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

12 In the Matter of the Accusation Against:

Case No. 79/26-1183

13 **OMAR A VARGAS DBA LA RAZA SMOG**
14 **CHECK**
7452 Lankershim Blvd
North Hollywood, CA 91605

ACCUSATION

15 **Mailing Address:**
16 8910 Sepulveda Blvd
North Hills, CA 91343

17 **Automotive Repair Dealer Registration No.**
18 **ARD 306025**
Smog Check Test Only Station License No.
19 **TC 306025**

20 **RAFAEL MENDOZA**
8012 South Central Avenue
21 Los Angeles, CA 90001

22 **Mailing Address:**
23 437 East Nutwood Street
Inglewood, CA 90301

24 **Smog check Inspector license No.**
25 **EO 639642**

26 **and**
27
28

ALI H AL JBOUR
4012 W 145th St
Lawndale, CA 90260

Smog Check Inspector License No.
EO 638202

Respondents.

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 June 8, 2023, the Bureau issued Automotive Repair Dealer Registration Number ARD 306025 to Omar A. Vargas dba La Raza Smog Check (Respondent Vargas). The Automotive Repair Dealer Registration was in full force and effect at all times relevant to the charges brought herein and was due to expire on June 30, 2026, however, it was cancelled on January 16, 2026.

3. On or about April 17, 2024, the Bureau issued Smog Check Test Only Station License Number TC 306025 to Respondent Vargas. The Smog Check Test Only Station License was in full force and effect at all times relevant to the charges brought herein and was due to expire on June 30, 2026, however, it was cancelled on January 16, 2026.

4. On or about July 17, 2024, the Bureau certified La Raza Smog Check as a STAR station. The certification was suspended on November 24, 2025 and became inactive upon cancellation of Respondent Vargas's Automotive Repair Dealer Registration and Smog Check Test Only Station License on January 16, 2026.

5. On or about September 6, 2016, the Bureau issued Smog Check Inspector License Number EO 639642 to Rafael Mendoza (Respondent Mendoza). 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, 2028, unless renewed.

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6. On or about June 3, 2015, the Bureau issued Smog Check Inspector License Number EO 638202 to Ali H Al Jbour (Respondent Jbour). The Smog Check Inspector License was in full force and effect at all times relevant to the charges brought herein and will expire on January 31, 2027, unless renewed.

JURISDICTION

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

8. Business and Professions Code (Bus. & Prof. Code) section 118, subdivision (b), provides that suspension, expiration, surrender, or cancellation of a license shall not deprive the Director of jurisdiction to proceed with a disciplinary action during the period within which the license may be renewed, restored, reissued or reinstated.

9. Bus. & Prof. Code section 9884.7 provides that the Director may revoke an automotive repair dealer registration.

10. Bus. & Prof. Code section 9884.13 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 (Health & Saf. 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 & Saf. 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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(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:

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1 14. Bus. & Prof. Code section 477 provides, in pertinent part, that “Board” includes
2 “bureau,” “commission,” “committee,” “department,” “division,” “examining committee,”
3 “program,” and “agency.” “License” includes certificate, registration or other means to engage in
4 a business or profession regulated by the Bus. & Prof. Code.

5 15. Health & Saf. Code section 44012 provides, in pertinent part, that tests at smog check
6 stations shall be performed in accordance with procedures prescribed by the department.

7 16. Health & Saf. Code section 44015, subdivision (b), provides that a certificate of
8 compliance shall be issued if a vehicle meets the requirements of Health & Saf. Code section
9 44012.

10 17. Health & Saf. Code section 44032 provides that qualified technicians shall perform
11 tests of emissions control devices and systems in accordance with Health & Saf. Code section
12 44012.

13 18. Health & Saf. Code section 44072.2 states, in pertinent part:

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

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

18

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

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

22 19. Health & Saf. Code section 44072.10 states, in pertinent part:

23

24 (c) The department shall revoke the license of any smog check technician or
25 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
26 the following:

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

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

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

2 (4) Intentional or willful violation of this chapter or any regulation, standard, or
3 procedure of the department implementing this chapter

4 20. Health & Saf. Code section 44072.8 states that when a license has been revoked or
5 suspended following a hearing under this article, any additional license issued under this chapter
6 in the name of the licensee may be likewise revoked or suspended by the director.

7 **REGULATORY PROVISIONS**

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

10 “The bureau may suspend or revoke the license of or pursue other legal action against a
11 licensee, if the licensee falsely or fraudulently issues or obtains a certificate of compliance or a
12 certificate of noncompliance.”

13 22. CCR, title 16, section 3340.30, subdivision (a), states that a licensed smog technician
14 shall at all times “[i]nspect, test and repair vehicles, as applicable, in accordance with section
15 44012 of the Health & Saf. Code, section 44035 of the Health & Saf. Code, and section 3340.42
16 of this article.”

17 23. CCR, title 16, section 3340.35, subdivision (c), states that a licensed smog check
18 station “shall issue a certificate of compliance or noncompliance to the owner or operator of any
19 vehicle that has been inspected in accordance with the procedures specified in section 3340.42 of
20 this article and has all the required emission control equipment and devices installed and
21 functioning correctly.”

22 24. CCR, title 16, section 3340.41 states, in pertinent part:

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24 (b) No person shall enter any access or qualification number other than as
25 authorized by the Bureau into the EIS or OIS, nor in any way tamper with the EIS or
OIS.

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

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

COST RECOVERY

26. Bus. & Prof. Code section 125.3 provides, in pertinent part, that a 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.

CALIFORNIA'S SMOG CHECK PROGRAM

27. California's Smog Check Program requires most vehicles in the State to undergo a smog check inspection every two years or when the vehicle's title is transferred.

28. A smog check inspection in certain Enhanced areas of the State is an Acceleration Simulation Mode (ASM) test performed using an Emission Inspection System (EIS), also known as a BAR 97. This is a computer based five-gas analyzer that measures Hydrocarbons (HC), Carbon Monoxide (CO), Oxides of Nitrogen (NO_x), Carbon Dioxide (CO₂) and Oxygen (O₂). The first part of the test is a loaded mode test of the vehicle's tailpipe emissions on a dynamometer. The vehicle's drive wheels are placed on rollers, and the vehicle is driven to simulate driving conditions while the emissions are sampled by the EIS.

29. In Basic areas of the State, or depending on a vehicle's configuration, a similar test called a Two Speed Idle test is performed, but instead of applying a load to the vehicle's drive wheels with a dynamometer, the EIS measures the emissions of HC, CO, O², and CO² at idle as well as 2500 revolutions per minute (rpm).

30. In the visual portion of a smog check, the technician inspects the emission control components to verify that the required emission control devices are present and properly connected.

31. An On-Board Diagnostics (OBD II) functional test is also performed on most 1996 to 1999 model year vehicles. The EIS retrieves information through the Diagnostic Link Connector (DLC) from the vehicle's on-board computer about its ability to communicate, the status of the I/M readiness monitors and the MIL light command. The I/M readiness monitors tell whether or

1 not the OBD II system has run a sufficient number of self-tests on the vehicle's emission and
2 engine control systems. A failure of one or more of the OBD II functional criteria, depending on
3 model year, will result in the vehicle failing its smog check inspection. In addition to reporting
4 the outcome of the OBD II functional test, the smog check inspection results also show
5 Diagnostic Trouble Codes (DTC) if there are any in the vehicle's on-board computer memory.

6 32. The inspector enters the results of the visual and functional inspections into the EIS.
7 The EIS unit makes the determination whether or not the vehicle passes the inspection based on
8 the results of the tailpipe, visual and functional tests.

9 33. The EIS is connected by internet connection to Bureau's Vehicle Information
10 Database (VID). If the vehicle passes the visual, functional and tailpipe tests, it passes the overall
11 inspection. A Certificate of Compliance is issued and transmitted electronically to the VID.
12 Additionally, all data gathered during a Smog Check inspection, regardless of the type of
13 inspection, is transmitted to and retained in the VID.

14 34. Beginning March 9, 2015, California's Smog Check Program was updated to require
15 the use of an On-Board Diagnostic Inspection System (BAR-OIS). BAR-OIS is the smog check
16 equipment required in all areas of the State when inspecting most model-year 2000 and newer
17 gasoline and hybrid vehicles. The system consists of a certified Data Acquisition Device (DAD),
18 computer, bar code scanner, and printer. The DAD is an OBD scan tool that, when requested by
19 the BAR-OIS software, retrieves OBD data from the vehicle. All OBD data that the vehicle
20 indicates it supports is requested by the BAR-OIS software and will be retrieved. The DAD
21 connects between the BAR-OIS computer and the vehicle's DLC. The bar code scanner is used to
22 input inspector information, the vehicle identification number (VIN), and Department of Motor
23 Vehicles renewal information. The printer provides a Vehicle Inspection Report (VIR)
24 containing inspection results for motorists and a Smog Check Certificate of Compliance number
25 for passing vehicles.

26 35. 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

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:

- Engine speed in revolutions per minute (RPM)
- 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.
- Manifold absolute pressure as measured by a manifold air pressure sensor (MAP) connected to an intake manifold source, measured in kilo pascals (kpa). Typical readings for a normally aspirated vehicle as follows: 0 kpa being absolute vacuum, 25 to 45 kpa at idle, 101 kpa at full throttle, same as atmospheric pressure at sea level.
- 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).
- Ignition timing is set by the vehicle PCM based on engine speed and load, and is measured in degrees Before Top Dead Center (BTDC).

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

36. 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. 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 a corresponding increase in MAF as well as a change in MAP. 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.

37. 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

1 engine speed. The increase in engine speed is performed by the inspector by stepping on the
2 throttle pedal or manually opening the throttle resulting in a corresponding increase in engine
3 RPMs by allowing an increase in airflow into the engine.

4 38. The Bureau has become aware of methods that some Smog Check stations and Smog
5 Check inspectors use to fraudulently issue smog certificates to vehicles that may not pass a smog
6 check test on their own, or in some instances, are not even present during the time the test is
7 performed. “Clean plugging” is a method by which another vehicle’s OBD II system, or another
8 source such as defeat devices, are used to generate passing data readings or diagnostic
9 information for the purpose of fraudulently issuing smog certificates to vehicles that are not in
10 smog compliance, and or not present for testing. Defeat devices attempt to simulate engine
11 operation during a smog check inspection by transmitting OBD II data to the VID which has been
12 modified or replaced entirely for the purportedly inspected vehicle during the functional portion
13 of the OIS inspection.

14 **FACTUAL ALLEGATIONS**

15 ***Station Inspections and Proactive Conference***

16 39. On or about April 17, 2024, September 5, 2024, September 13, 2024, September 24,
17 2024, November 12, 2024, March 26, 2025, and April 1, 2025, Bureau representatives conducted
18 station inspections at La Raza Smog Check during which they warned Respondent Vargas to
19 perform complete and accurate Smog Check inspections in accordance with laws and regulations.
20 Respondent Jabour was present for a proactive conference at La Raza Smog Check on September
21 24, 2024, performed in conjunction with the station inspection performed on the same date,
22 during which he was similarly warned by Bureau representatives.

23 ***Investigation***

24 40. On or about January 16, 2026, the Bureau began a detailed review of the VID data for
25 Smog Check inspections performed at La Raza Smog Check which showed a pattern of vehicles
26 being certified with engine operating parameters that did not correspond to normal engine
27 operation, confirming the vehicles receiving smog certifications were not tested during the OBD
28 II functional test, which constitutes clean plugging. The Bureau’s review of the Smog Check

activities at La Raza Smog Check confirmed ten (10) Smog Check Certificates of Compliance were fraudulently issued by La Raza Smog Check to five (5) vehicles that were inspected by Respondent Mendoza and five (5) vehicles that were inspected by Respondent Jbour.

Fraudulent Inspection Number 1 – 2003 Chevrolet Silverado C1500

41. OIS Test Data for La Raza Smog Check indicated that on April 3, 2025, a 2003 Chevrolet Silverado C1500, CA license #6U92160, VIN #1GCEC19V23Z200007, (2003 Silverado C1500), was tested and Smog Certificate of Compliance #UK311333C was issued by La Raza Smog Check, under Respondent Mendoza's Smog Check Inspector License. The OIS Test Data also show that between time stamps 75 and 22018, the engine RPM is steady at around 615 RPM. During this time, the data show that the throttle is fixed at 12.9% opening, the MAF is fixed at 4.42gps, and the MAP is fixed at 35kPa. After time stamp 22018 the data show that the engine RPM initially drops to 0 RPM, then it is increased and held steady at around 2045 RPM. During the steady elevated engine RPM, the data show that the throttle is fluctuating erratically between 13.3% and 17.3% opening, the MAF initially rises from 4.68gps to 4.69gps, then drops to 2.92gps and continues to drop to a low of 2.83gps before rising to 4.65gps and ultimately reaching a high of 4.77gps, and the MAP incrementally drops from 45kPa to 34kPa, then rises to 40kPa before dropping to a low of 32kPa.

42. The steady idle and steady elevated engine RPM data along with the improbable throttle positions, MAF, and MAP readings are not characteristic or expected for normal engine operation. The throttle positions and MAF readings are expected to be stable during the steady idle and subsequently raised and stable during the steady elevated engine RPM, not decrease to values less than idle or rise and drop unexpectedly. Additionally, during the steady elevated engine RPM, the MAP is expected to decrease relative to idle. During the improbable readings, the MAF had data points during the steady elevated engine RPM which were lower than data points at idle, and the MAP had an observable increase and repeated fluctuations during the same steady elevated engine RPM which is inconsistent with normal and expected engine behavior. These discrepancies confirm that the OIS DAD was not connected to the 2003 Silverado C1500

1 during the certification process as required, thereby confirming this as a fraudulent inspection by
2 way of Clean Plugging.

3 **Fraudulent Inspection Number 2 – 2001 Chevrolet Tahoe C1500**

4 43. OIS Test Data for La Raza Smog Check indicated that on April 7, 2025, a 2001
5 Chevrolet Tahoe C1500, CA license #4SFZ785, VIN #1GNEC13T31R137298 (2001 Tahoe
6 C1500), was tested and smog certificate #UM410453C was issued by La Raza Smog Check,
7 under Respondent Mendoza's Smog Check Inspector License. The OIS Test Data also show that
8 between time stamps 290 and 28664, the engine RPM is steady at around 690 RPM. During this
9 time, the data show that the throttle is fixed at 0% opening, the MAF is fixed at 4.91gps, and the
10 MAP is fixed at 34kPa. After time stamp 28664, the data show that the engine RPM is increased
11 and held steady at around 1770 RPM. During the steady elevated engine RPM, the data shows
12 that the throttle incrementally rises from 0.4% to 5.5% opening, the MAF fluctuates between
13 3.5gps and 5.01gps, and the MAP is fluctuating between 32kPa and 45kPa.

14 44. The steady idle and steady elevated engine RPM data along with the improbable
15 throttle positions, MAF, and MAP readings are not characteristic or expected for normal engine
16 operation. The throttle positions and MAF readings are expected to be stable during the steady
17 idle and subsequently raised and stable during the steady elevated engine RPM, not decrease to
18 values less than idle or rise and drop unexpectedly. Additionally, during the steady elevated
19 engine RPM, the MAP is expected to decrease relative to idle due to increased intake vacuum.
20 During the improbable readings, the MAF had data points during the steady elevated engine RPM
21 which were lower than data points at idle, and the MAP had an observable increase and repeated
22 fluctuations during the same steady elevated engine RPM which is inconsistent with normal and
23 expected engine behavior. These discrepancies confirm that the OIS DAD was not connected to
24 the 2001 Tahoe C1500 during the certification process as required, thereby confirming this as a
25 fraudulent inspection by way of Clean Plugging.

26 **Fraudulent Inspection Number 3 – 2001 Ford Expedition XLT**

27 45. OIS Test Data for La Raza Smog Check indicated that on April 7, 2025, a 2001 Ford
28 Expedition XLT, CA license #4TTR056, VIN #1FMRU15W71LB41903 (2001 Expedition XLT),

1 was tested and smog certificate #UM410455C was issued by La Raza Smog Check, under
2 Respondent Mendoza's Smog Check Inspector License. The OIS Test Data also show that
3 between time stamps 34 and 23953, the engine RPM is steady at around 640 RPM. During this
4 time, the data show that the throttle is fixed at 18.4% opening and the MAF is fixed at 3.96gps.
5 After time stamp 23953, the data show that the engine RPM is increased and held steady at
6 around 1870 RPM. During the steady elevated engine RPM, the data show that the throttle
7 initially drops from 18% to 16.5% opening before rising to 16.9% opening then incrementally
8 drops to a low of 12.5% opening before rising back to 18% and ultimately dropping back to
9 12.5%, and the MAF is fluctuating erratically between 2.94gps and 4.45gps.

10 46. The steady idle and steady elevated engine RPM data along with the improbable
11 throttle positions and MAF readings are not characteristic or expected for normal engine
12 operation. The throttle positions and MAF readings are expected to be stable during the steady
13 idle and subsequently raised and stable during the steady elevated engine RPM, not decrease to
14 values less than idle or rise and drop unexpectedly. During the improbable readings, the throttle
15 and MAF had data points during the elevated engine RPM which were lower than data points at
16 idle. The throttle data points during the elevated engine RPM never increased past the data points
17 at idle. Additionally, during the elevated engine RPM, the throttle and MAF exhibited an
18 anomalous inverse correlation which is inconsistent with normal and expected engine behavior.
19 These discrepancies confirm that the OIS DAD was not connected to the 2001 Expedition XLT
20 during the certification process as required, thereby confirming this as a fraudulent inspection by
21 way of Clean Plugging.

22 **Fraudulent Inspection Number 4 – 2001 Toyota Sequoia SR5**

23 47. OIS Test Data for La Raza Smog Check indicated that on April 7, 2025, a 2001
24 Toyota Sequoia SR5, CA license # 4SGD520, VIN #5TDZT34A61S031030 (2001 Sequoia SR5),
25 was tested and smog certificate # UM410465C was issued by La Raza Smog Check, under
26 Respondent Mendoza's Smog Check Inspector License. The OIS Test Data also show that
27 between time stamps 159 and 20579, the engine RPM is steady at around 805 RPM. During this
28 time, the data show that the throttle is fixed at 15.7% opening and the MAF is fixed at 6.76gps.

1 After time stamp 20579, the data show that the engine RPM is increased and held steady at
2 around 1775 RPM. During the steady elevated engine RPM, the data show that the throttle
3 initially drops from 17.3% to a low of 14.1% opening, then rises to 16.9% opening before
4 ultimately dropping incrementally to 14.9% opening and the MAF is fluctuating erratically
5 between 5.67gps and 7.52gps.

6 48. The steady idle and steady elevated engine RPM data along with the improbable
7 throttle positions and MAF readings are not characteristic or expected for normal engine
8 operation. The throttle positions and MAF readings are expected to be stable during the steady
9 idle and subsequently raised and stable during the steady elevated engine RPM, not decrease to
10 values less than idle or rise and drop unexpectedly. During the improbable readings, the throttle
11 and MAF had data points during the elevated engine RPM which were lower than data points at
12 idle. Additionally, during the elevated engine RPM, the throttle and MAF exhibited an
13 anomalous inverse correlation which is inconsistent with normal and expected engine behavior.
14 These discrepancies confirm that the OIS DAD was not connected to the 2001 Sequoia SR5
15 during the certification process as required, thereby confirming this as a fraudulent inspection by
16 way of Clean Plugging.

17 **Fraudulent Inspection Number 5 – 2003 Ford Econoline E350 Super Duty Van**

18 49. OIS Test Data for La Raza Smog Check indicated that on April 10, 2025 a 2003 Ford
19 Econoline E350 Super Duty Van, CA license # 7D12277, VIN # 1FTSS34L83HA20978 (2003
20 Econoline E350), was tested and smog certificate # UM410497C was issued by La Raza Smog
21 Check, under Respondent Mendoza's Smog Check Inspector License. The OIS Test Data also
22 show that between time stamps stamp 36 and 39513, the engine RPM is steady at around 790
23 RPM. During this time, the data show that the throttle is fixed at 18% opening and the MAF is
24 fixed at 5.42gps. After time stamp 39513, the data show that the engine RPM is increased and
25 held steady at around 2240 RPM. During the steady elevated engine RPM, the data show that the
26 throttle is fluctuating erratically between 12.5% and 18% opening and the MAF is fluctuating
27 erratically between 5.61gps and 7.44gps.

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1 50. The steady idle and steady elevated engine RPM data along with the improbable
2 throttle positions and MAF readings are not characteristic or expected for normal engine
3 operation. The throttle positions and MAF readings are expected to be stable during the steady
4 idle and subsequently raised and stable during the steady elevated engine RPM, not decrease to
5 values less than idle or rise and drop unexpectedly. During the improbable readings, the throttle
6 had data points during the elevated engine RPM which were lower than data points at idle. The
7 throttle data points during the elevated engine RPM never increased past the highest data points at
8 idle. Additionally, during the elevated engine RPM, the throttle and MAF exhibited an
9 anomalous inverse correlation which is inconsistent with normal and expected engine behavior.
10 These discrepancies confirm that the OIS DAD was not connected to the 2003 Econoline E350
11 during the certification process as required, thereby confirming this as a fraudulent inspection by
12 way of Clean Plugging.

13 **Fraudulent Inspection Number 6 – 2003 Ford Focus ZX5**

14 51. OIS Test Data for La Raza Smog Check indicated that on April 29, 2025, a 2003 Ford
15 Focus ZX5, CA license # 6ZDB785, VIN # 3FAFP37373R185861 (2003 Focus ZX5), was tested
16 and smog certificate # UO027688C was issued by La Raza Smog Check, under Respondent
17 Jbour's Smog Check Inspector License. The OIS Test Data also show that between time stamps
18 43 and 27651, the engine RPM is steady at around 755 RPM. During this time, the data show
19 that the throttle is fixed at 15.3% opening and the MAF is fixed at 1.88gps. After time stamp
20 27651, the data show that the engine RPM is increased and ultimately held steady at around 1810
21 RPM. During the steady elevated engine RPM, the data show that the throttle is fluctuating
22 erratically between 12.5% and 16.5% opening and the MAF is fluctuating erratically between
23 0.26gps and 2.52gps.

24 52. The steady idle and steady elevated engine RPM data along with the improbable
25 throttle positions and MAF readings are not characteristic or expected for normal engine
26 operation. The throttle positions and MAF readings are expected to be stable during the steady
27 idle and subsequently raised and stable during the steady elevated engine RPM, not decrease to
28 values less than idle or rise and drop unexpectedly. During the improbable readings, the throttle

1 and MAF had data points during the elevated engine RPM which were lower than data points at
2 idle. Additionally, during the elevated engine RPM, the throttle and MAF exhibited an
3 anomalous inverse correlation which is inconsistent with normal and expected engine behavior.
4 These discrepancies confirm that the OIS DAD was not connected to the 2003 Focus ZX5 during
5 the certification process as required, thereby confirming this as a fraudulent inspection by way of
6 Clean Plugging.

7 **Fraudulent Inspection Number 7 – 2002 Toyota Tundra**

8 53. OIS Test Data for La Raza Smog Check indicated that on May 8, 2025, a 2002
9 Toyota Tundra, CA license # 6W83535, VIN # 5TBJN32122S294779 (2002 Tundra), was tested
10 and smog certificate # UO174141C was issued by La Raza Smog Check, under Respondent
11 Jbour's Smog Check Inspector License. The OIS Test Data also show that between time stamps
12 173 and 36108, the engine RPM is steady at around 665 RPM. During this time, the data show
13 that the throttle is fixed at 9.8% opening and the MAF is fixed at 4.17gps. After time stamp
14 36108, the data show that the engine RPM is increased and held steady at around 1735 RPM.
15 During the steady elevated engine RPM, the data show that the throttle initially drops from 7.1%
16 to a low of 6.7%, then rises to 11% opening, followed by a drop to 8.2% opening and ultimately
17 incrementally rises to a high of 11.8% opening. The MAF initially incrementally rises from 3gps
18 to 4.16gps, then drops to a low of 2.76gps, followed by an incremental rise to 4.84gps and
19 ultimately drops to 4.17gps.

20 54. The steady idle and steady elevated engine RPM data along with the improbable
21 throttle positions and MAF readings are not characteristic or expected for normal engine
22 operation. The throttle positions and MAF readings are expected to be stable during the steady
23 idle and subsequently raised and stable during the steady elevated engine RPM, not decrease to
24 values less than idle or rise and drop unexpectedly. During the improbable readings, the throttle
25 and MAF had data points during the elevated engine RPM which were lower than data points at
26 idle. These discrepancies confirm that the OIS DAD was not connected to the 2002 Tundra
27 during the certification process as required, thereby confirming this as a fraudulent inspection by
28 way of Clean Plugging.

Clean Plug Number 8 – 2003 Hummer H2

55. OIS Test Data for a Raza Smog Check indicated that on May 19, 2025, a 2003 Hummer H2, CA license # 6L0P352, VIN # 5GRGN23U43H118406 (2003 H2), was tested and smog certificate # UO506230C was issued by La Raza Smog Check, under Respondent Jbour's Smog Check Inspector License. The OIS Test Data also show that between time stamps 38 and 55900, the engine RPM is steady at around 705 RPM. During this time, the data show that the throttle is fixed at 9.4% opening, the MAF is fixed at 5.64gps, and the MAP is fixed at 37kPa. After time stamp 55900, the engine RPM is increased and held steady at around 1675 RPM. During the steady elevated engine RPM, the data show that the throttle initially incrementally drops from 11.8% to 8.6% opening, then rises to 9.4% opening followed by a drop to a low of 7.1% opening and ultimately incrementally rises to 10.6% opening. The MAF is fluctuating erratically between 5.75gps and 7.6gps and the MAP initially drops from 45kPa to 43kPa, then rises to 44kPa before incrementally dropping to a low of 33kPa and subsequently incrementally rising back to 44kPa before ultimately dropping to 42kPa.

56. The steady idle and steady elevated engine RPM data along with the improbable throttle positions, MAF, and MAP readings are not characteristic or expected for normal engine operation. The throttle positions and MAF readings are expected to be stable during the steady idle and subsequently raised and stable during the steady elevated engine RPM, not decrease to values less than idle or rise and drop unexpectedly. Additionally, during the steady elevated engine RPM, the MAP is expected to decrease relative to idle. During the improbable readings, the throttle had data points during the steady elevated engine RPM which were lower than data points at idle, and the MAP had an observable increase and repeated fluctuations during the same steady elevated engine RPM which is inconsistent with normal and expected engine behavior. These discrepancies confirm that the OIS DAD was not connected to the 2003 H2 during the certification process as required, thereby confirming this as a fraudulent inspection by way of Clean Plugging.

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Clean Plug Number 9 – 2004 Kia Spectra LX

57. OIS Test Data for La Raza Smog Check indicated that on May 23, 2025, a 2004 Kia Spectra LX, CA license # 6HIZ347, VIN # KNAFE122245009725 (2004 Spectra LX), was tested and smog certificate # UO818871C was issued by La Raza Smog Check, under Respondent Jbour's Smog Check Inspector License. The OIS Test Data also show that between time stamps 121 and 19578, the engine RPM is steady at around 765 RPM. During this time, the data show that the throttle is fixed at 6.3% opening and the MAF is fixed at 2.22gps. After time stamp 19578, the engine RPM is increased and held steady at around 2160 RPM. During the steady elevated engine RPM, the data show the throttle initially incrementally rises from 6.7% to a high of 11.8% opening, then drops to 9% opening, followed by an incremental rise to 11.4% opening and ultimately drops to 9% opening, and the MAF is fluctuating erratically between 0.73gps and 2.46gps.

58. The steady idle and steady elevated engine RPM data 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 during the steady idle and subsequently raised and stable during the steady elevated engine RPM, not decrease to values less than idle or rise and drop unexpectedly. During the improbable readings, the MAF had data points during the steady elevated engine RPM which were lower than data points at idle. Additionally, during the elevated engine RPM, the throttle and MAF exhibited an anomalous inverse correlation which is inconsistent with normal and expected engine behavior. These discrepancies confirm that the OIS DAD was not connected to the 2004 Spectra LX during the certification process as required, thereby confirming this as a fraudulent inspection by way of Clean Plugging.

Clean Plug Number 10 – 2004 GMC Sierra C2500 Heavy Duty

59. OIS Test Data for La Raza Smog Check indicated that on May 23, 2025, a 2004 GMC Sierra C2500 Heavy Duty, CA license # N, VIN # 1GTHC29U04E387248 (2004 Sierra C2500), was tested and smog certificate # UO818879C was issued by La Raza Smog Check, under Respondent Jbour's Smog Check Inspector License. The OIS Test Data also show that

1 between time stamps 43 and 21420, the engine RPM is steady at around 815 RPM. During this
2 time, the data show that the throttle is fixed at 4.3% opening, the MAF is fixed at 5.52gps and the
3 MAP is fixed at 37kPa. After time stamp 21420, the engine RPM is increased and held steady at
4 around 2230 RPM. During the steady elevated engine RPM, the data show that the throttle is
5 fluctuating erratically between 0.4% and 5.5% opening, the MAF incrementally rises from
6 5.37gps to a high of 7.35gps then drops to 6.18gps then incrementally increases to 6.81gps and
7 the MAP is fluctuating erratically between 32kPa and 46kPa.

8 60. The steady idle and steady elevated engine RPM data along with the improbable
9 throttle positions, MAF, and MAP readings are not characteristic or expected for normal engine
10 operation. The throttle positions and MAF readings are expected to be stable during the steady
11 idle and subsequently raised and stable during the steady elevated engine RPM, not decrease to
12 values less than idle or rise and drop unexpectedly. Additionally, during the steady elevated
13 engine RPM, the MAP is expected to decrease relative to idle. During the improbable readings,
14 the throttle and MAF had data points during the steady elevated engine RPM which were lower
15 than data points at idle, the throttle and MAF exhibited an anomalous inverse correlation, and the
16 MAP had an observable increase and repeated fluctuations during the same steady elevated
17 engine RPM, all which are inconsistent with normal and expected engine behavior. These
18 discrepancies confirm that the OIS DAD was not connected to the 2004 Sierra C2500 during the
19 certification process as required, thereby confirming this as a fraudulent inspection by way of
20 Clean Plugging.

21 ***Respondent Vargas***

22 **FIRST CAUSE FOR DISCIPLINE**

23 **(Untrue of Misleading Statements)**

24 61. Respondent Vargas's Automotive Repair Dealer Registration is subject to
25 disciplinary action pursuant to Bus. & Prof. Code section 9884.7, subdivision (a)(1), in that he
26 made statements which were known to be untrue or misleading or, which by exercise of
27 reasonable care should have been known to be untrue or misleading, by issuing electronic smog
28 certificates of compliance for the ten (10) vehicles set forth in paragraphs 41-60 above, certifying

1 that those vehicles were in compliance with applicable laws and regulations when, in fact, those
2 vehicles had not been so inspected. Complainant refers to, and by this reference incorporates, the
3 allegations contained in paragraphs 40-60, above, as though set forth fully herein.

4 **SECOND CAUSE FOR DISCIPLINE**

5 **(Fraud)**

6 62. Respondent Vargas's Automotive Repair Dealer Registration is subject to
7 disciplinary action pursuant to Bus. & Prof. Code section 9884.7, subdivision (a)(4), in that he
8 committed acts that constitute fraud by issuing electronic certificates of compliance to the ten
9 (10) vehicles set forth in paragraphs 41-60, above, without performing bone fide inspections of
10 the emission control devices and systems on those vehicles, thereby depriving the People of the
11 State of California of the protection afforded by the Motor Vehicle Inspection Program.
12 Complainant refers to, and by this reference incorporates, the allegations contained in paragraphs
13 40-60, above, as though set forth fully herein.

14 **THIRD CAUSE FOR DISCIPLINE**

15 **(Material Violation of Automotive Repair Act)**

16 63. Respondent Vargas's Automotive Repair Dealer Registration is subject to
17 disciplinary action pursuant to Bus. & Prof. Code section 9884.7, subdivision (a)(6), in that he
18 failed in a material respect to comply with the provisions of this chapter or regulations adopted
19 pursuant to it when he issued electronic certificates of compliance for the ten (10) vehicles set
20 forth in paragraphs 41-60, above, without performing bona fide inspections of the emission
21 control devices and systems on those vehicles, thereby depriving the People of the State of
22 California of the protection afforded by the Motor Vehicle Inspection Program. Complainant
23 refers to, and by this reference incorporates, the allegations contained in paragraphs 40-60, above,
24 as though set forth fully herein.

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1 **FOURTH CAUSE FOR DISCIPLINE**

2 **(Violations of the Motor Vehicle Inspection Program)**

3 64. Respondent Vargas's Smog Check Test Only Station License is subject to
4 disciplinary action pursuant to Health & Saf. Code section 44072.2, subdivision (a), in that he
5 failed to comply with the following sections of that Code:

6 a. **Section 44012:** Respondent failed to ensure that the emission control tests were
7 performed on the ten (10) vehicles identified in paragraphs 41-60, above, in accordance with
8 procedures prescribed by the department.

9 b. **Section 44015, subdivision (b):** Respondent issued electronic smog certificates of
10 compliance to the ten (10) vehicles identified in paragraphs 41-60, above, without properly
11 testing and inspecting those vehicles to determine if they were in compliance with Health & Saf.
12 Code section 44012.

13 Complainant refers to, and by this reference incorporates, the allegations contained in
14 paragraphs 40-60, above, as though set forth fully herein.

15 **FIFTH CAUSE FOR DISCIPLINE**

16 **(Failure to Comply with Regulations Pursuant**
17 **to the Motor Vehicle Inspection Program)**

18 65. Respondent Vargas's Smog Check Test Only Station License is subject to
19 disciplinary action pursuant to Health & Saf. Code section 44072.2, subdivision (c), in that he
20 failed to comply with provisions of California Code of Regulations, title 16, as follows:

21 a. **Section 3340.24, subdivision (c):** Respondent falsely or fraudulently issued
22 electronic smog certificates of compliance for the ten (10) vehicles identified in paragraphs 41-
23 60, above.

24 b. **Section 3340.30, subdivision (a):** Respondent failed to inspect and test the ten (10)
25 vehicles identified in paragraphs 41-60, above, in accordance with Health & Saf. Code sections
26 44012 and 44035, and California Code of Regulations, title 16, section 3340.42.

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1 c. **Section 3340.35, subdivision (c):** Respondent issued electronic smog certificates of
2 compliance for the ten (10) vehicles identified in paragraphs 41-60, above, even though those
3 vehicles had not been inspected in accordance with section 3340.42.

4 d. **Section 3340.42:** Respondent failed to ensure that the smog inspections conducted
5 on the ten (10) vehicles identified in paragraphs 41-60 above, were done in accordance with the
6 Bureau's specifications.

7 Complainant refers to, and by this reference incorporates, the allegations contained in
8 paragraphs 40-60, above, as though set forth fully herein.

9 **SIXTH CAUSE FOR DISCIPLINE**

10 **(Dishonesty, Fraud or Deceit)**

11 66. Respondent Vargas's Smog Check Test Only Station License is subject to
12 disciplinary action pursuant to Health & Saf. Code section 44072.2, subdivision (d), in
13 conjunction with Health & Saf. Code section 44072.10, subdivision (c), in that he committed
14 dishonest, fraudulent, or deceitful acts whereby another was injured by issuing electronic smog
15 certificates of compliance for the ten (10) vehicles described in paragraphs 41-60, above, without
16 performing bona fide inspections of the emission control devices and systems on those vehicles,
17 thereby depriving the People of the State of California of the protection afforded by the Motor
18 Vehicle Inspection Program. Complainant refers to, and by this reference incorporates, the
19 allegations contained in paragraphs 41-60, above, as though set forth fully herein.

20 ***Respondent Mendoza***

21 **SEVENTH CAUSE FOR DISCIPLINE**

22 **(Violations of the Motor Vehicle Inspection Program)**

23 67. Respondent Mendoza's Smog Check Inspector License is subject to disciplinary
24 action pursuant to Health & Saf. Code section 44072.2, subdivision (a), in that he failed to
25 comply with the following sections of that code:

26 a. **Section 44032:** Respondent failed to perform tests of emission control devices and
27 systems of the five (5) vehicles identified in paragraphs 41-50, above, in accordance with Health
28 & Saf. Code section 44012.

b. **Section 44015, subdivision (b):** Respondent caused electronic smog certificates of compliance to be issued for the five (5) vehicles identified in paragraphs 41-50, above, without ensuring that they were properly tested and inspected to determine if they were in compliance with Health & Saf. Code section 44012.

EIGHTH CAUSE FOR DISCIPLINE

**(Failure to Comply with Regulations Pursuant
to the Motor Vehicle Inspection Program)**

68. Respondent Mendoza's Smog Check Inspector License is subject to disciplinary action pursuant to Health & Saf. Code section 44072.2, subdivision (c), in that he failed to comply with provisions of California Code of Regulations, title 16, as follows:

a. **Section 3340.24, subdivision (c)**: Respondent falsely or fraudulently issued electronic smog certificates of compliance for the five (5) vehicles identified in paragraphs 41-50, above.

b. **Section 3340.30, subdivision (a):** Respondent failed to inspect and test the five (5) vehicles identified in paragraphs 41-50, above, in accordance with Health & Saf. Code sections 44012 and 44035, and California Code of Regulations, title 16, section 3340.42.

c. **Section 3340.41, subdivision (c)**: Respondent knowingly entered false information into the on-board diagnostic inspection system for the five (5) vehicles identified in paragraphs 41-50, above.

d. **Section 3340.42:** Respondent failed to ensure that the smog inspections conducted on the five (5) vehicles identified in paragraphs 41-50, above, were done in accordance with the Bureau's specifications.

NINTH CAUSE FOR DISCIPLINE

(Dishonesty, Fraud or Deceit)

69. Respondent Mendoza's Smog Check Inspector License is subject to disciplinary action pursuant to Health & Saf. Code section 44072.2, subdivision (d), in conjunction with Health & Saf. Code section 44072.10, subdivision (c), in that he committed dishonest, fraudulent, or deceitful acts whereby another was injured by issuing electronic smog certificates of

1 compliance for the five (5) vehicles identified in paragraphs 41-50, above, without performing
2 bona fide inspections of the emission control devices and systems on those vehicles, thereby
3 depriving the People of the State of California of the protection afforded by the Motor Vehicle
4 Inspection Program.

5 ***Respondent Jbour***

6 **TENTH CAUSE FOR DISCIPLINE**

7 **(Violations of the Motor Vehicle Inspection Program)**

8 70. Respondent Jbour's Smog Check Inspector License is subject to disciplinary action
9 pursuant to Health & Saf. Code section 44072.2, subdivision (a), in that he failed to comply with
10 the following sections of that code:

11 a. **Section 44032:** Respondent failed to perform tests of emission control devices and
12 systems of the five (5) vehicles identified in paragraphs 51-60, above, in accordance with Health
13 & Saf. Code section 44012.

14 b. **Section 44015, subdivision (b):** Respondent caused electronic smog certificates of
15 compliance to be issued for the five (5) vehicles identified in paragraphs 51-60, above, without
16 ensuring that they were properly tested and inspected to determine if they were in compliance
17 with Health & Saf. Code section 44012.

18 **ELEVENTH CAUSE FOR DISCIPLINE**

19 **(Failure to Comply with Regulations Pursuant**
20 **to the Motor Vehicle Inspection Program)**

21 71. Respondent Jbour's Smog Check Inspector License is subject to disciplinary action
22 pursuant to Health & Saf. Code section 44072.2, subdivision (c), in that he failed to comply with
23 provisions of California Code of Regulations, title 16, as follows:

24 a. **Section 3340.24, subdivision (c):** Respondent falsely or fraudulently issued
25 electronic smog certificates of compliance for the five (5) vehicles identified in paragraphs 51-60,
26 above.

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1 b. **Section 3340.30, subdivision (a):** Respondent failed to inspect and test the five (5)
2 vehicles identified in paragraphs 51-60, above, in accordance with Health & Saf. Code sections
3 44012 and 44035, and California Code of Regulations, title 16, section 3340.42.

4 c. **Section 3340.41, subdivision (c):** Respondent knowingly entered false information
5 into the on-board diagnostic inspection system for the five (5) vehicles identified in paragraphs
6 51-60, above.

7 d. **Section 3340.42:** Respondent failed to ensure that the smog inspections conducted
8 on the five (5) vehicles identified in paragraphs 51-60, above, were done in accordance with the
9 Bureau's specifications.

10 **TWELFTH CAUSE FOR DISCIPLINE**

11 **(Dishonesty, Fraud or Deceit)**

12 72. Respondent Jbour's Smog Check Inspector License is subject to disciplinary action
13 pursuant to Health & Saf. Code section 44072.2, subdivision (d), in conjunction with Health &
14 Saf. Code section 44072.10, subdivision (c), in that he committed dishonest, fraudulent, or
15 deceitful acts whereby another was injured by issuing electronic smog certificates of compliance
16 for the five (5) vehicles identified in paragraphs 51-60, above, without performing bona fide
17 inspections of the emission control devices and systems on those vehicles, thereby depriving the
18 People of the State of California of the protection afforded by the Motor Vehicle Inspection
19 Program.

20 **DISCIPLINE CONSIDERATIONS**

21 73. To determine the degree of discipline, if any, to be imposed on Respondent Vargas,
22 Complainant alleges that on or about April 17, 2024, September 5, 2024, September 13, 2024,
23 September 24, 2024, November 12, 2024, March 26, 2025, and April 1, 2025, Respondent Vargas
24 was warned by Bureau representatives to perform complete and accurate Smog Check inspections
25 in accordance with laws and regulations. Complainant refers to, and by this reference
26 incorporates, the allegations contained in paragraph 39, above, as though set forth fully herein.

27 74. To determine the degree of discipline, if any, to be imposed on Respondent Jbour,
28 Complainant alleges that on or about September 24, 2024, Respondent Jbour was warned by

1 Bureau representatives to perform complete and accurate Smog Check inspections in accordance
2 with laws and regulations. Complainant refers to, and by this reference incorporates, the
3 allegations contained in paragraph 39, above, as though set forth fully herein.

4 **OTHER MATTERS**

5 75. Pursuant to Bus. & Prof. Code section 9884.7, subdivision (c), the Director may
6 suspend, revoke, or place on probation the registration for all places of business operated in this
7 state by Respondent Vargas, upon a finding that he has, or is, engaged in a course of repeated and
8 willful violations of the laws and regulations pertaining to an automotive repair dealer.

9 76. Pursuant to Health & Saf. Code section 44072.8, if Smog Check Test Only Station
10 License No. TC 306025, issued to Respondent Vargas, is revoked or suspended, any additional
11 license issued under Chapter 5 of Part 5 of Division 26 of the Health & Saf. Code in the name of
12 said licensee may be likewise revoked or suspended by the director.

13 77. Pursuant to Health & Saf. Code section 44072.8, if Smog Check Inspector License
14 No. EO 639642, issued to Respondent Mendoza, is revoked or suspended, any additional license
15 issued under Chapter 5 of Part 5 of Division 26 of the Health & Saf. Code in the name of said
16 licensee may be likewise revoked or suspended by the director.

17 78. Pursuant to Health & Saf. Code section 44072.8, if Smog Check Inspector License
18 No. EO 638202, issued to Respondent Jbour, is revoked or suspended, any additional license
19 issued under Chapter 5 of Part 5 of Division 26 of the Health & Saf. Code in the name of said
20 licensee may be likewise revoked or suspended by the director.

21 **PRAYER**

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

25 1. Revoking or suspending Automotive Repair Dealer Registration Number ARD
26 306025, issued to Omar A Vargas dba La Raza Smog Check;

27 2. Revoking or suspending any other automotive repair dealer registration issued to
28 Omar A Vargas;

1 3. Revoking or suspending Smog Check Test Only Station License Number TC 306025,
2 issued to Omar A. Vargas, dba La Raza Smog Check;

3 4. Revoking or suspending any additional license issued under Chapter 5 of Part 5 of
4 Division 26 of the Health & Saf. Code in the name of Omar A Vargas;

5 5. Revoking or suspending Smog Check Inspector License Number EO 639642, issued
6 to Rafael Mendoza;

7 6. Revoking or suspending any additional license issued under Chapter 5 of Part 5 of
8 Division 26 of the Health & Saf. Code in the name of Rafael Mendoza;

9 7. Revoking or suspending Smog Check Inspector License Number EO 638202, issued
10 to Ali H Al Jbour;

11 8. Revoking or suspending any additional license issued under Chapter 5 of Part 5 of
12 Division 26 of the Health & Saf. Code in the name of Ali H Al Jbour;

13 9. Ordering Omar A Vargas, Rafael Mendoza, and Ali Al Jbour to pay the Bureau of
14 Automotive Repair the reasonable costs of the investigation and enforcement of this case,
15 pursuant to Business and Professions Code section 125.3 and if placed on probation, the costs of
16 probation monitoring; and,

17 10. Taking such other and further action as deemed necessary and proper.

18
19 DATED: As of Digital Signature Date

Dorais,

Patrick@DCA

Digitally signed by
Dorais, Patrick@DCA
Date: 2026.06.17
13:53:38 -07'00'

PATRICK DORAIS

Chief

Bureau of Automotive Repair

Department of Consumer Affairs

State of California

Complainant

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