



SURFACE VEHICLE INFORMATION REPORT

J3267™

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Automotive Air-Conditioning Service Ports Task Force Field Survey Results

RATIONALE

SAE J3267 is intended to provide the results of a field survey by the automotive air-conditioning service ports task force, a working group within the Interior Climate Control, Mobile Air Conditioning (MAC) Supplier Standards Committee. These results were used to generate a final report and recommendations by the task force to solve these issues. This report can be found in SAE J3266.

1. SCOPE

The automotive air-conditioning service ports task force conducted a field survey with MACS (Mobile Air Climate Systems Association) in June 2021. The scope of this survey was to determine the types of failures reported primarily at member service shops related to automotive air-conditioning service ports.

2. REFERENCES

There are no referenced publications specified herein.

3. DEFINITIONS

There are no defined terms specified herein.

4. MOBILE AIR CLIMATE SYSTEMS ASSOCIATION FIELD SURVEY

4.1 June 2021 Executive Summary - Mobile Air-Conditioning Service Ports Task Force

4.1.1 Purpose

Gather data on the use of service port caps, the state of service ports, and the potential for leakage from the service ports.

4.1.2 Survey

17 questions and four relevant comment opportunities.

4.1.3 Distribution

12420 potential participants (81% MACS members, 18% non-members).

4.1.4 Respondents

105 individual respondents from 76 different service facilities (0.85% response rate).

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4.1.5 Questions

1. What is the approximate number of A/C systems serviced in your facility from May 1, 2021, through June 30, 2021?

Answer: Total services 5029. Average/respondent 66.17. Median 25.

Conclusion: N/A.

2. What percent of vehicles serviced are R-134a?

Answer: 76% of the respondents reported >75% of the vehicles entering the repair shop were R-134a systems.

Conclusion: The majority of vehicles serviced were R-134a.

3. What percent of vehicles serviced are R-1234yf?

Answer: 92% of the respondents reported between 0 to 25% of the vehicles entering repair shops were R-1234yf systems.

Conclusion: Few of the vehicles serviced were R-1234yf.

4. What percentage of A/C system service ports are missing caps at the time of service for R-134a?

Answer:

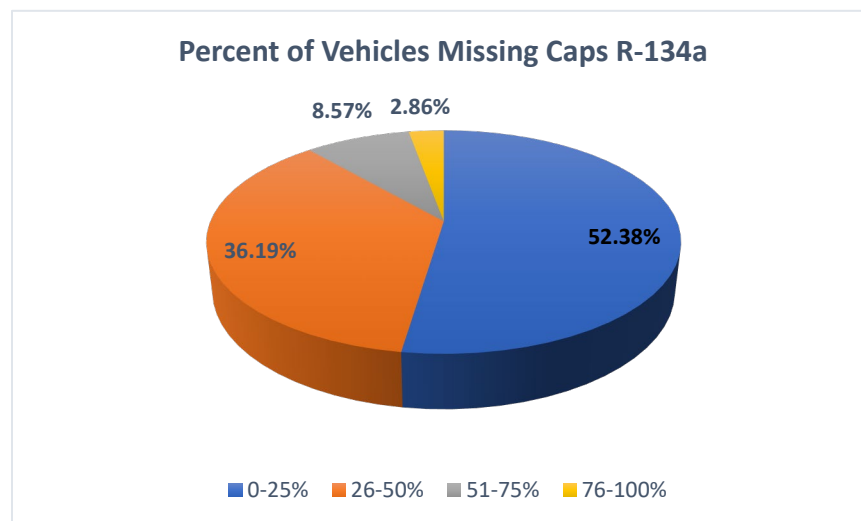


Figure 1

Conclusion: R-134a vehicles with missing service port caps are reasonably common.

5. What percentage of A/C system service ports are missing caps at the time of service for R-1234yf?

Answer: 98% of the respondents reported between 0 to 25% of the systems entering the repair shop had missing service valve caps on R-1234yf systems.

Conclusion: R-1234yf vehicles with missing service port caps are not common. This is likely due to R-1234yf vehicles being new to the market and the service recorded is likely to be the first AC service of the vehicle's history.

6. What is the typical vehicle mileage at service with missing caps?

Answer:

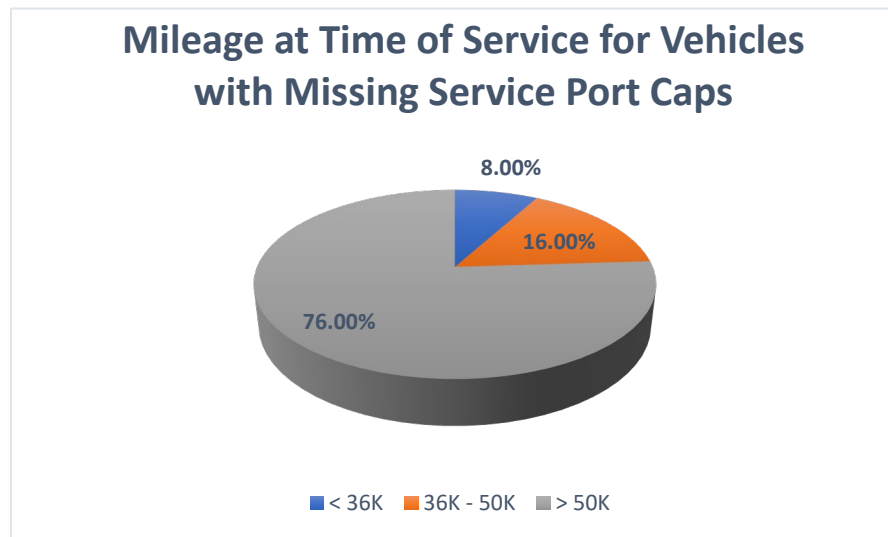


Figure 2

Conclusion: The older the vehicle, the more likely it is to be missing service port caps.

7. If the system arrives with a service cap, do you check service port caps for leaks before removing the service cap?

Answer:

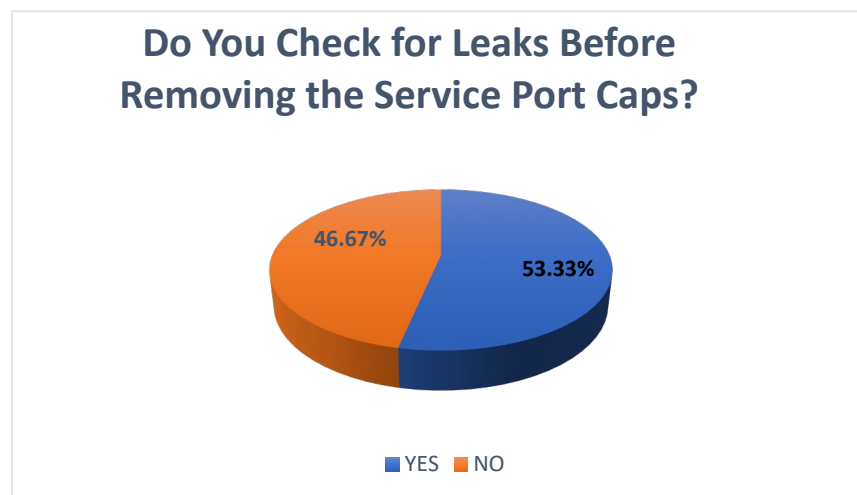


Figure 3

Conclusion: Checking service ports for leaks before removing the cap is a recommended practice that is only followed half of the time.