

**TEMPERATURE TESTING
DIAGNOSTIC WORKSHEET**

**Single System Orifice Tube or
Front Orifice Tube/Rear TXV Dual System**

VEHICLE INFORMATION:		Year	Make	Model	Engine	Mileage	Vin
SYSTEM CONFIGURATION							
Condenser Type:	Tube & Fin <input type="checkbox"/>	Flat Tube <input type="checkbox"/>	Sub-Cool <input type="checkbox"/>	High Side Port Location			
Refrigerant Flow:	Serpentine Flow <input type="checkbox"/>	Multi-Pass Flow <input type="checkbox"/>	Discharge <input type="checkbox"/>	Liquid Line <input type="checkbox"/>			
Refrigerant Testing:	Pure R12 <input type="checkbox"/>	Pure 134a <input type="checkbox"/>	Contaminated <input type="checkbox"/>	% Air _____			
Clutch Voltage Drop	AC Clutch (+) to (-)	B(+) to B(-)	B(+) to Clutch (+)	B(-) to Clutch (-)			
	_____	_____	_____	_____			
TEMPERATURE TESTING INFORMATION							
Condenser Temperature Drop				Rear Evaporator Superheat – Indirect Measurement (inlet inaccessible)			
Condenser Inlet		20°F		Rear Duct Temperature		Evaporator Outlet	
Condenser Outlet		Minimum		Evaporator Outlet Line		Should be Less	
Difference	<input type="text"/>	50°F		Difference	<input type="text"/>	than 10°F Warmer	
		Maximum				than Duct	
Front Evaporator Superheat				System Performance – Rear Evaporator			
Inlet		+/- 5°F OK		Ambient Air Temp			
Outlet		Ideal:		Rear Duct Temp.			
Difference	<input type="text"/>	0°F Single		Difference		Greater than 30°F	
		-2°F Dual					
System Performance – Front Evaporator				Front to Rear Duct Difference Less Than 4°F?			
Ambient Air Temp				Yes <input type="checkbox"/>	No <input type="checkbox"/>	Difference	<input type="text"/>
Center Duct Temp.							
Difference	<input type="text"/>	Greater than 30°F					
Rear Evaporator Superheat – Direct Measurement (inlet accessible)				Low Side Pressure V. Rear Suction Line Temp.			
Inlet Line (After TXV)		Outlet +2°F		Pressure	Temperature	OK? * See Note	
Evaporator Outlet Line		to				Yes <input type="checkbox"/>	No <input type="checkbox"/>
Difference	<input type="text"/>	+10°F		System Pressures		Compressor Case Temperature	
		Warmer than Inlet		High Side			
				Low Side			
* Note: If system correctly charged and low side pressure is low/normal but suction line temperature is high, suspect TXV valve malfunction – possible sticking, restricted.							