

Committee Minutes	Mechanical Taskforce
Date	June 9, 2014
Time	10:00 A.M.
Location	Iris Room 665 Mainstream Drive
Participants	Members present: Steve Hamby, Donny Bear, Jim Morgan, Tim Perkins, Jack Serafino, Tim Swaim, Chris Whitney and Keith Hodges. Members via phone: Dr. Steven May and Dr. Joe Holley Members absent: Andrew Reed and Don Wheelley

Overall Lead	Topic	Summary/Decisions	Assignments / Next Steps	Responsible Person	Time Frame
Donna Tidwell	Roll Call/Introduction	Ms. Tidwell asked everyone to introduce themselves and who they are representing			
	What the Board has charged for this Committee	Ms. Tidwell reviewed the EMS Board charged to the Committee. The Board has charged this Committee to go over the rule referring to the Mechanic Certification. The Board wants this Committee to make a recommendation k to the Board on required Mechanic Certification are that mechanics must hold to meet the requirement of the rule. Ms. Tidwell then turned the meeting over to Mr. Hamby.			
Steve Hamby	Review of Rule	Mr. Hamby stated the big issue is to review the Rule and make recommendation back to the Board. Mr. Hamby stated that as a consultant perspective it is very difficult time understanding what certifications are acceptable for the rule because they are so broad and we see so many different things. Mr. Hamby went on to explain that each manufacture is different and the EVT have different levels as well as ASE. Mr. Hamby read the rule for the Committee. The task before them today is to determine what certifications can comply with			

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		<p>the Rule. Mr. Hamby asked Mr. Swaim to explain to the Committee what the intent for the rule was. Mr. Swaim asked Mr. Hamby to pass out the current ambulance inspection sheet. Mr. Swaim explained that a Committee was put together in 1998 to revise the annual inspection form and to set some standards for qualification for mechanics. Mr. Swaim stated that we are here today to see what the qualifications will work to meet the rule. Mr. Swaim stated that when they first went over this rule they came into problems with the rural counties in Tennessee. So they were hesitant to push Emergency Vehicle Technicians (EVT). Mr. Swaim stated that EVT is becoming more and more the norm and technician should be EVT qualified. Mr. Hamby stated that he appreciates Mr. Swaim but we have to stay with the rule and have to come up with a recommendation. Mr. Whitney stated he agrees with Mr. Swaim with that you do not want unqualified mechanic to work on the ambulance. Mr. Whitney stated that he took the form to the fleet QVM council at Ford motor company. Mr. Whitney had asked the question what certification I need to meet the requirement of this check off sheet. Mr. Whitney stated if you look at the check off sheet there is nothing on it about ambulance, it is all chassis related inspection and repair. Mr. Whitney went on to say EVT has the ambulance specific and training. Mr. Whitney stated one of the concerns is they are all across the state and have to answer to many different people and the</p>			

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		<p>interparation is different with each person. The other concern Mr. Whitney is that if you have a rural dealer you will not have the resources to have an EVT certified mechanic. Mr. Whitney went on to describe the different levels and what you have to be to become an EVT certified. Mr. Whitney went over the different weight classes for automobile. Mr. Whitney stated none of the manufactures that he works with are the same, the only thing that is the same is KKK specs and if it comes from out of state, it may have different specs. Mr. Whitney stated that what is this Committee should look at is the weight of the vehicle. Mr. Hamby stated that they should keep in mind about the weight of the vehicle. Mr. Perkins stated that if we start talking about the weight then we are talking about two different forms. We need to get on one focus and say we are technically talking about the chassis and who we need to do the inspection at the end of the year. Mr. Serafino stated he agreed that this form is vague. The only item on the check list that is for an ambulance is two boxes at the top of the page. Mr. Serafino stated that they look at everything to make sure it is road worthy and that all the lights are working. Mr. Serafino stated that the qualifications of the mechanic is fine until they get on up in levels. Mr. Serafino asked a question to make sure he was understanding the rule right. Mr. Hamby stated that the problem is that there is such a wide range of certification that they are just trying to</p>			

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		<p>get some consistence. Mr. Bear asked if it would not make sense to use the weight. Mr. Swaim stated that if they are not changing the current mechanic form and just working with the rule, he does not see it being a problem just making the basic requirement ASE certification in preventative maintenance. Mr. Whitney stated he was right and gave some examples. Mr. Swaim as the current state form stands, a preventive maintenance ASE certified mechanic will work. If you wanted to add the EVT you would need to change the state inspection form. Mr. Bear made some comments on the brakes and agreed with Mr. Swaim. Mr. Serafino went into some detail about the brakes and stated that the form is fine. Mr. Serafino gave his mechanic credentials. Mr. Whitney read what the G1 level of the ASE was for everyone and it will cover what the state inspection form requires. Mr. Hamby asked if the Committee thinks the mechanical inspection form should be looked at first. Mr. Hamby went over what the Committee's task was again. They had a discussion on what the G1 level is and what the different manufactory training. Mr. Hamby asked what they would be looking for when they go in to inspect.</p>			
Steve Hamby	Recommendation of Mechanic Certifications	<p>Mr. Whitney stated that they should just keep it simple. Mr. Whitney gave the Committee some statics on the G1 level. Mr. Whitney stated that if they state that they must be the G1 level that would take care of all the issues they are having with this. Mr. Morgan talked about the smaller</p>			

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		<p>counties and what they were told they would have to have. Mr. Serafino stated that having the G1 certification would be fine for what they need. Mr. Hamby read the rule and asked Mr. Hodges, if this Committee says that what the mechanic has to have an ASE G1 level will meet the requirements, how does that fit. Mr. Hodges stated that what he is hearing the Committee say that G1 level would meet the state requirement and the rule says that the G1 would be the equivalent to factory training. Mr. Whitney explained what you have to have to be EVT certified and told the Committee to just simplify it. Mr. Serafino stated that G1 would be fine but without the EVT certified the G1 sees not mean anything. Mr. Swaim stated that with the current form you would not have to have EVT, ASE would be fine. Mr. Swaim stated that the problem he has with the rule is it does not say what they have to be “factory trained in”. He stated they should just make it ASE level G1. Mr. Perkins stated that the only way to get around the rule was to change it. Mr. Hodges stated that the current rule will be able to follow what the Committee states. This will be able to be put into place by the Board until the rule could be changed. Mr. Hamby asked if they would have to go back to take a test for this level. Mr. Bear stated that if he has a master certification why he would go get the G1 level. Mr. Whitney stated it depends what you a master are in; these are questions that have to be asked. Mr. Hamby stated that if they go</p>			

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		<p>before the Board and state that ASE level G1 is required for all mechanics to be able to inspect the ambulance. The mechanic you take it to may not have that certification. Mr. Hamby stated that people may still read the rule and say it doesn't say G1. The Committee had a discussion on the G1 level. Mr. Whitney stated why do we not just put in the different category that you can have. The Committee then went over different suggestion as to be able to define what the rule is stating. They went over the different weight classes and had a discussion about the different weights. Mr. Hamby stated that they are just trying to get something they can work with. There was some discussion about becoming a master mechanic and that would meet the requirements. They went over the different classifications. There was an agreement that they need a basic level of requirement. Mr. Perkins stated they could be defined as follows, minimum EVT level 1, a minimum requirement of an ASE level G1, and a minimum requirement of the factory training certificate that validates inspection in light repair. There was an agreement on the EVT level 1 would be ok, but the ASE level G1 would not be accepted. Mr. Whitney stated that at some time the ASE level G1 will be pushed and be required. A scenario was given to Mr. Hodges if something happens that a level G1 mechanic signs off on the mechanic form what would happen. Mr. Hamby asked what is the minimum requirement the mechanics need to</p>			

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		<p>hold. There was another question on who would be liable if something happens and it was a G1 level mechanic. Mr. Hodges stated that the state is only concerned with the rule. You can be sued and that would be a different thing all together. The Committee discussed what the different levels would be and what the minimum requirements will be on what certification you can have as the rule stands now, and that a minimum should be set. Mr. Whitney stated that is should be kept simple so everyone will know what level certification they must have. Mr. Hamby stated that they need to looks as we agree a minimum should be set and it sounds like the minimum requirement should be a minimum ASE level G1. The Committee except for Mr. Serafino agreed that G1 as a minimum would be acceptable. Mr. Whitney stated that if this Committee does not make this rule clear on to what level certification will be accepted it will be continued to have different levels that may not be able to do the inspection. Mr. Hamby asked what the requirement for a manufacture mechanic. Mr. Whitney stated that it depends on the category they are going into. Mr. Whitney then went over what they must have as a minimum requirement. Mr. Morgan stated that his whole objection is that when the consultants come into his service, he has to know who can do that inspection. Mr. Morgan stated that they must have some constancy across the stated. Mr. Hamby asked Mr.</p>			

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		<p>Hodges, if they make level G1 as the minimum requirement certification, does that meet the rules requirement. Mr. Hodges stated that it does, but it brings the question is it factory trained equivalent. The Committee went over the minimum level requirements for EVT and ASE. The Committee looked at the test for the ASE level G1. Mr. Bear stated that they may not know what a minimum level of ASE level G1 and if they did not see that on the certificate they may not pass. Mr. Hamby stated that G1 level is the minimum, but if they have a master level that should be above the G1 level. Mr. Whitney went over what the mechanic should provide you to be able to inspect. Mr. Hamby restated what they are doing, setting the minimum requirements to be able to meet the rules requirements. The minimum for EVT the minimum requirement E-0 certification exam with proof of passing not to exclude any above level. The ASE minimum requirement would be G1 and/or master T or master A technician. The OEM certification would have to have documentation from the dealership showing proof that they are allowed to inspect. Mr. Perkins motioned to EVT minimum requirement E-0 exam and/or Level 1-3 EVT. ASE minimum requirement level G1 and/or master level A and/or T category. OEM certification from the dealership covering all categories on the mechanical inspection. This motion will cover the current rule as it reads. Mr. Swaim seconded the motion. Motion</p>			

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		passed with a voice vote. Mr. Hamby stated that if the rule needs to be revised or changed. Mr. Perkins motioned to make what they recommened to be the rule. Mr. Serafino seconded. Motion passed with a voice vote.			
		Motion was made to adjourn			