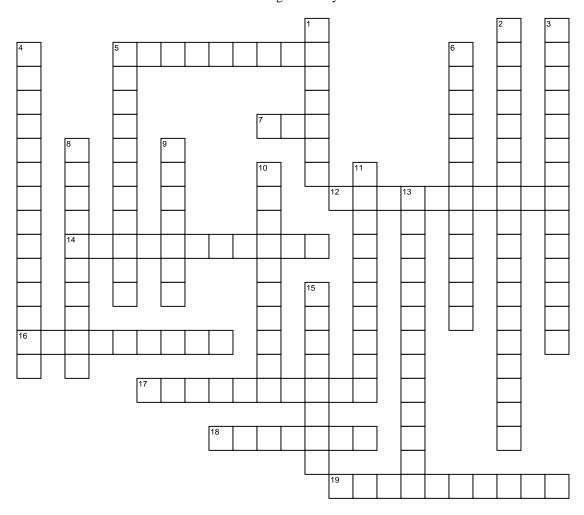


## Chapter 2 The Refrigeration Cycle



## **ACROSS**

5	is the amount of heat added to the refrigerant after it has changed from liquid to vapor.
7	systems are now being used by most vehicle manufactures mainly due to the reduction in the amount of refrigerant required in this
	type of system.
12	If an excessive amount of refrigerant is put into a system then the excess volume partially fills the condenser as a liquid and reduces its
	effective volume.
	are alos called cycling clutch orifice tube (CCOT) and fixed orifice tube (FOT) Systems.
	The looks like another radiator, and its purpose and function is to remove heat from the high-pressure gas.
	A refrigerant is circulated through the system by a that is usually powered by the engine through an accessory drive belt.
	A evaporator is usually the result of having too much refrigerant in the system.
19	Some newer systems use a, which is a solid-state device that changes its electrical resistance in the inverse relationship to its
	temperature.
DC	WN .
1	An evaporator that has a low pressure but a temperature that is too warm is called "," which means that not enough refigerant is entering to prosuce the desired cooling effect.
	An evaporator that has a low pressure but a temperature that is too warm is called "," which means that not enough refigerant is entering to prosuce the desired cooling effect.  The flow of a refrigerant through the system is called the and is used to cool the interior of the vehicle.
2	entering to prosuce the desired cooling effect.
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2 3 4	entering to prosuce the desired cooling effect.  The flow of a refrigerant through the system is called the and is used to cool the interior of the vehicle.  Most recent vehicles use a in place of a pressure switch.
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2 3 4 5 6	entering to prosuce the desired cooling effect.  The flow of a refrigerant through the system is called the and is used to cool the interior of the vehicle.  Most recent vehicles use a in place of a pressure switch.  Many orifice tube systems use a two-wire mounted in the accumulator or the suction line to the compressor.  Many orifice tube systems use a two-wire pressure switch mounted in the accumulator or the to the compressor.
2 3 4 5 6 8	entering to prosuce the desired cooling effect.  The flow of a refrigerant through the system is called the and is used to cool the interior of the vehicle.  Most recent vehicles use a in place of a pressure switch.  Many orifice tube systems use a two-wire mounted in the accumulator or the suction line to the compressor.  Many orifice tube systems use a two-wire pressure switch mounted in the accumulator or the to the compressor.  If the volume of liquid drops so that vapor bubbles pass through the TXV or OT, the system is and its cooling effectiveness is reduced.

11 This causes the liquid refrigerant to evaporate in smalll radiator-type unit called the \_\_\_

13 A \_\_\_\_\_ is used in the high side of a TXV system.

15 It has higher pressure and temperatures.