

Name _____

SHORT ANSWER. Write the word or phrase that best completes each statement or answers the question.

1) Why should a refrigerant identifier be used before evacuating the refrigerant?

2) What components should be checked if a blower motor resistor is found to be defective?

3) What steps and procedures are required to retrofit an older R-12 system to a R-134a system?

4) Why should the receiver/drier or accumulator/drier be replaced if the refrigerant system is opened for a repair?

5) Why could a broken air dam in the front of a vehicle cause an engine to overheat?

Answer Key

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1) If the refrigerant is contaminated, the recovered refrigerant would then contaminate the other recovered refrigerant.

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2) The blower motor should be checked for current draw. Excessive current draw will cause the blower motor resistor to fail.

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3) The steps and procedures required to retrofit an R-12 system to a R134a system include:

- a. Installation of specific R-134a fittings
- b. Refit labels are installed
- c. The specified oil is installed
- d. A high-pressure cut off switch is installed
- e. Plus other items that the vehicle manufacturer may require, such as replacing of the hoses, O-rings, receiver-drier or accumulator on the compressor.

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4) The receiver/drier or accumulator/drier contains a desiccant, which absorbs moisture. Over time, moisture enters the system through hoses and, if the system is opened, moisture enters directly from the air. Moisture is an air conditioning system cause of creation of acid and reduces the life of AC compon

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5) The air dam forces air to flow through the radiator and not underneath the vehicle. Therefore, if the air dam is broken or missing, less air will be directed through the radiator and the engine could overheat when being driven at highway speeds.

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