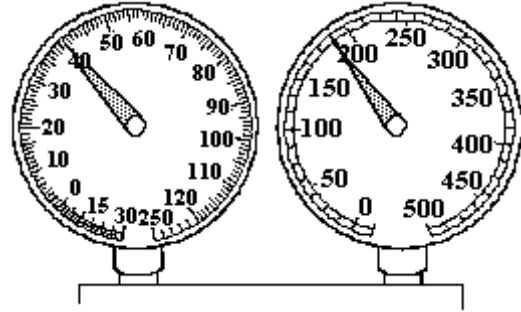


A/C System Gauge Pressures #11, Section 12.3.4

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, and the accumulator and suction line are also cool. The compressor cycles at a normal rate. The in-car air discharge is warm.

**Complete the following:**

- Low side pressure should be 15-35.
The system pressure is High.
- High side pressure should be 190-340.
The system pressure is Low.
- Expansion tube outlet temperature should be Cold.
- Accumulator temperature should be Cold.
- Suction line temperature should be Cold.
- Compressor cycle rate should be Normal.
- In-car air discharge temperature should be Cool/cold.
- This problem is probably caused by: Faulty pressure/thermal switch, opening early
- The procedure to correct this problem is: 1. Remove and replace pressure/thermal switch (There is usually a schrader valve under the pressure to prevent a refrigerant loss)

Note to instructor using WS 23: 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 pressure switch opening at too high a pressure and cycling the compressor too early.