

REPAIRING AN A/C SYSTEM IS COMPLEX **– AND IT OFTEN ENDS UP AS A WARRANTY CASE WHEN CUTTING CORNERS**



On several newer car models – including from Ford – it is directly stated in the factory's ETIS instructions that flushing of the A/C system is mandatory when the compressor is replaced. Ford is far from alone – more and more manufacturers are making the same demands. According to industry players such as Autofrontal, there is a clear trend: Flushing is no longer a recommendation – it is a necessity.

When a compressor fails due to mechanical failure, it leaves behind a contaminated system where small metal particles, wear residues and contaminated oil circulates in the system. Often, the A/C system will also be contaminated by small rubber particles from the inner layer of the A/C hoses, which degrade over time. If you install a new compressor in a contaminated system, the service life will be significantly reduced and increase the risk of a new system failure after a short while - see video [here](#).

Many people think: "Why is this necessary? I have emptied the system". However, since an A/C system – like a hydraulic power steering system – **is not** equipped with a drain plug, it is not possible to empty the system completely and thus ensure the removal of all contaminations. The residue will remain in the system unless it is properly cleaned.

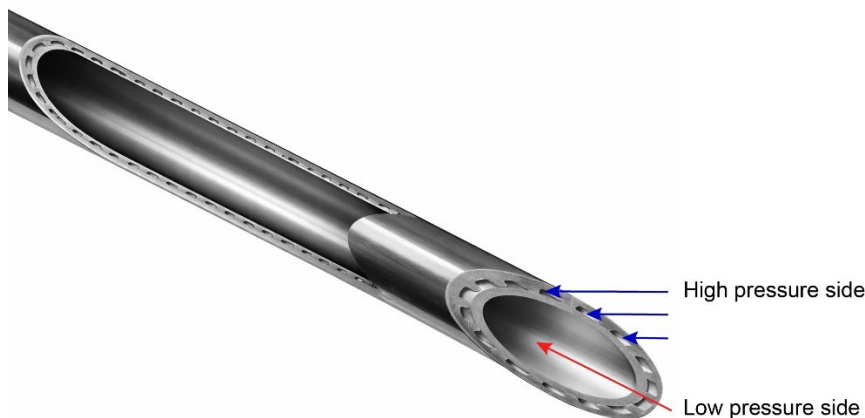
Result: Reduced service life, risk of another compressor failure that can end in:

- Complaints

- Warranty rejection/extra working hours without payment
- Unsatisfied customers

It is therefore not without reason that manufacturers and suppliers of both new and refurbished compressors have clear requirements:

- Replacing the dry filter
- Flushing the system in the event of mechanical compressor failure
- Checking oil for contamination (e.g. with sight glass)
- Replacement of condensers and evaporators in cases where they cannot be flushed – this applies to systems with so-called cross flow and parallel flow
- Replacement of coaxial type (IHX) AC hoses that also cannot be flushed



Cross section of coaxial AC hose (IHX) - which cannot be flushed

If the workshop has not complied with the instructions, the workshop is left with the burden of proof.

Correct advice to the customer is therefore extremely important - most customers say yes when they understand the consequences of not following the manufacturer's instructions. They would rather pay once for a correct solution - than twice for a half.

The message is clear:

If you cut corners, it can be expensive – both for the workshop and for the customer.