REPORT* OF THE MOTIONS COMMITTEE
2019 NFPA TECHNICAL MEETING
JUNE 20, 2019 SAN ANTONIO, TX

(*Annual 2019 Revision Cycle Standards, Except for NFPA 2, NFPA 25, NFPA 70, NFPA 78, NFPA 451, NFPA 855, NFPA 1078 NFPA 1851 and NFPA 1936.)*

I. Introduction

This is the Report* of the Motions Committee listing Certified Amending Motions that may be presented at the 2019 NFPA Technical Meeting (Tech Session) in San Antonio, TX on June 20, 2019. The Motions Committee, consisting of NFPA Standards Council Members Kenneth Bush, James Golinveaux, Patricia Gleason (Chair), Gary Keith, Daniel O'Connor, James Quiter and Rodger Reiswig, has been appointed by the Chair of the Standards Council to certify proper amending motions and otherwise review and act, in accordance with 2.1 through 2.7 of the *NFPA Technical Meeting Convention Rules* (*Convention Rules*), on Notices of Intent to Make a Motion (NITMAMs) that have been submitted on NFPA codes and standards ("Standards"), and processed in the Annual 2019 Revision Cycle. The Motions Committee met to review and act on NITMAMs submitted on eight documents resulting in certified amending motions for six documents.

NFPA 2, NFPA 25, NFPA 70, NFPA 78, NFPA 451, NFPA 855, NFPA 1078, NFPA 1851, and NFPA 1936, will be the subject of a second separate Motions Committee Report to be posted by May 17, 2019. Thereafter, the Final 2019 Tech Session Agenda (Agenda) will be posted on the NFPA website. The Final Agenda will include the two Motions Committee Reports related to the 2019 NFPA Technical Meeting. The Agenda will contain all of the amending motions certified by the Motions Committee. However, the Motions Committee on review may refine or revise the sequencing and/or grouping of previously published motions. Please check the website to obtain the Agenda.

The Certified Amending Motions for the Annual 2019 Revision Cycle and the Fall 2018 Revision Cycle Standards are summarized in Part II of this Report; Part III summarizes the Annual 2019 proposed Motions that were not certified or that were withdrawn. Table A details the Annual 2019 Revision motions that were withdrawn and Table B details the Annual 2019 Revision motions that were not certified; Part IV of this Report lists "Consent Standards" in the Annual 2019 Revision Cycle that have no Certified Amending Motions.

In reviewing this Report, the following should be considered:

- The only Amending Motions allowed at an NFPA Technical Meeting are Certified Amending Motions set forth in a report of the Motions Committee and any Follow-Up Motions (e.g. motions that may become necessary as a result of a previous successful Amending Motion). (See *Convention Rules* at 3.4.4.)

- Certified Amending Motions at the NFPA Technical Meeting can only be made by person(s) listed in this Report as authorized to make the motion, or by persons designated in writing to

* In the event that any corrections to or revisions of this Report become necessary, updates will be posted on the NFPA Website at www.nfpa.org.

the Standards Council Secretary by the motion submitter as their Designated Representative. See *Regulations Governing the Development of NFPA Standards* (*Regulations)* at 4.5.3.5(c).

- The Certified Amending Motions set forth in this Report are proper and permissible; they will, however, only be presented for the consideration of the membership at the 2019 NFPA Technical Meeting if a person authorized to make the motion (or the identified Designated Representative) physically appears no later than one hour before the beginning of the session (see *Convention Rules* at 2.7), and makes the motion in accordance with NFPA rules.

The information presented above provides a general introduction to some relevant features of the NITMAM process and the presentation of Certified Amending Motions. For complete information of the process, participants should consult the *Regulations* and the *Convention Rules*. Membership action at NFPA Technical Meetings is detailed in the *Convention Rules* and in 4.5.3 of the *Regulations* (published in the 2019 *NFPA Standards Directory* and available on the NFPA website at www.nfpa.org). For additional information about the NFPA standards development process, consult the NFPA website or contact NFPA Codes & Standards Administration Department at 617-984-7248.

II. Certified Amending Motions

The one standard that was processed in the Fall 2018 Revision Cycle and six standards in the Annual 2019 Revision Cycles that have Certified Amending Motions, eligible for presentation and action at the June 2019 NFPA Technical Meeting in San Antonio, TX follow:

Fall 2018 Revision Cycle Standard

NFPA 801	*Standard for Fire Protection for Facilities Handling Radioactive Materials*

Annual 2019 Revision Cycle Standards

NFPA 58	*Liquefied Petroleum Gas Code*
NFPA 130	*Standard for Fixed Guideway Transit and Passenger Rail Systems*
NFPA 302	*Fire Protection Standard for Pleasure and Commercial Motor Craft*
NFPA 502	*Standard for Road Tunnels, Bridges, and Other Limited Access Highways*
NFPA 654	*Standard for the Prevention of Fire and Dust Explosions from the Manufacturing, Processing, and handling of Combustible Particulate Solids*
NFPA 1961	*Standard on Fire Hose*

Note: *In accordance with 1.6.2(a) of the Regulations, anyone who is dissatisfied with the results of the floor motions at the June 2019 NFPA Technical Meeting or the result of the Technical Committee amendment ballots [see Regulations at 1.6.2(b)] have the right to appeal the results. Appeals shall be filed no later than twenty days following the NFPA Technical Meeting at which Association action on the issuance of the Standard was recommended. The final date to file such an appeal is* ***July 10, 2019.***

III. NITMAMs that were not certified or were withdrawn

Of the NITMAMs received on Annual 2019 Revision Cycle Standards, four were not certified by the Motions Committee. Additionally, the Motions Committee approved the withdrawal of four NITMAMs prior to consideration of certification.

IV. Consent Standards

A Standard in the Annual 2019 Revision Cycle which receives no comments, second revisions, or NITMAMs resulting in Certified Amending Motions is considered a "Consent Standard." A Consent Standard is not presented at the NFPA Technical Meeting but is rather forwarded directly to the Standards Council for issuance. See *Regulations* at 4.4.8.4 and 4.5.2.5.

There were no NFPA Standards in the Annual 2019 revision cycle processed as Consent Standards as none met the above criteria.

The following additional fourteen standards have been determined by the Motions Committee to be Consent Standards and shall be forwarded to the Standards Council for balloting. In accordance with 1.6.2(a) of the Regulations, there is a fifteen day appeal period following the publication date of this Report in which one may file an appeal related to the issuance of the Consent Standards listed below. **The final date to file any such appeal is April 18, 2019.**

NFPA 55	*Compressed Gases and Cryogenic Fluids Code*
NFPA 405	*Standard for the Recurring Proficiency of Airport Fire Fighters*
NFPA 412	*Standard for Evaluating Aircraft Rescue and Fire-Fighting Foam Equipment*
NFPA 414	*Standard for Aircraft Rescue and Fire-Fighting Vehicles*
NFPA 556	*Guide on Methods for Evaluating Fire Hazard to Occupants of Passenger Road Vehicles*
NFPA 557	*Standard for Determination of Fire Loads for Use in Structural Fire Protection Design*
NFPA 780	*Standard for the Installation of Lightning Protection Systems*
NFPA 820	*Standard for Fire Protection in Wastewater Treatment and Collection Facilities*
NFPA 1082	*Standard for Facilities Fire and Life Safety Director Professional Qualifications*
NFPA 1300	*Standard on Community Risk Assessment and Community Risk Reduction Plan Development (New)*
NFPA 1452	*Guide for Training Fire Service Personnel to Conduct Community Risk Reduction for Residential Occupancies*
NFPA 1710	*Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments*
NFPA 1720	*Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations and Special Operations to the Public by Volunteer Fire Departments*
NFPA 2113	*Standard on Selection, Care, Use, and Maintenance of Flame-Resistant Garments for Protection of Industrial Personnel Against Short-Duration Thermal Exposures from Fire*

Note: For the fourteen preceding standards, issuance by the Standards Council is anticipated to be April 28, 2019.

Motion Seq #	NITMAM Log #	Section/Para	Person(s) Authorized to Make the Motion	Certified Amending Motion**	Motion Page #
58-1	6	7.3.4	Theodore Lemoff, TLemoff Engineering	Reject Second Revision No. 69	5

NFPA 58, *Liquefied Petroleum Gas Code*
Submitter: Theodore Lemoff, TLemoff Engineering

Motion Seq#	
	Certified Amending Motion: Reject Second Revision No. 69
58-1	**Recommended Text if Motion Passes:** **7.3.4*** Purging of Piping. **7.3.4.1** Purging of piping with a design pressure up to 125 psig (0.86 MPag) shall be in accordance with NFPA 54. **7.3.4.2** Purging of piping with a design pressure greater than 125 psig (0.86 MPag) shall be in accordance with NFPA 56.
	Recommended Text if Motion Fails (*Second Draft Text*): The current edition text will remain unchanged. **7.3.4*** Purging of Piping. Purging of piping shall be in accordance with NFPA 54, regardless of the system's operating pressure.

Motion Seq #	NITMAM Log #	Section/Para	Person(s) Authorized to Make the Motion	Certified Amending Motion**	Motion Page #
130-1	3	3.3.12	Marcelo Hirschler, GBH International	Reject Second Revision No. 23.	7
130-2	2	Table B.9.2.4	Marcelo Hirschler, GBH International	Reject an Identifiable Part of Second Revision No. 19.	8

Motion Seq#	
	Certified Amending Motion: Reject Second Revision No. 23
130-1	**Recommended Text if Motion Passes:** **3.3.12 Critical Velocity.** The minimum steady-state velocity of the ventilation airflow moving toward the fire within an enclosed trainway or enclosed passageway that is required to <u>prevent</u> ~~control~~ backlayering at the fire site~~,~~. ~~such that a tenable environment is maintained along the path of egress upstream of the fire, and as required for designated points of safety~~.
	Recommended Text if Motion Fails (*Second Draft Text*): **3.3.12 Critical Velocity.** The minimum steady-state velocity of the ventilation airflow moving toward the fire within an enclosed trainway or enclosed passageway that is required to control backlayering at the fire site, such that a tenable environment is maintained along the path of egress upstream of the fire, and as required for designated points of safety.

Motion Seq#	**Certified Amending Motion:** Reject an Identifiable Part of Second Revision No. 19

130-2

Recommended Text if Motion Passes:

Table B.9.2.4 Summary of Measured and Estimated Heat Release Rates and Associated Context

Description	Peak Heat Release Rate (MW)	Time to Peak Heat Release Rate (min)	~~Materials and Ignition Context~~
EUREKA Intercity EUREKA Intercity (test 1992) [22]	12	25	~~German IC train with steel body with legacy interior materials. Ignition by 6.2 kg of accelerant. Tunnel air velocity 0.5 m/sec.~~
EUREKA Intercity Express (test 1992) [22]	19	80	~~German ICE train with steel body, with modern materials at the time of test. First ignition by 6.2 kg of accelerant, fire development ceases after 18 minutes. Second ignition source of 170 wood sticks and 12.3 kg of accelerant is added. Heat release rate below 10 MW for approximately 65–70 minutes. Tunnel air velocity 0.5 m/sec.~~
EUREKA Metro (test 1992) [22]	35	5	~~Aluminum body subway train. Seat materials of "latest" design at time of test, other interior materials of "former" design. Tunnel air velocity 0.5 m/sec.~~
Baku Metro (actual fire 1995) [23]	100 (Est)	30–45	~~Fire cause reported to be related to an electrical failure. Train approximately 30 years old, with 90% of interior materials estimated to be combustible.~~
METRO Commuter (test 2009–2012) [24]	76.7	12.7	~~X1 train dating to 1970s with original combustible interior lining and an additional fire load of 351 kg of luggage. Ignition by igniting 1L of petrol with burning fiberboard. Ventilation was applied throughout the test using a mobile ventilation unit with a volumetric flowrate of 60.3 m^3/sec.~~
METRO Commuter 'Refurbished' (test 2009–2012) [24]	77.4	118	~~"Refurbished X1" train to be similar to a modern C20 carriage for Stockholm metro. Original combustible interior surfaces were covered incombustible covering. Seats replaced with ones consistent with C20 carriages. First ignition was achieved by igniting 1L of petrol with burning fiberboard. After approximately 110 minutes, fire development had largely stopped. 10L of diesel was applied to 5 pieces of luggage that were then placed into the train car, with rapid ignition and fire development resulting from this second major introduced ignition source. Ventilation was applied throughout the test using a mobile ventilation unit with a volumetric flowrate of 60.3 m^3/sec.~~
Carleton Subway Car (test 2011) [25]	52.5	9	~~Legacy Korean subway car with interior materials dating to before modern fire safety guidelines. Tunnel exhaust fan system initially set to 66 m^3/sec and ramped up to 132 m^3/sec~~

			~~after 6 minutes. For ignition, a sand propane burner with an HRR of 75 kW for the first 3 minutes and 150 kW for the following 8 minutes was placed in the corner of the car.~~
Carleton Railway Car (test 2011) [25]	32	18	~~Legacy Korean railway car. Tunnel exhaust fan system initially set to 66 m^3/sec and ramped up to 132 m^3/sec after 3 minutes. For ignition, a sand propane burner with an HRR of 75 kW for the first 3 minutes and 150 kW for the following 8 minutes was placed in the corner of the car.~~
British Rail Sprinter (test) [26]	16	NA	~~Test details not published.~~
British Rail Sprinter (test) [26]	7	NA	~~Test details not published.~~
Australian Passenger Rail (test 2005) [27]	13	2.3	~~Carriage materials consist of a stainless steel shell with interior materials selected from salvaged and spare parts stock; it was not determined if the legacy interior materials were tested to any flammability standards. Ignition source was 1 kg of crumpled newspaper (approximately 170 kW) on the floor in a corner behind the end seat shell, ignited using a gas flame.~~

Recommended Text if Motion Fails (*Second Draft Text*):

Table B.9.2.4 Summary of Measured and Estimated Heat Release Rates and Associated Context

Description	Peak Heat Release Rate (MW)	Time to Peak Heat Release Rate (min)	Materials and Ignition Context
EUREKA Intercity EUREKA Intercity (test 1992) [22]	12	25	German IC train with steel body with legacy interior materials. Ignition by 6.2 kg of accelerant. Tunnel air velocity 0.5 m/sec.
EUREKA Intercity Express (test 1992) [22]	19	80	German ICE train with steel body, with modern materials at the time of test. First ignition by 6.2 kg of accelerant, fire development ceases after 18 minutes. Second ignition source of 170 wood sticks and 12.3 kg of accelerant is added. Heat release rate below 10 MW for approximately 65–70 minutes. Tunnel air velocity 0.5 m/sec.
EUREKA Metro (test 1992) [22]	35	5	Aluminum body subway train. Seat materials of "latest" design at time of test, other interior materials of "former" design. Tunnel air velocity 0.5 m/sec.
Baku Metro (actual fire 1995) [23]	100 (Est)	30–45	Fire cause reported to be related to an electrical failure. Train approximately 30 years old, with 90% of interior materials estimated to be combustible.
METRO Commuter (test 2009–2012) [24]	76.7	12.7	X1 train dating to 1970s with original combustible interior lining and an additional fire load of 351 kg of luggage. Ignition by igniting 1L of petrol with burning fiberboard. Ventilation was applied throughout the test using a mobile ventilation unit with a volumetric flowrate of 60.3 m^3/sec.

METRO Commuter 'Refurbished' (test 2009–2012) [24]	77.4	118	"Refurbished X1" train to be similar to a modern C20 carriage for Stockholm metro. Original combustible interior surfaces were covered incombustible covering. Seats replaced with ones consistent with C20 carriages. First ignition was achieved by igniting 1L of petrol with burning fiberboard. After approximately 110 minutes, fire development had largely stopped. 10L of diesel was applied to 5 pieces of luggage that were then placed into the train car, with rapid ignition and fire development resulting from this second major introduced ignition source. Ventilation was applied throughout the test using a mobile ventilation unit with a volumetric flowrate of 60.3 m^3/sec.
Carleton Subway Car (test 2011) [25]	52.5	9	Legacy Korean subway car with interior materials dating to before modern fire safety guidelines. Tunnel exhaust fan system initially set to 66 m^3/sec and ramped up to 132 m^3/sec after 6 minutes. For ignition, a sand propane burner with an HRR of 75 kW for the first 3 minutes and 150 kW for the following 8 minutes was placed in the corner of the car.
Carleton Railway Car (test 2011) [25]	32	18	Legacy Korean railway car. Tunnel exhaust fan system initially set to 66 m^3/sec and ramped up to 132 m^3/sec after 3 minutes. For ignition, a sand propane burner with an HRR of 75 kW for the first 3 minutes and 150 kW for the following 8 minutes was placed in the corner of the car.
British Rail Sprinter (test) [26]	16	NA	Test details not published.
British Rail Sprinter (test) [26]	7	NA	Test details not published.
Australian Passenger Rail (test 2005) [27]	13	2.3	Carriage materials consist of a stainless steel shell with interior materials selected from salvaged and spare parts stock; it was not determined if the legacy interior materials were tested to any flammability standards. Ignition source was 1 kg of crumpled newspaper (approximately 170 kW) on the floor in a corner behind the end seat shell, ignited using a gas flame.
[Third column of table remains]			

Motion Seq #	NITMAM Log #	Section/Para	Person(s) Authorized to Make the Motion	Certified Amending Motion**	Motion Page #
302-1	2	4.1.6.1	Marcelo Hirschler, GBH International	Accept Public Comment No. 3	12
302-2	3	4.1.6.2	Marcelo Hirschler, GBH International	Accept Public Comment No. 4	13
302-3	6	5.5.3.2.1	Marcelo Hirschler, GBH International	Accept an Identifiable Part of Public Comment No. 5	14
302-4	4	5.5.3.2.2	Marcelo Hirschler, GBH International	Accept an Identifiable Part of Public Comment No. 5	15
302-5	7	8.2.1	Marcelo Hirschler, GBH International	Accept Public Comment No. 6	16
302-6	5	10.13.1	Marcelo Hirschler, GBH International	Accept an Identifiable Part of Public Comment No. 7	17
302-7	8	10.13.1	Marcelo Hirschler, GBH International	Accept an Identifiable Part of Public Comment No. 7	18

NFPA 302, *Fire Protection Standard for Pleasure and Commercial Motor Craft*
Submitter: Marcelo Hirschler, GBH International

Motion Seq#	
	Certified Amending Motion: Accept Public Comment No. 3
302-1	**Recommended Text if Motion Passes:** **4.1.6.1** Materials used for thermal and acoustical insulation in any compartment or enclosure containing an internal combustion engine or heater shall have a flame spread index of 75 or less and a smoke developed index of 450 or less, when tested in accordance with ASTM E84, *Standard Test Method for Surface Burning Characteristics of Building Materials*.
	Recommended Text if Motion Fails: **4.1.6.1** Materials used for thermal and acoustical insulation in any compartment or enclosure containing an internal combustion engine or heater shall have a flame spread index of 75 or less, when tested in accordance with ASTM E84, *Standard Test Method for Surface Burning Characteristics of Building Materials*.

NFPA 302*, Fire Protection Standard for Pleasure and Commercial Motor Craft*
Submitter: Marcelo Hirschler, GBH International

Motion Seq#	
	Certified Amending Motion: Accept Public Comment No. 4
302-2	**Recommended Text if Motion Passes:** **4.1.6.2** Material shall be <u>listed and</u> labeled ~~or listed~~ as having been tested ~~to meet the requirements of~~ <u>in accordance with</u> ASTM E84, *Standard Test Method for Surface Burning Characteristics of Building Materials* <u>to meet the requirements in 4.1.6.1</u>.
	Recommended Text if Motion Fails: **4.1.6.2** Material shall be labeled or listed as having been tested to meet the requirements of ASTM E84, *Standard Test Method for Surface Burning Characteristics of Building Materials*.

NFPA 302*, Fire Protection Standard for Pleasure and Commercial Motor Craft*
Submitter: Marcelo Hirschler, GBH International

Motion Seq#	
	Certified Amending Motion: Accept Identifiable Part of Public Comment No. 5
302-3	**Recommended Text if Motion Passes:** **5.5.3.2.1** Ducts for engine-cooling air shall have a flame spread index of 75 or less and a smoke developed index of 450 or less, when tested in accordance with ASTM E84, *Standard Test Method for Surface Burning Characteristics of Building Materials*.
	Recommended Text if Motion Fails: **5.5.3.2.1** Ducts for engine-cooling air shall have a flame spread index of 75 or less, when tested in accordance with ASTM E84, *Standard Test Method for Surface Burning Characteristics of Building Materials*.

Motion Seq#	
	Certified Amending Motion: Accept an Identifiable Part of Public Comment No. 5
302-4	**Recommended Text if Motion Passes:** **5.5.3.2.2** Material used for ducts for engine-cooling air shall be listed and labeled ~~or listed~~ as having been tested in accordance with ~~to meet the requirements of~~ ASTM E84, *Standard Test Method of Test of for Surface Burning Characteristics of Building Materials* to meet the requirements of section 5.5.3.2.1.
	Recommended Text if Motion Fails: **5.5.3.2.2** Material used for ducts for engine-cooling air shall be labeled or listed as having been tested to meet the requirements of ASTM E84, *Standard Test Method of Test of for Surface Burning Characteristics of Building Materials*.

NFPA 302*, Fire Protection Standard for Pleasure and Commercial Motor Craft*
Submitter: Marcelo Hirschler, GBH International

Motion Seq#	
	Certified Amending Motion: Accept Public Comment No. 6
302-5	**Recommended Text if Motion Passes:** **8.2.1** Exposed materials and finishes within 24 in. (61 cm) of heat-generating surfaces of appliances shall have a flame spread index of not more than 75 and a smoke developed index of not more than 450 when tested in accordance with ASTM E84, *Standard Test Method of Test for Surface Burning Characteristics of Building Materials*.
	Recommended Text if Motion Fails: **8.2.1** Exposed materials and finishes within 24 in. (61 cm) of heat-generating surfaces of appliances shall have a flame spread index of not more than 75 when tested in accordance with ASTM E84, *Standard Test Method of Test for Surface Burning Characteristics of Building Materials*.

NFPA 302, *Fire Protection Standard for Pleasure and Commercial Motor Craft*
Submitter: Marcelo Hirschler, GBH International

Motion Seq#	
	Certified Amending Motion: Accept an Identifiable Part of Public Comment No. 7
302-6	**Recommended Text if Motion Passes:** **10.13.1** All connections normally carrying current shall be made in enclosures with interior surfaces having a flame spread index ~~rating~~ of not more than 25, as tested in accordance with ASTM E84, *Standard Test Method for Surface Burning Characteristics of Building Materials*.
	Recommended Text if Motion Fails: **10.13.1** All connections normally carrying current shall be made in enclosures with interior surfaces having a flame spread rating of not more than 25 as tested in accordance with ASTM E84, *Standard Test Method for Surface Burning Characteristics of Building Materials*.

NFPA 302*, Fire Protection Standard for Pleasure and Commercial Motor Craft*
Submitter: Marcelo Hirschler, GBH International

Motion Seq#	
	Certified Amending Motion: Accept an Identifiable Part of Public Comment No. 7
302-7	**Recommended Text if Motion Passes:** **10.13.1** All connections normally carrying current shall be made in enclosures with interior surfaces having a flame spread rating of not more than 25, and a smoke developed index of not more than 450, as tested in accordance with ASTM E84, *Standard Test Method for Surface Burning Characteristics of Building Materials*.
	Recommended Text if Motion Fails: **10.13.1** All connections normally carrying current shall be made in enclosures with interior surfaces having a flame spread rating of not more than 25 as tested in accordance with ASTM E84, *Standard Test Method for Surface Burning Characteristics of Building Materials*.

Motion Seq #	NITMAM Log #	Section/Para	Person(s) Authorized to Make the Motion	Certified Amending Motion**	Motion Page #
502-1	5	4.8	Marcelo Hirschler, GBH International	Reject An Identifiable Part of Second Revision No. 32	20
502-2	4	12.1.2	Marcelo Hirschler , GBH International	Reject an Identifiable Part of Second Revision No. 6.	21

Motion Seq#	
	Certified Amending Motion: Reject An Identifiable Part of Second Revision No. 32
502-1	**Recommended Text if Motion Passes:** **4.8 Noncombustible Material.** **4.8.1*** A material that complies with any one of the following shall be considered a noncombustible material: (1)* The material, in the form in which it is used and under the conditions anticipated, will not ignite, burn, support combustion, or release flammable vapors, when subjected to fire or heat. (2) The material is reported as passing ASTM E136, *Standard Test Method for Behavior of Materials in a Vertical Tube Furnace at 750°C.* (3) The material is reported as complying with the pass/fail criteria of ASTM E136 when tested in accordance with the test method and procedure in ASTM E2652, *Standard Test Method for Behavior of Materials in a Tube Furnace with a Cone-shaped Airflow Stabilizer, at 750°C.* ~~(4) The material is reported as complying with the pass/fail criteria of EN 13501-1, *Fire classification of construction products and building elemelements — Part 1: Classification using data from reaction to fire test*, in relation to ISO 1182, *Reaction to fire tests for products — Non-combustibility test.*~~
	Recommended Text if Motion Fails (*Second Draft Text*): **4.8* Noncombustible Material**. A material that complies with any one of the following shall be considered a noncombustible material: (1)* The material, in the form in which it is used and under the conditions anticipated, will not ignite, burn, support combustion, or release flammable vapors, when subjected to fire or heat. (2) The material is reported as passing ASTM E136, *Standard Test Method for Behavior of Materials in a Vertical Tube Furnace at 750°C.* (3) The material is reported as complying with the pass/fail criteria of ASTM E136 when tested in accordance with the test method and procedure in ASTM E2652, *Standard Test Method for Behavior of Materials in a Tube Furnace with a Cone-shaped Airflow Stabilizer, at 750°C.* (4) The material is reported as complying with the pass/fail criteria of EN 13501-1, *Fire classification of construction products and building elements — Part 1: Classification using data from reaction to fire test* , in relation to ISO 1182, *Reaction to fire tests for products — Non-combustibility test* .

Motion Seq#	
	Certified Amending Motion: Reject an Identifiable Part of Second Revision No. 6
502-2	**Recommended Text if Motion Passes:** **12.1.2** Emergency circuits installed in a road tunnel and ancillary areas shall remain functional for a period of not less than 1 hour for the anticipated fire condition by one of the following methods: (1) *Fire-resistive cables shall be approved or listed for no less than 2 hours when tested to the time-temperature curve of ASTM E119, *Standard Test Methods for Fire Tests of Building Construction and Materials*, in accordance with ANSI/UL 2196, *Standard for Fire Test for Circuit Integrity of Fire-Resistive Power, Instrumentation, Control, and Data Cables*, ~~or other approved, recognized standards,~~ as follows: (a) Fire-resistive cables shall be tested as a complete system, in both vertical and horizontal orientations, on conductors, cables, and raceways as applicable. (b) Fire-resistive cables intended for installation in a raceway shall be tested in the type of raceway in which they are intended to be installed. (c) Each fire-resistive cable system shall have installation instructions that describe the tested assembly with only the components included in the tested assembly acceptable for installations. (2) *Circuits shall be protected by a 2-hour fire barrier system in accordance with UL 1724, *Outline of Investigation for Fire Tests for Electrical Circuit Protective Systems*. The cables or conductors shall maintain functionality at the operating temperature within the fire barrier system. (3) They shall remain functional by the routing of the cable system external to the roadway. (4) They shall remain functional by using diversity in system routing as approved, such as separate redundant or multiple circuits separated by a 2-hour fire barrier, so that a single fire or emergency event will not lead to a failure of the system. **Recommended Text if Motion Fails (*Second Draft Text*):** **12.1.2** Emergency circuits installed in a road tunnel and ancillary areas shall remain functional for a period of not less than 1 hour for the anticipated fire condition by one of the following methods: (1) *Fire-resistive cables shall be approved or listed for no less than 2 hours when tested to the time-temperature curve of ASTM E119, *Standard Test Methods for Fire Tests of Building Construction and Materials*, in accordance with ANSI/UL 2196, *Standard for Fire Test for Circuit Integrity of Fire-Resistive Power, Instrumentation, Control, and Data Cables*, or other approved, recognized standards, as follows: (a) Fire-resistive cables shall be tested as a complete system, in both vertical and horizontal orientations, on conductors, cables, and raceways as applicable. (b) Fire-resistive cables intended for installation in a raceway shall be tested in the type of raceway in which they are intended to be installed.

(c) Each fire-resistive cable system shall have installation instructions that describe the tested assembly with only the components included in the tested assembly acceptable for installations.

(2) *Circuits shall be protected by a 2-hour fire barrier system in accordance with UL 1724, *Outline of Investigation for Fire Tests for Electrical Circuit Protective Systems*. The cables or conductors shall maintain functionality at the operating temperature within the fire barrier system.

(3) They shall remain functional by the routing of the cable system external to the roadway.

(4) They shall remain functional by using diversity in system routing as approved, such as separate redundant or multiple circuits separated by a 2-hour fire barrier, so that a single fire or emergency event will not lead to a failure of the system.

Motion Seq #	NITMAM Log #	Section/Para	Person(s) Authorized to Make the Motion	Certified Amending Motion**	Motion Page #
654-1	7, 8, 9	2.3.3, 3.3.34, 4.4 (renumbered text)	Marcelo Hirschler, GBH International	**GROUP AMENDING MOTION**: Accept an Identifiable Part of Public Comment No. 10, Accept Public Comment No. 11, and Accept Public Comment No. 9	24

NFPA 654, *Standard for the Prevention of Fire and Dust Explosions from the Manufacturing, Processing, and Handling of Combustible Particulate Solids*

Submitter: Marcelo Hirschler, GBH International.

Motion Seq#	
	Certified Amending Motion: Accept an Identifiable Part of Public Comment No. 10, Accept Public Comment No. 11, and Accept Public Comment No. 9.
654-1	**Recommended Text if Motion Passes:** 2.3.3 ASTM Publications. ASTM International, 100 Barr Harbor Drive, P.O. Box C700, West Conshohocken, PA 19428-2959. *ASTM E136, Standard Test Method for Behavior of Materials in a Vertical Tube Furnace at 750°C, 2016a.* *ASTM E1226, Standard Test Method for Explosibility of Dust Clouds, 2012a.* *ASTM E2019, Standard Test Method for Minimum Ignition Energy of a Dust Cloud in Air, 2003, reapproved 2013.* *ASTM E2652, Standard Test Method for Behavior of Materials in a Tube Furnace with a Cone-shaped Airflow Stabilizer, at 750°C, 2016.* 3.3.34* Noncombustible Material. ~~A material that, in the form in which it is used and under the conditions anticipated, will not ignite, support combustion, burn, or release flammable vapors when subjected to fire or heat.~~ See Section 4.4. 4.4* Noncombustible Material. A material that complies with any of the following shall be considered a noncombustible material: (1) A material that, in the form in which it is used and under the conditions anticipated, will not ignite, burn, support combustion, or release flammable vapors when subjected to fire or heat (2) A material that is reported as passing ASTM E136, *Standard Test Method for Behavior of Materials in a Vertical Tube Furnace at 750°C* (3) A material that is reported as complying with the pass/fail criteria of ASTM E136 when tested in accordance with the test method and procedure in ASTM E2652, *Standard Test Method for Behavior of Materials in a Tube Furnace with a Cone-shaped Airflow Stabilizer, at 750°C.* A.4.4 Noncombustible Material. Materials that are reported as having passed ASTM E136, *Standard Test Method for Behavior of Materials in a Vertical Tube Furnace at 750°C*, should be considered noncombustible materials. For the purposes of this standard, noncombustible construction and limited-combustible construction are both considered to be noncombustible. NOTE: Text renumbered

Recommended Text if Motion Fails (*Second Draft Text*):

2.3.3 ASTM Publications.

ASTM International, 100 Barr Harbor Drive, P.O. Box C700, West Conshohocken, PA 19428-2959.

ASTM E1226, *Standard Test Method for Explosibility of Dust Clouds*, 2012a.

ASTM E2019, *Standard Test Method for Minimum Ignition Energy of a Dust Cloud in Air*, 2003, reapproved 2013.

3.3.34* Noncombustible Material.

A material that, in the form in which it is used and under the conditions anticipated, will not ignite, support combustion, burn, or release flammable vapors when subjected to fire or heat.

Motion Seq #	NITMAM Log #	Section/Para	Person(s) Authorized to Make the Motion	Certified Amending Motion**	Motion Page #
1961-1	8	7.3.4.2	Kathy Crosby-Bell, Last Call Foundation	Reject an Identifiable Part of Second Revision No. 9	27

NFPA 1961, *Standard on Fire Hose*
Submitter: Kathy Crosby-Bell, Last Call Foundation

Motion Seq#	
	Certified Amending Motion: Reject an Identifiable Part of Second Revision No. 9
1961-1	**Recommended Text if Motion Passes:** **7.3.4.2.3.1** The test results shall be reported by the hose manufacturers ~~to hose purchasers upon request~~. **7.3.4.2.4.1** The test results shall be reported by the hose manufacturers ~~to hose purchasers upon request~~.
	Recommended Text if Motion Fails (Second Draft Text): **7.3.4.2.3.1** The test results shall be reported by the hose manufacturers to hose purchasers upon request. **7.3.4.2.4.1** The test results shall be reported by the hose manufacturers to hose purchasers upon request.

Table A
NITMAMs on NFPA Standards for the June 2019 Technical Meeting (Tech Session)
That were WITHDRAWN

NITMAMS

Motion Seq #	NITMAM Log #	Section/Para	Submitter of the Motion	Motion	Motions Committee Notes and Comments
58-1A	3	7.3.4	Ted Lemoff, TLemoff Engineering	Reject Second Revision No. 69	Submitter requested to withdraw NITMAM.
502-1A	3	4.8.1	Marcelo Hirschler, GBH	Accept Public Comment No. 1	Submitter requested to withdraw NITMAM
654-1A	6	7.13.1.1.2	Greg Bumb, G. F. Puhl	Reject an Identifiable Part of Second Revision No. 9	Submitter requested to withdraw NITMAM.
1961-1A	5	5.5.1	Kathy Crosby-Bell, Last Call Foundation	Reject an Identifiable Part of Second Revision No. 6	Submitter requested to withdraw NITMAM.

Table B
NITMAMs on NFPA Standards for the June 2019 NFPA Technical Meeting (Tech Session)
That Were NOT Certified

NITMAMS

Motion Seq #	NITMAM Log #	Section/Para	Submitter of the Motion	Motion	Motions Committee Notes and Comments
820	4	7.2.1.2	Norman Bartley, Hazen Sawyer PC	Motion was not identified – merely commentary	The submitter did not provide any text to change Section 7.2.1.2 of NFPA 820
820	6	7.5.1	Norman Bartley, Hazen Sawyer PC	Motion was not identified – merely commentary	The submitter did not provide any text to change Section 7.5.1 of NFPA 820
820	7	9.2.4	Norman Bartley, Hazen Sawyer PC	Motion was not Identified – merely commentary	The submitter did not provide any text to change Section 9.2.4 of NFPA 820
1452	5	4.1.1	Jeremy Mitchell, Champaign Fire Department	Accept an Identifiable Part of Second Revision No. 25	The submitter did not provide any text to change Section 4.1.1 of NFPA 1452