

Report of the Committee on

Recreational Vehicles

Mark Luttich, *Chair*

Nebraska Public Service Commission, NE [E]

Bruce A. Hopkins, *Secretary*

Recreation Vehicle Industry Association, VA [M]

Charles Ballard, Pacific West Associates Inc., WY [SE]

Donald D. Bartz, Winnebago Industries, Inc., IA [M]

James V. Bertoch, Testing Engineer International, Inc., UT [RT]

Joseph M. Bloom, Bloom Fire Investigation, OR [SE]

Jeffrey A. Christner, Newmar Corp., IN [M]

James W. Finch, Campgrounds of America, Inc., MT [U]

David Gorin, National Assn. of RV Parks and Campgrounds, VA [U]

John P. Harvey, State of Washington, WA [E]

Ralph E. Herzler, Majara Corp., MI [SE]

Jerome Hoover, Monaco Coach Corp., IN [M]

Jon O. Jacobson, Jacobson Engineers, WA [SE]

Blaine R. Lanning, International Approval Services/CSA, OH [RT]

Samuel E. McTier, McTier Supply Co., IL [IM]

Arthur H. Mittelstaedt, Jr., Recreation Safety Inst. Ltd, NY [SE]

Rep. American Alliance for Health, Physical Education, Recreation, and Dance

Robert Ohlund, Thor California, CA [M]

John Pabian, Underwriters Laboratories Inc., IL [RT]

Robert E. Wozniak, Fleetwood Enterprises, Inc., CA [M]

Patrick Yee, Canadian Standards Association, Canada [RT]

Alternates

Allen Aschim, Oregon Building Codes Division, OR [E]

(Voting Alt. to Oregon Building Code Division Rep.)

Christopher J. Bloom, CJB Fire Consultants, OR [SE]

(Alt. to J. M. Bloom)

Vincent Guy Fiorucci, Underwriters Laboratories Inc., IL [RT]

(Alt. to J. Pabian)

Suzanne Mark, National Assn. of RV Parks and Campgrounds, VA [U]

(Alt. to D. Gorin)

Kent Perkins, Recreation Vehicle Industry Association, VA [M]

(Alt. to B. A. Hopkins)

Homer Staves, Campgrounds of America, Inc., MT [U]

(Alt. to J. W. Finch)

Staff Liaison: **James D. Lake**

Committee Scope: This Committee shall have primary responsibility for documents on the fire safety criteria for recreational vehicles and recreational vehicle parks.

This list represents the membership at the time the Committee was balloted on the text of this edition. Since that time, changes in the membership may have occurred. A key to classifications is found at the front of this book.

The Committee on **Recreational Vehicles** is presenting two Reports for adoption, as follows:

Report I of this Report on Comments was prepared by the **Technical Committee on Recreational Vehicles**, and documents its action on the comments received on its Report on Proposals on NFPA 1192, **Standard on Recreational Vehicles**, 1999 edition, as published in the Report on Proposals for the 2001 November Meeting.

NFPA 1192 has been submitted to letter ballot of the **Technical Committee on Recreational Vehicles**, which consists of 21 voting members. The results of the balloting, after circulation of any negative votes, can be found in the report.

Report II of this Report on Comments was prepared by the **Technical Committee on Recreational Vehicles**, and documents its action on the comments received on its Report on Proposals on NFPA 1194, **Standard for Recreational Vehicle Parks and Campgrounds**, 1999 edition, as published in the Report on Proposals for the 2001 November Meeting.

NFPA 1194 has been submitted to letter ballot of the **Technical Committee on Recreational Vehicles**, which consists of 21 voting members. The results of the balloting, after circulation of any negative votes, can be found in the report.

NFPA 1192 — November 2001 ROC — Copyright 2001, NFPA

NFPA 1192

(Log # 20)

1192-1-(Entire Document) : Accept in Principle

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-1

RECOMMENDATION : Accept in Part - Items number 1, 2, 3, and 6.

Hold for further study - Items 4 and 5.

SUBSTANTIATION : If the Task Group on Metric and Manual of Style recommendation to reject or hold all Manual of Style changes is accepted, this comment should be accepted for the 2002 edition.

COMMITTEE ACTION :Accept in Principle

COMMITTEE STATEMENT : See Committee Action on Committee Comment 1192-2 (Log #CC #3).

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # CC3)

1192-2-(Chapter 1) : Accept

SUBMITTER : Technical Committee on Recreational Vehicles,

COMMENT ON PROPOSAL NO :1192-1

RECOMMENDATION : Accept in Part - Items number 1, 2, 3, and 6.

Hold for further study - Items 4 and 5.

SUBSTANTIATION :Upon review of the Manual of Style changes it became apparent to the Technical Committee that even editorial changes may have dramatic impact. Concern was raised that through these changes important safety considerations may have been unintentionally revised, made overly restrictive inadvertently, or possibly eliminated without technical justification. The issues came to light during a review by a Task Group established by the Technical Committee to review the Manual of Style changes in the ROP. Therefore the Technical Committee believes that it is warranted to reverse the actions on the committee proposals in the interest allowing an additional cycle to fully and completely review the impact of these changes through another full revision cycle.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 53)

1192-3-(1-2) : Accept

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-4

RECOMMENDATION : Delete the definitions of "Remote" and "Fuel Storage System", but retain the other three definitions and insert under 1-3 definitions.

SUBSTANTIATION : These two terms are not used in the body of text under section Manual of Style 5.9 or Paragraph 2-10 of the 1999 edition.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 54)

1192-4-(1-3) : Reject

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-6

RECOMMENDATION : Hold for further study.

SUBSTANTIATION : Based on the recommendation of the NFPA Task Group on Manual of Style and Metric to reject or hold the Manual of Style, this proposal should be held for further study and not incorporated as a change to the 2002 editions.

COMMITTEE ACTION :Reject

COMMITTEE STATEMENT : See Committee Action on Comment 1192-2 (Log #CC3).

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 47)

1192-5-(1-3.3) : Accept

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-2

RECOMMENDATION : Retain new text of Manual of Style 1.3.3 and insert into Chapter 1 General.

SUBSTANTIATION : If the NFPA Task Group on Metric and Manual of Style recommendation to reject or hold all Manual of Style changes is accepted, this technical change should be "accepted" for the 2002 edition.

COMMITTEE ACTION :Accept

COMMITTEE STATEMENT : The committee agrees with the submitter and provides the following substantiation for this change that did not previously appear.

This statement is needed for uniformity in the application of the standard for new manufacture of recreational vehicles.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # CC18)

1192-6-(1-4) : Accept

SUBMITTER : Technical Committee on Recreational Vehicles,

COMMENT ON PROPOSAL NO :1192-7

RECOMMENDATION : Reject Proposal 1192-7 (Log #28).

SUBSTANTIATION : This proposal was referred to a task group at the ROP stage. The committee recognizes that it lacks expertise for a full understanding of all of the requirements of ANSI Z535 standards.

Therefore does not feel it appropriate to incorporate these standards without the involvement of other parties. However the technical committee does recognize that categorizing labels as "danger", "warning", and "caution" and standardizing type size is a step toward uniformity and standardization for protection of the consumer.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 15

ABSTENTION: 1

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

EXPLANATION OF ABSTENTION :

MITTELSTAEDT: I feel that the use of the ANSI Z 535 standards should have been incorporated. It is unclear what other involvement is necessary. Some comments are accepted with the substantiation others have not.

(Log # 4)

1192-7-(1-5) : Accept in Part

SUBMITTER : Matthew S. Brick, Skyline Corp.

COMMENT ON PROPOSAL NO :1192-2

RECOMMENDATION : Revise text as follows:

1.5 Equivalency. The provisions of this standard shall not be intended to prevent the use of any material, method of construction, or installation procedure not specifically prescribed by this standard, ~~provide~~ **provided** any such alternate is acceptable to the authority having jurisdiction. The authority having jurisdiction shall require that sufficient evidence be submitted to substantiate any claims made regarding the safety of such alternates.

SUBSTANTIATION : 1.5 Equivalency ... the word "provide" should read "provided" as stated in the ANSIA119.2 1999 edition.

NFPA 1192 — November 2001 ROC — Copyright 2001, NFPA

(Log # 56)

COMMITTEE ACTION : Accept in Part

COMMITTEE STATEMENT : The committee does not accept a hold for further study but does want to accept the change to 1-5.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 15

NEGATIVE: 1

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

EXPLANATION OF NEGATIVE :

HOPKINS: The Committee Action should be to "Accept". The Committee Statement states that the committee does not accept a hold for further study but does want to accept the change to 1-5. Nothing in the Comment submitted by Mr. Brick indicates a desire to "hold for further study", his recommendation is strictly an editorial change.

If the Committee Statement was meant to not accept the "hold for further study" on 1-5, as requested by the Task Group on Manual of Style (MOS), then the Committee Statement should be amended to make that clear.

COMMENT ON AFFIRMATIVE :

HOOVER: I believe the Committee Action was to "Accept" rather than "Accept in Part" because there was no mention of holding for further study in the recommendation. The Committee agreed to accept changing "provide" to "provided".

(Log # 55)

1192-8-(1-5) : Accept in Part

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-8

RECOMMENDATION : Revise original proposal as follows:

Hold for further study, but accept 4.4 by revising 1.5 to read:

Electrical Requirements: All electrical installations, systems, and equipment shall comply with Article 551, Part A, and C through F, of NFPA 70, National Electrical Code. All low voltage electrical installations, systems and equipment shall comply with ANSI/RVIA 12 V "Low Voltage Systems in Conversion and Recreational Vehicles".

SUBSTANTIATION : ANSI accreditation for ANSI/RVIA 12 v has been received. In addition, Part A of the original text in Paragraph 1-5 of NEC 1999 was based on the 1984 edition of the NEC. Part B contains the low voltage requirements that are being requested to be deleted. Parts C through F are needed for the 120 and 120/240 volt systems added to RV's by the vehicle manufacturers.

Note: Supporting material available for review upon request at NFPA headquarters.

COMMITTEE ACTION :Accept in Part

COMMITTEE STATEMENT : The committee does not accept a hold for further study but does want to accept the change to 1-5.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 13

NEGATIVE: 2

ABSTENTION: 1

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

EXPLANATION OF NEGATIVE :

HARVEY: All electrical in Recreational Vehicles should remain in the 1999 (NEC) NFPA 70 National Electrical Code Article 551 Parts A, B, C, D, E, F not in the ANSI/RVIA 12V "Low Voltage Systems in Conversion and Recreational Vehicles".

PABIAN: Although there are many provisions in the ANSI/RVIA 12 V Low Voltage Standard that compare with the requirements of Article 551 of the NEC, there are some troublesome deficiencies remaining in the ANSI/RVIA Low Voltage Standard, including a movement away from Listed parts and correlation of the overcurrent protection and sizing of conductor tables.

EXPLANATION OF ABSTENTION :

BALLARD: The addition of yet another standard to the industry may not be in our best interest. If we are saying that we need a specific standard on 12 V for the industry, why aren't we amending part "B" of the NEC in its upcoming publication revision cycle in lieu of creating an additional standard? Electrical 12 V standards should remain within the parameters of the NFPA 70 NEC publications. The Industry needs to be "polled" on this issue.

1192-9-(Chapter 2) : Accept in Principle

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-9

RECOMMENDATION : Hold for further study.

SUBSTANTIATION : Based on the recommendation of the NFPA Task Group on Manual of Style and Metric to reject or hold the Manual of Style, this proposal should be held for further study and not incorporated as a change to the 2002 edition.

COMMITTEE ACTION :Accept in Principle

COMMITTEE STATEMENT : See Committee Action on Comment 1192-2 (Log #CC3).

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 17)

1192-10-(2-2,) : Reject

SUBMITTER : Matthew S. Brick, Skyline Corp.

COMMENT ON PROPOSAL NO :1192-35

RECOMMENDATION : Add new text as follows:

2.2 NFPA Publications. National Fire Protection Association, 1 Batterymarch Park, P.O. Box 9101, Quincy, MA 02269-9101.

NFPA 10, Standard for Portable Fire Extinguishers, 1998 edition.

NFPA 54, National Fuel Gas Code, 1999 edition.

NFPA 58, Liquefied Petroleum Gas Code, 1998 edition.

NFPA 70, National Electrical Code®, 1999 edition.

NFPA 255, Standard Method of Test of Surface Burning Characteristics of Building Materials, 1996 edition.

SUBSTANTIATION : 2.2 NFPA Publications does not refer to NFPA 54, National Fuel Gas Code, 1999 edition (current edition) in this chapter or in Chapter 5 of ANSI A119.2, 1999. NFPA 58, Liquefied Petroleum Gas Code makes reference to NFPA 54, in Chapters 2-4 for "Gas Piping System Design, Materials, and Components." Tables 5.3.4.2(a)(b)(c)(d) sizing of ... gas systems were (I assume) derived from previous NFPA 54 Tables on Sizing of ...Gas Pipe and Tubing in Gas Systems as well as example B1 determining gas supply pipe sizes, and alternate testing methods for sizing gas supply pipe and tubing.

COMMITTEE ACTION :Reject

COMMITTEE STATEMENT : Document is not referenced in NFPA 1192.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 61)

1192-11-(2-2) : Accept

SUBMITTER : Samuel E. McTier, McTier Supply Co.

COMMENT ON PROPOSAL NO :1192-35

RECOMMENDATION : In 2.2 under NFPA 58 change "1998" to "2001".

SUBSTANTIATION : None given.

COMMITTEE ACTION :Accept

COMMITTEE STATEMENT : Editorial.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 42)

1192-12-(2-2.6.1) : Accept

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-10

RECOMMENDATION : Accept original proposal as submitted.

NFPA 1192 — November 2001 ROC — Copyright 2001, NFPA

SUBSTANTIATION : If the NFPA Task Group on Metric and Manual of Style recommendation to reject or hold all Manual of Style changes is accepted, this technical change should be “accepted” for the 2002 edition.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 43)

1192-13-(2-2.7.2) : Accept in Principle

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-13

RECOMMENDATION : Revise the exception to read as follows:

“Exception: Vehicles shall be permitted to be equipped with a remotely controlled normally closed electronic shutoff valve installed within 6 in. of the inlet/outlet of the tank’s shutoff valve using pipe or tubing. A double back-flow valve shall be installed in the fill opening of the tank. The remote fill connection, liquid level outage valve, and electronic shutoff valve control shall be located within 18 in. (57.7 cm) of the vehicle outside wall and shall be located in accordance with like requirements for LP-Gas pressure relief valves (see 2-2.8.3).

SUBSTANTIATION : The recommended change specifically locates the electric shut off valve to be within 6 in. of the tank’s manual shut off valve. If it cannot be integral to the valve it can use pipe or tubing so it is as close to the valve as practical (i.e. 6-in.).

COMMITTEE ACTION :Accept in Principle

Change “6 in.” to “9 in.”.

COMMITTEE STATEMENT : The committee is of the opinion that six in. was considered to restrictive.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # CC4)

1192-14-(2-2.7.2 Exception) : Accept

SUBMITTER : Technical Committee on Recreational Vehicles,

COMMENT ON PROPOSAL NO :1192-11

RECOMMENDATION : Delete “inlet/.”

SUBSTANTIATION : These electronic valves are designed for installation in the fuel outlet on the fuel container.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # CC19)

1192-15-(2-2.9.2(c)) : Accept

SUBMITTER : Technical Committee on Recreational Vehicles,

COMMENT ON PROPOSAL NO :1192-14

RECOMMENDATION : Reject Log #12.

SUBSTANTIATION : This proposal was referred to a task group at the ROP stage. The committee recognizes that it lacks expertise for a full understanding of all of the requirements of ANSI Z535 standards.

Therefore does not feel it appropriate to incorporate these standards without the involvement of other parties. However the technical committee does recognize that categorizing labels as “danger”, “warning”, and “caution” and standardizing type size is a step toward uniformity and standardization for protection of the consumer.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 15

ABSTENTION: 1

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

EXPLANATION OF ABSTENTION :

MITTELSTAEDT: See my Explanation of Abstention on Comment 1192-6 (Log #CC18).

(Log # 44)

1192-16-(2-4.8) : Accept

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-15

RECOMMENDATION : Reject original proposal as submitted.

SUBSTANTIATION : Committee Statement under Proposal 1192-15 (Log #1) supports rejection of this proposal, and therefore Committee Action should have been to “Reject” not “Accept in Principle”.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 45)

1192-17-(2-4.18.1) : Accept

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-16

RECOMMENDATION : Revise existing second sentence of 5.3.18.1.6(b)(2) as follows:

“~~After a 10 minute equalization period,~~ The bubble detector shall not indicate any airflow for a period of 1 minute.”

SUBSTANTIATION : A bubble-type leak detector does not require a 10 minute equalization period in order to function properly.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 46)

1192-18-(2-4.18.2) : Accept

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-17

RECOMMENDATION : Accept original proposal as submitted.

SUBSTANTIATION : If the NFPA Task Group on Metric and Manual of Style recommendation to reject or hold all Manual of Style changes is accepted, this technical change should be “accepted” for the 2002 edition.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # CC7)

1192-19-(2-6.6) : Accept

SUBMITTER : Technical Committee on Recreational Vehicles,

COMMENT ON PROPOSAL NO :1192-18

RECOMMENDATION : Accept in Principle Proposal 1192-18 (Log #27), rewrite 2-6.6 as follows:

2-6.6 Doors and Window Treatments. Doors and window treatments shall be installed so that they cannot be placed or swung closer to a heat-producing appliance than the clearances specified on the labeled appliance. Add a new 2-6.7 to read as follows:

2-6.7 Location of Privacy Curtains. When used, privacy curtains that can be placed or swung closer to a cooktop/range than the clearances specified on the labeled appliance shall be in accordance with the following:

- 1) Installed so that it can be secured outside the defined clearance area(s).
- 2) A permanent warning label with the word WARNING with minimum

NFPA 1192 — November 2001 ROC — Copyright 2001, NFPA

1/4 in (6mm) high letters and body text with minimum 1/8 in (3mm) high letters on a contrasting background shall be affixed in a visible location adjacent to the applicable appliance(s) and shall read as follows:



WARNING

DO NOT OPERATE THIS APPLIANCE UNLESS
THE PRIVACY CURTAIN IS SECURED.
FAILURE TO COMPLY COULD RESULT IN FIRE OR SERIOUS
INJURY

Re-number rest of section accordingly

SUBSTANTIATION : This proposal was referred to a task group at the ROP stage. The committee agrees with the submitter that privacy curtains (drapes) need to be addressed, however, additional clarity was needed and the use of an exception was not the preferred style. The language approved by the committee will meet the submitters intent and follow the NFPA Manual of Style.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # CC8)

1192-20-(2-6.7.2) : Accept

SUBMITTER : Technical Committee on Recreational Vehicles,

COMMENT ON PROPOSAL NO :1192-19

RECOMMENDATION : Accept in Principle Proposal 1192-19 (Log #13). Do not reference ANSI Z535.4 but provide additional requirements for on the label as follows:

Add a new 2-6.7.2 to read as follows:

A permanent warning label with the word WARNING with a minimum 1/4in (6 mm) high letters and body text with a minimum 1/8 in (3 mm) high letters on a contrasting background shall be affixed in a visible location adjacent to the applicable appliance(s) and shall read as follows:



WARNING

DO NOT STORE COMBUSTIBLE MATERIAL IN THIS AREA
FAILURE TO COMPLY COULD RESULT IN A FIRE OR PERSONAL
INJURY

Change the current 2-6.7.2 to 2-6.7.3.

SUBSTANTIATION : This proposal was referred to a task group at the ROP stage. The committee recognizes that it lacks expertise for a full understanding of all of the requirements of ANSI Z535 standards. Therefore does not feel it appropriate to incorporate these standards without the involvement of other parties. However the technical committee does recognize that categorizing labels as “danger”, “warning”, and “caution” and standardizing type size is a step toward uniformity and standardization for protection of the consumer.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # CC9)

1192-21-(2-8.8.3) : Accept

SUBMITTER : Technical Committee on Recreational Vehicles,

COMMENT ON PROPOSAL NO :1192-20

RECOMMENDATION : Reject Proposal 1192-20 (Log #14) and Delete second sentence and caution label from 2-6.8.3 using the same substantiation.

SUBSTANTIATION : This proposal was referred to a task group at the ROP stage. In viewing the labels for the ANSI Z535 effort, the Technical Committee could not establish a reason for this label. Following discussion resulted in the conclusion that the label was no longer needed.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # CC10)

1192-22-(2-9.2.1) : Accept

SUBMITTER : Technical Committee on Recreational Vehicles,

COMMENT ON PROPOSAL NO :1192-21

RECOMMENDATION : Accept in Principle Proposal 1192- 21 (Log #15). Amend 2-9.2.1 as follows

Do not reference ANSI Z535.4 but provide additional requirements for on the label as follows:

Identification of Gas Supply Connections. Each recreational vehicle shall have a permanently affixed, visible location at or near each gas supply connection, or at the end of the piping, an exterior label in accordance with 1-4 with the word CAUTION with minimum 1/4 in (6 mm) high letters and body text with minimum 1/8 in (3 mm) high letters on a contrasting background that reads (as appropriate) either:

(a)



CAUTION

THIS GAS PIPING SYSTEM IS DESIGNED
FOR USE WITH LP-GAS ONLY.

DO NOT CONNECT NATURAL GAS TO THIS SYSTEM

Securely cap inlet(s) when not connected for use. After turning on gas except after normal cylinder replacement, test gas piping and connections to appliance for leakage with soapy water or bubble solution. Do not use products that contain ammonia or chlorine.

Or,

(b)



CAUTION

THIS GAS PIPING SYSTEM IS DESIGNED
FOR USE WITH EITHER LP-GAS OR NATURAL GAS
BEFORE TURNING ON GAS BE CERTAIN APPLIANCES ARE
DESIGNED AND ARRANGED FOR THE GAS CONNECTED
(SEE EACH APPLIANCE INSTRUCTION PLATE.)

Securely cap this inlet when not connected for use. After turning on gas, except after normal cylinder replacement, test gas piping and connections to appliance for leakage with soapy water or bubble solution. Do not use products that contain ammonia or chlorine.

SUBSTANTIATION : This proposal was referred to a task group at the ROP stage. The committee recognizes that it lacks expertise for a full understanding of all of the requirements of ANSI Z535 standards. Therefore does not feel it appropriate to incorporate these standards without the involvement of other parties. However the technical committee does recognize that categorizing labels as “danger”, “warning”, and “caution” and standardizing type size is a step toward uniformity and standardization for protection of the consumer.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 15

ABSTENTION: 1

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

NFPA 1192 — November 2001 ROC — Copyright 2001, NFPA

EXPLANATION OF ABSTENTION :

MITTELSTAEDT: See my Explanation of Abstention on Comment 1192-6 (Log #CC18).

(Log # CC11)

1192-23-(2-9.2.2) : Accept

SUBMITTER : Technical Committee on Recreational Vehicles,

COMMENT ON PROPOSAL NO :1192-22

RECOMMENDATION : Accept in Principle Proposal 1192-22 (Log #16). Do not reference ANSI Z535.4 but provide additional requirements for on the label as follows:

Amend 2-9.2.2(a) Each vehicle shall have a permanent exterior warning label in accordance with 1-4 with the word WARNING with minimum 1/4 in (6 mm) high letters and body text with minimum 1/8 in (3 mm) high letters on a contrasting background and shall be affixed in a visible location adjacent to the LP-Gas container that reads as follows:



WARNING

DO NOT FILL LP-GAS CONTAINER(S)
TO MORE THAN 80 PERCENT OF CAPACITY
FAILURE TO COMPLY COULD RESULT IN A FIRE OR PERSONAL
INJURY

Amend 2-9.2.2(b) to read as follows:

Each motor home or truck camper having exterior combustion air inlet(s) at a level below the roof shall have a permanent exterior danger label in accordance with 1-4 with the word DANGER with minimum 1/4 in (6 mm) high letters and body text with minimum 1/8 in (3 mm) high letters on a contrasting background reading as follows:



DANGER

ALL PILOT LIGHTS, APPLIANCES AND THEIR IGNITORS
(SEE OPERATING INSTRUCTIONS)
SHALL BE TURNED OFF BEFORE REFUELING
OF MOTOR FUEL TANKS AND/OR LP-GAS CONTAINERS
FAILURE TO COMPLY COULD RESULT IN DEATH OR SERIOUS
INJURY

On truck campers this label shall be placed near the front on both the left and right exterior walls. On motor homes and chassis-mounted truck campers, this label shall be placed by the gasoline filler spout and the LP-Gas container.

NOTE: The above labels, where required near the LP-gas container, may be incorporated in the labels required in 2-9.2.1

SUBSTANTIATION : This proposal was referred to a task group at the ROP stage. The committee recognizes that it lacks expertise for a full understanding of all of the requirements of ANSI Z535 standards. Therefore does not feel it appropriate to incorporate these standards without the involvement of other parties. However the technical committee does recognize that categorizing labels as “danger”, “warning”, and “caution” and standardizing type size is a step toward uniformity and standardization for protection of the consumer.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 58)

1192-24-(2-9.2.2(a)) : Reject

SUBMITTER : Samuel E. McTier, McTier Supply Co.

COMMENT ON PROPOSAL NO :1192-22

RECOMMENDATION : In 2-9.2.2(a) Change warning label to read as follows:

“DO NOT OVERFILL THE PROPANE CONTAINER”

SUBSTANTIATION : None given.

COMMITTEE ACTION :Reject

COMMITTEE STATEMENT : No substantiation given for the change.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 15

ABSTENTION: 1

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

EXPLANATION OF ABSTENTION :

MITTELSTAEDT: Label should be reworded.

(Log # 59)

1192-25-(2-9.2.2(b)) : Reject

SUBMITTER : Samuel E. McTier, McTier Supply Co.

COMMENT ON PROPOSAL NO :1192-23

RECOMMENDATION : In 2-9.2.2(b) In next to last line of warning lable substitute “ENGINE” for “MOTOR” to be consistent.

SUBSTANTIATION : None given.

COMMITTEE ACTION :Reject

COMMITTEE STATEMENT : No substantiation given for the change.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # CC12)

1192-26-(2-9.2.3) : Accept

SUBMITTER : Technical Committee on Recreational Vehicles,

COMMENT ON PROPOSAL NO :1192-24

RECOMMENDATION : Accept in Principle Proposal 1192-24 (Log #17). Do not reference ANSI Z535.4 but provide additional requirements for on the label as follows:

Amend 2-9.2.3 to read as follows:

Warning if Gas Odor is Detected. When fuel-burning equipment is installed by the recreational vehicle manufacturer, a permanent danger label with the word DANGER with minimum 6 mm (1/4 in) high letters and body text with minimum 3 mm (1/8 in) high letters on a contrasting background shall be affixed in a visible location near the range and read as follows:



DANGER

IF YOU SMELL GAS

- 1) Extinguish any open flames, pilot lights, and all smoking materials
- 2) Do not touch electrical switches
- 3) Shut off the gas supply container valve(s) or gas supply connection
- 4) Open doors and other ventilating openings
- 5) Leave the area until odor clears
- 6) Have the gas system checked and leakage source corrected before using again

FAILURE TO COMPLY COULD RESULT IN EXPLOSION
RESULTING IN DEATH OR SERIOUS INJURY

2-9.2.3.1 This label shall be permitted to be affixed to the back of a cabinet door providing the door will be frequently used.

SUBSTANTIATION : This proposal was referred to a task group at the ROP stage. The committee recognizes that it lacks expertise for a full understanding of all of the requirements of ANSI Z535 standards.

Therefore does not feel it appropriate to incorporate these standards without the involvement of other parties. However the technical committee does recognize that categorizing labels as “danger”, “warning”, and “caution” and standardizing type size is a step toward uniformity and standardization for protection of the consumer.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

NFPA 1192 — November 2001 ROC — Copyright 2001, NFPA

(Log # 60)

1192-27-(2-9.2.3(2)) : Reject

SUBMITTER : Samuel E. McTier, McTier Supply Co.

COMMENT ON PROPOSAL NO :1192-24

RECOMMENDATION : Substitute "operate" for "touch".

SUBSTANTIATION : None given.

COMMITTEE ACTION :Reject

COMMITTEE STATEMENT : No substantiation given for the change.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # CC13)

1192-28-(2-9.2.4) : Accept

SUBMITTER : Technical Committee on Recreational Vehicles,

COMMENT ON PROPOSAL NO :1192-25

RECOMMENDATION : Accept Proposal 1192-25 (Log #18) in Part. Do not reference ANSI Z535.4 but provide additional requirements for on the label as follows:

Amend 2-9.2.4 to read as follows:

Warning Label for Cooking Appliances. A permanent warning label with the word WARNING with minimum 6 mm (1/4 in) high letters and body text with minimum 3 mm (1/8 in) high letters on a contrasting background shall be affixed in a visible location adjacent to fuel burning ranges and read as follows:



WARNING

IT IS NOT SAFE TO USE COOKING APPLIANCES
FOR COMFORT HEATING

Cooking appliances need fresh air for safe operation.

Before operation:

1. Open overhead vent or turn on exhaust fan, and
2. Open window

FAILURE TO COMPLY COULD RESULT IN DEATH OR SERIOUS
INJURY

SUBSTANTIATION : This proposal was referred to a task group at the ROP stage. The committee recognizes that it lacks expertise for a full understanding of all of the requirements of ANSI Z535 standards. Therefore does not feel it appropriate to incorporate these standards without the involvement of other parties. However the technical committee does recognize that categorizing labels as "danger", "warning", and "caution" and standardizing type size is a step toward uniformity and standardization for protection of the consumer.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # CC14)

1192-29-(2-10.2.2 and 2-6.8.3) : Accept

SUBMITTER : Technical Committee on Recreational Vehicles,

COMMENT ON PROPOSAL NO :1192-26

RECOMMENDATION : Reject Proposal 1192-26 (Log #19) and delete 2-10.2.2 and caution label from 2-6.8.3.

SUBSTANTIATION :This proposal was referred to a task group at the ROP stage. In viewing the labels for the ANSI Z535 effort, the Technical Committee could not establish a reason for this label. Following discussion resulted in the conclusion that the label was no longer needed.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 48)

1192-30-(2-10.4.1) : Accept

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-27

RECOMMENDATION : Accept original proposal as submitted.

SUBSTANTIATION : If the NFPA Task Group on Metric and Manual of Style recommendation to reject or hold all Manual of Style changes is accepted, this technical change should be "accepted" for the 2002 edition.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 49)

1192-31-(2-10.4.1) : Accept

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-28

RECOMMENDATION : Accept original proposal as submitted.

SUBSTANTIATION : If the NFPA Task Group on Metric and Manual of Style recommendation to reject or hold all Manual of Style changes is accepted, this technical change should be "accepted" for the 2002 edition.

COMMITTEE ACTION :Accept

COMMITTEE STATEMENT : The committee does not agree with the submitter that this provision is restrictive however this provision is redundant to paragraph 2-6.3.3.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # CC15)

1192-32-(2-10.4.3) : Accept

SUBMITTER : Technical Committee on Recreational Vehicles,

COMMENT ON PROPOSAL NO :1192-29

RECOMMENDATION : Reject Proposal 1192-29 (Log #20).

SUBSTANTIATION : This proposal was referred to a task group at the ROP stage. This marking is an information label and not requiring extra requirements so additional requirements for this label are not necessary.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 50)

1192-33-(Chapter 3) : Accept in Principle

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-30

RECOMMENDATION : Hold for further study.

SUBSTANTIATION : Based on the recommendation of the NFPA Task Group on Manual of Style and Metric to reject or hold the Manual of Style, this proposal should be held for further study and not incorporated as a change into 2002 edition.

COMMITTEE ACTION :Accept in Principle

COMMITTEE STATEMENT : See Committee Action on Comment 1192-2 (Log #CC3).

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

NFPA 1192 — November 2001 ROC — Copyright 2001, NFPA

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # CC1)

1192-34-(Chapter 3 Compartment, Container, Interior Finish, Pipe, Piping, Pressure Relief Valve, Tank, Tubing) : Accept

SUBMITTER : Technical Committee on Recreational Vehicles,

COMMENT ON PROPOSAL NO :1192-1

RECOMMENDATION : Adopt the preferred definitions from the NFPA Glossary of Terms for the following terms:

Compartment (preferred) NFPA 13, 1999 ed.

A space completely enclosed by walls and a ceiling. The compartment enclosure is permitted to have openings to an adjoining space if the openings have a minimum lintel depth of 8 in. (203 mm) from the ceiling.

Compartment (secondary) NFPA 1192, 1999 ed.

A completely enclosed volume designed to provide for a separate area.

Container (preferred) NFPA 30, 2000 ed.

A receptacle used for storing or transporting materials of any kind.

Containers include but are not limited to, the following:

(a) bags

(b) barrels

(c) cans

(d) cartons

(e) cylinders

(f) drums

(g) tanks.

Container (secondary) NFPA 1192, 1999 ed.

A tank or cylinder.

Interior Finish (preferred) NFPA 555, 1996 ed.

Exposed interior surfaces of buildings, excluding movable items that can be removed when occupants change. Interior finish includes interior wall and ceiling finish and interior floor finish. With respect to interior wall and ceiling finish, this means the exposed interior surfaces of buildings including, but not limited to, fixed or movable walls and partitions, columns, and ceilings. With respect to interior floor finish, this means the exposed floor surfaces of buildings including coverings that might be applied over a normal finished floor or stairs, including risers. Furnishings, which in some cases might be secured in place for functional reasons, should not be considered as interior finish.

Interior Finish (secondary) NFPA 1192, 1999 ed.

The exposed interior surface in combination with the substrate to which it is applied. Interior finish shall include any material (e.g., paint, wallpaper, decorative panels) that is affixed to such surfaces by permanent or semi-permanent means.

Pipe (preferred) NFPA 54, 1999 ed.

Rigid conduit of iron, steel, copper, brass, aluminum, or plastic.

Pipe (secondary) NFPA 1192, 1999 ed.

Rigid materials (e.g., iron pipe) of the gas system.

Piping (preferred) NFPA 99, 1999 ed.

The tubing or conduit of the system. There are three general classes of piping, as follows:

Main Lines. Those parts of the system that connect the source (pumps, receivers, etc.) to the risers or branches, or both.

Risers. The vertical pipes connecting the system main line(s) with the branch lines on the various levels of the facility.

Branch (Lateral) Lines. Those sections or portions of the piping system that serve a room or group of rooms on the same story of the facility.

Piping (secondary) NFPA 1192, 1999 ed.

The materials of the gas supply system that convey gas from source to appliance, including both rigid (e.g., iron pipe) and semi-rigid (e.g., copper) materials of the gas supply system.

Pressure Relief Valve (preferred) NFPA 58, 1998 ed.

A type of pressure relief device designed to both open and close to maintain internal fluid pressure. Pressure relief valves are further characterized as follows.

External Pressure Relief Valve.* A relief valve that is located entirely outside the container connection except the threaded portion, which is screwed into the container connection, and that has all of its parts exposed to the atmosphere.

Flush-Type Full Internal Pressure Relief Valve.* A full internal relief valve in which the wrenching section is also within the container connection, except for pipe thread tolerances on makeup.

Full Internal Pressure Relief Valve.* A relief valve in which all working parts are recessed within the container connections, and the spring and guiding mechanism are not exposed to the atmosphere.

Internal Spring-Type Pressure Relief Valve.* A relief valve in which only the spring and stem are within the container connection, and the spring and stem are not exposed to the atmosphere. The exposed parts of the relief valve have a low profile.

Sump-Type Full Internal Pressure Relief Valve.* A relief valve in which all working parts are recessed within the container connection, but the spring and guiding mechanism are exposed to the atmosphere.

Pressure Relief Valve (secondary) NFPA 1192, 1999 ed.

A type of pressure relief device designed to both open and close to maintain internal fluid pressure.

Tank (preferred) NFPA 122

A closed vessel having a liquid capacity in excess of 60 U.S. gal (227 L).

Tank (secondary) NFPA 1192, 1999 ed.

A container constructed in accordance with the ASME Boiler and Pressure Vessel Code, Section VIII, Rules for Construction of Pressure Vessels.

Tubing (preferred) NFPA 54, 1999 ed.

Semirigid conduit of copper, steel, aluminum, or plastic.

Tubing (secondary) NFPA 1192, 1999 ed.

Semi-rigid (e.g., copper tubing) materials of the gas system.

SUBSTANTIATION : Adoption of preferred definitions will assist the user by providing consistent meaning of defined terms throughout the National Fire Codes.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # CC2)

1192-35-(Chapter 3 Readily Accessible) : Accept

SUBMITTER : Technical Committee on Recreational Vehicles,

COMMENT ON PROPOSAL NO :1192-3

RECOMMENDATION : Adopt the preferred definitions from the NFPA Glossary of Terms for the following terms:

Readily Accessible. (preferred) NFPA 1901, 1999 ed.

Able to be located, reached, serviced or removed without removing other components or parts of the apparatus and without the need to use special tools to open enclosures.

Readily Accessible. (secondary) NFPA 1192

Direct access without the necessity of removal of any panel, door, or similar obstruction.

SUBSTANTIATION : Adoption of preferred definitions will assist the user by providing consistent meaning of defined terms throughout the National Fire Codes.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # CC16)

1192-36-(3-3.4 Operational Check Warning Label) : Accept

SUBMITTER : Technical Committee on Recreational Vehicles,

COMMENT ON PROPOSAL NO :1192-31

RECOMMENDATION : Accept Proposal 1192-31 (Log #21) in Part. Do not reference ANSI Z535.4 but provide additional requirements for on the label as follows:

Amend 3-3.4 as follows:

Operational Check Warning Label. A permanent warning label with the word WARNING with minimum 6 mm (1/4 in) high letters and body text with minimum 3 mm (1/8 in) high letters on a contrasting background shall

NFPA 1192 — November 2001 ROC — Copyright 2001, NFPA

be affixed in a visible location on or within 24 inches (610 mm) of the smoke alarm and read as follows:



WARNING

TEST SMOKE ALARM OPERATION AFTER VEHICLE HAS BEEN IN STORAGE, BEFORE EACH TRIP, AND AT LEAST ONCE PER WEEK DURING USE.

FAILURE TO COMPLY MAY RESULT IN SERIOUS INJURY
SUBSTANTIATION : This proposal was referred to a task group at the ROP stage. The committee recognizes that it lacks expertise for a full understanding of all of the requirements of ANSI Z535 standards. Therefore does not feel it appropriate to incorporate these standards without the involvement of other parties. However the technical committee does recognize that categorizing labels as “danger”, “warning”, and “caution” and standardizing type size is a step toward uniformity and standardization for protection of the consumer.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21
VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 5)

1192-37-(3-3.20, Pipe*, A.3.3.20 Pipe) : Reject

SUBMITTER : Matthew S. Brick, Skyline Corp.

COMMENT ON PROPOSAL NO :1192-6

RECOMMENDATION : Add new text as follows:

3.3.20 Pipe*. Rigid materials of the gas system and plumbing system.

A.3.3.20 Pipe. An example of pipe is iron pipe in gas systems, and PVC, CPVC plastic pipe in plumbing systems.

SUBSTANTIATION : The definition of “pipe” as covered here and in the ANSI A119.2 1999 edition was for gas pipe only. Water and drain line materials should also be covered by the definition of “pipe”, now that you have proposed one chapter to cover all definitions, as it is still referred to in the plumbing system. See “Drain” 3.4.18, and 3.4.23 “Fixture Supply.”

COMMITTEE ACTION :Reject

COMMITTEE STATEMENT : The original proposal was not a technical change. This comment introduces new technical material.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 6)

1192-38-(3-3.21, Piping*, A.3.3.21 Piping) : Reject

SUBMITTER : Matthew S. Brick, Skyline Corp.

COMMENT ON PROPOSAL NO :1192-6

RECOMMENDATION : Revise text as follows:

3.3.21 Piping*. The materials of the gas supply system that convey gas from source to appliance and water or waste from source to fixture or termination in the plumbing system including both rigid (~~e.g., iron pipe~~) and semi-rigid (~~e.g., copper~~) materials of the gas supply ~~system~~ and plumbing systems.

A.3.3.21 Piping. Examples of piping include iron pipe and copper tube in the gas supply system and PVC, CPVC plastic pipe and PEX flexible tubing in the plumbing system.

SUBSTANTIATION : The definition of “piping” as covered here and in the ANSI A119.2 1999 edition was for gas piping only. Water and drain line materials should also be covered by the definition of “piping” now that you have proposed one chapter to cover all definitions. As it is still referred to in the plumbing system, see “Drainage System” 3.4.21 and “Water Distribution System” 3.4.54 also remove (delete) the (e.g.)’s from 3.3.21 Piping* as they are covered with the examples below them which should read A.3.3.21 as in the example of “Pipe” A.3.3.20.

COMMITTEE ACTION :Reject

COMMITTEE STATEMENT : The original proposal was not a technical change. This comment introduces new technical material.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 7)

1192-39-(3-3.28 Tubing*, A.3.3.28 Tubing) : Reject

SUBMITTER : Matthew S. Brick, Skyline Corp.

COMMENT ON PROPOSAL NO :1192-6

RECOMMENDATION : Revise text as follows:

3.3.28 Tubing*. Semi-rigid materials of the gas system and plumbing system.

A.3.3.28 Tubing. An example of tubing is copper tubing in the gas system and PEX tubing in the plumbing system.

SUBSTANTIATION : The definition of “tubing” as covered here and in the ANSI A119.2 1999 edition was for gas tubing only. Water line materials should also be covered by the definition of “tubing” now that you have proposed one chapter to cover all definitions. As it is still referred to in the plumbing system see ANSI A119.2, 1999 Chapter 4 “Fixture Connections” 4-5.1.3.

COMMITTEE ACTION :Reject

COMMITTEE STATEMENT : The original proposal was not a technical change. This comment introduces new technical material.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 51)

1192-40-(3-4.5) : Reject

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-32

RECOMMENDATION : Accept original proposal as submitted.

SUBSTANTIATION : Both the Committee Action and Committee Statement support the inclusion of this proposal into the 2002 edition. However, in reviewing the Report on Proposals under the referenced Section 6-4.5 of the Manual of Style, the language of 1192-32 was not inserted to replace the existing 1999 language.

COMMITTEE ACTION :Reject

COMMITTEE STATEMENT : During the discussion on this item the committee identified other technical issues such as protection provided and necessary metal gauge. That have not been justified by this substantiation’s of ROP 1192-32 or this proposal. As a result the committee has decided to stand on its actions on ROP 1192-30 and 1192-32, the result is no change in the technical language for this section.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 52)

1192-41-(3-4.6) : Accept in Principle

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-33

RECOMMENDATION : Accept the original proposal as submitted.

SUBSTANTIATION : If the NFPA Task Group on Metric and Manual of Style recommendation to reject or hold all Manual of Style changes is accepted, this technical change should be “accepted” for the 2002 edition.

COMMITTEE ACTION :Accept in Principle

COMMITTEE STATEMENT : See Committee Action on Comments 1192-33 (Log #50) and 1192-2 (Log #CC#3).

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

NFPA 1192 — November 2001 ROC — Copyright 2001, NFPA

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 8)

1192-43-(5-1.1(b)) : Reject

SUBMITTER : Matthew S. Brick, Skyline Corp.

COMMENT ON PROPOSAL NO :1192-9

RECOMMENDATION : Revise text as follows:

(b) One or more permanently mounted tanks having a maximum aggregate water capacity of 757 L (200 gal) [approximately 323 kg (~~672 lb~~) (717 lbs) LP-Gas capacity]

SUBSTANTIATION : 5.1.1(b) calculation needs to be reviewed for intent. Conversion factor 1lb = .45 kg. As stated in the ANSI A119.2, 1999 the max. cont. capacities were pounds to kilograms 712 lbs. (323 kg) 712 lbs. x .45 kg = 320.4 kg. Is the intent to have a 712 lb max capacity or 323 kg. max capacity? This conversion may have been overlooked when rewritten using metric units. See ANSI A119.2, 1999, Chapter 2 (2-2.2).

* .45 kg = 1 lb.

323 kg ÷ 45 kg = 717 lbs.

Previous weight 712 lbs.

(323 kg) Per ANSI A119.2 1999

712 x .45 = 320.4 kg.

COMMITTEE ACTION :Reject

COMMITTEE STATEMENT : 712 lb and 323 L are the correct conversions based on 453.g = 1lb.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # CC17)

1192-42-(3-4.7(f), (g) and (i)) : Accept

SUBMITTER : Technical Committee on Recreational Vehicles,

COMMENT ON PROPOSAL NO :1192-34

RECOMMENDATION : Accept Proposal 1192-34 (Log #22) in Part. Do not reference ANSI Z535.4 but provide additional requirements for on the label as follows:

Amend 3-4.7(f)(g) and (i) as follows:

3-4.7 Special Transportation Provisions.

(f) A danger label placed inside of the RV adjacent to each entry and visible to anyone entering the RV. This label(s) shall be printed with red letters on a white background with the word DANGER a minimum of 3/4 in. (19 mm) high text that shall be a minimum of 1/4 in. (6 mm) high, and shall read as follows:

!DANGER

· Passengers shall not ride in the vehicle storage area while vehicles are present.

· Doors and windows in walls of separation (if installed) are to be closed while the vehicles are present.

· Run fuel out of engine of stored vehicles after shutting off fuel at the tank.

· Do not store or transport motor fuel inside this vehicle.

· Ventilate the vehicle storage area.

· Do not operate gas appliances, pilot lights, or electrical equipment when motorized vehicles or motorized equipment are inside vehicle.

FAILURE TO COMPLY COULD RESULT IN AN INCREASED RISK OF FIRE, EXPLOSION OR ASPHYXIATION.

(g) For vehicles that contain a special transportation area with a wall of separation and openings in the floor, a warning label with the word WARNING with minimum 5/8 inch (16 mm)high text and minimum 3/8 inch (9.5mm) body text visible to anyone entering the special transportation area reading as follows.

!WARNING

DO NOT SLEEP IN THIS AREA

FAILURE TO COMPLY MAY RESULT IN DEATH OR SERIOUS INJURY

(i) Required labels affixed to the interior of the vehicle and a statement in the owner's manual explaining the proper weight distribution for the transportation of internal combustion engine vehicles.

Exception No. 1: Recreational vehicles designed and promoted for the physically impaired are not required to comply with the requirements of 3-4.7.

Exception No. 2: Portions of recreational vehicles designed to transport livestock, having a permanent wall of separation (passage doors and windows permitted) from the living section, are not required to comply with 3-4.7.

SUBSTANTIATION : This proposal was referred to a task group at the ROP stage. The committee recognizes that it lacks expertise for a full understanding of all of the requirements of ANSI Z535 standards. Therefore does not feel it appropriate to incorporate these standards without the involvement of other parties. However the technical committee does recognize that categorizing labels as "danger", "warning", and "caution" and standardizing type size is a step toward uniformity and standardization for protection of the consumer.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 9)

1192-44-(5-1.6.1.2) : Accept in Principle

SUBMITTER : Matthew S. Brick, Skyline Corp.

COMMENT ON PROPOSAL NO :1192-9

RECOMMENDATION : Delete text as follows:

5.1.6.1.2 The compartment shall be ventilated with at least two vents having an aggregate free area equal to at least 1 cm² per gram (1 in.² for each 7 lbs.) ~~1 cm² per gram (1 cm² for each 7 lbs.)~~ of the total LP-Gas fuel capacity of the maximum number of largest cylinder(s) the compartment can hold.

SUBSTANTIATION : 5.1.6.1.2. states calculation for venting to be 1 cm² per gram (1 in.² for each 7 lbs.) as is stated in the ANSI A119.2, 1999 2-2.6.1, but then states 1 cm² per gram (1 cm² for each 7 lb). It looks as if this may have been misprinted and repeated text. Please clarify. Delete incorrect calculation.

1 in² = 6.45 cm²

1 oz. = 28 grams

1 lb = 16 oz (448 grams).

COMMITTEE ACTION :Accept in Principle

Change metric reference to 1cm² per 500 grams.

COMMITTEE STATEMENT : This is the correct metric conversion for this provision.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 10)

1192-45-(5-1.7.6.9) : Reject

SUBMITTER : Matthew S. Brick, Skyline Corp.

COMMENT ON PROPOSAL NO :1192-9

RECOMMENDATION : Revise text as follows:

5.1.7.6.9 Regulators installed elsewhere and not installed in compartments as specified above shall be equipped with a durable cover [that will not become brittle as temperatures as low as 40°C (40°F) -40°C (-40°F) designed to protect the regulator vent opening from sleet, snow, freezing rain, ice, mud and wheel spray.

SUBSTANTIATION : 5.1.7.6.9 states temperatures as low as 40°C (40°F). The temperatures per ANSI A119.2, 1999, states temperatures as low as -40°F (-40°C). Correct the misprinted temperatures to -40°C (-40°F).

NFPA 1192 — November 2001 ROC — Copyright 2001, NFPA

COMMITTEE ACTION :Reject

COMMITTEE STATEMENT : Committee Action on Comment 1192-2 (Log #CC3) is turning back certain Manual of Style changes thereby reverting back to current language which is correct.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 57)

1192-46-(5-1.8.1.2, 5.1.8.3.3 (13), 5.3.1.3, 5.3.18.2.1, 5.5.4.1, 5.8.1.2(c), 5.8.1.2(e), 5.8.1.2(f)(2), 5.8.1.2(g),5.8.2.2.1, 5.8.2.2.2, 5.8.2.3.2 (2)) : Reject

SUBMITTER : Samuel E. McTier, McTier Supply Co.

COMMENT ON PROPOSAL NO :1192-9

RECOMMENDATION : Revise text to read as follows:

5.1.8.1.2 In the third line change “8-2.3” to “8.2.3(f)”.

5.1.8.3.3(13) In the second line change “fastened”, a typo to “secured”.

Also the sub-paragraph numbers (1) through (15) should be (a) through (o) to match up with the NFPA Manual of Style. Parenthetical numbers are used for listings as shown in 5.1.8.3.1.

5.3.1.3 In the third line change “2-4 and 3-2.13” to “2.4, 3.2.13, and 3.2.15”.

5.3.18.2.1 In the second line “bt” should be “by”.

5.5.4.1 In the third line insert “so” between “located” and “that”.

5.8.1.2(c) As “containers” used in this code include “cylinders” and “tanks (ASME containers)”, the warning label is confusing. Cylinder capacity under DOT regulations is marked with the water capacity of the cylinder in pounds and “tank capacity” is marked with the water capacity of the tank in gallons. Portable cylinders can be filled by the volumetric method or by the weight method, while permanently installed tanks can only be filled by the volumetric method.

Propane cylinders are filled to a maximum permitted weight equal to .42 times the water capacity in pounds marked on the cylinder. Volumetric filling of cylinders and engine fuel or mobile tanks must be accomplished by the use of the fixed maximum liquid level gauge. Warning the consumer to not fill containers to more than 80 percent of capacity could do harm, as it would probably be misinterpreted part of the time, and could contribute to overfilling of the container. This is the very thing that we are trying to avoid.

Change the warning label to read as follows:

‘DO NOT OVERFILL THE PROPANE CONTAINER’

Add the underlined portion and delete the strikethrough portion of the following paragraph:

“Overfilling the LP-Gas container can result in ~~uncontrolled gas flow~~ unintended release of gas from the container relief valve, which can cause fire or explosion. A properly filled container will contain approximately 80 percent of its volume as liquid LP-Gas, and it should be filled by a qualified person.”

5.8.1.2(e) Rewrite this subparagraph as follows:

“A warning that states ~~that one shall not to~~ bring or store LP-Gas cylinders, gasoline, or other flammable liquids inside the vehicle because a fire or explosion can result.”

5.8.1.2(f)(2) Replace “touch” with “operate”.

5.8.1.2(g) In lines five and six delete ~~“excessive gas pressure causing fire or explosion”~~ and replace it with “major variations in outlet pressure that could cause serious service problems.”

5.8.2.2.1 Change warning label to read as follows:

‘DO NOT OVERFILL THE PROPANE CONTAINER’

5.8.2.2.2 In third line of label substitute “ENGINE” for “MOTOR” to be consistent.

5.8.2.3.2(2) Substitute “operate” for “touch”.

SUBSTANTIATION : 5.1.8.1.2 Substantiation: This is the new number for this paragraph as shown in the new 2001 Edition of Pamp. 58.

5.1.8.3.3(13) Substantiation: “Secured” is used in Paragraph 8.2.6.9(o) of the 2001 Edition of Pamp. 58 instead of “fastened”.

5.3.1.3 Substantiation: Numbers should be changed to match up with the new numbering style of the 2001 Edition of Pamp. 58, and 3.2.15 should be added as it covers requirements for liquid piping.

5.8.2.2.1 Same as above.

COMMITTEE ACTION :Reject

COMMITTEE STATEMENT : Incomplete substantiation on a majority of changes. Other changes have been addressed in other comments.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 14

NEGATIVE: 1

ABSTENTION: 1

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

EXPLANATION OF NEGATIVE :

MCTIER: The Committee Statement for rejection of all of the comments states the following: “Incomplete substantiation on a majority of changes. Other changes have been addressed in other comments.” It appears that none of these comments referred to as “changes” by the committee were really considered by the committee. It was also pointed out that there was not a separate comment sheet filled out for each of these comments and therefore the committee and the staff had no real interest in considering these comments. I strongly urge the committee and the staff in the future to review and study all comments received during the comment period no matter what form is used by the commenter. If there is some confusion about some of the comments, the staff should certainly make an effort to clarify the situation and if necessary, check with the submitter.

It appears that none of my comments were taken seriously although there was substantiation on all of the comments except some editorial suggestions and typos. My purpose was to make the code more user friendly, easier to understand, and make sure that the references were accurate. In 5.1.8.1.2 for instance, changing 8-2.3 to 8.2.3(f) references the specific paragraph covering types of relief valves for recreational vehicle tanks. In 5.1.8.3.3(13) there was a typo of the word “fastened” as it was spelled “fastned”, but it showed up as “fastened” in the ROC. Also, I believe that my comments and substantiation for 5.8.1.2(c) is worthy of some reconsideration in the future although it was summarily rejected by the committee. Finally, in 5.8.1.2(f)(2) and 5.8.2.3.2(2) not “operating” an electrical switch rather than not “touching” an electrical switch would be the better way of avoiding ignition of leaking gas. Enough said.

EXPLANATION OF ABSTENTION :

MITTELSTAEDT: Warning 5.8.1.2(e) as rewritten is important to consumer safety.

(Log # 11)

1192-47-(5-1.8.2 (b),(c),(d)) : Reject

SUBMITTER : Matthew S. Brick, Skyline Corp.

COMMENT ON PROPOSAL NO :1192-9

RECOMMENDATION : Revise text as follows:

5.1.8.2 Regulator Pressure Relief Valve. The second stage of a two-stage regulator system shall be equipped with one or both of the following:

(a) An integral pressure relief valve on the outlet pressure side having a start-to-discharge pressure setting within the limits specified in UL 144, Standard for LP-Gas Regulators.

~~(b)~~ a1 This pressure relief valve shall limit the outlet pressure of the second stage of a two-stage regulator system to 14 kPa (2.0 psi) when the regulator seat disc is removed and the inlet pressure to the regulator is 69 kPa (10.0 psi) or less as specified in UL 144.

~~(c)~~ (b) An integral overpressure shutoff device that shuts off the flow of LP-Gas vapor when the outlet pressure of the regulator reaches the overpressure limits specified in UL 144.

~~(d)~~ b1 The integral overpressure shutoff device shall not open to permit flow of gas until it has been manually reset.

SUBSTANTIATION : 5.1.8.2 Regulator Pressure Relief Valves. States the system shall be equipped with one or both of the following. Then list (a) (b) (c) (d). There are only two types of relief valves covered here “an integral pressure relief valve” and “an integral overpressure shutoff device” as stated in the ANSI A119.2, 1999. This has been broken into four subsections, when (b) states requirements for (a) and (d) states requirements for (c). There should be only two paragraphs (subsections) (a) & (b) or rename subsections (a), (a1) and (b), (b1)

COMMITTEE ACTION :Reject

COMMITTEE STATEMENT : The proposed numbering scheme is not permitted in either the current Manual of Style or previous editions.

NFPA 1192 — November 2001 ROC — Copyright 2001, NFPA

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 1)

1192-50-(5-3.8.4) : Reject

SUBMITTER : Joe Shreve, Kit Manufacturing Co. R.V. Division

COMMENT ON PROPOSAL NO :1192-9

RECOMMENDATION : Revise as follows:

5.3.8.4 Tubing shall be ~~required to be~~ protected from physical damage, sharp edges, and moving parts.

SUBSTANTIATION : Routing is just one of many methods of affording protection to tubing. The code should simply prescribe protection. It is the designer's job to accomplish protection. Prescribing protection only by routing is design restrictive. In addition, routing in and of itself may not provide adequate protection in all situations. Through well established interpretation, power cords are considered a moving part.

COMMITTEE ACTION :Reject

COMMITTEE STATEMENT : Proposal 1192-9 is a Manual of Style nontechnical change. This comment is technical in nature and cannot be addressed under this proposal

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 15

ABSTENTION: 1

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

EXPLANATION OF ABSTENTION :

MITTELSTAEDT: See my Explanation of Abstention on Comment 1192-49 (Log #13).

(Log # 12)

1192-48-(5-2 through 5.2.6.2) : Reject

SUBMITTER : Matthew S. Brick, Skyline Corp.

COMMENT ON PROPOSAL NO :1192-9

RECOMMENDATION : Delete 5.2 Fuel Oil Supply for Heat -Producing Appliances (2-3) through 5.2.6.2 (2.3.6) Delete fuel oil requirements.

SUBSTANTIATION : Are fuel oil requirements applicable for use in recreational vehicles per the definition of recreational vehicles? Fuel oil is used for units set on sites with more permanence such as park trailers. Appliances need to be listed for use in recreational vehicles. Are fuel oil appliances listed? LP Gas is available nation wide and bottled for "travel" use.

The elimination of fuel oil requirements will reduce the size of Chapter 5 (Chapter 2, A119.2 1999) by removing information that manufacturers do not use.

COMMITTEE ACTION :Reject

COMMITTEE STATEMENT : This is new material and cannot be introduced at this stage. This should be introduced for the next edition.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 15

ABSTENTION: 1

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

EXPLANATION OF ABSTENTION :

MITTELSTAEDT: Needs to be considered.

(Log # 2)

1192-51-(5-3.8.5) : Reject

SUBMITTER : Joe Shreve, Kit Manufacturing Co. R.V. Division

COMMENT ON PROPOSAL NO :1192-9

RECOMMENDATION : Delete 5.3.8.5 in its entirety:

~~5.3.8.5 Unprotected tubing shall not be located in storage areas below the floor level.~~

SUBSTANTIATION : This sentence is redundant.

Protection of all tubing is required by 5.3.8.4 irrespective of its location on the vehicle. By any reasonable interpretation, this would certainly include storage areas below the floor level.

COMMITTEE ACTION :Reject

COMMITTEE STATEMENT : Proposal 1192-9 is a Manual of Style nontechnical change. This comment is technical in nature and cannot be addressed under this proposal

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 15

ABSTENTION: 1

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

EXPLANATION OF ABSTENTION :

MITTELSTAEDT: See my Explanation of Abstention on Comment 1192-49 (Log #13).

(Log # 13)

1192-49-(5-3.4.2(a), (b),(c),(d)) : Reject

SUBMITTER : Matthew S. Brick, Skyline Corp.

COMMENT ON PROPOSAL NO :1192-9

RECOMMENDATION : Add new text as follows:

Tables 5.3.4.2(a)(b)(c)(d) sizing of low pressure gas piping and tubing. Revise to include maximum lengths over 40'-0" up to 50'-0" (15.2 m). After reviewing National Fuel Gas Code, NFPA 54, 1999, Pipe/Tubing sizing tables (9.26 and 9.28), the BTUH values for LP only systems (Piping and semi-rigid tubing) have changed. I assume Tables 5.3.4.2(a)(b)(c)(d) were derived from earlier NFPA 54 standards as they coincide with NFPA 54, 1988 Tables (C-16) and (C-17).

SUBSTANTIATION : Some larger units especially those with one or more slide-outs may exceed these tables and we must size them according to the National Fuel Gas Code (NFPA 54). It would be helpful to have the lengths in these Tables up to 50'-0" (15.2 m) as in the CSA Z 240 RV Series-99, Z 240.4.2-99. The NFPA 54 National Fuel Gas Code is not listed in Chapter 5, ANSI A119.2, 1999 as a referenced NFPA standard nor is it in the ROP 2002. Please inform manufacturers of value changes in LP only systems if changed in Tables 5.3.4.2(c) and (d).

Note: Supporting material is available for review at NFPA Headquarters.

COMMITTEE ACTION :Reject

COMMITTEE STATEMENT : This is new material and cannot be introduced at this stage. This should be introduced for the next edition.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 15

ABSTENTION: 1

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

EXPLANATION OF ABSTENTION :

MITTELSTAEDT: Agree with substantiation.

(Log # 14)

1192-52-(5-4 through 5.4.10.3) : Reject

SUBMITTER : Matthew S. Brick, Skyline Corp.

COMMENT ON PROPOSAL NO :1192-9

RECOMMENDATION : Delete fuel oil requirements. 5.4 Fuel Oil Piping System (2.5) through 5.4.10.3 (2.5.10).

SUBSTANTIATION : Are fuel oil requirements applicable for use in recreational vehicles per the definition of recreational vehicles? Fuel oil is used for units set on sites with more permanence such as park trailers. Appliances need to be listed for use in recreational vehicles. Are fuel oil appliances listed? LP Gas is available nation wide and bottled for "travel" use.

The elimination of fuel oil requirements will reduce the size of Chapter 5 (Chapter 2, A119.2 1999) by removing information that manufacturers do not use.

COMMITTEE ACTION :Reject

NFPA 1192 — November 2001 ROC — Copyright 2001, NFPA

COMMITTEE STATEMENT : New material .Proposal 1192-9 is a Manual of Style nontechnical change. This comment is technical in nature and cannot be addressed under this proposal

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 15

ABSTENTION: 1

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

EXPLANATION OF ABSTENTION :

MITTELSTAEDT: See my Explanation of Abstention on Comment 1192-49 (Log #13).

(Log # 15)

1192-53-(5-8.2.1) : Accept

SUBMITTER : Matthew S. Brick, Skyline Corp.

COMMENT ON PROPOSAL NO :1192-9

RECOMMENDATION : Revise text as follows:

5.8.2.1 Identification of Gas Supply Connections. Each recreational vehicle shall have permanently affixed at or near each gas supply connection or at the end of the piping a plate complying with the requirements for exterior labels [see Section 4.3 (1-4)] 76 mm x 44 mm (3 in. x 1 3/4 in.) minimum size that reads (as appropriate) as either of the following:

SUBSTANTIATION : Add parentheses after 76 mm x 4 mm (3 in. x 1 3/4 in.)

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 21)

1192-54-(5-9) : Accept

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-1

RECOMMENDATION : Retain Section 5-9 and renumber as appropriate.

SUBSTANTIATION : The NFPA Task Group on 2-10, met on October 15, 1999 and developed a report recommending technical revisions to Section 2-10. This report was reviewed by the Technical Committee on September 12-13, 2000 during the ROP meeting. Additional revisions were made and incorporated into Section 5.9 and included under the Manual of Style.

No stand alone Committee Proposal (CP) was developed to document the technical changes to Section 2-10 (5.9 MOS), although the technical changes were printed in the ROP under the Manual of Style revisions of 5.9. Therefore, in order to keep these needed technical changes, Section 5.9 should be accepted.

COMMITTEE ACTION :Accept

COMMITTEE STATEMENT : The existing standard prohibits the withdrawal of fuel from onboard systems. Consumers are demanding, and manufacturers are providing systems for fuel distribution. Safety guidance is needed to ensure systems are installed safely for consumer usage. The proposed change broadens the standard to permit transporting and dispensing fuel for other purposes on travel trailers and fifth wheels.

The committee recognized the value of the negative votes made on Section 2-10 during the ROC balloting for the 1999 edition of the NFPA 1192 RV standard. An ad hoc committee was appointed by the chair to determine the changes needed to further improve the safety of dispensing fuel from RVs to other vehicles. As a result various technical changes were made throughout section 2-10 as reflected in section 5.9 contained in Proposal 1192-9 of the ROP for the 2002 edition of the standard. However these changes were included in an editorial change to this chapter with no justification for the technical changes.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 22)

1192-55-(5-9.2.1) : Accept

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-1

RECOMMENDATION : Revise the sentence to read:

“When a fuel system is installed for an electrical generator but the electrical generator is not installed at the recreational vehicle factory, all fuel lines between the fuel tank and the generator compartment shall be routed and plugged at the ~~generator~~ open end.”

SUBSTANTIATION : Clarifies the end of the fuel line that needs to be plugged.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 23)

1192-56-(5-9.2.2) : Accept

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-1

RECOMMENDATION : Delete this section.

SUBSTANTIATION : This label is unnecessary because there is no safety issue if someone should fill the tank with fuel.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 24)

1192-57-(5-9.3.1.2) : Accept

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-1

RECOMMENDATION : Delete the first sentence.

SUBSTANTIATION : This sentence is unnecessary since similar language is spelled out in the second sentence.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 25)

1192-58-(5-9.3.1.2(a)) : Accept

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-1

RECOMMENDATION : Add the following underlined language to the first sentence:

“Rear clearance line is defined as a plane extending between lines on each side of the vehicle that connect a point that is 8 in. (203 mm) above the ground on the vertical centerline of the rearmost wheel spindle to the lowest point on the intersection of the rear wall and floor lines. Where the tank is located between the chassis main rails ~~rails~~, the rear point may be taken at the bottom of the main rail. Skid bars shall not be used to lower this point.”

Editorial change in second to last sentence.

SUBSTANTIATION : Clarifies the issue of addressing the “side of the vehicle”.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

NFPA 1192 — November 2001 ROC — Copyright 2001, NFPA

(Log # 26)

1192-59-(5-9.3.1.2(b)) : Accept
SUBMITTER : Kent Perkins, RVIA
COMMENT ON PROPOSAL NO :1192-1
RECOMMENDATION : Add the following underlined language to the first sentence:
“Front clearance line is defined as a plane extending between lines on each side of the vehicle that connect a point that is 8 in. (203 mm) above the ground on the vertical centerline of the forward most wheel spindle to the lowest point of the front chassis cross member. The tank shall be permitted to be located on a trailer A-frame if no part extends below the bottom of the A-frame members.”
SUBSTANTIATION : Clarifies the issue of addressing the “side of the vehicle”.
COMMITTEE ACTION :Accept
NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21
VOTE ON COMMITTEE ACTION :
AFFIRMATIVE: 16
NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 27)

1192-60-(5-9.3.2) : Accept
SUBMITTER : Kent Perkins, RVIA
COMMENT ON PROPOSAL NO :1192-1
RECOMMENDATION : Revise text to read as follows:
Securing of Fuel Tanks. The fuel tank shall be secured by fastenings that hold it in place when a force equal to 8 times the fuel tank’s filled weight is applied through the filled fuel tank’s center of gravity in any direction.
SUBSTANTIATION : Changes clarify intent of this requirement.
COMMITTEE ACTION :Accept
NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21
VOTE ON COMMITTEE ACTION :
AFFIRMATIVE: 16
NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 28)

1192-61-(5-9.4.3) : Accept
SUBMITTER : Kent Perkins, RVIA
COMMENT ON PROPOSAL NO :1192-1
RECOMMENDATION : Change the reference “5.5.3.3” to the correct number.
SUBSTANTIATION : This change is needed to be sure the correct reference number is used.
COMMITTEE ACTION :Accept
NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21
VOTE ON COMMITTEE ACTION :
AFFIRMATIVE: 16
NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 29)

1192-62-(5-9.4.6) : Accept in Principle
SUBMITTER : Kent Perkins, RVIA
COMMENT ON PROPOSAL NO :1192-1
RECOMMENDATION : Revise text to read as follows:
Sealing compounds used around the filler pipe and in this area shall be fuel resistant.
SUBSTANTIATION : Clarifies what needs to be sealed.
COMMITTEE ACTION :Accept in Principle
Change text to say:
“...and in the area described in 5.9.4.5”
COMMITTEE STATEMENT : This language meets the submitters intent and further clarifies where the sealing compounds are needed.
NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :
AFFIRMATIVE: 16
NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 36)

1192-63-(5-9.6.2) : Accept in Principle
SUBMITTER : Kent Perkins, RVIA
COMMENT ON PROPOSAL NO :1192-1
RECOMMENDATION : Revise the sentence to read:
“All fuel dispensing systems shall have an remote emergency manual shut off located not more than 18 in. (457 mm) from the vehicle’s outside wall, or be equipped with a remotely controlled normally closed electronic shut off valve that has the electronic shutoff valve control located within 18 in. (45.7 cm) of the vehicle’s outside wall.”
SUBSTANTIATION : Adding criteria that the manual shut off be located within 18 in. of the vehicle’s outside wall makes it consistent with current criteria found in Paragraph 2-2.7.2 location of tank appurtenances. Paragraph 2-2.7.2 requires the manual control of the LP-Gas tank shut off valve be located not more than 18 in. from the vehicle’s outside wall.
COMMITTEE ACTION :Accept in Principle
Change text to read:
“All fuel dispensing systems shall have a readily accessible remote emergency manual shut off located on the exterior not more than 18 in. (457 mm) from the vehicle’s outside wall, or be equipped with a remotely controlled normally closed electronic shut off valve that has the electronic shutoff valve control located within 18 in. (45.7 cm) of the vehicle’s outside wall.”
COMMITTEE STATEMENT : Needed to be sure that the manual emergency shut-off was not in a locked compartment or in the interior of the vehicle.
NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21
VOTE ON COMMITTEE ACTION :
AFFIRMATIVE: 16
NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 37)

1192-64-(5-9.6.3) : Accept
SUBMITTER : Kent Perkins, RVIA
COMMENT ON PROPOSAL NO :1192-1
RECOMMENDATION : In the second sentence change the reference to “section 5.9.3.1” to the appropriate number.
SUBSTANTIATION : This change is needed to be sure the correct reference number is used.
COMMITTEE ACTION :Accept
NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21
VOTE ON COMMITTEE ACTION :
AFFIRMATIVE: 16
NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 38)

1192-65-(5-9.6.4.1) : Accept
SUBMITTER : Kent Perkins, RVIA
COMMENT ON PROPOSAL NO :1192-1
RECOMMENDATION : The term “vehicle” is misspelled and the term “adequately” should be deleted.
SUBSTANTIATION : The term “adequately” is unenforceable.
COMMITTEE ACTION :Accept
NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21
VOTE ON COMMITTEE ACTION :
AFFIRMATIVE: 16
NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

NFPA 1192 — November 2001 ROC — Copyright 2001, NFPA

(Log # 39)

(Log # 32)

1192-66-(5-9.6.4.2) : Accept
SUBMITTER : Kent Perkins, RVIA
COMMENT ON PROPOSAL NO :1192-1
RECOMMENDATION : Add the term “both” between “at” and “the”.
SUBSTANTIATION : Editorial, to be sure an opening of 1100 mm² is located in both places.
COMMITTEE ACTION :Accept
NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21
VOTE ON COMMITTEE ACTION :
AFFIRMATIVE: 16
NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

1192-70-(5-9.6.14) : Accept
SUBMITTER : Kent Perkins, RVIA
COMMENT ON PROPOSAL NO :1192-1
RECOMMENDATION : Remove the phrase “either of” from the sentence.
SUBSTANTIATION : Editorial.
COMMITTEE ACTION :Accept
NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21
VOTE ON COMMITTEE ACTION :
AFFIRMATIVE: 16
NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 40)

(Log # CC5)

1192-67-(5-9.6.5) : Accept in Principle
SUBMITTER : Kent Perkins, RVIA
COMMENT ON PROPOSAL NO :1192-1
RECOMMENDATION : Revise the sentence to read as follows:
“~~Fuel Storage tanks with fuel dispensing capabilities shall be provided with a method of venting obtaining make up air while fuel is being dispensed, from the storage tank.~~”
SUBSTANTIATION : Changes clarify intent of this requirement.
COMMITTEE ACTION :Accept in Principle
Change sentence to read.
Fuel tanks with dispensing capabilities shall be provided with a method of venting and obtaining make up air.
COMMITTEE STATEMENT : This further clarifies the committees intent to provide air in and out of the dispensing tank during dispensing
NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21
VOTE ON COMMITTEE ACTION :
AFFIRMATIVE: 16
NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

1192-71-(5-9.6.14) : Accept
SUBMITTER : Technical Committee on Recreational Vehicles,
COMMENT ON PROPOSAL NO :1192-9
RECOMMENDATION : Revise text to read as follows:
Fuel burning appliance intake and exhaust vents shall be located at least 3 feet from any point the fuel dispensing hose nozzle valve outlet can reach.
SUBSTANTIATION : Upon further review of this paragraph, the committee determined that additional protection area around appliance intakes and exhaust was required. Additionally it was determined that the engine exhaust termination is not a source of ignition according to the National Highway Traffic Safety Administration (DOT).
COMMITTEE ACTION :Accept
NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21
VOTE ON COMMITTEE ACTION :
AFFIRMATIVE: 16
NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 41)

(Log # 33)

1192-68-(5-9.6.7) : Reject
SUBMITTER : Kent Perkins, RVIA
COMMENT ON PROPOSAL NO :1192-1
RECOMMENDATION : Revise the sentence to read as follows:
“A fuel dispensing system shall have provisions ~~be able to be locked~~ to prevent unauthorized use.”
SUBSTANTIATION : Changes clarify intent of this requirement.
COMMITTEE ACTION :Reject
COMMITTEE STATEMENT : Proposed language is unenforceable.
NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21
VOTE ON COMMITTEE ACTION :
AFFIRMATIVE: 15
ABSTENTION: 1
NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning
EXPLANATION OF ABSTENTION :
MITTELSTAEDT: See my Explanation of Abstention on Comment 1192-49 (Log #13).

1192-72-(5-9.6.15) : Reject
SUBMITTER : Kent Perkins, RVIA
COMMENT ON PROPOSAL NO :1192-1
RECOMMENDATION : In the second sentence change reference of “section 5.9.6.15” to the appropriate number.
Also, revise the label to read:
“Fuel dispensing systems shall be located so that there are no openings into the recreational vehicle interior within 3-ft (0.9 m) of the fuel dispensing system vent. The requirements of Section 5.9.6.15 shall not apply to closable openings intended to vent a temporary storage area during transport. If these closable openings are labeled with a permanent warning label with the words WARNING with 9 mm (3/8-in) high block letters and body text with 6 mm (1/4-in) high block letters on the contrasting background affixed in a conspicuous location adjacent to the vents and shall read as follows:
WARNING CLOSE BEFORE FILLING THE FUEL TANK. FAILURE TO COMPLY COULD RESULT IN SERIOUS INJURY OR DEATH.”
SUBSTANTIATION : Based on the recommendation by the NFPA Task Force on the Manual of Style to hold for further study the Manual of Style changes, a change in the reference numbers may need to be made. The changes to the label reflect the desired changes of the NFPA Task Group on Z535 Safety Labels.
COMMITTEE ACTION :Reject
COMMITTEE STATEMENT : See Committee Action on Committee Comment 1192-73 (Log #CC6).
NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21
VOTE ON COMMITTEE ACTION :
AFFIRMATIVE: 15
ABSTENTION: 1
NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning
EXPLANATION OF ABSTENTION :
MITTELSTAEDT: See my Explanation of Abstention on Comment 1192-49 (Log #13).

(Log # 31)

1192-69-(5-9.6.10) : Accept
SUBMITTER : Kent Perkins, RVIA
COMMENT ON PROPOSAL NO :1192-1
RECOMMENDATION : The term “maximum” is misspelled.
SUBSTANTIATION : Editorial.
COMMITTEE ACTION :Accept
NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21
VOTE ON COMMITTEE ACTION :
AFFIRMATIVE: 16
NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

NFPA 1192 — November 2001 ROC — Copyright 2001, NFPA

(Log # CC6)

1192-73-(5-9.6.15) : Accept

SUBMITTER : Technical Committee on Recreational Vehicles,

COMMENT ON PROPOSAL NO :1192-9

RECOMMENDATION : Delete the paragraph and renumbering the rest of the section accordingly.

SUBSTANTIATION : This paragraph is not necessary because a distance requirement on the tank vent was not previously specified and is not necessary.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 34)

1192-74-(5-9.6.16) : Accept

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-1

RECOMMENDATION : Revise the sentence to read:

“Manufacturers shall be permitted to make provisions for future installation of fuel dispensing systems only when ~~adequate~~ instructions for ~~doing so~~ are provided in the owner’s manual of the Recreational Vehicle.”

SUBSTANTIATION : The term adequate is unenforceable.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 35)

1192-75-(5-9.6.18) : Accept in Principle

SUBMITTER : Kent Perkins, RVIA

COMMENT ON PROPOSAL NO :1192-1

RECOMMENDATION : Revise the first sentence to read:

All recreational vehicles equipped with fuel dispensing systems shall have a permanent danger label with the word “Danger” in (5/8-in.)(16 mm) high red block letters and body in (3/8-in.)(9.5 mm) high red block letters on a contrasting background visible to the operator during dispensing of fuel from the recreational vehicle. The label shall be made of material that will not deteriorate when in contact with petroleum based products. The label shall read as follows:

DANGER

NO SMOKING

BEFORE DISPENSING FUEL, TURN OFF ALL ENGINES, ~~AND~~ FUEL BURNING APPLIANCES AND THEIR IGNITORS. DO NOT DISPENSE FUEL WITHIN 20 FEET OF AN OPEN FLAME OR WITHIN 10 FEET OF ANOTHER RECREATIONAL VEHICLE OR STRUCTURE.

SUBSTANTIATION : The changes to the label reflect the desired changes of the NFPA Task Group on Z535 Safety labels.

COMMITTEE ACTION :Accept in Principle

Add the word “minimum” in front of both measurements of the heights of the letters in the paragraph.

Add exclamation point in a triangle before the word “DANGER”

Change the second sentence of the label to read as follows:

DO NOT DISPENSE FUEL WITHIN 20 FEET OF AN IGNITION SOURCE.

Add the following to the label:

“FAILURE TO COMPLY COULD RESULT IN FIRE, DEATH OR SERIOUS INJURY”

COMMITTEE STATEMENT : The paragraph needs to clarify that the letter sizes are minimums.

The label changes make the label more clear and concise.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 16)

1192-76-(5-10.1) : Accept

SUBMITTER : Matthew S. Brick, Skyline Corp.

COMMENT ON PROPOSAL NO :1192-9

RECOMMENDATION : Revise text as follows:

5.10.1 LP-Gas systems supplying both vapor and liquid withdrawal shall comply with Section 8-2 of NFPA 58, Liquefied Petroleum Gas Code, except as provided for in ~~2-11.2~~ 5.10.2 (2-11.2).

SUBSTANTIATION : 5.10.1 should make reference to 5.10.2 with 2-11.2 in parentheses to follow other references from Chapter 2 to Chapter 5.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 19)

1192-77-(6-1.1.1) : Reject

SUBMITTER : Robert Bourke,

COMMENT ON PROPOSAL NO :1192-30

RECOMMENDATION : Revise to read:

6.1.1.1 Interior finish (as defined in Section 3.3.16 (1-3)) of walls, partitions, ceilings, exterior passage doors, cabinets, habitable areas, hallways, and bath or toilet rooms, including shower/tub walls, of recreational vehicles shall be of materials with a flame spread classification that does not exceed ~~75~~ 200 when tested in accordance with NFPA 255, Standard Method of Test of Surface Burning Characteristics of Building Materials.

SUBSTANTIATION : Due to the amount of interior finishes and the small confines of recreational vehicles we believe that the smoke development rating of the interior finishes should be reduced. The reduction would allow occupants more time to escape in the event of a fire.

COMMITTEE ACTION :Reject

COMMITTEE STATEMENT : This is a considerable technical change with a limited substantiation and is new material.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 15

ABSTENTION: 1

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

EXPLANATION OF ABSTENTION :

MITTELSTAEDT: See my Explanation of Abstention on Comment 1192-49 (Log #13).

(Log # 3)

1192-78-(6-3) : Accept in Part

SUBMITTER : Wayne Waggoner,

COMMENT ON PROPOSAL NO :1192-30

RECOMMENDATION : Revise text to read as follows:

Reword as follows:

6.3 Fire Detection Equipment.

6.3.1 Smoke ~~Alarms~~ ~~Detector~~.

6.3.1.1 At least one integral battery-operated smoke alarm detector with a 10 year battery shall be installed in each recreational vehicle ~~fifth wheel, travel trailer, truck camper, or motor home.~~

6.3.1.2 A recreational vehicle ~~fifth wheel or travel trailer~~ that has only interior lighting capable of being powered ~~only~~ by a 120-VAC or 120-VAC/240-VAC external power supply shall be ~~permitted to be~~ equipped with a 120-VAC operated smoke alarm detector with a battery back up that shall be on a branch-circuit supplying lighting and receptacle outlets that shall not have ground-fault protection.

6.3.2* Smoke Alarm detector Listing Requirement. The smoke alarm detector shall be listed and marked on the device as being suitable for installation in recreational vehicles under the requirements of UL 217, Standard for Single and Multiple Station Smoke Alarms.

6.3.3 Installation of Smoke Alarm detector.

6.3.3.1 The required smoke alarm detector shall be installed in accordance ~~NFPA 72~~ and with its listing.

NFPA 1192 — November 2001 ROC — Copyright 2001, NFPA

6.3.3.2 The required smoke detector shall not be installed within the separate sleeping areas.

6.3.3.3 The required smoke alarm detector shall be installed a minimum of 152 mm (6 in.) from all exterior walls measured edge to edge.

6.3.3.4 The required smoke alarm detector shall be installed away from the direct flow of air from heat and air conditioning outlets.

6.3.4 Operational Check Warning Label. A permanent label shall be installed in a visible location on or within 610 mm (24 in.) of the smoke alarm detector with the following text in contrasting letters at least 3.2 mm (1/8 in.) high:

TEST SMOKE ALARM DETECTOR OPERATION AFTER VEHICLE HAS BEEN IN STORAGE, BEFORE EACH TRIP, AND AT LEAST ONCE PER WEEK DURING USE

SUBSTANTIATION : The correct terminology for these smoke detectors is “smoke alarms”. Based on the fact that these vehicles can sit for long period of time there is new technology available that would greatly enhance life safety and ensure that the batteries are in operating condition. A 10 year battery has been installed in smoke alarms and should be installed in recreational vehicles. Also we do not believe that these vehicles should be exempted from the life safety requirements for placement of smoke alarms in NFPA 72.

COMMITTEE ACTION :Accept in Part

Accept the change from “detectors” to “alarms” only.

Reject all other changes.

COMMITTEE STATEMENT : The proposal was an editorial change for the manual of style. Therefore the editorial changes can be accepted. However the other suggested changes were considered a new material and technical changes and should be submitted in the next cycle.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

(Log # 62)

1192-79-(6.4.7.1(a)4 and 5) : Reject

SUBMITTER : Rob Luter, Ventline, Div of Philips Products, Inc.

COMMENT ON PROPOSAL NO :1192-30

RECOMMENDATION : Revise text to read as follows:

(4) A passive air ventilation system may be permitted. This system may rely on scoops or other vents, that when used in tandem, induce airflow through the transportation area to be ventilated.

(5) The ventilation system shall require a minimum of 10 in² of free openable area each for both the intake and discharge of ventilation air. Openings shall be located such that airflow through the area to be ventilated is induced by the movement of the vehicle while in transit.

SUBSTANTIATION : In its exclusive mention of “ram air systems”, the proposed verbiage to Paragraph 6.4.7.1(a)(4) and (5) precludes the use of passive ventilation systems that induce airflow through the normal production of negative air pressure rather than positive. In other words “pull through” systems are omitted in favor of “push through” systems. In that negative pressure systems are known to be as, if not more, effective than positive pressure systems like a “ram air” system, to preclude their effective use would be shortsighted.

In theory, a forward facing “ram air” scoop will induce airflow due to the differential pressure across the scoop. Positive air pressure builds at the scoop inlet and flows to the low pressure side, in this case the interior of the vehicle. Factors impacting the effectiveness of this system include vehicle

speed, wind speed, relief openings for exhaust, and other aerodynamic phenomena unique to each vehicle. “Ram air” systems have some notable shortcomings that may have a negative impact. These shortcomings include the probable ingestion of precipitation, ice, and other debris that may damage the vehicle interior or block airflow.

Other potential problems with pressurizing the storage space include the migration of potentially harmful fumes to passenger areas of the recreational vehicle. While it is recognized that barrier walls and doors are mandated to prevent such a migration, a ventilation system that causes the storage space to be negative in pressure relative to the passenger areas will assure that airflow within the vehicle will be away from the passengers no matter the integrity of the barriers in place. This practice of airflow manipulation, “clean to dirty” so to speak, is widely used in the ventilation industry.

A “ram air” system may also be of limited effectiveness due to the inherent low pressure zone at the roof line of the vehicle. The flow of air over the roof of the vehicle creates a natural zone of low pressure that is useful in the ventilation of the vehicle’s interior space. An open automobile sunroof is an effective illustration of how the negative pressure at the vehicle roof line tends to “suck” the air out of the vehicle interior. A rearward facing roof mounted vent (not unlike a reversed scoop) combined with a relief vent in the forward floor area will yield predictable ventilation without the known shortcomings of a forward facing scoop. The performance of this method can be easily substantiated and can also be accomplished with current ventilation products known to the industry.

COMMITTEE ACTION :Reject

COMMITTEE STATEMENT : This is new technical material attached to a nontechnical proposal.

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 15

ABSTENTION: 1

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

EXPLANATION OF ABSTENTION :

MITTELSTAEDT: See my Explanation of Abstention on Comment 1192-49 (Log #13).

(Log # 18)

1192-80-(Table B—1, Example of...) : Accept

SUBMITTER : Matthew S. Brick, Skyline Corp.

COMMENT ON PROPOSAL NO :1192-37

RECOMMENDATION : Revise table as shown on the following page:

SUBSTANTIATION : Table B1 example of determining gas supply pipe sizes. Piping section E, W-Demand 10, 225 should be the same as piping section G, W-Demand 10,255. Conversions from inches to millimeters are not consistent with other conversions in this Table for Pipe Sections, E 5/8” = 16 mm, G 5/8” = 16 mm, H 1/4 = 6. These corrections will make Table B-1 consistent with other values listed within Table B-1.

COMMITTEE ACTION :Accept

NUMBER OF COMMITTEE MEMBERS ELIGIBLE TO VOTE :21

VOTE ON COMMITTEE ACTION :

AFFIRMATIVE: 16

NOT RETURNED: 5 Aschim, Bertoch, Herzler, Jacobson, Lanning

