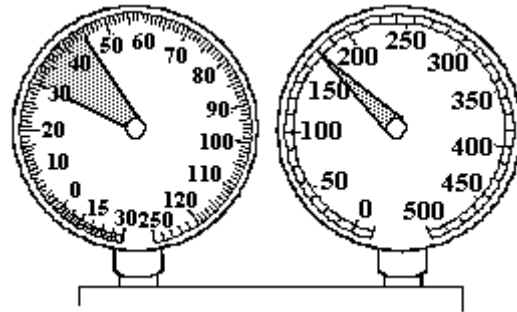


A/C System Gauge Pressures #6, Section 12.3.4

**Student Name** \_\_\_\_\_

As the gauge set was connected to this R-134a, TXV system, the pressures were normal. When the system was started, the pressures changed, and after 10 minutes, they stabilized to those shown. The air entering the condenser is at 85° F. The sight glass is clear. The line downstream from the TXV is cool, and the suction line has dew on it. The compressor does not cycle, and the in-car air discharge is cool but not cold.



**Complete the following:**

1. Low side pressure should be \_\_\_\_\_.  
The system pressure is \_\_\_\_\_.
2. High side pressure should be \_\_\_\_\_.  
The system pressure is \_\_\_\_\_.
3. TXV outlet temperature should be \_\_\_\_\_.
4. Suction line temperature should be \_\_\_\_\_.
5. Sight glass should be \_\_\_\_\_.
6. Compressor cycle rate should be \_\_\_\_\_.
7. in-car air discharge temperature should be \_\_\_\_\_.
8. This problem is probably caused by:
9. The procedure to correct this problem is:

**Note to instructor using WS 18:** This work sheet describes a typical A/C problem that technicians might encounter. As you probably realize, the pressures and other diagnostic clues are quite variable in the real world, and this work sheet merely gives the student an idea of how problems might show up. The most probable cause of this problem is a TXV stuck open and flooding the evaporator.