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Your Vehicle: 2010 Audi Q7 Quattro (4LB) V6-3.0L DSL Turbo (CATA)

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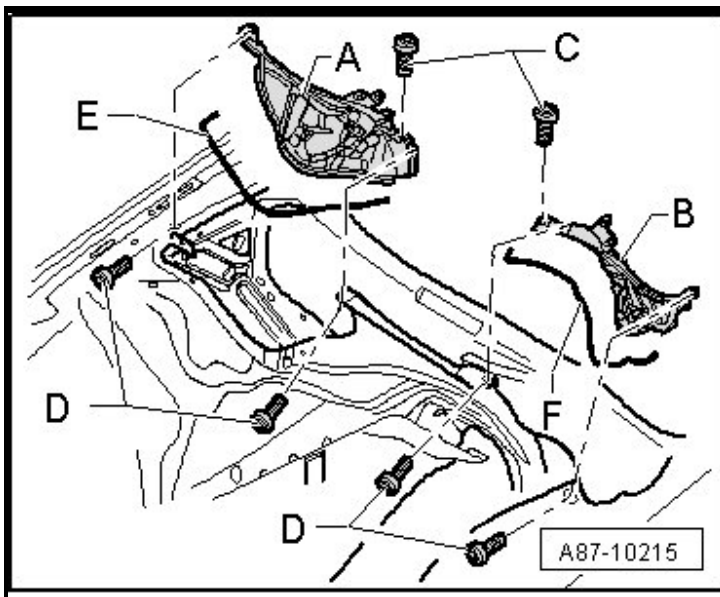
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Service and Repair

High Pressure Sensor (G65)

⌘ After the A/C compressor is switched off in this vehicle, it may take a relatively long time for the pressure on the high pressure side to decrease (the expansion valve(s) is/are cold, the pressure on the low pressure side increases quickly after deactivation, the expansion valve(s) closes/close and the refrigerant can only flow slowly to the low pressure side).

- Remove plenum chamber cover.
- Remove right section of plenum chamber front wall - **A** -.

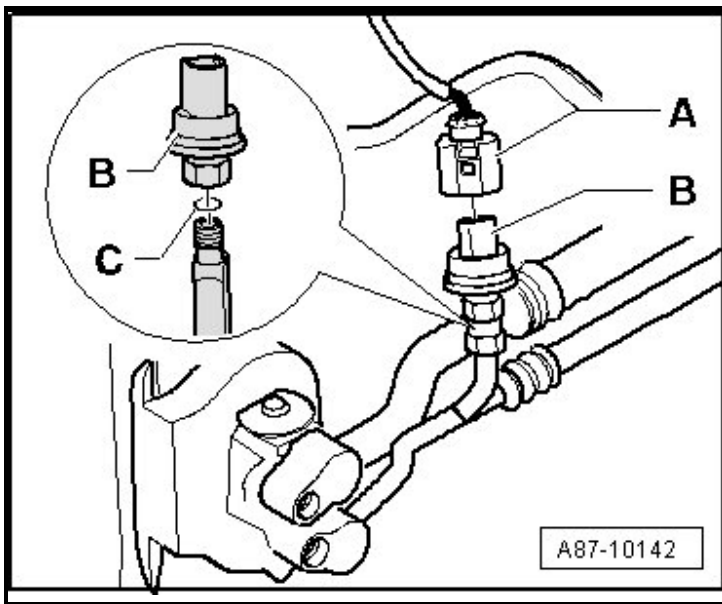


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⌘ Right section of plenum chamber front wall - **A** - is secured to vehicle by bolts - **C** - and - **D** -. A seal - **E** - is installed between plenum chamber front wall and vehicle body.

- Disconnect the connector - **A** -.



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- Remove the high pressure sensor - **B** - (tightening specification: 5 Nm).
 - Replace the O-ring - **C** -. Refer to => [Refrigerant Circuit O-Rings] [See: Service and Repair\Procedures\Refrigerant Circuit O-Rings](#) and to the Electronic Parts Catalog.
- ⌘ Cooling performance cannot be checked with high pressure sensor removed, Climatronic Control Module (J255) does not switch on the compressor.
- ⌘ The refrigerant circuit remains closed, connection with valve.
- ⌘ Checking function of high pressure sensor and signal sent, refer to => [High Pressure Sensor, Checking Pressure Signal] [See: Testing and Inspection\Component Tests and General Diagnostics\High Pressure Sensor \(G65\), Checking Pressure Signal](#).
- ⌘ Coat O-ring seal - **C** - lightly with refrigerant oil before installing, refer to => [Refrigerant Circuit O-Rings] [See: Service and Repair\Procedures\Refrigerant Circuit O-Rings](#).

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