

Correct as at 28th April 2026. It may be superseded at any time.

Extract taken from: In-service certification (WoF and CoF) > Unclassified vehicles > Miscellaneous items > LPG/CNG fuel system

13-3 LPG/CNG fuel system

Reasons for rejection

Condition

1. An LPG or CNG fuel system component is:
 - a) loose, or
 - b) significantly corroded, distorted or cracked.
2. A gas line:
 - a) shows signs of corrosion damage (Note 1), such as pitting, or
 - b) is bulging, or
 - c) is insecure, or
 - d) is damaged, eg it is cut or crimped.
3. There is a noticeable gas leak.
4. There is corrosion damage, distortion or fracture within 300mm of a tank mounting (this requirement is not applicable where the tank is mounted on the counterweight).

Note 1

Corrosion damage is where the metal has been eaten away, which is evident by pitting. The outward sign of such corrosion damage is typically displayed by the lifting or bubbling of paint. In extreme cases, the area affected by the corrosion damage will fall out and leave a hole.

Note 2

LPG/CNG fuel system means a fuel storage and conducting system that is used to provide liquid petroleum gas (LPG) or compressed natural gas (CNG) for the purpose of propulsion of a vehicle.

Summary of legislation

Applicable legislation

- [Land Transport Rule: Vehicle Standards Compliance 2002](#)
- [Land Transport Rule: Vehicle Equipment 2004](#).

Permitted equipment

1. A vehicle may be fitted with an LPG or CNG fuel system.

Condition

2. An LPG or CNG fuel system must be in safe working condition.