

INSTALLER ALERT

Variable Displacement Compressors

A portion of the country is experiencing an exceptionally high warranty rate on replacement compressors for V5 and V7 GM compressor applications. These applications include the S10, Sonoma, (Isuzu) Rodeo, Cavalier, Corsica, and other vehicles. Upon field inspection of these parts a large number of these failures were the result of lack of lubrication either from improper lubrication at start up, residue chemical flush diluting the oil, incorrect charge amount, or a restriction caused by debris/contaminants in the system. We have compiled a list of best practices and information from customer input and our vendor in an effort to reduce comebacks on these units. Failure to follow these recommendations may void the warranty and lead to a warranty claim rejection if a failure of the compressor occurs.

Topic	Our Recommendation	Source	Practice
Compressor Lubrication	Must	Customer Input/Vendor	Introduce the oil into compressor thru the crank case bolt hole, located on the side of compressor, if the compressor is equipped with one. Rotate compressor with the Delphi Turning Tool, CB10049, or the appropriate spanner wrench, at least 10 times to allow oil to lubricate all moving parts inside the compressor prior to installing it on the vehicle. Follow the oil balance procedure provided with the compressor to assure the A/C system has the correct viscosity and amount of oil in the system.
Condenser	Highly Recommended	Vendor/ System Inspections	Replace condenser if the A/C system has any form of contamination including metal debris or contaminated oil. Condenser design not flushable.
Hoses	Must	Vendor	Replace all hoses with mufflers if the A/C system has any form of contamination including metal debris or contaminated oil. Not flushable. All hoses with a long service life can contribute to contamination. Inspect thoroughly and replace as necessary.
Evaporator	Highly Recommended	System inspections	Cut open the original accumulator with a tool that will not introduce debris. If metal debris or other contaminants are found replace evaporator. Delphi/GM only recommends flushing with refrigerant in a closed loop system. The introduction of any shop compressed air into a refrigeration system can cause serious problems and can impact PAG oil because of its hygroscopic characteristics.
Oil Placement	Highly Recommended	Vendor	Follow the oil balance procedures included with the compressors. Be certain to add the oil through the crank case bolt holes of compressor which have them. Use the correct type and viscosity of oil as noted on the information with the compressor.
Cooling System	Highly Recommended	System inspections	Be sure of optimum operation of cooling system. Replace fan clutch if in doubt. Compressors like all parts have a heat threshold and will fail if exceeded.
Equipment/ Procedures	Must	Vendor	Be sure equipment is calibrated, and air is purged. Use an identifier to be sure system is not contaminated.
Information	Must	Vendor	The V5 and V7 compressors are unique and all installation and TSB recommendations must be adhered to.