

## GENERAL ODS TURN-IN INFORMATION

### I. Procedures

A. No authorization/pre-notification to the item manager or ODS Program Office is required when turning in ODS to the Reserve.

B. All types of ODS containers will be accepted in the Reserve to include cylinders, fire extinguishers, drums, spheres, and canisters. Governments recovery cylinders are available free of charge through DSCR for ODS turned in to the Reserve. Only these cylinders should be used for recovering ODS from systems. They can be requisitioned by following normal MILSTRIP procedures. The government cylinders used for recovering CFC refrigerants are painted orange, and Halons red. Both have yellow tops and dual port (two valves) to distinguish them from single port valve standard spec gas cylinders. For only Navy shipboard applications, dual port spec gas (virgin) CFC cylinders will soon be available. These unique spec gas cylinders can also be used for recovering CFCs.

C. All ODS containers returned to the Reserve must be tagged/labeled as follows:

1. The shippers DOD Activity Address Code (DODAAC).
2. The shipping activity with POC and phone number.
3. The NSN of cylinder(s) containing the recovered ODS (see Section 3).
4. Type of ODS (i.e., Halon 1301 or CFC-12).
5. The quantity of containers on the pallet or within the shipping crate.
6. Packaged and labeled in compliance with DOT regulations.

Note: When multiple containers (cylinders, drums, spheres, canisters, or fire extinguishers) with the same NSN are shipped in palletized or in a box/crate, apply only one tag/label to the shipment, not to each item.

D. Fire suppression system cylinders and canisters with electrical charges or initiators must be deactivated prior to shipment to the Reserve. Also, safety caps must be used to cover exposed actuation mechanisms and discharge ports on these special cylinders, otherwise dangerous safety situations could arise during the shipping, receiving, or storage process. Local fire protection equipment companies can provide safety services. Special handling procedures for Halon system cylinders are provided later in Section 1. If further guidance is needed, contact Mr. Joe Schmierer of the ODS Reserve Program Office at DSN 695-5202 or (804) 279-5202.

E. Monetary credit will not be given for turned in ODS or cylinders. However, ownership credit will always be given to the service or agency for the pounds of ODS returned to the Reserve. ODS can be requisitioned from the Reserve by service-authorized activities.

F. Empty recovery and spec cylinders must be turned in to the Reserve. Spec gas empty cylinders (see Section 3 for applicable NSNs) should not be used for recovery purposes. Spec gas cylinders will be refurbished and refilled with product for future applications. Approval by the ODS Program Office is required to obtain these unique gas cylinders for shipboard applications.

G. CFC/Solvent -113 and 1,1,1 Trichloroethane when turned in must be in their original containers in which the seal has never been broken.

H. Burnt out or mixed reserve products can be turned in to the Reserve. Clearly identify the chemical by defining its components (i.e. R-12 & R-502).

I. The following items are not part of the Reserve:

1. Empty fire extinguishers (valves removed)
2. Empty commercial containers
3. Aerosol cans with Reserve chemicals
4. Dry chemicals

Contact your local Property Disposal Office for guidance in the discarding of these items.

## II. Transportation Guidance

A. When shipping ODS refer to the following regulations if needed:

1. MIL-STD-129L, Military Standard Marking for Shipment and Storage.
2. DLAR 4145.25, Storage and Handling of Compressed Gases and Liquids in Cylinders, and of Cylinders or the following applicable service regulation:

- (a) AR-700-68
  - (b) NAVSUPINST 4440.128C
  - (c) MCO 10330.2C
  - (d) AFR 67-12
3. Code of Federal Regulations 49.173 (particularly 173.301),

### Requirements for the Shipment of Compressed Gas Cylinders.

B. If money is not available within your activity to ship excess ODS to the Reserve, transportation cost assistance can be provided for shipments costing \$250.00 or greater. This cost assistance is strictly for transporting ODS and not for packing costs. For transportation cost assistance, fax the following data to Mr. Steve Minus at (804) 279-4970 or DSN 695-4970:

1. Type and quantity of ODS
  2. Total weight of shipment
  3. The shipping cost
  4. Requesting facility and point of contact
- C. Turn-ins should be forwarded to the following address:  
DEFENSE DEPOT RICHMOND VIRGINIA (DDRV)  
SW0400  
CYLINDER OPERATIONS  
8000 JEFFERSON DAVIS HIGHWAY  
RICHMOND, VA 23297-5900

D. If your activity is personally transporting ODS to the Reserve, be sure to schedule your delivery with the DDRV Dispatch Office at DSN 695-3834 or (804) 279-3834.

### **Special Handling Procedures**

#### **for Turning in Halon 1301 System Cylinders**

A. Halon 1301 is typically incorporated into built-in fire suppression systems applications with the charged Halon cylinder connected to the system piping. Because the Halon is over pressurized with nitrogen to facilitate distribution, these system cylinders are usually disconnected from the system and used as the transportation cylinder to return the product to the Reserve as the system are taken out of service. However, fire suppression system cylinders and canisters with electrical charges or initiators must be deactivated prior to shipment to the Defense Reserve. Special care should be taken when deactivating and disassembling the systems. The valves on these cylinders are designed in a manner that upon activation, they are changed instantly from a closed position to a fully open position and will dispense the Halon in under 10 seconds. The combination of these sensitive valves and the high pressure within the cylinders require compliance with good safety practices.

B. Instructions from dismantling a Halon Fire Suppression System are provided as follows:

1. The first step is to deactivate the actuation system, which is usually electrical or pneumatic. However, disconnection from the electrical or pneumatic source is not sufficient from a safety standpoint. In the case of pneumatic systems, there is often still a small pin exposed that must be covered with a safety cap before handling. Just the slightest touch on this pin could cause full activation of the valve. In the case of electrically activated valves, simple disconnection of the electrical leads to the solenoid valves is acceptable. However, if the electrical connection is to an explosive initiator, it is very important to remove the initiator. This is a very important safety practice, because static electricity can cause the explosive to detonate. These actions should be done before any other dismantling is initiated.

2. The next step is to disconnect any discharge piping from the discharge port. Immediately upon disconnection of the piping, install an anti-recoil device (discharge port safety cap). Safety caps should be used to cover exposed actuation mechanisms and discharge ports on these special cylinders, otherwise dangerous safety situations could arise during the shipping, receiving, or storage process. Application of manufacturer's designed and supplied caps are the proper safety practice. In some cases the threads are not exactly the same as pipe threads and may not hold under pressure of release. However, if pipe caps, plugs or plates are substituted for manufacturer's caps, at least port opposing holes must be drilled in the anti-recoil cap, plug or plate to disperse any release of the Halon if the valve inadvertently activates. Anti-recoil device safety caps/plugs/plates must always be in place before handling the cylinders.

3. Adherence with the above safety practices is paramount before removing any cylinders from the mounting positions. Once the safety devices are in place, cylinders can be moved with relative safety. However, these are high-pressure compressed gas cylinders and require all the safety handling practices of any other gas cylinder. Also, protective safety wear is required for personnel deactivating cylinders.