.42 Optical Power. A unit of measure designated as candela-seconds/minute that combines the flash energy and flash rate of an optical source into one power measurement representing the true visual effectiveness of the emitted light. [1901, 2016]

3.3.43* Optical Source. Any single, independently mounted, light-emitting component in a lighting system. [1901, 2016]

3.3.44 Optical Warning Device. A manufactured assembly of one or more optical sources. [1901, 2016]

3.3.45 Panelboard. A single panel or group of panel units designed for assembly in the form of a single panel, including buses and automatic overcurrent devices, and equipped with or without switches for the control of light, heat, or power circuits; designed to be placed in a cabinet or cutout box placed in or against a wall, partition, or other support; and accessible only from the front. [70:100]

3.3.46 Patient Cot. An elevating patient conveyance device upon which the primary patient is transported, which is also known as a transporter, gurney, and carrier.

3.3.47 Power Source. A device that produces line voltage electricity. [1901, 2016]

3.3.48 Power Supply Assembly. Any cord or distribution assembly that is partly comprised of the neutral conductor, grounding conductor, and line voltage conductors connected from the output terminals of the power source to the first main overcurrent protection device. [1901, 2016]

3.3.49 Primary Patient Care Seat. The seating position designated by the AHJ from which the EMSP is expected to provide primary patient care.

3.3.50 Proper(ly). In accordance with the manufacturer's specifications or as recommended by the manufacturer. [1901, 2016]

3.3.51 psi. Pounds per square inch.

3.3.52 PTO. Power takeoff.

3.3.53 Purchaser. The authority having responsibility for the specification and acceptance of the ambulance.

3.3.54 Purchasing Authority. The agency that has the sole responsibility and authority for negotiating, placing, and, where necessary, modifying each and every solicitation, purchase order, or other award issued by a governing body. [1901, 2016]

3.3.55 Qualified Person. A person who, by possession of a recognized degree, certificate, professional standing, or skill, and who, by knowledge, training, and experience, has demonstrated the ability to deal with problems related to the subject matter, the work, or the project. [1451, 2018]

3.3.56 Readily Accessible. Able to be located, reached, serviced, or removed without removing other components or parts of the ambulance and without the need to use special tools to open enclosures.

N 3.3.57 Remounted Ambulance Patient Compartment. An ambulance patient compartment that has been removed from its original chassis and installed on a different chassis.

3.3.58 Reserve Capacity. The ability of a battery to sustain a minimum electrical load in the event of a charging system failure or a prolonged charging system deficit. [1901, 2016]

3.3.59 Seat.

3.3.59.1 Child Restraint Seat. A seat capable of transporting a child 66 lb (30 kg) or less in accordance with 49 CFR 571, FMVSS 213 and mounted in accordance with the seat manufacturer's recommendation.

3.3.59.2 Infant Restraint Seat. A seat capable of transporting an infant 22 lb (10 kg) or less in accordance with 49 CFR 571, FMVSS 213 and mounted in accordance with the seat manufacturer's recommendation.

3.3.60 Side Entry Door. The body door on the side of the ambulance body that provides entry into the patient compartment and through which patients can be loaded and unloaded.

3.3.61 Sign. A visual indication whether in pictorial or word format that provides a warning to the operator or other persons near the ambulance.

3.3.62 Stretcher. A transportation device also known as a cot, litter, or flat, designed to transport a supine patient.

3.3.63 Striker. A mechanical device with which the latch engages on the opposing member of the body framework.

3.3.64 Substantially Similar Ambulance. One or more components or systems that are the same and that perform the same functions in vehicles or equipment sold or offered for sale in the United States, regardless of whether the part numbers are identical.

3.3.65 Switch. Any set of contacts that interrupts or controls current flow through an electrical circuit. [1901, 2016]

3.3.66 Total Continuous Electrical Load. The total current required to operate all of the devices permanently connected to the ambulance that can be simultaneously energized excluding intermittent-type loads.

3.3.67 Turning Clearance Radius. One-half the larger of the left or right full circle wall-to-wall turning diameter. [1901, 2016]

3.3.68* Type Certificate. A document that is issued to certify the compliance of an ambulance design or component to a specific test.

3.3.69 Usable Payload. The weight of the loose equipment, occupants, and cot that can be carried in the ambulance without exceeding the GVWR.

3.3.70 Weight.

3.3.70.1* Curb Weight. The total weight of the complete ambulance less the payload.

3.3.71 Weight Rating.

3.3.71.1* Gross Axle Weight Rating (GAWR). The final-stage manufacturer's specified maximum load-carrying capacity of an axle system, as measured at the tire-ground interfaces.

3.3.71.2 Gross Combination Weight Rating (GCWR). The final-stage manufacturer's specified maximum loaded weight for a combination (articulated) vehicle consisting of a tow vehicle and one or more towed units.

3.3.71.3* Gross Vehicle Weight Rating (GVWR). The final-stage manufacturer's specified maximum load-carrying capacity of a single vehicle.

3.3.72 Wet Location (Related to Ambulances). A location on a nonenclosed, exterior surface of an ambulance body or driver and crew compartment or a nonsheltered location inside a compartment with a door or cover that, while open, exposes the enclosure or panelboard to the environment.

Chapter 4 General Requirements

4.1 General. All ambulances shall comply with Chapters 1 through 9.

4.2* Responsibility of the Purchaser.

4.2.1 It shall be the responsibility of the purchaser to consider the amount of equipment and the number of personnel that will be carried on the ambulance and to specify a minimum usable payload that will accommodate this weight once the ambulance is placed in service.

4.2.2 It shall be the responsibility of the purchaser to specify any details of the ambulance that would exceed the minimum specifications of this standard.

4.3 Responsibility of the Contractor.

4.3.1 The contractor shall provide a detailed description of the ambulance, a list of equipment to be furnished, and other construction and performance details to which the ambulance shall conform.

4.3.1.1 The detailed description of the ambulance shall include, but shall not be limited to, minimum usable payload, wheelbase, curb-to-curb turning clearance radius, principal dimensions, angle of approach, and angle of departure.

4.3.1.2 The purpose of these contractor specifications shall be to define what the contractor intends to furnish and deliver to the purchaser.

4.3.2 Responsibility for the ambulance and equipment shall remain with the contractor until they are accepted by the purchaser.

4.4 Ambulance Components.

4.4.1 All components shall be installed in accordance with the manufacturer's installation instructions or with the written approval of the component manufacturer.

4.4.2 All medical devices furnished shall comply with the U.S. Food and Drug Administration (FDA) regulatory requirements.

4.4.3 Vehicles shall be free from defects that could impair their reliability or serviceability.

4.4.4* All bodies, systems, equipment, and interfaces with the chassis not otherwise specified in this standard shall be maintained in accordance with the chassis original equipment manufacturer's (OEM) body builders' guidelines.

4.5 Legal Requirements. The ambulance shall comply with state regulations as specified by the purchaser.

4.6 Third-Party Certification of Test Results. The following type tests shall be required to be witnessed or performed by an independent third-party organization, that organization shall meet the requirements of this section:

- (1) AMD 001, *Static Load Test for Ambulance Body Structure*
- (2) AMD 006, *Patient Compartment Sound Level Test*
- (3) AMD 008, *Handrail Static Load Test*
- (4) AMD 011, *Equipment Temperature Test*
- (5) AMD 012, *Interior Climate Control Test*
- (6) AMD 016, *Patient Compartment Lighting Level Test*
- (7) AMD 018, *Rear Stepping Surface Load Test*
- (8) AMD 024, *Perimeter Illumination Test*
- (9) SAE J3026, *Ambulance Patient Compartment Seating Integrity and Occupant Restraint*
- (10) SAE J3027, *Ambulance Litter Integrity, Retention, and Patient Restraint*
- (11) SAE J3043, *Ambulance Equipment Mounts*
- (12) SAE J3057, *Ambulance Modular Body Evaluation-Quasi-Static Loading For Type I and Type III Modular Ambulance Bodies*
- (13) SAE J3058, *Ambulance Interior Storage Compartment Integrity*
- (14) SAE J3102, *Ambulance Patient Compartment Structural Integrity Test to Support SAE J3027 Compliant Litter Systems*

4.6.1 Testing shall be witnessed or performed by an organization that is accredited for inspection of ambulances in accordance with ISO/IEC 17020, *General Criteria for the Operation of Various Types of Bodies Performing Inspection*, or accredited for testing ambulances to this standard in accordance with ISO/IEC 17025, *General Requirements for the Competence of Testing and Calibration Laboratories*.

4.6.2 The certification organization shall not be owned or controlled by the final-stage ambulance manufacturer.

4.6.3 The certification organization shall witness all tests and shall refuse to certify any test results for a system if all components of that system requiring testing do not pass the testing required by this standard.

4.6.4 Conditional, temporary, or partial certification of test results shall not be permitted.

4.6.5 Forms or data sheets shall be provided and used during the testing. [1901:4.7.6]

4.6.6 Programs shall be in place for training, proficiency testing, and performance verification of any staff involved with certification. [1901:4.7.7]

4.6.7 Appeal Process.

4.6.7.1 The certification organization's operating procedures shall provide a mechanism for the manufacturer to appeal decisions.

4.6.7.2 The procedures shall include provisions for the presentation of information from representatives of both sides of a controversy to a designated appeals panel.

4.6.8 The third party that certifies any test results shall supply the following information on the certification organization letterhead:

- (1) Company or business for which the results are certified
- (2) Date of certification
- (3) Ambulance model, components, or equipment being certified
- (4) Certification organization and address
- (5) Date product tested
- (6) Model number and specification data
- (7) Applicable specification references and test requirement
- (8) Summary of the test report
- (9) A certifying statement with official signature

4.6.9* The testing facility for each certification shall supply the following supportive verification data and information on letterhead stationery in electronic format:

- (1) Name of company or business for whom ambulance product was tested
- (2) Report date
- (3) Name of sample product or device
- (4) Contractor's address
- (5) Serial and model number(s)
- (6) Specification referral and amendment number(s), and test requirement(s)
- (7) Test facilities used and location
- (8) Test equipment used
- (9) Test procedure
- (10) Test results
- (11) Verifying test data
- (12) Photographs
- (13) Drawings

- (14) Test conclusion(s)
- (15) Witness(es)
- (16) Authorized signature

4.7 Manufacturer Certification of Test Results.

4.7.1 The ambulance manufacturer shall test and certify each ambulance according to the following standards:

- (1) AMD 005, *Low Voltage Electrical System Test*
- (2) AMD 010, *Water Leak Test*
- (3) AMD 015, *Ambulance Main Medical Gas System Test*
- (4) AMD 021, *Aspirator System Test*
- (5) AMD 025, *Occupant Head Clearance Zones Test*
- (6) AMD 027, *Line Voltage Electrical Systems Test*

N 4.7.2 Where the standard requires a component to be tested, the ambulance manufacturer shall either test individual components themselves or rely on the component manufacturer's testing and certification on any individual component used in the ambulance.

4.7.3 A representative of the manufacturer shall witness all tests and shall refuse to certify any test results for a system unless all components of that system requiring testing pass the testing required by this standard. [1901:4.8.1]

4.7.4 Conditional, temporary, or partial certification of test results shall not be permitted.

4.7.5 The manufacturer shall have the facilities and equipment necessary to conduct the required testing, a program for the calibration of all instruments, and procedures to ensure the proper control of all testing. [1901:4.8.3]

4.7.6 Forms or data sheets shall be provided and used during the testing. [1901:4.8.4]

4.7.7 Programs shall be in place for training, proficiency testing, and performance verification of any personnel involved with certification. [1901:4.8.5]

4.7.8 An official of the company that manufactures or installs the product shall designate in writing who is qualified to witness tests and certify results. [1901:4.8.6]

4.7.9 Certification documentation shall be delivered with the ambulance, including results of the certification tests.

4.7.10 Certification tests performed on a substantially similar ambulance shall be valid for up to 7 years or until such time as the production product changes are so significant that they no longer meet the definition of a substantially similar ambulance.

4.8 Personnel Protection.

4.8.1* Guards, shields, or other protection shall be provided where necessary in order to prevent injury of personnel by hot, moving, or rotating parts during nonmaintenance operations. [1901:4.9.1]

4.8.2 Electrical insulation or isolation shall be provided where necessary in order to prevent electrical shock from onboard electrical systems. [1901:4.9.2]

4.8.3 Vehicular workmanship shall ensure an operating environment free of accessible sharp projections and edges. [1901:4.9.3]

4.8.4 Safety-related (caution, warning, danger) signs shall meet the requirements of ANSI Z535.4, *Product Safety Signs and Labels*.

4.9 Controls and Instructions.

4.9.1 Illumination shall be provided for controls, switches, gauges, and instruments necessary for the operation of the ambulance and the equipment on it.

4.9.2* All required signs, instruction plates, and labels shall be permanent in nature, securely attached, and meet the requirements of 4.9.2.1 and ANSI/UL 969, *Standard for Marking and Labeling Systems*.

4.9.2.1 The signs, instruction plates, and labels shall be resistant to damage from the following:

- (1) Fluids to which they will normally be exposed
- (2) Temperatures between -30°F (-35°C) and 176°F (80°C)
- (3) Ultraviolet radiation

4.9.2.2* The exterior-mounted labels relating to safety or critical operational instructions shall be reflective or illuminated.

4.9.2.3 Controls and Switches.

4.9.2.3.1* Controls and switches that are expected to be operated by the belted driver while the ambulance is in motion shall be visible and within reach.

4.9.2.3.2 Controls and switches that are expected to be operated by the belted emergency medical service provider (EMSP) while the ambulance is in motion shall be visible and within reach of the designated primary patient care position.

4.9.2.4 Marking of switches, indicators, and control devices shall be perceptively and permanently identified with at least 3 mm high letters and/or symbol at least 10 mm by 10 mm.

4.9.2.5 The identifications shall be contrasting colors etched or engraved in plastic or metal or printed and laminated translucent plastic, grouped according to function, and mounted in illuminated or backlit panel(s) or the console.

4.10 Component Protection.

4.10.1* Hydraulic hose lines, air system tubing, control cords, and electrical harnesses shall be mechanically attached to the frame or body structure of the ambulance.

4.10.2 The types of equipment described in 4.10.1 shall be furnished with protective looms, grommets, or other devices at each point where they pass through body panels or structural members or wherever they lie against a sharp metal edge.

4.10.3 A through-the-frame connector shall be permitted to be used in place of protective looms or grommets.

4.11* Ambulance Performance.

4.11.1* Where temperature requirements are not otherwise specified, the ambulance shall be designed to function in ambient temperature conditions between 0°F (-18°C) to 110°F (43°C).

4.11.1.1 All interior systems, components, and permanently attached equipment shall function satisfactorily over a temperature range of 32°F to 95°F (0°C to 35°C).

4.11.1.1.1 Compliance of the equipment function shall be validated by testing a substantially similar ambulance in accordance with AMD 011, *Equipment Temperature Test*.

4.11.1.1.2 The ambulance and all systems, components, and equipment shall be capable of being stored at an ambient

temperature between 32°F and 95°F (0°C to 35°C) without damage or deterioration.

4.11.2 The ambulance shall be capable of being driven for at least 250 mi (402 km) without refueling.

4.11.3 The vehicle shall be capable of three fordings without water entering patient and equipment compartments while being driven through a minimum of 8 in. (203 mm) of water, at speeds of 5 mph (8 km/hr), for a distance of at least 100 ft (30 m).

4.12 Road Performance.

4.12.1 When loaded to its gross vehicle weight rating (GVWR), the ambulance shall be capable of meeting the following performance criteria on dry, paved roads that are in good condition:

- (1) From a standing start, the ambulance shall be able to attain a speed of 55 mph (88 km/hr) within 25 seconds on a level road.
- (2) The ambulance shall be able to maintain a speed of at least 5 mph (8 km/hr) on any grade up to 35 percent.
- (3) The ambulance shall be able to maintain a speed of at least 55 mph (88 km/hr) on any grade up to 3 percent.

4.12.2 The determination of road performance shall be made by actual test or OEM-certified computer prediction.

4.12.3* The ambulance shall be capable of a sustained speed of not less than 65 mph (105 km/hr) over dry, hard-surfaced, level roads, at sea level, and a passing speed of 70 mph (112 km/hr) when tested under normal ambient conditions.

4.13 Serviceability.

4.13.1 Special Tools.

4.13.1.1 Where special tools are required for routine service on any component of the ambulance, such tools shall be provided with the ambulance.

4.13.1.2 Where the purchaser is purchasing multiple ambulances under the same contract, the purchaser shall specify the number of tools required.

4.13.2 Ambulance components that interfere with repair or removal of other major components shall be attached with fasteners, such as cap screws and nuts, so that the components can be removed and installed with ordinary hand tools.

4.13.3 These components shall not be welded or otherwise permanently secured in place.

4.14 Tests on Delivery.

4.14.1 If acceptance tests are conducted at the point of delivery, they shall not be performed in a manner that requires the ambulance or a component to operate outside its designed operating range.

4.14.2 Certification from OEM and individual equipment manufacturers are acceptable, provided they are not altered.

4.15* Documentation. Any documentation delivered with the ambulance shall be permitted to be in printed format, electronic format, audiovisual format, or a combination thereof.

4.16 Data Required of Contractor.

4.16.1 Ambulance Documentation. The contractor shall deliver with the ambulance at least one copy of the following documents:

- (1) The manufacturer's record of ambulance construction details, including the following information:
 - (a) Owner's name and address
 - (b) Ambulance manufacturer, model, and serial number
 - (c) Chassis make, model, and vehicle identification number (VIN)
 - (d) GAWR of front and rear axles and GVWR
 - (e) Front tire size and total rated capacity in pounds (kilograms)
 - (f) Rear tire size and total rated capacity in pounds (kilograms)
 - (g) Type of fuel and fuel tank capacity
 - (h) Electrical system voltage and alternator output in amps
 - (i) Paint manufacturer and paint number(s)
 - (j) Company name and signature of responsible company representative
 - (k) Documents from a certified scale showing curb weight on the front axle and rear axle(s) (without personnel and equipment)
- (2) Certification of compliance of the optical warning system (*see 7.9.16*)
- (3) Siren manufacturer's certification of the siren (*see 7.10.1.1*)
- (4) Written load analysis and results of the electrical system performance tests
- (5) Certification of slip resistance of all exterior stepping, standing, and walking surfaces

4.16.2 Operations and Service Documentation.

4.16.2.1 The contractor shall deliver with the ambulance at least one set of complete operation and service documentation covering the completed ambulance as delivered and accepted.

4.16.2.2 The documentation shall address at least the inspection, service, and operations of the ambulance and all major components thereof.

4.16.2.3* The contractor shall also deliver with the ambulance the following documentation for the entire ambulance and each major operating system or major component of the ambulance:

- (1) Manufacturer's name and address
- (2) Country of manufacture
- (3) Source for service and technical information
- (4) Parts replacement information
- (5) Descriptions, specifications, and ratings of the chassis
- (6) Wiring diagrams for low voltage and line voltage ambulance-specific systems to include the following information:
 - (a) Circuit logic for all electrical components and wiring
 - (b) Circuit identification
 - (c) Connector pin identification
 - (d) Zone location of electrical components
 - (e) Safety interlocks
 - (f) Alternator battery power distribution circuits

- (g) Input/output assignment sheets or equivalent circuit logic implemented in multiplexing systems
- (7) Lubrication charts
- (8) Operating instructions for the chassis and any major components
- (9) Instructions regarding the frequency and procedure for recommended maintenance
- (10) Overall ambulance operating instructions
- (11) Safety considerations
- (12) Limitations of use
- (13) Inspection procedures
- (14) Recommended service procedures
- (15) Troubleshooting guide
- (16) Ambulance body, chassis, and other component manufacturer's warranties
- (17) Special data required by this standard
- (18) Safety data sheet (SDS) for any fluid that is specified for use on the ambulance module

4.16.3 Certification and Payload Signage.

4.16.3.1* All ambulances shall have a certification and payload label as shown in Figure 4.16.3.1.

4.16.3.2 The label shall be mounted on the body (module) interior in a conspicuous location.

4.16.3.3 The calculation of the usable payload listed on the label shall also be provided with the ambulance.

4.17 Statement of Exceptions. The entity responsible for final assembly of the ambulance shall deliver with the ambulance a certification that the ambulance, at the time of delivery, complies with the minimum requirements of this standard or, when exceptions to this standard are required by the purchaser, a statement of exceptions shall be provided and attached to the owner's manual.

▲ **4.17.1** The statement of exceptions shall contain for each exception a separate listing of the section(s) of the applicable standard for which an exception has occurred.

Ambulance Data	
Manufactured by _____	Mo./Yr. _____
Address _____	
City _____	State _____ Zip _____
VIN _____	Job no. _____
Chassis model _____	Statement of exception applies _____
Vehicle type _____	
Usable cargo/equipment capacity (lb or kg)* _____	
Total occupant weight minus 175 times number of designated seating positions (lb or kg)	
This ambulance is certified by the manufacturer to conform to the edition of NFPA 1917, <i>Standard for Automotive Ambulances</i> , in effect on the date the ambulance is contracted for, subject to any applicable statement of exception as mandated by this standard.	
*Usable cargo/equipment capacity is the weight of the loose equipment and cot(s) as defined by NFPA 1917 that can be carried in this ambulance without exceeding the GVWR.	

▲ FIGURE 4.16.3.1 Certification and Payload Label.

Chapter 5 Chassis

5.1 Carrying Capacity.

5.1.1 The manufacturer shall design the ambulance so that the completed ambulance, when loaded to its required gross vehicle weight rating (GVWR) with all loose equipment distributed to its intended in-service configuration, does not exceed the GVWR or gross axle weight rating (GAWR) of the chassis using the method and values specified in Table 5.1.1.

5.1.2 The manufacturer shall establish the required GVWR during the design of the ambulance using the method and values specified in Table 5.1.1.

5.1.3 Label.

5.1.3.1 The ambulance manufacturer shall provide a high-visibility label in a location visible to the driver while seated.

5.1.3.2* The label shall show the height of the completed ambulance in feet and inches (meters) and the GVWR in tons and pounds (metric tons and kilograms).

5.2 Weight Distribution.

5.2.1 Longitudinal Weight Distribution. When the ambulance is loaded to its GVWR, the front-to-rear weight distribution and vertical center of gravity shall be within the limits set by the chassis manufacturer.

5.2.2* Lateral Weight Distribution. The vehicle, when loaded to its GVWR, shall have a side-to-side tire load variation of no more than 5 percent of the total tire load for that axle.

▲ Table 5.1.1 Required GVWR Calculation

Component	Specification	Weight (lb)
Chassis		
Ambulance body complete		
Automotive fluids		
Permanently mounted equipment		
Loose equipment (Use one of these values unless the required loose equipment is specified by the purchaser.)	Type I Type I-AD	750 1250
	Type II Type III Type III-AD	500 750 1250
Belted occupant seating positions	(No. seats) ×	171
Cot patient		171
Cot	Standard cot Power cot	100 250
Spare capacity		200
Minimum GVWR required		
For SI units, 1 lb = 0.45 kg.		

5.2.3 The front axle loads shall not be less than the minimum axle loads specified by the chassis manufacturer under full load and all other loading conditions.

5.2.4 Vehicle and component ratings shall be the manufacturer's published ratings and shall not be modified without written authorization from the OEM.

• **5.2.5** Each ambulance's payload capacity (horizontal, lateral, and vertical center of gravity) shall be calculated.

• **5.2.5.1** Horizontal and vertical payload capacity shall be determined by completing a National Truck Equipment Association (NTEA) UltraMod spreadsheet (available at www.ntea.com).

• **5.2.5.2** A copy of the UltraMod spreadsheet and the lateral payload calculation shall be included with the ambulance documentation, along with the following calculations:

- (1) Completed vehicle at curb weight
- (2) 171 lb (78 kg) at the horizontal, lateral, and vertical center of each patient location and at the designated H-point of each seating position
- (3) The maximum remaining cargo/equipment capacity located at the horizontal, lateral, and vertical dimension center of the patient compartment that does not result in weights that exceed the vehicle's weight rating capacities

5.3 Engine and Engine System Design.

5.3.1 Cold Start Performance Requirements.

• **5.3.2** Indicators shall be provided to alert the driver to high engine temperature or low oil pressure conditions.

5.3.3 An engine hour meter shall be provided.

5.4 Engine Speed Auxiliary Control Device.

5.4.1* An engine speed auxiliary control device (high-idle switch, throttle, or automatic voltage monitor) shall be installed to allow an increase in the engine speed to no more than 1600 revolutions per minute when the ambulance is parked, unless the ambulance's patient compartment primary source of low voltage electrical power is an independent generator.

5.4.2 An interlock shall prevent the operation of the engine speed auxiliary control device unless the parking brake is engaged and the transmission is in neutral or park, or the parking brake is engaged and the engine is disengaged from the drive wheels.

5.5 Exhaust System.

• **5.5.1** The exhaust piping and discharge outlet shall be located or shielded so as not to expose any portion of the ambulance or equipment to excessive heating.

5.5.2 Where parts of the exhaust system are exposed so that they are likely to cause injury to operating personnel, protective guards shall be provided.

5.5.3 The tailpipe outlet shall not terminate within 12 in. (300 mm) of the vertical axis of the fuel fill opening, medical gas storage, or patient entry doors where these features are located on the same side of the vehicle.

5.6 Braking System.

5.6.1 Where air-actuated braking systems are provided, they shall include the following:

- (1) An automatic moisture ejector

- (2) An air dryer
- (3) A pressure protection valve to prevent all air-operated accessories from drawing air from the air brake system when the air system's pressure drops below a pressure setting no lower than 80 psi (550 kPa)

5.6.2* Any time a secondary braking device such as transmission retarders or exhaust restriction devices are used, they shall have a switch to turn them off during adverse road conditions.

5.7 Suspension.

5.7.1* With the exception of the OEM's furnished and **in-** **stalled** components, the ambulance shall provide not less than the following clearance, measured in accordance with SAE J689, *Curbstone Clearance, Approach, Departure, and Ramp Break-over Angles*:

- (1) Approach angle of 10 degrees
- (2) Ramp breakover of 10 degrees
- (3) Departure angle of 10 degrees

5.7.2* A traction control feature shall be provided.

5.7.3 Shock absorbers shall be furnished on the front and rear axles.

5.7.4 Any ambulance with an air-ride suspension shall include an air dryer and automatic heated moisture ejection device to ensure that the air system is provided with dry air to protect the suspension control components.

5.8 Wheels and Tires.

5.8.1 Hub caps or wheel covers shall be removable without loosening the lug nuts so that wheels can be observed for daily inspection.

5.8.2 Tires shall be matched to vehicle performance in terms of traction, load-carrying ability, rolling diameter, and speed rating.

5.8.3 Mud Flaps.

Δ 5.8.3.1 Mud flaps, at least as wide as the tire(s), shall be provided behind the front and rear wheels.

5.8.3.2 Mud flaps shall be permitted to be incorporated into the running boards.

5.8.4 Bodies designed with wheel openings shall have the rear wheels centered, within ± 2 in. (± 52 mm) of those openings.

5.8.5* Each tire shall be equipped with a visual indicator or monitoring system that indicates tire pressure.

5.9* Vehicle Stability. If the ambulance is equipped with a stability control system, the system shall have a steering wheel position sensor, a vehicle yaw sensor, a lateral accelerometer, and individual wheel brake controls.

5.10* Bumpers. The rear of the ambulance shall be furnished with a bumper that extends to within 6 in. (152 mm) of each side of the ambulance.

5.10.1 The rear bumper shall be secured to the vehicle's chassis frame.

5.10.2 The rear bumper of Type I and Type III vehicles shall be provided with an integrated step.

5.10.3 The step shall be designed to prevent the accumulation of mud, ice, or snow and shall be made of anti-skid open grating material.

5.10.4 The step shall not be located or exposed to the interior of the ambulance when the door(s) is closed.

5.10.5 The step shall be at least the width of the door opening for which it is provided.

5.10.6 The stepping surface shall have a minimum depth of 5 in. (127 mm) and a maximum depth of 10 in. (254 mm).

5.10.7 If the step protrudes more than 7 in. (178 mm) from the rear of the vehicle, a fold-up step shall be furnished.

5.10.8* Stepping Surface.

5.10.8.1 The rear stepping surface shall withstand a load of 500 lb (227 kg) with no more than 1.0 in. (25.4 mm) of deflection or 0.25 in. (6.4 mm) of permanent deformation.

5.10.8.2 Compliance of the rear step surface shall be validated by testing a substantially similar ambulance or bumper and step structure in accordance with Section AMD 018, *Rear Stepping Surface Load Test*.

5.10.8.3 The distance from the road surface to the top surface of the first step at the rear bumper shall not exceed 22 in. (559 mm) with the vehicle loaded to its GVWR and/or the suspension in the kneeling condition.

5.10.8.4 Steps shall be provided in the door openings.

5.10.8.5 Step wells shall be illuminated.

5.10.8.6 Step surfaces shall be constructed with anti-slip material.

5.10.8.7* All steps shall have a minimum area of 35 in.² (22,580 mm²) and shall be of such a shape that a 5 in. (125 mm) diameter disk does not overlap any side when placed on the step.

5.11 Cab Seal.

5.11.1 If the cab and the patient compartment are separate enclosures, the cab shall be provided with a sealing device.

5.11.2 The seal shall be fabricated from a material resistant to ozone, sunlight, oil, and fungus.

5.11.3 The seal shall remain flexible in temperatures between -20°F and 110°F (-29°C and 43°C).

5.11.4 The seal shall be designed for proper fit and finish and be able to absorb lateral, vertical, and torsional displacement due to body/cab movement.

5.12 Front Seats.

5.12.1 Front cab seating for the driver and at least one passenger shall be provided.

5.12.2 The driver's seat shall have the OEM's full, unobstructed seat track travel range of longitudinal adjustment and a minimum of 30 percent of the range of inclination, but not less than the angle furnished on the OEM's standard nonreclining high back seat.

5.13* Mirrors.

5.13.1 Dual side view mirrors having a combination flat and convex mirror system shall be furnished.

5.13.2 All primary side view mirrors used by the driver shall be adjustable from the driver's position.

5.13.3 Hardware and mirror heads shall have a corrosion-resistant exterior finish.

5.14 Cab Integrity. Cabs on ambulances with a GVWR greater than 26,000 lb (11,800 kg) shall meet the requirements of SAE J2420, *COE Frontal Strength Evaluation — Dynamic Loading Heavy Trucks*, and SAE J2422, *Cab Roof Strength Evaluation — Quasi-Static Loading Heavy Trucks*.

Chapter 6 Patient Compartment

6.1 Patient Compartment Configuration. The patient compartment shall provide a minimum of 275 ft³ (7.7 m³) of space, less volume for cabinets, while complying with 6.1.2 and 6.1.3.

6.1.1* Self-contained breathing apparatus (SCBA) mounts shall not be located in the patient compartment.

6.1.2 The distance from the rear door to the edge of the cot mattress shall be determined by the AHJ.

6.1.3* The compartment shall provide a clear aisle walkway on at least one side of the patient cot.

6.2 Mounting. If the body is of modular construction, it shall be mounted per the allowed and/or recommended methods of the chassis manufacturer.

6.3 Structural Integrity — Roof Loading.

6.3.1 Any Type I, Type I-AD, Type III, or Type III AD ambulance body shall meet the performance requirements of SAE J3057, *Ambulance Modular Body Evaluation-Quasi-Static Loading For Type I and Type III Modular Ambulance Bodies*.

6.3.2 Any Type II ambulance with a gross vehicle weight rating of 10,000 lb or less shall meet the performance requirements described in FMVSS 216a, *Roof crush resistance*.

6.3.3 Any Type II ambulance with a gross vehicle weight rating of greater than 10,000 lb shall meet the performance requirements described in AMD 001, *Static Load Test for Ambulance Body Structure*.

6.4 Body Sealing.

6.4.1 Sealing Out Water.

6.4.1.1 There shall be no water leakage into the cab, any exterior compartment, or the patient compartment.

6.4.1.2 Compliance of the body sealing out water shall be validated by the manufacturer by testing each finished ambulance in accordance with AMD 010, *Water Leak Test*.

6.4.2 Sealing Out Exhaust Gas.

6.4.2.1 The body shall be sealed and vented so that the interior carbon monoxide level does not exceed 10 ppm of carbon monoxide (CO).

6.4.2.2 The patient compartment shall include a listed CO detector in accordance with ANSI/UL 2034, *Standard for Safety, Single and Multiple Station Carbon Monoxide Alarms*.

6.5 Wheel Housings.

6.5.1 Wheel housings of modular bodies shall include splash shields between the body wheel housing and the wheels, extending over the top of the tires to the bottom of the body side skirting.

6.5.2 Wheel housing openings shall allow for tire chain usage and easy tire removal and service and conform to SAE J683, *Tire Chain Clearance — Trucks, Buses (Except Suburban, Intercity, and Transit Buses), and Combinations of Vehicles*.

6.5.3 The OEM's standard wheel housings on Type II ambulances shall be acceptable.

6.6 Patient Compartment to Cab Partition.

6.6.1 A bulkhead partition shall be provided between the cab and the patient compartment.

6.6.2 The partition(s) shall be located behind the driver's seat and the cab passenger seat when in the rearmost position and the seat back is reclined a minimum of 15 degrees.

6.6.3 The partition shall extend from the floor to the ceiling.

6.6.4 The partition shall be wide enough to cover the width of each cab seat excluding arm rests.

6.6.5* The cab and body bulkheads shall have an aligned window opening of at least 150 in.² (96,780 mm²) or other means of visual and hands-free audio communication.

6.6.6 If so equipped, a window in the cab or body shall be of the sliding type, aligned, and connected with the modular body window opening.

6.6.7 The window shall be a transparent, shatterproof panel, which is latchable from the cab side.

6.7 Access Handrails or Handholds.

6.7.1* Interior or exterior access handrails or handholds shall be provided at each entrance to a driving or crew compartment and at each position where steps or ladders for climbing are located.

6.7.2 An overhead handrail shall be provided on the ceiling of the patient compartment.

6.7.3 Exterior access handrails shall be between 1 in. and 1½ in. (25 mm and 42 mm) in diameter and have a minimum clearance between the handrails and any surface of at least 2 in. (50 mm).

6.7.4 All exterior and interior access handrails shall be designed and mounted to reduce the possibility of hand slippage and to avoid snagging of equipment or clothing.

6.7.5 Access handrails supplied by the chassis manufacturer on a commercial chassis shall be permitted to be used to meet the requirements of this section.

6.7.6 Handrail Testing.

6.7.6.1 Handrails shall withstand a force of 300 lb (136 kg) applied in any direction without detaching, loosening, or permanently deforming.