



Sae 2010 Automotive Refrigerant Hfc152a

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Sae 2010 Automotive Refrigerant Hfc152a:

Federal Register ,2012-10 Automotive Engineering International ,2003 *Climate Change 2001: Mitigation*
Intergovernmental Panel on Climate Change. Working Group III.,2001-07-12 IPCC assessment of the scientific technical
environmental economic and social aspects of the mitigation of climate change *Fiscal Year 2001 Climate Change Budget*
Authorization Request United States. Congress. House. Committee on Science. Subcommittee on Energy and
Environment,2001 Advances in Solar Energy Research Himanshu Tyagi,Avinash Kumar Agarwal,Prodyut R.
Chakraborty,Satvasheel Powar,2018-11-01 This book covers major technological advancements in and evolving applications
of thermal and photovoltaic solar energy systems Advances in technologies for harnessing solar energy are extensively
discussed with topics including the fabrication compaction and optimization of energy grids solar cells and panels Leading
international experts discuss the applications challenges and future prospects of research in this increasingly vital field
providing a valuable resource for all researchers working in this field **Life Cycle Analysis Framework; A Comparison
of HFC-134a, HFC-134a Enhanced, HFC-152a, R744, R744 Enhanced, and R290 Automotive Refrigerant Systems**
William Hill,Stella Papasavva,2005 *Safety Standards for Motor Vehicle Refrigerant Vapor Compression Systems* Interior
Climate Control Vehicle OEM Committee,2011 This SAE Standard applies to refrigerant vapor compression systems that
provide cooling and or heating for passenger cars light trucks and commercial vehicles on and off road that use automotive
type mobile air conditioning MAC systems Large trucks buses and other vehicles that do not use typical automotive a c
systems or use refrigerants not listed in this document are not covered by this standard This standard covers any vehicle with
a MAC system using a belt or electric motor driven compressor This document provides standards for design assembly test
and service of MAC systems to minimize environmental health and safety impacts Also included are cautionary statements for
the service industry to alert technicians to the inadvisability and possible health or safety effects associated with venting
refrigerant during service It is not intended to restrict the use or further development of other types of refrigeration systems
for mobile air conditioning applications This document may be amended or additional safety standards created should other
systems become practical This document addresses only HFC 134a R 134a carbon dioxide R 744 and HFO 1234yf R 1234yf
refrigerants To prevent system contamination all refrigerants used in mobile air conditioning vapor compression systems
require unique service fittings and service equipment The unique service fittings are intended to eliminate the potential for
system refrigerant cross contamination during service activity CFC 12 R 12 is no longer in use in new MAC systems The
service fitting description is maintained as a reference for older vehicles still in use When retrofitting an R 12 system to use
R 134a or when removing R 12 vehicle disposal use service equipment designed for R 12 and certified to meet the
requirements of SAE J1990 R 12 recovery and recycle equipment HFC 152a is an A2 flammable refrigerant as classified by
ASHRAE 34 and should be used only with a secondary loop application However until MAC systems are developed to use R

152a HFC 152a no SAE Standards for system design service equipment or service procedures have been established The R 152a service fittings described within this Standard were established as part of the industries evaluation of replacement refrigerants and are maintained for future design guidance and to prevent potential refrigerant cross contamination This document covers refrigerant system design and safety related requirements for refrigerants used in mobile air conditioning MAC systems and is being revised to comprehend R 1234yf The current wording of 4.1.1 prohibits refrigerants that are rated less than A2L which would exclude R 152a Later in the document J639 defines the fittings for R 152a The intent of this revision is to insure safe mobile air conditioning systems by forcing proper risk assessments and appropriate design solutions while correcting this conflict with regards to R152a

Safety Standards for Motor Vehicle Refrigerant Vapor

Compressions Systems Interior Climate Control Steering Committee, 2011 This SAE Standard applies to refrigerant vapor compression systems that provide cooling and or heating for passenger cars light trucks and commercial vehicles on and off road that use automotive type mobile air conditioning MAC systems Large trucks buses and other vehicles that do not use typical automotive a/c systems or use refrigerants not listed in this document are not covered by this standard This standard covers any vehicle with a MAC system using a belt or electric motor driven compressor This document provides standards for design assembly test and service of MAC systems to minimize environmental health and safety impacts Also included are cautionary statements for the service industry to alert technicians to the inadvisability and possible health or safety effects associated with venting refrigerant during service It is not intended to restrict the use or further development of other types of refrigeration systems for mobile air conditioning applications This document may be amended or additional safety standards created should other systems become practical This document addresses only HFC 134a R 134a carbon dioxide R 744 and HFO 1234yf R 1234yf refrigerants To prevent system contamination all refrigerants used in mobile air conditioning vapor compression systems require unique service fittings and service equipment The unique service fittings are intended to eliminate the potential for system refrigerant cross contamination during service activity CFC 12 R 12 is no longer in use in new MAC systems The service fitting description is maintained as a reference for older vehicles still in use When retrofitting an R 12 system to use R 134a or when removing R 12 vehicle disposal use service equipment designed for R 12 and certified to meet the requirements of SAE J1990 R 12 recovery and recycle equipment HFC 152a is an A2 flammable refrigerant as classified by ASHRAE 34 and should be used only with a secondary loop application However until MAC systems are developed to use R 152a HFC 152a no SAE Standards for system design service equipment or service procedures have been established The R 152a service fittings described within this Standard were established as part of the industries evaluation of replacement refrigerants and are maintained for future design guidance and to prevent potential refrigerant cross contamination The SAE Interior Climate Control Standards Committee has been involved with the mobile air conditioning industry in developing alternate low GWP replacement refrigerants The revisions in this document cover engineering

guidelines and establishing specifications for mobile air conditioning systems using current and alternate replacement refrigerants R 1234yf is added here for the first time *Automotive Air-Conditioning Refrigerant Service Guide* Philip G Gott, 1996-07-01 Packed with information on the servicing and retrofitting of air conditioning refrigerant systems so that shops and technicians can meet federal regulations satisfy customers and prevent damage to the environment The second edition of the Automotive Air Conditioning Refrigerant Service Guide was written to provide the latest information to automotive air conditioning service professionals in order to help them comply with federal certification requirements and prevent damage to the environment With an emphasis on proper recovery and recycling techniques for both R 12 and R 134a as well as the proper retrofitting of R 12 systems to R 134a the book will serve as a valuable instructional tool and resource for technicians Chapters cover General Safety and Service Precautions Refrigerant and System Properties Equipment for the Extraction only of Refrigerant and Equipment for the Recycling of Refrigerant Service Procedure for the Containment of Automotive Air Conditioning Refrigerants Retrofitting CFC 12 R 12 Mobile Air Conditioning Systems to HFC 134a R 134a

Safety and Design Standards for Motor Vehicle Refrigerant Vapor Compression Systems Interior Climate Control Vehicle OEM Committee, 2020 This SAE Standard applies to refrigerant vapor compression systems that provide cooling and or heating for passenger cars light trucks and commercial vehicles on and off road that use automotive type mobile air conditioning MAC systems Large trucks buses and other vehicles that do not use typical automotive A C systems or use refrigerants not listed in this document are not covered by this standard This standard covers vehicles with MAC systems using belt driven compressors and electric motor driven compressors This document provides industry recognized standards for the design assembly and test of MAC systems including necessary service equipment and is intended to cover all phases of the lifetime of MAC systems to minimize environmental health and safety impacts The standards listed in this document cover the currently accepted industry guidelines and procedures The standards can be used as requirements for regulatory authorities to meet minimum environmental health and safety requirements Also included are cautionary statements for the service industry to alert technicians to the inadvisability and possible health or safety effects associated with venting refrigerant during service It is not intended to restrict the use or further development of other types of refrigerants or refrigeration systems for MAC applications This document may be amended or additional safety standards created should other refrigerants or refrigeration systems become practical This document addresses only HFC 134a R 134a carbon dioxide R 744 HFO 1234yf R 1234yf and HFC 152a R 152a refrigerants For R 152a refrigerants this standard will only apply to secondary loop systems To prevent system contamination all refrigerants used in MAC vapor compression systems require unique service fittings and service equipment The unique service fittings are intended to significantly reduce the potential for refrigerant cross contamination during service activities CFC 12 R 12 is no longer in use in new MAC systems The service fitting description is maintained as a reference for older vehicles still in use When retrofitting an R 12 system to use R 134a

or when removing R 12 during vehicle disposal use service equipment designed for R 12 and certified to meet the requirements of SAE J1990 R 12 recovery and recycle equipment This document covers refrigerant system design and safety related requirements for refrigerants used in mobile air conditioning MAC systems and is being updated for the addition of a secondary loop R 152a system and general improvements for example and clarity The intent of this standard is to ensure safe MAC systems by forcing proper risk assessments and appropriate design solutions Standard for Refrigerant Risk Analysis for Mobile Air Conditioning Systems Interior Climate Control Vehicle OEM Committee,2020 This SAE Standard describes methods to understand the risks associated with vehicle mobile air conditioning MAC systems in all aspects of a vehicle s lifecycle including design production assembly operation and end of life Information for input to the risk assessment is provided in the appendices of this document This information should not be considered to be complete but only a reference of some of the data needed for a complete analysis of the risk associated with the use of refrigerants in MAC systems This standard is being updated to include provisions for R 152a HFC 152a *HFC-134a (R-134a) Refrigerant Recovery Equipment for Mobile Automotive Air-Conditioning Systems* Interior Climate Control Service Committee,2022 The purpose of this SAE Standard is to provide minimum performance and operating feature requirements for the recovery of HFC 134a R 134a refrigerant to be returned to a refrigerant reclamation facility that will process it to the appropriate AHRI 700 Standard or allow for on site recycling of the recovered refrigerant to SAE J2788 specifications by using SAE J2788 or SAE J3030 certified equipment It is not acceptable that the refrigerant removed from a mobile air conditioning A C system with this equipment be directly returned to a mobile A C system An identifier certified to SAE J2912 is to be used to identify the contents of the system prior to recovery of the refrigerant SAE J2810 has been reaffirmed to comply with the SAE Five Year Review policy **Automotive Air-conditioning Refrigerant Service Guide** Philip G. Gott,1992-01-01 **Hfc-134a (R-134a) Refrigerant Recovery Equipment for Mobile Automotive Air-Conditioning Systems** Interior Climate Control Steering Committee,1998 The purpose of this SAE Standard is to provide equipment specifications for the recovery of HFC 134a R 134a refrigerant to be returned to a refrigerant reclamation facility that will process it to the appropriate ARI 700 Standard or allow for recycling of the recovered refrigerant to SAE J2210 specifications by using Design Certified equipment of the same ownership It is not acceptable that the refrigerant removed from a mobile air conditioning A C system with this equipment be directly returned to a mobile A C system This information applies to equipment used to service automobiles light trucks and other vehicles with similar HFC 134a R 134a A C systems **R-12 (CFC-12), R-134a (HFC-134a), R-1234yf (HFO-1234yf), R-744, and R-152a (HFC-152a) Technician Training for Service and Containment of Refrigerants Used in Mobile A/C Systems** Interior Climate Control Service Committee,2021 Mobile air conditioning MAC systems used in passenger cars and light duty trucks are covered by these SAE Standards when servicing the refrigerant system Technician training is required to ensure that recommended procedures are used for service and repair of MAC

systems using R 12 R 134a R 1234yf R 744 and R 152a refrigerants Unique requirements for each refrigerant are detailed within this standard Technicians may be trained in any or all refrigerants The technician shall be trained to recognize which refrigerant is being handled and how to handle it safely and be equipped with the essential information proper equipment and tools which are unique to these refrigerants This standard outlines minimum content requirements for such training programs Training programs designed in accordance with this standard are not intended to ensure or assess the technical skills of technicians regarding the diagnosis and repair of motor vehicle air conditioners Rather the goal of such programs is to provide information to technicians about safely handling refrigerants and control of emissions during service This SAE Standard is intended to identify the requirements for service technicians to be professionally trained when required to service MAC systems that use refrigerant Updates are being made to add R 152a and revise some requirements for other refrigerants

CFC-12 (R-12) Refrigerant Recovery Equipment for Mobile Automotive Air-Conditioning Systems Interior Climate Control Service Committee,2011 The purpose of this SAE Standard is to provide equipment specifications for CFC 12 R 12 recovery for return to a refrigerant reclamation facility that will process it to the appropriate ARI Standard Air Conditioning and Refrigerant Institute or allow for recycling of the recovered refrigerant in equipment that is certified to meet the requirements of SAE J1991 Under the existing rule the U S EPA requires refrigerant removed from a mobile air conditioning A C system using recovery equipment certified to meet SAE J2209 can only be recycled using equipment meeting SAE J1991 that is owned by the same company or individual It is not acceptable that the refrigerant removed from a mobile A C system with this equipment be directly returned to a mobile A C system This information applies to equipment used to service automobiles light trucks and other vehicles with similar CFC 12 R 12 systems The technical report covers technology products or processes which are mature and not likely to change in the foreseeable future

CFC-12 (R-12) Refrigerant Recovery Equipment for Mobile Automotive Air-Conditioning Systems Interior Climate Control Steering Committee,1999 The purpose of this SAE Standard is to provide equipment specifications for CFC 12 R 12 recovery for return to a refrigerant reclamation facility that will process it to the appropriate ARI Standard Air Conditioning and Refrigerant Institute or allow for recycling of the recovered refrigerant in equipment that is certified to meet the requirements of SAE J1991 Under the existing rule the U S EPA requires refrigerant removed from a mobile air conditioning A C system using recovery equipment certified to meet SAE J2209 can only be recycled using equipment meeting SAE J1991 that is owned by the same company or individual It is not acceptable that the refrigerant removed from a mobile A C system with this equipment be directly returned to a mobile A C system This information applies to equipment used to service automobiles light trucks and other vehicles with similar CFC 12 R 12 systems

Vehicle Testing Requirements for Replacement Refrigerants for CFC-12 (R-12) Mobile Air-Conditioning Systems Interior Climate Control Vehicle OEM Committee,2011 The purpose of this SAE Recommended Practice is to establish the specific criteria for the selection of a

replacement refrigerant for mobile CFC 12 R 12 air conditioning A C systems This document provides guidelines for qualifying candidate refrigerant The requirements include laboratory and field testing The alternate refrigerant shall provide comparable system performance as CFC 12 R 12 as defined herein The vehicle testing shall be conducted on representative vehicle manufacturer s product line in which the refrigerant is intended to be used such as cycling clutch orifice tube constant run orifice tube cycling clutch expansion valve or continuous run expansion valve refrigerant system This document is complete only when combined with the requirements of SAE J1657 The technical report covers technology products or processes which are mature and not likely to change in the foreseeable future Compatibility of Retrofit Refrigerants with Air Conditioning System Matrials Society of Automotive Engineers,American National Standards Institute,1993 Safety Standards for Motor Vehicle Refrigerant Vapor Compression Systems ,2011 The SAE Interior Climate Control Standards Committee has been involved with the mobile air conditioning industry in developing alternate low GWP replacement refrigerants The revisions in this document cover engineering guidelines and establishing specifications for mobile air conditioning systems using current and alternate replacement refrigerants R 1234yf is added here for the first time This SAE Standard applies to refrigerant vapor compression systems that provide cooling and or heating for passenger cars light trucks and commercial vehicles on and off road that use automotive type mobile air conditioning MAC systems This document provides standards for the design assembly test and service of MAC systems to minimize environmental health and safety impacts P 1

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