SAC **Springfield Auto Care** EXAMPLE SHOP
service@springfield-auto-care.example

TECHNICIAN WORKSHEET · 2.7L LH V6
RA-CH27-123456-20261028

2005 Chrysler Sebring · JR Sebring Touring sedan 2.7 V6 · FWD

1C3EL46R85N123456

ODOMETER IN: 105,000 | DOOR-JAMB BUILD (MM/YY) | RO # | TECHNICIAN / DATE

A · RECALLS AND CAMPAIGNS TO VERIFY (DEALER PRINTOUT OR NHTSA.GOV)

04V-579 · Steering · right front knuckle — ☐ Open ☐ Done ☐ N/A

04V-532 · Seat belts · rear outboard bolts — ☐ Open ☐ Done ☐ N/A

B · INSPECTION POINTS, IN PLAN ORDER

1. Oil sludge and bearing failure

Check now · Past the range (49,000–87,000 mi, the middle half of 167 owner reports)

- Look under the oil cap with a light — ☐ OK ☐ Watch ☐ Fix
- Oil pressure at hot idle — ☐ OK ☐ Watch ☐ Fix
- Compression and leak-down test — ☐ OK ☐ Watch ☐ Fix
- Under oil cap: clean / varnish / sludge

Scan for: P0520, P0521, P0524

Parts (JR): Ask your parts supplier for the OE part number for this VIN.

2. Water pump leaking coolant into the oil

Check now · Inside the range (65,000–115,000 mi, the middle half of 10 owner reports)

- Pressure-test the cooling system — ☐ OK ☐ Watch ☐ Fix
- Check oil for coolant (milky residue, oil analysis) — ☐ OK ☐ Watch ☐ Fix
- Oil: clean / milky

Scan for: P0217, P0128

Parts (JR): Ask your parts supplier for the OE part number for this VIN.

3. Timing chain tensioner and guide wear

Check now · Past the range (58,000–80,000 mi, the middle half of 40 owner reports)

- Listen at the timing cover on a cold start — ☐ OK ☐ Watch ☐ Fix
- Scan for cam/crank correlation codes — ☐ OK ☐ Watch ☐ Fix
- Start-up rattle: none / brief / constant

Scan for: P0016, P0017, P0018, P0019

Parts (JR): Ask your parts supplier for the OE part number for this VIN.

FACTORY MAINTENANCE

Not on this report for this car. Check the service records and the maker's schedule (brake fluid, spark plugs, coolant, transmission fluid). ☐ Records checked ☐ Due ☐ Quoted

C · ALSO REPORTED FOR THE 2.7L LH V6, QUICK CHECKS

- **Stalling / loss of power** (73 complaints): Mixed causes in the complaint text: sludged or seized engines, water pump and timing chain failures, and electrical faults; see those items.
- **Steering / brakes** (39 complaints): Chassis complaints that mention the engine size; not engine faults.
- **Transmission** (24 complaints): Automatic transmission complaints; not an engine fault.

WHAT TO SAY AT THE COUNTER (ADVISOR)

1. Oil sludge and bearing failure

Owners report thick oil sludge that blocks oil flow, followed by knocking, spun rod bearings and a seized engine. At 105,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking. Our price is $112, before tax and shop supplies.

Ask: have you noticed knocking from the bottom of the engine, or oil pressure warning light?

2. Water pump leaking coolant into the oil

The water pump sits behind the timing cover and is driven by the timing chain. At 105,000 mi your car is in the mileage range where owners report it. Our price is $940, before tax and shop supplies. Left until it fails, published repair bills run $1,000–$2,000.

Ask: have you noticed coolant level dropping with no outside leak, or milky or tan oil?

3. Timing chain tensioner and guide wear

The timing chains use plastic tensioners and guides. At 105,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking. Our price is $960, before tax and shop supplies. Left until it fails, published repair bills run $1,250–$6,750.

Ask: have you noticed rattle from the front of the engine at start-up, or check-engine light with cam/crank correlation codes?

Adjust after the inspection. The report is not a diagnosis or a guarantee, so say what the technician found, not what the report predicts.

NOTES FOR THE ADVISOR

Record findings here (OK / Watch / Fix and measurements); the advisor adjusts the quote before the handout is printed or sent.