(d) **Non-refillable UN pressure receptacles.**
1. When the use of a valve is prescribed, the valve must conform to the requirements in ISO 13340 (IBR, see §171.7 of this subchapter);
2. The receptacles must be transported as an inner package of a combination package;
3. The receptacle must have a water capacity not exceeding 1.25 L when used for a flammable or toxic gas or 50 liters for receptacles used to contain chemical under pressure; and
4. The receptacle is prohibited for Hazard Zone A material.

(e) **Pyrophoric gases.** A UN pressure receptacle must have valve outlets equipped with gas-tight plugs or caps when used for pyrophoric or flammable mixtures of gases containing more than 1% pyrophoric compounds. When UN pressure receptacles are manifolded in a bundle, each of the pressure receptacles must be equipped with an individual valve that must be closed while in transportation, and the outlet of the manifold valve must be equipped with a pressure retaining gas-tight plug or cap. Gas-tight plugs or caps must have threads that match those of the valve outlets.

(f) **Hydrogen bearing gases.** A steel UN pressure receptacle bearing an “H” mark must be used for hydrogen bearing gases or other embrittling gases that have the potential of causing hydrogen embrittlement.

(g) **Composite cylinders in underwater use.** A composite cylinder certified to ISO–11119–2 or ISO–11119–3 may not be used for underwater applications unless the cylinder is manufactured in accordance with the requirements for underwater use and is marked “UW” as prescribed in §178.71(o)(17) of this subchapter.


§ 173.302 Filling of cylinders with non-liquefied (permanent) compressed gases.

(a) **General requirements.** A cylinder filled with a non-liquefied compressed gas (except gas in solution) must be offered for transportation in accordance with the requirements of this section and §173.301. In addition, a DOT specification cylinder must meet the requirements in §§173.301a, 173.302a and 173.305, as applicable. UN pressure receptacles must meet the requirements in §§173.301b and 173.302b, as applicable. Where more than one section applies to a cylinder, the most restrictive requirements must be followed.

(b) **Aluminum cylinders in oxygen service.** Each aluminum cylinder filled with oxygen must meet all of the following conditions:
1. Metallic portions of a valve that may come into contact with the oxygen in the cylinder must be constructed of brass or stainless steel.
2. Except for UN cylinders, each cylinder opening must be configured with straight threads only.
3. Each UN pressure receptacle must be cleaned in accordance with the requirements of ISO 11621 (IBR, see §171.7 or this subchapter). Each DOT cylinder must be cleaned in accordance with the requirements of GSA Federal Specification RR–C–901D, paragraphs 3.3.1 and 3.3.2 (IBR, see §171.7 of this subchapter). Cleaning agents equivalent to those specified in Federal Specification RR–C–901D may be used provided they do not react with oxygen. One cylinder selected at random from a group of 200 or fewer and cleaned at the same time must be tested for oil contamination in accordance with Federal Specification RR–C–901D, paragraph 4.3.2, and meet the specified standard of cleanliness.
4. The pressure in each cylinder may not exceed 3000 psig at 21 °C (70 °F).

(c) **Notwithstanding the provisions of §173.24(b)(1) and paragraph (f) of this section,** an authorized cylinder containing oxygen continuously fed to tanks containing live fish may be offered for transportation and transported.

(d) **Shipment of Division 2.1 materials in aluminum cylinders is authorized for transportation only by motor vehicle, rail car, or cargo-only aircraft.**

*(e) DOT 3AL cylinders manufactured of 6351–T6 aluminum alloy. Suitable safeguards should be provided to protect personnel and facilities should failure occur while filling cylinders manufactured of aluminum alloy 6351–T6 used in self-contained underwater breathing apparatus (SCUBA), self-contained...*
breathing apparatus (SCBA) or oxygen service. The cylinder filler should allow only those individuals essential to the filling process to be in the vicinity of the cylinder during the filling process.

(f) **Compressed oxygen and oxidizing gases by aircraft.** A cylinder containing oxygen, compressed; compressed gas, oxidizing, n.o.s.; or nitrogen trifluoride is authorized for transportation by aircraft only when it meets the following requirements:

1. Only DOT specification 3A, 3AA, 3AL, 3E, 3HT, and 39 cylinders, and UN pressure receptacles ISO 9809-1, ISO 9809-2, ISO 9809-3 and ISO 7866 cylinders are authorized.

2. Cylinders must be equipped with a pressure relief device in accordance with §173.301(f) and, for DOT 39 cylinders offered for transportation after October 1, 2008, for the other DOT specification cylinders with the first re-qualification due after October 1, 2008, or for the UN pressure receptacles prior to initial use:

(i) The rated burst pressure of a rupture disc for DOT 3A, 3AA, 3AL, 3E, and 39 cylinders, and UN pressure receptacles ISO 9809-1, ISO 9809-2, ISO 9809-3 and ISO 7866 cylinders must be 100% of the cylinder minimum test pressure with a tolerance of plus zero to minus 10%; and

(ii) The rated burst pressure of a rupture disc for a DOT 3HT cylinder must be 90% of the cylinder minimum test pressure with a tolerance of plus zero to minus 10%.

3. The cylinder must be placed in a rigid outer packaging that—

(i) Conforms to the requirements of either part 178, subparts L and M of this subchapter at the Packing Group I or II performance level or the performance criteria in Air Transport Association (ATA) Specification No. 300 for a Category I Shipping Container;

(ii) Is capable of passing, as demonstrated by design testing, the Flame Penetration Resistance Test in appendix E to part 178 of this subchapter; and

(iii) Prior to each shipment, passes a visual inspection that verifies that all features of the packaging are in good condition, including all latches, hinges, seams, and other features, and that the packaging is free from perforations, cracks, dents, or other abrasions that may negatively affect the flame penetration resistance and thermal resistance characteristics of the packaging.

4. The cylinder and the outer packaging must be capable of passing, as demonstrated by design testing, the Thermal Resistance Test specified in appendix D to part 178 of this subchapter.

5. The cylinder and the outer packaging must both be marked and labeled in accordance with part 172, subparts D and E of this subchapter. The additional marking "DOT31FP," is allowed to indicate that the cylinder and the outer packaging are capable of passing, as demonstrated by design testing, the Thermal Resistance Test specified in appendix D to part 178 of this subchapter.

6. A cylinder of compressed oxygen that has been furnished by an aircraft operator to a passenger in accordance with 14 CFR §121.574, §125.219, or §135.91 is excepted from the outer packaging requirements of paragraph (f)(3) of this section.

§173.302a Additional requirements for shipment of nonliquefied (permanent) compressed gases in specification cylinders.

(a) Detailed filling requirements. Non-liquefied compressed gases (except gas in solution) for which filling requirements are not specifically prescribed in §173.304a must be shipped subject to the requirements in this section and §§173.301, 173.301a, 173.302, and 173.305 in specification cylinders, as follows:

1. DOT 3, 3A, 3AA, 3AL, 3B, 3E, 4B, 4BA and 4BW cylinders.

2. DOT 3HT cylinders. These cylinders are authorized for aircraft use only and only for nonflammable gases. They have a maximum service life of 24 years from the date of manufacture. The cylinders must be equipped with frangible disc type pressure relief devices that meet the requirements of §173.301(f). Each frangible disc must...