

NFPA[®]

1192

Standard on
Recreational Vehicles

2021



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NFPA® 1192

Standard on

Recreational Vehicles

2021 Edition

This edition of NFPA 1192, *Standard on Recreational Vehicles*, was prepared by the Technical Committee on Recreational Vehicles. It was issued by the Standards Council on March 15, 2020, with an effective date of April 4, 2020, and supersedes all previous editions.

This document has been amended by one or more Tentative Interim Amendments (TIAs) and/or Errata. See "Codes & Standards" at www.nfpa.org for more information.

This edition of NFPA 1192 was approved as an American National Standard on April 4, 2020.

Origin and Development of NFPA 1192

The earliest activity of NFPA in the field of mobile homes and recreational vehicles was the formation of an NFPA Committee on Trailers and Trailer Camps in 1937. Its first standard was adopted in 1940. That edition remained unchanged until after World War II, when a 1952 revision was approved. These editions were entitled *Standards for Fire Prevention and Fire Protection in Trailer Coaches and Trailer Courts*. In 1960, NFPA acted to approve a revised version, dividing the text into two parts — one designated 501A, covering trailer courts, and the other designated 501B, covering trailer coaches. In 1961, a new edition of 501B was adopted under the title *Standard for Fire Prevention and Fire Protection in Mobile Homes and Travel Trailers*, and in 1963, a revision of it was approved. Revisions of both NFPA 501A and 501B were acted upon in 1964.

In the early 1960s, the Mobile Homes Manufacturers Association (MHMA) and the Trailer Coach Association (TCA) prepared, under the aegis of the American Standards Association (now ANSI), two standards that subsequently were approved as the *American Standard Installations of Plumbing, Heating and Electrical Systems in Travel Trailers* (A119.2-1963) and *Standard for Fire Prevention and Fire Protection in Mobile Homes and Travel Trailers* (A119.1-1963). In 1964, the two standards activities were consolidated with the approval of the United States of America Standards Institute, which is now ANSI. In 1969, the Recreational Vehicle Institute (RVI) was added to the MHMA, NFPA, and TCA as the fourth cosponsor of the project. The first *Standard for Recreational Vehicles*, developed under the consolidated efforts of NFPA, MHMA, TCA, and RVI, was approved by NFPA in 1970 and by ANSI in 1971 and replaced ASA Standard A119.2-1963.

The MHMA and the TCA were merged in 1975 to become the Manufactured Housing Institute (MHI). The RVI was redesignated the Recreation Vehicle Industry Association (RVIA) also in 1975, absorbing the Recreational Vehicle Division of the TCA.

Previous editions of the *Standard on Recreational Vehicles* were published in 1970, 1972, 1974, and 1976.

The only substantive changes in the 1977 edition were revisions to Part 8 on mobile home park electrical systems. Some editorial revisions were made in other parts, and references to other standards were updated.

The 1982 edition and the 1986 edition both excluded all sections of previous editions not considered within the committee scope. Notably excluded were sections dealing with plumbing. Modifications were made in sections dealing with heating, fire, and life safety and included conformance with the NFPA *Manual of Style*. The 1986 edition included minor changes and a new Chapter 5 to replace Appendix C so that all mandatory provisions were contained in the body of the document.

The 1990 edition contained minor revisions to Chapters 2 and 3, and one new definition was added to Chapter 1.

A few definitions were revised in the 1993 edition, and minor changes were incorporated in Chapters 2 and 3, including the size of alternate exits.

Minor changes were made in all chapters of the 1996 edition, including a new section on clothes dryers, the requirement for an LP-Gas detector, and the expansion of provisions for recreational vehicles used for transporting or storing internal combustion engine vehicles.

In the 1999 edition, NFPA 501C was renumbered as NFPA 1192. Chapter 2 requirements on LP-Gas containers and connectors were updated. Changes also included modifications to requirements for exit facilities and special transportation provisions.

The 2002 edition consisted of a major editorial reorganization of the document in accordance with the *Manual of Style for NFPA Technical Committee Documents*, 2000 edition. Other changes occurred in the language of caution and warning labels.

In the 2005 edition, the committee completed the editorial revision to comply with the *Manual of Style for NFPA Technical Committee Documents* and merged the requirements from ANSI A1192.2, which is no longer published, into NFPA 1192.

The 2005 edition was revised to contain minimum requirements for the installation of plumbing, fuel-burning, electrical, and other safety-related systems in recreational vehicles. Technical changes to the standard included clarification of requirements for location and securing of propane containers, requirements for high-pressure piping and automatic generator starting systems, and revision of requirements for fuel tank installation.

The 2008 edition of NFPA 1192 was updated to include minimum requirements for testing regulated high-pressure piping systems for gas leakage and minimum requirements for fuel tank construction. Technical changes included the revision of requirements for recreational vehicle exits and a new annex on product listing standards.

The 2011 edition was updated to include a new definition of *recreational vehicle*. Major technical changes included rewritten sections for gasoline and diesel fuel systems, as well as the piping system requirements of Chapter 5. Additions to the means of egress provisions for recreational vehicles were also made to more clearly address primary and secondary means of escape.

The 2015 edition underwent a communal effort to harmonize requirements with CSA Z240, *Recreational Vehicles*. New definitions were added for *protruding component*, *fuel cell device*, and *fuel cell system*. In addition to the definitions, requirements were incorporated into the standard, such as restrictions on the operability of protruding components while in transit. A new chapter, Chapter 8, Vehicular Requirements, was added to the standard. All labels were revised to conform to ANSI Z535, *Safety Alerting Standard Series*. Additionally, minimum means of escape was revised, providing clarity on primary and secondary means of escape.

Certain material in the 2015 edition of NFPA 1192 was reproduced from the public review draft of CSA Z240 RV Series-14, *Recreational Vehicles*, c 2014 CSA Group, with permission. This material was taken from the CSA Group standard and may not be in the same context as in that standard. This material might include revisions by NFPA. The edition, as revised, shall be the full responsibility of NFPA. CSA Group cannot be responsible for any personal injury or property or other damages of any nature whatsoever, whether special, indirect, consequential, or compensatory, directly or indirectly resulting from the publication, use of, or reliance on this document.

The 2018 edition added a requirement that allowed the use of registers or grills made of wood and modifications to the size of means of egress for recreational vehicles that cannot provide a height of 48 in. Extinguisher requirements for special transportation areas were clarified, and new requirements on lofts were added to address stairway configuration, handrails, and guardrails. New requirements for retaining in place potable water and waste holding tanks were added. New requirements for axle, tire, and wheel assembly for towable recreational vehicles were added as well.

The 2021 edition of NFPA 1192 provides editorial changes to clarify the intent of existing requirements including, but not limited to, exterior ladders and the reserve capacity for all RV tires. New provisions include the way guardrails are installed, valve locations, minimum bend radius of water distribution systems, exposed interior finish materials, and the safety requirements for wall beds (Murphy beds).

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

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