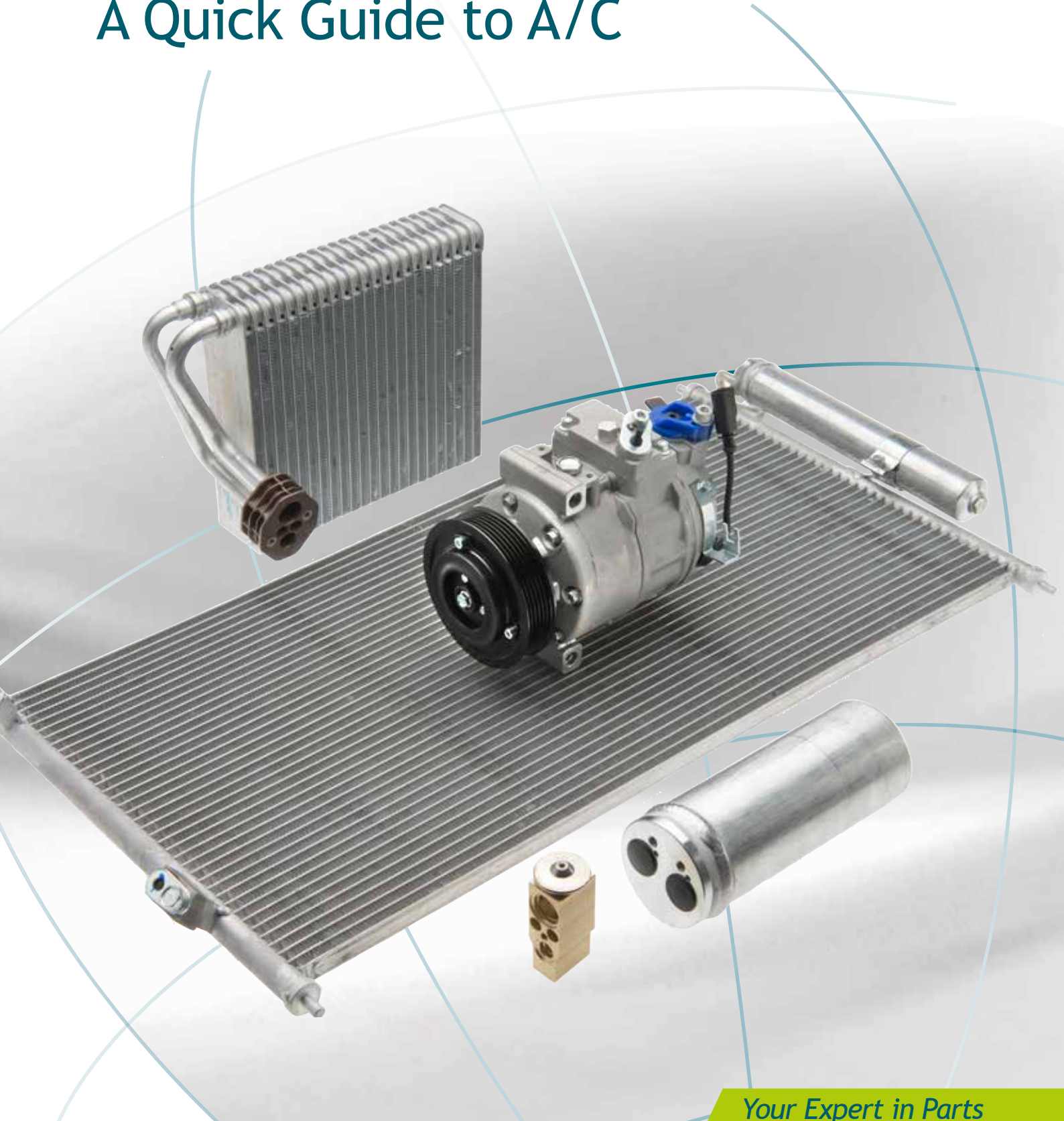




What to do about Aircon

A Quick Guide to A/C



Your Expert in Parts

Things to be aware of when servicing / repairing A/C systems



1

Compressor:

Is the heart of the A/C. Secures the pressure needed and circulation of gas and liquids in the system.

Important:

- After compressor breakdown you need to flush the system to rinse for shavings and fragments which have settled in the system.
- Most errors in A/C are NOT compressor failures.
- Other causes can be in the pulley, clutch hub or clutch coil.
- Always check the oil stand. Too little oil will damage the compressor.



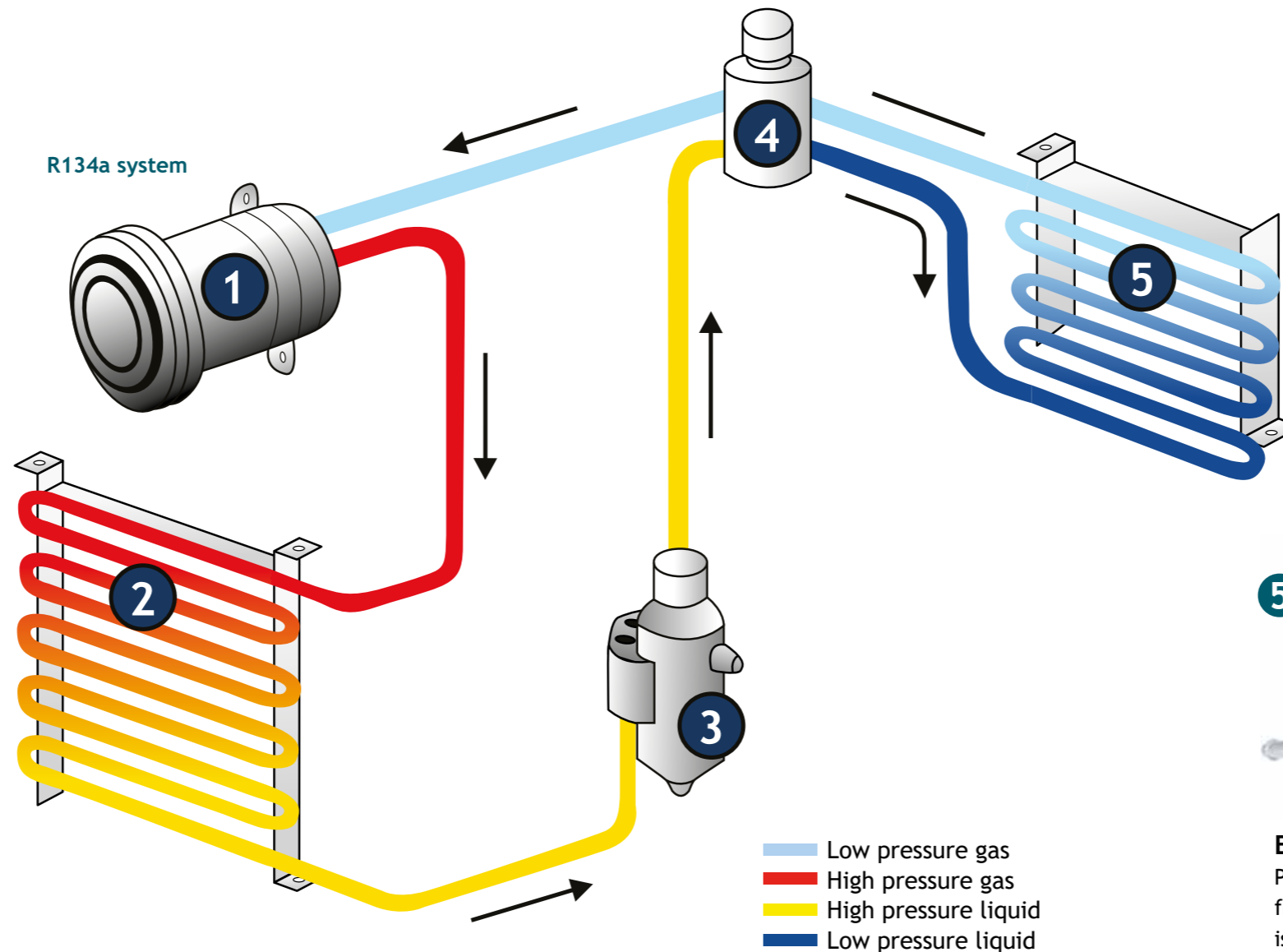
2

Condensers:

Cools down the R134a gas coming from the compressor

Important:

- To be tested after repairs to see if cooling function is OK.
- Corrosion by water and salt is the most frequent reason for leaks.
- Can also be blocked by leaves preventing sufficient circulation of air.
- Leaks are the most common failure in the condenser.
- After compressor break down: always replace condenser as most are so narrow that fragments etc. get stuck when flushing the system = continued failure.



4

Expansion valve:

Creates the drop of pressure in R134a liquid = temperature falls. Controls the flow of cold R134a to the evaporator

Important:

- Most common failures are fragments and contaminants preventing the valve from functioning properly.
- Demands exchange - especially after compressor break down.



5



Evaporator:

Part of to the cabin heater and eliminates heat and humidity from the cabin. The reheated R134a becomes a gas again and is returned to the compressor

Important:

- Failures are seldom.
- Typical errors are leaks or can be blocked by fragments and contaminants which in both cases demands exchange.

3

Dryer:

Separates gas and liquids and secures clean R134a liquid into the expansion valves. Absorbs humidity and contaminants

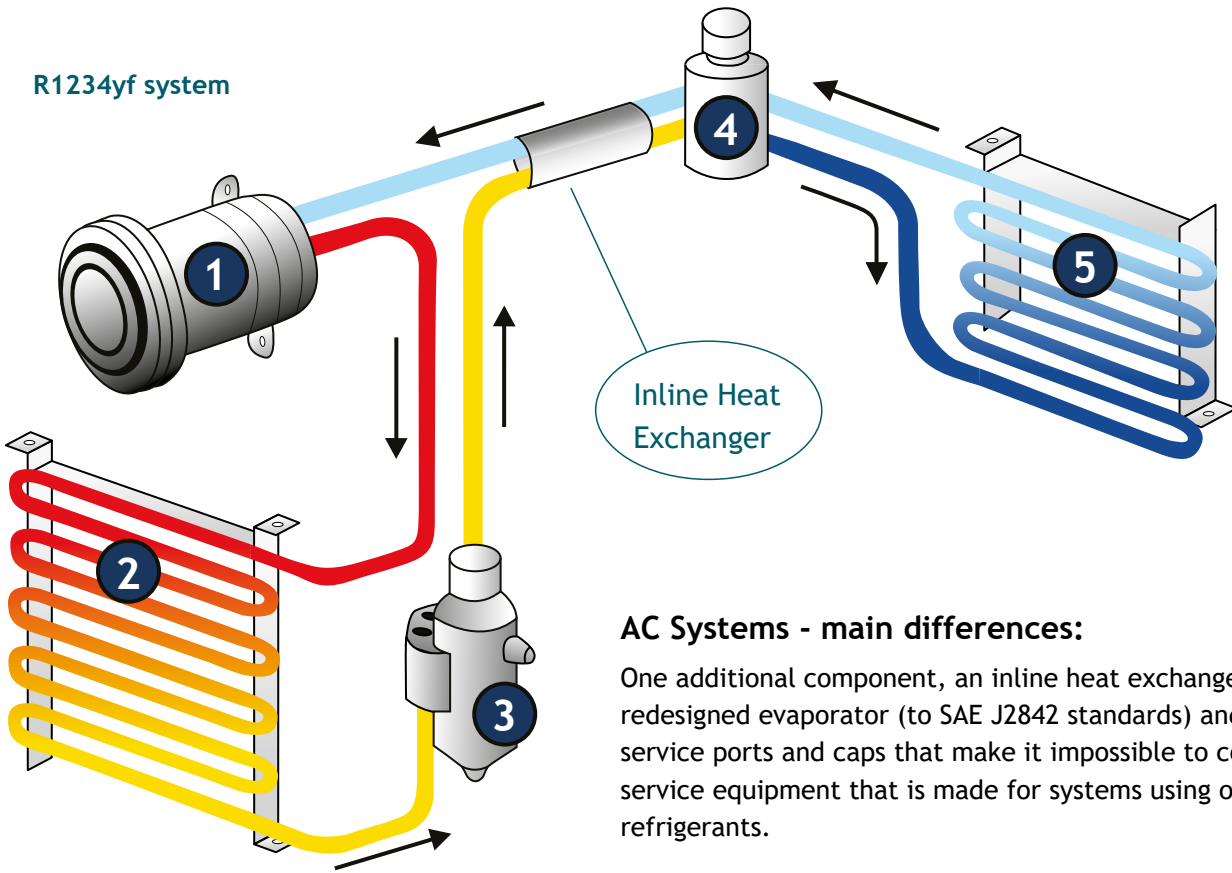
Important:

- Dryers are ALWAYS to be shifted when the system has been opened - also important according to complaints/warranty.





R1234yf system



AC Systems - main differences:

One additional component, an inline heat exchanger (IHX), redesigned evaporator (to SAE J2842 standards) and new service ports and caps that make it impossible to connect service equipment that is made for systems using other refrigerants.

Please note since 1st January 2017 R134a is no longer allowed in new vehicle models in the European Union

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