

**TEMPERATURE TESTING  
DIAGNOSTIC WORKSHEET**

**Single or Dual TXV System**

<b>VEHICLE INFORMATION:</b>		Year	Make	Model	Engine	Mileage	Vin	
<b>SYSTEM CONFIGURATION</b>								
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 (-)				
<b>TEMPERATURE TESTING INFORMATION</b>								
Condenser Temperature Drop				Front to Rear Duct Difference Less Than 4°F?				
Condenser Inlet			20°F	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Difference	<input style="width:50px;" type="text"/>	
Condenser Outlet			Minimum	Low Side Pressure V. Rear Suction Line Temp.				
Difference	<input style="width:50px;" type="text"/>		50°F	Pressure	Temperature	OK? ** See Note		
Evaporator Superheat - Direct Measurement (if inlet accessible)						Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Inlet	Front	Rear	Outlet +2°F to +10°F Warmer	TXV System Charge Level – Use “TXV System Charge Level Chart “A” or “B”				
Outlet				High Side Port Location	Discharge Line Use Chart A	Liquid Line Use Chart B		
Difference	<input style="width:50px;" type="text"/>	<input style="width:50px;" type="text"/>		High Side Pressure				
Evaporator Superheat - Indirect Measurement (if inlet inaccessible)				Liquid Line Temperature				
Outlet	Front	Rear	Outlet Should be Less than 10°F Warmer than Duct	Charge Level	Undercharged	<input type="checkbox"/>		
Duct				See Note*	Overcharged	<input type="checkbox"/>		
Difference	<input style="width:50px;" type="text"/>	<input style="width:50px;" type="text"/>		Normal	<input type="checkbox"/>			
System Performance				*Note: Intersection of high side pressure and liquid line temperature on chart indicates system charge level.				
Ambient Air Temp.	Front	Rear		System Pressures		Compressor Case Temperature		
Duct				High Side				
Difference	<input style="width:50px;" type="text"/>	<input style="width:50px;" type="text"/>	Should be Greater than 30°F	Low Side				
				**Note: If low side pressure low/normal but suction line temperature high – suspect TXV restriction or N.G.				