

Inspection Report

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Inspection Date: 06-05-2004
Inspection Number: 060504-2
Inspector: Leo Russ

Phone: 720-479-9335
 Email: info@PrecisionDiagnostics.net
 Web Site: www.PrecisionDiagnostics.net

Customer Info

Name	Kenton Williams	Phone		Email	
Address		City		ZIP	

Vehicle Info

Year	1999	Make	BMW	Model	M3	Color		Style	Coupe
VIN	WBSBG9338XEY82815			Mi	30,588	Lic.Plates	NA	State	
Engine	3.2L L6		Transmission	5 spd		Drive	FWD <input type="checkbox"/> RWD <input checked="" type="checkbox"/> 4x4 <input type="checkbox"/> AWD <input type="checkbox"/>		

Overall Condition

Paint	Good	
Collision Damage	No signs	
Interior	Normal wear	
Glass	Good	
Comments		
Conclusion	G X S <input type="checkbox"/> NW <input type="checkbox"/> NWI <input type="checkbox"/>	Appr. Cost of Repairs

Suspension

Tires	LF	8/32", normal wear pattern	LR	New (9/32")
	RF	8/32", normal wear pattern	RR	New (9/32")
Struts/Shocks	LF	Good	LR	Good
	RF	Good	RR	Good
Control Arms/Ball Joints	Good			
Alterations	None			
Noise Analysis	No abnormal noises			
Comments				
Conclusion	G X S <input type="checkbox"/> NW <input type="checkbox"/> NWI <input type="checkbox"/>	Appr. Cost of Repairs		

Legend: G – good S – Satisfactory NW – Needs Work NWI – Needs Work Immediately

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Steering

Fluid Level	OK	Condition	Fair	
Hoses/Leaks	Good/no			
Pump/Belt	Good			
Links	No play			
Wheel Bearings	LF	No play	LR	No play
	RF	No play	RR	No play
Alterations	None			
Noise Analysis	No abnormal noises			
Comments				
Conclusion	G X S <input type="checkbox"/>	NW <input type="checkbox"/>	NWI <input type="checkbox"/>	Appr. Cost of Repairs

Brakes

Fluid Level	Full	Fluid Condition	Good		
	LF	RF	LR	RR	
Pads	Over 70% left	Over 70% left	Over 70% left	Over 70% left	
Rotors	Looks new	Looks new	Shows wear ridge	Shows wear ridge	
Acoustical	Normal	Normal	Normal	Normal	
Temperature	Normal	Normal	Normal	Normal	
Performance	Good	Good	Good	Normal	
Conclusion	G <input type="checkbox"/>	S X <input type="checkbox"/>	NW <input type="checkbox"/>	NWI <input type="checkbox"/>	Appr. Cost of Repairs

Cooling System

Coolant Level	Full	Condition	Fair
Radiator Condition	Good		
Water Pump Belt	OK		
Hoses	Good		
Leaks	None		
Pressure Test (most vehicles)	Held pressure for 30 minutes, no visible leaks developed		

Note: Cooling System Inspection continued on the next page

Legend: **G** – good **S** – Satisfactory **NW** – Needs Work **NWI** – Needs Work Immediately

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Cooling System (continued from the previous page)

Thermostat Operation	Maintains normal operating temp 185 deg.		
W/P Noise level	Normal		
Comments			
Conclusion	G X	S <input type="checkbox"/> NW <input type="checkbox"/> NWI <input type="checkbox"/>	Appr. Cost of Repairs

Charging/Starting System

Alternator Noise Level	Acceptable			
Alternator Belt Condition	Good			
Output Without Load (V)	14.2V	Output Under Load (V)	14.0V	
Parasitic Drain	70 mAmps			
Rectifier Performance	Operational			
Battery output	Without Load	12V	Under Load	11.2V
Starter Operation	Current	130	Cranking RPM	250
			Temperature	85
Comments				
Conclusion	G <input type="checkbox"/> S X	NW <input type="checkbox"/> NWI <input type="checkbox"/>	Appr. Cost of Repairs	

Engine

Service/Repair Records Y <input type="checkbox"/> N <input type="checkbox"/>	Date		Mi		Descr.	
Oil Level	Full	Condition	Fair			
Sludge/Varnish	None					
Leaks	No					
Spark Plug Condition (Levels 3, 4)	Good (normal wear)					
Compression Test (Levels 3, 4)	#1 cyl – 155 PSI - normal					
Road Test Notes	Performance is adequate					
Acoustical Analysis	Valve Train	Normal				
	Fuel System	Normal				
	Lower End	Normal				

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Engine Inspection (Continued from the previous page)

Excessive Smoke	No		
Comments	Engine appears to be in good working condition		
Conclusion	G X S <input type="checkbox"/> NW <input type="checkbox"/> NWI <input type="checkbox"/>	Appr. Cost of Repairs	

Transmission

Service/Repair Records Y <input type="checkbox"/> N X <input type="checkbox"/>	Date		Mi		Descr.	
Fluid Level (**)		NA (no dipstick)		Condition	NA	
Leaks	No					
Road Test Notes	Performs as designed					
Acoustical Analysis	No abnormal noises					
Comments	At this time, clutch engages ok, no slippage, pedal travel is normal					
Conclusion	G X S <input type="checkbox"/> NW <input type="checkbox"/> NWI <input type="checkbox"/>	Appr. Cost of Repairs				

Accessories

Interior Lights	OK
Exterior Lights	OK
Brake Lights	OK
Turn Signals	OK
Wipers/W Washer	OK
Power Windows	OK
Power Locks	OK
Sound System	OK
Comments	
Conclusion	G X S <input type="checkbox"/> NW <input type="checkbox"/> NWI <input type="checkbox"/> Appr. Cost of Repairs

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Climate Control

Blower Operation	Normal					
Heater Operation	Normal					
AC Refrigerant R12 <input type="checkbox"/> R134 <input checked="" type="checkbox"/>	Compr. Clutch Engagement	Good	Noise Level	Normal		
	Clutch Condition	Good				
	Leaks	None				
	Performance	Ambient Temp.	85	Outlet Temp.	45	
Comments						
Conclusion	G <input checked="" type="checkbox"/> S <input type="checkbox"/> NW <input type="checkbox"/> NWI <input type="checkbox"/>	Appr. Cost of Repairs				

Computer Diagnostics

(Available for most domestic and OBD2-compliant import vehicles)

Code No.	Current/History	Explanation
		No codes stored
		Primary O2 sensor allows closed loop at 150 Deg only – somewhat late. Once operating temp. has been reached, emissions components operate properly.

Specific Components Live Data Scan Results

EGR Sensor	NA	
Speed Sensor	OK	
TPS Sensor	OK	
MAP Sensor	OK	
MAF Sensor	OK	
Other Supported Sensors	O2 sensor	See notes above
	LT trim	Acceptable
	ST trim	OK
	MAP	OK
MAF	OK	

Odometer Readings Verification via ECM (where available)

Comments	Keep an eye on O2 sensor operation

Conclusion	G <input type="checkbox"/> S <input checked="" type="checkbox"/> NW <input type="checkbox"/> NWI <input type="checkbox"/>	Appr. Cost of Repairs	
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Engine Performance Analysis (Level 4 Inspection)

Cylinder	Compression	Power Contribution	Comments
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
Comments			
Conclusion	G <input type="checkbox"/> S <input type="checkbox"/> NW <input type="checkbox"/> NWI <input type="checkbox"/>	Appr. Cost of Repairs	

INSPECTION SUMMARY

	Found Defects	Status	Appr. Repair Cost
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
		Total	

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General Vehicle Assessment

Wear to rear brake rotors indicates VERY aggressive driving.
Late closed loop mode maybe an indication of upcoming front O2 sensor failure.

Important Notes

Important Notes	<ol style="list-style-type: none"> 1. A field inspection verifies current condition of the vehicle. Certain malfunctions may occur intermittently, and, unless are present at time of inspection, may not be detected. 2. Price of repairs varies greatly from shop to shop and especially is dependent on parts supplier. In many cases, cost of repairs cannot be given even approximately without extensive teardown needed to determine exact extent of damage. 3. The market value of the vehicle is given based on data published by a third party. 4. Some tests (especially computer diagnostics) may not be available for all vehicles due to manufacturer-specific implementation of certain functions. 5. It is the customer's responsibility to make arrangements with the vehicle owner. If the inspection does not take place at no fault of PAD's, such as the owner denies access or the vehicle is not available, there will be a \$50.00 service charge.
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Payment Receipt

Customer	Inspection No.	Inspection Date
Kenton Williams	060504-2	06-05-2004

Inspection Type	Price	Payment Method	Received by	Date
L3	\$149.00	MasterCard No. XXXX XXXX XXXX XXXX	Leo Russ	06-05-2004