

CYLINDER PROGRAM GUIDE

Health and safety are at the heart of everything we do. This guide outlines our best practices and requirements for refrigerant recovery cylinders entering any A-Gas program. Learn about our requirements for each type of scenario, potential solutions for your business to adhere to these guidelines, and additional resources to learn more. Note that you should always consult your organization's safety, transportation, and compliance teams to adhere to their policies in addition to A-Gas guidelines. Information provided regarding DOT/TC compliance is for informational purposes only. **Any questions can be directed to your A-Gas representative.**

NON-COMPLIANT CYLINDERS

Non-compliant cylinders include any cylinder that does not meet the US Department of Transportation (DOT) or Transport Canada (TC) requirements. Non-compliant or counterfeit cylinders are not certified for safe handling or transport and present serious health, safety, and environmental risks as outlined in [49 CFR parts 171-180](#). **As such, A-Gas may apply a non-negotiable handling charge *per cylinder* for any non-compliant or counterfeit cylinder received at our facilities.**

Potential Solution:

- Transfer material(s) to compliant, certified refrigerant recovery cylinders.
- Print and post our Infographic Identifying DOT Certified Recovery Cylinders for staff and technicians to easily access and reference.

Resources:

- [Infographic | Is Your Recovery Cylinder DOT-Certified?](#)
- [Article | Safeguarding the Environment and Yourself: The Importance of DOT-Certified Refrigerant Recovery Cylinders](#)

Counterfeit Cylinder

Valve Outside of Collar



No Markings



Different size!
Both labeled 30 lb



DOT-Certified Cylinder

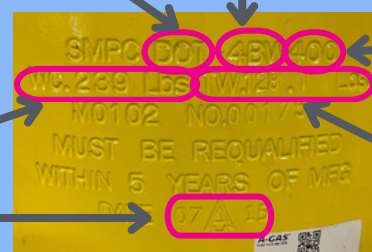
DOT Symbol

Specification Number

Service Pressure Rating

Water Capacity

Last Test Date



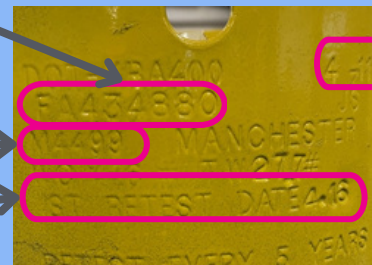
Tare Weight

Serial Number

Manufacturer Identification Number

Retest Date

Manufacture Date



LOW PRESSURE CYLINDERS VS. HIGH PRESSURE CYLINDERS

Low Pressure (LP) cylinders should never be used for High Pressure (HP) gases, and HP gases should never be transported in LP cylinders. **As such, any HP gases received by A-Gas in LP cylinders may be subject to service charges.**

Potential Solutions:

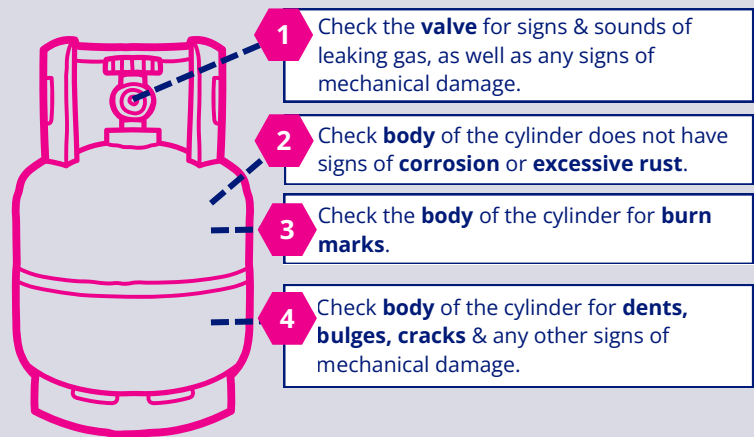
- Transfer material(s) to compliant, certified High Pressure (HP) refrigerant recovery cylinders.
- Contact A-Gas Rapid Recovery for Cylinder Service to transfer the HP gas into a HP recovery cylinder. Fees may apply.

DAMAGED CYLINDERS

Damaged cylinders can cause a serious safety risk for everyone, from contractors to counter staff at suppliers to the general public while the cylinders are transported. Beyond there being a safety risk, damaged cylinders cannot be shipped safely and will not meet DOT requirements. Visual inspections should always occur before filling a cylinder and before accepting a cylinder at wholesale suppliers.

Potential Solutions:

- Always do a visual inspection before accepting cylinders.
- Transfer material(s) to compliant, certified refrigerant recovery cylinders.



- Contact A-Gas Rapid Recovery for Cylinder Service to transfer the gas into a viable cylinder if it is not possible for you to transfer the gas to a new cylinder. Fees may apply.

Resource: [Guide](#) | [Safe Cylinder Checklist](#)

OVERFILLED CYLINDERS

Like damaged cylinders, overfilled cylinders can cause a serious safety risk for everyone, from contractors to counter staff at suppliers to the general public while the cylinders are transported. Ensure the recovery weight does not exceed 80% of the recovery cylinder capacity and the pressure of the refrigerant at 131°F does not exceed 5/4 of the cylinder's service pressure. See A2L Refrigerant Recovery Cylinder section for information on flammable refrigerants. **A-Gas will not accept refrigerant in overfilled cylinders or cylinders that do not meet the required service pressure of the refrigerant recovered. Service charges may apply.**

Potential Solutions:

- Weigh cylinders before you receive them. You can do this with a simple scale (it does not need to be certified for trade).
- Transfer overage to compliant, certified refrigerant recovery cylinders. It's best *not* to mix refrigerants.

Resource: [Guide](#) | [Maximum Cylinder Recovery Weights for Non-Flammable Refrigerants](#)

A2L REFRIGERANT RECOVERY CYLINDERS

Ideally, flammable refrigerants should only be recovered into Flammable Recovery Cylinders. Only recovery tools rated for flammable refrigerants should be used with flammable refrigerants. ***Never exceed cylinder recovery fill weights; see Maximum Cylinder Recovery Weights Guide.***

That said, we understand that there may be times when a technician or contractor may need to fill a traditional recovery cylinder with A2L refrigerants. **In those cases, the traditional recovery cylinder must:**

- Have a red band and a flammable GHS pictogram adhered to the cylinder.
- Be a High Pressure (HP) rated cylinder with a 4BW or 4BA classification and 400 service pressure rating *only*.

When it comes to cylinder swaps in cases like these, note that A-Gas will *only* swap like-for-like cylinders. See the scenarios below:

- Submits an A2L recovery cylinder with A2Ls, they will get an A2L recovery cylinder.
- Submits a regular recovery cylinder with A2Ls, they will get a regular recovery cylinder back.
- Submits a regular recovery cylinder with A1s, they will get a regular recovery cylinder back.

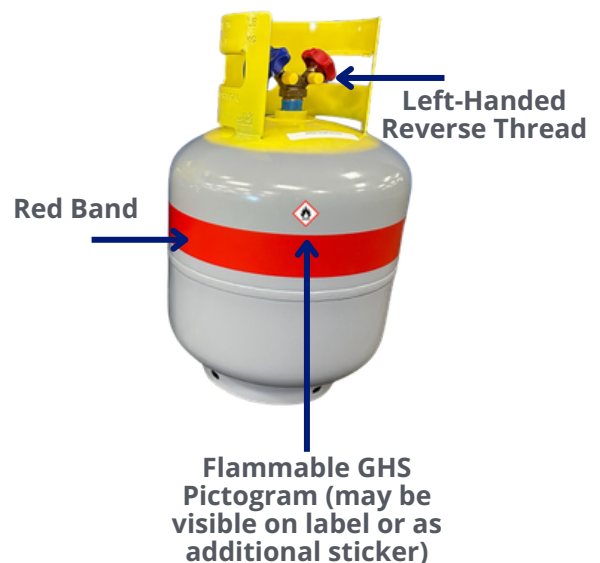
Potential Solutions:

- Have red electrical tape and flammable GHS pictogram stickers on hand to identify any traditional recovery cylinders with A2L products.

Resource:

- [Infographic | A2L Recovery Cylinders: What You Need to Know](#)
- [Guide | Maximum Cylinder Recovery Weights for Flammable Refrigerants](#)

A2L Recovery Cylinders



OUT-OF-DATE CYLINDERS

Out-of-date cylinders may be accepted by A-Gas and will be retested and re-certified to DOT standard and guidelines. No service fees will be incurred for any out-of-date cylinders accepted by A-Gas.