The gleaming ambulances that grace the EMS Today Conference & Exposition show floor are always a hit. The ones showcased during this year's show in Washington, D.C., were no exception. They introduced many cool new interior and exterior features and clever, practical innovations, including increased safety measures, improved aerodynamics and fuel systems and better lighting.

We all know that safety inside a moving ambulance is paramount to EMS providers and their patients. This includes driving and handling of the vehicle itself, as well as the construction of the interior of the patient compartment and the position of the patient care seats. It also means making it easier to load and unload patients from the raised patient compartment, making cabinets easier to disinfect and adding lighting to chevrons for better visibility—all innovations you’ll find by flipping through the next pages.

We invite you to study the new innovations offered by these ambulance manufacturers and see how they can assist you during your next ambulance purchase in making your vehicle safer, more efficient and comfortable for your patients. JEMS
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The Demers Diffusion Airflow System is a unique, integrated heating system that projects heat from a specially designed channel below the medical cabinet that sends the airflow across the floor and deflects it on the walls in a diffuse fashion for gentle heating; there is no direct air stream on the occupants.

This AEV configuration offers a special, easily accessible portable \textit{O}_2 compartment that features an auto-lock holder.

The ergonomically designed switch panel is custom built and positioned within easy reach of the driver and passenger-seat crew member in an AEV cab.

AEV vehicles are not just built to be highly functional; they are designed to be safe for all occupants. AEV does not believe that crash simulation is enough to effectively prove the crashworthiness and safety of a vehicle, so the company actually crash tests their vehicles to validate the structural integrity and occupant protection level of their ambulances in case of a real-life collision. The crash test was designed to reflect a common, and often deadly, risk faced by emergency vehicles: the threat of being hit broadside while driving through an intersection. They were conducted by SAE International engineers at a leading independent test facility used by the National Highway Transportation Safety Administration and automakers for their crash evaluation programs.

The head-turning aerodynamic roof design and cab roof lines of a Demers ambulance aren’t just cool to look at—they can save up to a cool 14% in fuel costs.

This signature aerodynamic roof design is available on all Demers ambulances and incorporates LED warning lights in multiple configurations for enhanced safety, intersection clearance and housing durability.

Unique and new in the ambulance industry, automotive-style windows have been engineered by Demers for ambulances. Located on the side and rear doors of the patient compartment, they are more durable and lighter than other windows. They also provide increased natural light and visibility. Rear window de-icing and defroster capability is also offered.

Perhaps the most distinctive design feature of the Demers ambulance is its aerodynamic roof design. The roof is streamlined to reduce drag and improve fuel efficiency. This design allows the vehicle to travel more efficiently, saving both fuel and money. Additionally, the roof design incorporates LED warning lights, which provide increased visibility and safety, even in low-light conditions.

The AEV configuration includes a special, easily accessible portable \textit{O}_2 compartment that features an auto-lock holder. This compartment is designed to be accessed quickly and safely by the crew, ensuring that patients receive the necessary \textit{O}_2 support during transport. The compartment also includes a holder for the auto-lock feature, which ensures that the \textit{O}_2 masks are always in place and ready for use.

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An Excellance Golden Eagle Type I Extra Heavy Duty (EHD) ambulance built for Phoebe Putney Memorial Hospital in Albany, Ga. It features an extremely durable, all-welded aluminum body and interior cabinetry which increases operational efficiency. It sits on an agile Ford F-650 heavy duty chassis that uses proven long-life engine/transmission combinations along with an oversized brake system that will withstand the everyday stresses of emergency response. It also features a turning radius that is less than a Type III unit.

A Type I EHD Excellance built for Columbus Regional Medical Center in Columbus, Ga., on a 2013 International 4300 chassis. The EHD is available with a “pass-through” window or full “walk-through” option. Module lengths can vary from 162-175” with 69-75” of headroom and endless choices of interior and exterior storage compartments.

A special hydraulic ramp was built into the rear step area of the Columbus Regional Medical Center unit by Excellance to facilitate lifting of patients and equipment.

The interior of the Richmond Ambulance Authority ambulance features multiple crew safety innovations such as padded cabinets, corners and bulkhead areas.

This Type III ambulance was built to meet the specific high-performance requirements of the Richmond (Va.) Ambulance Authority. Built on a Ford E-450 chassis with 14,050 lbs. gross vehicle weight rating and a 158” wheelbase, the ambulance is equipped with front and rear anti-sway bars, all-wheel disc brakes and a 55-gallon fuel capacity.

Powered by the Demers Electrical Management System, the Demers ECOSMART System creates an intelligent, super-efficient anti-idling engine—an innovation that delivers automatic fuel savings of $1,500–$2,000 a year, or a reduction in fuel consumption of up to 40% while idling. That’s almost 4.5 tons fewer CO₂ emissions per vehicle/year.

All Demers ambulances have cabinetry constructed of lightweight materials combining Demers-exclusive “Interlock” rounded aluminum extrusion with modular fiberglass cabinet inserts, shatterproof Lexan doors and aluminum panels. The result: a safer work environment, a long-lasting interior, better fuel economy and optimal resale value.
This Grand Prairie (Texas) Fire Department’s Type I ambulance built by Frazer is equipped with an inside/outside (I/O) radio compartment that enables easy access to radio equipment and battery chargers from any location. The custom I/O compartments also offer easy access to important gear.

The custom cabinet configurations and interior storage areas were designed from the ground up, providing crews with quick access to all of their tools.

Austin-Travis County’s (Texas) Urban Command Vehicle (UCV) is a custom-built squad unit used to transport medical equipment. The UCV has a slide-out tray specifically designed to house a large Coleman brand cooler and has a 300-lb. weight capacity.

Mounted on a new M2 Freightliner chassis, this Tuscaloosa (Ala.) Fire Rescue unit features multiple custom features, from roll-top doors to multiple scene light, and an extra-large ALS compartment complete with slide-out trays.

This Northport (Ala.) Fire Rescue vehicle allows crews to get the right gear to their patients quickly via external storage compartments with roll-top doors and pull-out trays.

Horton builds ambulances on the chassis of choice for its customers and builds in features emphasizing safety and patient comfort throughout the manufacturing process.

The Horton crash barrier system offers a safe seating position with a forward cabinet while still allowing space for the second patient that needs to be placed on a long board or other stretcher.

The new chevron lighting from Horton improves visibility while maintaining the chevron look for safety.
Lexington (Va.) Fire Department’s 148 Commando Type I ambulance is built on a 2012 Ford F-450 SD XLT 4x4 chassis.

A forward-facing independent work station positioned where the traditional squad bench used to be is safer for the attendant and more efficient for the delivery of patient care.

This custom work station offered by Marque Ambulance allows the person in the primary attendant seat to also swivel forward to access key equipment and connections without having to leave the safety of their seat.

Horton Occupant Protection System offers air bag protection for the EMS provider.

CoolTech II is the latest in cooling innovation. This new ambulance roof-top system will provide 100,000 btu of cooling capacity using a four fan smart condenser. This is cool and smart. It also includes a solar charging panel to help keep your batteries fully charged.
McCoy Miller offers multiple interior configurations and custom exterior options.

A pedestal-mounted, chrome Eagle Sirens “Screaming Eagle” motor siren mounted on a custom-made McCoy Miller extended bumper is an ideal siren for helping clear traffic in addition to an electronic siren.

The patient compartments in Medix Specialty Vehicles are custom crafted to the customer’s needs, with cabinets and equipment positioned within safe and easy reach of the personnel secured in their attendant seat locations.

Medix’s well-lit interior includes 11 standard dome lights. Each row’s brightness setting (HI/LO) is independently controlled to provide optimum patient compartment lighting.
The patient access side of the custom, space-efficient “Medic Workstation” was built by Miller Coach in a Sprinter patient compartment.

The interior patient compartment cabinets feature a special location for a crash stable defibrillator mount that is installed for safe and easy access and viewing.

This special graphic wrap was custom made for a custom Sprinter chassis and interior built by Miller Coach for Choice Care Ambulance in Dublin, Ga.

The Medix standard street side wall includes angled cabinets on each side of the attendant seat to eliminate overhead obstructions for a safer working environment. A tilt-out sharps and waste cabinet below the rear monitor shelf, suction and O₂ outlets are positioned for easy access.

Exterior compartments include a rubberized polyurethane finish over smooth aluminum, one piece CNC cut and formed exterior doors with full perimeter seal, full stainless seal plates. The O₂ cylinder rack is fully adjustable for H/M cylinder mounting. The compartment is also designed to facilitate installation of a Zico hydraulic lift.

Standard Medix curbside wall configuration with optional EVS-V4 seating on the squad bench.

The curbside view of the “Medic Workstation” built inside the Sprinter by Miller Coach.
PL Custom offers an optional sliding side-entry door for situations when you need to work in confined spaces with limited clearance. Lowered side skirts allow for easier access into the side entrance with an intermediate step. Single-handed operation for both interior and exterior handles makes opening and closing this door a breeze.

PL Custom’s proactive ambulance interiors are designed for “full time” safety for the patient and the attendants. The special “Medic in Mind” layout features easy access to key equipment and function switches from a seated position on either side of the vehicle, allowing the attendant to remain seated. The interior of PL Custom ambulances can be custom designed to incorporate your department’s special layout needs.

Road Rescue’s all-aluminum interior protects against blood-borne pathogens while providing a whisper-quiet environment that virtually eliminates outside noises, allowing personnel to assess their patients’ vital signs without distractions. Cabinet restocking is also made easy in the Road Rescue interior because the entire face frame is hinged to open and stay in the up position via gas shocks on each side.

The upper-band area of the Road Rescue patient compartment is covered in commercial-grade, heavy-duty vinyl for safety. The mid-area is covered in an antimicrobial thermoplastic material that meets disinfection requirements. In addition, all grab bars are made from antimicrobial 1 ¼” stainless steel.
The Wheeled Coach SafePASS system features emergency “direct release” door tabs that enable all patient compartment doors to be opened in the event an accident has bent the door lock control rod. Other locking mechanisms can jam, making patient unloading and crew exit difficult and possibly dangerous.

This Type I F-350 4x4 ambulance is an example of Wheeled Coach’s commitment to safety and innovation, which has made them one of only two U.S. ambulance manufacturers with ISO 9001:2008 certification.

“Be Seen, Be Cool” is the way Wheeled Coach introduces its latest innovation, the multi-purpose Cool-Bar: an external air condenser mounted on the front of the ambulance box that doubles as a multi-angle warning light platform that can be spec’d and configured in multiple ways by the purchasing agency. The Wheeled Coach Cool-Bar increases the air conditioning capacity of the ambulance by 30% (30% greater BTU capacity and 30% greater condensing capacity) and increases the overall airflow by 50%.

Check out Road Rescue’s innovative Class1 Multiplex Touch Screen Display.

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