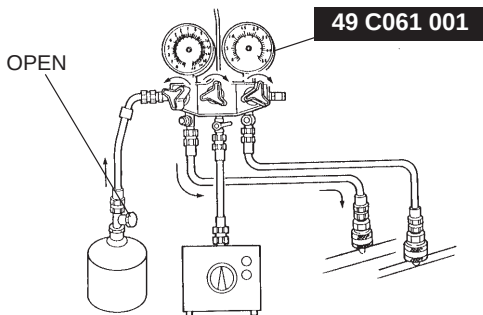


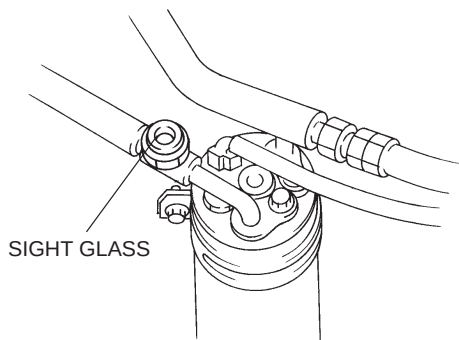
REFRIGERANT SYSTEM SERVICE PROCEDURES

11. Start the engine and actuate the A/C compressor.
12. Open the low-pressure side valve of the **SST** (49 C061 001).

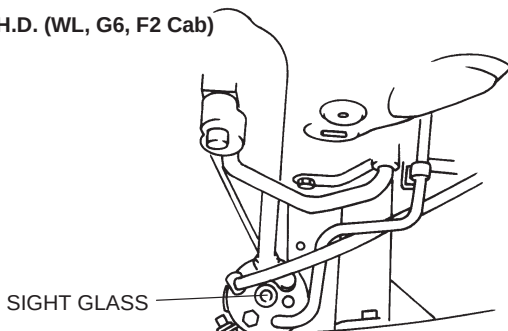


13. Refer to refrigerant charge check and refill with refrigerant.

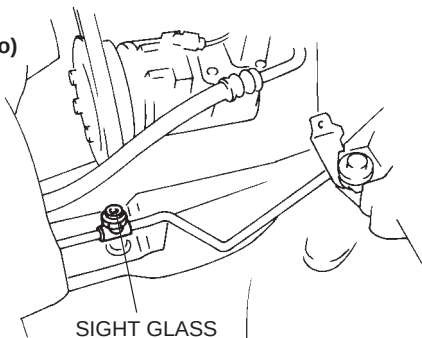
L.H.D.



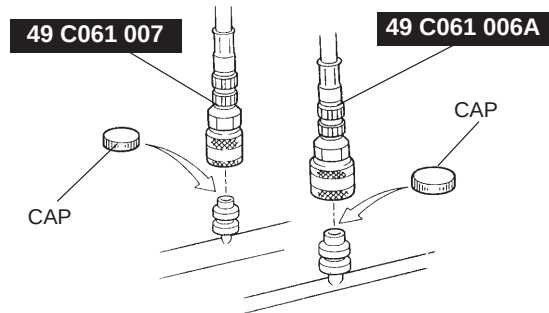
R.H.D. (WL, G6, F2 Cab)



R.H.D.
(WL turbo)



14. Close the low-pressure side valve of the **SST** (49 C061 001) and the valve of the refrigerant tank.
15. Stop the engine and the A/C compressor.
16. Disconnect the **SSTs** (49 C061 006A, 49 C061 007) from the charging valves.
17. Install the caps to the charging valves.



REFRIGERANT CHARGE CHECK

Caution

- The FD46XG (G6, WL, WL turbo) or ZXL 100PG (F2, F2 Cab) compressor oil will separate from refrigerant at high temperatures of 50 °C {122 °F} or more. If this happens, the sight glass will change to a milky-white color, and there is a possibility that you might mistakenly believe the refrigerant amount to be insufficient and recharge with additional refrigerant.

If the system is overcharged with refrigerant, the sight glass will become clear and give a false indication. You will mistakenly believe that the refrigerant amount is correct.

Therefore, when checking the refrigerant amount, verify the refrigerant pressure and cooler pipe temperature in addition to the sight glass condition.

1. Warm up the engine and run it at a constant **1,500 rpm**.
2. Set the fan switch at 4th.
3. Set the temperature control dial to MAX COLD.
4. Close all the doors and windows.
5. Check the refrigerant amount condition according to the following table.

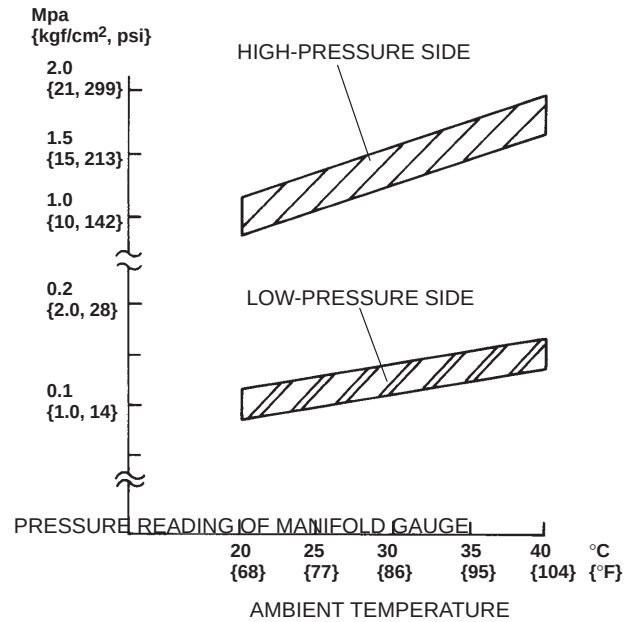
REFRIGERANT SYSTEM SERVICE PROCEDURES

Amount	Condition of sight glass	Other conditions
Insufficient	 Bubbles	- High-pressure side cooler pipe is warm; low-pressure side cooler pipe is cool. - High- and low-pressure side readings are lower than normal. - Air cooling ability is low.
Correct	 Clear  Milky white	- High-pressure side cooler pipe is hot; low-pressure side cooler pipe is cold. - High- and low-pressure side readings are normal. * If sight glass is milky-white, pour water into condenser for approximately 20 seconds to cool it off, then the sight glass will clear.
Over	 Clear	- High-pressure side cooler pipe is hot; low-pressure side cooler pipe is cold. - High- and low-pressure side reading are higher than normal. - Air cooling ability is low.

6. If not as specified, troubleshoot the refrigerant system. (Refer to TROUBLESHOOTING.)

REFRIGERANT PRESSURE CHECK

1. Install the **SSTs** (Manifold gauge set). (Refer to MANIFOLD GAUGE SET INSTALLATION.)
2. Open the bonnet.
3. Close all the doors and windows.
4. Warm up the engine and run it at a constant **1,500 rpm**.
5. Set the fan switch at 4th.
6. Set the temperature control dial to MAX COLD.
7. Measure the ambient temperature and the high- and low-pressure side reading of the **SST** (49 C061 001).
8. Verify that the intersection of the pressure reading of the **SST** (49 C061 001) and ambient temperature is in the shaded zone.



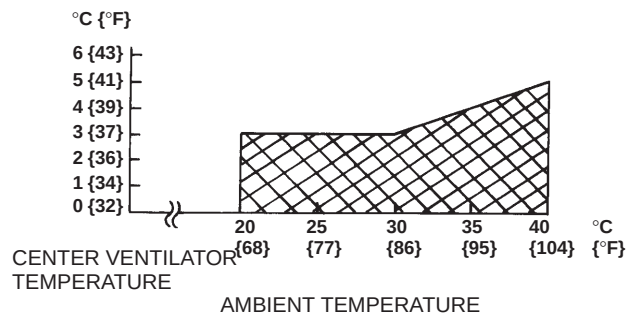
9. If not as specified, troubleshoot the refrigerant system. (Refer to TROUBLESHOOTING.)

PERFORMANCE TEST

Note

- After servicing the refrigerant system, the test is performed.

1. Install the **SSTs** (manifold gauge set). (Refer to MANIFOLD GAUGE SET INSTALLATION.)
2. Open the bonnet.
3. Close all the doors and windows.
4. Warm up the engine and run it at a constant **1,500 rpm**.
5. Set the fan switch at 4th.
6. Set the temperature control dial to MAX COLD.
7. Record center ventilator right side temperature.
8. Determine and record ambient temperature.
9. Verify that the temperature reading is in the shaded zone.



10. If the performance is not within the shaded zone, troubleshoot the refrigerant system. (Refer to TROUBLESHOOTING.)