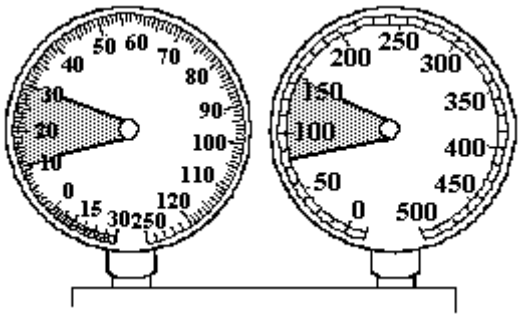
STUDENT WORK SHEET **WS 13**

A/C System Gauge Pressures #1 , Section 12.3.4

Student Name **KEY**

As the gauge set was connected to this R-134a, CCOT system, the pressures were normal. When the system was started, the pressures changed, and after 5 minutes, they stabilized to those shown. The air entering the condenser is at 95° F. The line downstream from the orifice tube is cool, but the accumulator and suction line are warm. The compressor "short cycles", and the in-car air discharge is warm.



Complete the following:

1. Low side pressure should be _**15-35**____.
This system pressure is low, **normal**, high (choose one).

2. High side pressure should be _**190-340**__.
This system pressure is **low**, normal, high (choose one).

3. Expansion tube outlet temperature should be _**cold**_____.

4. Accumulator temperature should be _**cold**_____.

5. Suction line temperature should be _**cold**_____.

6. Compressor cycle rate should be _**normal**___.

7. In-car air discharge temperature should be _**cool/cold**.

8. This problem is probably caused by: low refrigerant

9. The procedure to correct this problem is: 1. Locate leak, 2. Repair leak, 3. Recover refrigerant, 4. Recycle refrigerant, 5. Evacuate system, 5. Charge system

Note to instructor concerning WS 13: 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 different problems might show up. The most probable fault is low charge level.