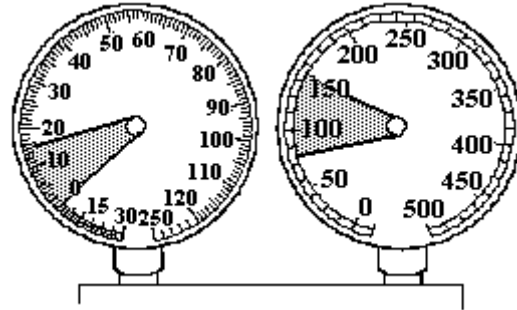


A/C System Gauge Pressures #2, Section 12.3.4Student Name _____ **Key**

As the gauge set was connected to this R-12, TXV 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 TXV is cool with a little frost right at the TXV. There is a steady stream of foam in the sight glass, and the compressor does not cycle. The in-car air discharge is warm.

**Complete the following:**

- Low side pressure should be 15-35.
This system pressure is Low.
- High side pressure should be 190-340.
This system pressure is Low.
- TXV temperature should be Cold.
- Sight glass condition should be Clear.
- Suction line temperature should be Cold.
- Compressor cycle rate should be Normal & cycle.
- In-car air discharge temperature should be Cool/Cold.
- This problem is probably caused by: low refrigerant
- 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 14: 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.