

Read the [Introduction](#) for more information on these standards, including where to direct comments, questions, and recommendations. As new items are introduced, current items are discontinued, and/or health and safety issues arise, these standards will be revised to provide updated information. Sort by Update Date to view recent changes.

## Torch – Drip, 1 1/4 GL (4.7L) Capacity

NFES Status:

Active

NFES #:

000241

Category:

Fuel Handling

Updated:

Thu, 06/01/2023 - 12:00

Storage and Shelf Life Checks:

None

*National Caches will no longer refurbish non-OSHA approved torches.*

*Non-OSHA approved torches must be removed from service by June 2019*

*Please Note: Lock collar and stem apparatus are not interchangeable between manufacturers and can cause major leaks and fire hazards. Keep the lock collar, stem, and body of drip torch together throughout the inspection, repair, and refurb process. See ETC Safety Warning and Cache Memo for more information.*

[ETC Safety Warning 21-01, Drip Torch Lock Rings Detaching \(nwcg.gov\)](#)

[Drip Torch Lock Ring Cache Memo 2021](#)

## **Initial Inspection/Disposal Criteria**

1. Visually inspect tank for cracks, splits, and obvious damage that may cause tank to leak. Ensure lock ring and threads are not damaged and seal properly and air breather tube is not broken or missing. Ensure that discharge plug and chain are attached to tank cover assembly. Visually inspect for correct alignment of igniter, fuel trap and fuel outlet.
2. Return to stock if item is clean, undamaged, and in unused condition.
3. Refurbish if economically feasible and parts are available
4. Dispose of item if it fails inspection and is damaged beyond repair.
5. Salvage usable components and parts for future repairs.

## **Refurbishing Procedures**

## **A. Cleaning**

1. Remove and properly dispose of any residual fuel before any refurbishment.
2. Steam clean or wash with mild degreaser soap, rinse with water, inspect for and remove any scab deposits inside tank.
3. Carbon buildup on the igniter and screen can be cleaned with wire brush as necessary. If carbon buildup is excessive on wick, replace as needed.
4. Tighten screw that holds igniter and screen in place.
5. Thoroughly dry all components with clean rag and air hose. Use air hose to blow wick dry and blow air through stem to ensure no water is trapped.

## **B. Repair**

1. Replace igniter if screen is ruptured, crushed, or wick material is burned out.
2. Ensure that the alignment of; igniter, fuel trap, and fuel outlet is correct (see figure 4 below). Tighten screw that holds igniter and screen in place.
3. Install discharge plug into the fuel outlet seat.
4. Insert spout into tank and tighten lock ring.
5. Replace worn flammable liquid labels if damaged.
6. There are several different manufacturers of drip torches. Do not mix the components as the drip torch will not function correctly or will leak.

## **C. Testing for Performance**

1. With torch in operational configuration, fill tank with water to check for leaks, turn drip torch with spout down, open vent, water should flow, close vent water should stop.
2. Repair any deficiencies found.
3. Drain and let dry completely before repackaging.
4. Remember that parts from differing manufacturers are not interchangeable. Keep components together throughout the process.

## **D. Repackaging**

- 1 EA in NFES #008189 carton (16" x 8" x 8")

Pictured (figures 1 & 2) are two D.O.T. approved shipping containers.

1. Note the UN Markings and Flammable Liquid Label. Drip Torch cans without these Markings and Label may not be used to transport fuel.
2. The red can is the 'NEW' OSHA approved can for fuel dispensing.
3. Non-OSHA approved torches, including those not powder coated red, must be removed from service by June 2019.



Figure 1



Figure 2

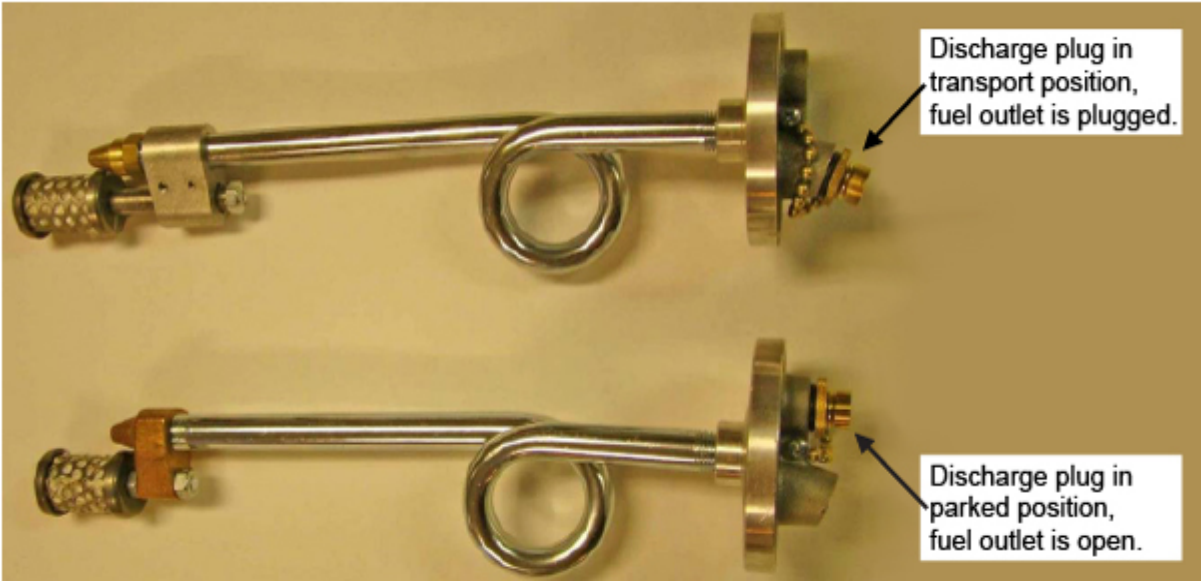


Figure 3

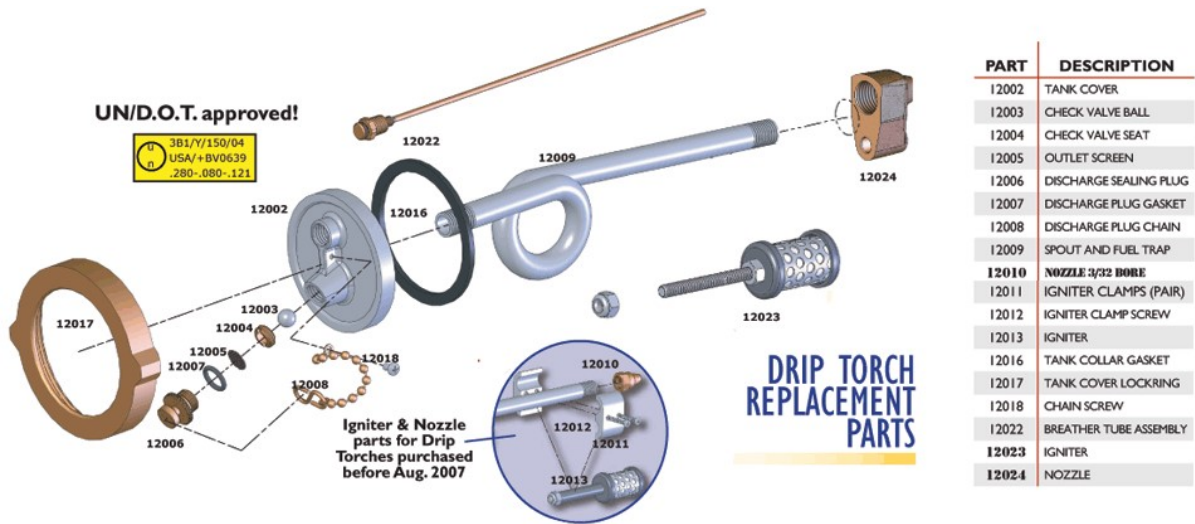


Figure 4

Reference:

[http://fs-dev-nwcg.s3.us-gov-west-1.amazonaws.com/s3fs-public/2023-08/e...;](http://fs-dev-nwcg.s3.us-gov-west-1.amazonaws.com/s3fs-public/2023-08/e...;target=)  
Equipment Bulletin: ETC-EB-01: Phase-Out of Drip Torches That Do Not Comply With US DOT and US OSHA Specifications (pdf)

[NWCG Standards for Transporting Fuel](/publications/pms442), PMS 442

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<a href="/publications/pms443" target="\_blank"><em>NWCG Standards for Ground Ignition Equipment,</em>  
PMS 443</a></p>

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## **Tank – Gasoline, 5 GL (18.9L), Pump Adapted**

NFES Status:

Active

NFES #:

000218

Category:

Fuel Handling

Updated:

Sat, 05/01/2021 - 12:00

Storage and Shelf Life Checks:

None

## **Initial Inspection/Disposal Criteria**

1. Check for fuel in tank. Evacuate tank if fuel is present.
2. Inspect threads on connector for serviceability. Inspect for missing or cracked and damaged gasket on cap. Inspect all interior surfaces for rust that has pitted, is flaking or is lifting the interior surface. Rust spots larger than a quarter or collectively multiple areas larger than a quarter will render the can unserviceable. Some “flash rust” maybe present and is acceptable. Using a mirror and flashlight, inspect the ceiling of the can for additional rust.
3. Inspect for impacts or dents to corners and seams as separation and/or leaks may occur.
4. Inspect and tighten quick release fuel valve.
5. Return to stock if clean and in unused condition.
6. Refurbish item if tank is free of damage or rust.
7. Dispose of item if tank damage is significant, leaks are detected or rust is found inside of tank.

## **Refurbishing Procedures**

### **A. Cleaning**

1. Drain existing fuel and purge. Dispose of fuel according to hazardous material regulations and local policies.

2. Use an air hose to dry the interior of the tank and remove debris inside the female opening of the quick disconnect coupling.
3. Turn upside down with lids off to dry.
4. Clean vent hole to ensure serviceability.
5. Wipe down outside of container and repaint if necessary.

## **B. Repair**

1. Replace missing, cracked or stiff gaskets.
2. Ensure fuel geyser warning label is present and legible. Reference cache memo 17-2 [Fuel Geysering Awareness Sticker and Labels](#).
3. Flammable liquid labels are not required for this fuel tank. Refer to [NWCG Standards for Transporting Fuel, PMS 442](#).

## **C. Testing for performance**

1. Check all threads on connector for serviceability.

## **D. Repackaging**

1. Local cache option
2. Recommended when shipping, pack in carton NFES #008052 (16"x14"x10")

## **Spout – Gas, Flexible, 16”, Steel**

NFES Status:

Active

NFES #:

000210

Category:

Fuel Handling

Updated:

Mon, 05/01/2017 - 12:00

Storage and Shelf Life Checks:

None

## **Initial Inspection/Disposal Criteria**

1. Inspect for bent or crushed sections in flexible portion. Look for cracked or stiff gaskets. Inspect the locking flange to ensure it is in working order. Look for any obstruction in the spout.
2. Return to stock if item is clean and unused.
3. Refurbish if item is repairable and easily cleaned.

4. Dispose of item if cracked or crushed or otherwise unsafe to use.

## Refurbishing Procedures

### A. Cleaning

1. Clean completely with solvent or high-pressure wash.
2. Stand on end or lay item down to drain and dry. Ensure item is completely dry before repacking.

### B. Repair

1. Replace tail gasket if missing, cracked, or stiff.
2. Replace screen if damaged.

### C. Testing for performance

- None

### D. Repackaging

1. Recommended 10 each in NFES #008070 carton (18" x 15" x 5.5").

## Pump – Barrel, For 55 GL Drum

NFES Status:

Active

NFES #:

000149

Category:

Fuel Handling

Updated:

Sat, 05/01/2021 - 12:00

Storage and Shelf Life Checks:

None

**Initial**

**Hand crank, barrel pump.**

Image not found or type unknown

# Inspection/Disposal Criteria

1. Check for fuel in hose and pipe. Dispose of fuel if present.
2. Check hose and suction pipe for obstructions and remove if possible.
3. Check discharge hose for cracking and signs of wear. Replace as needed.
4. Inspect for missing parts and obvious damage to stem pipe, hose, or housing.
5. Check bolts and plugs in pump head to make sure they are tight. Check seals for signs of leaks. Inspect stem pipe and hose for thread damage. Remove or replace as needed.
6. Return to stock if clean and in unused condition.
7. Rotate handle to make sure that gears move freely. Dispose of pump if froze up.
8. Test and refurbish item if it passes visual inspections.

## Refurbishment Procedures

### A. Testing for Performance

1. Install drop stem pipe and discharge hose on to pump head and ensure that the threads are not damaged. If replacement parts are needed, use only manufacturer specific parts. Not all components are interchangeable.
2. If available, install pump into barrel of fuel and pump from one barrel to another. Follow all safety regulations including wearing PPE. Ensure both barrels / containers are on a berm and are labeled with all proper hazmat labels. Consult with local safety personnel for guidance. Make sure pump does not leak, operates correctly, and has drained completely before removing from barrel.
3. If barrels of fuel are not available, secure plastic bag to the end of the drop stem and secure with rubber band (see photo below). Turn the hand pump and watch the plastic bag to see if the pump sucks the air out of the bag. This will ensure suction is working. Spray pump head and connections with soapy water and check seals for leaks.
  - While cranking the hand pump, you should feel some resistance, but it should crank smoothly. Any catches during the operation could mean damage internally.
4. Do not pump water through the system. This will freeze up the internal gears.

### B. Repair

1. Internal repairs to the pump are not recommended at this time.
2. Replacement parts should be manufacturer specific. Interchanging parts could result in leaks and operational failure.

### C. Cleaning

1. Wipe pump head off with degreaser and rag. Do not submerge in water or allow water into pump head.
2. Stem pipe and discharge hose can be cleaned separately from the pump head. Use degreaser and hose or pressure wash.
3. Allow to air dry completely.

## D. Repackaging

1. Remove stem pipe, discharge hose, and handle from pump head.
  - Recommend 1 each in an NFES #000385 carton. (7 1/4" X 9 1/4" X 26")

Stem pipe with plastic bag around the end.

## Fuel Line Assembly – 1/4" X 5' w/fittings

NFES Status:

Active

NFES #:

000113

Category:

Fuel Handling

Updated:

Mon, 05/01/2017 - 12:00

Storage and Shelf Life Checks:

None

## Initial Inspection/Disposal Criteria

1. Visually inspect for evidence of use i.e., dust, oil, damage, loose or missing parts.
2. Return to stock if there is no sign of use or damage and priming bulb can be squeezed easily.
3. Refurbish as necessary if the assembly has been used, damaged or is incomplete.
4. Dispose of the Fuel Line Assembly if it is not economically repairable.

## Refurbishment procedures

### A. Cleaning

1. Remove dirt and oil using detergent and shop towels as necessary.
2. Use pressure washer and degreaser to remove heavy deposits of oil and grease.

### B. Repair

1. Replace fuel hose if there are cuts, tears, burns or other defects.
2. Tighten the quick disconnect fitting if loose.
3. Replace cracked, torn or missing O-rings on quick disconnect fitting.
4. Replace any 1/4" fuel hose that is not gasoline, oil and ozone resistant. \*Remove Goodyear INSTA-GRIP hose from service during the refurbishment process.
5. Replace priming bulbs that are too stiff and cannot be squeezed easily.
6. Replace fuel hose sections if assembly is not a minimum of 54" overall length.
7. Replace worn brass swivel fittings that have been rounded over by wrenches.
8. If assembly has an in-line fuel filter, replace the filter at each service.
9. Secure hose connections using pinch type Ear Clamps (Oetiker® clamps).

## **C. Test for Performance**

1. Check function of priming bulb by squeezing; air should escape at hose-end opposite of quick disconnect fitting.
2. Pressurize fuel line assembly to 8-10 psi and seal off, ensuring that there is no leak-down in pressure. If pressure will not hold, submerge in water or spray hose with soapy water to indicate source of air leak, repair as necessary and retest.

## **D. Repackaging**

- Local cache option.

## **Container – 1 Liter, Fuel, Aluminum, Red Finish**

NFES Status:

Active

NFES #:

001535

Category:

Fuel Handling

Updated:

Mon, 05/01/2017 - 12:00

Storage and Shelf Life Checks:

None

## **Initial Inspection/Disposal Criteria**

1. Inspect for fuel in bottle and dispose of fuel properly.
2. Inspect outside of bottle for excessive dents, cracks, or evidence of fuel leakage, dispose of bottle if any are present.
3. Inspect inside of bottle for any foreign matter that cannot be removed. Dispose of bottle if this has occurred.

4. Inspect cap and bottle for any thread damage. Replace cap if necessary.
5. Inspect O-ring for damage or wear, replace if necessary.
6. Inspect for fill to here line, without it dispose of bottle.
7. Fuel bottles shall be of one-piece construction, containers that have threaded inserts crimped into the top shall be disposed of.
8. Return to stock if item does not show any signs of use and passes visual inspection.
9. Refurbish if item has been used and/or damage is repairable.

## **Refurbishing Procedures**

### **A. Cleaning**

1. Fill with water and put cap on, invert to see if it leaks.
2. Wash bottle inside and out with mild detergent or power wash.
3. Rinse thoroughly.
4. Turn upside down with cap off and let air dry.

### **B. Repair**

1. Replace O-ring if necessary.
2. Replace cap if necessary.
3. Ensure fuel geysers warning label is present and legible. Reference cache memo 17-2 below.

### **C. Testing for Performance**

- If O-ring or cap is replaced re-check for leaks.

### **D. Repackaging**

- Local cache option.

## **Container – Fuel/Oil, 2 Compartment, with CARB\* Compliant Nozzles**

NFES Status:

Active

NFES #:

000741

Category:

Fuel Handling

Updated:

Thu, 03/01/2018 - 12:00

Storage and Shelf Life Checks:

None

## Initial Inspection/Disposal Criteria

1. Inspect for fuel or oil in container. If any, dispose of fuel and oil properly.
2. Inspect for leaks or separation along seams. Dispose of container if any are present.
3. Inspect inside of container for any foreign matter that cannot be removed or identified. Dispose of container if this has occurred
4. Inspect container for proper fuel geyser labeling.
5. Inspect all threads, moving parts, locking mechanism, auto-shut valve or spring mechanism on both (2) nozzles for serviceability. If nozzle does not spring to closed position when not pouring, dispose of.
6. Certain nozzles are supplied with a dust cap. The dust cap does not have to be present for the container to be “ready for issue”. Ensure there is a gasket present on the lip of the nozzle and it is not damaged. The gasket and auto-shut valve in the nozzle actually seals the container.
7. Return to stock if item does not show any signs of use and passes visual inspection.
8. Refurbish if item has been used and/or damage is repairable.

## Refurbishing Procedures

### A. Cleaning

1. Drain all existing fuel or oil.
2. Wash container inside and out with mild detergent with brush/scouring pad or power wash.
3. Rinse thoroughly.
4. Use rag and air hose or other means to dry the container interior.
5. Turn upside down with lids off or open and let air dry.

### B. Repair

1. Replace nozzle gaskets if stiff, damaged or missing.
2. Assemble both nozzles to unit to ensure nozzle-collar threads fit.
3. Replace nozzles as needed with nozzles that automatically spring to closed position (CARB compliant style).
4. Replace fuel geyser label if missing. Best adhesion is occurring by wiping the plastic surface with isopropyl alcohol drying completely before placing the sticker. Light use of a heat gun accompanied by firm rubbing of the sticker improves adhesion.

### C. Testing for Performance

- none

### D. Repackaging

- Local cache option.

## Can – Gasoline, Safety, 5 GL, DOT Approved, Alternative to 000606

NFES Status:

Active

NFES #:

000607

Category:

Fuel Handling

Updated:

Thu, 06/01/2023 - 12:00

Storage and Shelf Life Checks:

Yes

Storage and Shelf Life Procedure:

If stored outside protect from rain, snow, or any form of moisture.



## Initial inspection/Disposal Criteria

1. Inspect for fuel or mixes and dispose of properly.
2. Using a mirror and flashlight, inspect the ceiling of the can for additional rust. Inspect all interior surfaces for rust that has pitted, is flaking or is lifting the interior surface. Spots larger than a quarter or collectively multiple areas larger than a quarter will render the can unserviceable. Some “flash rust” maybe present and is acceptable.
3. Inspect for impacts or dents to corners and seams as separation and/or leaks may occur.
4. Inspect nozzle, gasket and screws for serviceability.
5. Inspect spring closure devices to be sure they are functioning properly.
6. Inspect for can integrity and uniformity, i.e., collar crushed, large dents, punctures, modifications.
7. Inspect all cotter keys and pins.
8. Ensure that containers are properly marked and labeled.
9. Ensure spark arrester screen is present. Replace screen as necessary.
10. Return to stock if item shows no signs of use and passes visual inspection.
11. Refurbish if item has been used and/or damage is repairable.
12. Dispose of item if damage is found and it cannot be repaired.

# Refurbishing Procedures

## A. Cleaning

1. Drain all existing fuel.
2. With pressure washer and detergent, wash outside of container.
3. Clean and dry the interior of the container utilizing evacuators, swabbing, and air drying. Using a forced air process is not recommended as excess vapors can create a hazardous environment.
4. Turn upside down with lids off or open to dry.
5. Spray inside of can lightly with WD-40 or similar product.

## B. Repair

1. Replace gasket and screws if needed.
2. Replace any defective cotter key or pins.
3. Wipe down outside of container and repaint if necessary.
4. Ensure container is properly marked and labeled. Color requirement for the can is red with yellow markings. Label shall be FLAMMABLE LIQUID. Markings are dependent on fuel type and can be accomplished using NFES tags #000805, #000802, #000803, #000801.
5. Place nozzle, gasket and screws in a sealed bag. Put in box with can.

## C. Tests for Performance

- None

## D. Repackaging

- Attach spout and stack on a pallet. Twelve to a layer with flat cardboard in between each layer. Three high makes 36 per pallet. Ensure spouts are facing in.



- Secure handle to body container (example below)



## Can – Gasoline, Safety, 5 GL, DOT Approved

NFES Status:

Active

NFES #:

000606

Category:

Fuel Handling

Updated:

Sun, 05/01/2022 - 12:00

Storage and Shelf Life Checks:

Yes

Storage and Shelf Life Procedure:

If stored outside protect from rain, snow, or any form of moisture.

## Initial inspection/Disposal Criteria

1. Inspect for fuel or mixes and dispose of properly.
2. Using a mirror and flashlight, inspect the ceiling of the can for additional rust. Inspect all interior surfaces for rust that has pitted, is flaking, or is lifting the interior surface. Spots larger than a quarter, or collectively multiple areas larger than a quarter, will render the can unserviceable. Some flash rust may be present and is acceptable.
3. Inspect for impacts or dents to corners and seams as separation and/or leaks may occur.
4. Inspect all threads on nozzles for serviceability.
5. If can is a quick coupler type, push nozzle into place ensuring that lock button clicks.
6. Inspect spring closure devices to be sure they are functioning properly.
7. Inspect for can integrity and uniformity, i.e., collar crushed, large dents, punctures, modifications.
8. Inspect all cotter keys and pins.
9. Ensure that containers are properly marked and labeled.
10. Ensure spark arrester screen is present. Replace screen as necessary.
11. Return to stock if item shows no signs of use and passes visual inspection.

12. Refurbish if item has been used and/or damage is repairable.
13. Dispose of item if damage is found and it cannot be repaired.

# Refurbishing Procedures

## A. Cleaning

1. Drain all existing fuel.
2. With pressure washer and detergent wash outside of container.
3. Clean and dry the interior of the container utilizing evacuators, swabbing, and air drying. Using a forced air process is not recommended as excess vapors can create a hazardous environment.
4. Turn upside down with lids off or open to dry.
5. Spray inside of can lightly with WD-40 or similar product.

## B. Repair

1. Replace rubber O-ring in discharge port of pin-lock style gas cans.
2. Replace any defective cotter key or pins.
3. Wipe down outside of container and repaint if necessary.
4. Ensure container is properly marked and labeled. Color requirement for the can is red with yellow markings. Label shall be FLAMMABLE LIQUID as well as a 1-inch yellow vinyl strip around the bottom of the can (see photo below for example) Markings are dependent on fuel type and can be accomplished using NFES tags #000805, #000802, #000803, #000801. See the [NWCG Standards for Transporting Fuel, PMS 442](#), for more information.
5. Chain is not required but can be utilized if easily repaired.

## C. Tests for Performance

- None

## D. Repackaging

- Ensure spout is zip tied to handle.

Closeup of the top of a fuel can with the hose zip tied to the handle.

Red gas can with spout.

## Can – 5 GL (18.9L), Gas, w/o Spout, Jeep

NFES Status:

Active

NFES #:

001175

Category:

Fuel Handling

Updated:

Sun, 04/01/2018 - 12:00

Storage and Shelf Life Checks:

Yes

Storage and Shelf Life Procedure:

If stored outside protect from rain, snow or any form of moisture.

## **Initial inspection/Disposal Criteria**

1. Inspect for fuel or mixes and dispose of properly.
2. Inspect for rust that has pitted, is flaking or is lifting the interior surface and determine extent as some "flash rust" maybe present.
3. Inspect for leaks or separation along seams.
4. Inspect all threads on nozzles for serviceability.
5. Inspect spring closure devices to be sure they are functioning properly.
6. Inspect for can integrity and uniformity, i.e. collar crushed, large dents, punctures, modifications.
7. Inspect all cotter keys and pins.
8. Ensure that containers are properly marked and labeled.
9. Ensure spark arrester screen is present, replace as necessary.
10. Return to stock if item shows no signs of use and passes visual inspection.
11. Refurbish if item has been used and/or damage is repairable.
12. Dispose of item if damage is found and it cannot be repaired.

## **Refurbishing Procedures**

### **A. Cleaning**

1. Drain all existing fuel.
2. With pressure washer and detergent wash outside of container.
3. Use a rag and air hose or some means to dry the interior of the container.
4. Turn upside down with lids off or open to dry.
5. Spray inside of can lightly with WD-40 or similar product.

### **B. Repair**

1. Replace any defective cotter key or pins.
2. Wipe down outside of container and repaint if necessary.
3. Ensure container is properly marked and labeled. Color requirement for the cans are red with yellow markings. Label shall be FLAMMABLE LIQUID. Markings are dependent on fuel type and can be accomplished using NFES tags #000805, #000802, #000803, #000801.
4. Ensure fuel geyser warning label is present and legible near spout area. Reference cache memo 17-2 below.

5. Secure proper spout to top of can, if applicable.

## C. Tests for Performance

- none

## D. Repackaging

- none

## Can – 5 GL (18.9L), Gas, Safety, Vented

NFES Status:

Active

NFES #:

001291

Category:

Fuel Handling

Updated:

Sun, 04/01/2018 - 12:00

Storage and Shelf Life Checks:

Yes

Storage and Shelf Life Procedure:

If stored outside protect from rain, snow or any form of moisture.

## Initial inspection/Disposal Criteria

1. Inspect for fuel or mixes and dispose of properly.
2. Inspect for rust that has pitted, is flaking or is lifting the interior surface and determine extent as some “flash rust” maybe present.
3. Inspect for leaks or separation along seams.
4. Inspect all threads on nozzles for serviceability.
5. Inspect spring closure devices to be sure they are functioning properly.
6. Inspect for can integrity and uniformity, i.e. collar crushed, large dents, punctures, modifications.
7. Inspect all cotter keys and pins.
8. Ensure that containers are properly marked and labeled.
9. Ensure spark arrester screen is present, replace as necessary.
10. Return to stock if item shows no signs of use and passes visual inspection.
11. Refurbish if item has been used and/or damage is repairable.
12. Dispose of item if damage is found and it cannot be repaired.

# Refurbishing Procedures

## A. Cleaning

1. Drain all existing fuel.
2. With pressure washer and detergent wash outside of container.
3. Use a rag and air hose or some means to dry the interior of the container.
4. Turn upside down with lids off or open to dry.
5. Spray inside of can lightly with WD-40 or similar product.

## B. Repair

1. Replace any defective cotter key or pins.
2. Wipe down outside of container and repaint if necessary.
3. Ensure container is properly marked and labeled. Color requirement for the cans are red with yellow markings. Label shall be FLAMMABLE LIQUID. Markings are dependent on fuel type and can be accomplished using NFES tags #000805, #000802, #000803, #000801.
4. Ensure fuel geyser warning label is present and legible near spout area. Reference cache memo 17-2 below.
5. Secure proper spout to top of can, if applicable.

## C. Tests for Performance

- none

## D. Repackaging

- none

## Can – 3 GL (3.8L), Gas, Safety, Vented

NFES Status:

Active

NFES #:

001290

Category:

Fuel Handling

Updated:

Sun, 04/01/2018 - 12:00

Storage and Shelf Life Checks:

Yes

Storage and Shelf Life Procedure:

If stored outside protect from rain, snow or any form of moisture.

# Initial inspection/Disposal Criteria

1. Inspect for fuel or mixes and dispose of properly.
2. Inspect for rust that has pitted, is flaking or is lifting the interior surface and determine extent as some “flash rust” maybe present.
3. Inspect for leaks or separation along seams.
4. Inspect all threads on nozzles for serviceability.
5. Inspect spring closure devices to be sure they are functioning properly.
6. Inspect for can integrity and uniformity, i.e. collar crushed, large dents, punctures, modifications.
7. Inspect all cotter keys and pins.
8. Ensure that containers are properly marked and labeled.
9. Ensure spark arrester screen is present, replace as necessary.
10. Return to stock if item shows no signs of use and passes visual inspection.
11. Refurbish if item has been used and/or damage is repairable.
12. Dispose of item if damage is found and it cannot be repaired.

## Refurbishing Procedures

### A. Cleaning

1. Drain all existing fuel.
2. With pressure washer and detergent wash outside of container.
3. Use a rag and air hose or some means to dry the interior of the container.
4. Turn upside down with lids off or open to dry.
5. Spray inside of can lightly with WD-40 or similar product.

### B. Repair

1. Replace any defective cotter key or pins.
2. Wipe down outside of container and repaint if necessary.
3. Ensure container is properly marked and labeled. Color requirement for the cans are red with yellow markings. Label shall be FLAMMABLE LIQUID. Markings are dependent on fuel type and can be accomplished using NFES tags #000805, #000802, #000803, #000801.
4. Ensure fuel geyser warning label is present and legible near spout area. Reference cache memo 17-2 below.
5. Secure proper spout to top of can, if applicable.

### C. Tests for Performance

- none

### D. Repackaging

- none

## Can – 1 GL (3.8L), Gas, Safety, Vented

NFES Status:

Active

NFES #:

000350

Category:

Fuel Handling

Updated:

Sun, 04/01/2018 - 12:00

Storage and Shelf Life Checks:

Yes

Storage and Shelf Life Procedure:

If stored outside protect from rain, snow or any form of moisture.

## Initial inspection/Disposal Criteria

1. Inspect for fuel or mixes and dispose of properly.
2. Inspect for rust that has pitted, is flaking or is lifting the interior surface and determine extent as some “flash rust” maybe present.
3. Inspect for leaks or separation along seams.
4. Inspect all threads on nozzles for serviceability.
5. Inspect spring closure devices to be sure they are functioning properly.
6. Inspect for can integrity and uniformity, i.e. collar crushed, large dents, punctures, modifications.
7. Inspect all cotter keys and pins.
8. Ensure that containers are properly marked and labeled.
9. Ensure spark arrester screen is present, replace as necessary.
10. Return to stock if item shows no signs of use and passes visual inspection.
11. Refurbish if item has been used and/or damage is repairable.
12. Dispose of item if damage is found and it cannot be repaired.

## Refurbishing Procedures

### A. Cleaning

1. Drain all existing fuel.
2. With pressure washer and detergent wash outside of container.
3. Use a rag and air hose or some means to dry the interior of the container.
4. Turn upside down with lids off or open to dry.
5. Spray inside of can lightly with WD-40 or similar product.

## **B. Repair**

1. Replace any defective cotter key or pins.
2. Wipe down outside of container and repaint if necessary.
3. Ensure container is properly marked and labeled. Color requirement for the cans are red with yellow markings. Label shall be FLAMMABLE LIQUID. Markings are dependent on fuel type and can be accomplished using NFES tags #000805, #000802, #000803, #000801.
4. Ensure fuel geyser warning label is present and legible near spout area. Reference cache memo 17-2 below.
5. Secure proper spout to top of can, if applicable.

## **C. Tests for Performance**

- none

## **D. Repackaging**

- none