

United States Complaints

Complaint: Repair Fraud, Tampering with Emission Equipment, etc.

Statement of Facts

US DOT:

- 1.) Contacted O'Donnell Truck and Engine Repair about rebuilding - Remanufacturing my cars Engine Oct 2005 and factors
- 2.) He wrote up and gave over McPhave two estimates one ATK motor and the other in house rebuilt.
- 3.) Went in December of 2005 to get the process going of getting my engine back to new condition.
- 4.) Got a diagnosis at [REDACTED] [REDACTED] [REDACTED] Sacramento, CA Sept-Oct or Nov of 2005. Low compression was found on all cylinders - no other components were tested or the Fuel filter examined for foreign matter as the proximate cause of low compression as required by Law.
- 5.) [REDACTED] called ATK on McPhave and said ATK was on Strike and no ATK motors with 3yr warranty unlimited mileage were available.
- 6.) Me and my brother [REDACTED] then agreed to an in house rebuild and putting in a new radiator (our idea).
- 7.) [REDACTED] said there would be cosmetic additions to this engine rebuild and I signed the additions and estimate here of, I then brought the car in next day towed in.

M. Maguire
2/10/06

- 8.) My brother got a call from [REDACTED] and said he wanted to see us both.
- 9.) We went there he had!
- 1.) Unscrewed the screws to the start solenoid cover and said the starter needed to be replaced - note it was not defective and worked just fine.
 - 2.) mentioned he had to resurface the Flywheel - I figured it was part of the engine rebuild - he replaced the entire clutch assembly - this clutch was installed by Clutch House and had a life time warranty on parts, I went there 3 or 4 10,000 mile checks at Clutch House to get this life time warranty activated. Tom O'Donnell replaced the clutch assembly without our knowledge or authorization. (found this out when the final bill came out.)
 - 3.) He pointed to the electrical tape on the connector wire from the ignition module to the pick up coil on the distributor and said unless he could install wires he would not do the job. He then said he could get an "new" complete engine wiring harness with all new wire and connector and connector caps for devices on the engine for \$250 - He replaced a couple of wires connected with the wiring harness to the battery and it connectors. This so called harness was a couple of wires not new at all from an recycle yard.

(4) All hoses to the radiator, heater core, plus new water pump, new thermostat were installed. Although none were defective or leaking or repaired - He said these cosmetic items had to be installed on "no warranty".

(5) He told me and my Brother in his office he had rebuilt over 100-160 BMW engines since 1980 and most were shipped to Saudi Arabia.

(6) He said he had 12 or so other engine rebuild shops across the country and that he and his wife toured these once a year. He said he had one in New Orleans and sold it to a parts company before the great Flood and therefore that just happened.

(7) While the car was in the shop, I called O'Donnell Truck & Engine Repair to see how things were going. ROB told said they were going okay.

(8) I got a call on my pager-message to call O'Donnell Truck & Engine Repair, I did and Tim O'Donnell said the fuel injectors should be replaced, I asked how much he said \$349.93 on therabents, for all 6 fuel injectors, I said "no" my car only has 4 fuel injectors - he then said oh - that another BMW he has in the shop - there was no other BMW in the shop.

Cont

- (12) He then revised his cost to \$249.95
 4 x 49.95 + 49.95 for parts and install (install by putting them in very easy job) I said I could get them cheaper he said - he would not install them and not warranty them if he didn't buy them.
- (13) when we picked up the car and paid the final balance he showed me and my brother the fuel filter that was in a pan - it was loaded with a white material - I only put in fuel injector cleaner and isopropyl alcohol (gas water cleaner so I thought that was all it was, (I can't pick up a car in one time before)
- (14) Prior to my taking the car to Tim's Auto Electric who originally tested the compression, my car was starting to run poorly - I opened the access to the in tank fuel pump and seen the "white material" in gas a clotted on the right side of the tank in the end - I thought it was the additives I put in, therefore I went to pick up and purchased a in tank fuel pump - I had replaced one before when the car had trouble starting this had solved the problem.

- 15.) The car was sitting in the shop and T.O'Donnell tried to start the car and could not get it running. I tried and after several attempts the car started up, so I warmed it up.
- 16.) [REDACTED] said to me while my brother was there (see above) "just play with the timing and it will start up cold"
- 17.) I took the car home, it still had trouble cold starting, I took the car over to my brother at his wife's house and took out the spark plug Number 1 cylinder it was a copper spark plug Bosch W09DC, I checked my owners manual and found that my car comes with Bosch ~~W09DC~~ W09DS (silvertip) and the oil is 20-50 and the ~~make~~ cash is 1006-1009 thousands, Tim O'Donnell had set valves look to 1008 intake and 1010 exhaust and put in 15-40w oil - "3 violations of the OEM code" ARB + BAR, out rules.
- 18.) me and my brother went back to D'Donnell Truck & Engine Repair and showed him the owners manual (he could not evade the truth now)
- 19.) He called the place where he got these items and borrowed my owners manual to show them (He did not know what was right here)

- 20) He then replaced the oil, changed the valves
and spark plugs to OEM parts.
- 21) My car would still not "start cold" had
to crank it over many times to get it started.
- 22) me and my Brother took the car in
again to have the fuel distributor tested.
T O'Donnell, a friend had called several shops
in one shop to find out how to test
the fuel pressure, they said it was at
120 psi everywhere, should be 120 psi
at fuel pumps, 42 psi to fuel injectors
and 60-74 psi at warm up regulator
part of the Fuel distributor. Tim O'Donnell
said take it to Schatz and Keum
- 23) I realized then as a little before
that vandalism had occurred and someone
had put foreign material in my car
at 1620 F Street Sacramento, California
Property hit by a major crime wave.
No cameras or Security Service hired to
halt this ongoing crime wave there.
- 24) Schatz and Keum I called and said
they could do the necessary work - I filed
complaint of vandalism with Sacramento Police
Department 12/29/05 and filed claim with
Insurance company, Cubos said they would not

24) On closer examination of the Engine Components and Compression in cylinders, I have found out the pistons are 9th of the compression [redacted] test 155-160 psi per cylinder OEM is 88 psi and 123 psi per cylinder (characteristic)

32) The observed picture of the left compression idling it has trouble starting and maintaining curb idle speed of 800 ± 50 RPMs and timed to 25° BTDC at 2200 RPMs, the car stalls and dies at 850 ± 50, thus [redacted] said he had to raise the idle.

31) The car cannot be smuggled as engine idle speed has to be 800 ± 50 RPMs that is in all smug computers for my car [box: 50: found to equal 0m]

32) other items mentioned or not. I have to use Starting Fluid to get car started when cold.

33) On the change of oil ect - He said he called BAA and that they told him "He did not have to change the items to OEM". He also said he had dinner with several of them with his wife at home wife - "This is a conflict of interest if True".



01/23/2006

32) Cont

(1) Coil Tower porcelain was broken and then turned and concealed the tower being broken by O'Donnell Truck & Engine Repair

(2) Battery Bracket holder was removed and replaced with new OEM one

3) Changed - altered the engine wiring positive - negative poles on the battery. (reversed them)

4) He called around to several places for a part but what to do - he had no knowledge of too many items to be coincidence.

5) I have to start the car cold - with starting fluid (like brand) with upper octane lubricant.

Note to DOT & EPA - "Close loop hole" -

That the car can be put in 2yr exemption one per car lifetime for smog as this may encroach and infringe upon the car getting back to OEM speedily - by speedy due process - Block on smog Business practices to get BAR & ARB to slow down

in assisting to get my car properly repaired which ~~amount~~ is already paid for, "Block criminal influence"

RRW

Note: "speedy due process" ↓

6.) The warranty rights 12 mos / 12K miles on the engine

The components you get must be government

enforced or transferred to compliant persons to make OEM again

RRW

7) The [Bureau of Automotive Repair] ^{and also ARB} can order any shop properly equipped to do the job and then have competent persons call in or be there to see the job is done correctly - this is assistance - DOT and EPA can do the same thing or request the BAR or ARB Area personnel and replace them thru the proper channels - This is typical and common in usage to get the job done and pay the OEM work thru first against the non-OEM workers - license act. This includes parts, repairs, and labor and ^{having} training act.

[redacted] 1/23/2006

8) See that the "extent provided by Law" assistance is enough to get the job done and keep the BAR and ARB functioning and staffed, and DOT and EPA ^{as well}.

[redacted] 1/23/2006



BUREAU OF AUTOMOTIVE REPAIR
P.O. BOX 942507 - SACRAMENTO, CA 94258-0507
PHONE: 1-800-952-5210

JAN 18 REC'D

BUREAU OF AUTOMOTIVE REPAIR
SACRAMENTO

CONSUMER COMPLAINT FORM

wish to register a complaint against the repair shop named below. I understand that the Bureau is unable to represent private citizens in court or to collect money or to levy fines. I am, however, registering this complaint to request the Bureau to assist me in resolving the matter to the extent provided by law.

TO HELP THE BUREAU SETTLE THIS COMPLAINT, PLEASE ANSWER AS MANY QUESTIONS AS POSSIBLE

OUR NAME:			REPAIR SHOP NAME (AS SHOWN ON INVOICE)		
ADDRESS: (NUMBER) (STREET)			ADDRESS: (NUMBER) (STREET)		
(CITY)		(STATE)	(CITY)		(STATE)
Sacramento		CA	Sacramento		CA
(ZIP CODE)			(ZIP CODE)		
HOME WHERE YOU CAN BE REACHED 8AM - 5PM: (AREA CODE)			PHONE NUMBER:		
[REDACTED]			916 924-3411		
HOME PHONE: (AREA CODE)			PERSON DEALT WITH:		
[REDACTED]			Tim O'Donnell - Rob Gold		

YOU FILED THIS COMPLAINT WITH ANY OTHER AGENCY, PLEASE GIVE NAME AND LOCATION:

VEHICLE (MAKE)	(MODEL)	(YEAR)	(LICENSE NO.)	CURRENT ODOMETER READING
Bmw	320i	1980	[REDACTED]	222652
DATE VEHICLE TAKEN TO REPAIR SHOP:				ODOMETER READING AT TIME OF REPAIR
12-12-05				221908
DATE YOU PICKED UP VEHICLE:				
12-28-05 (per e-mail)				

WHY DID YOU CHOOSE THIS REPAIR SHOP:

REGULAR CUSTOMER
 NEW/USED CAR WARRANTY
 ADVERTISEMENT (ENCLOSE COPY OF AD IF POSSIBLE)

REFERRED BY SOMEONE
 OTHER; EXPLAIN *Yellow Pages*

HOW WAS THE VEHICLE TAKEN TO THE REPAIR SHOP?

TOWED
 WERE YOU WITH VEHICLE?
 DRIVEN BY WHOM?
 OTHER; EXPLAIN

QUESTIONNAIRE	YES	NO	QUESTIONNAIRE	YES	NO
WAS THE VEHICLE TAKEN TO THE REPAIR SHOP DURING NORMAL BUSINESS HOURS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	IF NO, DID YOU LEAVE WRITTEN INSTRUCTIONS?	<input type="checkbox"/>	<input type="checkbox"/>
WERE THE REPAIRS COVERED BY INSURANCE?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	IF YES, DID THE INSURANCE COMPANY AUTHORIZE THE REPAIRS?	<input type="checkbox"/>	<input type="checkbox"/>
NAME OF INSURANCE COMPANY:			NAME OF AGENT/ADJUSTER:	PHONE NO.:	

WHAT WAS THE PROBLEM THAT CAUSED YOU TO BRING THE VEHICLE IN FOR REPAIRS?
Low Compression 85-75-75-75 (90-70-70-70)

DID YOU TELL THE REPAIR SHOP WHAT REPAIRS YOU WANTED DONE?

IF YES, WERE THOSE REPAIRS DONE?

Rebuilt the motor

DID THOSE REPAIRS CORRECT THE PROBLEM?

DID THE REPAIR SHOP RECOMMEND ANY REPAIRS?

IF YES, WHAT REPAIRS WERE RECOMMENDED?
See - list -

IF YES, WERE YOU TOLD THE RECOMMENDED REPAIRS WOULD SOLVE THE PROBLEM?

IF YES, EXPLAIN:
would not do the work { wiring harness

IF YES, WERE YOU TOLD WHAT WOULD HAPPEN IF THE RECOMMENDED REPAIRS WERE NOT DONE?

WERE THE RECOMMENDED REPAIRS DONE?

IF YES, DID THE REPAIRS SOLVE THE PROBLEM?

QUESTIONNAIRE		YES	NO	QUESTIONNAIRE		YES	NO
8. DID YOU RECEIVE A WRITTEN ESTIMATE STATING THE REPAIR WORK TO BE DONE AND THE CHARGE FOR LABOR AND PARTS BEFORE THE WORK BEGAN?				<input checked="" type="checkbox"/>	<input type="checkbox"/>	AMOUNT	
A. WAS THE FINAL BILL MORE THAN THE ORIGINAL ESTIMATE?				<input checked="" type="checkbox"/>	<input type="checkbox"/>	IF YES, DID THE REPAIR SHOP GET YOUR CONSENT FOR THE EXTRA REPAIR COSTS? <input checked="" type="checkbox"/>	
B. AMOUNT OF FINAL BILL: <i>\$5,151.60</i>		AMOUNT PAID: <i>5,151.60</i>		METHOD OF PAYMENT: <input type="checkbox"/> CASH <input checked="" type="checkbox"/> CREDIT CARD <input type="checkbox"/> CHECK (HAVE YOU STOPPED PAYMENT?) <input type="checkbox"/>			
C. DID THE SHOP DO REPAIRS THAT WERE NOT INCLUDED IN THE ESTIMATE?				<input checked="" type="checkbox"/>	<input type="checkbox"/>	IF YES, DID THE REPAIR SHOP GET YOUR CONSENT BEFORE DOING THE EXTRA REPAIRS? <input type="checkbox"/>	
7. DID YOU SIGN ANY DOCUMENT AND/OR WORK ORDER?				<input checked="" type="checkbox"/>	<input type="checkbox"/>	IF YES, DID YOU RECEIVE A COPY AT THE TIME YOU SIGNED? <input checked="" type="checkbox"/>	
8. BEFORE THE REPAIR WORK STARTED DID YOU ASK TO HAVE OLD PARTS RETURNED TO YOU?				<input checked="" type="checkbox"/>	<input type="checkbox"/>	IF YES, WERE THE PARTS RETURNED OR SHOWN TO YOU? <input checked="" type="checkbox"/>	
IF THE PARTS WERE NOT RETURNED OR SHOWN, WHAT EXPLANATION WAS GIVEN?				<i>I have them at home in a box Timing chain, clutch, Pressure Plate Distors, oil Pump</i>			
9. DID THE REPAIR SHOP HAVE ANY OF THE WORK DONE BY ANOTHER REPAIR SHOP?				<input type="checkbox"/>	<input checked="" type="checkbox"/>	IF YES, DID THE REPAIR SHOP GET YOUR CONSENT? <input type="checkbox"/>	
10. WERE YOU GIVEN AN INVOICE, BILL, OR RECEIPT?				<input checked="" type="checkbox"/>	<input type="checkbox"/>	IF YES, PLEASE SEND A COPY TO US.	
11. WAS THE REPAIR WORK GUARANTEED?				<input checked="" type="checkbox"/>	<input type="checkbox"/>	IF YES, WAS THE GUARANTEE IN WRITING? <input checked="" type="checkbox"/>	
12. WERE THE REPAIRS SATISFACTORY?				<input type="checkbox"/>	<input checked="" type="checkbox"/>	IF NOT, WHY? <i>"Car does not start cold"</i>	
13. HAVE YOU COMPLAINED TO SOMEONE AT THE REPAIR SHOP?				<input checked="" type="checkbox"/>	<input type="checkbox"/>	IF YES, NAME OF PERSON: <i>Tim O'Connell</i>	
HIS STATEMENT:				<i>Could not do fuel sys. work - Ignition Century 21 Insure annual some items not all.</i>			
14. HAS THE VEHICLE BEEN BACK TO THE REPAIR SHOP TO BE REWORKED?				<input checked="" type="checkbox"/>	<input type="checkbox"/>	IF YES, HOW MANY TIMES? <i>1</i> LAST DATE? <i>12-28-01</i>	
15. WOULD YOU BE WILLING TO RETURN THE VEHICLE FOR FURTHER WORK?				<input checked="" type="checkbox"/>	<input type="checkbox"/>	IF NO, WHY?	
16. HAS ANY OTHER REPAIR SHOP OR MECHANIC INSPECTED THE VEHICLE SINCE IT WAS REPAIRED BY THE SHOP YOU ARE MAKING THE COMPLAINT AGAINST?				<input checked="" type="checkbox"/>	<input type="checkbox"/>	IF YES, STATE THE FINDINGS: <i>Schatz & Krum 10/16/01-21</i>	
A. DID THAT SHOP OR MECHANIC DO ANY WORK ON THE VEHICLE?				<input checked="" type="checkbox"/>	<input type="checkbox"/>	IF YES, EXPLAIN: <i>Ignition Turn work \$1,150.00</i>	
IF NOT COVERED ABOVE, BRIEFLY STATE YOUR COMPLAINT. INDICATE WHAT MADE YOU UNHAPPY ABOUT THIS REPAIR.							
<i>Car rebuilt - motor piston - 9:1 Compression OEM BMW, CAL-EPB - ARB, US EPA, US DOT "9:1" Schatz & Krum - said put in Air Slide assembly & motor would smooth out at start cold, it did not - does not.</i>							
<i>Original Test MA. Electric - found compression 10:1 - did not do a complete TSB and find component problems.</i>							
WHAT DO YOU THINK WOULD BE A FAIR SETTLEMENT OF YOUR COMPLAINT?							
<i>Rebuilt 14 motor to 10:1, rewired 14 wire put in engine harness - only fixed - cough issues, change wiring harness back to OEM but can't start at hold 850±50 RPM at idle (can't do it now)</i>							
PLEASE SEND COPIES OF ALL PAPERS RELATED TO YOUR COMPLAINT							
IF THEY ARE NOT AVAILABLE, PLEASE EXPLAIN WHY:							

I swear under penalty of perjury that the foregoing information is true and correct to the best of my knowledge. I understand a copy of this complaint may be sent to the repair shop.

SIGNATURE

DATE

01-19-2006

WARRANTY INFORMATION

ALL WARRANTY CLAIMS MUST BE HANDLED THROUGH O'DONNELL TRUCK & ENGINE REPAIR AT OUR FACILITY. WE WILL NOT BE RESPONSIBLE FOR ANY WORK DONE OR PARTS REPLACED BY ANY OTHER PERSONS OR FACILITY. WE WILL NOT COVER THE COSTS OF ANY TOWING UNDER ANY CIRCUMSTANCES.

GENERAL REPAIR WARRANTY

WE COVER PARTS AND LABOR FOR 90 DAYS OR 4,000 MILES, WHICHEVER COMES FIRST. ALL WARRANTY WORK MUST BE DONE IN OUR SHOP. WE WILL WARRANT PARTS REPLACED BY OUR FACILITY AND NO OTHER PARTS.

AUTOMATIC TRANSMISSIONS

WE COVER ALL INTERNAL PARTS THAT WERE REPLACED EXCLUDING TORQUE CONVERTER, FOR 12 MONTHS OR 12,000 MILES, WHICHEVER COMES FIRST. THE TORQUE CONVERTER IS COVERED FOR 90 DAYS OR 4,000 MILES WHICHEVER COMES FIRST. ALL WARRANTY WORK MUST BE DONE IN OUR SHOP. WE WILL NOT WARRANT ANY PARTS THAT WE DID NOT REPLACE, OR LABOR THAT WE DID NOT PERFORM.

ENGINE WARRANTY

ENGINES ARE WARRANTED ONLY FOR PARTS REPLACED AND LABOR PERFORMED BY OUR FACILITY AND NO OTHER PERSONS OR FACILITY, FOR 12 MONTHS OR 12,000 MILES WHICHEVER COMES FIRST, EXCLUDING REGROUND CRANKSHAFTS AND/OR CAMSHAFTS. REGROUND CRANKSHAFTS AND CAMSHAFTS ARE WARRANTED FOR 90 DAYS OR 4,000 MILES WHICHEVER COMES FIRST. ALL WARRANTY WORK MUST BE DONE IN OUR FACILITY. WE WILL NOT BE RESPONSIBLE FOR, NOR WARRANT WORK PERFORMED, OR PARTS REPAIRED OR REPLACED, BY OTHERS. WE WILL NOT WARRANT ANY PARTS THAT WE DID NOT REPLACE, OR LABOR WE DID NOT PERFORM.

We will not warrant any engine that has been overheated, or otherwise compromised by negligence or neglect, or customer's failure to keep up required and routine services and maintenance, including but not limited to fluid levels, etc. It is the customer's sole responsibility to make certain all warning gauges showing fluid levels, temperature, pressure, etc. are functioning in good order.

RODOME

53100

ENGINE LITERATURE CHECKLIST

RADIATOR LIFE TIME
STARTING VALVE LIFE TIME

DATE: 12-23-05
CUSTOMER NAME: [REDACTED]
LICENSE NO: [REDACTED]
YEAR & MAKE OF ENGINE: 1980 1-8 setc

- 1. RETORQUE ALL BOLTS *cosmetic parts*
- 2. ADD GAL. COOLANT *90 DAYS or 4000 mi with ever 1/2 is first*
- 3. FINAL OIL LEVEL CHECK
- 4. PRESSURE-TEST COOLING SYSTEM
- 5. SCOPE ENGINE FOR POWER TUNE:
 - SET TIMING TO SPECS: (machine reading) 3° @ 950 RPM
 - H.C. and CO. BALANCE: (machine reading) NA
- 6. CHECK ALL LOOSE WIRES
- 7. MAKE SURE SPEEDOMETER & ALL OIL PRESSURE'S TEMP. GAUGES WORK
- 8. CHASSIS LUBE - STICKER LABEL FILLED OUT & VISIBLE IN VAN.
- 9. CLUTCH FREEPLAY H&D
- 10. ROAD TEST DRIVE ABILITY

COMMENTS: Car tested ok -
extreme wear - THROTTLE cable -
we took up as much play as we could.
values should be Pa Pa Run NT
2500 to 3000 mi

MECHANIC'S NAME/NUMBER: [REDACTED]

*cosmetic
did not
did extra*

21st Century Insurance



21st.com

1-800-271-SAVE

6301 Owensmouth Ave., Woodland Hills, CA 91367 Office Number 1-800-322-8200

December 30, 2005

[REDACTED]
Sacramento, CA [REDACTED]

Insured : [REDACTED]
Claim No. : [REDACTED]
Date of Loss: 11/30/2005

Dear [REDACTED]

Thank you for your recent report of the above captioned claim.

I am the individual assigned to adjust this loss. Your recorded loss description will be utilized in our claims process.

If I can be of any assistance to you, please contact me directly at [REDACTED]

Sincerely,

[REDACTED]
CONT1



BUREAU OF AUTOMOTIVE REPAIR
 P.O. BOX 842867 • SACRAMENTO, CA 95834-0867
 PHONE: 1-800-822-5710

RECEIVED
 DEPARTMENT OF CONSUMER
 AFFAIRS

JAN 18 1985



BUREAU OF AUTOMOTIVE REPAIR
 SACRAMENTO

CONSUMER COMPLAINT FORM

I wish to register a complaint against the repair shop named below. I understand that the Bureau is unable to represent private citizens in court or to collect money or to levy fines. I am, however, registering this complaint to request the Bureau to assist me in resolving the matter to the extent provided by law.

TO GET THE BUREAU SETTLE THE COMPLAINT, PLEASE ANSWER AS MANY QUESTIONS AS POSSIBLE

IF THE SHOP NAME IS OTHER THAN ON INVOICE

NAME: [REDACTED] ADDRESS: [REDACTED] (STREET) (NUMBER) (STREET)

(CITY) (STATE) (ZIP CODE) *2515 Arden Way Sacramento CA 95825*

HOME WHERE YOU CAN BE REACHED (DAY - EPM; AREA CODE) [REDACTED] PHONE NUMBER: *916 924-3811*

HOME PHONE (AREA CODE) [REDACTED] PERSON DEALT WITH: *Tim O'Donnell - Pub. Good*

IF YOU FILED THIS COMPLAINT WITH ANY OTHER AGENCY, PLEASE GIVE NAME AND LOCATION:

VEHICLE (MAKE) (MODEL) (YEAR) (LICENSE NO.) CURRENT ODOMETER READING: *222652*

Bmw 320i 1980 [REDACTED] ODOMETER READING AT TIME OF REPAIR: *221908*

DATE VEHICLE TAKEN TO REPAIR SHOP: *12-10-85* DATE YOU PICKED UP VEHICLE: *12-28-85 (0:10:00)*

WHY DID YOU CHOOSE THIS REPAIR SHOP?

REGULAR CUSTOMER NEW USED CAR WARRANTY ADVERTISEMENT (ENCLOSE COPY OF AD IF POSSIBLE)

REFERRED BY SOMEONE OTHER; EXPLAIN *Yellow Pages*

HOW WAS THE VEHICLE TAKEN TO THE REPAIR SHOP?

TOWED WERE YOU WITH VEHICLE? DRIVEN BY WHOM? OTHER; EXPLAIN

1. WAS THE VEHICLE TAKEN TO THE REPAIR SHOP DURING NORMAL BUSINESS HOURS? YES NO IF NO, DID YOU LEAVE WRITTEN INSTRUCTIONS? YES NO

2. WERE THE REPAIRS COVERED BY INSURANCE? YES NO IF YES, DID THE INSURANCE COMPANY AUTHORIZE THE REPAIRS? YES NO

NAME OF INSURANCE COMPANY: NAME OF AGENT/ADJUSTER: PHONE NO.:

3. WHAT WAS THE PROBLEM THAT CAUSED YOU TO BRING THE VEHICLE IN FOR REPAIRS?
low Compression 65-75-75-75 (90-90-70-70)

4. DID YOU TELL THE REPAIR SHOP WHAT REPAIRS YOU WANTED DONE? YES NO IF YES, WERE THOSE REPAIRS DONE? YES NO

Rebuilt the motor DID THOSE REPAIRS CORRECT THE PROBLEM? YES NO

5. DID THE REPAIR SHOP RECOMMEND ANY REPAIRS? YES NO IF YES, WERE YOU TOLD THE RECOMMENDED REPAIRS WOULD SOLVE THE PROBLEM? YES NO

IF YES, WHAT REPAIRS WERE RECOMMENDED?
See list -

IF YES, WERE YOU TOLD WHAT WOULD HAPPEN IF THE RECOMMENDED REPAIRS WERE NOT DONE? YES NO IF YES, EXPLAIN: *would not do the work if wearing harness*

WERE THE RECOMMENDED REPAIRS DONE? YES NO IF YES, DID THE REPAIRS SOLVE THE PROBLEM? YES NO

25) 26) On close examination of the Engine Components and Compression in cylinders, I have found at the pistons are that the compression O'Donnell met 155-160 psi per cylinder OEM is 8.2 to 1 and 122 psi per cylinder (chickadee)

26) 30) This occurred pistons at run left a compression is why it has trouble starting and maintaining curb idle speed at 800 ISO RPMs and timed to 25° BTDC at 2200 RPMs, the car stalls and dies at 850 ISO, Thus O'Donnell said he had to raise the idle.

27) 31) The car cannot be smogged as engine idle speed has to be 800 ISO RPMs that is all smog computers for my car. is found by dog stand OMI

28) 32) other items mentioned on note. I have to use Starting Fluid to get car started when cold.

29) 33) On the change of oil out - He said he called BAA and that they told him "he did not have to change the jets to OEM". He also said he has dinner with some several of them with his wife at home with - This is a conflict of interest if true.



01/23/2006

30) 32) cont

- (1) Coil Tower porcelain was broken and then turned and centered the Tower being broken by occasional travel and engine repairs
- (2) Battery Bracket holder was removed and replaced with new OEM one
- 3) Changed - attached the engine wiring positive - negative poles on the Battery. (reversed them)
- 4) He called around to several places to find out what to do - he had no knowledge of too many items to be coincidence.
- 5) I have to start the car cold - with starting fluid (this time) with upper cylinder lubricant.

Note to DOT and EPA - "Close back hole" -

that the car can be put on 2yr exception since the car lifetime for smog as this may encroached on things upon the car getting back to OEM speedily - by speedy doc process. - Block on study Business practices to get BAR and ARB to slow down

in assisting to get my car properly repaired which ~~amount~~ is already paid for, "State's criminal influence"

RSW

Note: "speedy doc process" ↓

6.) The warranty rights 12 mos / 12K miles on the engine

The components you get must be government

enforced or Transited to competent person to make OEM again

**THE ATTACHMENTS TO THIS
DOCUMENT HAVE BEEN REMOVED
TO PROTECT UNWARRANTED
INVASION OF PERSONAL PRIVACY
PURSUANT TO EXEMPTION 6 OF
THE FREEDOM OF INFORMATION
ACT (FOIA), 5 U.S.C. 552(b)(6).**