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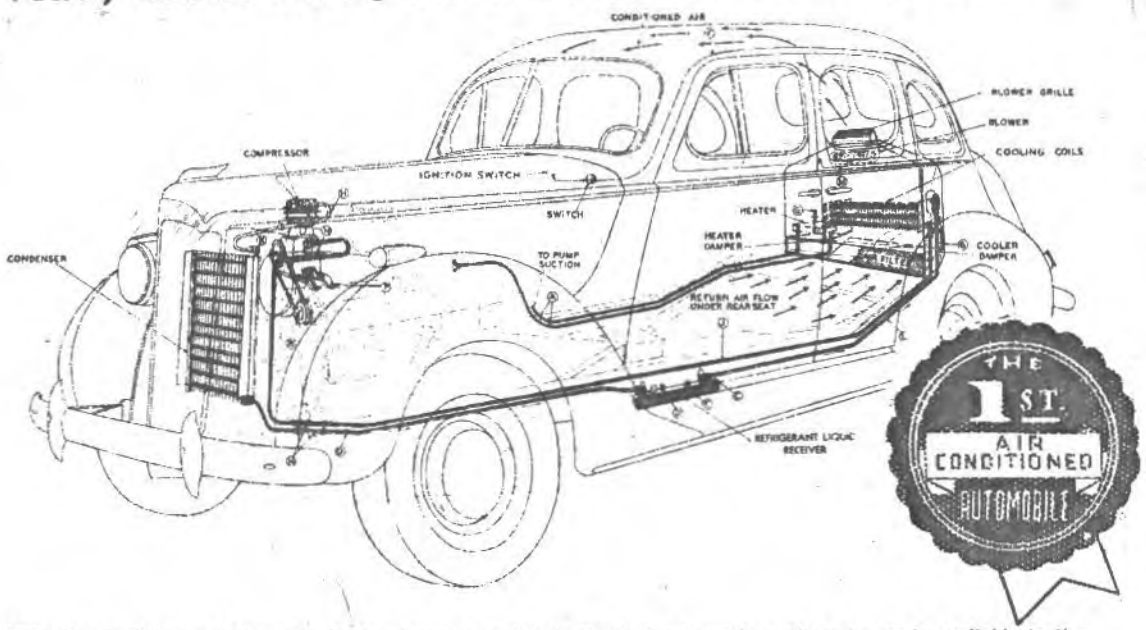
Factory Installed Heating and Cooling System For Packard Sedan



This air-conditioning system for Packard sedan models is the first automotive unit to be made available to the motoring public. Sold as a standard factory equipped accessory, the system includes: A—Heater hose line, B—Compressor take-off pulley, C—Receiver shut-off valve, D—Fusible plug, E—Liquid tester, F—Blower lead wire, G—Damper control, H—½" dia. high-pressure gas line, J—⅝" dia. low-pressure gas line, K—Condenser shut-off valve, L—⅜" dia. high-pressure liquid line, M—Blower ground wire, N—Vibration eliminators, P—Extra length cylinder head studs, Q—½" dia. high-pressure liquid line.

Packard Introduces Car Cooling Unit As an Accessory

DETROIT—First announcement of an air-conditioning system using mechanical refrigeration, installed on passenger cars as a standard, factory built, extra-cost accessory, was made by the Packard Motor Car Co. here this week. Using a reciprocating compressor driven from a pulley on the fan belt shaft, the new system develops 1½ tons of refrigeration at 60 miles per hour, and 2 tons at 80 miles per hour.

The new conditioning system also includes provision for winter heating, and both the cooling and heating coils are located back of the rear seat in standard sedans. Air is drawn under the rear seat, over the coil, and then introduced to the car body at a point directly behind the heads of rear seat passengers. Air is deflected upward along the roof of the car by means of the fan. Control of the fan is by means of a rheostat on the dash. One hundred per cent recirculated air is used.

Refrigerant lines run from the compressor, which is mounted on the motor, to a condenser, mounted directly in front of the radiator. From this point the refrigerant goes to a receiver located underneath the body and thence to the low side coil behind the rear seat. Standard refrigerant connections are used, but refrigeration lines are mounted against the frame where they are not subject to twisting or vibration.

The conditioning unit is equipped with an air filter, which is said to remove the majority of dust and pollen from the air. Ventilation is obtained by using the standard wing ventilators on the front windows.

Installation price of the new conditioning system is expected to be approximately $275 including the cost of special insulation in the top and side walls of the sedan body. No systems will be sold or installed on cars, except in the regular course of factory production.

Change from summer to winter driving is accomplished by the regulation of two dampers located on the sides of the cooling unit mounted in the trunk compartment.

In announcing the new conditioning equipment, W. M. Packer, vice president of distribution of the Packard Motor Car Co., asserted that the new unit, which will be called the Packard Weather Conditioner, operates on the same principle as that of the home mechanical refrigerator.

Ralph M. Williams, service engineer for the Packard company, states that service on the air-conditioning systems will be handled by established dealers and distributors for Packard cars.

Cars equipped with the complete heating and cooling system are being exhibited at the Chicago and Oklahoma City automobile shows.

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