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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. 79/25-6816

13 **ANJ SMOG CHECK, MIGUEL ANGEL**
14 **COLLAZO, OWNER**
8561 Long Beach Blvd., Unit B
South Gate, CA 90280

ACCUSATION

15 **Mailing Address:**
16 **1403 N. Fair Oaks Ave., Suite #1**
Pasadena, CA 91103

17 **Automotive Repair Dealer Registration No.**
18 **ARD 305009**
19 **Smog Check, Test-Only, Station License No.**
TC 305009

20 **and**

21 **MIGUEL ANGEL COLLAZO**
1403 N. Fair Oaks Ave., Suite #1
Pasadena, CA 91103

22 **Smog Check Inspector License No. EO**
23 **643973**

24 Respondents.
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28 ///

1 **PARTIES**

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

4 2. On or about February 10, 2023, the Bureau issued Automotive Repair Dealer
5 Registration Number ARD 305009 to Miguel Angel Collazo, dba ANJ Smog Check (Respondent
6 ANJ Smog Check). The Automotive Repair Dealer Registration was in full force and effect at all
7 times relevant to the charges brought herein and will expire on February 28, 2026, unless
8 renewed.

9 3. On or about April 26, 2023, the Bureau issued Smog Check, Test-Only, Station
10 License Number TC 305009 to Respondent ANJ Smog Check. The Smog Check, Test-Only,
11 Station License was in full force and effect at all times relevant to the charges brought herein and
12 will expire on February 28, 2026, unless renewed.

13 4. On or about January 3, 2024, the Bureau issued STAR Station Certification to
14 Respondent ANJ Smog Check. The STAR Station Certification was suspended on January 29,
15 2025.

16 5. On or about October 17, 2022, the Bureau issued Smog Check Inspector License
17 Number EO 643973 to Miguel Angel Collazo (Respondent Collazo). The Smog Check Inspector
18 License was in full force and effect at all times relevant to the charges brought herein and will
19 expire on April 30, 2026, unless renewed.

20 **JURISDICTION**

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

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

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

9. 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.

10. 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.

STATUTORY PROVISIONS

11. 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.

• • •

12. Section 9884.11 of the Code provides:

Each automotive repair dealer shall maintain any records that are required by regulations adopted to carry out this chapter. Those records shall be open for reasonable inspection by the chief or other law enforcement officials. All of those records shall be maintained for at least three years.

13. 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.

14. 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

1 failing their onboard diagnostic test have or would have passed a tailpipe test.

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

7
8 15. Health and Safety Code section 44015, subdivision (b), provides:

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

12
13 16. Health and Safety Code section 44032 provides:

14 No person shall perform, for compensation, tests or repairs of emission control
15 devices or systems of motor vehicles required by this chapter unless the person
16 performing the test or repair is a qualified smog check technician and the test or
17 repair is performed at a licensed smog check station. Qualified smog check
18 technicians shall perform tests of emission control devices and systems in accordance
19 with Section 44012.

20
21 17. Health and Safety Code section 44059 provides:

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

27
28 18. 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.

...

19. 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

20. 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.

21. California Code of Regulations, title 16, section 3340.15 provides, in pertinent part:

A smog check station shall meet the following requirements for licensure and shall comply with these requirements at all times while licensed.

...

(e) The station shall make, keep secure, and have available for inspection on request of the Bureau, or its representative, legible records showing the station's transactions as a licensee for a period of not less than three years after completion of any transaction to which the records refer. All records shall be open for reasonable inspection and/or reproduction by the Bureau or its representative. Station records required to be maintained shall include copies of:

...

(2) Repair orders relating to the inspection and repair activities, and

(3) Vehicle inspection reports generated either manually or by the emissions inspection system.

The above listed station records shall be maintained in such a manner that the records for each transaction are kept together, so as to facilitate access to those records by the Bureau or its representative. In this regard, the second copy of an issued certificate shall be attached to the final invoice record.

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.

...

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 3358, provides, in pertinent part:

Pursuant to Section 9884.11 of the Business and Professions Code, each automotive repair dealer shall maintain, in either written or electronic form, legible copies of the following records for at least three years:

(a) All invoices relating to automotive repair including invoices received from other sources for parts and/or labor.

...

(d) All such records shall be open for reasonable inspection and/or reproduction by the Bureau or other law enforcement officials during normal business hours.

27. 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

1 information which will cause any such document to be false or misleading, or where
2 the tendency or effect thereby would be to mislead or deceive customers, prospective
customers, or the public.

3 **COST RECOVERY**

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

10 **FACTUAL ALLEGATIONS**

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

26 30. Data retrieved and recorded during an OIS smog check includes the eVIN, which is
27 the digitally stored VIN programmed into the vehicle's Powertrain Control Module (PCM); the
28 communication protocol, which is the manufacturer/vehicle specific language the PCM uses to

1 relay information; and the number of Parameter Identifications (PIDs), which is the number of
2 specific data values each PCM uses related to emissions controls.

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

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

24 33. During an OIS Smog Check inspection, along with other visual and functional
25 inspections, there is an OBD II query portion of the inspection. The OBD II query is performed
26 with the engine idling and, when requested by the OIS analyzer, and an elevated or increased
27 engine speed. The increase in engine speed is performed by the inspector by stepping on the
28

1 throttle pedal or manually opening the throttle, resulting in a corresponding increase in engine
2 RPMs by allowing an increase in airflow into the engine.

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

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

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

25 37. The Bureau has become aware of methods some Smog Check stations and Smog
26 Check inspectors use to fraudulently issue smog certificates to vehicles that will not pass a Smog
27 Check test on their own, or in some instances, are not even present during the time the test is
28 performed. One method is known as "clean plugging." "Clean plugging" is a method by which

1 another vehicle's properly functioning OBD II system, or another source such as defeat devices,
2 are used to generate passing data readings or diagnostic information for the purpose of
3 fraudulently issuing smog certificates to vehicles that are not in smog compliance and or not
4 present for testing. Defeat devices attempt to simulate engine operation during a Smog Check
5 inspection by transmitting OBD II data to the VID which has been modified or replaced entirely
6 for the purportedly inspected vehicle during the functional portion of the OIS inspection. The use
7 of a defeat device during a Smog Check inspection is clean plugging and is strictly prohibited.

8 38. A Bureau representative investigated and reviewed OIS test data for the smog check
9 inspection performed at ANJ Smog Check from August 2024 through January 2025. The
10 investigation revealed that data related to certain vehicles certified by Respondents contained a
11 pattern of vehicles being certified with improbable engine operating parameters not
12 corresponding to normal engine operation, confirming the vehicles receiving smog certificates
13 were not tested during the OBD II functional test. This constitutes clean plugging, as follows:

14 **Clean Plug # 1**

15 39. On or about August 24, 2024, a 2007 Chevrolet Express G1500, VIN
16 1GCFG15X271239328, CA license 8M40995, was tested and smog certificate UC007950C was
17 issued by Respondent ANJ Smog Check under the license of Smog Check Inspector EO 643973,
18 Respondent Collazo.

19 40. The Dynamic PID charts and data for the 2007 Chevrolet Express G1500 shows that
20 between time stamp 351 and 20683, the engine RPM is steady at around 800 RPM. During this
21 time, the data shows that the throttle is fixed at 0% opening, the MAP is fixed at 36 kPa, and the
22 MAF is fixed at 4.72 grams/sec. After time stamp 21080, the engine RPM is increased and then
23 held steady at around 1700 RPM. During this time, the data shows that the throttle is fluctuating
24 between 2.4% and 5.5% opening, the MAP is varying between 39 kPa and 40 kPa, and the MAF
25 drops from 4.66 grams/sec to 3.07 grams/sec before rising to 3.29 grams/sec.

26 41. The steady idle and steady elevated engine RPMs along with the improbable throttle
27 positions, MAP, and MAF readings are not characteristic or expected for normal engine
28 operation. The throttle positions, MAP, and MAF readings are expected to be stable at idle and at

1 the elevated engine RPM, not dropping and rising unexpectedly or fluctuating. Additionally, with
2 the elevated engine RPM, the MAP is expected to slightly decrease, not increase, while the MAF
3 is expected to increase, not decrease. The discrepancies in the OIS Test Data prove the DAD was
4 not connected as required to the 2007 Chevrolet Express G1500 being certified, causing the
5 issuance of a fraudulent Smog Certificate of Compliance.

6 **Clean Plug # 2**

7 42. On or about August 29, 2024, a 2006 Chevrolet Trailblazer LS, VIN
8 1GNDS13S962298826, CA license 5VSH425, was tested and smog certificate JB174562C was
9 issued by Respondent ANJ Smog Check under the license of Smog Check Inspector EO 643973,
10 Respondent Collazo.

11 43. The Dynamic PID charts and data for the 2006 Chevrolet Trailblazer LS shows that
12 between time stamp 357 and 19191, the engine RPM is steady at around 850 RPM. During this
13 time, the data shows that the throttle is fixed at 15.3% opening and the MAP is fixed at 32 kPa.
14 After time stamp 19583, the engine RPM is increased and then held steady at around 1550 RPM.
15 During this time, the data shows that the throttle drops from 16.5% opening to 12.9% opening
16 before gradually rising to 14.5% opening, and the MAP is fluctuating erratically between 34 kPa
17 and 44 kPa.

18 44. The steady idle and steady elevated engine RPMs along with the improbable throttle
19 positions and MAP readings are not characteristic or expected for normal engine operation. The
20 throttle position and MAP readings are expected to be stable at idle and at the elevated engine
21 RPM, not dropping and rising unexpectedly and/or fluctuating erratically. Additionally, with the
22 elevated engine RPM, the MAP is expected to slightly decrease, not increase, while the throttle is
23 expected to increase, not decrease. The discrepancies in the OIS Test Data prove the OIS DAD
24 was not connected as required to the 2006 Chevrolet Trailblazer LS being certified, causing the
25 issuance of a fraudulent Smog Certificate of Compliance.

26 **Clean Plug # 3**

27 45. On or about on December 7, 2024, a 2003 Dodge Ram 1500 ST, VIN
28 1D7HA18Z43S108998, CA license 7Z47537, was tested and smog certificate UG662029C was

1 issued by Respondent ANJ Smog Check under the license of Smog Check Inspector EO 643973,
2 Respondent Collazo.

3 46. The Dynamic PID charts and data for the 2003 Dodge Ram 1500 ST shows that
4 between time stamp 347 and 18031, the engine RPM is steady at around 750 RPM. During this
5 time, the data shows that the throttle is fixed at 12.2% and the MAP is fixed at 34 kPa. After time
6 stamp 18412, the engine RPM is increased and then held steady at around 1550 RPM. During
7 this time, the data shows that the throttle is fluctuating between 7.1% and 11.8% opening and the
8 MAP is fluctuating erratically between 41 kPa and 46 kPa.

9 47. The steady idle and steady elevated engine RPMs along with the improbable throttle
10 positions and MAP readings are not characteristic or expected for normal engine operation. The
11 throttle position and MAP readings are expected to be stable at idle and at the elevated engine
12 RPM, not fluctuating. Additionally, with the elevated engine RPM, the MAP is expected to
13 slightly decrease, not increase, while the throttle position is expected to increase, not decrease to
14 values less than idle. The discrepancies in the OIS Test Data prove the OIS DAD was not
15 connected as required to the 2003 Dodge Ram 1500 ST being certified, causing the issuance of a
16 fraudulent Smog Certificate of Compliance.

17 **Clean Plug # 4**

18 48. On or about December 7, 2024, a 2003 Chevrolet Suburban C1500, VIN
19 3GNEC16T73G305071, CA license 5DTC182, was tested and smog certificate UG662030C was
20 issued by Respondent ANJ Smog Check under the license of Smog Check Inspector EO 643973,
21 Respondent Collazo.

22 49. The Dynamic PID charts and data for the 2003 Chevrolet Suburban C1500 shows that
23 between time stamp 342 and 29086, the engine RPM is steady at around 750 RPM. During this
24 time, the data shows that the throttle is fixed at 3.5% opening, the MAP is fixed at 35 kPa, and the
25 MAF is fixed at 4.32 grams/sec. After time stamp 29476, the engine RPM is increased and then
26 held steady at around 1800 RPM. During this time, the data shows that the throttle drops from
27 5.1% opening to 1.6% opening before rising slightly to 2.7% opening, the MAP rises from 39 kPa
28

1 to 46 kPa before dropping to 34 kPa, and the MAF is fluctuating erratically between 2.83
2 grams/sec and 4.66 grams/sec.

3 50. The steady idle and steady elevated engine RPMs along with the improbable throttle
4 positions, MAP, and MAF readings are not characteristic or expected for normal engine
5 operation. The throttle position, MAP, and MAF readings are expected to be stable at idle and at
6 the elevated engine RPM, not dropping and rising unexpectedly and/or fluctuating erratically.
7 Additionally, with the elevated engine RPM, the MAP is expected to slightly decrease, not
8 increase, while the throttle position is expected to increase, not decrease. The discrepancies in the
9 OIS Test Data prove the OIS DAD was not connected as required to the 2003 Chevrolet
10 Suburban C1500 being certified, causing the issuance of a fraudulent Smog Certificate of
11 Compliance.

12 **Clean Plug # 5**

13 51. On or about December 12, 2024, a 2005 GMC New Sierra K1500, VIN
14 1GTEK19B15E238041, CA license 63166G1, was tested and smog certificate UG662049C was
15 issued by Respondent ANJ Smog Check under the license of Smog Check Inspector EO 643973,
16 Respondent Collazo.

17 52. The Dynamic PID charts and data for the 2005 GMC New Sierra K1500 shows that
18 between time stamp 332 and 18417, the engine RPM is steady at around 775 RPM. During this
19 time, the data shows that the throttle is fixed at 11.8% opening, the MAP is fixed at 66 kPa, and
20 the MAF is fixed at 3.58 grams/sec. After time stamp 18805, the engine RPM is increased and
21 then held around 1500 RPM. During this time, the data shows that the throttle position drops
22 from 11% opening to 6.7% opening before rising to 9% opening, the MAP rises from 64 kPa
23 ultimately reaching 75 kPa where it remains fixed, and the MAF is fluctuating between 4.04
24 grams/sec and 4.95 grams/sec.

25 53. The steady idle and steady elevated engine RPMs along with the improbable throttle
26 positions, MAP, and MAF readings are not characteristic or expected for normal engine
27 operation. The throttle position, MAP, and MAF readings are expected to be stable at idle and at
28 the elevated engine RPM, not dropping and rising unexpectedly and/or fluctuating. Additionally,

1 with the elevated engine RPM, the MAP is expected to slightly decrease, not increase, while the
2 throttle position is expected to increase, not decrease to values less than idle. The discrepancies
3 in the OIS Test Data prove the OIS DAD was not connected as required to the 2005 GMC New
4 Sierra K1500 being certified, causing the issuance of a fraudulent Smog Certificate of
5 Compliance.

6 **Clean Plug # 6**

7 54. On or about December 12, 2024, a 2001 Ford F150 Super Crew, VIN
8 1FTRW07L11KC12739, CA license 8D05809, was tested and smog certificate UG662050C was
9 issued by Respondent ANJ Smog Check under the license of Smog Check Inspector EO 643973,
10 Respondent Collazo.

11 55. The Dynamic PID charts and data for the 2001 Ford F150 Super Crew shows that
12 between time stamp 354 and 26805, the engine RPM is steady at around 650 RPM. During this
13 time, the data shows that the throttle is fixed at 18.4% opening and the MAF is fixed at 4.7
14 grams/sec. After time stamp 27198, the engine RPM is increased then held steady at around 1575
15 RPM. During this time, the data shows that the throttle is varying between 14.1% and 16.1%
16 opening while also ultimately dropping and the MAF is fluctuating between 2.81 grams/sec and
17 4.84 grams/sec.

18 56. The steady idle and steady elevated engine RPMs along with the improbable throttle
19 positions and MAF readings are not characteristic or expected for normal engine operation. The
20 throttle position and MAF readings are expected to be stable at idle and at the elevated engine
21 RPM, not dropping and fluctuating. Additionally, with the elevated engine RPM, the MAF and
22 throttle position is expected to increase, not decrease. The discrepancies in the OIS Test Data
23 prove the OIS DAD was not connected as required to the 2001 Ford F150 Super Crew being
24 certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

25 **Clean Plug # 7**

26 57. On or about December 18, 2024, a 2001 GMC Yukon XL C1500, VIN
27 3GKEC16T11G147269, CA license 7XJG708, was tested and smog certificate UI167118C was
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1 issued by Respondent ANJ Smog Check under the license of Smog Check Inspector EO 643973,
2 Respondent Collazo.

3 58. The Dynamic PID charts and data for the 2001 GMC Yukon XL C1500 shows that
4 between time stamp 347 and 18162, the engine RPM is steady at around 800 RPM. During this
5 time, the data shows that the throttle is fixed at 1.2% opening, the MAP is fixed at 37 kPa, and the
6 MAF is fixed at 3.68 grams/sec. After time stamp 18555, the engine RPM is increased then held
7 around 1700RPM. During this time, the data shows that the throttle is fluctuating erratically
8 between 0.4% and 4.7% opening, the MAP is fluctuating between 32 kPa and 39 kPa, and the
9 MAF is fluctuating erratically between 3.03 grams/sec and 4.95 grams/sec.

10 59. The steady idle and steady elevated engine RPMs along with the improbable throttle
11 positions, MAP, and MAF readings are not characteristic or expected for normal engine
12 operation. The throttle position, MAP, and MAF readings are expected to be stable at idle and at
13 the elevated engine RPM, not fluctuating erratically. The discrepancies in the OIS Test Data
14 prove the OIS DAD was not connected as required to the 2001 GMC Yukon XL C1500 being
15 certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

16 **Clean Plug # 8**

17 60. On or about January 3, 2025, a 2002 Chevrolet Silverado C1500, VIN
18 2GCEC19V021141126, CA license 46958N3, was tested and smog certificate UI245706C was
19 issued by Respondent ANJ Smog Check under the license of Smog Check Inspector EO 643973,
20 Respondent Collazo.

21 61. The Dynamic PID charts and data for the 2002 Chevrolet Silverado C1500 shows that
22 between time stamp 348 and 21189, the engine RPM is raised and then held steady at around 800
23 RPM. During this time, the data shows that the throttle is varying abnormally between 1.6% and
24 5.5% opening, the MAP is fluctuating between 34 kPa and 45 kPa, and the MAF rises from 4.28
25 grams/sec to 4.46 grams/sec then drops to 2.75 grams/sec. After time stamp 21552, the data
26 shows the engine RPM is increased and then held around 1450 RPM. During this time, the data
27 shows that the throttle is fluctuating between 1.6% and 4.7% opening, the MAP is fluctuating
28 between 35 kPa and 40 kPa, and the MAF is fluctuating between 3 grams/sec and 4.2 grams/sec.

62. The steady idles 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 position, MAP, and MAF readings are expected to be stable at idle and at the elevated engine RPM, not varying abnormally or fluctuating. The discrepancies in the OIS Test Data prove the OIS DAD was not connected as required to the 2002 Chevrolet Silverado C1500 being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

Clean Plug # 9

63. On or about January 7, 2025, a 2016 Honda Accord Sport, VIN 1HGCR2F58GA226956, CA license 7TGD919, was tested and smog certificate UI245723C was issued by Respondent ANJ Smog Check under the license of Smog Check Inspector EO 643973, Respondent Collazo.

64. The Dynamic PID charts and data for the 2016 Honda Accord Sport shows that between time stamp 339 and 20215, the engine RPM is steady at around 715 RPM. During this time, the data shows that the throttle drops from 7.5 % opening ultimately down to 5.9% while also being erratic, the MAP is fluctuating erratically between 14 kPa and 16 kPa, and the MAF is steady between 3.17 grams/sec and 3.19 grams/sec. After time stamp 20215, the engine RPM is increased and then held steady around 1730 RPM. During this time, the data shows that the throttle is fluctuating erratically between 6.3% and 7.5% opening, the MAP is fluctuating between 15 kPa and 16 kPa, and the MAF is steady between 3.16 grams/sec and 3.2 grams/sec.

65. 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 position and MAP readings are expected to be stable at idle and at the elevated engine RPM, not dropping and fluctuating erratically along with a steady engine RPM. Additionally, with the elevated engine RPM, the MAF and throttle position are expected to increase, not decrease to values equal to or less than idle or remain steady with no corresponding change. The discrepancies in the OIS Test Data prove the OIS DAD was not connected as required to the 2016 Honda Accord Sport being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

1 **Clean Plug # 10**

2 66. On or about January 26, 2025, a 2013 Honda Civic EX, VIN 19XFB2F86DE252281,
3 CA license 8XIF777, was tested and smog certificate UI894781C was issued by Respondent ANJ
4 Smog Check under the license of Smog Check Inspector EO 643973, Respondent Collazo.

5 67. The Dynamic PID charts and data for the 2013 Honda Civic EX shows that between
6 time stamp 364 and 122791, the engine RPM is steady at around 725 RPM. During this time, the
7 data shows that the throttle is fluctuating erratically between 5.9% and 7.5% opening, the MAP is
8 fluctuating erratically between 14 kPa and 16 kPa, and the MAF is steady between 3.16 grams/sec
9 and 3.18 grams/sec. After time stamp 122791, the engine RPM is increased and then held steady
10 at around 1730 RPM. During this time, the data shows that the throttle is fluctuating erratically
11 between 5.9% and 7.1% opening, the MAP is fluctuating erratically between 14 kPa and 16 kPa,
12 and the MAF is steady between 3.16 grams/sec and 3.19 grams/sec.

13 68. The steady idle and steady elevated engine RPMs along with the improbable throttle
14 positions, MAP, and MAF readings are not characteristic or expected for normal engine
15 operation. The throttle position and MAP readings are expected to be stable at idle and at the
16 elevated engine RPM, not fluctuating erratically along with a steady engine RPM. Additionally,
17 with the elevated engine RPM, the MAF and throttle position are expected to increase, not
18 decrease or remain steady with no corresponding change. The discrepancies in the OIS Test Data
19 prove the OIS DAD was not connected as required to the 2013 Honda Civic EX being certified,
20 causing the issuance of a fraudulent Smog Certificate of Compliance.

21 **Station Inspections**

22 69. On or about April 25, 2023, the Bureau visited ANJ Smog Check. The Bureau
23 advised station owner Respondent Collazo that all smog check inspections should be performed
24 by licensed technicians using their own access code, that no false information about the vehicle
25 being tested should be entered in the analyzer, and that ANJ Smog Check shall conduct tests and
26 inspection in accordance with the Bureau's Smog Check Manual. Respondent Collazo was
27 informed that compliance with the Automotive Repair Act is mandatory. Respondent Collazo
28 signed the Station Inspection Report.

1 70. On or about July 19, 2023, the Bureau visited ANJ Smog Check. The Bureau advised
2 station owner Respondent Collazo that he is liable for all smog checks performed at ANJ Smog
3 Check and that he has a responsibility to maintain the security and integrity of all equipment used
4 for performing smog check inspections. Respondent Collazo signed the Station Inspection
5 Report.

6 71. On or about October 30, 2024, the Bureau visited ANJ Smog Check. The Bureau
7 advised station owner Respondent Collazo that all smog check inspections should be performed
8 by licensed technicians using their own access code, that no false information about the vehicle
9 being tested should be entered in the analyzer, and that ANJ Smog Check shall conduct tests and
10 inspection in accordance with the Bureau's Smog Check Manual. Respondent Collazo was
11 informed that compliance with the Automotive Repair Act is mandatory. Respondent Collazo
12 signed the Station Inspection Report.

13 72. On or about April 24, 2025, a Bureau investigator visited ANJ Smog Check and
14 found the station door open and a man standing at the BAR97 analyzer. The Bureau investigator
15 identified himself to the man who declined to identify himself by name but only that he was at
16 ANJ Smog Check on an appointment to service the BAR97 analyzer. The Bureau investigator
17 asked for the owner, to which the man responded he did not know and that the shop next door let
18 him in. The Bureau investigator prepared a Station Inspection report with his request for records
19 by April 29, 2025, and left it by the OIS analyzer. After leaving ANJ Smog Check, the Bureau
20 investigator called the station's phone number of record and spoke with Respondent Collazo. The
21 Bureau investigator told him he had visited the station and left a request for records. Respondent
22 Collazo said he was not at the station because he was not feeling well and was dealing with
23 personal problems. Respondent Collazo stated he would let the Bureau investigator know when
24 he was feeling better and when he would provide the requested records.

25 73. After a series of delays caused by Respondent Collazo, on or about May 21, 2025, the
26 Bureau investigator returned to ANJ Smog Check and met with Respondent Collazo, who
27 provided the Bureau investigator with nine of the ten invoices and VIRs previously requested.
28 Respondent Collazo failed to maintain and provide to the Bureau the invoice and Vehicle

1 Inspection Report for the 2007 Chevrolet Express G1500, VIN 1GCFG15X271239328, CA
2 license 8M4099, as requested by the Bureau. Respondent Collazo stated that he signed each of
3 the VIRs in the records he provided to the Bureau investigator. Respondent Collazo stated he
4 performed all the inspections himself without assistance from anyone. Respondent Collazo stated
5 he inspects vehicles one at a time as they come to his station. The Bureau investigator prepared a
6 Station Inspection Report, acknowledging receipt of ANJ Smog Check's records and recording
7 Respondent Collazo's statements. Respondent Collazo read the Station Inspection Report, agreed
8 with its accuracy, and signed it.

9 **FIRST CAUSE FOR DISCIPLINE**

10 **(Untrue or Misleading Statements – Respondent ANJ Smog Check)**

11 74. Respondent ANJ Smog Check's Automotive Repair Dealer Registration is subject to
12 disciplinary action under Code section 9884.7, subdivision (a)(1), in that, with respect to the
13 vehicles identified above, Respondent ANJ Smog Check made or authorized statements which
14 they knew, or in the exercise of reasonable care should have known to be untrue or misleading, as
15 follows: Respondent ANJ Smog Check certified that these vehicles had passed inspection and
16 were in compliance with applicable laws and regulations, when in fact, Respondent ANJ Smog
17 Check conducted the inspections on the vehicles using the clean plugging method in order to
18 issue smog certificates of compliance for the vehicles. Complainant refers to, and by this
19 reference incorporates, the allegations set forth above in paragraphs 29-73 as though fully set
20 forth herein.

21 **SECOND CAUSE FOR DISCIPLINE**

22 **(Fraud – Respondent ANJ Smog Check)**

23 75. Respondent ANJ Smog Check's Automotive Repair Dealer Registration is subject to
24 disciplinary action under Code section 9884.7, subdivision (a)(4), in that, with respect to the
25 vehicles identified above, Respondent ANJ Smog Check committed acts which constitute fraud
26 by issuing electronic smog certificates of compliance for these vehicles without performing bona
27 fide inspections of the emissions control devices and systems on those vehicles, thereby depriving
28 the People of the State of California of the protection afforded by the Motor Vehicle Inspection

1 Program. Complainant refers to, and by this reference incorporates, the allegations set forth
2 above in paragraphs 29-73, as though fully set forth herein.

3 **THIRD CAUSE FOR DISCIPLINE**

4 **(Recordkeeping Requirements – Respondent ANJ Smog Check)**

5 76. Respondent ANJ Smog Check's Automotive Repair Dealer Registration is subject to
6 disciplinary action under Business and Professions Code section 9884.11, in conjunction with
7 California Code of Regulations, title 16, section 3340.15, subdivisions (e)(2) and (e)(3) and
8 section 3358, subdivisions (a) and (d), in that, with respect to the vehicles identified above,
9 Respondent ANJ Smog Check failed to maintain and provide to the Bureau the invoice and
10 Vehicle Inspection Report for the 2007 Chevrolet Express G1500, VIN 1GCFG15X271239328,
11 CA license 8M4099, as requested by the Bureau. Complainant refers to, and by this reference
12 incorporates, the allegations set forth above in paragraphs 29-73, as though fully set forth herein.

13 **FOURTH CAUSE FOR DISCIPLINE**

14 **(Material Violation of Automotive Repair Act – Respondent ANJ Smog Check)**

15 77. Respondent ANJ Smog Check's Automotive Repair Dealer Registration is subject to
16 disciplinary action under Code section 9884.7, subdivision (a)(6), in that, with respect to the
17 vehicles identified above, Respondent ANJ Smog Check failed in a material respect to comply
18 with the provisions of this chapter or regulations adopted pursuant to it by issuing electronic smog
19 certificates of compliance for these vehicles without performing bona fide inspections of the
20 emissions control devices and systems on those vehicles, thereby depriving the People of the
21 State of California of the protection afforded by the Motor Vehicle Inspection Program.
22 Complainant refers to, and by this reference incorporates, the allegations set forth above in
23 paragraphs 29-73, as though fully set forth herein.

24 **FIFTH CAUSE FOR DISCIPLINE**

25 **(Violations of the Motor Vehicle Inspection Program – Respondent ANJ Smog Check)**

26 78. Respondent ANJ Smog Check's Smog Check, Test-Only, Station License is subject
27 to disciplinary action under Health and Safety Code section 44072.2, subdivision (a), in that, with
28

1 respect to the vehicles identified above, Respondent ANJ Smog Check failed to comply with the
2 following sections of the Health and Safety Code:

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

6 b. **Section 44015, subdivision (b):** Respondent ANJ Smog Check issued electronic
7 smog certificates of compliance for the vehicles without ensuring that the vehicles were properly
8 tested and inspected to determine if they were in compliance with Health and Safety Code section
9 44012.

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

13 Complainant refers to, and by this reference incorporates, the allegations set forth above in
14 paragraphs 29-73, as though fully set forth herein.

15 **SIXTH CAUSE FOR DISCIPLINE**

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

17 **Program – Respondent ANJ Smog Check)**

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

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

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

27 c. **Section 3340.41, subdivision (c):** Respondent ANJ Smog Check knowingly entered
28 false information into the emissions inspection system for the vehicles.

d. **Section 3340.42:** Respondent ANJ 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 ANJ 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 29-73, as though fully set forth herein.

SEVENTH CAUSE FOR DISCIPLINE

(Dishonesty, Fraud, or Deceit – Respondent ANJ Smog Check)

80. Respondent ANJ Smog Check's Smog Check, Test-Only, 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 ANJ 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 29-73, as though fully set forth herein.

EIGHTH CAUSE FOR DISCIPLINE

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

81. Respondent Collazo's Smog Check Inspector 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 Morales violated the following Health and Safety Code sections:

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

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

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

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

12 Complainant refers to, and by this reference incorporates, the allegations set forth above in
13 paragraphs 29-73, as though fully set forth herein.

14 **NINTH CAUSE FOR DISCIPLINE**

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

16 **Program – Respondent Collazo)**

17 82. Respondent Collazo's Smog Check Inspector License is subject to disciplinary action
18 under Health and Safety Code section 44072.2, subdivision (c), in that, with respect to the
19 vehicles identified above, Respondent Collazo failed to comply with provisions of the California
20 Code of Regulations, title 16, as follows:

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

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

26 c. **Section 3340.41, subdivision (c):** Respondent Collazo knowingly entered false
27 information into the emissions inspection system for the vehicles.

28 ///

d. **Section 3340.42:** Respondent Collazo 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 29-73, as though fully set forth herein.

TENTH CAUSE FOR DISCIPLINE

(Dishonesty, Fraud, or Deceit – Respondent Collazo)

83. Respondent Collazo's Smog Check Inspector 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 Collazo 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 29-73, as though fully set forth herein.

OTHER MATTERS

84. 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 Miguel Angel Collazo 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.

85. Pursuant to Health and Safety Code section 44072.8, if Smog Check, Test-Only, Station License Number TC 305009, issued to Respondent Miguel Angel Collazo, dba ANJ Smog Check, 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.

86. Pursuant to Health and Safety Code section 44072.8, if Smog Check Inspector License Number EO 643973, issued to Respondent Miguel Angel Collazo is revoked or

1 suspended following a hearing under this article, any additional license issued under Chapter 5 of
2 Part 5 of Division 26 of the Health and Safety Code in the name of said licensee may be likewise
3 revoked or suspended by the Director.

4 **PRAYER**

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

8 1. Revoking or suspending Automotive Repair Dealer Registration Number ARD
9 305009, issued to Miguel Angel Collazo, dba ANJ Smog Check;

10 2. Revoking or suspending Smog Check, Test-Only, Station License Number TC
11 305009, issued to Miguel Angel Collazo, dba ANJ Smog Check;

12 3. Revoking or suspending Smog Check Inspector License Number EO 643973, issued
13 to Miguel Angel Collazo;

14 4. Revoking or suspending any additional license issued under Chapter 5, Part 5 of
15 Division 26 of the Health and Safety Code in the name of Miguel Angel Collazo;

16 5. Revoking or suspending any other automotive repair dealer registration issued to
17 Miguel Angel Collazo;

18 6. Ordering Miguel Angel Collazo to pay the Bureau of Automotive Repair the
19 reasonable costs of the investigation and enforcement of this case, pursuant to Business and
20 Professions Code section 125.3 and if placed on probation, the costs of probation monitoring;

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

DATED: As of digital signature date

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

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