

**NFPA<sup>®</sup>**

# 1451

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**Standard for  
a Fire and Emergency  
Service Vehicle Operations  
Training Program**

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**2018**



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## NFPA® 1451

### Standard for a

## Fire and Emergency Service Vehicle Operations Training Program

### 2018 Edition

This edition of NFPA 1451, *Standard for a Fire and Emergency Service Vehicle Operations Training Program*, was prepared by the Technical Committee on Fire Service Training. It was issued by the Standards Council on November 10, 2017, with an effective date of November 30, 2017, and supersedes all previous editions.

This edition of NFPA 1451 was approved as an American National Standard on November 30, 2017.

### Origin and Development of NFPA 1451

In response to a request by the National Transportation Safety Board (NTSB) in 1991, the Technical Committee on Fire Service Training started work on a new standard for a training program for fire service vehicle operations. The NTSB specifically requested NFPA “. . . emphasize that the safe arrival of the apparatus at the scene of the emergency is the first priority.”

The committee also wanted to produce an NFPA standard to meet the intent of NFPA 1500, *Standard on Fire Department Occupational and Health Program*, where it states in the chapter on Vehicles, Drivers, and Equipment: “Fire department vehicles shall be operated only by members who have successfully completed an approved driver training program.”

An *NFPA Journal* article, “1995 Fire Fighter Fatalities,” added further importance to the subject when it reported that “. . . 23.9 percent of those who died last year, died in motor vehicle accidents.”

The committee’s intent was to create a document outlining a training program that produces drivers who are able to prevent vehicle accidents.

The first edition of NFPA 1451 was issued in 1997. Subsequently, the committee appointed a task group to review the 1997 edition content and make recommendations to the committee concerning its functionality. As a result of that review, a general updating was suggested.

In the 2002 edition, some of the general updating included revisions representing an evolution of knowledge about vehicle operations. The application of the standard was expanded to include private industrial and contract fire departments and industrial fire brigades that respond off site. New terminology included the use of the word “crash” to replace the word “accident.” The term “accident” was perceived by some to mean an unavoidable or chance occurrence beyond the influence of training. Crashes can indeed be avoided and prevented by training.

The numbering of the chapters and the paragraphs of the 2002 edition differed from the previous edition as a result of changes associated with the 2000 edition of the *Manual of Style for NFPA Technical Committee Documents*. The 2007 edition featured mainly editorial changes.

In the 2013 edition, the document scope was expanded to include other emergency vehicles. Also included in this edition was a new section that provides requirements for conducting safe operations at highway incidents and a new subsection that focuses on hazard prevention training, with an accompanying hazard avoidance checklist in Annex B.

The 2018 edition contains editorial and grammatical changes, additional safety requirements, and a new annex. The new annex makes recommendations for the layout, design, and safety of driver training simulators.