

[A.] Customer & Vehicle Information

Year/Make/Model:	Ticket #:
VIN:	Mileage:
Name:	Date:
Complaint / symptom:	

[B.] Initial Cooling-System Check

⚠ Never remove a hot pressure cap. Hot coolant can cause severe burns. Verify temperatures with an IR thermometer where appropriate.

Coolant Level	Condition	IR Engine Temp	Scan-tool ECT	Peak Temp
☐ Full ☐ Low		°F	°F	°F

[1.] Vehicle actually overheats? ☐ Yes ☐ No
 NO → verify ECT sensor/gauge accuracy. YES → continue.
 [2.] Steam/boiling observed? ☐ Yes ☐ No
 [3.] Coolant loss observed? ☐ Yes ☐ No

[C.] Cooling Fans

Electric fans equipped: ☐ Yes ☐ No Fan engagement temp: °F Scan-tool command: ☐ Pass ☐ Fail
 Low speed: ☐ Operational ☐ Inoperative High speed: ☐ Operational ☐ Inoperative
 Mechanical fan equipped: ☐ Yes ☐ No Fan clutch: ☐ Pass ☐ Fail

[D.] Thermostat / Circulation / Water Pump

Heater blows hot when warmed: ☐ Yes ☐ No Drive belt: ☐ Good ☐ Worn/Damaged

Upper Radiator Hose	Lower Radiator Hose	Heater Outlet
°F	°F	°F

Water pump leakage: ☐ Yes ☐ No Noise/play: ☐ Yes ☐ No Temperature increases abnormally with RPM: ☐ Yes ☐ No

[E.] Radiator / Thermal Imaging

Thermal imaging performed: ☐ Yes ☐ No Pattern: ☐ Normal/uniform ☐ Cold spots ☐ Hot spots ☐ Abnormal gradient ☐ Restriction suspected
 Radiator fins: ☐ Good ☐ Damaged ☐ Restricted Debris blocking airflow: ☐ Yes ☐ No Coolant flow: ☐ Normal ☐ Abnormal

[F.] Cooling-System Pressure Test

Pressure Applied	After 30 min	Pressure Loss	External Leak
PSI	PSI	PSI	☐ Yes ☐ No

Verified with UV dye: ☐ Yes ☐ No Leak location:
 Pressure cap rated: PSI Tested release/hold: PSI

[G.] Combustion-Gas / Internal Leak Testing

Chemical block test: ☐ Performed ☐ Not Performed Result: ☐ Negative ☐ Positive
 Cooling system pressurizes abnormally during combustion: ☐ Yes ☐ No Coolant contamination: ☐ Yes ☐ No
 Internal leak/head-gasket issue suspected: ☐ Yes ☐ No If yes → confirm with [1042.1] Compression and [1036.3] Leak-Down.