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BEFORE THE
DEPARTMENT OF CONSUMER AFFAIRS
FOR THE BUREAU OF AUTOMOTIVE REPAIR
STATE OF CALIFORNIA

In the Matter of the Accusation Against: **GT HORIZON SMOG CHECK LLC, DBA GT HORIZON SMOG CHECK, ANGEL D. CAMACHO, MEMBER, AKA ANGEL DAVID CAMACHO** **850 E. Jefferson Blvd.** **Los Angeles, CA 90011** **Automotive Repair Dealer Registration No. ARD 307955** **Smog Check, Test-and-Repair, Station License No. RC 307955** **and** **LILIAN HUERTA** **222 N. Herbert Ave.** **Los Angeles, CA 90063** **Smog Check Inspector License No. EO 631873** **Smog Check Repair Technician License No. EI 631873** Respondents.	Case No. 79/25-18452 **ACCUSATION**

PARTIES

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

2. On or about January 4, 2024, the Bureau issued Automotive Repair Dealer Registration Number ARD 307955 to GT Horizon Smog Check LLC, dba GT Horizon Smog Check, Angel D. Camacho, Member (Respondent GT Horizon Smog Check). The Automotive Repair Dealer Registration was in full force and effect at all times relevant to the charges brought herein and was set to expire on January 31, 2026, however, was cancelled on December 29, 2025.

3. On or about May 10, 2024, the Bureau issued Smog Check, Test-and-Repair, Station License Number RC 307955 to Respondent GT Horizon Smog Check. The Smog Check, Test-and-Repair, Station License was in full force and effect at all times relevant to the charges brought herein and was set to expire on January 31, 2026, however, was cancelled on December 29, 2025.

4. On or about July 18, 2024, the Bureau issued STAR Station Certification to Respondent GT Horizon Smog Check. The STAR Station Certification was in full force and effect at all times relevant to the charges brought herein and was terminated as of December 30, 2025 due to Respondent GT Horizon Smog Check's Automotive Dealer Registration and Smog Check, Test and Repair, Station License being cancelled on December 29, 2025.

5. In 2010, Advanced Emission Specialist License Number EA 631873 was issued to Lilian Huerta (Respondent Huerta). License Number EA 641873 was due to expire on May 31, 2014, however, was canceled on May 27, 2014. On or about May 27, 2014, pursuant to California Code of Regulations, title 16 section 3340.28, subdivision (e), the license was renewed pursuant to Respondent Huerta's election as Smog Check Inspector (EO) License number 631873 and Smog Check Repair Technician (EI) 631873. The Smog Check Inspector License was in full force and effect at all times relevant to the charges brought herein and will expire on May 31, 2026, unless renewed. The Smog Check Repair Technician License expired on May 31, 2016, and has not been renewed.

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OTHER LICENSES

6. On or about November 23, 2020, the Bureau issued Smog Check Inspector License Number EO 642683 to Angel David Camacho (Respondent Camacho). The Smog Check Inspector License was in full force and effect at all times relevant to the charges brought herein and will expire on November 30, 2026, unless renewed.

7. On or about September 25, 2020, the Bureau issued Smog Check Repair Technician License Number EI 642683 to Respondent Camacho. The Smog Check Repair Technician License was in full force and effect at all times relevant to the charges brought herein and will expire on November 30, 2026, unless renewed.

JURISDICTION

8. This Accusation is brought before the Director of the Department of Consumer Affairs (Director) for the Bureau, under the authority of the following laws.

9. Section 9884.7 of the Code provides that the Director may revoke an automotive repair dealer registration.

10. Section 9884.13 of the Code provides, in pertinent part, that the expiration of a valid registration shall not deprive the Director of jurisdiction to proceed with a disciplinary proceeding against an automotive repair dealer or to render a decision temporarily or permanently invalidating (suspending or revoking) a registration.

11. Health and Safety Code section 44002 provides, in pertinent part, that the Director has all the powers and authority granted under the Automotive Repair Act for enforcing the Motor Vehicle Inspection Program.

12. Health and Safety Code section 44072.6 provides, in pertinent part, that the expiration or suspension of a license by operation of law, or by order or decision of the Director of Consumer Affairs, or a court of law, or the voluntary surrender of the license shall not deprive the Director of jurisdiction to proceed with disciplinary action.

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STATUTORY PROVISIONS

13. Section 9884.7 of the Code provides, in pertinent part:

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

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

. . .

(4) Any other conduct that constitutes fraud.

. . .

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

. . .

14. Section 9889.22 of the Code provides:

The willful making of any false statement or entry with regard to a material matter in any oath, affidavit, certificate of compliance or noncompliance, or application form which is required by this chapter or Chapter 5 (commencing with Section 44000) of Part 5 of Division 26 of the Health and Safety Code constitutes perjury and is punishable as provided in the Penal Code.

15. Health and Safety Code section 44012 provides:

The test at the smog check stations shall be performed in accordance with procedures prescribed by the department and may require loaded mode dynamometer testing in enhanced areas, two-speed idle testing, testing utilizing a vehicle's onboard diagnostic system, or other appropriate test procedures as determined by the department in consultation with the state board. The department shall implement testing using onboard diagnostic systems, in lieu of loaded mode dynamometer or two-speed idle testing, on model year 2000 and newer vehicles only, beginning no earlier than January 1, 2013, and on model-year 1996-99, inclusive, vehicles only, beginning no earlier than January 1, 2025. However, the department, in consultation with the state board, may prescribe alternative test procedures that include loaded mode dynamometer or two-speed idle testing for vehicles with onboard diagnostic systems that the department and the state board determine exhibit operational problems. The department shall ensure, as appropriate to the test method, the following:

(a) Emission control systems required by state and federal law are reducing excess emissions in accordance with the standards adopted pursuant to subdivisions (a) and (c) of Section 44013.

(b) Motor vehicles are preconditioned to ensure representative and stabilized operation of the vehicle's emission control system.

(c) For other than diesel-powered vehicles, the vehicle's exhaust emissions of hydrocarbons, carbon monoxide, carbon dioxide, and oxides of nitrogen in an idle mode or loaded mode are tested in accordance with procedures prescribed by the department. In determining how loaded mode and evaporative emissions testing shall be conducted, the department shall ensure that the emission reduction targets for the enhanced program are met.

(d) For other than diesel-powered vehicles, the vehicle's fuel evaporative system and crankcase ventilation system are tested to reduce any nonexhaust sources of volatile organic compound emissions, in accordance with procedures prescribed by the department.

(e) For diesel-powered vehicles, a visual inspection is made of emission control devices and the vehicle's exhaust emissions are tested in accordance with procedures prescribed by the department, that may include, but are not limited to, onboard diagnostic testing. The test may include testing of emissions of any or all of the pollutants specified in subdivision (c) and, upon the adoption of applicable standards, measurement of emissions of smoke or particulates, or both.

(f) A visual or functional check is made of emission control devices specified by the department, including the catalytic converter in those instances in which the department determines it to be necessary to meet the findings of Section 44001. The visual or functional check shall be performed in accordance with procedures prescribed by the department.

(g) A determination as to whether the motor vehicle complies with the emission standards for that vehicle's class and model-year as prescribed by the department.

(h) An analysis of pass and fail rates of vehicles subject to an onboard diagnostic test and a tailpipe test to assess whether any vehicles passing their onboard diagnostic test have, or would have, failed a tailpipe test, and whether any vehicles failing their onboard diagnostic test have or would have passed a tailpipe test.

(i) The test procedures may authorize smog check stations to refuse the testing of a vehicle that would be unsafe to test, or that cannot physically be inspected, as specified by the department by regulation. The refusal to test a vehicle for those reasons shall not excuse or exempt the vehicle from compliance with all applicable requirements of this chapter.

16. Health and Safety Code section 44015, subdivision (b), provides:

(b) If a vehicle meets the requirements of Section 44012, a smog check station licensed to issue certificates shall issue a certificate of compliance or a certificate of noncompliance.

17. Health and Safety Code section 44032 provides:

No person shall perform, for compensation, tests or repairs of emission control devices or systems of motor vehicles required by this chapter unless the person performing the test or repair is a qualified smog check technician and the test or repair is performed at a licensed smog check station. Qualified smog check technicians shall perform tests of emission control devices and systems in accordance

with Section 44012.

18. Health and Safety Code section 44059 provides:

The willful making of any false statement or entry with regard to a material matter in any oath, affidavit, certificate of compliance or noncompliance, or application form which is required by this chapter or Chapter 20.3 (commencing with Section 9880) of Division 3 of the Business and Professions Code, constitutes perjury and is punishable as provided in the Penal Code.

19. Health and Safety Code section 44072.2 provides, in pertinent part:

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

(a) Violates any section of this chapter and the regulations adopted pursuant to it, which related to the licensed activities.

. . .

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

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

. . .

20. Health and Safety Code section 44072.10, subdivision (c), provides:

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

(1) Clean piping, clean plugging, clean glassing, clean tanking, or any other fraudulent inspection practice, as defined by the department.

(2) Tampering with a vehicle emission control system or test analyzer system.

(3) Tampering with a vehicle in a manner that would cause the vehicle to falsely pass or falsely fail an inspection.

REGULATORY PROVISIONS

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

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

22. California Code of Regulations, title 16, section 3340.30 provides, in pertinent part:

A licensed smog check inspector and/or repair technician shall comply with the

following requirements at all times while licensed:

(a) Inspect, test and repair vehicles, as applicable, in accordance with section 44012 of the Health and Safety Code, section 44035 of the Health and Safety Code, and section 3340.42 of this article.

. . .

23. California Code of Regulations, title 16, section 3340.35 provides, subdivision (c), provides, in pertinent part:

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

24. California Code of Regulations, title 16, section 3340.41 provides, in pertinent part:

. . .

(c) No person shall enter any vehicle identification information or emission control system identification data for any vehicle other than the one being tested into the EIS or OIS. Nor shall any person enter into the EIS or OIS any false information about the vehicle being tested.

. . .

(h) No licensed station shall have in the approved testing area at any time any electronic device or software capable of simulating the OBD data stream from a vehicle or manipulating OBD VIN, calibration identification, calibration verification number, MIL-status, readiness, or diagnostic trouble codes collected from a vehicle during a Smog Check Inspection.

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

26. California Code of Regulations, title 16, section 3373, provides:

No automotive repair dealer or individual in charge shall, in filling out an estimate, invoice, or work order, or record required to be maintained by section 3340.15(e) of this chapter, withhold therefrom or insert therein any statement or information which will cause any such document to be false or misleading, or where the tendency or effect thereby would be to mislead or deceive customers, prospective customers, or the public.

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COST RECOVERY

27. Section 125.3 of the Code provides, in pertinent part, that the Board may request the administrative law judge to direct a licensee found to have committed a violation or violations of the licensing act to pay a sum not to exceed the reasonable costs of the investigation and enforcement of the case, with failure of the licensee to comply subjecting the license to not being renewed or reinstated. If a case settles, recovery of investigation and enforcement costs may be included in a stipulated settlement.

FACTUAL ALLEGATIONS

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

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

30. During an OIS inspection, engine operating parameters are retrieved from the vehicle's OBD II system and recorded to the VID. This is accomplished during the functional portion of the OIS Smog Check inspection by plugging the DAD into the vehicle's DLC when prompted by the OIS analyzer screen prompt. Some of the parameters recorded are: (1) engine speed in revolutions per minute (RPM); (2) throttle position as measured by a throttle position sensor (TPS) mounted onto the throttle shaft, measured in a percentage of opening from 0% at idle and near or up to 100% at full throttle; (3) manifold absolute pressure as measured by a manifold absolute pressure sensor (MAP) connected to an intake manifold source, measured in kilo pascals (kpa). Typical readings for a normally aspirated vehicle are 0 kpa being absolute vacuum, 25kpa to 45kpa at idle, 101 kpa at full throttle, same as atmospheric pressure at sea level; and (4) mass air flow as measured by a mass air flow sensor (MAF) mounted in the engine's air intake tract, measured in grams per second (gps).

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

32. During an OIS Smog Check inspection, along with other visual and functional inspections, there is an OBD II query portion of the inspection. The OBD II query is performed with the engine idling and, when requested by the OIS analyzer, and an elevated or increased engine speed. The increase in engine speed is performed by the inspector by stepping on the throttle pedal or manually opening the throttle, resulting in a corresponding increase in engine RPMs by allowing an increase in airflow into the engine.

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33. If the vehicle passes the visual, functional and tailpipe tests, it passes the overall inspection, and a Certificate of Compliance is issued and transmitted electronically to the VID. Each Certificate of Compliance has a unique control number so that it can be tracked to determine which Smog Check Station purchased the Certificate of Compliance and to which vehicle it was issued.

34. The VID contains registration data from DMV, plus emission standards, vehicle smog check inspections, smog check stations and technicians, and Certificates of Compliance. The VID receives the passing smog check results immediately following the inspection. During the vehicle registration process, the DMV accesses the VID to verify that the vehicle has been tested and certified. The Bureau can also access the VID to view test data on smog check inspections performed at any Smog Check Station, or search for, retrieve, and print a test record for a particular vehicle which has been tested. The EIS or OIS, depending on the test type, also prints a VIR, which is a physical record of the test results and shows the Certificate of Compliance number that was issued if the vehicle passed the smog inspection.

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

36. The Bureau has become aware of methods some Smog Check stations and Smog Check inspectors use to fraudulently issue smog certificates to vehicles that will not pass a Smog Check test on their own, or in some instances, are not even present during the time the test is performed. One method is known as "clean plugging." "Clean plugging" is a method by which another vehicle's properly functioning OBD II system, or another source such as defeat devices, are used to generate passing data readings or diagnostic information for the purpose of

fraudulently issuing smog certificates to vehicles that are not in smog compliance and or not present for testing. Defeat devices attempt to simulate engine operation during a Smog Check inspection by transmitting OBD II data to the VID which has been modified or replaced entirely for the purportedly inspected vehicle during the functional portion of the OIS inspection. The use of a defeat device during a Smog Check inspection is clean plugging and is strictly prohibited.

37. A Bureau representative investigated and reviewed OIS test data for the smog check inspection performed at GT Horizon Smog Check from September 2025 through October 2025. The investigation revealed that data related to certain vehicles certified by Respondents contained a pattern of vehicles being certified with improbable engine operating parameters not corresponding to normal engine operation, confirming the vehicles receiving smog certificates were not tested during the OBD II functional test. This constitutes clean plugging, as follows:

Clean Plug # 1

38. On or about September 4, 2025, a 2003 Honda Accord EX, VIN JHMCM56603C073669, CA License 5CRN109, was tested and smog certificate JH066648C was issued by Respondent GT Horizon Smog Check, under licensed Smog Check Inspector EO 631873, Respondent Huerta.

39. The Dynamic PID charts and data for the 2003 Honda Accord EX shows that between time stamp 104 and 34734, the engine RPM is steady at around 770 RPM. During this time, the data shows that the throttle is fixed at 9.4% opening, the MAP is fixed at 29 kPa, and the MAF is fixed at 2.9 grams/sec. After time stamp 34967, the engine RPM is increased and then held at no less than 1402 RPM. During this time, the data shows that the throttle is fluctuating erratically between 6.3% opening and 11.4% opening, the MAP is fluctuating erratically between 16 kPa and 30 kPa, and the MAF is fluctuating erratically between 3.16 grams/sec and 4.6 grams/sec.

40. The steady idle and elevated engine RPMs along with the improbable throttle positions, MAP and MAF readings are not characteristic or expected for normal engine operation. The throttle positions, MAP and MAF readings are expected to be stable at idle and at the elevated engine RPM, not fluctuate. Additionally, the throttle position readings are expected to rise with the increase in engine RPM, not decrease to values less than idle readings. The

discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required to the 2003 Honda Accord EX being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

Clean Plug # 2

41. On or about September 5, 2025, a 2005 Chevrolet Express G3500, VIN 1GAHG39U151111804, CA License 5WRC760, was tested and smog certificate US949359C was issued by Respondent GT Horizon Smog Check, under licensed Smog Check Inspector EO 631873, Respondent Huerta.

42. The Dynamic PID charts and data for the 2005 Chevrolet Express G3500 shows that between time stamp 18 and 43766, the engine RPM is steady at around 550 RPM. During this time, the data shows that the throttle is fixed at 17.3% opening, the MAP is fixed at 41 kPa, and the MAF is fixed at 6.86 grams/sec. After time stamp 44001, the engine RPM is increased and then held steady at around 1630 RPM. During this time, the data shows that the throttle is fluctuating erratically between 13.3% opening and 17.6% opening, the MAP is fluctuating erratically between 34 kPa and 46 kPa, and the MAF is fluctuating erratically between 5.55 grams/sec and 7.64 grams/sec.

43. The steady idle and steady elevated engine RPM data along with the improbable throttle positions, MAP and MAF readings are not characteristic or expected for normal engine operation. The throttle positions, MAP and MAF readings are expected to be stable at idle and at the elevated engine RPM, not fluctuate. Additionally, the throttle position and MAF readings are expected to rise with the increase in engine RPM, not decrease to values less than idle readings, The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required to the 2005 Chevrolet Express G3500 being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

Clean Plug # 3

44. On or about September 6, 2025, a 2000 Toyota Tacoma Prerunner, VIN 5TENM92N1YZ718031, CA License 6K37931, was tested and smog certificate US949364C was

issued by Respondent GT Horizon Smog Check, under licensed Smog Check Inspector EO 631873, Respondent Huerta.

45. The Dynamic PID charts and data for the 2000 Toyota Tacoma Prerunner shows that between time stamp 120 and 63793, the engine RPM is steady at around 660 RPM. During this time, the data shows that the throttle is fixed at 10.6% opening and the MAF is fixed at 3.59 grams/sec. After time stamp 64036, the engine RPM is increased and then held steady at around 1780 RPM. During this time, the data shows that the throttle is fluctuating erratically between 6.3% opening and 11.4% opening and the MAF is fluctuating erratically between 2.81 grams/sec and 5.06 grams/sec.

46. The steady idle and steady elevated engine RPMs along with the improbable throttle positions and MAF readings are not characteristic or expected for normal engine operation. The throttle positions and MAF readings are expected to be stable at idle and at the elevated engine RPM, not fluctuate. Additionally, the throttle position and MAF readings are expected to rise with the increase in engine RPM, not decrease to values less than idle readings. The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required to the 2000 Toyota Tacoma Prerunner being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

47. On September 4, 2025, just two days earlier, Respondent GT Horizon Smog Check, under licensed Smog Check Inspector EO 631873, Respondent Huerta, performed a Smog Check Inspection on the same 2000 Toyota Tacoma Prerunner, VIN 5TENM92N1YZ718031, CA License 6K37931. The vehicle failed for the following reasons: "Emission Control Systems Functional Check Results – NOT READY OBDII", "OBDII Monitors Not Ready – Evaporative System, EGR and/or VVT System" as listed on the VIR.

48. The Dynamic PID charts and data for the 2000 Toyota Tacoma Prerunner shows that between time stamp 126 and 184753, the engine RPM is steady at around 690 RPM. During this time, the data shows that the throttle is fixed at 10.6% opening and the MAF is stable between 3.46 grams/sec and 3.51 grams/sec. After time stamp 185128, the engine RPM is increased and then held above 1380 RPM. During this time, the data shows that the throttle increases to a fixed

12.9% opening and then rises to a fixed 13.3% opening and the MAF is stable between 6.29 grams/sec and 6.89 grams/sec.

49. The steady idle and elevated engine RPMs along with the associated throttle positions and MAF readings are characteristic and expected for normal engine operation. The throttle position and MAF readings are expected to be stable at idle and increase with the elevated engine RPM. These expected results were all present during this inspection.

Clean Plug # 4

50. On or about September 8, 2025, a 2003 Infiniti G35, VIN JNKCV51E03M019259, CA License 9SCY443, was tested and smog certificate US949378C was issued by Respondent GT Horizon Smog Check, under licensed Smog Check Inspector EO 631873, Respondent Huerta.

51. The Dynamic PID charts and data for the 2003 Infiniti G35 shows that between time stamp 176 and 52819, the engine RPM is steady at around 750 RPM. During this time, the data shows that the throttle is fixed at 0.8% opening and the MAF is fixed at 4.98 grams/sec. After time stamp 53284, the engine RPM is increased and then held at no less than 1667 RPM. During this time, the data shows that the throttle is fluctuating erratically between 1.6% opening and 5.1% opening and the MAF rises from 2.76 grams/sec to 3.42 grams/sec, drops to 3.24 grams/sec, then rises again to 4.57 grams/sec.

52. The steady idle and elevated engine RPMs along with the improbable throttle positions and MAF readings are not characteristic or expected for normal engine operation. The throttle position and MAF readings are expected to be stable at idle and at the higher engine RPM, not drop and rise unexpectedly and/or fluctuate. Additionally, the MAF readings are expected to rise with the increase in engine RPM, not decrease to values less than idle readings. The discrepancies in the OIS Test Data prove he OIS Data Acquisition Device (DAD) was not connected as required to the 2003 Infiniti G35 being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

53. On September 2, 2025, just six days earlier, Respondent GT Horizon Smog Check, under licensed Smog Check Inspector EO 631873, Respondent Huerta, performed a Smog Check Inspection on the same 2003 Infiniti G35, VIN JNKCV51E03M019259, CA License 9SCY443,

The vehicle failed for the following reasons: "Emission Control Systems Functional Check Results – FAIL OBD Bulb Check and FAIL OBDII", "Service Fault Codes – P0327 Knock/Combustion Vibration Sensor 1 Circuit Low Bank 1 or Single Sensor, P0507 Idle Control System RPM Higher Than Expected, P1574, and U1001" as listed on the VIR.

54. The Dynamic PID charts and data for the 2003 Infiniti G35 shows that between time stamp 169 and 32257, the engine RPM is steady at around 1025 RPM. During this time, the data shows that the throttle is fixed at 0.8% opening and the MAF is stable between 5.52 grams/sec and 5.61 grams/sec. After time stamp 32707, the engine RPM is increased and then held steady at around 1970 RPM. During this time, the data shows that the throttle increases ultimately to a fixed 1.6% opening and the MAF is stable between 8.37 grams/sec and 8.64 grams/sec.

55. The steady idle and elevated engine RPMs along with the associated throttle positions and MAF readings are characteristic and expected for normal engine operation. The throttle position and MAF readings are expected to be stable at idle and increase with the elevated engine RPM. These expected results were all present during this inspection.

Clean Plug # 5

56. On or about September 12, 2025, a 2003 Toyota Corolla CE, VIN 1NXBR32E33Z075227, CA License 7GUN096, was tested and smog certificate UU210751C was issued by Respondent GT Horizon Smog Check, under licensed Smog Check Inspector EO 631873, Respondent Huerta.

57. The Dynamic PID charts and data for the 2003 Toyota Corolla CE shows that between time stamp 127 and 34388, the engine RPM is steady at around 710 RPM. During this time, the data shows that the throttle is fixed at 11.8% opening and the MAF is fixed at 2.5 grams/sec. After time stamp 34771, the engine RPM is increased and held steady at around 1720 RPM. During this time, the data shows that the throttle drops from 8.6% opening to 7.8% opening, rises to 11% opening, then eventually drops to 7.5% opening and the MAF is fluctuating erratically between 0.65 grams/sec and 2.48 grams/sec.

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

throttle position and MAF readings are expected to be stable at idle and at the higher engine RPM, not drop and rise unexpectedly and/or fluctuate. Additionally, the throttle position and MAF readings are expected to rise with the increase in engine RPM, not decrease to values less than idle readings. The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required to the 2003 Toyota Corolla CE being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

59. On August 13, 2024, another licensed Smog Check station performed a prior Smog Check inspection on the same 2003 Toyota Corolla CE, VIN 1NXBR32E33Z075227, CA License 7GUN096. The Dynamic PID charts and data for the 2003 Toyota Corolla CE shows that between time stamp 870 and 25858, the engine RPM is steady at around 750 RPM. During this time, the data shows that the throttle is fixed at 11.8% opening and the MAF is stable between 2.06 grams/sec and 2.12 grams/sec. After time stamp 26746, the engine RPM is increased and ultimately held at around 2241 RPM. During this time, the data shows that the throttle increases to a fixed 14.9% opening and the MAF increases and is stable between 5.71 grams/sec and 5.76 grams/sec.

60. The steady idle and elevated engine RPMs along with the associated throttle positions and MAF readings are characteristic and expected for normal engine operation. The throttle position and MAF readings are expected to be stable at idle and increase with the elevated engine RPM. These expected results were all present during this inspection.

Clean Plug # 6

61. On or about September 15, 2025, a 2002 Honda Civic LX, VIN 2HGES16562H502438, CA License 7DWA906, was tested and smog certificate UU210778C was issued by Respondent GT Horizon Smog Check, under licensed Smog Check Inspector EO 631873, Respondent Huerta.

62. The Dynamic PID charts and data for the 2002 Honda Civic LX shows that between time stamp 98 and 36139, the engine RPM is steady at around 675 RPM. During this time, the data shows that the throttle is fixed at 9.4% opening and the MAP is fixed at 30 kPa. After time stamp 36369, the engine RPM is increased then held steady at around 1670 RPM. During this

time, the data shows that the throttle is fluctuating erratically between 6.3% opening and 11.4% opening and the MAP rises from 21 kPa to 28 kPa, drops to 19 kPa, then rises to 25 kPa.

63. The steady idle and steady elevated engine RPMs along with the improbable throttle positions and MAP readings are not characteristic or expected for normal engine operation. The throttle positions and MAP readings are expected to be stable at idle and at the elevated engine RPM, not drop and rise unexpectedly and/or fluctuate. Additionally, the throttle position readings are expected to rise with the increase in engine RPM, not decrease to values less than idle readings. The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required to the 2002 Honda Civic LX being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

64. On September 5, 2025, ten days earlier, Respondent GT Horizon Smog Check, under licensed Smog Check Inspector EO 631873, Lilian Huerta, performed a Smog Check Inspection on the same 2002 Honda Civic LX, VIN 2HGES16562H502438, CA License 7DWA906. The vehicle failed for the following reasons: "Emission Control Systems Functional Check Results – FAIL OBD Bulb Check and FAIL OBDII", "Service Fault Codes – P0740 Torque Converter Clutch Circuit/Open" as listed on the VIR.

65. The Dynamic PID charts and data for the 2002 Honda Civic LX shows that between time stamp 99 and 124736, the engine RPM is steady at around 700 RPM. During this time, the data shows that the throttle is fixed at 9.4% opening and the MAP is varying between 27 kPa and 29 kPa. After timestamp 124970 the engine RPM is held at no less than 781 RPM. During this time, the data shows that the throttle rises from 11.8% opening to 12.2% opening and the MAP is varying between 25 kPa and 26 kPa. After timestamp 144794, the engine RPM drops, then rises to no less than 1871 RPM. During this time, the data shows that the throttle increases to a fixed 13.3% opening and the MAP is fixed at 26 kPa.

66. The steady idle and elevated engine RPMs along with the associated throttle positions and MAP readings are characteristic and expected for normal engine operation. The throttle position and MAP readings are expected to be stable at idle and at the elevated engine RPM. These expected results were all present during this inspection.

Clean Plug # 7

67. On or about September 19, 2025, a 2003 Toyota Sequoia SR5, VIN 5TDZT34A73S198936, CA License 5DER596, was tested and smog certificate UU210799C was issued by Respondent GT Horizon Smog Check, under licensed Smog Check Inspector #EO 631873, Respondent Huerta.

68. The Dynamic PID charts and data for the 2003 Toyota Sequoia SR5 shows that between time stamp 127 and 24779, the engine RPM is steady at around 700 RPM. During this time, the data shows that the throttle is fixed at 18.8% opening, and the MAF is fixed at 4.89 grams/sec. After time stamp 25041, the engine RPM is increased then held steady at around 1700 RPM. During this time, the data shows that the throttle drops from 23.1% opening to 19.2% opening, rises to 22.7% opening, then eventually drops to 20% opening, and the MAF is fluctuating erratically between 3 grams/sec and 4.86 grams/sec.

69. The steady idle and steady elevated engine RPMs along with the improbable throttle positions and MAF readings are not characteristic or expected for normal engine operation. The throttle positions and MAF readings are expected to be stable at idle and at the elevated engine RPM, not drop and rise unexpectedly and/or fluctuate. Additionally, the MAF readings are expected to rise with the increase in engine RPM, not decrease to values less than idle readings. The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required to the 2003 Toyota Sequoia SR5 being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

Clean Plug # 8

70. On or about September 26, 2025, a 2003 Chevrolet Tahoe K1500, VIN 1GNEK13T43R212175, CA License 5BKC693 was tested and smog certificate JH221674C was issued by Respondent GT Horizon Smog Check, under licensed Smog Check Inspector EO 631873, Respondent Huerta.

71. The Dynamic PID charts and data for the 2003 Chevrolet Tahoe K1500 shows that between time stamp 18 and 47257, the engine RPM is steady at around 550 RPM. During this time, the data shows that the throttle is fixed at 10.6% opening, the MAP is fixed at 35 kPa, and

the MAF is fixed at 5.77 grams/sec. After time stamp 47490, the data shows the engine RPM is increased and then held steady at around 1600 RPM. During this time, the data shows that the throttle is fluctuating erratically between 6.3% opening and 11.4% opening, the MAP is fluctuating erratically between 32 kPa and 45 kPa, and the MAF drops from 6.76 grams/sec to 6.53 grams, rises to 7.21 grams/sec, drops again to 5.92 grams/sec, then eventually rises to 6.8 grams/sec.

72. The steady idle and steady elevated engine RPMs along with the improbable throttle positions, MAP and MAF readings are not characteristic or expected for normal engine operation. The throttle positions, MAP and MAF readings are expected to be stable at idle and at the elevated engine RPM, not drop and rise unexpectedly and/or fluctuate. Additionally, the throttle position readings are expected to rise with the increase in engine RPM, not decrease to values less than idle readings. The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required to the 2003 Chevrolet Tahoe K1500 being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

Clean Plug # 9

73. On or about October 3, 2025, a 2004 Chevrolet Express G2500, VIN 1GCGG25VX41234284, CA License 02862D1, was tested and smog certificate UU451411C was issued by Respondent GT Horizon Smog Check, under licensed Smog Check Inspector EO 631873, Respondent Huerta.

74. The Dynamic PID charts and data for the 2004 Chevrolet Express G2500 shows that between time stamp 19 and 21001, the engine RPM is steady at around 560 RPM. During this time, the data shows that the throttle is fixed at 0% opening, the MAP is fixed at 36 kPa, and the MAF is fixed at 4.78 grams/sec. After time stamp 21225, the engine RPM is increased and then held at no less than 1364 RPM. During this time, the data shows that the throttle drops from 1.6% opening to 0.8% opening, rises to 4.7% opening, then eventually drops to 1.6% opening, the MAP is fluctuating erratically between 32 kPa and 46 kPa, and the MAF is fluctuating erratically between 3.15 grams/sec and 5.03 grams/sec.

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75. The steady idle and elevated engine RPMs along with the improbable throttle positions, MAP and MAF readings are not characteristic or expected for normal engine operation. The throttle positions, MAP and MAF readings are expected to be stable at idle and at the elevated engine RPM, not drop and rise unexpectedly and/or fluctuate. Additionally, the MAF readings are expected to rise with the increase in engine RPM, not decrease to values less than idle readings. The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required to the 2004 Chevrolet Express G2500 being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

Clean Plug # 10

76. On or about October 7, 2025, a 2000 Ford Econoline E350 Super Duty Cutaway Van, VIN 1FDWE35L1YHA47756, CA License 37128P1, was tested and smog certificate UU451425C was issued by Respondent GT Horizon Smog Check, under licensed Smog Check Inspector EO 631873, Respondent Huerta.

77. The Dynamic PID charts and data for the 2000 Ford Econoline E350 Super Duty Cutaway Van shows that between time stamp 12 and 16646, the engine RPM is steady at around 720 RPM. During this time, the data shows that the throttle is fixed at 18.4% opening and the MAF is fixed at 7.36 grams/sec. After time stamp 16873, the engine RPM is increased and then held at no less than 1508 RPM. During this time, the data shows that the throttle is fluctuating erratically between 12.5% opening and 18% opening and the MAF is fluctuating erratically between 5.3 grams/sec and 7.55 grams/sec.

78. The steady idle and elevated engine RPMs along with the improbable throttle positions and MAF readings are not characteristic or expected for normal engine operation. The throttle positions and MAF readings are expected to be stable at idle and at the elevated engine RPM, not fluctuate. Additionally, the throttle position and MAF readings are expected to rise with the increase in engine RPM, not decrease to values less than idle readings. The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required to the 2000 Ford Econoline E350 Super Duty Cutaway Van being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

FIRST CAUSE FOR DISCIPLINE

(Untrue or Misleading Statements – Respondent GT Horizon Smog Check)

79. Respondent GT Horizon Smog Check's Automotive Repair Dealer Registration is subject to disciplinary action under Code section 9884.7, subdivision (a)(1), in that, with respect to the vehicles identified above, Respondent GT Horizon Smog Check made or authorized statements which they knew, or in the exercise of reasonable care should have known to be untrue or misleading, as follows: Respondent GT Horizon Smog Check certified that these vehicles had passed inspection and were in compliance with applicable laws and regulations, when in fact, Respondent GT Horizon Smog Check conducted the inspections on the vehicles using the clean plugging method in order to issue smog certificates of compliance for the vehicles. Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 38-78, as though fully set forth herein.

SECOND CAUSE FOR DISCIPLINE

(Fraud – Respondent GT Horizon Smog Check)

80. Respondent GT Horizon Smog Check's Automotive Repair Dealer Registration is subject to disciplinary action under Code section 9884.7, subdivision (a)(4), in that, with respect to the vehicles identified above, Respondent GT Horizon Smog Check committed acts which constitute fraud by issuing electronic smog certificates of compliance for these vehicles without performing bona fide inspections of the emissions control devices and systems on those vehicles, thereby depriving the People of the State of California of the protection afforded by the Motor Vehicle Inspection Program. Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 38-78, as though fully set forth herein.

THIRD CAUSE FOR DISCIPLINE

(Material Violation of Automotive Repair Act – Respondent GT Horizon Smog Check)

81. Respondent GT Horizon Smog Check's Automotive Repair Dealer Registration is subject to disciplinary action under Code section 9884.7, subdivision (a)(6), in that, with respect to the vehicles identified above, Respondent GT Horizon Smog Check failed in a material respect to comply with the provisions of this chapter or regulations adopted pursuant to it by issuing

electronic smog certificates of compliance for these vehicles without performing bona fide inspections of the emissions control devices and systems on those vehicles, thereby depriving the People of the State of California of the protection afforded by the Motor Vehicle Inspection Program. Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 38-78, as though fully set forth herein.

FOURTH CAUSE FOR DISCIPLINE

(Violations of the Motor Vehicle Inspection Program – Respondent GT Horizon Smog Check)

82. Respondent GT Horizon Smog Check's Smog Check, Test-and-Repair, Station License is subject to disciplinary action under Health and Safety Code section 44072.2, subdivision (a), in that, with respect to the vehicles identified above, Respondent GT Horizon Smog Check failed to comply with the following sections of the Health and Safety Code:

a. **Section 44012:** Respondent GT Horizon Smog Check failed to ensure that the emission control tests were performed on the vehicles in accordance with procedures prescribed by the Bureau.

b. **Section 44015, subdivision (b):** Respondent GT Horizon Smog Check issued electronic smog certificates of compliance for the vehicles without ensuring that the vehicles were properly tested and inspected to determine if they were in compliance with Health and Safety Code section 44012.

c. **Section 44059:** Respondent GT Horizon Smog Check willfully made false entries for the electronic smog certificates of compliance for the vehicles by certifying that the vehicles had been inspected as required when, in fact, they had not.

Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 38-78, as though fully set forth herein.

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FIFTH CAUSE FOR DISCIPLINE

(Failure to Comply with Regulations Pursuant to the Motor Vehicle Inspection Program – Respondent GT Horizon Smog Check)

83. Respondent GT Horizon Smog Check's Smog Check, Test-and-Repair, Station License is subject to disciplinary action under Health and Safety Code section 44072.2, subdivision (c), in that, with respect to the vehicles identified above, Respondent GT Horizon Smog Check failed to comply with provisions of the California Code of Regulations, title 16, as follows:

a. **Section 3340.24, subdivision (c):** Respondent GT Horizon Smog Check issued false or fraudulent certificates of compliance for the vehicles.

b. **Section 3340.35, subdivision (c):** Respondent GT Horizon Smog Check issued electronic smog certificates of compliance for the vehicles even though the vehicles had not been inspected in accordance with section 3340.42 of the California Code of Regulations, title 16.

c. **Section 3340.41, subdivision (c):** Respondent GT Horizon Smog Check knowingly entered false information into the on-board diagnostic inspection system for the vehicles.

d. **Section 3340.42:** Respondent GT Horizon Smog Check failed to ensure that the required smog tests were conducted on the vehicles in accordance with the Bureau's specifications.

e. **Section 3373:** Respondent GT Horizon Smog Check withheld or inserted statements or information in an estimate, invoice, work order, or record required to be maintained by California Code of Regulations, title 16, section 3340.15, subdivision (e), which caused the document to be false or misleading for the vehicles.

Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 38-78, as though fully set forth herein.

SIXTH CAUSE FOR DISCIPLINE

(Dishonesty, Fraud, or Deceit – Respondent GT Horizon Smog Check)

84. Respondent GT Horizon Smog Check's Smog Check, Test-and-Repair, Station License is subject to disciplinary action under Health and Safety Code section 44072.2,

subdivision (d), in conjunction with Health and Safety Code section 44072.10, subdivision (c), in that, with respect to the vehicles identified above, Respondent GT Horizon Smog Check committed dishonest, fraudulent, or deceitful acts whereby another was injured by issuing electronic smog certificates of compliance for the vehicles without performing bona fide inspections of the emission control devices and systems on those vehicles, thereby depriving the People of the State of California of the protection afforded by the Motor Vehicle Inspection Program. Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 38-78, as though fully set forth herein.

SEVENTH CAUSE FOR DISCIPLINE

(Violations of the Motor Vehicle Inspection Program – Respondent Huerta)

85. Respondent Huerta's Smog Check Inspector License and Smog Check Repair Technician License are subject to disciplinary action under Health and Safety Code section 44072.2, subdivision (a), in that, with respect to the vehicles identified above, Respondent Huerta violated the following Health and Safety Code sections:

a. **Section 44012, subdivision (a):** Respondent Huerta failed to determine that all emission control devices and systems required by law were installed and functioning correctly on the vehicles in accordance with test procedures prescribed by the Bureau.

b. **Section 44012, subdivision (f):** Respondent Huerta failed to perform emission control tests on the vehicles in accordance with procedures prescribed by the Bureau.

c. **Section 44032:** Respondent Huerta failed to perform tests of the emission control devices and systems on the vehicles identified above in accordance with section 44012 of the Health and Safety Code, in that the vehicles had been clean plugged.

d. **Section 44059:** Respondent Huerta willfully made false entries for the electronic certificates of compliance by certifying that the vehicles had been inspected as required when, in fact, they had not.

Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 38-78, as though fully set forth herein.

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EIGHTH CAUSE FOR DISCIPLINE

(Failure to Comply with Regulations Pursuant to the Motor Vehicle Inspection Program – Respondent Huerta)

86. Respondent Huerta's Smog Check Inspector License and Smog Check Repair Technician License are subject to disciplinary action under Health and Safety Code section 44072.2, subdivision (c), in that, with respect to the vehicles identified above, Respondent Huerta failed to comply with provisions of the California Code of Regulations, title 16, as follows:

a. **Section 3340.24, subdivision (c):** Respondent Huerta issued false or fraudulent electronic smog certificates of compliance for the vehicles.

b. **Section 3340.30, subdivision (a):** Respondent Huerta failed to inspect and test the vehicles in accordance with Health and Safety Code sections 44012 and 44035 and California Code of Regulations, title 16, section 3340.42.

c. **Section 3340.41, subdivision (c):** Respondent Huerta knowingly entered false information into the on-board diagnostic inspection system for the vehicles.

d. **Section 3340.42:** Respondent Huerta failed to ensure that the required smog tests were conducted on the vehicles identified above in accordance with the Bureau's specifications.

Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 38-78, as though fully set forth herein.

NINTH CAUSE FOR DISCIPLINE

(Dishonesty, Fraud, or Deceit – Respondent Huerta)

87. Respondent Huerta's Smog Check Inspector License and Smog Check Repair Technician License are subject to disciplinary action under Health and Safety Code section 44072.2, subdivision (d), in conjunction with Health and Safety Code section 44072.10, subdivision (c), in that, with respect to the vehicles identified above, Respondent Huerta committed acts involving dishonesty, fraud, or deceit when he issued electronic smog certificates of compliance for the vehicles without performing bona fide inspections of the emission control devices and systems on those vehicles, thereby depriving the People of the State of California of the protection afforded by the Motor Vehicle Inspection Program. Complainant refers to, and by

this reference incorporates, the allegations set forth above in paragraphs 38-78, as though fully set forth herein.

OTHER MATTERS

88. Pursuant to Business and Professions Code section 9884.7, subdivision (c), the Director may suspend, revoke, or place on probation the registration for all places of business operated in this state by Respondent Angel D. Camacho aka Angel David Camacho upon a finding that he has, or is, engaged in a course of repeated and willful violations of the laws and regulations pertaining to an automotive repair dealer.

89. Pursuant to Health and Safety Code section 44072.8, if Smog Check, Test-and-Repair, Station License Number RC 307955, issued to Respondent GT Horizon Smog Check LLC, dba GT Horizon Smog Check, Angel D. Camacho, Member, is revoked or suspended following a hearing under this article, any additional license issued under Chapter 5 of Part 5 of Division 26 of the Health and Safety Code in the name of said licensee may be likewise revoked or suspended by the Director.

90. Pursuant to Health and Safety Code section 44072.8, if Smog Check Inspector License EO 642683 and Smog Check Repair Technician License Number EI 642683 issued to Respondent Angel David Camacho are revoked or suspended following a hearing under this article, any additional license issued under Chapter 5 of Part 5 of Division 26 of the Health and Safety Code in the name of said licensee may be likewise revoked or suspended by the Director.

91. Pursuant to Health and Safety Code section 44072.8, if Smog Check Inspector License EO 631873 and Smog Check Repair Technician License Number EI 631873 issued to Respondent Lilian Huerta are revoked or suspended following a hearing under this article, any additional license issued under Chapter 5 of Part 5 of Division 26 of the Health and Safety Code in the name of said licensee may be likewise revoked or suspended by the Director.

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PRAYER

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

1. Revoking or suspending Automotive Repair Dealer Registration Number ARD 307955, issued to GT Horizon Smog Check LLC, dba GT Horizon Smog Check, Angel D. Camacho, Member;

2. Revoking or suspending Smog Check, Test-and-Repair, Station License Number RC 307955, issued to GT Horizon Smog Check LLC, dba GT Horizon Smog Check, Angel D. Camacho, Member;

3. Revoking or suspending any other automotive repair dealer registration issued in the name of GT Horizon Smog Check LLC;

4. Revoking or suspending any additional license issued under Chapter 5, Part 5 of Division 26 of Health and Safety Code in the name of GT Horizon Smog Check LLC;

5. Revoking or suspending any additional license issued under Chapter 5, Part 5 of Division 26 of the Health and Safety Code in the name of Angel D. Camacho, aka Angel David Camacho;

6. Revoking or suspending Smog Check Inspector License Number EO 642683, issued to Angel David Camacho;

7. Revoking or suspending Smog Check Repair Technician License Number EI 642683, issued to Angel David Camacho;

8. Revoking or suspending Smog Check Inspector License Number EO 631873, issued to Lilian Huerta;

9. Revoking or suspending Smog Check Repair Technician License Number EI 631873, issued to Lilian Huerta;

10. Revoking or suspending any additional license issued under Chapter 5, Part 5 of Division 26 of the Health and Safety Code in the name of Lilian Huerta;

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11. Ordering GT Horizon Smog Check, Angel David Camacho, and Lilian Huerta to pay the Bureau of Automotive Repair the reasonable costs of the investigation and enforcement of this case, pursuant to Business and Professions Code section 125.3 and if placed on probation, the costs of probation monitoring;

and,

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

DATED: As of Digital Signature Date

Dorais, Patrick@DCA
Digitally signed by Dorais, Patrick@DCA
Date: 2026.01.26 11:19:48 -08'00'

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

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