

**NFPA<sup>®</sup>**

**1917**

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**Standard for  
Automotive Ambulances**

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**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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**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.

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