1. Check the under-hood decal or A/C pressure fittings to verify the type of refrigerant

Evaluation (Enter number from 4, 3, 2, 1) :\_\_\_\_\_\_\_\_\_

Meets ASE Task: A7 – E-4 – P-1

Time on Task:\_\_\_\_\_\_\_\_\_\_\_\_\_

Make/Model/Year:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

VIN:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Date:\_\_\_\_\_\_\_\_\_\_\_\_\_

Name:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**Evacuate and Charge A/C System**

that should be in the system. CFC-12 \_\_ HFC-134a \_\_ other \_\_\_\_\_\_\_\_\_\_\_\_\_\_

2. Connect an A/C refrigerant identification to the fitting and determine the type of

refrigerant that is in the system. CFC-12 \_\_ HFC-134a \_\_ other \_\_\_\_\_\_\_\_\_\_\_\_

(Do not proceed with the recovery unless the refrigerant is properly identified.)

3. Connect the hoses from the recovery unit to both the high-side and low-side fittings.

4. Recover the refrigerant and note the amount of refrigerant oil that was removed from

the system. Amount of refrigerant oil recovered = \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

5. Repair any leaks in the system and/or replace any failed component.

**NOTE:** Most vehicle manufacturers recommend replacing the accumulator or receiver drier if the system has been open for any length of time or if the compressor has failed.

6. Evacuate the system to a vacuum of at least 27” Hg (best if 29” Hg) for at least 45

minutes. Lowest vacuum level reached = \_\_\_\_\_\_ Time spent evacuating = \_\_\_\_\_\_\_

7. Recharge the system with the specified amount of refrigerant.

8. Start the engine andcheck the high-side and the low-side pressures:

low-side pressure = \_\_\_\_\_\_\_\_\_ high-side pressure = \_\_\_\_\_\_\_\_\_\_

9. Check the temperature of the air from the center air-conditioning vent.

Air temperature = \_\_\_\_\_\_ [should be 35° - 45° F (2° - 7° C)]

**OK\_\_\_\_\_ NOT OK\_\_\_\_\_**