

Aithre™ Transfiller

00GSE-1097-xx

DIN-477-9 (Euro) to AN-800

This device is intended solely for the transfilling (transfer) of compressed oxygen from cylinders with a DIN-477-9 connection to cylinders with an AN-800 (3/8-24) connection (Aithre Cylinder) at pressures up to 2000 psig (138 Bar). The Supply connection fitting accommodates European-style DIN fittings with an integrated check-valve.

The Aithre Transfiller features a standard 24 inch (61 cm) high-pressure braided stainless steel flex hose (other lengths are available on request). A spare O-ring is provided, with additional replacements available from Mountain High E&S Co.

Important Note

The DIN-477-9 end of the Aithre Transfiller (referred to as the **Supply** end) has an O-ring, while the AN-800 end does not. This is important to note because, without a bleed valve, the Transfiller **must** be disconnected while under pressure. If the DIN-477-9 end (**with** the O-ring) is disconnected first, the O-ring will invariably be damaged. For this reason **it is important to disconnect the AN-800 end (Aithre cylinder) first.**

Supply End
DIN-477-9 Nipple
(Euro/CV Style)
(with O-ring)



DIN-477-9 O-ring
Replacement p/n:
09001-3113-70

(DIN-477-9N Adapter end)
Replacement p/n:
00GSE-1035-00

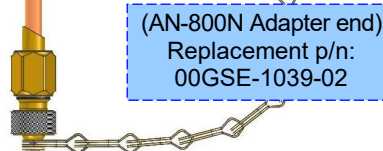
High-Pressure
Braided
Stainless Steel
Flex Hose



Refill End
AN-800 Nipple
(3/8-24)
(without O-ring)



(AN-800N Adapter end)
Replacement p/n:
00GSE-1039-02

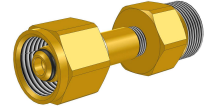


TRANSFILLING PROCEDURE

SEE OTHER SIDE FOR SAFETY PRECAUTIONS

1. Verify that the Transfiller fittings properly match the fittings of your cylinders (DIN-477-9 for Supply cylinder; AN-800 for Aithre cylinder). If refilling from a Supply cylinder with a CGA-540 connection, the MH 00GSE-1023-00 adapter may be used to make the connection.

CGA-540N to
DIN-477-9S Adapter
MH p/n: 00GSE-1023-00



2. Make sure that all fittings are in good condition and completely free of any oil, grease or dirt.
3. Verify that the hydro-test date on the cylinder you intend to refill has not expired. Also note the DOT type rating stamped on the cylinder to double-check the proper fill pressure.
4. If the cylinder is completely empty and the valve has been left open, or if there is any question about it's status, make sure that the cylinder has not been internally contaminated with oil, gases, or any other combustible materials.

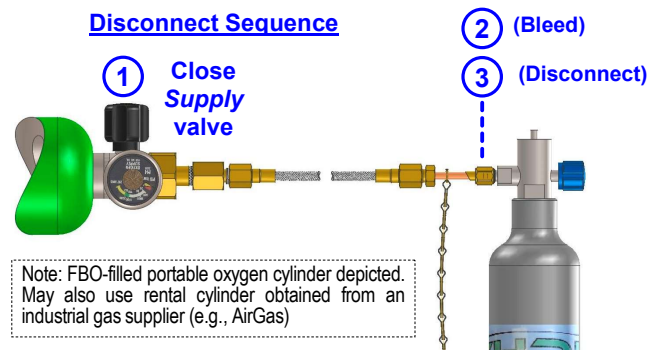
If you cannot assure the cylinder is safe... DO NOT FILL IT!

5. Mount the DIN-477-9 **Supply** end of the Transfiller to the Supply cylinder and tighten (1-1/4 wrench). Connect the Aithre cylinder to the AN-800 **Refill** end of the Transfiller and tighten (7/16 wrench). (See "**Important Note**" opposite)
6. Once both cylinders are connected, **SLOWLY** open the valve on the **Supply** cylinder. The Aithre fill-port incorporates a one-way check valve which will open once the transfiller line is pressurized. You should then hear oxygen passing from the Supply cylinder through the transfiller line and into the Refill cylinder. **DO NOT** open the valve on the Aithre cylinder.
7. Fill the cylinder **SLOWLY** to void excessive heating, using the **Supply** cylinder valve to control the fill rate. The recommended fill-rate is ~ 50-75 liters/min, which means that an empty 47L Aithre cylinder will require about a minute to refill. The cylinder will become warm to the touch during transfilling, but should not be allowed to heat up any further. Use the gauge on the **Refill** cylinder to monitor the Refill cylinder pressure.

DO NOT fill a cylinder past it's rated pressure

8. Close the **Supply** cylinder valve as soon as the Refill cylinder is full. Then **SLOWLY** crack open (counter clock-wise) the AN-800 fitting nut of the Transfiller to relieve pressure and bleed the line. You will need a (7/16) wrench to do this. **DO NOT attempt to unscrew the O-ring nipple end while the line is under pressure - this will damage the O-ring.** You can now loosen the Refill-fitting nut and disconnect the (Refill) cylinder.

Disconnect Sequence



9. Repeat the entire process to fill additional cylinders.

Aithre™ Transfiller

00GSE-1097-_____

DIN-477-9 (Euro) to AN-800

Mfg Date:

Length:

Cleaned for Oxygen Service per MH ESR-008

Insert # 5IGSE-1097-xx Rev -0
Src File: 5IGSE-1097-xx\$-0

ECO # 2021-012
Date: 2021-02-25

Hazards of High Pressure Oxygen and Transfilling

Transfilling of gaseous oxygen from one cylinder to another involves hazards associated with the handling of oxygen under pressure. A hazardous condition exists if high-pressure oxygen equipment becomes contaminated with hydrocarbons such as oil, grease or other combustible materials, which may include oil from a person's hands or contaminated tools.

A cylinder will heat up as it is filled from a high-pressure source. The more rapidly the cylinder is filled, the greater the temperature rise in the cylinder as a result of the heat of compression of the gas. Excessive temperature may result in the ignition of any combustible materials present in the system. Refill the cylinder at a flow rate that limits heating of the cylinder. Use only equipment designed for refilling and transfilling.

Although oxygen itself is nonflammable, materials that burn in air will burn much more vigorously and at higher temperatures in oxygen enriched atmospheres. If ignited, some combustible materials such as oil will burn in oxygen with explosive violence. Many other materials that do not burn in air will burn vigorously in oxygen-enriched atmospheres. Ignition temperatures are reduced in oxygen-enriched atmospheres.

Open cylinder valves slowly. The rapid release of high pressure oxygen through orifices, control valves, etc. in the presence of foreign particles can cause friction or impact heating resulting in temperatures which may be sufficient to ignite combustible materials present in the system.

Compressed oxygen also presents a hazard in the form of stored energy due to the high pressure inside the cylinder. Sudden or uncontrolled release of oxygen can create an ***extreme safety hazard***. Exercise due caution in handling, transporting or storing compressed oxygen cylinders.

Cleaning the Adapter, Service Line and Valve of Oil and Grease

If any part of the system should become contaminated (or you suspect so), it may be cleaned with hot water and detergent. Do not use the system if it has become contaminated with oil or grease. If the contamination is mild, a liquid form of automatic dishwasher detergent or the cleaning product "Formula 409" has been shown to work best for this purpose. This type of detergent is able to cut and remove almost all types of oils or greases and will rinse off without any detectable residue.

To test for contamination, wipe the suspected area with a clean cotton swab ("Q-Tip"). Next, touch the tip of the cotton swab to the surface of a pan of CLEAN water while observing the light reflected from the water's surface. You should not detect any oil whatsoever bleed from the cotton tip fanning out over the water's surface. This is an accepted method for detection of oil contamination. An oil-clean surface will pass this test without any doubt.

If the service line should become contaminated internally by oil or grease, it can be cleaned by soaking the entire line in a vat of hot water and a liquid form of automatic dishwasher detergent. Rinse the line in hot water and inspect. Repeat soaking if contaminants are still present. Dry the line by hanging it vertically in a hot air environment or in direct sunlight. If the contamination is severe, you may have to perform the cleaning process several times or use a solvent such as "111 trichloroethane". ***Note: Solvent-type cleaning fluids have an adverse effect on plastic and elastomeric materials after prolonged exposure.*** Components containing such materials should be removed from the system before proceeding with the cleaning operation.



Tollfree: 800-468-8185 | Local: 541-923-4100

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