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Volvo Forum & Help for Volvo Owners.



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When AC goes out...

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Author

KYBlueV70

Member



Joined: 26 Apr 2006
Posts: 7
Location: Lexington,
Kentucky, USA

Message

📅 Posted: Sun May 28, 2006 6:59 am **When AC goes out...**



I'm another unfortunate Volvo owner whose AC is dying as Summer approaches. In my case, it's just not cold enough during a hot 85-90F day. Would a good first step be to recharge the AC? I'd hate to do it and then find out that it's a bad compressor etc. There's a loud clicking noise when the AC is running. However, I've been told in the Forum that the clicking is a normal "relay" noise.

I appreciate any tips or recommendations. Thanks!

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pfeener
Senior Member


Joined: 19 Jan 2006
Posts: 634
Location: Massachusetts

KYBlueV70

1999 V70 owner in the heart of the Bluegrass!



Posted: Sun May 28, 2006 7:20 am



You can fix this easily and cheaply. Your car takes R134a refrigerant which is easily purchased from any auto parts store. The clicking you hear is the AC compressor clutch engaging and disengaging which is normal, but I'll bet yours is click on and off every 5-10 seconds which is an indication of the refrigerant being too low. This is a fairly normal occurrence, since most system will leak a small amount of refrigerant over a number of years. If your system is still cooling a little and the compressor is clicking on and off it indicates that the system is working OK but needs a little R134a added to it.

Go to the auto parts store and for around \$30 you can get a can of R134 and a hose and gauge setup. Read through the posts on this forum and volvospeed.com and there's plenty of info on adding the R134. Basically all you do is snap on the gauge to your low port (small port located just behind the RH headlight) and measure the pressure (it should be about 35 - 40 lbs; I'll bet yours is around 20) Screw the can of R134 on to the hose and let some in. You'll notice that as you let some in and close off the valve to read the gauge the compressor will take longer to cycle. You'll need to stick the can in some hot tap water about half way through to heat it up a little so you can get more vapor out of the can. Make sure the can is upright when you do this procedure. One can should be enough to do it.

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KYBlueV70
Member


Joined: 26 Apr 2006
Posts: 7
Location: Lexington,
Kentucky, USA

Posted: Sun May 28, 2006 6:58 pm



Thanks pfeener...I'll give it a try with the R134 refrigerant!

KYBlueV70

1999 V70 owner in the heart of the Bluegrass!

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pfeener
Senior Member


Joined: 19 Jan 2006
Posts: 634
Location: Massachusetts

Posted: Mon May 29, 2006 4:05 am



You'll be amazed how easy it is to just top it up and how much better your AC unit will run.

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jabber
Member


Joined: 07 Mar 2006
Posts: 29

Posted: Mon May 29, 2006 7:40 am AC recharging...



Location: Toronto, Canada

OK. So I know this procedure is relatively easy and I unfortunately need to go through the process with my 1999 S70. But my question is where can I get R134a in Canada? I have never seen it for sale at Canadian Tire and I doubt I could order from the US and have it shipped. Any input would be appreciated!

Jordan.

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mom
Member



Joined: 11 Feb 2006
Posts: 177
Location: Montreal, Canada

Posted: Mon May 29, 2006 9:37 am **R134**



You can't get R134 in Canada, you have to visit your mechanic or make a trip in the US.

S70 GLT 2000 Moondust

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I33tDad
Member



Joined: 31 Mar 2006
Posts: 120
Location: Looney Bin

Posted: Sun Aug 06, 2006 7:42 pm



pfeener wrote:

it should be about 35 - 40 lbs

Just had my compressor and accum/drier replaced last Friday and my mechanic told me that it shouldn't be higher than 32lbs. Should I bring it back and have him top it off to 40?

1993 Volvo 850glt
225,000 miles and counting

[I love my brick!](#)

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MadeInJapan
MVS Contributor



Joined: 31 Mar 2005
Posts: 7148
Location: Knoxville, TN

Posted: Sun Aug 06, 2006 8:11 pm



If it's blowing cold and you don't hear your compressor clicking off and on frequently, you should be fine. I also shoot for 35, but 40 is probably a bit too high.

'98 S70 T5 Emrld Grn Met/Beige IPD ECU & Suspension and other mods, K&N Fltr, Mobil-1

'04 V70 2.5T Red/Taupe IPD Suspension, K&N Fltr, Mobil-1

'91 240 Sedan Blk/Tan, Stock.

Prev.- Blk on Blk '94 850 Turb Wgn.

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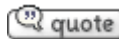
I33tDad

Member



Joined: 31 Mar 2006
 Posts: 120
 Location: Looney Bin

Posted: Sun Aug 06, 2006 8:23 pm



Yea, it blows cold and the comp doesn't cycle often, but it doesn't seem to be very cold to me. To keep the car cool on an 85° day, I pretty much had to keep it on high. My dad's '03 Jeep Grand Cherokee seems to blow a lot colder. However, now that I think of it, my mother's '04 s40 doesn't blow that cold either. Is this a common thing with Volvo's?

1993 Volvo 850glt
 225,000 miles and counting

[I love my brick!](#)

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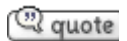
**MadeInJapan**

MVS Contributor



Joined: 31 Mar 2005
 Posts: 7148
 Location: Knoxville, TN

Posted: Mon Aug 07, 2006 6:51 am



Should be blowing nice and cold. Have your mechanic check the pressure again if you're concerned.

'98 S70 T5 Emrld Grn Met/Beige IPD ECU & Suspension and other mods, K&N Fltr, Mobil-1

'04 V70 2.5T Red/Taupe IPD Suspension, K&N Fltr, Mobil-1

'91 240 Sedan Blk/Tan, Stock.

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