



Certificate of Inspection

of Compressed Natural Gas Vehicle Fuel System

Exhibit B



INSTRUCTIONS: Both sides of this Certificate of Inspection are to be completed and signed by the automotive repair/inspection service, and signed by the PG&E CNG customer. **Inspector: If you can't resolve an issue, leave the answer blank and explain in the comments.** Any answer of "No" or "N" should be explained in the comments section. Mail this completed Certificate of Inspection, or a photocopy, to: **PG&E—Natural Gas Vehicle (NGV) Customer Service, 4180 Duluth Avenue, Rocklin, CA 95765.** Please include the automotive repair/inspection work order showing the inspection business letterhead, date, inspector name, qualifications summary and results of the inspection.

Customer Name	Odometer Reading	Vehicle State of License and Number	
Vehicle Make/Model/Model Year		VIN	
Cylinder #1 Manufacturer	Part#(s)	Serial #(s)	Pressure Rating
Cylinder #2 Manufacturer	Part#(s)	Serial #(s)	Pressure Rating
Cylinder #3 Manufacturer	Part#(s)	Serial #(s)	Pressure Rating
Cylinder #4 Manufacturer	Part#(s)	Serial #(s)	Pressure Rating

CYLINDER: If the cylinder(s) has passed inspection within the last three years and within 36,000 miles, only questions 2, 3, 14-22 of this form need be completed along with proof of the prior inspection, the customer and vehicle information and final signatures of inspector and customer. Please record the inspection date and any other pertinent information in the comment section on the next page of the form.

Reason for inspection (check one) 3 years 36,000 miles Vehicle in an accident Other: _____

Inspection Content	Cylinder #	1		2		3		4	
		Yes	No	Yes	No	Yes	No	Yes	No
1. Record the cylinder expiration dates (month/year) shown on the cylinder label(s). Expired cylinders must be removed from service following manufacturer guidelines or instructions.		Mo/Yr		Mo/Yr		Mo/Yr		Mo/Yr	
2. The owner indicates no events or incidents have occurred that damaged or over pressurized the cylinder(s) and no modifications have been made to the system. Record details in comments section.		Y	N	Y	N	Y	N	Y	N
3. Cylinder labels are present and specifically state compliance with ANSI NGV-2.		Y	N	Y	N	Y	N	Y	N
4. Cylinder service pressure markings match vehicle service pressure markings (3000 or 3600 PSIG).		Y	N	Y	N	Y	N	Y	N
5. Each cylinder has a PRD in good condition with no visible extrusion of fusible metal.		Y	N	Y	N	Y	N	Y	N
6. Any cuts or abrasion damage are within tolerance. Please cite the reference used that contains tolerance in the comments section (i.e. CGA C-6.4). Circle level of worst damage below (I, II or III).		Y	N	Y	N	Y	N	Y	N
7. Cylinder is free of surface discoloration, cracked resin, chipping, loose fibers, bubbles or bulges and no evidence of exposure to fire or extreme temperatures or involvement in an accident over 5MPH.		Y	N	Y	N	Y	N	Y	N
8. Area under the mounting brackets has been examined and is in good condition.		Y	N	Y	N	Y	N	Y	N
9. Cylinder is securely mounted to vehicle and protected from sun exposure, road hazards, excessive heat, vehicle use (including cargo leakage), shifting loads, abrasion, external impacts, etc.		Y	N	Y	N	Y	N	Y	N
10. Cylinder mounting bracket is rubber-padded and free of dirt and damage and is not causing cylinder damage. Mounting brackets are in good condition and not corroded, bent or deformed. Cylinder is firmly restrained by the brackets and does not move independent of brackets or vehicle.		Y	N	Y	N	Y	N	Y	N
11. Minimum 1/2" clearance around cylinder and 3/8" from shields.		Y	N	Y	N	Y	N	Y	N
12. If the cylinder is housed in the passenger compartment or trunk, the valve end with PRD is properly sealed and vented to the outside of the vehicle.		Y	N	Y	N	Y	N	Y	N
13. Engine compartment and fuel receptacle areas are labeled with CNG system service pressure and tank expiration dates.		Y	N	Y	N	Y	N	Y	N

Check one **Level I:** No damage or acceptable damage. Repair is not required. Return cylinder to service. **Level II:** Damage requires repair, more thorough evaluation, testing, or destruction. Refer to manufacturer's info. **Level III:** Damage sufficiently severe such that cylinder should be condemned (not repaired).

OTHER FUEL SYSTEM COMPONENTS: If an existing tank inspection record is current within three years, the inspector has the option of only performing and completing the following portion of the inspection, and excluding the cylinder(s). If so, please do complete question 2 and 3 above.

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Inspection Content	Cylinder # Inspection Results	1		2		3		4	
		Yes	No	Yes	No	Yes	No	Yes	No
14. Fuel system components including but not limited to valve and/or pressure relief device assemblies, pressure gauges and pressure regulators are in good condition and free of damage.		<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N
15. Fuel system components, connections, threaded fittings and any leak points were leak checked with a leak detection solution or methane detector, and there is no indication of any system leaks.		<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N
16. Vehicle is equipped with two back-flow check valves on fill line and a ¼-turn emergency off valve.		<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N
17. Hoses, if any, are rated for the applicable service pressure and are in good condition.		<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N
18. Fueling receptacle pressure rating matches that of the fuel system (3000 vs. 3600 PSIG). If receptacle pressure rating is greater than any one cylinder pressure rating, PG&E considers the system could have been over pressurized, so the cylinder/fuel system MUST BE rejected as potentially unsafe.		<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N
19. Fueling receptacle is in good condition, securely attached, not worn, and leak free.		<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N
20. Installation meets applicable NFPA 52 standards at time of construction/installation.		<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N
21. Is the fuel system fit for continued service? Any one cylinder or fueling system component that is not satisfactory renders the system unsafe. If in the judgment of the inspector the fuel system is unsafe, the inspector is requested to send a copy of this form directly to PG&E.		<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N
22. Examination stickers have been applied to the cylinders, receptacle area and engine compartment indicating cylinder expiration date and next inspection date.		<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> Y	<input type="checkbox"/> N

INSPECTOR COMMENTS: Summary of examination, any “no” answers, and description of damage and/or adverse findings. Explain repairs or replacement of components if any, and explain any questions left blank. If the tank inspection has been performed within the last three years and is not part of this inspection, please record the tank inspection date and any relevant remarks here.

RECOMMENDED REPAIRS (Please note if a separate page is used for additional comments.)

<input type="text"/>	<input type="text"/>
PG&E Account Number	PG&E Fuel Card Number
<input type="text"/>	<input type="text"/>
Customer Email Address	Customer Contact Phone Number
<input type="text"/>	<input type="text"/>
Inspector's Signature	Inspector's Printed Name
<input type="text"/>	
Inspector qualifications, certification number or other pertinent information	
<input type="text"/>	<input type="text"/>
Inspector's Contact Information (email or phone)	Date of Inspection
<input type="checkbox"/> I certify that this inspection form applies to an inspection conducted on the vehicle I have registered with PG&E's NGV fueling service.	
<input type="text"/>	<input type="text"/>
PG&E Fueling Customer's Signature	Date

Instructions for inspectors

PG&E, out of concern for the safety of its customers, the public and PG&E employees, is implementing a CNG vehicle fueling system inspection requirement for its customers. The purpose of this Certificate of Inspection form is to capture all the items PG&E wants to have inspected, and to best confirm the safety of the vehicle CNG fuel system. Many of the elements of these inspections are consistent with inspection requirements from applicable codes. A few additional requirements help ensure the total system is safe. PG&E has no input on the kinds of vehicles you may choose to inspect, other than PG&E hopes that inspection services will be available to all PG&E CNG fueling service customers.

1. If you, the inspector, are not sure of your qualifications, please contact PG&E. Inspector qualifications (to be added by the inspector to the form), consist of at least one of the following.
 - Two years experience conducting CNG cylinder inspections.
 - Supervision by a person with two years experience conducting CNG cylinder inspections.
 - Approval by the manufacturer of the CNG cylinder being inspected.
 - Certification as an inspector by one of the organizations with specific Fuel Gas Vehicle (FGV) training centers with the Fuel Gas (FG) cylinder standards recommended inspection guidelines.
 - Certification as an inspector by a state or nationally recognized organization that tests for specific knowledge of applicable FG cylinder standards recommended guidelines.
 - Certification as an inspector by the authority having jurisdiction (AHJ).
2. Cylinder shall be inspected in accordance with the cylinder manufacturer's recommendations and the inspection procedures provided in the Compressed Gas Association (CGA) pamphlet C-6.4.
3. If in the judgment of the inspector, the fuel system is unsafe, the inspector is requested to send a copy of this form directly to PG&E at the U.S. mailing address on the front side of this form or email a copy to ngvinfo@pge.com.

4. Each vehicle must have its own form.
5. Questions on the form that the inspector cannot respond to should be left blank, and the concerns or issues should be noted in the inspector comments section on side two. Use a separate page if more space is needed for comments.
6. Call PG&E at the number at the bottom of the page if you have issues or questions you want to discuss with program or technical experts. We will make every attempt to call you back promptly, sometimes within the hour.
7. Call PG&E at the number at the bottom of the page to request a loan of these tools at no charge, if needed.
 - PG&E will loan a P36 fueling nozzle to inspection service companies that the inspector can use to check the pressure rating of the vehicle fuel receptacle.
 - PG&E will loan a plug or ring gauge to inspection service companies for use in inspecting the condition of the fueling receptacle.
8. Call PG&E for a supply of tank inspection stickers.
9. If the customer is within the three year/36,000 mile inspection window, such that the tank need not be inspected, PG&E hopes the inspection service can give the customer the option of paying a reduced fee for inspecting the rest of the fuel system and the receptacle, omitting an inspection of the tank. The inspector should enter the inspection date found on the sticker on the tank onto the PG&E inspection form. The inspection form is designed in two sections to accommodate this. In this case, the customer should be advised to provide the evidence of inspection already in hand that demonstrates the safety of the tank, to PG&E. PG&E's concern is that typical tank inspections do not address inspection form questions 18, 19 and 21.

NGV Customer Services:
1-800-684-4648
ngvinfo@pge.com
pge.com/cng