DLA Aviation FAJA March 2019

Subject: Minimum requirements for a cylinder to be considered for return to the wholesale supply system for refurbishment or to find an applicable NSN.

1. Legibly stamped Government ownership. The cylinder shall be inspected for markings denoting Government ownership. Markings identifying government ownership are as follows: U.S. Government, U. S. GOVT, U.S. Property, WD, AF DA, USA, USN, N, US, or the name of a DoD or other government agency impressed into the shoulder of the cylinder or embossed on the neck ring. A military or federal specification number impressed into the shoulder of the cylinder will also establish government ownership.
2. A legibly stamped serial number.
3. A legibly stamped cylinder specification and service pressure (ex. DOT 3AA2015, DOT 4BW300, DOT 8, ICC 3AA2015, etc.).
	1. DOT –Department of Transportation / ICC**- Interstate Commerce Commission.**
	2. 3AA Specification of type and material of cylinder construction.
	3. 2015 service pressure in psi.

**NOTE:** If a “3A” Specification, the cylinder also needs to be stamped with “NONSHATTERABLE," "NON-SHAT," or "SHATTERPROOF" or one of the following specifications IAW DLAI 4145.25 SECTION 3-2 CHARACTERISTICS OF CYLINDERS ( f ) Nonshatterable/Shatterproof Cylinders:

 SPS 843 (INT)

 SPS 1022 (INT)

 51-C-26 and 51-C-26 (INT)

 51-C-41 and 51-C-41 (INT)

Cylinders marked with specification 51-C-31 or 51-C-31 (INT) are also nonshatterable if the initial (earliest) Hydrostatic Test date is 6-44 or later.

**NOTE 2:** If a “3L” Specification, the cylinder is acceptable provided it meets the additional requirements.

**NOTE 3:** Cylinders with a π (PI) stamp need to be identified and reported.

1. No external physical damage, to include: dents, holes, significant pitting, damaged/crossed threads or illegible stamping.
2. Dimensions: diameter and height are measured IAW with drawing below; notice height does not include the valve or cap.
3. Cylinder must have a flange or neck ring to receive the cap; exceptions are the 10 CF and 40 CF Acetylene.
4. For Acetylene cylinders, the capacity (ex; CAP 225cf) and tare weight (TW) must be legibly stamped.
5. Cylinders without valves and not plugged require an internal inspection for obvious physical damage that will render the cylinder unserviceable, to include damaged/crossed threads, heavy rust (light surface rust is acceptable) and pitting.



1. If cylinder does not qualify for refurbishment based on the above criteria, dispose IAW DOD Joint service instruction (DLAI 4145.25, AR 700-68, NAVSUPINST 4440.128D, AFJMAN 23-227(I) and MCO 10330.2D (16Jn200) titled “Storage and Handling of Liquefied and Gaseous Compressed Gases and Their Full and Empty Cylinders”, Sections 7 & 8 DISPOSAL OF COMPRESSED GASES OR LIQUIDS IN CYLINDERS and DISPOSAL OF COMPRESSED GAS CYLINDERS.

<http://www.aviation.dla.mil/ExternalWeb/UserWeb/aviationengineering/HTIS/Manuals/i4145_25.asp>

**Note :** Cylinders with dimensions of 9”x51” and service pressure of 1800 PSI are not usable by the DLA Industrial Gas Program.

1. To submit a list of excess cylinders being offered for turn-in to DLA please use the following table: 
2. Contact information for returns:
	1. CONUS (Hudson) Cylinders: Call (800) 610-4571 or email cylreturn@hudsontech.com to coordinate Cylinder Returns and Excess Turn-ins.
	2. EUCOM (IGS) Cylinders: Call (877)352-2255 or Tel (+32) 3 860 95 60
	3. CENTCOM (ISS) Cylinders: KUWAIT: +965 66879860; BAHRAIN: :+973 39600859; QATAR: +974 33192165; DUBAI & DJIBOUTI: +971 505505436 or Email:- DLAGasProject@iss-shipping.com
	4. OCONUS customers should turn-in empty reparable cylinders to their supporting DLA Depot under RIC SMS. Once the cylinders show as Stock-on-Hand (SOH), then disposition instructions will be issued for return of the cylinders to the Contractor.
	5. CENTCOM customers should return cylinders directly to the Contractor or retrograde then back through the theater supply system based on their location.