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8 **BEFORE THE**
9 **DEPARTMENT OF CONSUMER AFFAIRS**
10 **FOR THE BUREAU OF AUTOMOTIVE REPAIR**
11 **STATE OF CALIFORNIA**

11 In the Matter of the Accusation Against:

Case No. **79/25-21960**

12 **CANDIDA TERRONES, OWNER, dba SKY**
13 **SMOG**
11743 Beach Blvd. S., SPC. #3
Stanton, CA 90680

OAH No.

ACCUSATION

14 **Automotive Repair Dealer Registration**
15 **Number ARD 298228; Smog Check, Test**
16 **Only, Station License Number TC 298228**

17 **HUNG HOANG**
9231 Judy Lane
Garden Grove, CA 92841

18 **Mailing Address:**
19 **1309 N. McClean Dr**
Santa Ana, CA 92703

20 **Smog Check Inspector License Number EO**
21 **147628,**

22 **DAVID ZAMORA**
1651 W. Pampas Ln., #3
23 Anaheim, CA 92802

24 **Smog Check Inspector License Number EO**
25 **044744,**

26 **JORGE DIONATI DE LA TRINIDAD, aka**
27 **JORGE ALAN DIONATI DE LA**
TRINIDAD
11743 Beach Blvd. S.
28 Stanton, CA 90680

1 **Mailing Address:**
2 **1833 E. Lomita Ave.**
3 **Orange, CA 92867**

4 **Smog Check Inspector License Number EO**
5 **641594**

6 **-and-**

7 **URIEL ABUNDIO CASTILLO**
8 **5815 E. La Palma Ave., SPC 26**
9 **Anaheim, CA 92807**

10 **Smog Check Inspector License Number EO**
11 **642546**

12 Respondents.

13 **PARTIES**

14 1. Patrick Dorais (Complainant) brings this Accusation solely in his official capacity as
15 the Chief of the Bureau of Automotive Repair, Department of Consumer Affairs.

16 2. On or about October 15, 2020, the Bureau of Automotive Repair issued Automotive
17 Repair Dealer Registration Number ARD 298228 to Candida Terrones, Owner, dba Sky Smog
18 (Respondent Sky Smog). The Automotive Repair Dealer Registration was in full force and effect
19 at all times relevant to the charges brought herein and will expire on October 31, 2026, unless
20 renewed.

21 3. On or about November 19, 2020, the Bureau of Automotive Repair issued Smog
22 Check, Test-Only, Station License Number TC 298228 to Candida Terrones, Owner, dba Sky
23 Smog. The Smog Check, test-only, station was in full force and effect at all times relevant to the
24 charges brought herein and will expire on October 31, 2026, unless renewed.

25 4. Respondent is also certified as a STAR Station. The certification was issued on
26 January 26, 2021, and was suspended on January 14, 2026.

27 5. On or about March 25, 2014, the Bureau of Automotive Repair issued Smog Check
28 Inspector License Number EO 147628 to Hung Hoang (Respondent Hoang). The Smog Check
Inspector License was in full force and effect at all times relevant to the charges brought herein
and will expire on March 31, 2026, unless renewed.

1 of Consumer Affairs, or a court of law, or the voluntary surrender of the license shall not deprive
2 the Director of jurisdiction to proceed with disciplinary action.

3 **STATUTORY PROVISIONS**

4 14. Section 9884.7 of the Code states:

5 (a) The director, where the automotive repair dealer cannot show there was a
6 bona fide error, may deny, suspend, revoke, or place on probation the registration of
7 an automotive repair dealer for any of the following acts or omissions related to the
8 conduct of the business of the automotive repair dealer, which are done by the
9 automotive repair dealer or any automotive technician, employee, partner, officer, or
10 member of the automotive repair dealer.

11 (1) Making or authorizing in any manner or by any means whatever any
12 statement written or oral which is untrue or misleading, and which is known, or which
13 by the exercise of reasonable care should be known, to be untrue or misleading.

14 ...

15 (4) Any other conduct which constitutes fraud.

16 ...

17 (6) Failure in any material respect to comply with the provisions of this chapter or
18 regulations adopted pursuant to it.

19 15. Section 44072.2 of the Health and Safety Code states:

20 The director may suspend, revoke, or take other disciplinary action against a
21 license as provided in this article if the licensee, or any partner, officer, or director
22 thereof, does any of the following:

23 (a) Violates any section of this chapter [the Motor Vehicle Inspection Program
24 (Health and Saf. Code, ' 44000, et seq.)] and the regulations adopted pursuant to it,
25 which related to the licensed activities.

26 ...

27 (c) Violates any of the regulations adopted by the director pursuant to this
28 chapter.

(d) Commits any act involving dishonesty, fraud, or deceit whereby another is
injured.

...

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1 16. Section 44072.10 of the Health and Safety Code states, in pertinent part:

2 . . .

3 (c) The department shall revoke the license of any smog check technician or
4 station license who fraudulently certifies vehicles or participates in the fraudulent
5 inspection of vehicles. A fraudulent inspection includes, but is not limited to, all of
6 the following:

7 (1) Clean piping, as defined by the department.

8 . . .

9 (4) Intentional or willful violation of this chapter or any regulation, standard, or
10 procedure of the department implementing this chapter.

11 . . .”

12 **REGULATORY PROVISIONS**

13 17. California Code of Regulations, title 16, section 3340.24, subdivision (c), states:

14 The bureau may suspend or revoke the license of or pursue other legal action
15 against a licensee, if the licensee falsely or fraudulently issues or obtains a certificate
16 of compliance or a certificate of noncompliance.

17 18. California Code of Regulations, title 16, section 3340.30, states:

18 A smog check technician shall comply with the following requirements at all
19 times while licensed.

20 (a) A licensed technician shall inspect, test and repair vehicles in accordance
21 with section 44012 of the Health and Safety Code, section 44035 of the Health and
22 Safety Code, and section 3340.42 of this article.

23 . . .

24 19. California Code of Regulations, title 16, section 3340.35, states, in pertinent part:

25

26 (c) A licensed station shall issue a certificate of compliance or noncompliance
27 to the owner or operator of any vehicle that has been inspected in accordance with the
28 procedures specified in section 3340.42 of this article and has all the required
emission control equipment and devices installed and functioning correctly. . . .

29 20. California Code of Regulations, title 16, section 3340.42, sets forth specific emissions
30 test methods and procedures which apply to all vehicles inspected in the State of California.

31 **COST RECOVERY**

32 21. Section 125.3 of the Code provides, in pertinent part, that the Board may request the
33 administrative law judge to direct a licentiate found to have committed a violation or violations of

1 the licensing act to pay a sum not to exceed the reasonable costs of the investigation and
2 enforcement of the case, with failure of the licentiate to comply subjecting the license to not being
3 renewed or reinstated. If a case settles, recovery of investigation and enforcement costs may be
4 included in a stipulated settlement.

5 **VID DATA REVIEW**

6 22. Beginning March 9, 2015, California's Smog Check Program was updated to require
7 the use of an On-Board Diagnostic Inspection System ("OIS"). OIS is the Smog Check
8 equipment required in all areas of the State when inspecting most model-year 2000 and newer
9 gasoline and hybrid vehicles and most 1998 and newer diesel vehicles. The system consists of a
10 certified Data Acquisition Device ("DAD"), computer, bar code scanner, and printer. The DAD
11 is an On-Board Diagnostic ("OBD") scan tool that, when requested by the California OIS
12 software, retrieves OBD data from the vehicle. All OBD data that the vehicle indicates it
13 supports is requested by the California OIS software and will be retrieved. The DAD connects
14 between the OIS computer and the vehicle's DLC. The California OIS software requires a
15 continuous Internet connection when performing a Smog Check inspection and the OIS software
16 communicates with BAR's central database through the Internet connection. The bar code
17 scanner is used to input technician information, the vehicles identification number ("VIN"), and
18 DMV renewal information. The printer provides a Vehicle Inspection Report ("VIR") containing
19 inspection results for motorists and a Smog Check Certificate of Compliance number for passing
20 vehicles.

21 23. Data retrieved and recorded during an OIS smog check includes; the eVIN, which is
22 the digitally stored VIN programmed into the vehicle's Powertrain Control Module ("PCM"); the
23 communication protocol, which is the manufacturer/vehicle specific language the PCM uses to
24 relay information; and the number of Parameter Identifications ("PIDs"), which is the number of
25 specific data values each PCM uses related to emissions controls.

26 24. During an OIS inspection, engine operating parameters are retrieved from the
27 vehicle's OBD II system and recorded to the VID. This is accomplished during the functional
28

1 portion of the OIS Smog Check inspection by plugging the DAD into the vehicle's DLC when
2 prompted by the OIS analyzer screen prompt. Some of the parameters recorded are:

- 3 • Engine speed in revolutions per minute (RPM)
- 4 • Throttle position as measured by a throttle position sensor (TPS) mounted onto
5 the throttle shaft. Measured in a percentage of opening from 0% at idle and near
6 or up to 100% at full throttle.
- 7 • Manifold absolute pressure as measured by a manifold air pressure sensor (MAP)
8 connected to an intake manifold source, measured in kilo pascals (kpa). Typical
9 readings for a normally aspirated vehicle as follows: 0 kpa being absolute vacuum,
10 25kpa to 45kpa at idle, 101 kpa at full throttle, same as atmospheric pressure at
11 sea level.
- 12 • Mass air flow as measured by a mass air flow sensor (MAF) mounted in the
13 engine's air intake tract. Measured in grams per second (gps).²
- 14 • Ignition timing is set by the vehicle PCM based on engine speed and load, and is
15 measured in degrees Before Top Dead Center (BTDC).

16 25. During normal engine operation at idle, engine speed is relatively steady around its
17 target idle speed. With the engine idling, the TPS is steady and at or near 0%. The MAP and/or
18 MAF readings are also steady. For the engine speed to increase, the throttle would have to be
19 opened to increase airflow through the engine. The engine's management systems supply fuel and
20 spark timing appropriate to any changes in throttle position and engine speed. An increase in
21 throttle, measured by the TPS, which increases engine RPM, would result in corresponding
22 increases in MAF as well as a change in MAP. Stated another way, any movement in the throttle
23 from the idle position will result in an increase of airflow through the engine with corresponding
24 increases RPM and/or MAF along with changes in MAP.

25 26. During an OIS Smog Check inspection, along with other visual and functional
26 inspections, there is an OBD II query portion of the inspection. The OBD II query is performed

27 ² Not all vehicles include both MAP and MAF parameters. Many vehicles will have either
28 MAP or MAF parameters separately.

1 with the engine idling and, when requested by the OIS analyzer, and an elevated or increased
2 engine speed.

3 27. If the vehicle passes the visual, functional and tailpipe tests, it passes the overall
4 inspection, and a Certificate of Compliance is issued and transmitted electronically to the Vehicle
5 Information Database (“VID”). These Certificates of Compliance are purchased in blocks of fifty
6 (50) through the OIS from the VID, using a pre-arranged electronic bank account debit system or
7 by check, via mail, from Bureau Headquarters in Sacramento. Each Certificate of Compliance
8 has a unique control number so that it can be tracked to determine which Smog Check Station
9 purchased the Certificate of Compliance and to which vehicle it was issued.

10 28. The VID contains registration data from Department of Motor Vehicles (“DMV”)
11 plus emission standards, vehicle smog check inspections, smog check stations and technicians,
12 and Certificates of Compliance. The VID receives the passing smog check results immediately
13 following the inspection. During the vehicle registration process, the DMV accesses the VID to
14 verify that the vehicle has been tested and certified. The Bureau can also access the VID to view
15 test data on smog check inspections performed at any Smog Check Station, or search for, retrieve,
16 and print a test record for a particular vehicle which has been tested. The OIS, depending on the
17 test type, also prints a Vehicle Inspection Report (“VIR”), which is a physical record of the test
18 results and shows the Certificate of Compliance number that was issued if the vehicle passed the
19 smog inspection.

20 29. The smog check technician must sign the VIR under penalty of perjury to indicate
21 that the inspection was done within Bureau guidelines. Smog Check Stations are required by law
22 to maintain a copy of the VIR along with a copy of the repair invoice for three years. The
23 consumer’s VIR serves as a receipt and proof that the VID was updated, and a Certificate of
24 Compliance was issued. Licensed Smog Check Technicians are the only persons authorized by
25 the Bureau to perform official inspections. They are issued a personal access code and a license,
26 which are used to gain access to the OIS to perform smog check inspections. Unauthorized use of
27 another technician’s access code or license is prohibited.

28 ///

1 30. Respondents have engaged in numerous acts or omissions constituting violations of
2 the Automotive Repair Act (Business and Professions Code section 9880 *et seq.*) and Motor
3 Vehicle Inspection Program (Health and Safety Code section 44000 *et seq.*) through their practice
4 of “clean plugging.”³ Respondent’s employees’ OIS Test Data available on the State database
5 indicates that Respondents are involved in fraudulent smog inspection activities. A Bureau
6 representative initiated an investigation based on information transmitted to the VID for smog
7 check inspections performed by Respondent’s employees. The investigation revealed that the
8 data related to certain vehicles certified by Respondent’s employees contained a pattern of
9 unmistakable discrepancies between the information transmitted during the inspections and
10 documented information known about the vehicles at issue. Specifically, the representative
11 compared the data received from the certified vehicles to data from vehicles of the same year,
12 make, and model and determined that the data from at least sixteen (16) of the certified vehicles
13 were fraudulently tested by Respondent’s employees during the smog inspection using the “clean
14 plugging” method as follows:

15 **Clean Plug #1-Hoang**

16 31. Bureau Program Representative Ortega (Ortega) reviewed the OIS Test Data for Sky
17 Smog. The review shows that on April 01, 2025, a 2004 Chevrolet Silverado C1500, VIN#
18 2GCEC19VX41247862, CA license plate # 94829V1, was tested and smog certificate #
19 UM043537C was issued by Sky Smog, under licensed Smog Check Inspector #EO 147628, Hung
20 Hoang.

21 32. The Dynamic PID charts and data for the 2004 Chevrolet Silverado C1500 shows that
22 between time stamp 335 and 27038, the engine RPM is steady at around 590 RPM. During this
23 time, the data shows that the throttle is fixed at 4.7% opening, the MAP is fixed at 37 kPa, and the
24 MAF is fixed at 6.25 grams/sec. After time stamp 27038, the engine RPM is increased and then
25 held steady at around 1440 RPM. During this time, the data shows that the throttle continues to

26 ³ “Clean plugging” refers to the use of another vehicle’s properly functioning On Board
27 Diagnostic, generation II, (OBD II) system, or another source, to generate passing diagnostic
28 readings for the purpose of issuing fraudulent smog Certificates of Compliance to vehicles that
are not in smog compliance and/or not present for testing.

1 stay fixed at 4.7% opening, the MAP continues to stay fixed at 37 kPa, and the MAF continues to
2 stay fixed at 6.25 grams/sec.

3 33. The steady idle and steady elevated engine RPMs along with the improbable throttle
4 positions, MAP and MAF readings are not characteristic or expected for normal engine operation.
5 The throttle positions, MAP and MAF readings are expected to change with an elevated engine
6 RPM, not remain fixed. Additionally, the throttle positions and MAF readings are expected to rise
7 with the increase in engine RPM, not remain at values equal to idle readings. The discrepancies in
8 the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required
9 to the 2004 Chevrolet Silverado C1500 being certified, causing the issuance of a fraudulent Smog
10 Certificate of Compliance.

11 **Clean Plug #2-Zamora**

12 34. Ortega reviewed the OIS Test Data for Sky Smog. The review shows that on April
13 30, 2025, a 2005 Infiniti G35, VIN# JNKCV54E45M413135, CA License # 5NAX051, was
14 tested and smog certificate # UM960348C was issued by Sky Smog, under licensed Smog Check
15 Inspector #EO 044744, David Zamora.

16 35. The Dynamic PID charts and data for the 2005 Infiniti G35 shows that between time
17 stamp 941 and 86992, the engine RPM is steady at around 735 RPM. During this time, the data
18 shows that the throttle is fixed at 2.7% opening, and the MAF rises from 3.35 grams/sec to 3.38
19 grams/sec. After time stamp 87966, the engine RPM is increased and then eventually held steady
20 at around 2215 RPM. During this time, the data shows that the throttle drops from 2.4% opening
21 to 2% opening and the MAP rises from 9.08 grams/sec to 9.13 grams/sec.

22 36. The steady idle and elevated engine RPM data along with the improbable throttle
23 positions are not characteristic or expected for normal engine operation. The throttle positions are
24 expected to be stable at idle and at the elevated engine RPM, not drop unexpectedly.
25 Additionally, the throttle positions are expected to rise with the increase in engine RPM, not
26 decrease to values less than idle readings, The discrepancies in the OIS Test Data prove the OIS
27 Data Acquisition Device (DAD) was not connected as required to the 2005 Infiniti G35 being
28 certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

1 **Clean Plug # 3-Zamora**

2 37. Ortega reviewed the OIS Test Data for Sky Smog. The review shows that on April
3 30, 2025, a 2002 Chevrolet Express G3500, VIN# 1GBJG31R721182814, CA License #
4 8R65970, was tested and smog certificate # UO154653C was issued by Sky Smog, under licensed
5 Smog Check Inspector #EO 044744, David Zamora.

6 38. The Dynamic PID charts and data for the 2002 Chevrolet Express G3500 shows that
7 between time stamp 347 and 32647, the engine RPM is steady at around 620 RPM. During this
8 time, the data shows that the throttle is fixed at 0% opening, the MAP is fixed at 31 kPa, and the
9 MAF is fixed at 2.42 grams/sec. After time stamp 35099, the engine RPM is increased and then
10 eventually held steady at around 1930 RPM. During this time, the data shows that the throttle is
11 fixed at 4.7% opening, the MAP drops from 29 kPa to 26 kPa, then rises to 27 kPa, and the MAF
12 continues to stay fixed at 2.42 grams/sec.

13 39. The steady idle and steady elevated engine RPMs along with the improbable MAF
14 readings are not characteristic or expected for normal engine operation. The MAF readings are
15 expected to rise with the increase in engine RPM, not remain fixed at values equal to idle
16 readings. The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD)
17 was not connected as required to the 2002 Chevrolet Express G3500 being certified, causing the
18 issuance of a fraudulent Smog Certificate of Compliance.

19 **Clean Plug # 4-Zamora**

20 40. Ortega reviewed the OIS Test Data for Sky Smog. The review shows that on May 29,
21 2025, a 2000 Ford Econoline E250 Van, VIN# 1FTNE24L6YHA34402, CA license # 6H31544,
22 was tested and smog certificate # UO870738C was issued by Sky Smog, under licensed Smog
23 Check Inspector #EO 044744, David Zamora.

24 41. The Dynamic PID charts and data for the 2000 Ford Econoline E250 Van shows that
25 between time stamp 317 and 20672, the engine RPM is steady at around 913 RPM. During this
26 time, the data shows that the throttle is fixed at 18% opening and the MAF drops from 12.51
27 grams/sec to 12.34 grams/sec, then drops to 12.12 grams/sec. After time stamp 21027, the engine
28 RPM is increased and then eventually held steady at around 1870 RPM. During this time, the data

1 shows that the throttle continues to stay fixed at 18% opening and the MAF rises from 12.34
2 grams/sec to 12.4 grams/sec, drops to 12.12 grams/sec, rises to 12.34 grams/sec. then drops back
3 to 12.12 grams/sec.

4 42. The steady idle and elevated engine RPMs along with the improbable throttle
5 positions and MAF readings are not characteristic or expected for normal engine operation. The
6 throttle position and MAF readings are expected to be stable at idle and at the higher engine
7 RPM, not remain fixed and/or drop and rise unexpectedly. Additionally, the throttle positions and
8 MAF readings are expected to rise with the increase in engine RPM, not remain fixed and/or
9 decrease to values less than idle readings. The discrepancies in the OIS Test Data prove the OIS
10 Data Acquisition Device (DAD) was not connected as required to the 2000 Ford Econoline E250
11 Van being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

12 **Clean Plug #5-Hoang**

13 43. Ortega reviewed the OIS Test Data for Sky Smog. The review shows that on June 07,
14 2025, a 2000 Chevrolet Silverado C1500, VIN # 1GCEC14V3YZ226422, CA license # 67276Z1,
15 was tested and smog certificate # UQ108794C was issued by Sky Smog, under licensed Smog
16 Check Inspector #EO 147628, Hung Hoang.

17 44. The Dynamic PID charts and data for the 2000 Chevrolet Silverado C1500 shows that
18 between time stamp 340 and 17648, the engine RPM is steady at around 650 RPM. During this
19 time, the data shows that the throttle is fixed at 0.4% opening, the MAP is fixed at 36 kPa, and the
20 MAF is fixed at 3.59 gams/sec. After time stamp 18001, the engine RPM is increased and held
21 steady at around 1625 RPM. During this time, the data shows that the throttle continues to stay
22 fixed at 0.4% opening, the MAP continues to stay fixed at 36 kPa, and the MAF continues to stay
23 fixed at 3.59 gams/sec.

24 45. The steady idle and steady elevated engine RPMs along with the improbable throttle
25 positions, MAP and MAF readings are not characteristic or expected for normal engine operation.
26 The throttle position, MAP and MAF readings are expected to change with the elevated engine
27 RPM, not remain fixed. Additionally, the throttle positions and MAF readings are expected to rise
28 with the increase in engine RPM, not remain fixed at values equal to idle readings. The

1 discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not
2 connected as required to the 2000 Chevrolet Silverado C1500 being certified, causing the
3 issuance of a fraudulent Smog Certificate of Compliance.

4 **Clean Plug # 6-Hoang**

5 46. Ortega reviewed the OIS Test Data for Sky Smog. The review shows that on June 10,
6 2025, a 2002 Chevrolet Cavalier LS Sport, VIN # 1G1JH12F827278250, CA License 4WSU041,
7 was tested and smog certificate # UQ403711C was issued by Sky Smog, under licensed Smog
8 Check Inspector #EO 147628, Hung Hoang.

9 47. The Dynamic PID charts and data for the 2002 Chevrolet Cavalier LS Sport shows
10 that between time stamp 338 and 19334, the engine RPM is steady at around 910 RPM. During
11 this time, the data shows that the throttle is fixed at 0% opening and the MAP is fixed at 28 kPa.
12 After time stamp 19691, the engine RPM is increased then eventually held at around 1740 RPM.
13 During this time, the data shows that the throttle continues to stay fixed at 0% opening, and the
14 MAP continues to stay fixed at 28 kPa.

15 48. The steady idle and steady elevated engine RPMs along with the improbable throttle
16 positions and MAP readings are not characteristic or expected for normal engine operation. The
17 throttle position and MAP readings are expected to be stable at idle and change with the elevated
18 engine RPM, not remain fixed. Additionally, the throttle position readings are expected to rise
19 with the increase in engine RPM, not remain at values equal to idle readings. The discrepancies in
20 the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required
21 to the 2002 Chevrolet Cavalier LS Sport being certified, causing the issuance of a fraudulent
22 Smog Certificate of Compliance.

23 **Clean Plug # 7-Hoang**

24 49. Ortega reviewed the OIS Test Data for Sky Smog. The review shows that on June 10,
25 2025, a 2001 Chevrolet Silverado C1500, VIN # 2GCEC19T411243378, CA License # 6P88458
26 was tested and smog certificate # UQ403722C was issued by Sky Smog, under licensed Smog
27 Check Inspector #EO 147628, Hung Hoang.

28 ///

1 50. The Dynamic PID charts and data for the 2001 Chevrolet Silverado C1500 shows that
2 between time stamp 335 and 17651, the engine RPM is steady at around 780 RPM. During this
3 time, the data shows that the throttle is fixed at 0% opening, the MAP is fixed at 38 kPa, and the
4 MAF is fixed at 4.32 gams/sec. After time stamp 18006, the engine RPM is increased then
5 eventually held steady at around 1550 RPM. During this time, the data shows that the throttle
6 continues to stay fixed at 0% opening, the MAP continues to stay fixed at 38 kPa, and the MAF
7 continues to stay fixed at 4.32 gams/sec.

8 51. The steady idle and steady elevated engine RPMs along with the improbable throttle
9 positions, MAP and MAF readings are not characteristic or expected for normal engine operation.
10 The throttle positions and MAF readings are expected to be stable at idle and change with the
11 elevated engine RPM, not remain fixed. Additionally, the throttle positions and MAF readings are
12 expected to rise with the increase in engine RPM, not remain at values equal to idle readings. The
13 discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not
14 connected as required to the 2001 Chevrolet Silverado C1500 being certified, causing the
15 issuance of a fraudulent Smog Certificate of Compliance.

16 **Clean Plug # 8-Hoang**

17 52. Ortega reviewed the OIS Test Data for Sky Smog. The review shows that on June 10,
18 2025, a, 2004 Toyota Sienna CE, VIN # 5TDZA23C94S038061, CA License # 9EDH468 was
19 tested and smog certificate # UQ403723C was issued by Sky Smog, under licensed Smog Check
20 Inspector #EO 147628, Hung Hoang.

21 53. The Dynamic PID charts and data for the 2004 Toyota Sienna CE shows that between
22 time stamp 834 and 19666, the engine RPM is steady at around 680 RPM. During this time, the
23 data shows that the throttle is fixed at 14.9% opening and the MAF is fixed at 2.59 gams/sec.
24 After time stamp 22268, the data shows the engine RPM is increased and then eventually held
25 steady at around 1450 RPM. During this time, the data shows that the throttle continues to stay
26 fixed at 14.9% opening and the MAF continues to stay fixed at 2.59 gams/sec.

27 54. The steady idle and steady elevated engine RPMs along with the improbable throttle
28 positions and MAF readings are not characteristic or expected for normal engine operation. The

1 throttle positions and MAF readings are expected to be stable at idle and change with the elevated
2 engine RPM, not remain fixed. Additionally, the throttle positions and MAF readings are
3 expected to rise with the increase in engine RPM, not remain at values equal to idle readings. The
4 discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not
5 connected as required to the 2004 Toyota Sienna CE being certified, causing the issuance of a
6 fraudulent Smog Certificate of Compliance.

7 **Clean Plug # 9-Hoang**

8 55. Ortega reviewed the OIS Test Data for Sky Smog. The review shows that on June 13,
9 2025, a 2000 Nissan Maxima GLE, VIN # JN1CA31D6YT740355, CA License # 7FQB341 was
10 tested and smog certificate # UQ403728C was issued by Sky Smog, under licensed Smog Check
11 Inspector #EO 147628, Hung Hoang.

12 56. The Dynamic PID charts and data for the 2000 Nissan Maxima GLE shows that
13 between time stamp 941 and 20296, the engine RPM is steady at around 575 RPM. During this
14 time, the data shows that the throttle is fixed at 0% opening and the MAF is fixed at 3.28
15 grams/sec. After time stamp 21240, the engine RPM is increased and held steady at around 1680
16 RPM. During this time, the data shows that the throttle continues to stay fixed at 0% opening and
17 the MAF continues to stay fixed at 3.28 grams/sec.

18 57. The steady idle and elevated engine RPMs along with the improbable throttle
19 positions and MAF readings are not characteristic or expected for normal engine operation. The
20 throttle positions and MAF readings are expected to be stable at idle and change with the elevated
21 engine RPM, not remain fixed. Additionally, the throttle positions and MAF readings are
22 expected to rise with the increase in engine RPM, not remain at values equal to idle readings. The
23 discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not
24 connected as required to the 2000 Nissan Maxima GLE being certified, causing the issuance of a
25 fraudulent Smog Certificate of Compliance.

26 **Clean Plug # 10-Castillo**

27 58. Ortega reviewed the OIS Test Data for Sky Smog. The review shows that on August
28 25, 2025, a 2001 Chevrolet Express G1500, VIN # 1GCEG15W411178557, CA license plate #

1 08678A4, was tested and smog certificate # JH191019C was issued by Sky Smog, under licensed
2 Smog Check Inspector #EO 642546, Uriel Abundio Castillo.

3 59. The Dynamic PID charts and data for the 2001 Chevrolet Express G1500 shows that
4 between time stamp 334 and 21478, the engine RPM is steady at around 700 RPM. During this
5 time, the data shows that the throttle is fixed at 0% opening, the MAP is fixed at 32 kPa, and the
6 MAF is fixed at 2.42 gams/sec. After time stamp 21844, the engine RPM is increased and then
7 held at no less than 1525 RPM. During this time, the data shows that the throttle rises from 5.9%
8 opening to 7.1% opening, the MAP is fixed at 27 kPa, and the MAF continues to stay fixed at
9 2.42 grams/sec.

10 60. The steady idle and elevated engine RPMs along with the improbable MAF readings
11 are not characteristic or expected for normal engine operation. The MAF readings are expected to
12 rise with the increase in engine RPM, not remain at values equal to idle readings. The
13 discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not
14 connected as required to the 2001 Chevrolet Express G1500 being certified, causing the issuance
15 of a fraudulent Smog Certificate of Compliance.

16 **Clean Plug # 11-Castillo**

17 61. Ortega reviewed the OIS Test Data for Sky Smog. The review shows that on August
18 27, 2025, a 2005 Nissan Altima S, VIN # 1N4AL11D95N928070, CA license plate # 5RFM065,
19 was tested and smog certificate # JH191025C was issued by Sky Smog, under licensed Smog
20 Check Inspector #EO 642546, Uriel Abundio Castillo.

21 62. The Dynamic PID charts and data for the 2005 Nissan Altima S shows that between
22 time stamp 942 and 20225, the engine RPM is steady at around 730 RPM. During this time, the
23 data shows that the throttle is fixed at 2.4% opening and the MAF drops from 3.09 grams/sec to
24 3.03 gams/sec. After time stamp 21210, the engine RPM is increased and then held steady at
25 around 2062 RPM, then unexpectedly drops to 925 RPM. During this time, the data shows that
26 the throttle rises from 2% opening to 2.4% opening and the MAF drops from 8.3 grams/sec to
27 7.39 grams/sec.

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1 63. The steady idle and elevated engine RPMs along with the improbable throttle
2 positions are not characteristic or expected for normal engine operation. The throttle positions are
3 expected to be stable at idle and change with the elevated engine RPM. Additionally, the throttle
4 positions are expected to rise with the increase in engine RPM, not decrease to values less than
5 idle readings. The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device
6 (DAD) was not connected as required to the 2005 Nissan Altima S being certified, causing the
7 issuance of a fraudulent Smog Certificate of Compliance.

8 **Clean Plug # 12-Castillo**

9 64. Ortega reviewed the OIS Test Data for Sky Smog. The review shows that on October
10 06, 2025, a 2005 Honda Accord LX, VIN # 1HGCM56405A190250, CA license plate #
11 5RLP824, was tested and smog certificate # UU201987C was issued by Sky Smog, under
12 licensed Smog Check Inspector #EO 642546, Uriel Abundio Castillo.

13 65. The Dynamic PID charts and data for the 2005 Honda Accord LX shows that between
14 time stamp 822 and 19469, the engine RPM is steady at around 800 RPM. During this time, the
15 data shows that the throttle is at 10.2% opening, the MAP rises from 25 kPa to 27 kPa, and the
16 MAF drops from 2.95 grams/sec to 2.84 grams/sec. After time stamp 20294, the engine RPM is
17 increased and then ultimately held steady at around 1492 RPM. During this time, the data shows
18 that the throttle is at 13.7% opening, the MAP is fixed at 24 kPa, and the MAF drops from 6.39
19 grams/sec to 3.01 grams/sec.

20 66. The steady idle and steady elevated engine RPMs along with the improbable MAP
21 and MAF readings are not characteristic or expected for normal engine operation. The MAP and
22 MAF readings are expected to be stable at idle and at the elevated engine RPM, not drop and rise
23 unexpectedly. Additionally, the MAF readings are expected to rise with the increase in engine
24 RPM, not decrease to values close to idle readings. The discrepancies in the OIS Test Data prove
25 the OIS Data Acquisition Device (DAD) was not connected as required to the 2005 Honda
26 Accord LX being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

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1 **Clean Plug # 13-Castillo**

2 67. Ortega reviewed the OIS Test Data for Sky Smog. The review shows that on October
3 20, 2025, a 2005 Toyota Corolla CE, VIN # 1NXBR32E05Z565837, CA license plate #
4 5PTW998, was tested and smog certificate # UU620810C was issued by Sky Smog, under
5 licensed Smog Check Inspector #EO 642546, Uriel Abundio Castillo.

6 68. The Dynamic PID charts and data for the 2005 Toyota Corolla CE shows that
7 between time stamp 831 and 23082, the engine RPM is steady at around 745 RPM. During this
8 time, the data shows that the throttle is fixed at 16.5% opening and the MAF drops from 2.25
9 grams/sec to 2.21 gams/sec. After time stamp 23926, the engine RPM is increased and then held
10 at no less than 1473 RPM. During this time, the data shows that the throttle drops from 17.6%
11 opening to 16.5% opening and the MAF rises from 3.46 grams/sec to 7.89 grams/sec.

12 69. The steady idle and elevated engine RPMs along with the improbable throttle
13 positions and MAF readings are not characteristic or expected for normal engine operation. The
14 throttle positions and MAF readings are expected to be stable at idle and at the elevated engine
15 RPM, not drop and rise unexpectedly. Additionally, the throttle position is expected to rise with
16 the increase in engine RPM, not decrease to values equal to idle readings. The discrepancies in
17 the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required
18 to the 2005 Toyota Corolla CE being certified, causing the issuance of a fraudulent Smog
19 Certificate of Compliance.

20 **Clean Plug # 14-Castillo**

21 70. Ortega reviewed the OIS Test Data for Sky Smog. The review shows that on
22 November 5, 2025, a 2003 Nissan Altima Base, VIN # 1N4AL11D13C110017, CA license plate
23 # 5ZEE250, was tested and smog certificate # UU620838C was issued by Sky Smog, under
24 licensed Smog Check Inspector #EO 642546, Uriel Abundio Castillo.

25 71. The Dynamic PID charts and data for the 2003 Nissan Altima Base shows that
26 between time stamp 962 and 20262, the engine RPM is steady at around 785 RPM. During this
27 time, the data shows that the throttle is fixed at 3.1% opening and the MAF drops from 2.57
28 grams/sec to 2.56 gams/sec. After time stamp 21249, the engine RPM is increased and then

1 eventually held at around 2275 RPM. During this time, the data shows that the throttle is fixed at
2 2.7% opening and the MAF drops from 6.95 grams/sec to 6.76 grams/sec.

3 72. The steady idle and steady elevated engine RPMs along with the improbable throttle
4 positions are not characteristic or expected for normal engine operation. The throttle positions are
5 expected to rise with the increase in engine RPM, not decrease to values less than idle readings.
6 The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not
7 connected as required to the 2003 Nissan Altima Base being certified, causing the issuance of a
8 fraudulent Smog Certificate of Compliance.

9 **Clean Plug # 15-Trinidad**

10 73. Ortega reviewed the OIS Test Data for Sky Smog. The review shows that on
11 December 6, 2025, a 2005 Chevrolet Trailblazer LS, VIN # 1GNDS13S152131309, CA license
12 plate # 8BKV116, was tested and smog certificate # UW589796C was issued by Sky Smog,
13 under licensed Smog Check Inspector #EO 641594, Jorge Dionati De La Trinidad.

14 74. The Dynamic PID charts and data for the 2005 Chevrolet Trailblazer LS shows that
15 between time stamp 328 and 17669, the engine RPM is steady at around 615 RPM. During this
16 time, the data shows that the throttle rises from 19.2% opening to 19.6% opening, then drops back
17 to fixed 19.2% opening and the MAP rises from 29 kPa to 30 kPa, then drops back to a fixed 29
18 kPa. After time stamp 18037, the engine RPM is increased and then held at no less than 1977
19 RPM. During this time, the data shows that the throttle is fixed at 29% opening and the MAP
20 rises from 28 kPa to 30 kPa, drops to 29 kPa, then rises back to a fixed 30 kPa.

21 75. The steady idle and elevated engine RPMs along with the improbable MAP readings
22 are not characteristic or expected for normal engine operation. The MAP readings are expected to
23 be stable at idle and at the elevated engine RPM, not drop and rise unexpectedly. Additionally,
24 the MAP readings are expected to decrease with the elevated engine RPM, not increase to values
25 equal to idle readings. The discrepancies in the OIS Test Data prove the OIS Data Acquisition
26 Device (DAD) was not connected as required to the 2005 Chevrolet Trailblazer LS being
27 certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

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1 **SECOND CAUSE FOR DISCIPLINE**

2 **(Fraud - Respondent Sky Smog)**

3 80. Respondent Sky Smog’s registration is subject to disciplinary action pursuant to
4 section 9884.7, subdivision (a)(4), in that Respondent Sky Smog’s employees committed acts
5 which constitute fraud by issuing electronic certificates of compliance for the vehicles set forth
6 above in paragraphs 31-78, without performing bona fide inspections of the emission control
7 devices and systems on those vehicles, thereby depriving the People of the State of California of
8 the protection afforded by the Motor Vehicle Inspection Program.

9 **THIRD CAUSE FOR DISCIPLINE**

10 **(Failure to Comply with the Motor Vehicle Inspection Program –**
11 **Respondent Sky Smog)**

12 81. Respondent Sky Smog’s smog station license is subject to disciplinary action
13 pursuant to Health and Safety Code section 44072.2, subdivision (a), in conjunction with Health
14 and Safety Code section 44072.10 subdivision (c), in that regarding the vehicles set forth above in
15 paragraphs 31-78, Respondent Sky Smog failed to comply with the following sections of the
16 Health and Safety Code:

17 (a) **Section 44012**: Respondent Sky Smog’s employees failed to ensure that the emission
18 control tests were performed on the vehicles, in accordance with procedures prescribed by the
19 department.

20 (b) **Section 44015**: Respondent Sky Smog’s employees issued electronic certificates of
21 compliance for the vehicles, without ensuring that the vehicles were properly tested and inspected
22 to determine if they were in compliance with Health and Safety Code section 44012.

23 **FOURTH CAUSE FOR DISCIPLINE**

24 **(Failure to Comply with Regulations Pursuant to the Motor Vehicle Inspection Program -**
25 **Respondent Sky Smog)**

26 82. Respondent Sky Smog’s smog station license is subject to disciplinary action
27 pursuant to Health and Safety Code section 44072.2, subdivision (c), in that regarding the
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1 vehicles set forth above in paragraphs 31-78, Respondent's employees failed to comply with the
2 following provisions of the California Code of Regulations, Title 16, as follows:

3 (a) **Section 3340.35, subdivision (c)**: Respondent Sky Smog's employees issued
4 electronic certificates of compliance even though those vehicles had not been inspected in
5 accordance with section 3340.42, Title 16, of the California Code of Regulations.

6 (b) **Section 3340.42**: Respondent Sky Smog's employees failed to conduct the required
7 smog tests and inspections on those vehicles in accordance with the Bureau's specifications.

8 **FIFTH CAUSE FOR DISCIPLINE**

9 **(Dishonesty, Fraud or Deceit - Respondent Sky Smog)**

10 83. Respondent Sky Smog's smog station license is subject to disciplinary action
11 pursuant to Health and Safety Code section 44072.2, subdivision (d), in conjunction with Health
12 and Safety Code section 44072.10 subdivision (c), in that regarding the vehicles set forth above in
13 paragraphs 31-78, Respondent Sky Smog's employee's committed acts involving dishonesty,
14 fraud or deceit whereby another was injured by issuing electronic certificates of compliance for
15 those vehicles without performing bona fide inspections of the emission control devices and
16 systems on the vehicles, thereby depriving the People of the State of California of the protection
17 afforded by the Motor Vehicle Inspection Program.

18 **SIXTH CAUSE FOR DISCIPLINE**

19 **(Violations of the Motor Vehicle Inspection Program – Respondent Hoang)**

20 84. Respondent Hoang's smog check inspector license is subject to discipline pursuant to
21 Health and Safety Code section 44072.2, subdivision (a), in that regarding the vehicles set forth
22 above in paragraphs 31-33, and 43-57, Respondent Hoang failed to comply with sections 44012
23 and 44032 of the Health and Safety Code in a material respect, as follows: Respondent Hoang
24 failed to perform the emission control tests on those vehicles in accordance with procedures
25 prescribed by the department.

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1 **SEVENTH CAUSE FOR DISCIPLINE**

2 **(Failure to Comply with Regulations Pursuant to the Motor Vehicle Inspection Program –**
3 **Respondent Hoang)**

4 85. Respondent Hoang’s smog check inspector license is subject to discipline pursuant to
5 Health and Safety Code section 44072.2, subdivision (c), in that regarding the vehicles set forth
6 above in paragraphs 31-33, and 43-57, Respondent Hoang failed to comply with provisions of the
7 California Code of Regulations, title 16, as follows:

8 (a) **Section 3340.30, subdivision (a)**: Respondent Hoang failed to inspect and test those
9 vehicles in accordance with Health and Safety Code sections 44012 and 44032.

10 (b) **Section 3340.41, subdivision (c)**: Respondent Hoang entered false information into
11 the OIS.

12 (c) **Section 3340.42**: Respondent Hoang failed to conduct the required smog tests and
13 inspections on those vehicles in accordance with the Bureau’s specifications.

14 **EIGHTH CAUSE FOR DISCIPLINE**

15 **(Dishonesty, Fraud or Deceit - Respondent Hoang)**

16 86. Respondent Hoang’s smog check inspector license is subject to discipline pursuant to
17 Health and Safety Code section 44072.2, subdivision (d), in conjunction with Health and Safety
18 Code section 44072.10 subdivision (c), in that regarding the vehicles set forth above in
19 paragraphs 31-33, and 43-57, Respondent Hoang committed acts involving dishonesty, fraud or
20 deceit whereby another was injured by issuing electronic certificates of compliance for those
21 vehicles without performing bona fide inspections of the emission control devices and systems on
22 the vehicles, thereby depriving the People of the State of California of the protection afforded by
23 the Motor Vehicle Inspection Program.

24 **NINTH CAUSE FOR DISCIPLINE**

25 **(Violations of the Motor Vehicle Inspection Program – Respondent Zamora)**

26 87. Respondent Zamora’s smog check inspector license is subject to discipline pursuant
27 to Health and Safety Code section 44072.2, subdivision (a), in that regarding the vehicles set forth
28 above in paragraphs 34-42, Respondent Zamora failed to comply with sections 44012 and 44032

1 of the Health and Safety Code in a material respect, as follows: Respondent Zamora failed to
2 perform the emission control tests on those vehicles in accordance with procedures prescribed by
3 the department.

4 **TENTH CAUSE FOR DISCIPLINE**

5 **(Failure to Comply with Regulations Pursuant to the Motor Vehicle Inspection Program –**
6 **Respondent Zamora)**

7 88. Respondent Zamora’s smog check inspector license is subject to discipline pursuant
8 to Health and Safety Code section 44072.2, subdivision (c), in that regarding the vehicles set forth
9 above in paragraphs 34-42, Respondent Zamora failed to comply with provisions of the
10 California Code of Regulations, title 16, as follows:

11 (a) **Section 3340.30, subdivision (a)**: Respondent Zamora failed to inspect and test
12 those vehicles in accordance with Health and Safety Code sections 44012 and 44032.

13 (b) **Section 3340.41, subdivision (c)**: Respondent Zamora entered false information into
14 the OIS.

15 (c) **Section 3340.42**: Respondent Zamora failed to conduct the required smog tests and
16 inspections on those vehicles in accordance with the Bureau’s specifications.

17 **ELEVENTH CAUSE FOR DISCIPLINE**

18 **(Dishonesty, Fraud or Deceit - Respondent Zamora)**

19 89. Respondent Zamora’s smog check inspector license is subject to discipline pursuant
20 to Health and Safety Code section 44072.2, subdivision (d), in conjunction with Health and
21 Safety Code section 44072.10 subdivision (c), in that regarding the vehicles set forth above in
22 paragraphs 34-42, Respondent Zamora committed acts involving dishonesty, fraud or deceit
23 whereby another was injured by issuing electronic certificates of compliance for those vehicles
24 without performing bona fide inspections of the emission control devices and systems on the
25 vehicles, thereby depriving the People of the State of California of the protection afforded by the
26 Motor Vehicle Inspection Program.

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1 **TWELFTH CAUSE FOR DISCIPLINE**

2 **(Violations of the Motor Vehicle Inspection Program – Respondent Trinidad)**

3 90. Respondent Trinidad’s smog check inspector license is subject to discipline pursuant
4 to Health and Safety Code section 44072.2, subdivision (a), in that regarding the vehicles set forth
5 above in paragraphs 73-78, Respondent Trinidad failed to comply with sections 44012 and 44032
6 of the Health and Safety Code in a material respect, as follows: Respondent Trinidad failed to
7 perform the emission control tests on those vehicles in accordance with procedures prescribed by
8 the department.

9 **THIRTEENTH CAUSE FOR DISCIPLINE**

10 **(Failure to Comply with Regulations Pursuant to the Motor Vehicle Inspection Program –**
11 **Respondent Trinidad)**

12 91. Respondent Trinidad’s smog check inspector license is subject to discipline pursuant
13 to Health and Safety Code section 44072.2, subdivision (c), in that regarding the vehicles set forth
14 above in paragraphs 73-78, Respondent Trinidad failed to comply with provisions of the
15 California Code of Regulations, title 16, as follows:

16 (a) **Section 3340.30, subdivision (a)**: Respondent Trinidad failed to inspect and test
17 those vehicles in accordance with Health and Safety Code sections 44012 and 44032.

18 (b) **Section 3340.41, subdivision (c)**: Respondent Trinidad entered false information
19 into the OIS.

20 (c) **Section 3340.42**: Respondent Trinidad failed to conduct the required smog tests and
21 inspections on those vehicles in accordance with the Bureau’s specifications.

22 **FOURTEENTH CAUSE FOR DISCIPLINE**

23 **(Dishonesty, Fraud or Deceit - Respondent Trinidad)**

24 92. Respondent Trinidad’s smog check inspector license is subject to discipline pursuant
25 to Health and Safety Code section 44072.2, subdivision (d), in conjunction with Health and
26 Safety Code section 44072.10 subdivision (c), in that regarding the vehicles set forth above in
27 paragraphs 73-78, Respondent Trinidad committed acts involving dishonesty, fraud or deceit
28 whereby another was injured by issuing electronic certificates of compliance for those vehicles

1 without performing bona fide inspections of the emission control devices and systems on the
2 vehicles, thereby depriving the People of the State of California of the protection afforded by the
3 Motor Vehicle Inspection Program.

4 **FIFTEENTH CAUSE FOR DISCIPLINE**

5 **(Violations of the Motor Vehicle Inspection Program – Respondent Castillo)**

6 93. Respondent Castillo’s smog check inspector license is subject to discipline pursuant
7 to Health and Safety Code section 44072.2, subdivision (a), in that regarding the vehicles set forth
8 above in paragraphs 58-72, Respondent Castillo failed to comply with sections 44012 and 44032
9 of the Health and Safety Code in a material respect, as follows: Respondent Castillo failed to
10 perform the emission control tests on those vehicles in accordance with procedures prescribed by
11 the department.

12 **SIXTEENTH CAUSE FOR DISCIPLINE**

13 **(Failure to Comply with Regulations Pursuant to the Motor Vehicle Inspection Program –**
14 **Respondent Castillo)**

15 94. Respondent Castillo’s smog check inspector license is subject to discipline pursuant
16 to Health and Safety Code section 44072.2, subdivision (c), in that regarding the vehicles set forth
17 above in paragraphs 58-72, Respondent Castillo failed to comply with provisions of the
18 California Code of Regulations, title 16, as follows:

19 (a) **Section 3340.30, subdivision (a)**: Respondent Castillo failed to inspect and test
20 those vehicles in accordance with Health and Safety Code sections 44012 and 44032.

21 (b) **Section 3340.41, subdivision (c)**: Respondent Castillo entered false information into
22 the OIS.

23 (c) **Section 3340.42**: Respondent Castillo failed to conduct the required smog tests and
24 inspections on those vehicles in accordance with the Bureau’s specifications.

25 **SEVENTEENTH CAUSE FOR DISCIPLINE**

26 **(Dishonesty, Fraud or Deceit - Respondent Castillo)**

27 95. Respondent Castillo’s smog check inspector license is subject to discipline pursuant
28 to Health and Safety Code section 44072.2, subdivision (d), in conjunction with Health and

1 Safety Code section 44072.10 subdivision (c), in that regarding the vehicles set forth above in
2 paragraphs 58-72, Respondent Castillo committed acts involving dishonesty, fraud or deceit
3 whereby another was injured by issuing electronic certificates of compliance for those vehicles
4 without performing bona fide inspections of the emission control devices and systems on the
5 vehicles, thereby depriving the People of the State of California of the protection afforded by the
6 Motor Vehicle Inspection Program.

7 **DISCIPLINARY CONSIDERATIONS**

8 96. By way of aggravation Complainant alleges that on January 27, 2017, Hung Hoang,
9 Smog Check Inspector EO 147628, was issued citation M2017-306 for certifying a vehicle using
10 the BAR-97 when the OBD Inspection System was required. The Citation became effective on
11 March 26, 2017.

12 97. By way of aggravation, Complainant alleges that on March 5, 2004, David Zamora,
13 Smog Check Inspector EA/EO 044744, was issued citation M2004-452 for certifying a Bureau
14 vehicle documented to fail a properly performed Smog Check Inspection. The Citation became
15 effective on February 1, 2005.

16 98. By way of aggravation, Complainant alleges that on July 5, 2018, David Zamora,
17 Smog Check Inspector EO 044744, was issued citation M2018-1514 for certifying a Bureau
18 vehicle documented to fail a properly perform a Smog Check Inspection. The citation became
19 effective on June 12, 2019.

20 **OTHER MATTERS**

21 99. Pursuant to Business & Professions Code section 9884.7, subdivision (c), the Director
22 may suspend, revoke, or place on probation the registration for all places of business operated in
23 this State by Respondent Sky Smog upon a finding that Respondent Sky Smog has, or is, engaged
24 in a course of repeated and willful violations of the laws and regulations pertaining to an
25 automotive repair dealer.

26 100. Pursuant to Health & Safety Code section 44072.8, if Smog Check, Test Only Station
27 License Number TC 298228 issued to Respondent Sky Smog is revoked or suspended following a
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1 hearing under this article, any additional license issued under Chapter 5, Part 5, Division 26 in the
2 name of said licensee may be likewise revoked or suspended by the Director.

3 101. Pursuant to Health & Safety Code section 44072.8, if Smog Check Inspector License
4 Number EO 044744 issued to Respondent Zamora, is revoked or suspended following a hearing
5 under this article, any additional license issued under Chapter 5, Part 5, Division 26 in the name
6 of said licensee may be likewise revoked or suspended by the Director.

7 102. Pursuant to Health & Safety Code section 44072.8, if Smog Check Inspector License
8 Number EO 147628, issued to Respondent Hoang, is revoked or suspended following a hearing
9 under this article, any additional license issued under Chapter 5, Part 5, Division 26 in the name
10 of said licensee may be likewise revoked or suspended by the Director.

11 103. Pursuant to Health & Safety Code section 44072.8, Smog Check Inspector Number
12 EO 641594, issued to Respondent Trinidad, is revoked or suspended following a hearing under
13 this article, any additional license issued under Chapter 5, Part 5, Division 26 in the name of said
14 licensee may be likewise revoked or suspended by the Director.

15 104. Pursuant to Health & Safety Code section 44072.8, if Smog Check Inspector Number
16 EO 642546, issued to Respondent Castillo, is revoked or suspended following a hearing under
17 this article, any additional license issued under Chapter 5, Part 5, Division 26 in the name of said
18 licensee may be likewise revoked or suspended by the Director.

19 **PRAYER**

20 WHEREFORE, Complainant requests that a hearing be held on the matters herein alleged,
21 and that following the hearing, the Director of the Department of Consumer Affairs issue a
22 decision:

23 1. Revoking or suspending Automotive Repair Dealer Registration Number ARD
24 298228, issued to Candida Terrones, Owner, dba Sky Smog;

25 2. Revoking or suspending any other Automotive Repair Dealer Registration issued to
26 Respondent Candida Terrones;

27 3. Revoking or suspending Smog Check, Test-Only, Station License Number TC
28 298228, issued to Candida Terrones, dba Sky Smog;

1 4. Revoking or suspending any additional license issued under Chapter 5 of Part 5 of
2 Division 26 of the Health and Safety Code in the name of Respondent Candida Terrones;

3 5. Revoking or suspending Smog Check Inspector License Number EO 147628, issued
4 to Hung Hoang;

5 6. Revoking or suspending any additional license issued under Chapter 5 of Part 5 of
6 Division 26 of the Health and Safety Code in the name of Respondent Hung Hoang;

7 7. Revoking or suspending Smog Check Inspector License Number EO 044744, issued
8 to David Zamora;

9 8. Revoking or suspending any additional license issued under Chapter 5 of Part 5 of
10 Division 26 of the Health and Safety Code in the name of Respondent David Zamora;

11 9. Revoking or suspending Smog Check Inspector Number EO 641594, issued to Jorge
12 Dionati De La Trinidad, aka Jorge Alan Dionati De La Trinidad;

13 10. Revoking or suspending any additional license issued under Chapter 5 of Part 5 of
14 Division 26 of the Health and Safety Code in the name of Respondent Jorge Dionati De La
15 Trinidad, aka Jorge Alan Dionati De La Trinidad;

16 11. Revoking or suspending Smog Check Inspector Number EO 642546, issued to Uriel
17 Abundio Castillo;

18 12. Revoking or suspending any additional license issued under Chapter 5 of Part 5 of
19 Division 26 of the Health and Safety Code in the name of Respondent Uriel Abundio Castillo;

20 13. Ordering Candida Terrones, Hung Hoang, David Zamora, Jorge Dionati De La
21 Trinidad and Uriel Abundio Castillo to pay the Bureau of Automotive Repair the reasonable costs
22 of the investigation and enforcement of this case, pursuant to Business and Professions Code
23 section 125.3 and if placed on probation, the costs of probation monitoring; and,

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14. Taking such other and further action as deemed necessary and proper.

DATED: As of Digital Signature Date

PATRICK DORAIS
Chief
Bureau of Automotive Repair
Department of Consumer Affairs
State of California
Complainant

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