

# Environmental Impacts of Automotive Air Conditioning System Maintenance Practices Embraced by Service Technicians in Niger State, Nigeria

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**Abstract:** This research work examined the environmental impacts of automotive air conditioning system maintenance practices embraced by service technician in Niger State, Nigeria. The study sought out the problem associated with automotive air conditioning maintenance practices and the way of improving automotive air conditioning system maintenance practices by automotive air conditioning services technicians in Niger State. Two research questions and two hypotheses guided the study. A descriptive survey research designed was adopted for the study. A total population of 155 respondents comprises of 97 highly experienced registered air conditioning service technicians and 58 moderately experienced registered air conditioning service technicians in Niger State. The respondents were selected according to the year of service, which was 1-14 years for moderately experienced and 15 above for highly experienced service technicians. Due to manageable sizes of the respondents, the entire population was used i.e no sampling techniques was utilized for the study. A structured questionnaire titled “Automotive Air Conditioning System Maintenance Practices Questionnaire” was validated by three experts (one lecturer from Department of Industrial and Technology Education, Federal University of Technology Minna, one expert from Ministry of Environment Niger State and one expert from Ministry of Health Niger State). The questionnaire was pilot tested using 30 automotive air conditioning service technicians from Abuja. The data collected were analyzed using Cronbach Alpha Statistics and its yielded to 0.71 reliability coefficient. Mean and standard deviation were used to analyze the research questions and hypotheses were tested at 0.05 level of significance using z-test statistics. The numerical values obtained from the responses of the respondents were tabulated and analyzed using statistical package for social science (SPSS) version 23. The findings among other revealed that inhalation of concentration refrigerant vapour is dangerous and can be fatal, exposure to level of fluorocarbons above recommended exposure levels can result in loss of concentration and drowsiness, inhaling refrigerants adds to the effect of chronic illness. It is recommended amongst other that hazardous automotive air conditioning waste generated by automotive service technicians’ shops should always be removed by licensed personnel under the supervision of environmental agencies. Manufacturer instructions on refrigerants should be followed by technicians.

**Keywords:** Automotive air conditioning, Environmental impact, Nigeria, Refrigerant, Service technicians

Conflicts of interest: None

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## 1. Introduction

Automotive air conditioning system is a set of components that function together in order to emit coolness to a vehicle’s interior. Nishant and Ekhlak (2018)

explained that automotive air conditioning is the process by which the air is cooled and cleaned, the humidity lowered and the air circulated. The quantity and quality of the air is also controlled. Under ideal conditions the air-conditioning system can be expected to accomplish all these tasks at the same time. The automotive air

conditioner in the context of this study functions as the mechanism to transfer heat from a vehicle to the surrounding. The automotive air-conditioning system works by manipulating refrigerant between a liquid and a gaseous state.

Most automotive air conditioning refrigerants are known to have negative effects on the environment since they contribute to global warming and ozone layer depletion. Greenhouse gases like carbon dioxide and emissions from some refrigerants contribute to global warming by absorbing infrared radiation and holding it in the atmosphere. Ogunleye et al., (2021) postulated that refrigerant is a fluid capable of changes of its state at low temperatures. Vandana and Gupta, (2015) explained that natural refrigerants such as hydrocarbons, ammonia, and carbon dioxide have good thermodynamic fluids for a vapor compression system because they have large latent heats of vaporization which yield lower refrigerant flow rates and have low pressure drops because of their properties. Refrigerant 12 (R-12) according to Adegun and Obasa (2016) is ideal for automotive use because of its relatively low operating pressures, as compared to other refrigerants. The author further explained that R-12 does not react with most metals such as iron, aluminum, copper or steel, however, some refrigerant that appears to be toxic or flammable could be made useful for systems larger than a refrigerator, it is necessary to reduce their charge below the levels necessary to warrant a toxic or flammable situation in the case of a system leak (Mohan et al., 2019). Another constraint introduced with the reduction of charge in a system, is the maintaining of a base line thermal performance of the system including capacity, compressor power, and Coefficient of Performance (COP).

Refrigerant 12 (R-12) according to Vandana and Gupta (2015) argued that since tubes and components through which R-12 used in automotive air conditioning system passes through are made smaller, there is every tendency for capacity and COP to suffer due to a high pressure drop and this may result into a development of a technical problems of the entire system which may impact the environment negatively. Minimizing the environmental impacts of automotive air conditioning system can reduce harmful effects on the health, safety and productivity of staff, environmental prosecutions and fines, damage of business reputation, expensive clean-up costs and other business benefits which require the attention of a service technicians.

Service technicians are skilled workers that can operate in variety of industries to provide services and repairs. Ogunleye et al., (2021) postulated that service technicians are responsible for providing difference services, depending on their area of expertise, and diagnosing problems and making repairs. Service technicians in the context of this study are those individual that are responsible for the installation, maintenance, or repair of different units related to automotive air conditioning systems. The service technicians in the context of this study are further classified as highly experienced service technicians and moderately experienced service technicians, their year of service in the job is a major

factor considered for these classification. For instance, for those of them who have been in this job 1-14 years are termed moderately experienced and those with 15-25 years are termed highly experienced. Hence, they are in better position to respond to the issues raised for this study. Automotive Air Conditioning (AC) Service technicians have the potential of becoming sick, ill and disable for life because of their exposure to a variety of health hazards through pollution which can lead to skin cancers, cataracts, eyes problems, weakened immune systems. The automotive air conditioning servicing and repairing industry can play an important role in reducing pollution by ensuring that automotive air conditioning are operating efficiently and by extending air conditioning life through routine maintenances.

Maintenance is the action performed to keep machine or equipment functioning or in-service. Adeyeri (2017) defined maintenance practices as practices of high quality aimed at increasing machines performance with improved/enhanced functionality of parts using safe, secure technologies and methods utilizing optimal resources by reducing or eliminating machine downtime, Mean Time To Repair (MTTR) and products' wastes thereby providing maximum usability and reusability of parts / components, enhanced production benefits, economic impact and making the enterprise to stand competitively. Maintenance activities can influence the entire manufacturing/production operation, from product quality to on-time delivery records and its effect on the environment. Good maintenance practices in automotive air conditioning systems can cut production costs immensely, well beings of AC technicians and environment whereas poor maintenance procedures in air conditioning system leads to illness of technicians, affecting the environment and can also cost a company millions of naira to effect repairs and correct poor quality and production lost. In a bid to correct and reduce these menaces, it is on this basis that the study is designed to identify the environmental impacts of automotive air conditioning system maintenance practices embraced by service technicians in Niger State, Nigeria.

Automobile air conditioning maintenance practices protect the service technicians from over exposure to refrigerants, keep the environment clean and fresh, global warming as well as reduction in environmental pollution that may arise from haphazard handling of automotive air conditioning refrigerants. However, it has been observed by Adedokun and Audu (2019) that the rate at which mechanics handles waste is indecent, which also noticed by the researcher the manner at which air conditioning technicians handles and disposes refrigerants and other related wastes in Niger State is on the increase. Vandana and Gupta (2015) reported that many of these refrigerants are not only harmful and potentially life threatening but appears to be also flammable and should not be disposed indiscriminately because it increases the Ultraviolet (UV) Radiation in ozone layer.

A diminished ozone layer allows more radiation to reach the Earth's surface. For people, overexposure to UV rays can lead to skin cancer, cataracts, and weakened

immune systems. Increased UV radiation can also lead to reduced crop yield, disruptions in the marine food chain, and other harmful effects (United State Environmental Protection Agency, USEPA, 2018). Evidences from the literature revealed that in Niger State, parts of the refrigerant wastes such as fluids and containers and other related wastes that required special handling were indiscriminately, dumped in the drainages, rivers, around many automotive mechanic workshops any available space, thereby may contributing to ozone depletion climate. It is not quite certain weather the maintenance practices embraced by the automobile air conditioning service technicians may be responsible for these.

## **2. Relevant Literatures**

### **2.1. HFO-1233zd health hazards**

In the REACH dossier, no health hazards were identified (European Chemical Agency ECHA, 2017b) with the basis of the hazards from a study on rats. USEPA lists the following possible side effects for this substance such as serious eye irritation; skin irritation; frostbite; potential for central nervous system effects for example drowsiness and dizziness; and asphyxiation in confined spaces (United State Environmental Protection Agency, 2014)

### **2.2. Hydrofluoroolefin (HFO) blends health hazards**

HFO blends have similar health hazards to that of the pure HFO substance. For example, HFO blend R-452A (Opteon™ XP44) is listed in its safety data sheet as being an asphyxiant in high concentrations and contact with the evaporating liquid can cause frostbite or freezing of the skin. HFO blend R-448A (Solstice® N40) is also listed as a possible skin or eyes irritant, can cause frostbite, at high concentrations can cause an irregular heartbeat and cause asphyxiation in confined spaces. These effects are listed as being common for many refrigerants (United State Environmental Protection Agency, 2014).

### **2.3. Hazards to human health**

The effect of HFCs on human health has been studied and reported in the literature. Tsai (2005) reports that due to the physiochemical properties of HFCs there is low toxicity to human health. For example, for HFC-134a at an exposure level of 1000 ppm, there is NOAEL (No Observed Adverse Effect Level) and no LOAEL (Local Observed Adverse Effect Level). Exposure to HFCs is reported by Tsai to occur from the following activities:

- i. Leaks or spills from the refrigeration system;
- ii. The electronic appliance recycling system; and
- iii. Cleaning and gas delivery pipelines (Tsai, 2005)

## **2.4. Strategies for effective management of automotive air conditioning and refrigeration handling and recycling**

There are different strategies for effective management of automotive air conditioning and refrigeration handling and recycling which discussed by different researchers such as:

- a) Selection of refrigerant
- b) Workers health and safety (Refrigeration, Air Conditioning Heat Pump Technical Option Committee, RTOC, 2018).

### **Selection of refrigerant**

Refrigerant selection is a balanced result of several factors that should be considered when selecting an alternative refrigerant for refrigeration, air conditioning and heat pump systems and applications. The chosen solution will be a trade-off between several factors including: suitability for the targeted use; performance (capacity and efficiency); safety, including flammability and toxicity, and available risk mitigation measures; availability of the refrigerant; Zero or near-zero ODP; climate change impact (reduced direct and indirect-energy-related-emissions); other environmental impacts, including bi-products from the production; commercial availability of refrigerant (with reasonable cost); equipment and servicing cost; skills and technology required to use; recyclability and stability and materials compatibility.

The selection of a refrigerant for a given application must necessarily be a compromise of the above criteria. Other than zero or near-zero ODP, the rest of the parameters will to be traded-off against one another to arrive at the optimum for each type of system and application. In particular, the carbon emissions include both the “direct” and “indirect” emission contributions of the product over its lifetime (Refrigeration, Air Conditioning Heat Pump Technical Option Committee, RTOC, 2018).

### **Workers health and safety**

#### **a. Manufacturing workers**

Exposure: Workplace exposure is also monitored by independent hygiene specialists and also by use of sensors. Workplace concentrations from air sampling performed by the manufacturer have resulted in concentrations between 0 and 1 ppm (this is also required for registration with the USEPA). The REACH dossiers also include information on the uses at industrial sites and by professional workers (Gluckman Consulting, 2016a).

b. Refrigerant workers: An association confirmed that HFOs and HFO/HFC blends have been evaluated as alternative refrigerants with GWP in accordance with F-gas requirements and are subject to F-gas Regulations. Refrigerant workers (such as refrigerant manufacturers and repair technicians) also need to be considered for workers’ health and safety for HFO refrigerants. Under both the ODS and F-gas regulation in the EU, technicians need to undergo training and certification (Gluckman Consulting, 2016a)

c. Recycling and reclamation workers: Recycling and reclamation workers also need to undergo relevant F-gas

training. From consultation with a reclaimer, if the recovered refrigerant material is not suitable for re-processing, the material must be treated at an approved waste treatment facility.

### 3. Materials and methods

The study was conducted in all the motor vehicles workshops that house the automotive air conditioning system service technicians in Niger State. Niger State is situated in the North-Central Geopolitical Zone of Nigeria with a total land mass of 86,000km<sup>2</sup>; approximately 8.6 million hectares constituting about 9.3% of the total land area of the country. Lying on latitude 3.200 East and longitude 11.300 North, the State shares a country border with the Republic of Benin (West) and State border within Nigeria; these include the Federal Republic Territory (FCT) on the South East, Zamfara (West), Kebbi (North West), Kwara (South West) and Kaduna (North East). The targeted population for the study was 155 respondents comprising of 97 highly experienced and 58 moderate experienced registered automotive air conditioning system service technicians in Niger State (NATA, 2021). Since the population was of manageable size, the entire population was study; hence no sampling technique was employed for the study. Mean and standard deviation were used to analyze the two research questions while z-test statistics was used to test the null hypotheses at 0.05 level of significance.

### 4. Results

Table 1 shows the mean responses of the respondents on the 18 items posed to determine the problems associated with automotive air conditioning maintenance practices with a grand mean of 4.63 which implies that the automotive service technicians highly embraced with the majority of items as problems associated with automotive air conditioning maintenance practices. The standard deviation of items ranges from 0.24 to 0.61. This standard deviation showed that the respondents were not too far from the mean and were closed in one another into their responses. This closeness of the responses adds values to the reliability of the item.

The analysis of the result of table 2 shows that the respondents embraced all items as regards to the ways of improving automotive air conditioning maintenance practices. This evident from the mean results which shows that the items indicated have their average mean not less than 3.50 and not more than 5.00. This implies that all items presented in the table are the ways of improving

automotive air Conditioning System Maintenance Practices in Niger State. Nigeria and these were out of highly embraced. The Standard Deviation (SD) value of the 25 items in the table 4.6 ranges from 0.00 to 0.50, this signified that the respondents were closer to each other in their responses to the items.

Hypothesis: There is no significant difference in the mean responses of highly experienced automotive air conditioning service technicians and moderately experienced automotive air conditioning service technicians on problems associated with the maintenance practice of automotive air conditioning.

Table 3 shows the z-test analysis of differences in the responses of Registered Highly Experienced Automotive Air Conditioning Service Technicians and Registered Moderately Experienced Automotive Air Conditioning Service Technicians in Niger State as regards the problem associated in the maintenance Practices of Automotive air Conditioning System. The table reveals that the probability value obtained was found to be 0.007 which is less than the probability value of 0.05 in comparison. The null hypothesis was therefore rejected. Therefore, there was significant difference in the mean responses of highly experienced automotive air conditioning service technicians and moderately experienced automotive air conditioning service technicians as regards the problem associated in the maintenance Practices of Automotive air Conditioning System in Niger State.

Hypothesis: There is no significant difference in the means responses of highly experienced automotive air conditioning service technicians and moderately experienced automotive air conditioning service technicians on ways of improving automotive air conditioning system maintenance practices

Table 4 shows the z-test analysis of differences in the responses of Registered Highly Experienced Automotive Air Conditioning Service Technicians and Registered Moderately Experienced Automotive Air Conditioning Service Technicians in Niger State as regards the ways of improving automotive air Conditioning System Maintenance Practices. The table reveals that the probability value obtained was found to be 0.060 which is greater than the probability value of 0.05 in comparison. The null hypothesis was therefore accepted. Therefore, there was no significant difference in the mean responses of highly experienced automotive air conditioning service technicians and moderately experienced automotive air conditioning service technicians as regards the ways of improving automotive air Conditioning System Maintenance Practices in Niger State.

**Table 1:** Mean responses and standard deviation regarding the problems associated with automotive air conditioning system maintenance practices

S/N	Items	$X_T$	$SD_T$	Remark
<b>Problem associated</b>				
1	Unskillful AC technicians causes faulty installation, poor service procedures and inadequate maintenance.			

2	Inhalation of concentration refrigerant vapour is dangerous and can be fatal	4.62	0.48	Highly Embraced
3	Exposure to level of fluorocarbons above recommended exposure levels can results in loss of concentration and drowsiness.	4.50	0.50	Highly Embraced
4	Improper handling and recycling leads to skin irritation, frostbite and serious eye irritation	4.41	0.50	Embraced
5	Improper handling and recycling of refrigerants leads breathing problem	4.53	0.51	Highly Embraced
6	Illness and constant fatigue are experienced when handling and recycling refrigerants	4.59	0.47	Highly Embraced
7	HFO blend R-448A at high concentration can cause irregular heartbeat to technicians	4.60	0.49	Highly Embraced
8	Inhaling refrigerants adds to the effects of chronic illness	4.75	0.39	Highly Embraced
9	Improper release affects terrestrial and aquatic ecosystem	4.76	0.43	Highly Embraced
10	Global warming is contributed to by the emission of manmade “greenhouse” gases as a result of handling and recycling refrigerants	4.43	0.61	Embraced
11	Global warning causes the temperature in the atmosphere to rise and has effect on climate	4.57	0.37	Highly Embraced
12	Direct exposure to HFO-1234yf, HCF-134a, and other refrigerants exposing to loss or reduce the life span of A/C technicians	4.79	0.44	Highly Embraced
13	Attempting to recycle impure or contaminated refrigerants can damage your refrigerant recovery and recycling system	4.59	0.49	Highly Embraced
14	When the filter in the air conditioning and refrigerating is inactive, it exposes the air conditioning and refrigerating user to risk	4.72	0.35	Highly Embraced
15	Different formulations could affect the performance of the refrigerant handling, recovery and recycling	4.57	0.49	Highly Embraced
16	Inhabitants in tropical and subtropical urban areas are at especial risk due to high population density, high temperatures.	4.69	0.42	Highly Embraced
17	Over exposure to ultraviolet (UV) Radiation can lead to skin cancer, cataracts and weakened immune systems	4.89	0.24	Highly Embraced
18	Ozone layer depletion allows more UV radiations which can also lead to reduction of crop yield, disruptions in the marine food chain and other harmful effects	4.82	0.25	Highly Embraced
	<b>Grand Total Mean/SD</b>	<b>4.53</b>	<b>0.50</b>	<b>Highly Embraced</b>
		<b>4.63</b>	<b>0.44</b>	<b>Highly Embraced</b>

N= numbers of respondents,  $X_T$  = mean of all respondents,  $SD_T$  = average standard deviation. highly embraced (5), embraced (4), moderately embraced (3), not embraced (2) and undecided (1)

**Table 2:** Mean responses and standard deviation of respondents as regards the ways of improving automotive air conditioning system maintenance practices.

<b>N<sub>T</sub>=152</b>				
<b>S.N.</b>	<b>Items</b>	<b>X<sub>T</sub></b>	<b>SD<sub>T</sub></b>	<b>Remark</b>
1	The work area should be ventilated when dispersing vapour	4.63	0.48	Highly Embraced
2	Fan or blower should be use in confine area for the dispersion of vapour	4.49	0.50	Embraced
3	Available vapour or oxygen should be tested by refrigerant leakage detector or equipment for monitoring oxygen	4.42	0.49	Embraced

4	Technicians should follow certain precautions when working with refrigerants to ensure the safety of themselves and their customer	4.52	0.51	Highly Embraced
5	Government should make public enlightenment on the health implication of improper handling, recycling of refrigerants	4.58	0.47	Highly Embraced
6	Replacing refrigerants that are hazardous in native with the ones that are more environmentally friendly.	4.60	0.49	Highly Embraced
7	All refrigerant that cannot be recycled onsite must be collected and shipped to an authorized facilities for reclamation	4.75	0.40	Highly Embraced
8	Prohibiting the use of fluorinated greenhouse gases with a global warming potential higher than 150	4.75	0.43	Highly Embraced
9	Certification requirement for refrigerant evacuation to maximize recovery of Ozone depletion substances (ODS)s during the disposal of refrigeration	4.42	0.62	Embraced
10	Before handling and recycling any refrigerants, personnel should be familiar with safety concerns for the specific product with which they are working	4.56	0.37	Highly Embraced
11	Always use with adequate ventilation to improve the circulation of oxygen	4.78	0.45	Highly Embraced
12	Ensure that there is pressure relief valve between valve to release trap liquid refrigerants	4.59	0.49	Highly Embraced
13	Use an alcohol spray to clean refrigerant sight glasses that have become coated with ice.	4.72	0.35	Highly Embraced
14	When leak testing a system, use nitrogen for increasing the pressure after the refrigerant is recovered.	4.58	0.49	Highly Embraced
15	Never use oxygen or compressed air for pressurization (some refrigerants may explode when under pressure and mixed air)	4.69	0.42	Highly Embraced
16	People affected from refrigerants Overexposure should not be treat by Physicians using expinephrine.	4.89	0.21	Highly Embraced
17	Government should organize seminars on problem solving skills for scrap recyclers and technicians	4.82	0.25	Highly Embraced
18	Government should formulate a medical body that will be educating the technicians on handling and recycling of refrigerant at least twice in a year	4.54	0.49	Highly Embraced
19	Government should develop or strengthen air standard enforcement capacity	5.00	0.00	Highly Embraced
20	Government should improve monitoring of traditional and trace pollutant emissions and concentration.	4.69	0.46	Highly Embraced
21	Avoiding mixing refrigerants when refilling gases	4.74	0.25	Highly Embraced
22	Instilling disciplinary measures on problematic staffs or members should be care by their association	4.57	0.49	Highly Embraced
23	Putting measure in place to prevent problem from occurring by then association	4.69	0.42	Highly Embraced
24	Strengthen existing environmental guidelines and standards and develop new ones where necessary in order to counter the increasing level of emissions	4.89	0.21	Highly Embraced
25	Automotive refrigerants should not be vent into the air	4.82	0.25	Highly Embraced
<b>Grand Total Mean /SD</b>		<b>4.67</b>	<b>0.40</b>	<b>Highly Embraced</b>

**Table 3:** z-test analysis of significant difference in the mean responses of the respondents as regards the problem associated in the maintenance practices of automotive air conditioning

<b>Automotive air conditioning service technicians</b>	<b>N</b>	<b>Mean</b>	<b>S.D</b>	<b>df</b>	<b>Z</b>	<b>P-value</b>	<b>Remark</b>
Highly Experienced Service Technicians	97	4.65	0.11				

Moderately Experienced Technicians	Service	55	4.60	0.10	150	2.75	0.01	Rejected
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**Table 4:** Z-test analysis of significant difference in the mean responses of the respondents as regards the ways of improving automotive air conditioning system maintenance practices in Niger State

<b>Automotive air conditioning service technicians</b>		<b>N</b>	<b>Mean</b>	<b>S.D</b>	<b>df</b>	<b>Z</b>	<b>P-value</b>	<b>Remark</b>
Highly Experienced Technicians	Service	97	4.68	0.10				
Moderately Experienced Technicians	Service	55	4.65	0.08	150	1.89	0.06	Accepted

### 5. Discussion

The Findings in Table 1 relating to research question 1 revealed that inhalation of concentration refrigerant vapour is dangerous and can be fatal, exposure to level of fluorocarbons above recommended exposure levels can results in loss of concentration and drowsiness, inhaling refrigerants adds to the effect of chronic illness. Refrigerants such as HFO blend R-448A, HFO-1234yf, HCF-134a etc are also listed as a possible skin or eyes irritant, can cause frostbite, at high concentrations can cause an irregular heartbeat and cause asphyxiation in confined spaces. These effects are listed as being common for many refrigerants (United State Environmental Protection Agency, 2014). Tsai, (2005) argued that exposure to HFCs such as leaks or spills from the refrigeration system exposure, the electronic appliance recycling system; and Cleaning and gas delivery pipelines affect the health of workers who works on the refrigeration system

The Findings in Table 2 relating to research question 2 showed that the respondents agreed good knowledge of potential hazards of chemicals in the shop and how to respond to spills, leaks and other emergencies; making sure chemicals including paints, solvents, and other toxic substances are not poured on the ground or waterways; replacing materials that are hazardous in nature with more environmentally alternatives; and storage of automotive liquid waste according to the manufacture’s requirements are very essential. This is because the improperly handled chemicals used in automotive workshops can seriously affect human and the environment. In support of this assertion FETA (2015) reported that improperly managed automotive waste perpetuates and aggregates environmental and health challenges already being experienced by developing countries particularly Nigeria. The findings are also in agreement with Pennsylvania Department of Environmental Protection (PDEP)(2015) which reported that the impact of waste from automotive can be reduce if automotive industries should make minimum use of material that are non-hazardous through the application of more efficient technologies. The findings also revealed that government should make

public enlightenment on health implication of improper automotive waste disposal. This is in conformity with opinion of Warlito and Charlie (2015) who advocated that to avoid exposure to risk from automotive waste requires stringent management practices with adherence to safety standards in handling automotive waste particularly liquid waste. This shows that there is need to enlighten the automotive air conditioning systems especially automotive AC service technicians on the human and environmental health implications of indiscriminate disposal of automotive air conditioning waste.

### 6. Conclusion

The study determines the automotive air conditioning system maintenance practices embraced by service technicians in Niger State, Nigeria. The findings of the study revealed that the services technicians accepted that inhalation of concentration refrigerant vapour is dangerous and can be fatal to human health and environment. The improper handling and recycling of refrigerant increase Ultraviolet (UV) radiation in ozone layer. A diminished ozone layer allows more radiation to reach the Earth’s surface. For people, overexposure to UV rays can lead to skin cancer, skin irritation, cataracts, and weakened immune systems. Increased UV radiation can also lead to reduced crop yield, disruptions in the marine food chain, and other harmful effects which affected the general environment. It was further concluded that ways of improving automotive air conditioning system maintenance practices such as the work area should be ventilated when dispersing vapour, fan or blower should be used in confine area for the dispersion of vapour, Strengthen existing environmental guidelines and standards and develop new ones where necessary in order to counter the increasing level of emissions, automotive refrigerants should not be vent into the air, to mention but a few required by automotive air conditioning service technicians to reduces the effect of refrigerants in the society. Therefore, this study has implication for government, regulatory bodies and Nigeria Automobile Technicians Association for inclusion of these identified automotive air conditioning system maintenance practices required by service technicians which no doubt will assist automotive air condition service technicians during

maintenance practices with a view to undertake the full safety, collection, disposal, recycling practices of automotive air conditioning systems in the automotive world of work.

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