



Refrigerant Flow Sensor on Variable Displacement Compressor

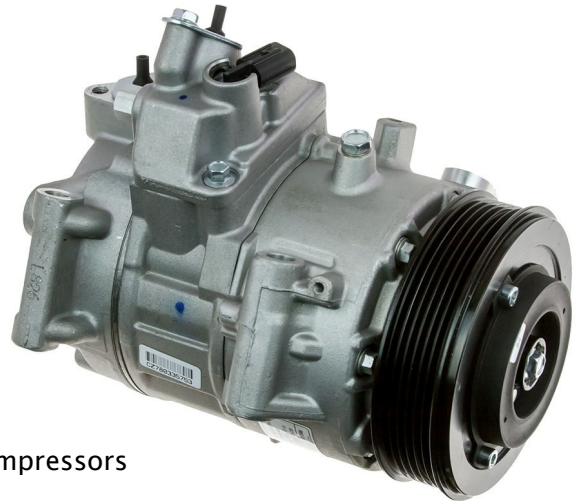
Variable displacement compressors are hard to diagnose as they are more than just a compressor. In addition to common malfunctions, there are other factors that can cause the compressor to seem as if it's not working.

One new piece of technology that can add to the confusion is a flow sensor. These are fitted to the compressor and are used to send a signal back to the ECU. It is located in the discharge side and "reports" if there is refrigerant being pumped out of the compressor.

The ECU already knows the flow rate based on the engine speed, angle of the compressor swash plate and environmental factors. If the ECU is not receiving the correct signal, the problem could originate from a defective compressor or receiving an incorrect signal from the compressor, which will stop the compressor from pumping. This incorrect signal could result from a faulty sensor or an aftermarket compressor. The aftermarket manufacturer could be unaware that a flow sensor had been installed from OE..

If you have a system that operates when the engine first starts, but then stops cooling after 15 minutes, try restarting the vehicle. If the fault occurs again, there is a chance it may be the flow sensor turning the compressor off.

gpd compressors are designed to overcome this issue and will work correctly.



Applicable to TSE and TSE17C Style Compressors

Part Number	Application
6513069	2011-2016 Scion tC
6513068	2010-2016 Subaru Outback 2010-2016 Subaru Legacy
6512920	2011-2013 Toyota Corolla
6512815	2012-2016 Toyota Camry 2009-2012 Toyota Rav4

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