



# MASTERLINE, INC.

*Quality Air and Gas Boosters*

## Cylinder Inspection

**CAUTION:** Cylinders or equipment for handling oxygen should be stored in a clean, ventilated area, free of grease, oil, or other contaminants.

### PERFORM THE FOLLOWING PROCEDURES BEFORE FILLING CYLINDERS:

#### 1. MARKINGS:

Check ownership, ICC or DOT specification, **Number, pressure rating, & retest date** for gas service. The specification and “service pressure” number marking is normally located immediately below the neck ring and consists of a combination of numbers and letters. For example, the designation DOT-3AA-2015 indicates that the cylinder was fabricated and test to DOT specification 3 AA for a service pressure of 2,015 psi.

#### 2. CONDITION:

Visually inspect the entire cylinder for the following defects: Cracks, dents gouges, bulges, arc burns, fire damage, etc.. **If damaged in any way, DO NOT REFILL.** Return to manufacturer. Never attempt to repair or alter cylinders.

#### 3. OIL/GREASE:

**Remove any oil, grease, or other foreign matter** from the valve and cylinder exterior. Although oxygen is nonflammable, materials which burn in air will burn much more vigorously and at a high temperature in oxygen. If ignited, some combustibles such as oil, burn in oxygen with explosive violence. Some other materials which do not burn in air will burn vigorously in oxygen-enriched atmospheres. **Never lubricate oxygen valves, regulators, fittings, etc., with oil or any other combustible substance.** One must be quite careful to inspect work gloves as well as hands for proper cleanliness.

#### 4. VALVE:

Check outlet and outlet connection threads for cleanliness and damage. Check the pressure relief device for damage and proper pressure rating. Replace valve if damaged. Check the valve / cylinder connection for adequate torque.

#### 5. CONTAMINATION:

Check the odor of any remaining contents for contaminants in the cylinder.

#### 6. CORROSION:

Lightly tap the cylinder side wall with a hammer. A dull ring would indicate internal corrosion.

**REFER TO THE COMPRESSED GAS ASSOCIATION'S  
“HAND BOOK OF COMPRESSED GAS” FOR MORE DETAILED INFORMATION.**