Item and Method of Inspection	Out of Service
1. Any cause for rejection of a Compressed Natural Gas (CNG) system must be indicated as "Out of Service" on the inspection report 2. If pressure fuel system is present it must work or be removed. 3. Installation of propane fuel system and tanks on highway vehicles is governed by the Canadian Gas Association Code.	
a) regulatory authority decal	a) decal is not displayed – an incorrect decal is affixed to vehicle – information on decal is not readable
b) pressure vessel (tank) location and mounting	b) pressure vessel (tank) is insecure or loose, or welds are broken – welding has been done anywhere on a pressure vessel (tank) except on saddle plates or brackets – correct mounting bolts not used (10 mm (3/8 in.) for over 100 L tank capacity) – correct reinforcing plates are not used under mounting nuts – pressure vessel (tank) is located above the vehicle or projects beyond vehicle side, ahead of front axle or behind rear bumper – any part of exhaust system is closer than 200 mm from any part of the fuel system and is not protected by shields – a heat shield is closer than 25 mm from a fuel tank
c) pressure vessel (tank) ground clearance **NOTE: Includes any attached fitting.**	c) distance to ground from bottom of pressure vessel (tank) is less than minimum ground clearance shown below pressure vessel (tank) located between axles – wheelbase of 3,220 mm or less: minimum ground clearance = 180 mm – wheelbase over 3,220 mm: minimum ground clearance = 230 mm – pressure vessel (tank) located behind rear axle – distance from rear axle to pressure vessel (tank) is 1,140 mm or less: minimum ground clearance = 200 mm – distance from rear axle to pressure vessel (tank) is more than 1,140 mm: minimum ground clearance = 0.18 x distance

All inspection procedures are visual unless additional inspection procedures are indicated or where applied force is necessary to verify tightness and/or component security.

Item and Method of Inspection	Out of Service
d) pressure vessel (tank) information plate and data	d) name plate is missing, or illegible, or data is not shown on plate
e) pressure vessel (tank) located within the body shell of the vehicle	e) tank fittings not in a gas-tight enclosure vented to the outside of the vehicle body shell
f) relieving device	f) pressure vessel does not have a burst disc installed – burst disc is incorrectly installed, or not the correct value – burst disc is not vented outside the body shell
g) damage protection	g) piping or tubing is not of corrosion resistant material – piping or tubing is not protected from exterior corrosion – line is not positioned for reasonable protection or not shielded – grommet is missing or damaged
h) corrosion protection	h) piping or tubing is not made of corrosion-resistant material or is not protected from exterior location
i) pressure gauge	i) no gauge is installed – lines to gauge are within the passenger compartment
j) fitting, hose, piping and tubing Only the following types of piping and tubing are permitted for use in LPG fuel systems. Piping – must be black or galvanized steel with steel fittings (schedule 40 vapour and schedule 80 liquid) Tubing – must meet SAE J527, may be steel or copper with steel or brass fittings Minimum tubing wall thickness: ¼ in. tubing = 0.71 mm ½ in. tubing = 0.76 mm	j) piping upstream of a first-stage regulator is not rated at 4 times working pressure, or piping downstream of first-stage – regulator not rated at 5 times the working pressure – piping, tubing and hose fail to make adequate allowance for vibration; is not protected against damage or breakage due to strain or wear – a fitting not an approved type – a joint is inaccessible – improper hose, tubing or piping is used
k) system leakage Additional Inspection Procedure(s): Check for leaks using a leak detector.	k) any system leak is detected
l) pressure regulator	l) regulator not securely mounted – not protected as required

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Item and Method of Inspection	Out of Service
m) gasoline lock-off	m) where located downstream of the engine fuel pump, connection of gasoline fuel line to the inlet side of lock-off valve, or any other upstream connections, not made with flare-type fittings or other approved fittings – slip-on clamped type hose connection is used
n) vehicle chassis and under-body	n) a structural member has been altered during installation of the system in any manner that does not substantially meet or exceed OEM strength requirements
o) pressure vessel sub-frame	o) any modification has been made to pressure vessel (tank) carrier, or sub-frame, in a manner not approved by pressure vessel manufacturer

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