

§3351.6. Equipment Requirements for Automotive Air Conditioning Repair Dealers

"All Automotive Repair Dealers engaged in the service or repair of automotive air conditioning systems in vehicles covered by the Act shall be subject to the following minimum requirements.

An automotive repair dealer that is performing service or repair to motor vehicle's air conditioning system, which involves evacuation or full or partial recharge of the air conditioning system, shall have all repair, measuring, testing and refrigerant recovery equipment and current reference manuals necessary to service or repair the system, including but not limited to:

- (a) Refrigerant identification equipment that meets or exceeds current Society of Automotive Engineers (SAE) standards.
- (b) Refrigerant leak detection equipment that meets or exceeds current Society of Automotive Engineers (SAE) standards.
- (c) Refrigerant recovery equipment that meets or exceeds current Society of Automotive Engineers (SAE) standards.
- (d) Low and high pressure gauges for the purpose of measuring pressure in a mobile air conditioning system. As a minimum, the low pressure gauge shall be capable of measuring from zero to thirty inches of vacuum Hg, and zero to 250 pounds of pressure per square inch (psi). As a minimum, the high pressure gauge shall be capable of measuring from zero to 500 pounds of pressure per square inch (psi).
- (e) An air conditioning system vacuum pump. When connected to a sealed automotive system, the pump shall be capable of reducing system pressure to a minimum of 29.5 Hg (inches of vacuum) measured on the low pressure gauge at sea level.
- (f) A thermometer capable of testing air conditioning system efficiency. As a minimum, the thermometer shall be capable of measuring air temperatures from 20 to 100 degrees Fahrenheit."

§3366. Automotive Air Conditioning

Any automotive repair dealer that advertises or performs, directly or through a sublet contractor, automotive air conditioning work and uses the words service, inspection, diagnosis, top off, performance check or any expression or term of like meaning in any form of advertising or on a written estimate or invoice shall only do so when all of the following work is done:

- (a) Exposed hoses, tubing and connections are examined for damage or leaks;
- (b) The compressor and clutch, when accessible, is examined for damage, missing bolts/hardware, broken housing or leaks;
- (c) The compressor is rotated to determine if it is seized or locked up;

- (d) Service ports are examined for missing caps, damaged threads and conformance with labeling;
- (e) The condenser coil is examined for damage, restrictions or leaks;
- (f) The expansion device, if accessible, is examined for physical damage or leaks;
- (g) The accumulator receiver dryer and in-line filter have been checked for damage missing or loose hardware or leaks;
- (h) The drive belt system has been checked for damaged or missing pulleys or tensioners and for proper belt routing, tension, alignment, excessive wear or cracking;
- (i) The fan clutch has been examined for leakage, bearing wear and proper operation;
- (j) The cooling fan has been checked for bent or missing blades;
- (k) Accessible electrical connections have been examined for loose, burnt, broken or corroded parts;
- (l) The refrigerant in use has been identified and checked for contamination;
- (m) The system has been checked for leakage at a minimum of 50 PSI system pressure;
- (n) The compressor clutch, blower motor and air control doors have been checked for proper operation;
- (o) High and low side system operating pressures have been recorded on the final invoice; and,
- (p) The center air distribution outlet temperature has been recorded on the final invoice.