

## **AUTOMOTIVE AIR CONDITIONING REPAIR**

### **Question:**

Are there any other checks that should be made after the service is completed and satisfied with the pressures and air delivery?

### **Answer:**

Yes! It is important to test for clutch cycling. The system is equipped with a cycling switch to control the temperature in the evaporator. If an evaporator gets too cold, ice would form and stop air delivery. On an expansion valve system, the low side will keep dropping until the evaporator starts to freeze up and the TXV closes. This will lock up the compressor, as there is no oil return. On an orifice tube system, the low side pressure may not get low enough to cycle the clutch. Also the clutch may cycle too often and the system would not get cold enough.

If the ambient temperature is too low, operate the heater until the interior of the vehicle is hot and then turn on the AC.

Many vehicles today have air dams and are what is called bottom breathers. Seals on the hood or radiator prevent air from entering the radiator area from the engine. Air is restricted in the grill area from entering the radiator from the front of the car behind the bumper. Air dams under the car direct air up into the condenser/radiator area. Lower the hood down and see if the pressures remain the same. If the high side pressure starts to rise, check the hood seals and bottom air dams.