



Tentative Interim Amendment

NFPA[®] 1192

Standard on Recreational Vehicles

2026 Edition

Reference: Various in Chapters 2, 5, 7, 8, A.8.3.1.4, Figure A.8.1.2.2, and D.1.2.5

TIA 26-1

(TIA Log #1867)

Pursuant to Section 5 of the NFPA *Regulations Governing the Development of NFPA Standards*, the National Fire Protection Association has issued the following Tentative Interim Amendment to NFPA 1192, *Standard on Recreational Vehicles* 2026 edition. The TIA was processed by the Technical Committee on Recreational Vehicles, and was issued by the Standards Council on January 26, 2026, with an effective date of February 15, 2026.

1. *Revise 2.3.4 to read as follows:*

2.3.4 CSA Group Publications.

...

CSA Z240.1.2, ~~Recreational~~ *Vehicular requirements for recreational vehicles*, 2023.

2. *Revise 5.6.4.3 to read as follows:*

5.6.4.3* The vent or exhaust of a propane appliance shall not terminate underneath the unit or be located in such a way as to be obstructed by the opening of sliding or swinging doors. [© 2014-2023 Canadian Standards Association]

3. *Revise 7.1.6.8 to read as follows:*

7.1.6.8 Hangers and supports exposed to and potentially subject to damage caused by weather, water, mud, or road hazards shall be painted, coated, wrapped, or otherwise protected from deterioration. [© 2014-2023 Canadian Standards Association]

4. *Revise 7.6.8.4 to read as follows:*

7.6.8.4 Vent caps shall provide a free air exposure equal to at least the cross-sectional area of the vent pipe. [© 2014-2023 Canadian Standards Association]

5. *Revise 8.1.3.9 to read as follows:*

8.1.3.9 Safety chains or cables shall be color coded or labeled as follows:

- (1) Class 1: Silver
- (2) Class 2: Brass
- (3) Class 3: Black
- (4) Class 4: Permanently labeled to indicate proof load rating on each cable and at least one link per length of chain attached to the recreational vehicle. [© 2014-2023 Canadian Standards Association]

6. *Revise 8.2.1 through 8.2.4 to read as follows:*

8.2.1 General. Vehicular wiring connection circuits shall be in accordance with 8.2.2 through 8.2.4. Sufficient slack shall be provided in the wiring connection so that it remains unbroken to the limits of relative movement allowed by the safety chains between the trailer and towing vehicle. Wiring between the connector and the trailer body shall be protected from physical damage. [© 2014-2023 Canadian Standards Association]

8.2.2 Color Coding. Wires shall be identified as follows:

- (1) White: Ground
- (2) Blue: Electric brakes
- (3) Green: Tail and running lamps
- (4) Yellow: Backup lights or auxiliary use
- (5) Black: Charging circuit or auxiliary or stop lamps
- (6) Brown: Right turn signal and stop lamp
- (7) Red: Left turn signal and stop lamp [© 2014-2023 Canadian Standards Association]

8.2.3 Connections for Electric Brake Systems. Recreational vehicles equipped with electric brakes shall employ a connector that has a safety catch to prevent an accidental disconnection and a means of disconnecting without placing the wiring under strain. [© 2014-2023 Canadian Standards Association]

8.2.4 Connections for Nonelectric Brake Systems. Recreational vehicles without electric brakes shall be permitted to use a pin-type connector of the molded rubber type or equivalent. [© 2014-2023 Canadian Standards Association]

7. *Revise 8.3.1.1 through 8.3.1.4 and A.8.3.1.4 to read as follows:*

8.3.1.1 Trailer running gear shall comply with CSA-D313, Trailer Running Gear, and shall be marked in accordance with CSA-D313, Trailer Running Gear, by the final assembler or the supplier of the complete running gear. [© 2014-2023 Canadian Standards Association]

8.3.1.2 When loaded to the design GVWR and center of gravity, trailers shall impose a load on each running gear assembly not exceeding the gross axle weight rating of each assembly. [© 2014-2023 Canadian Standards Association]

8.3.1.3 Service brakes arranged symmetrically on each axle of the trailer shall be used on recreational vehicles if the unloaded vehicle mass is greater than 1500 lb (680 kg) or the GVWR as specified on the manufacturer's nameplate is greater than 2006 lb (910 kg). Brakes actuated by the inertia overrun of the trailer on the towing vehicle may be used on trailers up to 6008 lb (2725 kg) or the GVWR. [© 2014-2023 Canadian Standards Association]

8.3.1.4* Recreational vehicles with GVWR exceeding 2976 lb (1350 kg) shall be equipped with service brakes that can be automatically actuated upon the trailer breaking away from the towing vehicle. [© 2014-2023 Canadian Standards Association]

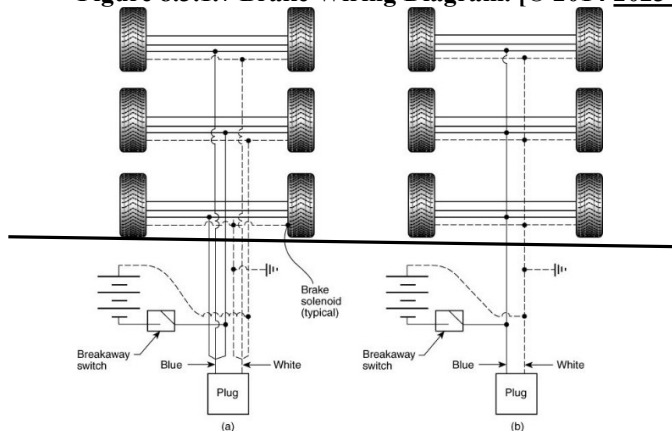
A.8.3.1.4 Where a breakaway switch and safety chains or cables are provided on the same unit, care should be taken to ensure that the breakaway switch—actuating cable will not operate the switch until the trailer completely separates from the towing vehicle. This includes failure and disengagement of the hitch mechanism and safety chains or cables and ensures that normal brake control is maintained until complete separation. The power source for the breakaway device can be the same battery that is used to power the interior 12 V circuits. [© 2014-2023 Canadian Standards Association]

8. *Revise 8.3.1.6 and 8.3.1.7 to read as follows:*

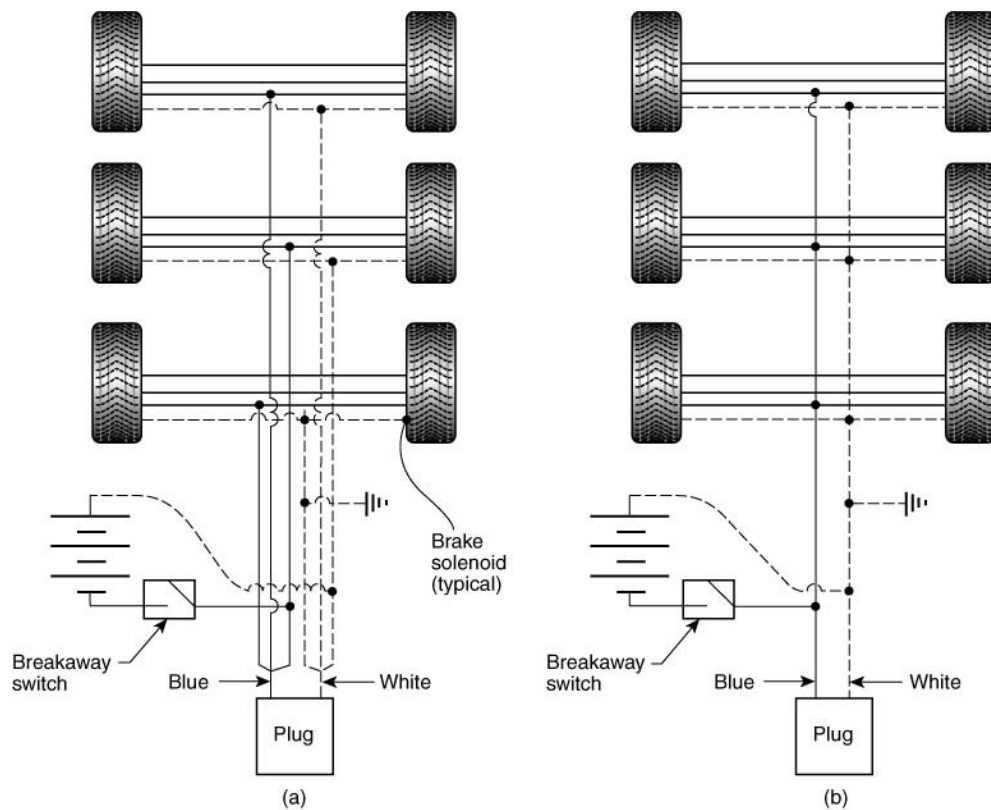
8.3.1.6* Hydraulic trailer service brakes shall be designed to ensure there is no loss of hydraulic fluid if the trailer breaks away from the towing vehicle. [© 2014-2023 Canadian Standards Association]

8.3.1.7* Where electrically operated brakes are used, they shall be activated by a power source equivalent to or greater than that provided by a 12 V automobile battery, and wiring shall comply with SAE J1128 or equal. (See Figure 8.3.1.7.) [© 2014-2023 Canadian Standards Association]

Figure 8.3.1.7 Brake Wiring Diagram. [© 2014-2023 Canadian Standards Association]



Note: In diagram (a), the point of connection between the wire from the plug and the individual wires to each axle should be as close to the plug as practicable.



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9. Revise 8.5.3.1 to read as follows:

8.5.3.1 General. [© 2014-2023 Canadian Standards Association]

10. Revise 8.5.4.1 to read as follows:

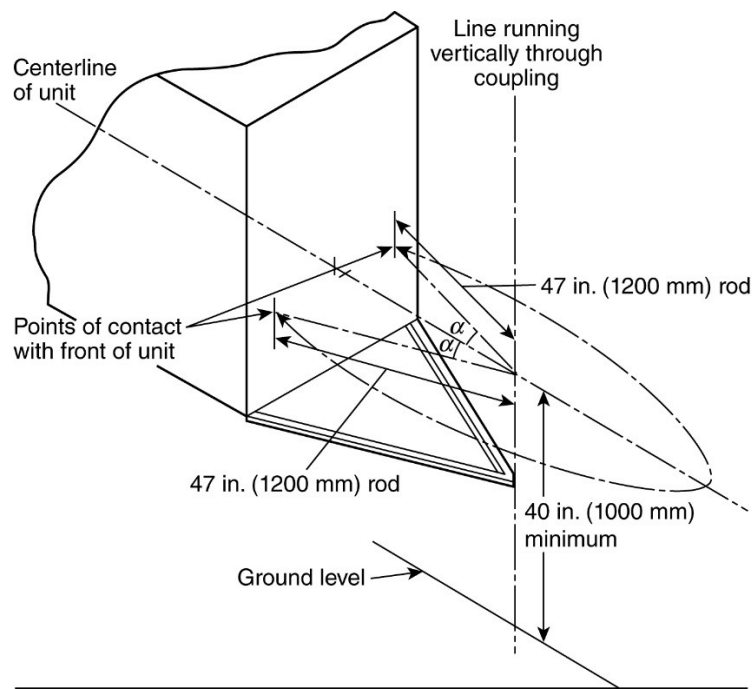
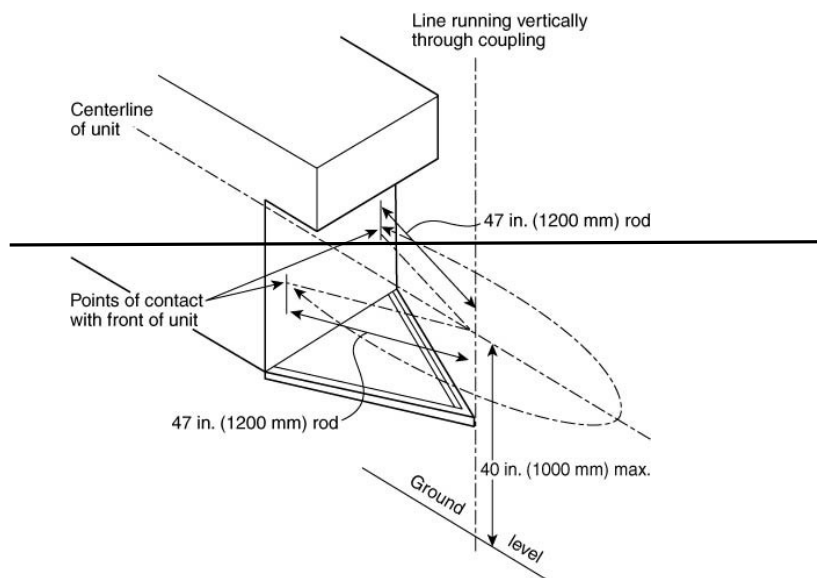
8.5.4.1 Every lamp and reflector shall be oriented on the camper as follows:

- (1) In the case of front and rear devices, the photometric axis shall be parallel to the ground and the longitudinal axis of the camper.
- (2) In the case of side markers, the photometric axis shall be parallel to the ground and perpendicular to the longitudinal axis of the camper. [© 2014-2023 Canadian Standards Association]

11. Revise Annex Figure A.8.1.2.2 to read as follows:

A.8.1.2.2 Figure A.8.1.2.2 shows the method to determine the shortest allowable tongue or A-frame.

Figure A.8.1.2.2 Method of Determining Shortest Tongue or A-Frame. [© 2014-2023 Canadian Standards Association]



12. Revise D.1.2.5 to read as follows:

D.1.2.5 CSA Group Publications.

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CSA Z240.1.2, *Vehicular requirements for recreational vehicles*, 2014 (reaffirmed 2020) 2023.

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(Note: For further information on NFPA Codes and Standards, please see www.nfpa.org/docinfo)

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