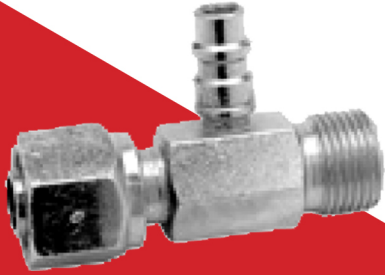




ARE YOU MAKING THESE

FIVE MOBILE HVAC

MISTAKES?



NOT VERIFYING
THAT THE SERVICE VALVES
(CHARGE PORTS) HAVE CAPS



LEAVING TOO LARGE
OF A COMPRESSOR CLUTCH
AIR GAP



NOT ENSURING
THE WATER VALVE OPENS
AND FULLY CLOSES

WAITING TOO LONG
BETWEEN CLEANING FRESH
AND RECIRC FILTERS



INCORRECTLY
MEASURING
THE AMOUNT OF
COMPRESSOR OIL

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Are you making these five mobile HVAC mistakes?

At the height of a busy summer, the last thing you need is for the A/C in one of your heavy-duty vehicles to stop working. The good news is that most common technical HVAC issues can be easily avoided with preventive maintenance; the bad news is that you might be unknowingly skipping some of these crucial steps during regular maintenance inspections. Here are the top mobile HVAC mistakes you may be guilty of and what you can do to correct them:

1

Not verifying that the service valves (charge ports) have caps.

The cap is the primary seal and should always be tightly installed to prevent refrigerant leaks. If all the service caps are in place but are still registering leaks, it may be time to replace them.

2

Leaving too large of a compressor clutch air gap.

A larger gap could cause slippage, clutch overheating or poor compressor operation. Measure the clutch air gap with a feeler gauge—it should be 0.4 - 0.8 mm (0.016 - 0.031"). You can check the required specifications for your particular type of compressor clutch in the manufacturer catalog for a precise recommendation.

3

Not ensuring the water valve opens and fully closes.

A water valve that doesn't fully shut off coolant flow will show up later as poor A/C cooling, as a small coolant leak through the water valve can cause the AC system to blow warm air.

4

Waiting too long between cleaning fresh and recirc filters.

Plugged filters will reduce airflow and air quality, impacting cooling and heating performance. Additionally, in cold weather a plugged filter will affect fresh air intake and make de-misting the windshield more difficult. Filters should be cleaned at least every 30,000 miles if not more often.

5

Incorrectly measuring the amount of compressor oil.

It's important to carefully manage the amount of oil in a system by recording how much oil is removed during refrigerant recovery or component replacement. A good rule of thumb to follow is, when replacing a failed compressor, measure the oil amount in the failed compressor. Some oil may need to be removed from the replacement compressor so the system doesn't end up with too much oil. But remember, if the system is flushed before a new compressor is installed, the system will require a full oil charge.

For more information on Red Dot or to view our catalog of mobile HVAC units and all-makes parts, visit www.reddotcorp.com.