Buenos Aires, May 23, 2002

PURSUANT TO Dossier Nr. 7549 filed in ENTE NACIONAL REGULADOR DEL GAS (ENARGAS) Registry, Law 24076, Resolution ENARGAS Nr. 138/95, Resolution ENARGAS Nr. 139/95, Regulatory Order dated October 8, 1999, and,

WHEREAS:

ENARGAS considered the CÁMARA ARGENTINA DEL GAS NATURAL COMPRIMIDO (*Argentine Chamber for Natural Gas Vehicles)* remarks as regards the difficulties of CNG Fuel System Suppliers and their Installation Workshops networks related to stolen CNG components that may be entered into the market and how to overcome them.

By the Regulatory Order dated October 8, 1999, ENARGAS resolved: 1) To approve provisional procedure for the reinstallation of CNG Fuel System to be used in motor vehicles; 2) To remind CNG Fuel System Suppliers that in order to operate, the Installation Workshops working with them must be qualified and controlled, and considering the situation previously stated, they must increase controls so as to avoid later consequences; 3) To communicate the resolutions adopted to every CNG Fuel System Supplier, Centers for CNG Cylinders Periodic Inspection, Manufacturers and Importers of CNG cylinders and fittings and Certification Organizations.

On December 30, 1999, the CÁMARA DEL GAS NATURAL COMPRIMIDO DE LA PLATA, BERISSO Y ENSENADA *(La Plata, Berisso and Ensenada Chamber of Compressed Natural Gas)* requested that the procedure for reinstallation of used CNG equipment shall no longer be in effect given that it disagrees with the implementation procedure and content.

ENARGAS requested the individuals and legal entities involved in the CNG system to contribute with their comments on the provisional procedure so as to determine a final procedure.

This consultation resulted in the following statements.

On March 2, 2000, ENARGAS clarified point A6 of provisional procedure timely approved.

On April 6, 2000, the SECRETARÍA DE ENERGÍA DE LA NACIÓN (*Argentine Energy Secretariat*), delivered the submission made by the CÁMARA DE GNC DE LA PLATA, BERISSO Y ENSENADA before the JEFATURA DE GABINETE DE MINISTROS *(Ministers Cabinet Chief)* for consideration (Dossier EXMECON EX Nr. 750-000784/00).

ENARGAS analyzed the comments.

During the year 2001, the number of reports regarding the location of CNG equipment components reported as stolen requested by the Judicial and Police Authorities of different jurisdictions has increased.

Individuals and legal entities involved in the CNG system are concerned by the increasing sale of used CNG cylinders and fuel system, which origin in most of the cases is doubtful or cannot be proved, and by the high rate of stolen equipment components.

Unduly installation and handling of CNG equipment as well as their defective operation due to lack of a component may cause irreparable damages to Public Safety.

Due to the internal risk implied, a system for facilitating historical record and location of the CNG equipment components installed in motor vehicles must be implemented.

The reasons grounding the issues considered worsened and the way in which they developed made necessary to work with the CÁMARA ARGENTINA DEL GNC (Argentine Chamber for NGVs) representatives for assessing the previous considerations.

On January 29, 2002, ENARGAS requested information as regards the contractual relation between CNG Fuel System Suppliers and the Installation Workshops through a system that can keep CNG Centralized IT System updated, as affidavit.

On February 18, 2002, the CÁMARA DEL GNC DE ROSARIO *(Rosario Chamber of CNG)* reported "the excessive increase of elements, materials and documentation of doubtful origin in the CNG system …".

On March 18, 2002, CNG Fuel System Supplier GEMELLARO HNOS suggested to include a record of reported stolen cylinders and regulators during the restructuring process of the IT Records.

On March 25, 2002, one of the statements of CNG Fuel System Supplier DISTRIBUIDORA SHOPPING S.R.L. was the need to apply "… some measures to be immediately implemented so as to end with certain unlawful and illegal activities which violate the regulations in force issued by this Regulatory Authority and seriously threaten the integrity of the CNG system."

On April 2, 2002, ENARGAS requested CNG Fuel System Suppliers to affix a poster with the vehicle inspection guide printed on it in each of their Installation Workshops so as to let the users learn the procedure for CNG Fuel System annual inspection.

Modification of said provisional procedure is necessary so as to provide the system with a more efficient tool for qualifying motor vehicles using Compressed Natural Gas (CNG) in their propulsion system.

Considering the permanent increase of motor vehicles using CNG in their propulsion system and that the CNG Centralized IT System was implemented by Resolution ENARGAS Nr. 139 in the year 1995, enhancement of said system is essential so as to upgrade it to an intelligent system for improving the activity controls through the crossed verification of data provided by each individual or legal entity involved in the CNG system related to the installations in motor vehicles.

CNG Centralized IT System is made up of: a) PEC Record: Data submitted by CNG Fuel System Suppliers used for preparing the installed components background; b) IDI Record: record of Incongruence, Discontinuities or Inconsistencies reported by the Individuals or Legal Entities involved in the CNG System; meaning the lack of any element or documentation,

inconsistency among the elements and the engraved data, omission of procedure or document, unreasonable interruption of procedure or installation of incorrect components; and c) CRPC Record: data provided by the Center for CNG Cylinders Periodic Inspection used for preparing the cylinders inspections background.

For that purpose and due to the existence of mistakes in the data electronically delivered to the CNG Centralized IT System by the CNG system individuals and legal entities, CNG Fuel System Suppliers and the Center for CNG Cylinders Periodic Inspection must provide the information as an affidavit and correct every administrative mistake.

ENARGAS is directing its efforts into compiling and assessing the information provided by CNG Fuel System Suppliers at their request so as to keep CNG Centralized IT System updated in order to determine the pertinent corrective measures.

CNG Centralized IT System must be open to Users, Installation Workshops, CNG Fuel System Suppliers, Centers for CNG Cylinders Periodic Inspection and Official Entities requiring it so as to be acquainted with each CNG equipment component background and to count with a more efficient tool for controlling public safety in general and users' safety in particular.

CNG Centralized IT System shall be accessed through the ENARGAS website enabled for that purpose.

CNG Centralized IT System shall display the information about the Individual or Legal Entity by logging into the system and shall allow printing and recording such query.

Users and Installation Workshops shall be allowed to access into the CNG Centralized IT System exclusively with the identity document number of the user related to the displayed information.

Installation Workshops shall query such IT system when needed.

Creation of records of elements reported as stolen available in ENARGAS website intends to prevent their qualification and to make available to users and Official Entities related to the activity, the necessary information for proceeding accordingly.

A record of all the cylinders inspections carried out during the last FIVE (5) years is essential so as to have more information available about their backgrounds.

Daily operation of the Centers for CNG Cylinders Periodic Inspection requires IT records including all data arising from each cylinder inspection.

More than FIFTEEN THOUSAND (15,000) queries were carried out so as to assess operation of CNG Centralized IT System by Internet before its implementation.

It is difficult for CNG Fuel System Suppliers and their Technical Representatives to ensure efficient control of compliance with the technical and safety regulations in force of Installation Workshops located in different places when a lot of qualifications are carried out.

Revision of Conversion Technical Sheet form is one of the measures to be taken for improving the necessary controls for CNG safe use so as to include therein all the equipment components requiring homologation by the Certification Organizations.

Each CNG Fuel System Supplier shall count with the necessary number of Technical Representatives so as to guarantee compliance with the regulations in force. For that purpose, a procedure for adequately determining the responsibility areas of each Technical Representative and the essential training for applying the same criteria when assessing identical operations shall be developed.

For improving system safety and guaranteeing user rights it is necessary to inform the user about the proceedings for qualification, care and use of the CNG Fuel System. To this aim, CNG Fuel System Suppliers shall make available for each Installation Workshop the necessary copies of the "Guide for the use of CNG Fuel System" upon conversion or re-installation or, of the "Safety recommendations for the use of motor vehicles using CNG in their propulsion system" upon inspection.

A scheduled and gradual sequence for releasing this system is established.

The Team appointed in the proceedings issued the Inter-management Report GD/GAL/ASI Nr. 24/02

The ENTE NACIONAL REGULADOR DEL GAS is empowered to issue this Resolution as regards the stipulations of Section 42 of the National Constitution and Section 52, subsections a), b), and x) of Law 24076.

THEREFORE:

THE ENTE NACIONAL REGULADOR DEL GAS BOARD OF DIRECTORS

RESOLVES:

SECTION 1: To substitute the "Procedure for conversion, annual inspection, modification or refusal of CNG Fuel System" of Resolution Nr. 139/95, annex I by the "Procedure for conversion, annual inspection, modification, dismounting, withdrawal or reinstallation of Compressed Natural Gas (CNG) Fuel System in motor vehicles", Annex I hereof, including Sub-Annex 1 (Guidelines for drafting the "Guide for the use of CNG Fuel System"), Sub-Annex 2 (Guidelines for drafting the "Safety recommendations for the use of motor vehicles using CNG in their propulsion system") and Sub-Annex 3 (Specification of reasons to be entered into the IDI Record).

SECTION 2: To substitute the "Compressed Natural Gas Equipment Identification Card (Yellow Card)" of Resolution ENARGAS Nr. 139/95, Annex V by the "Equipment for Compressed Natural Gas Identification Card (Yellow Card)" included herein as Annex II.

SECTION 3: To enable a site at ENARGAS web page allowing disaggregated access to the CNG centralized IT System to Users, Installation Workshops, CNG Fuel System Suppliers and Centers for CNG Cylinders Periodic Inspection.

SECTION 4: To allow access by means of a password through the Internet into the CNG Centralized IT System to those Official Entities not involved in the system that may be interested in issues related to the activity.

SECTION 5: To implement IT records enabling ENARGAS to know who is querying the CNG Centralized IT System and why.

SECTION 6: Not later than ONE HUNDRED AND EIGHTY (180) days as of this resolution publication and in order to comply with the provisions included in Section 1, CNG Fuel System Suppliers must implement IT records operating simultaneously with the application used up to date.

SECTION 7: CNG Fuel System Suppliers, Centers for CNG Cylinders Periodic Inspection and Installation Workshops shall implement the procedure stipulated for CNG equipment re-installation within THIRTY (30) running days as of the date in which this Resolution is effective.

SECTION 8: The other operations considered in the procedure included in Section 1 must be implemented not later than ONE HUNDRED AND TWENTY (120) running days as of the date in which this Resolution is effective.

SECTION 9: Centers for CNG Cylinders Periodic Inspection shall enter into the CNG Centralized IT System, data about every CNG cylinder they have inspected during the last FIVE (5) years, not later than THIRTY (30) running days as of the date in which this Resolution is effective.

SECTION 10: Not later than ONE HUNDRED AND EIGHTY (180) running days as of the date in which this resolution is effective, the CNG Fuel System Supplier shall make available for each Installation Workshop the necessary copies of the "Guide for the use of CNG Fuel System" upon conversion or re-installation or, of the "Safety recommendations for the use of motor vehicles using CNG in their propulsion system" upon inspection, drafted based on the guidelines set forth in Annex I, Sub-Annexes 1 and 2, hereof.

SECTION 11: Within ONE HUNDRED AND EIGHTY (180) running days as of the date in which this Resolution is effective, Certification Organizations shall implement the necessary means for granting an exclusive serial number to every component included in the CNG equipment Technical Sheet so as to guarantee its identification and traceability and shall request the pertinent homologation code to the ENARGAS.

SECTION 12: Each CNG Fuel System Supplier shall count with the necessary number of Technical Representatives so as to guarantee compliance with the CNG regulations in force. For that purpose, a procedure for adequately determining the responsibility areas of each Technical Representative and the essential training for applying the same criteria when assessing identical operations shall be developed.

SECTION 13: This Resolution shall be effective as of the following day of its publication in the Official Bulletin.

SECTION 14: Inform of these provisions to the Secretariat of Internal Safety and through it to the Argentine Federal Police, to the Argentine Federal Border Guard and to the Argentine Coast Guard; to the Government of the City of Buenos Aires; to the Provincial Governments and, through them, to their Municipalities and Police Departments; and also to the General Tax Board (AFIP) and to the National Superintendence of Insurance.

SECTION 15: Communicate, publish, deliver to the National Bureau of Official Registry and file it.

RESOLUTION ENARGAS Nr. 2603.

[Signed by José Andrés Repar, Vice President. Ente Nacional Regulador del Gas; Hector E. Formica, President. Ente Nacional Regulador del Gas]

ALL BOARD OF DIRECTORS MEMBERS OF ENARGAS WHICH COMMISSION HAS NOT EXPIRED TOOK PART IN THIS ACT. BE IT KNOWN. [Signed by Marcela Paula Valdez, Board of Directors Secretary]

ANNEX I

PROCEDURE FOR CONVERSION, ANNUAL INSPECTION, MODIFICATION, DISMOUNTING, WITHDRAWAL OR REINSTALLATION OF COMPRESSED NATURAL GAS (CNG) FUEL SYSTEM IN MOTOR VEHICLES

Before starting the procedure, the CNG Fuel System Supplier (PEC), the installation Workshop (TdM) or the Center for CNG Cylinders Periodic Inspection (CRPC), as the case may be, shall inform the basic aspects of this document to the user.

For the understanding of the aspects contained herein, queries to ENARGAS CNG Centralized IT System (SICGNC) shall be made. SICGNC is made up of:

- PEC Record: Data submitted by the PEC used for preparing the installed components background.
- IDI Record: Record of Incongruence, Discontinuities or Inconsistencies reported by the Individuals or Legal Entities involved in the CNG System (hereinafter, IDI), meaning:
  - the lack of any element or documentation,
  - inconsistency among the elements and the engraved data,
  - omission of procedure or document,
  - unreasonable interruption of procedure, or
  - installation of incorrect components.
- CRPC Record: Data provided by the CRPC used for preparing the cylinders inspections background.

A- General conditions:

The following procedure shall be followed in order to qualify a CNG equipment to be used in motor vehicles:

A.1 The TdM qualified by a PEC shall assist the user in case of conversion, annual inspection, modification, dismounting, withdrawal or reinstallation of CNG equipment (hereinafter, operation), according to what is stipulated by the regulations in force and by the instructions and training given to PEC and included in the installation guide.

A.2 Before starting, TdM shall deliver the pertinent data to PEC pursuant to provisions of point C- so that it can query components and installation backgrounds in the SICGNC and, if corresponds, authorize the operation.

A.3 Before authorizing an operation, the PEC shall query the SICGNC in the Internet so as to verify the information supplied by the TdM.

PEC shall enter the data into its IT system and provide them to ENARGAS as an affidavit so as to be entered into the SICGNC, correcting any administrative involuntary mistake, not incorporating it into the IDI Record.

If the background contains IDI or is suspicious, PEC shall not authorize the operation save as otherwise specified in point D.2.

A.4 In case of a conversion, annual inspection or modification, the TdM shall verify cylinder term and if it is expired, either he or the user shall deliver the cylinder to the CRPC

together with its installed manual valve, transporting it in a depressurized condition. In case of a re-installation, procedure stated in point B.6 shall be followed.

Previously, the User shall express consent signing the "Conformance Letter of Commitment" (hereinafter, Letter of Commitment) which form is attached hereto as Document Nr. 1.

A.5 Before inspecting the cylinder, the CRPC shall consult its background in the SICGNC, check the whole information included in the letter of commitment stated hereinbefore and print the pertinent query.

The CRPC shall enter the data into its IT system and provide them to the ENARGAS as affidavit so as to be entered into the SICGNC, correcting any administrative involuntary mistake, not incorporating it into the IDI Record.

If the background contains IDI or is suspicious, CRPC shall not start inspection, except in the case set forth in point D.2.

If the background does not contain IDI, CRPC shall subject the cylinder to the controls required by the applicable standards for inspection.

In case of a satisfactory inspection, CRPC shall mark the cylinder according to the applicable standard and engrave the cylinder homologation code according to the stipulations of B.3.

Then, it shall draft the "CNG Cylinder Inspection Certificate" (hereinafter, inspection certificate) according to the form attached to this annex as Document Nr. 2, in three copies of the same tenor identified as G1, G2 and G3.

CRPC shall attach the printed queries made to the SICGNC to copy G3, keeping it and delivering copies G1 and G2 to the Installer or User: one for the User (G1) and G2 to be delivered by the TdM to the PEC.

If the background contains IDI, the CRPC shall not inspect the cylinder and shall return it to the pertinent person after entering into the IDI Record all data appearing on the Letter of Commitment, if they were not entered by the PEC; in the inspection certificate, he shall cross out the wording "*The cylinder FULFILLED / NOT FULFILLED satisfactorily the requirements of ENARGAS standards in force*", and in the field Notes, he shall include the following wording: "*This cylinder was not inspected as in the SICGNC it appears with IDI*".

In case a cylinder's serial number and homologation code coincide with the ones of a cylinder installed in another motor vehicle, cylinder's inspection may only be authorized if its data traceability is checked; nevertheless, it shall be included into the IDI Record and in the field Notes of the inspection certificate, the following wording shall be entered: "*Cylinder inspected and recorded with IDI as duplicate in serial number and homologation code*".

When the cylinder is delivered by the user, the CRPC shall request his identification document and make a copy of it so as to verify his data and file it together with the Letter of Commitment.

A.6 In case of conversions with new elements, the TdM shall install the homologated equipment according to the regulations in force so as to ensure components origin.

A.7 The TdM shall fill data correctly in the "CNG Equipment Technical Sheet" (hereinafter, Technical Sheet) for the corresponding operation, which form is attached hereto as Document Nr. 3. He shall take special care on the serial number and codes of the

pressure regulator, cylinder and any other component included hereinafter by the Regulatory Authority.

The TdM shall deliver the three copies of the Technical Sheet (F1, F2 and F3) to the PEC, signed by the TdM Technical Representative (RTTdM) and by the user and it shall also deliver to the user, the following:

- For conversions, the "Guide for the use of CNG Fuel System" issued by the PEC based on the guidelines included in Sub-Annex 1.

- For inspections, the "Safety recommendations for the use of motor vehicles using CNG in their propulsion system" drafted based on the guidelines included in Sub-Annex 2.

A.8 PEC shall ensure that the intervening RTTdM (Installation Workshop Technical Representative) effectively inspects the installation it enabled.

For that purpose and for re-control, PEC Technical Representatives (TR) shall be the same representatives of the TdM but only if the TdM is located within the PEC facilities.

An Engineer or a Mechanical Technician shall act as the RTTdM. Other qualifying degrees may be accepted only if the Professional Association credits his competency. Qualifying PEC shall keep such accreditation together with the TdM background. Furthermore, he shall be registered as first class gas fitter before a Gas Distribution Licensee.

In case the RTTdM is changed, PEC shall inform such modification according to the provisions included in Document Nr. 4.

A.9 PEC shall control and fill in all data in the Technical Sheet and shall assign a numbered Sticker of CNG Fuel System qualification term (hereinafter, sticker) to the operation, according to the provisions of Document Nr. 6 of Resolution ENARGAS Nr. 139/95.

Then, he shall enter the operation data into its IT system and shall issue the CNG Fuel System Identification Card (hereinafter, yellow card) according to Documents Nr. 1 and 2 included in Annex V of Resolution Nr. 139/95, modified by Annex II of this Resolution, as the case may be.

In the yellow card, he shall check the box: conversion, annual inspection or modification and new (N) or used (U) elements, as the case may be.

Last, he shall file its copy F2 together with the printed query made to the SICGNC and shall send to the TdM:

- The laminated yellow card

- Copies F1 and F3 of the Technical Sheet

- The sticker punched in the number corresponding to the expiration month.

A.10 Not later than TEN (10) running days following the date in which the user signs the Technical Sheet, the TdM shall deliver to him:

- The laminated yellow card

- Copy F1 of the Technical Sheet signed by PEC Technical Representative.

- Copy G1 of the inspection certificate, if corresponds.

A.11 Before granting the documentation stated in the previous point, the TdM shall place the Sticker on the top right side of the motor vehicle windshield and shall break the replaced yellow card and sticker.

The TdM shall file copy F2 of the Technical Sheet delivered by the qualifying PEC.

B- CNG Fuel System reinstallation:

In case a motor vehicle CNG Fuel System is re-installed in another one, the following shall be considered:

B.1 Before equipment reinstallation, dismounting carried out by a TdM shall be verified according to the provisions of point C.2.

B.2 TdM shall not reinstall any CNG Fuel System component not previously approved by a Certification Organization recognized by ENARGAS, regardless of whether the manufacturer or importer is operating or he has renewed the pertinent homologation for which he shall follow the PEC recommendations.

B.3 Only those CNG cylinders or pressure regulators which homologation code is included in the list of approved components, as evidenced in ENARGAS records, shall be reinstalled.

B.4 TdM shall control every equipment component and, in case of a defective component, it shall be replaced by a new one.

In order to guarantee installation safety, the following components shall always be replaced by new ones: high pressure tubing, fittings for tubing connection, low pressure gas hose and venting system.

Due to ethical reasons, replaced components shall be made useless and delivered to the user.

B.5 In case the corresponding homologation code is not engraved or included in the pressure regulator or if it does not operate correctly, its manufacturer or importer shall inspect it in a control bench, check correct operation, quality and safety, engrave the pertinent code, and issue the guarantee that will be delivered to the PEC, and then, attached to the other documentation and handed over to the user.

If the manufacturer or importer is no longer operating or is disqualified, such proceedings may be carried out by any other qualified manufacturer or importer, who will be responsible for them.

Likewise, the PEC shall include in the Technical Sheet "Notes" field the following wording: *"CNG pressure regulator verified by (state the intervening manufacturer or importer name)".*

B.6 Before dismounting of a motor vehicle cylinder to be installed in another one, the TdM shall follow the procedure stated in point C.2.

If it corresponds, the cylinder shall be sent to a CRPC – together with the manual valve –, regardless of the manufacture or last inspection date.

The TdM shall fully draft the letter of commitment signed by the user ensuring that the sticker and license plate numbers belong to the vehicles from which the CNG Fuel System was dismounted.

B.7 If a user delivers the cylinder to the CRPC, it shall request the user's identification document and take out a copy so as to check data and file it together with the letter of commitment and proceed according to the provisions of B.8.

B.8 Before inspecting the cylinder, the CRPC shall consult its record in the SICGNC and verify all the information included in the letter of commitment.

If the background contains IDI, the CRPC shall not inspect the cylinder and shall return it to the pertinent person after entering into the IDI Record all data appearing on the letter of commitment, if they were not previously entered by the PEC; in the inspection certificate, he shall cross out the wording *"The cylinder FULFILLED / NOT FULFILLED satisfactorily the requirements of ENARGAS standard in force*", and in the field Notes, he shall include the following wording: *"This cylinder was not inspected as in the SICGNC it appears with IDI".*

In case a cylinder's serial number and homologation code coincide with the ones of a cylinder installed in another motor vehicle, cylinder's inspection may only be authorized if its data traceability is checked; nevertheless, it shall be included into the IDI Record and in the field Notes of the inspection certificate, the following wording shall be entered: *"Cylinder inspected and recorded with IDI as duplicity in serial number and homologation appeared".*

If the background does not contain IDI, the CRPC shall print the query and subject the cylinder to the controls required by the applicable standard for inspection.

In this case, only the hydraulic test with volumetric expansion shall be carried out upon expiration, according to the manufacture or last inspection date, as it may correspond.

If inspection is satisfactory, the CRPC shall issue the three copies of the inspection certificate and proceed according to the provisions of A.5. That certificate shall qualify the cylinder up to its expiration according to the inspection and/or manufacturing standards or for a new period, pursuant to the stipulations included in the previous paragraph.

Besides marking the cylinder pursuant to the applicable standard, the CRPC shall engrave the cylinder code according to the provisions included in B.3.

B.9 If the CRPC delivers to the TdM an approved cylinder with IDI according to what is set forth in D.2, it shall request the user's identification document and make a copy of it so as to verify his data and shall deliver it together with the Technical Sheet copy to the PEC who shall keep those copies and carry out the reinstallation.

If the CRPC delivers to the TdM a not inspected cylinder with IDI, it shall request the user's identification document and make a copy of it so as to verify his data and shall file it together with copy G2 of the inspection certificate that shall be delivered to the PEC and shall return the cylinder to the user.

C- Specific conditions:

C.1 Users of installed CNG Fuel System not submitting the pertinent documentation:

In case a user intends to inspect the CNG System and does not submit the pertinent documentation, the following procedure shall be carried out, besides complying with the provisions of point A:

C.1.1 ***The sticker is affixed to the windshield:*** The TdM shall record the regulator and cylinder make, model and serial number and the motor vehicle data and sticker number and shall report them to the PEC, who shall verify the background of fuel system qualification through the SICGNC.

If the background contains IDI or is suspicious, PEC shall proceed pursuant to stipulations of point D.2.

If the background does not contain IDI, PEC shall instruct the TdM to start inspection, and shall print the query attaching it to the Technical Sheet delivered by the TdM.

C.1.2 ***The sticker is not affixed to the windshield:*** The TdM shall record the regulator and cylinder make, model and serial number and the motor vehicle data and shall report them to the PEC, who shall verify the background of equipment qualification through the SICGNC.

PEC shall verify carefully that the motor vehicle data and the ones recorded in the SICGNC coincide.

If they coincide, it shall instruct the TdM to start inspection and shall indicate the previous sticker number to be included in the new Technical Sheet, print the query and attach it to the Technical Sheet copy to be kept by the PEC upon TdM delivery.

If the background contains IDI or is suspicious, PEC shall proceed pursuant to stipulations of point D.2.

C.2 User takes the dismounted CNG System to the TdM:

In case a user requests reinstallation of CNG System, provisions of points A- and B- as regards inspection of all the system components and particularly regarding cylinder delivery to a CRPC shall be complied with and the TdM shall request the dismounting Technical Sheet to the user, a copy of the identity document and shall proceed as follows:

C.2.1 ***Provides the dismounting Technical Sheet:*** The TdM shall check that the regulator and cylinder numbers correspond to the ones stated in the Technical Sheet and shall consult the PEC.

The PEC shall check the dismounting accreditation and information through the SICGNC. If the background does not contain IDI, PEC shall instruct the TdM to start reinstalling the used fuel system for the motor vehicle conversion, and shall print the query attaching it to the Technical Sheet copy to be kept by him upon TdM delivery.

If the background contains IDI or is suspicious, PEC shall proceed pursuant to stipulations of point D.2., and if it applies, shall follow the provisions stated in the previous point.

C.2.2 ***Does not provide the dismounting Technical Sheet:*** The CNG equipment user shall evidence that he is the holder if his identity document number submitted to the TdM coincides with the one recorded at the SICGNC.

If the equipment holder is not the proprietor registered at the SICGNC, he shall choose one of the following options:

a. To attend the TdM together with the proprietor registered at the SICGNC who shall submit his identity document.

b. To provide the TdM with the affidavit form included herein as Document Nr. 5.

Then, the TdM shall record the regulator and/or cylinder make, model and serial number as well as the identity document numbers, as the case may be, and provide the PEC with these data for verification purposes.

If the query (which may also be seen by the TdM) by document number does not coincide or no record is found in the SICGNC, PEC shall require the TdM to provide the copy of the identity document of the alleged equipment proprietor, the cylinder and regulator serial number and the homologated code for a more detailed query according to the provisions of point D.2.

If the background does not contain IDI, PEC shall instruct the TdM to prepare the dismounting Technical Sheet for completing the record, attaching thereto, a copy of the identity document or documents, as the case may be, before the RTTdM, signed by the previous and current holder, or if corresponds, the fully filled-in equipment transfer form.

If the background contains IDI or is suspicious, PEC shall proceed pursuant to stipulations of point D.2., and if it applies, it shall follow the provisions stated in the previous paragraph.

D- IDI Detection, consideration and availability:

In all the previous cases in which IDI was detected, and considering the following procedure, either the PEC or the CRPC, as may correspond, may revert the situation so as not to affect the user or enter the information into the "IDI Record" at the ENARGAS web page, pursuant to the requirements timely stipulated by the Regulatory Authority.

D.1 Detection:

The following ones constitute usual IDI cases:

- Cylinders or regulators installed in another motor vehicle not following the pertinent procedure.
- Cylinders or regulators installed in different motor vehicles with the same serial number and homologation code.
- Sticker number does not coincide with the one registered in the record.
- The same number of "old sticker" reported for more than one motor vehicle.
- Sticker characteristics are suspicious.
- Detection of written inconsistency between the background data and the information submitted by the TdM.
- Detection of inconsistency between the installed components and the background data.
- Detection of inconsistency between the installed components appearing on the background and the ones provided by the TdM.
- Components reported as stolen.
- Components not approved for qualification.

D.2 Guidelines for consideration:

D.2.1 PEC shall check the CNG fuel system components background for all the operations carried out during, at least, the last two years.

D.2.2 Before any operation, the individual or legal entity involved in the system shall consult the SICGNC and if it finds that a component is included in the IDI Record under "reported as stolen" or "not suitable for installation", shall in no case qualify it.

D.2.3 In case the PEC notes that the reported analyzed components may be potentially registered as installed in "another motor vehicle" he shall authorize the proceeding only if traceability of that installed equipment components is verified; nevertheless, it shall enter the pertinent data into the IDI Record.

If proceeding on the "another motor vehicle" is to be carried out and writing errors are detected in the SICGNC data, he shall report the inspection data correctly. At the same time, the original IDI Record shall be entered into ENARGAS web page for a year.

If data of the components installed in the "other vehicle" are correct, it shall be qualified; nevertheless, pertinent data shall be entered into the IDI Record and delivered to the ENARGAS.

In that circumstance, the ENARGAS shall request the documentation of the IDI Records related to that case so as to start any investigation.

D.2.4 Sometimes, there are some mistakes on the data that the PEC submits to ENARGAS in magnetic support. Those mistakes do not allow to enter the information delivered to the SICGNC into the system and therefore, shall not be queried.

In this case, the PEC shall query each component, license plate, sticker, identity document and also if the cylinder or cylinders were inspected by a CRPC during the last three or five years (according to the cylinder type) and shall print those queries.

In case there is no information available, the PEC shall allow the operation as a conversion after a CRPC inspects the cylinder and the whole equipment and shall attach the printed queries to the Technical Sheet.

D.2.5 If a user reports that his CNG equipment or any component thereof has been stolen, the PEC shall check the original police report and keep a copy.

The PEC shall use such data for checking on the SICGNC the information provided by the user and if it is satisfactory, it shall be entered into the IDI Record.

D.3 Availability:

The PEC and the CRPC are empowered to query and enter data into the IDI Record.

Data shall be entered into the IDI Record only in the cases specified in the procedure.

The information to be entered shall include:

- Date of entry into the Record.
- Component type (regulator or cylinder)
- Component homologation code.
- Component serial number.
- Reasons (see Sub-Annex 3 to this Annex).

ANNEX I

Document Nr. 1

FORM OF LETTER OF COMMITMENT FOR CNG CYLINDER INSPECTION

Place and date:

Form Nr.:

Sirs *(Installation Workshop name)*

I hereby authorize the destruction of the CNG cylinder, its valves or both, in case they do not satisfactorily fulfill the inspection requirements set forth by ENARGAS regulations in force.

I do hereby certify that I am the owner of the cylinders and valves included below and covered by this letter:

CYLINDER			**VALVE**			**Notes**
Make	Serial Nr.	Capacity	Make	Model	Serial Nr.	

OWNER: *(In case of reinstallation, specify the data of the motor vehicle owner from which the cylinder was dismounted)*

Name: Id. Doc. Nr. (CI, DNI, LE, LC):

Street: Nr.: Locality: Zip code:

Province: Telephone:

License Plate Nr: Sticker Nr.:

Installation Workshop at which the cylinder was dismounted:

TdM Code:

Address: Telephone:

Fuel System Supplier *(responsible for dismounting)*

TdM Technical Representative
Signature, type or print and License Nr.

Owner
Signature and type or print

ANNEX I

DOCUMENT NR. 2

G1, G2 and G3

CNG CYLINDER INSPECTION CERTIFICATE FORM

CRPC logotype
Address and telephones
Technical Representative
Professional License Nr.

CRPC CODE

Internal CRPC Code

OWNER (*)

Name | Street | Nr. | Floor / Apt. | Zip Code

Locality | Province | Telephone | Document type and number

(*) In case of reinstallation, state the name of the motor vehicle owner from which the cylinder was dismounted.

CYLINDER

Make | Code | Serial Nr. | Manuf. Month and year | Actual capacity (dm3)

CASE

- Periodic Inspection ☐
- Reinstallation ☐
- Others (collision, fire, etc.) ☐

INSTALATION WORKSHOP in charge of cylinder dismounting: _____

Instalation Workshop Code ☐ PEC Code ☐

The cylinder **FULFILLED** ☐ **/ NOT FULFILLED** ☐ satisfactorily the requirements of ENARGAS standards in force

DETECTED ANOMALY:

- ☐ Blisters
- ☐ Dents
- ☐ Dents containing gouges
- ☐ Cracks
- ☐ Lamination
- ☐ Less thickness than the minimum allowed
- ☐ Piercing
- ☐ Localized wear
- ☐ Corrosion
- ☐ Distorted circular section
- ☐ Labeling or embossing lack or defect
- ☐ Others
- ☐ Heat or fire damage
- ☐ Thread defect
- ☐ Mass loss
- ☐ Volumetric expansion greater than allowable

Notes:

.....

.....

.....

.....

INSPECTION ☐

DATEINSPECTION EXPIRATION DATE ☐

.....

CRPC Technical Representative
Signature, type or print and License Nr.

ANNEX I

DOCUMENT NR. 3

F1, F2 and F3

CNG FUEL SYSTEM TECHNICAL SHEET FORM

PEC logotype
Address and telephones
Technical Representative
Professional
License Nr.
Installation Workshop Firm name and address
TdM Tax Identification (CUIT) Nr.

DATE: Qualification / Expiration

STICKER Nr.: OLD / NEW

PEC CODE | WORKSHOP CODE

MOTOR VEHICLE

Make | Model | Year

License Plate Nr. | Yes No | Motor vehicle type

Injection Cab Pick-up Priv. Bus Off. Others

Operation type: CONVERSION C | MODIFICATION M | ANNUAL INSP. R | WITHDRAWAL B | DISMOUNTING D

OWNER

Name | Street | Nr. | Floor / Apt. | Zip Code

Locality | Province | Telephone | Document Type and Nr.

REGULATOR: Mounting	Dismounting	Withdrawal	New	Used	Pressure gauge	Tubing fitting	High pressure tubing
Code					Code	Code	Code
Serial Nr					Serial Nr.	Serial Nr.	Serial Nr.

CYLINDERS

Code	Serial Nr.	New	Used	Manufactured Month/year	Inspected Month/year	CRPC	Specify M/S/D/B

Cylinder Valve

Code	Serial Nr.

Cylinder fastening device	Gasoline electro-valve	CNG electro-valve	Dosing app/Mixer	Venting system	Switch
Code	Code	Code	Code	Code	Code
Serial Nr.	Serial Nr.	Serial Nr.	Serial Nr.	Serial Nr.	Serial Nr.

Internal fueling valve	External fueling valve	Low pressure hose
Code	Code	Code
Serial Nr.	Serial Nr.	Serial Nr.

Notes:

.....

.....

Installation Workshop:

I DO HEREBY CERTIFY that I have carried out the operation included in this Technical Sheet according to the procedure and training provided by the qualifying PEC pursuant to the standards in force

.....
TdM Technical Representative
Signature, type or print and License Nr

Vehicle Owner:

I am aware of the CNG equipment qualification expiration date and I do hereby certify that I have received a copy of the "Guide for the use of CNG equipment" / "Safety recommendations for the use of motor vehicles using CNG in their propulsion system" (cross out the not applicable one)
THIS DOCUMENT DOES NOT ENABLE CNG REFUELING.

.....
Owner
Signature, type or print and License Nr.

CNG Fuel System Supplier (PEC)

I DO HEREBY CERTIFY that data included herein is true and that the operation was carried out according to ENARGAS normative in force

.....
PEC Technical Representative
Signature, type or print and License Nr.

ANNEX I

Document Nr. 4

UPDATING OF PEC, TdM AND CNG FUEL SYSTEM COMPONENTS DATA

Pursuant to the provisions set forth in NOTE ENRG/GD/GAL/Nº 0414, dated on 01/29/02, PECs shall qualify, modify or disqualify TdMs as corresponds and shall inform about CNG Fuel System components modifications.

To that effect, PECs shall use the electronic worksheets supplied by ENARGAS.

The application stipulates a code for each TdM and it is created by the system according to the Argentine Zip Code (CPA), the address number or the road kilometer at which the workshop is located.

Those sheets and the pertinent updating of PEC, TdM and traded, manufactured and imported elements data shall be submitted to ENARGAS, duly signed by the responsible persons stated therein.

A summary of the information supplied, in the magnetic support created by the application shall be attached to those sheets.

If the information recorded by ENARGAS data is altered, the pertinent modified sheets shall be delivered to ENARGAS together with a new magnetic device, before the 25th day of each month. The written documentation and the magnetic support shall be created by the application supplied.

ANNEX I

DOCUMENT Nr. 5

CNG FUEL SYSTEM COMPONENTS TRANSFER FORM FOR REINSTALLATION

I, (add name and identity document number of the original owner) do hereby transfer to (add name and identity document number of the purchaser) the following components of the CNG equipment installed in the motor vehicle make _____, model _____, license plate Nr. _____:

- CNG regulator:

  Code: Serial Nr.:

- Cylinder/s

  Code: Serial Nr.:

I do hereby declare under oath that regulator and cylinder data was provided by (add the name of the PEC that queried the SICGNC before reinstallation) as evidenced by the attached query copy.

Original owner signature, type or print
and Identity document Nr.

Purchaser signature, type or print
and Identity document Nr.

Both signatures must be notarized.

ANNEX I

SUB-ANNEX 1

GUIDELINES FOR DRAFTING THE "GUIDE FOR THE USE OF CNG FUEL SYSTEM"

The guide shall be drafted such as to include clearly and accurately, the minimum guidelines stated hereinbelow, in the order deemed adequate by the PEC.

- Specification of the natural gas characteristics enabling the user to detect and/or avoid potential risks.

- Points 1.2.2.5.5, 3.5.3.1, 3.6.14 and 3.6.15 of GE N1-115 standard or one superseding it, fully stated.

- Inform that inspections, modifications, dismounting, reinstallation, withdrawals, calibrations or adjustments of the fuel system installed in the motor vehicle shall only be carried out by a TdM recognized by a PEC, according to the provisions of Resolution ENARGAS Nr. 139/95.

- How to proceed in case of gas leakages, fire or collisions actually or potentially affecting the fuel system installed in the motor vehicle.

- How to proceed at CNG filling, which is the safest location for the user and other passengers and which are the requirements for a motor vehicle to be refueled (sticker affixed to the windshield, yellow card, etc.)

- Documentation that the TdM must provide the user upon:

    - Conversion,

    - Modification,

    - Annual inspection,

    - Dismounting, or

    - Withdrawal

- How to proceed in case of:

    - windshield breakage,

    - loss or theft of documentation (technical sheet or yellow card),

    - loss or theft of some components or the fuel system itself.

- Inform the user that the sticker affixed to the windshield may not be removed without altering its characteristics. In this case, gas shall not be dispensed.

- Remind the user that:

    - He is exposed to civil and criminal liability for accidents resulting from adulterated equipment and/or CNG filling when the qualification sticker is expired.

- The use of vessels or components not suitable for CNG constitute a serious risk for users in particular and for public safety in general (for example: liquefied gas cylinders or bottles installed in CNG equipment)

- He may consult the TdM list in the ENARGAS web page at www.enargas.gov.ar so as to learn the list of workshops recognized by a PEC.

- He must keep the documentation delivered by the TdM (technical sheet, yellow card and sticker affixed to the windshield).

- For qualification renewal, it is convenient to attend the TdM, at least, ten (10) running days before expiration date included in the technical sheet, so as to avoid difficulties during regular CNG filling.

- He must periodically verify the absence of liquid fuel leaks in its circuit (status of the hose and gasoline electro-valve).

- Maximum CNG dispensing pressure shall not exceed 200 bar.

➢ Specifications report of the equipment installed in the motor vehicle.

➢ The necessary care to be taken for a safe use of the equipment installed in the motor vehicle and, especially, of the corresponding CNG cylinders according to the instructions provided by such vessel manufacturer or importer.

➢ To include the necessary information for the user to know the cylinders expiration dates and their relation to the annual inspection expiration and the risks of filling an expired cylinder or an unapproved vessel with natural gas.

➢ A text meaning the following: *"To the user: in case of claim or consultation related to CNG, first you shall address to a qualified Installation Workshop. If your claim or consultation is not satisfied by the Installation Workshop, you shall address to the Fuel System Supplier Technical Representative responsible of its installation which name appears on the back of your Yellow Card."*

If it has not yet been satisfied, you can make a free call to the Ente Nacional Regulador del Gas (ENARGAS) at 0-800-333-4444, or send a note to Apartado Especial Nº 600, (1000) Correo Central or deliver it by hand at the Entity headquarters located at Suipacha 636, Buenos Aires or at any of its Offices or Bureaus located in the interior of the country. Likewise, claims may be submitted at the web site www.enargas.gov.ar."

➢ The wording included as Annex to the Note ENRG GD/GAL/GRI Nº 1292 dated on April 2, 2002 on the precautions to be taken by the user upon inspection.

➢ Any other information that the PEC or the CO deems important so as to improve user and public safety.

➢ Any other information included in the "Procedure for conversion, annual inspection, modification, dismounting, withdrawal or reinstallation of Compressed Natural Gas (CNG) fuel system in motor vehicles" that may be useful for the user.

The Guide for the User is a reference document; thus, it does not alter or modify the system of obligations and liabilities foreseen in the regulations in force and must be updated by the PEC to the extent required by the technological or standards development.

ANNEX I

SUB-ANNEX 2

GUIDELINES FOR DRAFTING THE "SAFETY RECOMMENDATIONS FOR MOTOR VEHICLES USING CNG IN THEIR PROPULSION SYSTEM"

Such recommendations shall be drafted such as to include clearly and accurately, the minimum guidelines stated hereinbelow, in the order the PEC deems adequate.

- Specification of the natural gas characteristics enabling the user to detect and/or avoid potential risks.

- How to proceed in case of gas leakages, fire or collisions actually or potentially affecting the CNG fuel system installed in the motor vehicle.

- How to proceed at CNG refueling, which is the safest location for the user and other passengers and which are the requirements for a motor vehicle to be refueled (sticker affixed to the windshield, yellow card, etc.)

- Documentation that the TdM recognized by a PEC must provide the user when the operations stated before are carried out.

- How to proceed in case of windshield breakage, loss or theft of documentation (technical sheet or yellow card) or theft or loss of some components or the CNG Fuel System itself.

- Inform the user that the sticker affixed to the windshield may not be removed without altering its characteristics. In this case, gas shall not be dispensed.

- Remind the user that:

    - He is exposed to civil and criminal liability for accidents resulting from adulterated CNG Fuel System and/or CNG filling when the qualification sticker is expired.

    - The use of vessels or components not suitable for CNG constitute a serious risk for users in particular and for public safety in general (for example: liquefied gas cylinders or bottles installed in CNG Fuel System)

    - He may consult the TdM list in the ENARGAS web page at www.enargas.gov.ar so as to learn the list of workshops recognized by a PEC.

    - He must keep the documentation delivered by the TdM (technical sheet, yellow card and sticker affixed to the windshield).

    - For qualification renewal, it is convenient to attend the TdM, at least, ten (10) running days before expiration date included in the technical sheet so as to avoid difficulties during regular CNG filling.

    - He must periodically verify the absence of liquid fuel leaks in its circuit (status of the hose and gasoline electro-valve).

    - Maximum CNG dispensing pressure shall not exceed 200 bar.

- The necessary care to be taken for a safe use of the CNG System installed in the motor vehicle and, especially, of the corresponding CNG cylinders and awareness of their expiration dates and their relation to the annual inspection expiration and the risks of filling an expired cylinder or an unapproved vessel with natural gas.

- A text like the following one: *"To the user: in case of claim or consultation related to CNG, first you shall address to a qualified Installation Workshop. If your claim or*

consultation is not satisfied by the Installation Workshop, you shall address to the Fuel System Supplier Technical Representative responsible of its installation which name appears on the back of your Yellow Card."

If it has not yet been satisfied, you can make a free call to the Ente Nacional Regulador del Gas (ENARGAS) at 0-800-333-4444, or send a note to Apartado Especial Nº 600, (1000) Correo Central or deliver it by hand at the Entity headquarters located at Suipacha 636, Buenos Aires or at any of its Offices or Bureaus located in the interior of the country. Likewise, claims may be submitted at the web site www.enargas.gov.ar."

- The wording included as Annex to the Note ENRG GD/GAL/GRI Nº 1292 dated on April 2, 2002 on the precautions to be taken by the user upon inspection.

- Any other information that said PEC or the Certification Organization deems important so as to improve user and public safety.

- Any other information included in the "Procedure for conversion, annual inspection, modification, dismounting, withdrawal or reinstallation of Compressed Natural Gas (CNG) fuel system in motor vehicles" that may be useful for the user.

These recommendations are a reference document; thus, they do not alter or modify the system of obligations and liabilities foreseen in the regulations in force and must be updated by the PEC to the extent required by the technological or standards development.

ANNEX I

SUB-ANNEX 3

SPECIFICATION OF REASONS TO BE ENTERED INTO THE IDI RECORD

When data is entered into the IDI Record, the reasons for its inclusion shall be selected.

1.- REGULATOR

a. First regulator probably repeated: when components traceability indicates that they may be simultaneously registered as installed in different motor vehicles.

b. Second or subsequent regulator probably repeated: when components traceability indicates that they may be simultaneously registered as installed in different motor vehicles and the IDI Record contains evidence of the first reported component.

c. Regulator installed only in another motor vehicle: when component traceability indicates that it is registered as installed in another motor vehicle.

d. Regulator's dismounting not reported: when component traceability indicates that its dismounting is not registered.

e. Regulator's assembly not reported: when component traceability indicates that its assembly is not registered.

f. Regulator reported as stolen: when a user delivers to the PEC the pertinent police report and data is checked through the SICGNC.

g. Regulator not suitable for installation: when the Manufacturer or Importer, Certification Organization or ENARGAS detects that the component does not meet the minimum safety requirements for use.

2.- CYLINDER

a. First cylinder probably repeated: when components traceability indicates that they may be simultaneously registered as installed in different motor vehicles.

b. Second or subsequent cylinder probably repeated: when components traceability indicates that they may be simultaneously registered as installed in different motor vehicles and the IDI Record contains evidence of the first reported component.

c. Cylinder installed only in another motor vehicle: when component traceability indicates that it is registered as installed in another motor vehicle.

d. Cylinder's dismounting not reported: when component traceability indicates that its dismounting is not registered.

e. Cylinder's mounting not reported: when component traceability indicates that its mounting is not registered.

f. Cylinder reported as stolen: when a user delivers to the PEC the pertinent police report and data is checked through the SICGNC.

g. Cylinder not suitable for installation: when the Manufacturer or Importer, Certification Organization or ENARGAS detects that the component does not meet the minimum safety requirements for use.

ANNEX II

CNG FUEL SYSTEM IDENTIFICATION CARD

(YELLOW CARD)

- Dimensions: 100 mm X 70 mm for motor vehicles in general and 95 mm x 100 mm for high storage capacity motor vehicles
- Data at the front:
  - Motor vehicle license plate
  - Sticker number
  - Vehicle make
  - Model
  - Pressure regulator homologation code
  - Regulator serial number, stating if it is new (N) or used (U)
  - Cylinder/s homologation code
  - Cylinder serial number, stating if it is new (N) or used (U) and expiration date (month/year)
  - Operation type (conversion, annual inspection or modification)
  - Qualification expiration date
  - TdM identification code
- Wording at the back:
  - MAXIMUM FILLING PRESSURE 200 BAR
  - Driver: for refueling you must:
    - Stop the engine
    - Turn off the lights
    - Instruct vehicle passengers to get off
    - No smoking
  - I do hereby certify that the information provided herein is true and that the installed CNG Fuel System complies with GE-N1-115/116/117 standards
  - There shall be enough space for the Technical Representative signature and place and date of approval.
  - There shall be a space for including data of the CNG Fuel System Supplier (Name, address, telephone and ENARGAS License Number).

- The following wording shall be included: "In case of doubt, claim or loss of this document, contact the Technical Representative of the company stated above".

- Color:

  - Yellow background; black letters. The space "Expiration" and "*MAXIMUM FILLING PRESSURE 200 BAR*" shall be highlighted in red.

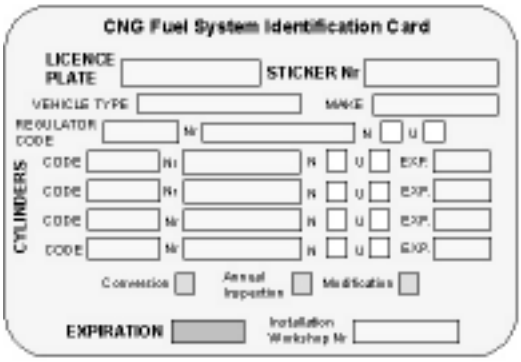
- Safety elements shall be included in the card so as to avoid forgery or undue use.

- PEC shall deliver the document laminated, so as to avoid wear.

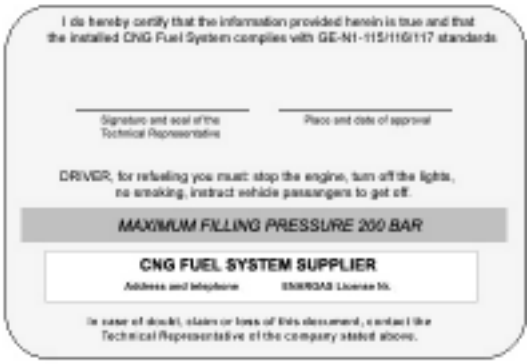
- Forms included in Documents Nr. 1 and 2 are incorporated into this Annex.

CNG FUEL SYSTEM IDENTIFICATION CARD

FRONT



BACK



El PEC deberán dotar a la cédula de identificación, elementos de seguridad para evitar fraudes o uso indebido

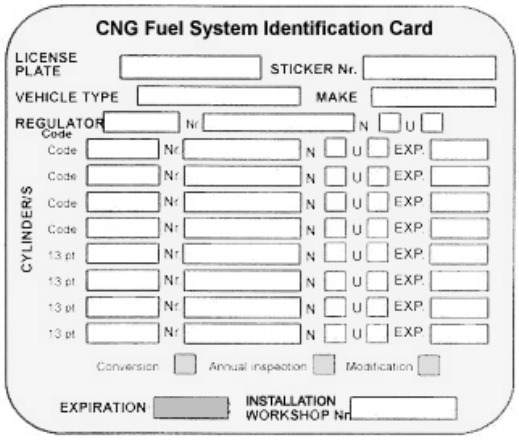
ANNEX II

Document Nr. 2

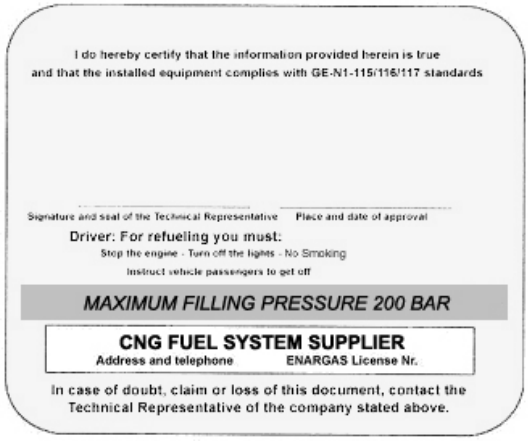
CNG FUEL SYSTEM IDENTIFICATION CARD FOR HIGH CNG STORAGE CAPACITY

Equipment for CNG Identification Card

FRONT



BACK



Safety elements shall be included by the PEC in the card so as to avoid forgery or undue use