

Low pressure side pressure (unit: Mpa)	High pressure side pressure (unit: Mpa)	Main phenomenon	Major cause	Workaround
0.15~0.25	1.45~1.75	normal	—	—
Less than 0.15	Less than 1.45	<ol style="list-style-type: none"> Both low pressure and high pressure are low The blown air temperature is cold 	Low amount of refrigerant gas	Inspection and correction of gas leaks <ul style="list-style-type: none"> Filling with refrigerant gas
0 or less	1.96~2.45	Immediately the low pressure side becomes 0 or less	Complete clogging	Inspection / replacement of liquid tank or expansion valve
		The low pressure side gradually becomes 0 or less	Clogged	
From normal value to 0 or less	Slightly higher than normal	It works normally at first, but after a while, the pressure drops and the blowout temperature becomes cold.	Freezing of expansion valve due to water contamination	Inspection of expansion valve, replacement of liquid tank or dryer
0.40~0.60	0.69~0.98	High pressure on the low pressure side, low pressure on the high pressure side	Defective compressor	Checking the compressor
0.30~0.40	1.96~2.45	<ol style="list-style-type: none"> Both low pressure and high pressure are high Frost adheres abnormally to the low pressure side piping 	Defective expansion valve	Check the expansion valve and the installation condition of the thermal cylinder
		<ol style="list-style-type: none"> Both low pressure and high pressure are high Even if the engine speed is lowered, air bubbles do not adhere to the sight glass of the liquid tank. It's not cold 	Too much refrigerant gas or poor condenser cooling	Recover a little refrigerant gas. Inspection / correction of condenser fins. Inspection of cooling system (electric fan, coupling, radiator), etc.
		<ol style="list-style-type: none"> Both low pressure and high pressure are high I don't want to get cold even if I touch the low pressure pipe Air bubbles pass through the sight glass of the liquid tank 	Air contamination	Replacement of refrigerant gas