



## National Fire Protection Association

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### MEMORANDUM

TO: NFPA Technical Committee on Ambulances  
FROM: Stacey Van Zandt  
DATE: December 7, 2011  
SUBJECT: NFPA 1917 ROC TC FINAL Ballot Results (A2012)

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The Final Results of the NFPA 1917 ROC Letter Ballot are as follows:

- 32 Members Eligible to Vote
- 4 Not Returned (Johnston, Myers, Peters, and Reinert)
- 24 Affirmative on All (Freiburger and Neitzel – affirmative with comment)
- 4 Negatives (Cole, Meijer, Schimmel, & Thackery) (on one or more comments as noted in the attached report)
- 1 Abstentions (Cole) (on one or more comments as noted in the attached report)

There are two criteria necessary to pass ballot [(1) affirmative  $\frac{2}{3}$  vote and (2) simple majority].

- (1) The number of affirmative votes needed for the proposal/comment to pass is 18  
(32 eligible to vote - 4 not returned - 1 abstentions =  $27 \times 0.66 = 17.82$ )
- (2) In all cases, an affirmative vote of at least a simple majority of the total membership eligible to vote is required. This is the calculation for simple majority:  
[32 eligible  $\div$  2 = 16 + 1 = (17)]

Reasons for negative votes, etc. from alternate members are not included unless the ballot from the principal member was not received.

According to the final ballot results, all ballot items received the necessary  $\frac{2}{3}$  required affirmative votes to pass ballot.

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**Document # 1917**

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**1917-1** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4**2.3** (Log # 7 )

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**Not Returned****Johnston, J.****Myers, J.****Peters, K.****Reinert, A.****Negative**

**Meijer, M.** This Committee was charged with the responsibility to make improvements to ambulance design guidelines. The proposed standard continues to fail to enhance the safety and operational efficiency of transport ambulances. The proposed standard is substantially similar to the GSA KKK standard which brings into question the need for a hasty replacement, as opportunities for enhancements have been summarily dismissed in an effort for quick adoption of NFPA 1917. The unanimous desire of the Committee to reconvene immediately following any issuance of NFPA 1917 speaks clearly to its recognition that speed has helped prevent efforts to enhance patient and caregiver safety. While the Committee has indicated its unanimous interest in continuing the revision, there has been no confirmation from the Standards Council that this will be honored. Without that confirmation, it must be assumed that the Standards Council might easily question why the Committee did not include the enhancement of safety and efficiency in its review process over the past few years. Consequently, I am committed to the inclusion of provisions in NFPA 1917 that in fact enhance the safety of patients and caregivers while improving the efficiency of EMS operations. Thus, I vote no to each provision in the proposed Standard.

**Thackery, R.** The proposed standard fails to enhance the safety and operational efficiency of transport ambulances. Opportunities for enhancements have been summarily dismissed in an effort for quick adoption of NFPA 1917. The unanimous desire of the Committee to reconvene immediately following issuance of NFPA 1917 clearly indicates the Committees recognition that the fast track approach has prevented efforts to develop a standard built on the foundation of patient and caregiver safety. I remain committed to the development of a ambulance design standard that is based on science, technology and research to assure patient and caregiver safety. Thus, I continue to vote no to each provision in the proposed Standard.

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**1917-2** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4**2.3.x (New)** (Log # 8 )

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**Not Returned****Johnston, J.****Myers, J.****Peters, K.****Reinert, A.****Negative**

**Meijer, M.** Please refer to language in 1917-1, (Log #7) for this and all logs below.

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-3** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4**2.3.4** (Log # 16 )

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**Document # 1917**

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**Not Returned****Johnston, J.****Myers, J.****Peters, K.****Reinert, A.****Negative****Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-4** Eligible To Vote:32 Affirmative: 27 Negative: 1 Abstain: 0 Not Returned: 4  
**3.3.3 Ambulance** (Log # 32 )

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**Not Returned****Johnston, J.****Myers, J.****Peters, K.****Reinert, A.****Negative****Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-5** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4  
**3.3.9 Chassis and A.3.3.9** (Log # 37 )

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**Not Returned****Johnston, J.****Myers, J.****Peters, K.****Reinert, A.****Negative****Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).**Affirmative with Comment****Freiburger, R.** Concur

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**1917-6** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4  
**4.9.2** (Log # 9 )

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**Not Returned****Johnston, J.****Myers, J.**

**Document # 1917**

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**Peters, K.****Reinert, A.****Negative****Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-7** Eligible To Vote:32 Affirmative: 25 Negative: 3 Abstain: 0 Not Returned: 4**4.13.3 (Log # 5 )**

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**Not Returned****Johnston, J.****Myers, J.****Peters, K.****Reinert, A.****Negative****Cole, D.** 77 mph is not acceptable in the rural areas. Emergency vehicles will be passed by other vehicles or more important, will not be able to get around traffic safely. This speed requirement will cause more accidents then prevent.**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).**Affirmative with Comment****Freiburger, R.** Concur

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**1917-8** Eligible To Vote:32 Affirmative: 25 Negative: 3 Abstain: 0 Not Returned: 4**4.17.3 (Log # 17 )**

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**Not Returned****Johnston, J.****Myers, J.****Peters, K.****Reinert, A.****Negative****Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).**Schimmel, F.** Several of the states currently use the KKK-A-1822F in whole or part of current GSA document. Some of the states have their own ambulance requirements if they stay that way how then do you label or who decides if it meets or exceeds NFPA 1917.**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-9** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4**5.1.2(5) (Log # 35 )**

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**Not Returned**

**Document # 1917**

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**Johnston, J.****Myers, J.****Peters, K.****Reinert, A.****Negative****Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-10** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4**5.1.3.2** (Log # 18 )

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**Not Returned****Johnston, J.****Myers, J.****Peters, K.****Reinert, A.****Negative****Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-11** Eligible To Vote:32 Affirmative: 27 Negative: 1 Abstain: 0 Not Returned: 4**5.9.1** (Log # 19 )

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**Not Returned****Johnston, J.****Myers, J.****Peters, K.****Reinert, A.****Negative****Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).**Affirmative with Comment****Freiburger, R.** Agree with inclusion of hub caps.

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**1917-12** Eligible To Vote:32 Affirmative: 27 Negative: 1 Abstain: 0 Not Returned: 4**5.9.2** (Log # 34 )

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**Not Returned****Johnston, J.****Myers, J.****Peters, K.**

**Document # 1917**

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**Reinert, A.****Negative****Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).**Affirmative with Comment****Freiburger, R.** See my Comment on Affirmative on Comment 1917-11 (Log #19).

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**1917-13** Eligible To Vote:32 Affirmative: 27 Negative: 1 Abstain: 0 Not Returned: 4**5.9.2** (Log # 36 )

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**Not Returned****Johnston, J.****Myers, J.****Peters, K.****Reinert, A.****Negative****Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).**Affirmative with Comment****Freiburger, R.** See my Comment on Affirmative on Comment 1917-11 (Log #19).

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**1917-14** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4**5.9.2** (Log # 43 )

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**Not Returned****Johnston, J.****Myers, J.****Peters, K.****Reinert, A.****Negative****Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).**Affirmative with Comment****Freiburger, R.** See my Comment on Affirmative on Comment 1917-11 (Log #19).

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**1917-15** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4**5.13.3 (New)** (Log # 38 )

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**Not Returned****Johnston, J.****Myers, J.****Peters, K.****Reinert, A.**

**Document # 1917**

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**Negative****Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-16** Eligible To Vote:32 Affirmative: 25 Negative: 3 Abstain: 0 Not Returned: 4**5.14** (Log # 13 )

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**Not Returned****Johnston, J.****Myers, J.****Peters, K.****Reinert, A.****Negative****Cole, D.** The side view mirrors supplied by OEM with ambulance prep shall remain acceptable.  
This is an unjust added expense for this standards round. No documentation was submitted to support this added cost!**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-17** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4**6.3.1.1** (Log # 20 )

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**Not Returned****Johnston, J.****Myers, J.****Peters, K.****Reinert, A.****Negative****Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-18** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4**6.3.1.1** (Log # 33 )

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**Not Returned****Johnston, J.****Myers, J.****Peters, K.****Reinert, A.****Negative****Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Document # 1917**

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**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-19** Eligible To Vote:32 Affirmative: 25 Negative: 3 Abstain: 0 Not Returned: 4

**6.5.2** (Log # 11 )

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**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Schimmel, F.** How many vehicles (cars, vans and trucks) currently have carbon monoxide detectors installed? What is the rationale for installing one in an ambulance? Have we had a history of people being overcome with carbon monoxide poisoning? NO we have not! To me it seems silly to install something in a vehicle that serves no purpose. Do not confuse a generator being left on while in the station and thinking that a detector would have prevented this from happening as they would not have heard it inside the vehicle while in the day room.

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-20** Eligible To Vote:32 Affirmative: 25 Negative: 3 Abstain: 0 Not Returned: 4

**6.5.2.2** (Log # 10 )

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**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Schimmel, F.** See my Explanation of Negative on Comment 1917-19 (Log #11).

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-21** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4

**6.14** (Log # 4 )

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**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

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**Document # 1917**

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**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-22** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4

**6.15** (Log # 39 )

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**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-23** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4

**6.17.3** (Log # 40 )

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**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-24** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4

**6.20.3** (Log # 21 )

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**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-25** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4

**6.21.3.3** (Log # 22 )

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Document # 1917

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Not Returned  
**Johnston, J.**  
  
**Myers, J.**  
  
**Peters, K.**  
  
**Reinert, A.**

Negative  
**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).  
  
**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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1917-26 Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4  
6.21.7.3 (Log # 23 )

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Not Returned  
**Johnston, J.**  
  
**Myers, J.**  
  
**Peters, K.**  
  
**Reinert, A.**

Negative  
**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).  
  
**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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1917-27 Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4  
6.21.7.4 (Log # 24 )

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Not Returned  
**Johnston, J.**  
  
**Myers, J.**  
  
**Peters, K.**  
  
**Reinert, A.**

Negative  
**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).  
  
**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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1917-28 Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4  
6.21.7.4 (Log # CC1 )

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Not Returned  
**Johnston, J.**  
  
**Myers, J.**  
  
**Peters, K.**

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**Document # 1917**

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**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-29** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4  
**6.21.8.4** (Log # 25 )

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**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-30** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4  
**6.21.10 (New)** (Log # 41 )

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**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-31** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4  
**6.24.6** (Log # 31 )

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**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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1917-32 Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4

6.24.7.2 (Log # 42 )

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**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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1917-33 Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4

6.25.6.1 (Log # 6 )

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**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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1917-34 Eligible To Vote:32 Affirmative: 24 Negative: 3 Abstain: 1 Not Returned: 4

6.26 (Log # 12 )

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**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Schimmel, F.** Checking with 3M they only make seven colors that meet the retroreflective requirements. What than does it matter what the colors are as long as they make the vehicle visible to approaching traffic? For many years the KKK-A-1822 specification called for white ambulance and Omaha orange strip so people would identify it as an ambulance and we can see how that has worked. Emergency vehicles as a whole police, fire and ambulances are all different colors determined by the end user. The state of Massachusetts that uses the KKK-A-1822F changed the color requirement as lobbied by fire departments so they could have an ambulance painted in a color they preferred. If we are looking for consistency then all vehicles would be the same color with the same warning light flash pattern and same markings.

**Document # 1917**

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**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

**Abstain**

**Cole, D.** It seems we are adding additional cost for an item that should be a function of the department procedures. EMS people will find a way to circumvent the system and treat patients as they always have. We need to be more creative in how we can keep providers seated and safe.

**Affirmative with Comment**

**Neitzel, R.** I agree in principle, but we are requiring a system that is not currently available and will require design, testing, modification to seating, seat belts and validation and we do not know the cost or unintended problems that may occur. I would rather be requiring a proved system.

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**1917-35** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4

**6.28.2** (Log # 26 )

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**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-36** Eligible To Vote:32 Affirmative: 25 Negative: 3 Abstain: 0 Not Returned: 4

**6.28.9.3** (Log # 1 )

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**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Schimmel, F.** The rationale behind this does not make sense. First equipment must be and should be cleaned before being put back into service or on the ambulance. Second let's look at the design of the Type II with the on board oxygen installed in an interior cabinet or in the squad bench. Neither of these cabinets is sealed so if you have an oxygen leak it is in the patient compartment. At the scene of a car accident I stand a greater chance of getting oil, brake fluid or fuel on the wheels of the cot. The cot is then loaded into the ambulance to transport the patient and if we have an oxygen leak what then? We could play what if all day long with different scenarios but there has not been an issue with the current designs that have backboards or splints stored in a divided compartment.

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-37** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4

**6.28.11.1.2** (Log # 27 )

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**Not Returned**

**Johnston, J.**

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**Document # 1917**

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**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-38** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4

**7.1.2** (Log # 3 )

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**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-39** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4

**7.2.2.7** (Log # 28 )

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**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-40** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4

**7.11.6.3.4** (Log # 29 )

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**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Document # 1917**

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**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-41** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4

**8.2.7** (Log # 2 )

**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-42** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4

**8.6.3.x (New)** (Log # 15 )

**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-43** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4

**8.6.3.9 (New)** (Log # 14 )

**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**Document # 1917**

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**1917-44** Eligible To Vote:32 Affirmative: 26 Negative: 2 Abstain: 0 Not Returned: 4

**9.5.1** (Log # 30)

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**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).

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**1917-44a** Eligible To Vote:32 Affirmative: 25 Negative: 3 Abstain: 0 Not Returned: 4

**A.7.9.13(a) and A.7.9.13(b)** (Log # CC2 )

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**Not Returned**

**Johnston, J.**

**Myers, J.**

**Peters, K.**

**Reinert, A.**

**Negative**

**Cole, D.** This picture needs to be more generic. The picture is not standard in the industry. (rear tail lights)

**Meijer, M.** See my Explanation of Negative on Comment 1917-2 (Log #8).

**Thackery, R.** See my Explanation of Negative on Comment 1917-1 (Log #7).