Standards for

Trailer Coaches and Trailer Coach Camps

I. Trailer Vehicle Construction.

II. Safety Features Pertaining to Trailers in Transit.

III. Regulation of Trailers while Not in Transit.

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National Fire Protection Association
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INTERNATIONAL

Executive Office: 60 Batterymarch St., Boston, Mass.

The National Fire Protection Association was organized in 1896 to promote the science and improve the methods of fire protection and prevention, to obtain and circulate information on these subjects and to secure the cooperation of its members in establishing proper safeguards against loss of life and property by fire. Its membership includes over a hundred and fifty national and regional societies and associations and more than twelve thousand individuals, corporations, and organizations.

Membership in the National Fire Protection Association is open to any society, corporation, firm or individual interested in the protection of life or property against loss by fire. The Association is the clearing house for all the authoritative information on fire protection and prevention, and members are privileged to submit to it their individual problems for solution. The Association is always glad to send samples of its publications to prospective members upon request.

This pamphlet presents Standards for Trailer Coaches and Trailer Coach Camps. Sections I, Trailer Vehicle Construction, and II, Safety Features Pertaining to Trailers in Transit, were finally adopted at the 1940 annual meeting. Section III, Regulation of Trailers While Not in Transit, was adopted at the 1939 annual meeting. See Proceedings 1940, page 209.

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Standards for Trailer Coaches and Trailer Coach Camps.

SCOPE: These Standards shall apply to trailer coaches intended for use as living quarters or for sleeping purposes. Trailer coaches may be described as any structure, intended for human habitation, mounted on wheels and capable of being moved from place to place.

Wherever in these Standards the term "trailers" is used, it shall be construed to refer to trailer coaches.

Requirements in this Standard are characterized by the word "shall." Advisory rules are characterized by the use of the word "should" or are stated as recommendations of that which is advised but not required.

Section I.

TRAILER VEHICLE CONSTRUCTION (Including Accessories)

1. Chassis Design and Construction.

(a) The chassis or frame of the trailers shall be constructed of channel-iron framework, or the equivalent, adequately cross-braced, and of sufficient strength to safely support with necessary factor of safety the framework, equipment, and occupants of the trailer when fully loaded and in transit.

(b) The hitching yoke, which extends in front of the trailer body and to which the coupling mechanism is attached, if not an integral part of the chassis or frame, shall be firmly attached to chassis or frame. If bolted, the bolts shall be of sufficient size and number to carry and pull the load, and shall be riveted over the nut after tightening. If rivets are used, a sufficient number and size of rivets shall be used and the rivets shall be driven hot. If welding is used, it shall be done in an approved manner. These specifications applying to the hitching yoke shall also apply to the coupling mechanism on the yoke and on the tow car.

2. Body.

(a) The body framework, including studs, cross-bracing, window, door and vent frames, and the roof supports, should preferably be of all-metal construction and shall be sufficiently rigid to insure the integrity of the structure while the vehicle is in transit.

NOTE: The use of wood framing members securely fastened together with metal attachment and gusset plates shall be permitted if sufficiently cross-braced and of adequate strength.

NOTE: It is recommended that the enclosing walls and trim of the body be of all-metal construction, or of a sheet-metal or fire-resistant material or fabric securely bonded to the outside of an approved composition board or the equivalent.

(b) All material employed in the insulation of the trailer shall be of a noncombustible type.

(c) Windows, and screens when used, shall be securely framed in place and shall not open inwardly.

3. Roof.

(a) Roof supports and cross-members should preferably be of metal rigidly attached to the studding, and shall be adequately cross-braced. The use of wood framing members, securely fastened together with metal attachment and gusset plates shall be permitted if sufficiently cross-braced and of adequate strength. Roof insulation shall be of a non-combustible type.

(b) Roof coverings shall be of metal or of a waterproofed heavy duck, or a good grade of automobile top covering, or of approved fire-resistive material.

(c) It is recommended that at least one ventilator shall be provided in the roof. Ventilators shall be of the lift type of adequate size, opening to the outside. Ventilators of the turbine type are not recommended.

4. Means of Egress.

(a) Two doors, on different sides of the cabin, or one large door and one large window, also located on different sides of the cabin, shall be provided at opposite ends of the cabin. Doors and screen doors shall be of the hinged type, opening outwardly from the inside and shall not be located adjacent to cooking stoves. Windows and screens when used shall be as specified under Section 2, Body.

(b) Locking mechanisms, when provided on doors, screens, windows and vents, shall be of a type which permit opening from the inside by a simple operation of a knob or by pressure against the door, screen, or window body.

5. Wiring Systems.

Three types of wiring systems (a, b or c as described below) shall be considered as acceptable, depending upon existing conditions as follows:

(a) When trailers are wired for 6-V battery service only, the circuit shall be of approved automotive wiring, properly supported, of not less than No. 16 Awg and installed in accordance with the recommendations of The Society of Automotive Engineers. Wiring shall be suitably bushed through uprights and other structural members. Such circuits shall be provided with special 6-V lamp sockets of the bayonet type, and no provision for the use of outside current shall be permitted, except from a 6-V source of supply when service connection is properly marked and designed to prevent connection to a higher voltage circuit.

(b) When trailers are provided with separate circuits, one for 6-V battery service and the other for 110-V supply, the 6-V battery circuit shall be wired as in (a) above, using special bayonet type outlets and sockets. The 110-V circuit shall not, in any way, be connected to the 6-V circuit and adequate spacings shall be maintained between the two circuits. The 110-V circuit shall be wired with approved rubber-covered wire, of a type recognized by the National Electrical Code for new installations, of not less than No. 12 gauge, in accordance with the rules of the National Electrical Code. This circuit shall be provided with standard approved outlets, and all wiring and cable assemblies shall be continuous from outlet to outlet, and from fitting to fitting.

(c) When trailers are provided with a composite system for use with both 6-V and 110-V service, the wiring shall be arranged as follows:

NOTE: Such a wiring system permits the use of the battery circuit for lighting purposes during transit or in locations where power is not available, and the use of the 6-V lighting circuit through the step-down trans-

former, when the vehicle is plugged into an outside source for 110-V. The 110-V circuit is intended for use with small appliances, such as percolators, toasters, pressing irons, curling irons, radios, etc.

All wiring for the lighting circuit shall be of approved automotive cable, as in (a) above. This circuit shall be connected by a double-throw switch or by an automatic switch to the 6-V side of a 6-V to 115-V transformer of not more than 50-W input under short-circuit conditions. If the capacity of the transformer exceeds this input limitation, the wiring of the 6-V circuit shall be of approved rubber-covered wire of not less than No. 12 gauge as in (b) above, except that outlets shall be of the special 6-V bayonet type. The secondary circuit of 110-V shall be tapped into the line ahead of the primary of the transformer and shall be wired as in (b) above.

The 110-V circuit for appliances shall be wired as prescribed in (b) for 110-V circuits.

(d) All circuits, including the 6-V circuit, shall be equipped with approved cutout bases properly fused, or circuit breakers of suitable ratings.

(e) Transformers, attachment plugs, receptacles, outlets, fixtures, switches, cover joints, splicing joints, fuses, junction boxes, etc., shall be of an approved type. The use of any equipment involving exposed live parts shall not be permitted.

(f) Approved surface wiring and wireways shall be considered acceptable for both 6 and 110-V circuits.

(g) Approved terminal connections of either the soldered or of the pressure connector type shall be provided.

(h) Approved weatherproof plug connectors and cables of an acceptable type, or other approved means of electrical connection shall be provided between the tow car and the trailer and between the trailer and outside sources of power.

(i) An approved junction box and receptacle shall be provided at the intake for outside source of electrical energy so arranged as to provide proper grounding. This junction box shall be bonded to the metal frame of the trailer.

(j) Six-volt circuits to "stop" and "tail" lights, directional signals, etc., shall be wired as in (a) above, and sufficient spacings shall be maintained between such circuits and 110-V construction. "Stop" and "tail" light circuits shall be controlled from the driver's seat of the tow car.

(k) The provision of a phone or buzzer system or other suitable signaling system between the trailer and the tow car is recommended for passenger conveying trailers.

(l) All electrical appliances, such as radios, toasters, percolators, pressing irons, curling irons, etc., used within the trailer body, should be of an approved type.

6. Heating Stoves.

(a) Heating stoves, when used, shall be spaced a safe distance from combustible construction or material. If the space is 9 in., exposed combustible construction or material shall be protected by a metal shield so installed that a clearance of 1 in. will be allowed between shield and combustible construction or material with an opening at the base (floor line) of the shield to permit air circulation. If the space between stove and wall is less than 9 in., the exposed portion of the wall shall be of noncombustible construction.

(b) Stoves with legs or suitably ventilated supports may be set on sheet metal or other noncombustible material.

(c) Storage of coal, wood, or charcoal shall be in metal-lined containers. Metal or metal-lined containers shall be provided for disposition of ashes.

(d) Electric stoves, if used, shall be of an approved type and shall be wired in a manner prescribed for power circuits (Section 5.)

(e) All heating stoves shall be securely fastened in position. Fuel burning stoves shall be provided with a flue connection to the outside of the trailer. Flues shall penetrate the roof of the trailer through a sheet-metal shield, and a clearance of at least 2 in. shall be maintained between the flue and any combustible material.

(f) Downdraft hoods shall be provided on all vents from fuel burning stoves.

(g) Liquid fuel stoves, when provided, shall be of an approved type securely fastened in position and shall be equipped with antiflooding devices, discharging to the outside of the trailer, and shall be capable of functioning properly when trailers are parked at an angle on unlevel ground. Air for combustion should be preferably taken from the outside of the trailer. Oil supply tanks not exceeding 3-gal. capacity shall be permitted for installation as an integral part of the oil-burning stove, and shall be so designed as to require filling from the outside. For stoves using gasoline or kerosene, fuel tanks at the stove shall be limited to 1-gal. capacity and shall be removable to the outside for filling.

(h) Gasoline or kerosene stoves for heating purposes may be used with not to exceed 3-gal. tanks, when such tanks are located outside of the trailer cabin in such a manner that they can be filled from the outside, eliminating the necessity of handling gasoline inside the trailer. All piping from the tank to the stove shall be permanently installed and securely fastened. Such stoves shall not be of a portable type, but shall be securely fixed in position. The use of 3/16-in. O. D. copper tubing with 3/64-in. walls is recommended for connecting the outside gasoline supply to such stoves.

(i) If the fuel supply tank is located in a side or rear compartment, such compartment shall be ventilated at the bottom to permit diffusion of vapors and shall be adequately insulated from the structural members of the trailer cabin.

7. Cooking Stoves.

(a) Cooking stoves, when used, shall be spaced a safe distance from combustible construction or material. If the space is 9 in., exposed combustible construction or material shall be protected by a metal shield so installed that a clearance of 1 in. will be allowed between shield and combustible construction or material with an opening at the base (floor line) of the shield to permit air circulation. If the space between stove and wall is less than 9 in., the exposed portion of the wall shall be of noncombustible construction.

(b) All stoves shall be securely fixed in position.

(c) Stoves with legs or suitably ventilated supports may be set on sheet metal or other noncombustible material.

(d) Storage of coal, wood, or charcoal shall be in metal-lined containers. Metal or metal-lined containers shall be provided for disposition of ashes.

(e) Liquid fuel stoves, when used, shall be of an approved type and shall be equipped with antiflooding devices discharging to the outside of the

trailer and capable of functioning properly when trailers are parked at an angle on unlevel ground. Fuel supply tanks, not exceeding 3-gal. capacity, shall be permitted for installation provided tank is located outside the trailer cabin and can be filled and drained from the outside. All piping from the tank to the stove shall be permanently installed and securely fastened, and the stove shall be securely fixed in position. If the fuel supply tank is located in a side or rear compartment, such compartment shall be ventilated at the bottom to permit diffusion of vapors, and shall be adequately insulated from the structural members of the trailer cabin. Tanks at the stove shall be removable from the stove for filling outside the trailer from auxiliary fuel supply tank and must not exceed 1-gal. fuel capacity for gasoline and 3-gal. for kerosene and oil. The storage of liquid fuel or use of filler cans inside the trailer cabin is not permitted.

(f) Electric stoves, when provided, shall be of an approved type and shall be wired in a manner prescribed for power circuits (Section 5.)

(g) No portable cooking stove equipment shall be permitted. All stoves shall be securely fastened in position.

(h) Compressed gas systems, when used, shall be of an approved type, and shall be so designed that the cylinders are located outside of the trailer cabin in such a manner that it is not necessary to replace them from within. If located in compartments at the side or back of the trailer, such compartments shall be ventilated at the bottom to permit the escape of leaking gas.

NOTE: The use of 3/16-in. O. D. copper tubing with 3/64-in. wall thickness for all liquid fuel supply lines, and copper tubing with minimum wall thickness of 0.049 in. for low-pressure gas supply lines is recommended in order to prevent vibration leakage. Such tubing should be protected against vibration and mechanical injury, and should be equipped with approved flared or compression type fittings.

(i) Fuel storage tanks and compressed gas cylinders shall be installed in metal-lined compartments which, when located at the rear of the trailer, shall be adequately protected against outside injury.

(j) Vents from fuel storage tank or compressed gas cylinder compartments shall not discharge in the vicinity of the motor exhaust or tail lights, directional signals, etc.

(k) Stoves shall not be located adjacent to means of egress. (See Section 4.)

(l) All fuel burning cooking stoves shall be provided with hood vents which shall be securely fastened in position. They shall vent through the roof of the trailer in such a manner as not to come in contact with combustible roof deck members (at least a 2-in. clearance).

(m) Ovens, when provided in connection with stoves burning liquid fuel, shall be so constructed and installed that under no possible condition can liquid fuel enter the oven or oven burner.

8. Auxiliary Fuel Storage Tanks.

Auxiliary tanks, when used for the storage of liquid fuel, shall be so located as to require filling and draining on the outside of the trailer cabin, and shall be securely fastened in position in a place readily available for inspection. When installed in enclosed compartments, such compartments shall be ventilated at the bottom.

9. Flue Pipes.

Flue pipes for fuel burning heating stoves and hood vents for fuel burning cooking stoves shall be provided and shall be securely fixed in position. They shall vent through the roof of the trailer in such a manner as not to come in contact with combustible roof deck members (at least a 2-in. clearance). When provided with dampers, at least 20 per cent of the damper area shall be cut away to prevent total closure.

10. Propeller Generators.

Propeller generators, when provided, shall be securely fastened to the roof deck structure, and shall be of an approved type. Sufficient spacing shall be provided between generator and power and lighting circuits, and provision shall be made by means of a switch or otherwise for disconnecting the charging operation while the trailer is in motion.

11. Gasoline Generator Sets.

Gasoline generator sets, when used, shall be of an approved type, and shall preferably be located in a compartment at the back of the trailer so located that filling of the supply tank can be accomplished from the outside. Such compartments shall be metal lined and properly insulated with asbestos, and shall be protected against damage by collision or external shock. Compartments shall be vented at the bottom to provide for the diffusion of vapors and shall provide for suitable location of the generator exhaust pipe.

12. Battery Chargers.

Battery chargers of either the wet or dry type, when provided, shall be securely fastened in position. 110-V wiring to battery chargers shall be installed as prescribed for power circuits. Chargers shall be equipped with an automatic disconnector to prevent overcharging.

13. Battery Protection.

Auxiliary trailer batteries and battery chargers of the wet type, when provided, shall be securely fastened in position in compartments vented to the outside of the trailer cabin.

14. Liquid Fuel Appliances.

When portable devices, such as lamps and irons, are used, they shall be filled outside the trailer. The storage of liquid fuel and use of filling cans inside the trailer cabin is prohibited.

15. Refrigeration Equipment.

Refrigeration equipment, when provided, shall be of an approved type and shall be securely fastened in position. Electrical refrigerators shall be wired in a manner prescribed for power circuits (Section 5.) The fuel supply systems for refrigerating equipment using liquid fuel or compressed gas shall be installed as heretofore prescribed for heating and cooking stoves.

16. Air-Conditioning Equipment.

Air-conditioning equipment, when provided, shall be of an approved type and shall be securely fastened in place. Electrically operated air-conditioning equipments shall be wired in a manner prescribed for power

circuits (Section 5.) The fuel supply systems of air-conditioning equipment, using liquid fuels or compressed gas, shall be installed as prescribed for heating and cooking stoves.

17. Fire Extinguishers.

Each trailer shall be equipped with at least one approved, hand-operated fire extinguisher of a type suitable for use on oil or gasoline fires, which shall be fixed in a specific location, preferably near the door, and in no case in close proximity to the cooking or heating stove.

18. Flameproofing of Fabrics.

It is recommended that fabrics, such as curtains, upholstery, trim, etc., be of a flame-proof type.

19. Grounding of Trailer.

Provisions shall be made for grounding the trailer frame and exposed metal parts within touch from ground when the vehicle is connected to an outside power supply in camp or otherwise. Ground terminals at the service connection shall be marked to indicate their function.

20. Parking Legs.

It is recommended that parking legs be used under each corner of the trailer to steady it when parked. Such parking legs shall not prevent the trailer from being quickly moved in the event of emergency.

Section II.

SAFETY FEATURES PERTAINING TO TRAILERS IN TRANSIT.

1. Axles.

(a) It is recommended that the axles be of the solid one-piece type, made from S.A.E. No. 4140 chrome molybdenum steel, heat-treated to Brinnell hardness of 0.260 to 0.285 in. Axle beams shall be large enough to carry the loads without deflecting. Spindles shall preferably be forged down from the full size bar in order to maintain in the spindles the same fiber strength as in the bar. Bearing seats shall be ground and shall conform in finished sizes to recommendations of the manufacturers whose bearings are used.

(b) Axles shall be so placed under the trailers that a load of not more than 400 lb. and not less than 200 lb. be placed on the trailer hitch or coupling and transmitted to the tow cars when hitched to them. Axles shall always be mounted at right angles to the longitudinal center lines of the trailers, and trailer hitches or couplings shall be so mounted as to always have the center of their ball socket coincide with the longitudinal center of the trailer.

2. Springs.

(a) Springs shall be made to S.A.E. specifications, of silico manganese or other suitable alloy steel, heat treated, of sufficient sizes in numbers, thicknesses, and widths of leaves, to carry the loads without overdue deflection. All spring attachment parts shall be made to standard practice, with ample factors of safety. Spring shackle bolts shall be hardened and ground or cyanided, and castellated nuts and cotter pins shall be used to hold them in place. The springs shall be mounted as far towards the ends of the axles as conditions will allow.

(b) Whenever necessary, the springs of the tow cars shall be strengthened by the use of additional leaves or through helper springs or suitable coil springs.

3. Hubs and Bearings.

Hubs shall be of standard automotive type, preferably of forged steel, if not, of malleable iron for small sizes, of cast steel for larger sizes, and made and machined according to automotive practice. Anti-friction bearings shall be of approved automotive type, and of sizes approved as to capacities given them by their manufacturers, consideration always being given to location of tire track line in reference to bearing locations. Grease retainers and grease caps of standard automotive construction shall be used. When brakes are used, the finishing cut on the brake surfaces of the brake drums shall be taken after assembly to the hubs, and brake grease deflectors shall be provided unless the hubs are long enough and so constructed as to throw off any bearing grease outside the brakes.

4. Tires and Wheels.

Tires of sizes with reference to loads approved by the Tire & Rim Manufacturers' Association shall be used, and, in computing tire loads, allowable weights of payloads (personal equipment and belongings) must be added to the weights of the trailers as they leave their factories. Wheels with rims of sizes in reference to tire sizes as approved by the Tire & Rim Manufacturers' Association shall be used.

5. Braking Equipment.

(a) The trailer shall be equipped with brakes adequate to stop the vehicle when traveling at 20 m.p.h. within a distance of 30 ft. when upon dry asphalt or concrete pavement surface, free from loose materials. The trailer brakes shall be subject to control by the driver from his normal position in the driver's seat of the power vehicle.

(b) It is recommended that the trailer brakes act independently from those of the power car and that they be actuated by a leverage separate from that operating the power car braking system.

6. Couplings.

(a) Trailers and power cars shall be equipped with couplers of an approved type, constructed of forged or stamped steel, and securely attached to the frame of the power vehicle and to the yoke of the trailer by welding or riveting, not bolting. Couplers shall not be supported on the bumpers of the power vehicle.

(b) A ball type coupling conforming to the specifications of the Society of Automotive Engineers for Trailer Couplings shall be used. Size of ball, stud, and float diameters shall be in accordance with those specified in the above specifications.

(c) The point of coupling shall be as near to the axle of the towing car as possible, and the ball shall be of forged steel.

(d) The height of the ball from the ground shall be considered in relation to the rear bumper providing clearance space for hitch mechanism for a maximum turning angle of the vehicle of 60 to 70 deg.

(e) The height of the ball coupler from the ground shall be a minimum of 17 in. and a maximum of 26 in., assuming that the center of gravity of the tow car is approximately 27 in. from the ground.

(f) The attachment of the coupling and hitch should not interfere with trunk racks, doors, trunks, and rear compartments of the tow car.

(g) Provision shall be made to keep the articulate point of hitch or coupling in line with the center of gravity of both the automobile and the trailer. The ball coupling or hitch shall be designed to take the static load approximately 200 to 800 lb., and should further provide a general reserve adequate to absorb the maximum shock.

(h) The coupling shall be provided with a locking mechanism designed to tighten the connection in the event of an up-thrust from the ground.

(i) It is recommended that the entire hitch be so designed that it may be manufactured and provided in a standard package.

7. Bridging.

Adequate bridging shall be provided at the rear of power cars of special design to assure a secure attachment of the hitch to the frame of the power vehicle.

8. Safety Chains and Automatic Brakes.

(a) Each trailer shall be provided with at least two safety chains capable of holding the trailer body in the event of failure of the hitch

coupling equipment and of sufficient length to allow for sharp turns, or it shall be equipped with automatic braking equipment designed to automatically apply the trailer brakes in the event of failure of the coupling equipment.

(b) It is recommended that auxiliary metal glide shoes be provided at the front of the trailer to permit it to coast with the safety chains pulling it in the event of failure of the hitch mechanism.

9. Safety Glass.

The use of an approved tvpe of shatter-proof glass in the doors and windows of trailers is recommended.

10. Directional Signals.

Trailers shall be equipped with marker lights in accordance with the laws of the State in which they are registered. It is recommended that directional signals, controlled directly by the driver of the power car, be provided.

11. Stoplights, Etc.

Each trailer shall be equipped with at least one combination tail and stoplight controlled and operated from the driver's seat of the power car. Power cars, when pulling trailers, should be equipped with a mirror of an approved type that will provide clear vision to the rear when normal use of the rear-vision mirror of the car is made impossible.

12. Flares.

It is recommended that each trailer be equipped with flares of an approved type to be used when the vehicle is stopped by emergency after dark.

Section III.

REGULATION OF TRAILERS WHILE NOT IN TRANSIT.

In the interest of fire prevention and protection, it is recommended that municipalities and other political subdivisions exercise the police power by regulating house trailers in the following particulars:

1. When Inside of Municipalities, Outside of Camps.

Overnight parking shall be prohibited in any street or land in the municipality, except in an approved camp, except that not more than one trailer of a non-paying guest of a resident of the municipality may park on the property of said resident for not exceeding 72 hours in any one month, providing the location of the trailer complies with the set back requirements of the zoning ordinance and is not less than 10 feet from any building or other trailer.

NOTE: The term "trailer camp" shall be construed to refer to any premises where more than one house trailer is parked for living or sleeping purposes, or any premises used or held out for the purpose of supplying to the public a parking space for more than one house trailer for living or sleeping purposes.

2. Trailer Camps.

(a) Because of the effect of a trailer camp on traffic, the location of such a camp and of its entrances and exits should meet with the approval of the local Planning Board, if any. Inasmuch as trailer camps constitute a business use of land comparable to a public garage, such camps as are operated commercially shall be excluded from residential districts, and shall be admitted to business districts only upon approval of the Zoning Board of Appeal, acting under their power of original jurisdiction after the applicant has filed the consents of at least 65 per cent of the property owners by number and area of ownership within 600 feet of all boundaries of the camp site. Although municipalities have the authority to locate municipal camps wherever they choose as a municipal use, it is recommended that as a matter of comity and fairness they comply with the requirements prescribed for commercially operated camps.

(b) It is further recommended that in the interest of fire prevention and protection trailer camps shall be required to provide the following:

(1) Access to a public street by directly abutting thereon, or by means of a private hard surface road not less than 20 feet wide, the camp to have hard surface and well-lighted roadways not less than 20 feet wide, to which every trailer unit shall have direct access.

(2) Sub-division into trailer units (the term "units" referring to a plot of land provided for the accommodation of not more than one trailer and not more than one towing car), each unit to contain not less than 1,000 square feet of ground area and be of not less than 25 feet in width, the boundary lines of such units to be plainly and permanently marked.

(3) Restriction of the parking of trailers and tow cars upon their respective units, so that no trailer or towing car is closer than 8 feet to the side boundary line of its unit.

(4) When the camp is not under full public fire protection of a municipality, there shall be provided adequate protection by a standard system