

Technical Service Bulletin

Number: 24-15-99

Group: Heating & A/C

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THIS BULLETIN SUPERSEDES TECHNICAL SERVICE BULLETIN 24-07-98 REV. A, DATED AUGUST. 28, 1998, WHICH SHOULD BE REMOVED FROM YOUR FILES AND NOTED IN THE 1998 TECHNICAL SERVICE BULLETIN MANUAL (PUBLICATION NO. 81-699-99003). ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS AND INCLUDE ADDITIONAL MODELS.**

SUBJECT:

A/C Compressor Lock-Up At Low Mileage

OVERVIEW:

This bulletin involves determining the extent of A/C compressor lock-up and either working the compressor loose or replacing it.

MODELS:

1998 — **2000** (NS) Town & Country/Caravan/Voyager
1998 — **2000** (GS) Chrysler Voyager (International Market)
1998 — **2000** (PL) Neon

NOTE: THE A/C SYSTEM SHOULD BE OPERATED FOR A MINIMUM OF 5 MINUTES IN THE FRESH AIR A/C, HIGH BLOWER MODE, WITH THE ENGINE AT IDLE, PRIOR TO TAKING A VEHICLE OUT OF OPERATION OR STORING IT FOR MORE THAN TWO WEEKS TO INSURE ADEQUATE OIL FLOW BACK TO THE A/C COMPRESSOR.

SYMPTOM/CONDITION:

The A/C compressor may lock-up, causing the drive belt to slip in the A/C clutch pulley, producing a squealing noise at initial start-up. This "temporary" lock-up **DOES NOT NECESSARILY MEAN THE COMPRESSOR HAS FAILED.**

With the close internal clearances of a compressor operating in an R134A system, it is possible to experience a temporary lock-up of the piston shoes on the swash plate. The longer the A/C system is inactive, the more likely the lock-up condition is to occur.

This condition is the result of normal refrigerant movement within the A/C system caused by temperature differences between the various components (evaporator, condenser, compressor) that "washes" the oil out of the compressor.

DIAGNOSIS:

Start the vehicle and run at idle. Turn on the A/C system and listen for the drive belt to squeal. Immediately turn off the A/C system if squealing is heard. If the squeal stops when the A/C system is turned off perform the Repair Procedure.

REPAIR PROCEDURE:

This bulletin involves determining the extent of A/C compressor lock-up and either working the compressor loose or replacing it.

Before assuming the A/C compressor has failed and must be replaced, the following steps should be taken.

1. With an appropriate sized oil filter removal tool or strap wrench, grasp the outer diameter of the A/C compressor clutch hub that houses the rubber donut. While facing the compressor, try to rotate the hub clockwise, then counterclockwise. If the hub rotates go to step 2. If the hub will not rotate the compressor is internally damaged and must be replaced, skip to step 7.
2. Turn the hub clockwise five complete revolutions and remove the tool.
3. Start the vehicle, turn on the A/C system, and run at idle.
4. Observe the A/C compressor and system for normal operation for both cool-down and noise level standpoints.
5. If performance is acceptable (use the A/C Performance Temperatures chart in diagnosis and testing portion section 24 of the appropriate Service Manual as a guideline), allow the A/C system to operate at idle for 5 minutes.
6. If acceptable performance continues throughout the five minutes, the compressor does not need to be replaced, skip to step 8.
7. If performance is not up to acceptable levels, or the compressor is internally damaged, use the procedure outlined in the appropriate Service Manual to replace the A/C compressor.
8. Inspect the drive belt for damage, replace it if necessary.

POLICY: Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:		
24-10-01-92	Repair Compressor.....	0.3 Hrs.
24-10-01-93	Replace Compressor.....	1.2 Hrs.

FAILURE CODE: 07 – Binds, Sticks or Seized