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Jupiterimages/Photos.com/Getty Images Automotive air conditioning is considered a necessity for most people. Consequently, we have long revolutionized air conditioning in our cars. Recent updates to this useful invention include the ability to set the right temperature and set the system automatically. Car air conditioners can be of two types. The main difference between the two types is the device that reduces the pressure of the refrigerant. Each of them has its advantages and disadvantages. The main common components of the two types of automotive air conditioning are compressor, capacitor, vaporizer, tube hole, thermal expansion valve, receiver-dry and battery. The tube hole can be replaced by a thermal expansion valve, thus two types of automotive air conditioning. The compressor pulls the low-pressure refrigerant out of the vaporizer and compresses it into a high-pressure refrigerant vapor that moves into the capacitor. During this process, the temperature of the refrigerant increases. While the high-pressure refrigerant is in the capacitor, it is cooled by fans blowing through the condenser fins. The refrigerant is then assembled to receiver-dry, which is filtered and dried. As a result of this process, a liquid refrigerant is created at the bottom of the receiver-dry, with steam at the top. The expansion valve then allows a certain amount of liquid refrigerant to enter the vaporizer. In the final stage, the refrigerant leaves the vaporizer as gas, absorbing the heat inside the car. When warm air from inside the car is driven to the fins of the vaporizer, it is cooled by the refrigerant and released back into the interior of the car. The moisture from the warm air merges after the cooling process. Tube hole systems are commonly found in General Motors (GM) and Ford models. The tube hole is located in the vaporizer's input tube or in the liquid line. The tube hole is no more than 3 inches. It consists of small brass tubes surrounded by plastic covered with a filter at each end. The shortcomings of the hole tube system include littering caused by debris and the high cost of repairing or replacing the tube. To avoid clogging debris in the hole tube system, place a larger preliminary filter in front of the tube hole. The expansion valve system is commonly used on after-market systems. This system is effective in regulating the refrigerant to the vaporizer. It is located near the firewall, between the vaporizer entrance and the pipe socket and the liquid and section lines. It can be clogged with garbage. In addition, the valve contains small moving parts that may stick together or malfunction due to corrosion. The core of the heater core is located inside the vehicle between the dashboard and the firewall. It looks like radiator minus minus Fill the neck and cover. The purpose of the heater core is to provide heat to the passenger compartment. The same liquid that the water pump circulates throughout the engine also circulates through the core of the heater when the engine is running. When you get cold, you can direct the air through the core heater and heat the interior of your car by turning on the internal fan. Because the heater core is relatively passive, it usually needs no attention unless it breaks down. Automatic transmission vehicles have a transmission cooler located in or near the lower or side of the radiator (link to figure 11-1). The transmission fluid circulates from hot transmission to cooler, which cools it and returns to transmission. If the transfer cooler on your car is working properly, you don't need a monkey with it. If it is leaking, it is repaired by a professional. Air conditioning is now standard equipment on most vehicles rather than an option. It uses a refrigerant to remove heat from the air (rather than cooling) and blowers to send cool air into the passenger compartment. Eco-

logic: Until 1992, a refrigerant called the CFC-12 (commonly called Freon) was standard for most vehicles. When it was found to contribute to the depletion of the ozone layer, CFC-12 was gradually discontinued and replaced with R-134a. Production of CFC-12 ceased at the end of 1995, and while this material may be recycled, supplies may be limited. The biggest improvements since the development of the R-134a are better, less porous hoses and seals, so that smaller R-134a molecules don't seep as they used to. The next major development of air conditioning systems for vehicles could be a new CO2 refrigerant system, which has been in the prototype stage since about 2002. Warning: If your car was built before 1992, you may have trouble getting a Freon if you need to replace the refrigerant in your car's air conditioning. Converting to an alternative refrigerant (R-134a) is expensive, so think about this fact before buying a used car before 1992 or carrying out expensive repairs to an older car that you already have; The vehicle may not cost as much as it will cost to restore the air conditioning system. From auto repairs to dummies, copyright © 2009 wiley Publishing, Inc., Indianapolis, Indiana. Used by arrangement with John Wiley and Sons, Inc. Show Full Article To use automatic air conditioning variety sensor kit, close low and high valves on the set and connect hoses to low and high fittings on Turn on the engine. Set the air conditioning to maximum set-up and start it until the car cools down. Rediscover the valves of a diverse set of sensors and pay attention to the pressure readings that appear on the dials. Compare these readings with vehicle specifications. High-pressure readings Air conditioning variety sensor sets of high valves are often the result of excess refrigerant. Air in air conditioning hoses or limited air flow through the capacitor can also be the culprit. High valve readings at the low end indicate low refrigerant levels or a faulty compressor. A low valve pressure that is higher than expected may be due to a poor compressor or refrigerant that has been recharged. Lower valve pressure usually means that the refrigerant level is too low or the condenser air flow is blocked. Auto air conditioning variety sensor kits are used to check the pressure in air conditioning lines. They help determine if there is a leak. Air conditioning sensor kits can also deplete or fully recharge a unit of the entire refrigerant. Fully. automotive air conditioning repair manual. auto air conditioning repair manual pdf. haynes automotive heating and air conditioning repair manual.pdf. haynes automotive heating and air conditioning repair manual

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