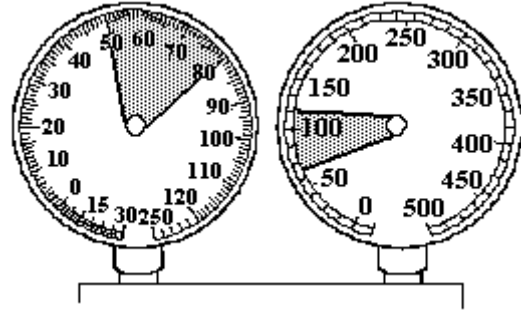


A/C System Gauge Pressures #3, Section 12.3.4

Student Name _____

KEY

As the gauge set was connected to this R-12, 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 90° F. The line downstream from the orifice tube is cool, and the accumulator and suction line are cool. The compressor does not cycle, and the in-car air discharge is warm.

**Complete the following:**

1. Low side pressure should be 15-35.
This system pressure is High.
2. High side pressure should be 180-330.
This system pressure is Low.
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 & cycle.
7. In-car air discharge temperature should be Cool/cold.
8. This problem is probably caused by: **Bad compressor**
9. The procedure to correct this problem is: **1. Perform compressor bench checks to confirm bad compressor, 2. Recover refrigerant, 3. Remove and replace compressor, 4. Recycle refrigerant, 5. Evacuate system, 6. Charge system, 7. Check for refrigerant leaks, 8. Confirm proper operation.**

Note to instructor concerning WS 15: 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 a faulty compressor.