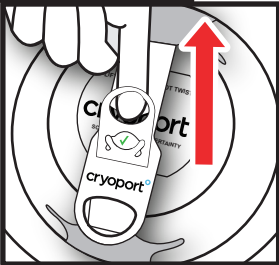


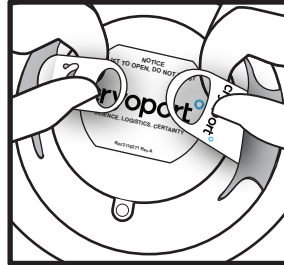
## IN-FIELD RECHARGING WITHOUT COMMODITY LOADED (CXST1)

### PERSONAL PROTECTIVE EQUIPMENT: CRYOGENIC GLOVES, SAFETY GOGGLES

#### STEP 1 RELEASING THE RETENTION BAND

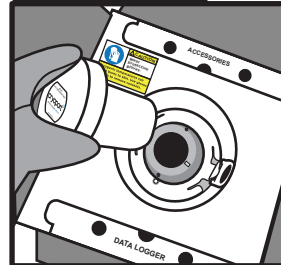


Once the white carton is open, you will need to release the retention band on the shipper plug. Pull the small circle handle up to release the locking tab.



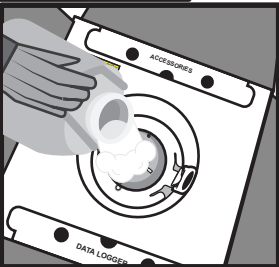
Unlatch and pull apart the straps.

#### STEP 2



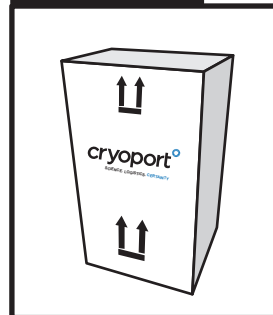
Wearing safety goggles and cryogenic gloves, pull gently upward to remove the shipper vapor plug.

#### STEP 3



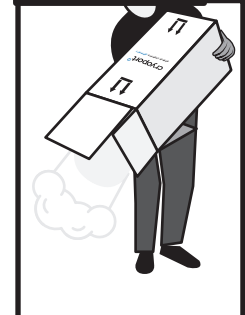
- The amount of LN2 to add to the shipper is provided by Cryoport Client Care.
- Slowly pour LN2 into the shipper and avoid spilling on the data logger.
- The LN2 should absorb into the shipper and excess LN2 should not be visible.

#### STEP 4



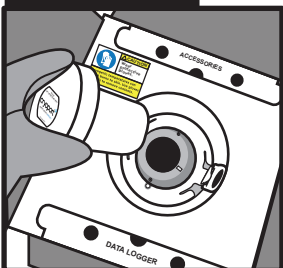
Replace the vapor plug and let the Dry Shipper stabilize, undisturbed, for at least 1 hour.

#### STEP 5



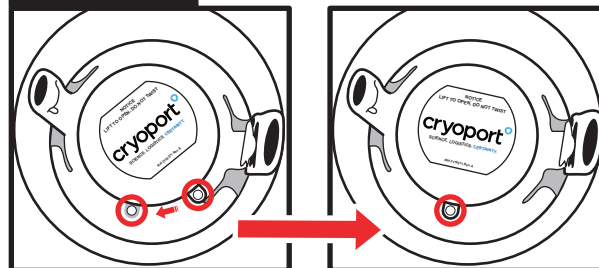
Remove the vapor plug. Pour off any excess liquid nitrogen by tipping the open end of the dry shipper toward the ground for two seconds.

#### STEP 6



Replace the shipper vapor plug.

#### STEP 7



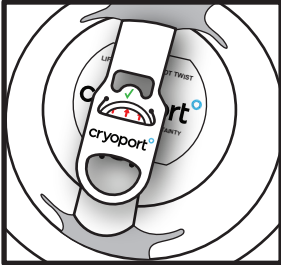
Ensure the hole on the shipper plug and the gray hole on the dewar are aligned. Turn shipper plug to align, if necessary. Also ensure the retention band handles are not overlapping the holes.

**IF THE DRY SHIPPER DOES NOT EMIT VAPOR WHEN PLUG IS REMOVED  
PLEASE CONTACT CUSTOMER SERVICE IMMEDIATELY, BY CALLING (949) 470-2305 OR EMAIL CS@CRYOPORT.COM**

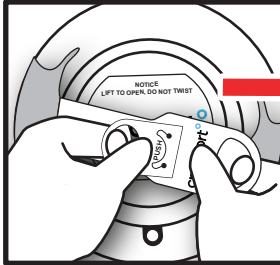
## IN-FIELD RECHARGING WITHOUT COMMODITY LOADED (CXST1)

### STEP 8

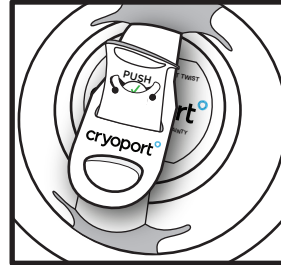
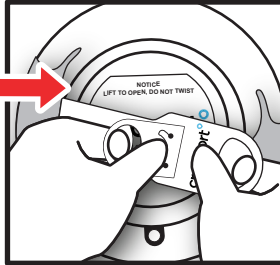
### SECURING THE RETENTION BAND



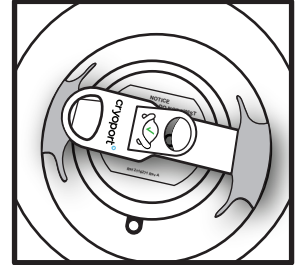
Place the smaller circle handle under the other strap and pull the handle through the slit.



Place your thumb on the word "PUSH" and pull the straps away from each other to place the tab with the word PUSH under the tab with the green check mark.



Ensure the PUSH tab is behind the green check mark tab.



The green check mark will be visible when secured.

For those shipments containing regulated dangerous goods/hazardous materials, the shipper is responsible for correctly preparing the shipment according to the current International Air Transport Association (IATA) and International Civil Aviation Organization (ICAO) dangerous goods regulations.

This includes correct identification, classification, packaging, dangerous goods markings and labeling as well as completion of all pertinent and required documentation. The shipper is the customer who is preparing the shipment at each leg in the transportation of the dry dewar packaging.