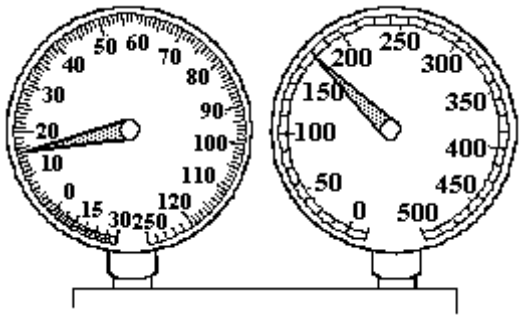
STUDENT WORK SHEET **WS 22**

A/C System Gauge Pressures #10, Section 12.3.4

Student 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 10 minutes, they stabilized to those shown. The air entering the condenser is at 90° F. The line downstream from the TXV is barely cool, and suction line is warm. The receiver-drier is cold with heavy 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 _15-35____.
   The system pressure is _Normal/low
2. High side pressure should be _180-330__.
   The system pressure is __Low_____.
3. TXV outlet temperature should be _Cold_____.
4. Suction line temperature should be _Cold____.
5. Sight glass should be _Clear____.
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: restricted/plugged receiver-drier
9. The procedure to correct this problem is: 1. Recover refrigerant, 2. Remove and replace receiver-drier, 3. Recycle refrigerant, 4. Evacuate system, 5. Charge system, 6. Check for refrigerant leaks, 7. Confirm proper operation.

Note to instructor using WS 22: 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 restricted receiver-drier.