ROB BONTA
Attorney General of California
ARMANDO ZAMBRANO
Supervising Deputy Attorney General
MARISSA N. HAMILTON
Deputy Attorney General
State Bar No. 322489
300 So. Spring Street, Suite 1702
Los Angeles, CA 90013
Telephone: (213) 269-6701
Facsimile: (916) 731-2126
E-mail: Marissa.Hamilton@doj.ca.gov
Attorneys for Complainant

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

In the Matter of the Accusation Against**:** **CARLOS JOSE ANTON, OWNER, DBA ANTONS AUTO REPAIR,** **6708 Lankershim Blvd Unit H & G** **North Hollywood, CA 91606** **Automotive Repair Dealer Registration No. ARD 210797** **Smog Check, Test-and-Repair, Station License No. RC 210797,** **and** **CARLOS JOSE ANTON** **13407 Terra Bella St** **Pacoima, CA 91331** **Smog Check Inspector License No. EO 146244** **Smog Check Repair Technician License No. EI 146244** Respondents.	Case No. 79/26-2814 **ACCUSATION**

PARTIES

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

///

Automotive Repair Dealer Registration

2. In 2000, the Bureau of Automotive Repair issued Automotive Repair Dealer Registration Number ARD 210797 to Carlos Jose Anton, dba Antons Auto Repair (Respondent Antons Auto Repair). The Automotive Repair Dealer Registration was in full force and effect at all times relevant to the charges brought herein and will expire on May 31, 2027, unless renewed.

Smog Check, Test-and-Repair, Station License

3. On or about February 9, 2008, the Bureau of Automotive Repair issued Smog Check, Test-and-Repair, Station License Number RC 210797 to Respondent Antons Auto Repair. The Smog Check, Test-and-Repair, Station License was in full force and effect at all times relevant to the charges brought herein and will expire on May 31, 2027, unless renewed.

STAR Station Certification

4. Respondent Antons Auto Repair is also certified as a STAR Station. The certification was issued on or about December 29, 2016, and will remain active unless the Automotive Repair Dealer Registration and/or Smog Check, Test-and-Repair, Station License is revoked, cancelled, becomes delinquent, or the certification is suspended.

Smog Check Inspector License

5. On or about February 27, 2013, the Bureau of Automotive Repair issued Smog Check Inspector License Number EO 146244 to Carlos Jose Anton (Respondent Anton). 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, 2027, unless renewed.

Smog Check Repair Technician License

6. On or about February 27, 2013, the Bureau of Automotive Repair issued Smog Check Repair Technician License Number EI 146244 to Respondent Anton. The Smog Check Repair Technician License was in full force and effect at all times relevant to the charges brought herein and will expire on March 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 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. Business and Professions Code section 9884.7 provides that the Director may revoke an automotive repair dealer registration.

10. Business and Professions 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. Section 9884.22, subdivision (a), of the Code provides:

> (a) Notwithstanding any other provision of law, the director may revoke, suspend, or deny at any time any registration required by this article on any of the grounds for disciplinary action provided in this article. The proceedings under this article shall be conducted in accordance with Chapter 5 (commencing with Section 11500) of Part 1 of Division 3 of Title 2 of the Government Code, and the director shall have all the powers granted therein.

12. 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.

13. Section 44072.6 of the Health and Safety Code provides:

> The expiration or suspension of a license by operation of law or by order or decision of the director or a court of law, or the voluntary surrender of a license by a licensee shall not deprive the director of jurisdiction to proceed with any investigation of, or action or disciplinary proceedings against, the licensee, or to render a decision suspending or revoking the license.

STATUTORY PROVISIONS

14. 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.

15. 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.

16. Health and Safety Code section 44012 provides:

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

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

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

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

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

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

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

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

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

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

17. Health and Safety Code section 44015 provides, in pertinent part:

(a) A licensed smog check station shall not issue a certificate of compliance, except as authorized by this chapter, to any vehicle that meets the following criteria:

(1) A vehicle that has been tampered with.

(2) A vehicle identified pursuant to subparagraph (K) of paragraph (3) of subdivision (b) of Section 44036. A vehicle identified pursuant to subparagraph (K) of paragraph (3) of subdivision (b) of Section 44036 shall be directed to the department to determine whether an inadvertent error can explain the irregularity, or whether the vehicle otherwise meets smog check requirements, allowing the certificate for compliance to be issued, or the vehicle shall be reinspected by a referee or another smog check station.

(3) A vehicle that, prior to repairs, has been initially identified by the smog check station as a gross polluter. Certification of a gross polluting vehicle shall be conducted by a designated test-only facility, or a test-and-repair station that is both licensed and certified pursuant to Sections 44014 and 44014.2.

(4) A vehicle described in subdivision (c).

(b) If a vehicle meets the requirements of Section 44012, a smog check station

licensed to issue certificates shall issue a certificate of compliance or a certificate of noncompliance.

. . .

18. Health and Safety Code section 44032 provides:

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

19. Health and Safety Code section 44059 provides:

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

20. Health and Safety Code section 44072.2 states, 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.

. . .

(h) Violates or attempts to violate the provisions of this chapter relating to the particular activity for which he or she is licensed.

21. Health and Safety Code section 44072.8 states that when a license has been revoked or suspended following a hearing under this article, any additional license issued under this chapter in the name of the licensee may be likewise revoked or suspended by the Director.

22. Health and Safety Code section 44072.10 states, in pertinent part:

(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.

. . .

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

REGULATORY PROVISIONS

23. 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.

24. 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.

. . .

25. California Code of Regulations, title 16, section 3340.35, subdivision (c), states, 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. . .

26. California Code of Regulations, title 16, section 3340.41, subdivision (c), provides:

. . .

(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.

. . .

27. 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.

28. California Code of Regulations, title 16, section 3340.45 provides:

> All Smog Check inspections shall be performed in accordance with requirements and procedures prescribed in the Smog Check Manual, dated January 2021, which is hereby incorporated by reference.

29. California Code of Regulations, title 16, section 3373 states:

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

COST RECOVERY

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

FACTUAL ALLEGATIONS

31. Beginning March 9, 2015, California's Smog Check Program was updated to require the use of an On-Board Diagnostic Inspection System (OIS). OIS is the Smog Check equipment required in all areas of the State when inspecting most model-year 2000 and newer gasoline and hybrid vehicles and most 1998 and newer diesel vehicles. The system consists of a certified Data Acquisition Device (DAD), computer, bar code scanner, and printer. The DAD is an On Board Diagnostic (OBD) scan tool that, when requested by the California OIS software, retrieves OBD data from the vehicle. All OBD data that the vehicle indicates it supports is requested by the California OIS software and will be retrieved. The DAD connects between the OIS computer and the vehicle's Data Link Connector (DLC). The California OIS software requires a continuous Internet connection when performing a Smog Check inspection and the OIS software

communicates with Bureau's central database through the Internet connection. The bar code scanner is used to input technician information, the vehicles identification number (VIN), and Department of Motor Vehicles (DMV) renewal information. The printer provides a Vehicle Inspection Report (VIR) containing inspection results for motorists and a Smog Check Certificate of Compliance number for passing vehicles.

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

33. During an OIS inspection, engine operating parameters are retrieved from the vehicle's OBD system and recorded to the VID. This is accomplished during the functional portion of the OIS Smog Check inspection by plugging the DAD into the vehicle's DLC when prompted by the OIS analyzer screen prompt. Some of the parameters recorded are:

(1) Engine speed in revolutions per minute (RPM).

(2) Throttle position as measured by a throttle position sensor (TPS) mounted onto the throttle shaft, measured in a percentage of opening from 0% at idle and near or up to 100% at full throttle

(3) Manifold absolute pressure as measured by a manifold absolute pressure sensor (MAP) connected to an intake manifold source, measured in kilo pascals (kpa). Typical readings for a normally aspirated vehicle are: 0 kpa being absolute vacuum, 25kpa to 45kpa at idle, 101 kpa at full throttle, same as atmospheric pressure at sea level.

(4) Mass air flow as measured by a mass air flow sensor (MAF) mounted in the engine's air intake tract, measured in grams per second (gps).

(5) Ignition timing is set by the vehicle PCM based on engine speed and load and is measured in degrees Before Top Dead Center (BTDC).

34. During normal engine operation at idle, engine speed is relatively steady around its target idle speed. With the engine idling, the TPS is steady and at or near 0%. The MAP and/or

MAF readings are also steady. In order for the engine speed to increase, the throttle would have to be opened in order to increase airflow through the engine. The engine's management systems supply fuel and spark timing appropriate to any changes in throttle position and engine speed. An increase in throttle, measured by the TPS, which increases engine RPM, would result in corresponding increases in MAF, as well as a change in MAP. Stated another way, any movement in the throttle from the idle position will result in an increase of airflow through the engine with corresponding increases RPM and MAF along with changes in MAP.

35. 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, an elevated or increased engine speed. The increase in engine speed is performed by the inspector by stepping on the throttle pedal or manually opening the throttle, resulting in a corresponding increase in engine RPMs by allowing an increase in airflow into the engine.

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

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

///

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

39. The Bureau has become aware of methods some Smog Check stations and Smog Check inspectors use to fraudulently issue smog certificates to vehicles that will not pass a Smog Check test on their own, or in some instances, are not even present during the time the test is performed. One method is known as "clean plugging." "Clean plugging" is a method by which another vehicle's properly functioning OBD system, or another source such as defeat devices, are used to generate passing data readings or diagnostic information for the purpose of fraudulently issuing smog certificates to vehicles that are not in smog compliance and or not present for testing. Defeat devices attempt to simulate engine operation during a Smog Check inspection by transmitting OBD data to the VID which has been modified or replaced entirely for the purportedly inspected vehicle during the functional portion of the OIS inspection. The use of a defeat device during a Smog Check inspection is clean plugging and is strictly prohibited.

Station Data Review

40. A Bureau representative initiated an investigation, in which he reviewed OIS test data for the Smog Check inspections performed at Respondent Antons Auto Repair. The investigation revealed that data related to certain vehicles certified by Respondents contained a pattern of unmistakable discrepancies between the information transmitted during the inspections and known similar data for the vehicles being tested. Specifically, the Bureau representative observed a pattern of vehicles being certified with engine operating parameters not corresponding to normal engine operation, confirming the vehicles receiving smog certificates were not tested during the OBD functional test, which constitutes clean plugging, as follows:

Clean Plug #1

41. On or about February 5, 2026, a 2007 GMC New Sierra C1500 Classic, VIN #1GTEC14VX7Z189982, CA License #45662N3, was tested and smog certificate #JH846997C was issued under licensed Smog Check Inspector #EO146244, Respondent Anton.

42. The Dynamic Data Charts for the 2007 GMC New Sierra C1500 Classic shows that between time stamp 332 and 23709, the engine RPM is held steady above 714 RPM. During this time, the data shows that the throttle is fluctuating between 1.6% and 4.7% opening, the MAP ultimately drops from 29 kPa to 16 kPa, and the MAF ultimately drops from 4.53 gps to 2.99 gps then rises to 4.21 gps. After time stamp 23709, the engine RPM is increased and then held steady above 1899 RPM. From the time the engine RPM rises to the higher RPMs, the data shows that the throttle drops from 3.5% to 1.6% then ultimately rises to 3.9% opening, the MAP is fluctuating between 21 kPa and 27 kPa, and the MAF rises from 3.52 gps to 4.50 gps then ultimately drops to 3.30 gps.

43. The steady idle and elevated engine RPMs along with the improbable throttle positions, MAP, and MAF readings are not characteristic or expected for normal engine operation. The throttle position and MAF readings are expected to be stable at idle and increase with the elevated engine RPM. The throttle positions should not fluctuate at idle, and rise and drop at values equivalent to idle at the elevated engine RPM. The MAF readings should not unexpectedly drop and rise at idle, and rise and drop at values equivalent to idle at the elevated engine RPM. The MAP readings are expected to be stable at idle and decrease with the elevated engine RPM. The MAP reading should not unexpectedly drop at idle, and fluctuate at values equivalent to idle at the elevated engine RPM. These readings are not characteristic or expected for normal engine operation. The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required to the 2007 GMC New Sierra C1500 Classic being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

///

///

///

Clean Plug #2

44. On or about January 21, 2026, a 2001 Chevrolet Suburban C1500, VIN #3GNEC16T31G193219, CA License #4PZN423, was tested and smog certificate #JH846977C was issued under licensed Smog Check Inspector #EO146244, Respondent Anton.

45. The Dynamic Data Charts for the 2001 Chevrolet Suburban C1500 shows that between time stamp 353 and 23998, the engine RPM is held steady above 689 RPM. During this time, the data shows that the throttle ultimately drops from 4.7% to 2.0% then rises to 5.1 % opening, the MAP is fluctuating while dropping from 41 kPa to 34 kPa, and the MAF rises from 6.68 gps to 7 .58 gps, then ultimately drops to 6.51 gps. After time stamp 23998, the engine RPM is increased and then held steady above 2047 RPM. From the time the engine RPM rises to the higher RPMs, the data shows that the throttle varies between 1.2% and 4.3% opening, the MAP ultimately rises from 35 kPa to 45 kPa then drops to 40 kPa, and the MAF is fluctuating between 5.93 gps and 6.84 gps.

46. The steady idle and elevated engine RPMs along with the improbable throttle positions, MAP, and MAF readings are not characteristic or expected for normal engine operation. The throttle position and MAF readings are expected to be stable at idle and increase with the elevated engine RPM. The throttle positions should not drop and rise at idle, and remain at and below values equivalent to idle at the elevated engine RPM. The MAF reading should not rise and drop at idle, and fluctuate at and below values equivalent to idle at the elevated engine RPM. The MAP readings are expected to be stable at idle and decrease with the elevated engine RPM. The MAP readings should not fluctuate while dropping at idle, and unexpectedly rise and drop, at and above, values equivalent to idle at the elevated engine RPM. These readings are not characteristic or expected for normal engine operation. The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required to the 2001 Chevrolet Suburban C1500 being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

///

///

Clean Plug #3

47. On or about April 15, 2025, a 2001 Mercury Grand Marquis GS, VIN #2MEFM74W31X663098, CA License #7TVL194, was tested and smog certificate #JD772309C was issued under licensed Smog Check Inspector #EO146244, Respondent Anton.

48. The Dynamic Data Charts for the 2001 Mercury Grand Marquis GS shows that between time stamp 342 and 17472, the engine RPM is held steady above 784 RPM. During this time, the data shows that the throttle is fixed at 18.4% opening and the MAF is fixed at 4.7 gps. After time stamp 17472, the engine RPM increases before decreasing, and then held steady above 1836 RPM. From the time the engine RPM rises to the higher RPMs, the data shows that the throttle is fluctuating while dropping from 17.3% to 13.3% opening and the MAF is fluctuating between 3.62 gps and 5.04 gps.

49. The steady idle and elevated engine RPMs along with the improbable throttle positions and MAF readings are not characteristic or expected for normal engine operation. The throttle position and MAF readings are expected to be stable at idle and increase with the elevated engine RPM. The throttle positions should not fluctuate and drop below idle values at the elevated engine RPM. The MAF readings should not fluctuate and drop below idle values at the elevated engine RPM. These readings are not characteristic or expected for normal engine operation. The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required to the 2001 Mercury Grand Marquis GS being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

Clean Plug #4

50. On or about March 27, 2025, a 2003 Ford Expedition XLT, VIN #1FMFU16LX3LA49730, CA License #6YFG584, was tested and smog certificate #JD772305C was issued under licensed Smog Check Inspector #EO146244, Respondent Anton.

51. The Dynamic Data Charts for the 2003 Ford Expedition XLT shows that between time stamp 343 and 17513, the engine RPM is held steady above 638 RPM. During this time, the data shows that the throttle is fixed at 18.0% opening and the MAF is fixed at 6.09 gps. After time stamp 17513, the engine RPM is increased and then held steady above 1941 RPM. From the

time the engine RPM rises to the higher RPMs, the data shows that the throttle fluctuates between 14.9% and 18.0% opening and the MAF fluctuates between 5.37 gps and 7.21 gps.

52. The steady idle and elevated engine RPMs along with the improbable throttle positions and MAF readings are not characteristic or expected for normal engine operation. The throttle position readings are expected to be stable at idle and increase with the elevated engine RPM. The throttle positions should not fluctuate and remain at values equivalent to or below idle at the elevated engine RPM. The MAF reading should not fluctuate and drop below idle values at the elevated engine RPM. These readings are not characteristic or expected for normal engine operation. The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required to the 2003 Ford Expedition XLT being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

Clean Plug #5

53. On or about February 26, 2025, a 2007 Chevrolet Silverado C2500 Heavy Duty, VIN #1GBHC24U27E118183, was tested and smog certificate #JD327318C was issued under licensed Smog Check Inspector #EO146244, Respondent Anton.

54. The Dynamic Data Charts for the 2007 Chevrolet Silverado C2500 Heavy Duty shows that between time stamp 358 and 18482, the engine RPM is held steady above 527 RPM. During this time, the data shows that the throttle is fluctuating while dropping from 10.6% to 7.5% opening, the MAP ultimately rises while varying from 32 kPa to 40 kPa, and the MAF rises from 7 .16 gps to 7 .58 gps then ultimately drops to 5.36 gps. After time stamp 18482, the engine RPM is increased and then held steady above 1844 RPM. From the time the engine RPM rises to the higher RPMs, the data shows that the throttle is fluctuating between 6.7% and 11.4% opening, the MAP is fluctuating between 34 kPa and 42 kPa, and the MAF is fluctuating between 5.7gps and 7.18 gps.

55. The steady idle and steady elevated engine RPMs along with the improbable throttle positions, MAP, and MAF readings are not characteristic or expected for normal engine operation. The throttle positions and MAF readings are expected to be stable at idle and increase with the elevated engine RPM. The throttle positions should not fluctuate at values equivalent to

and below idle during the elevated engine RPM. The MAF readings should not unexpectedly rise then drop at idle, and fluctuate at values equivalent to idle during the elevated engine RPM. The MAP readings are expected to be stable at idle and decrease with the elevated engine RPM. The MAP readings should not rise and vary at idle, and fluctuate at and above values equivalent to idle at the elevated engine RPM. These readings are not characteristic or expected for normal engine operation. The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required to the 2007 Chevrolet Silverado C2500 Heavy Duty being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

Clean Plug #6

56. On or about February 25, 2025, a 2004 Chevrolet Impala, VIN #2G1WF52E349198088, CA License #6DGD023, was tested and smog certificate #JD327316C was issued under licensed Smog Check Inspector #EO146244, Respondent Anton.

57. The Dynamic Data Charts for the 2004 Chevrolet Impala shows that between time stamp 356 and 18937, the engine RPM is held steady above 666 RPM. During this time, the data shows that the throttle drops from 5.5% to 0.8% then ultimately rises to 2.7% opening, the MAP is fluctuating between 39 kPa and 46 kPa, and the MAF is fluctuating between 2.95 gps and 4.99 gps. After time stamp 18937, the engine RPM is increased and then held steady above 1699 RPM. From the time the engine RPM rises to the higher RPMs, the data shows that the throttle drops ultimately from 5.1 % to 0.0% then rises to 1.2% opening, the MAP is fluctuating between 32 kPa and 45 kPa, and the MAF is fluctuating between 3.56 gps and 4.73 gps.

58. 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 MAF readings are expected to be stable at idle and increase with the elevated engine RPM. The throttle positions should not drop and rise at idle, and remain at values equivalent to and below idle during the elevated engine RPM. The MAF reading should not fluctuate at idle, and fluctuate at values equivalent to idle during the elevated engine RPM. The MAP readings are expected to be stable at idle and decrease with the elevated engine RPM. The MAP readings should not fluctuate at idle, and fluctuate at values equivalent to idle during

the elevated engine RPM. These readings are not characteristic or expected for normal engine operation. The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required to the 2004 Chevrolet Impala being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

Clean Plug #7

59. On or about February 1, 2025, a 2001 Isuzu Rodeo S, VIN #4S2CK58W114325901, CA License #6CIF377, was tested and smog certificate #UI808680C was issued under licensed Smog Check Inspector #EO146244, Respondent Anton.

60. The Dynamic Data Charts for the 2001 Isuzu Rodeo S shows that between time stamp 349 and 17139, the engine RPM is held steady above 734 RPM. During this time, the data shows that the throttle is fluctuating between 0.4% and 3.9% opening, the MAP is fluctuating between 18 kPa and 28 kPa, and the MAF is fluctuating between 3.40 gps and 4.73 gps. After time stamp 17139, the engine RPM is increased and then held steady above 2124 RPM. From the time the engine RPM rises to the higher RPMs, the data shows that the throttle rises from 2.4% to 4.7% then ultimately drops and is fixed at 0.0% opening, the MAP is fluctuating between 17 kPa and 29 kPa, and the MAF ultimately drops from 3.75 gps to 3.22 gps then rises to 4.87 gps.

61. The steady idle and elevated engine RPMs along with the improbable throttle positions, MAP, and MAF readings are not characteristic or expected for normal engine operation. The throttle position and MAF readings are expected to be stable at idle and increase with the elevated engine RPM. The throttle positions should not fluctuate at idle, and remain at and below values equivalent to idle during the elevated engine RPM. The MAF readings should not fluctuate at idle, and remain at and below idle values during the elevated engine RPM. The MAP readings are expected to be stable at idle and decrease with the elevated engine RPM. The MAP readings should not fluctuate at idle, and fluctuate at or above values equivalent to idle during the elevated engine RPM. These readings are not characteristic or expected for normal engine operation. The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required to the 2001 Isuzu Rodeo S being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

Clean Plug #8

62. On or about January 27, 2025, a 2002 Chevrolet Impala LS, VIN #2G1WH55K629234283, CA License #8RUZ496, was tested and smog certificate #UI808672C was issued under licensed Smog Check Inspector #EO146244, Respondent Anton.

63. The Dynamic Data Charts for the 2002 Chevrolet Impala LS shows that between time stamp 348 and 17071, the engine RPM is held steady above 816 RPM. During this time, the data shows that the throttle is fluctuating between 94.9% and 98.4% opening, the MAP ultimately rises from 34 kPa to 46 kPa then ultimately drops to 34 kPa, and the MAF rises from 7.37 gps to 7.54 gps then ultimately drops to 6.61 gps. After time stamp 17071, the engine RPM increases and then held steady above 1940 RPM. From the time the engine RPM rises to the higher RPMs, the data shows that the throttle is fluctuating between 94.9% and 98.8% opening, the MAP is fluctuating between 36 kPa and 42 kPa, and the MAF is fluctuating between 5.96 gps and 7.08 gps.

64. The steady idle and elevated engine RPMs along with the improbable throttle positions, MAP, and MAF readings are not characteristic or expected for normal engine operation. The throttle position and MAF readings are expected to be stable at idle and increase with the elevated engine RPM. The throttle positions should not fluctuate at idle, and remain at values equivalent to idle during the elevated engine RPM. Furthermore, the throttle position readings should not be near full throttle opening (100% open) at idle or during the elevated engine RPM. The MAF should not rise and drop at idle, and fluctuate at and below values equivalent to idle during the elevated engine RPM. The MAP readings are expected to be stable at idle and decrease with the elevated engine RPM. The MAP readings should not unexpectedly rise and drop at idle, and fluctuate at values equivalent to idle during the elevated engine RPM. These readings are not characteristic or expected for normal engine operation. The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required to the 2002 Chevrolet Impala LS being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

///

Clean Plug #9

65. On or about January 23, 2025, a 2004 Chevrolet Avalanche C1500, VIN #3GNEC12T34G166368, was tested and smog certificate #UI808666C was issued under licensed Smog Check Inspector #EO146244, Respondent Anton.

66. The Dynamic Data Charts for the 2004 Chevrolet Avalanche C 1500 shows that between time stamp 354 and 21869, the engine RPM is held steady above 568 RPM. During this time, the data shows that the throttle drops from 14.1% to 12.9% then ultimately rises to 16.5% opening, the MAP drops from 45 kPa to 33 kPa then ultimately rises to 43 kPa, and the MAF drops from 3.59 gps to 2.98 gps, rises to 4.70gps then drops to 4.59 gps. After time stamp 21869, the engine RPM is increased and then held steady above 2121 RPM. From the time the engine RPM rises to the higher steady RPMs, the data shows that the throttle drops from 14.5% to 12.9% then ultimately rises to 14.9% opening, the MAP drops from 43 kPa to 35 kPa then rises to 42 kPa and ultimately drops to 37 kPa, and the MAF rises from 4.98 gps to 5.09 gps then ultimately drops to 3.37 gps.

67. The steady idle and elevated engine RPMs along with the improbable throttle positions, MAP, and MAF readings are not characteristic or expected for normal engine operation. The throttle position and MAF readings are expected to be stable at idle and increase with the elevated engine RPM. The throttle positions should not unexpectedly drop and rise at idle, and remain at values equivalent to idle during the elevated engine RPM. The MAF reading should not remain at values equivalent to idle during the elevated engine RPM. The MAP readings are expected to be stable at idle and decrease with the elevated engine RPM. The MAP reading should not unexpectedly drop and rise, and remain at values equivalent to idle during the elevated engine RPM. These readings are not characteristic or expected for normal engine operation. The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required to the 2004 Chevrolet Avalanche C1500 being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

///

///

Clean Plug #10

68. On or about January 21, 2025, a 2006 Chevrolet Express G1500, VIN #1GCEG15X561130890, was tested and smog certificate #UI808659C was issued under licensed Smog Check Inspector #EO146244, Respondent Anton.

69. The Dynamic Data Charts for the 2006 Chevrolet Express G1500 shows that between time stamp 335 and 17896, the engine RPM is held steady above 633 RPM. During this time, the data shows that the throttle rises from 2.0% to 4.7% then ultimately drops to 0.8% opening, the MAP drops from 37 kPa to 32 kPa rises to 39 kPa then drops to 38 kPa, and the MAF ultimately rises from 5.35 gps to 6.93 gps. After time stamp 17896, the engine RPM increases and then held steady above 1720 RPM. From the time the engine RPM rises to the higher steady RPMs, the data shows that the throttle rises from 3.5% to 4.3% then ultimately drops to 0.8% opening, the MAP rises from 33 kPa to 42 kPa then ultimately drops to 36 kPa, and the MAF ultimately drops from 5.90 gps to 5.51 gps then rises to 6.26 gps.

70. 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 MAF readings are expected to be stable at idle and increase with the elevated engine RPM. The throttle positions should not rise and drop at idle, and remain at values equivalent to idle during the elevated engine RPM. The MAF readings should not unexpectedly rise at idle, and remain at values equivalent to idle during the elevated engine RPM. The MAP readings are expected to be stable at idle and decrease with the elevated engine RPM. The MAP readings should not unexpectedly drop and rise at idle, and remain at and above values equivalent to idle during the elevated engine RPM. These readings are not characteristic or expected for normal engine operation. The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required to the 2006 Chevrolet Express G1500 being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

71. On or about January 30, 2023, a prior Smog Check inspection was performed on the 2006 Chevrolet Express G1500 at a different station. The 2006 Chevrolet Express G1500 was tested and passed the Smog Check inspection. The Dynamic Data Charts for the 2006 Chevrolet

Express G1500 shows that between time stamp 374 and 22260, the engine RPM is steady at above 676 RPM. During this time, the data shows that the throttle is steady at 0.0% opening, the MAP is stable between 37 kPa and 38 kPa, and the MAF is stable between 5.51 gps and 5.59 gps. After time stamp 22260, the data shows the RPM oscillates, stabilizes, then increased and then held steady above 1503 RPM. From the time the engine RPM increases from off idle to the higher steady RPMs, the data shows that the throttle is steady at 5.1 % opening, the MAP is steady at 29 kPa, and the MAF is stable between 10.24 gps and 10.28 gps. The Dynamic data collected during the test shows the expected change in throttle, MAP, and MAF. The readings were consistent with normal engine operation.

Station Inspection

72. On or about February 13, 2026, a Bureau representative conducted a station inspection at Respondent Antons Auto Repair and requested Respondent Anton provide copies of the estimates/invoices and VIRs for the ten (10) vehicles identified above. On or about February 18, 2026, a Bureau representative returned to Respondent Antons Auto Repair and Respondent Anton provided the Bureau representative with the requested records for the ten (10) vehicles identified above. Respondent Anton confirmed that he issued and signed the Smog Check Certificates of Compliance for each of the ten (10) vehicles identified above using his Smog Check Inspector Technician identification information. Respondent Anton also confirmed that he is the only person who has access and control of his BAR Access Code, BAR Technician Badge, and/or Biometrics. Respondent Anton confirmed that when he performs Smog Check inspections of vehicles, he is the only one performing the inspection, and that no other individuals can perform Smog Check inspections at his facility.

FIRST CAUSE FOR DISCIPLINE

(Untrue or Misleading Statements – Respondent Antons Auto Repair)

73. Respondent Antons Auto Repair's Automotive Repair Dealer Registration is subject to disciplinary action under Code section 9884.7, subdivision (a)(1), in that, with respect to the ten (10) vehicles identified above, Respondent Antons Auto Repair made or authorized statements which they knew, or in the exercise of reasonable care should have known to be untrue

or misleading, as follows: Respondent Antons Auto Repair certified that these vehicles had passed inspection and were in compliance with applicable laws and regulations, when in fact, Respondent Antons Auto Repair conducted the inspections on the vehicles using the clean plugging method in order to issue smog certificates of compliance for the vehicles. Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 31-72, as though fully set forth herein.

SECOND CAUSE FOR DISCIPLINE

(Fraud – Respondent Antons Auto Repair)

74. Respondent Antons Auto Repair's Automotive Repair Dealer Registration is subject to disciplinary action under Code section 9884.7, subdivision (a)(4), in that, with respect to the ten (10) vehicles identified above, Respondent Antons Auto Repair committed acts which constitute fraud by issuing electronic smog certificates of compliance for these vehicles without performing bona fide inspections of the emissions control devices and systems on those vehicles, thereby depriving the People of the State of California of the protection afforded by the Motor Vehicle Inspection Program. Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 31-72, as though fully set forth herein.

THIRD CAUSE FOR DISCIPLINE

(Material Violation of Automotive Repair Act – Respondent Antons Auto Repair)

75. Respondent Antons Auto Repair's Smog Check, Test-and-Repair, Station License is subject to disciplinary action under Code section 9884.7, subdivision (a)(6), in that, with respect to the ten (10) vehicles identified above, Respondent Antons Auto Repair failed in a material respect to comply with the provisions of this chapter or regulations adopted pursuant to it by issuing electronic smog certificates of compliance for these vehicles without performing bona fide inspections of the emissions control devices and systems on those vehicles, thereby depriving the People of the State of California of the protection afforded by the Motor Vehicle Inspection Program. Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 31-72, as though fully set forth herein.

///

FOURTH CAUSE FOR DISCIPLINE

(Violations of the Motor Vehicle Inspection Program – Respondent Antons Auto Repair)

76. Respondent Antons Auto Repair's Smog Check, Test-and-Repair, Station License is subject to disciplinary action under Health and Safety Code section 44072.2, subdivision (a), in that, with respect to the ten (10) vehicles identified above, Respondent Antons Auto Repair failed to comply with the following sections of the Health and Safety Code:

a. **Section 44012:** Respondent Antons Auto Repair failed to ensure that the emission control tests were performed on the vehicles in accordance with procedures prescribed by the Bureau.

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

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

Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 31-72, as though fully set forth herein.

FIFTH CAUSE FOR DISCIPLINE

(Failure to Comply with Regulations Pursuant to the Motor Vehicle Inspection Program – Respondent Antons Auto Repair)

77. Respondent Antons Auto Repair's Smog Check, Test-and-Repair, Station License is subject to disciplinary action under Health and Safety Code section 44072.2, subdivision (c), in that, with respect to the ten (10) vehicles identified above, Respondent Antons Auto Repair failed to comply with provisions of the California Code of Regulations, title 16, as follows:

a. **Section 3340.24, subdivision (c):** Respondent Antons Auto Repair issued false or fraudulent certificates of compliance for the vehicles.

///

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

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

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

e. **Section 3373:** Respondent Antons Auto Repair 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 31-72, as though fully set forth herein.

SIXTH CAUSE FOR DISCIPLINE

(Dishonesty, Fraud, or Deceit – Respondent Antons Auto Repair)

78. Respondent Antons Auto Repair's Smog Check, Test-and-Repair, Station License is subject to disciplinary action under Health and Safety Code section 44072.2, subdivision (d), in conjunction with Health and Safety Code section 44072.10, subdivision (c), in that, with respect to the ten (10) vehicles identified above, Respondent Antons Auto Repair 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 31-72, as though fully set forth herein.

///

///

///

SEVENTH CAUSE FOR DISCIPLINE

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

79. Respondent Anton's Smog Check Inspector License and Smog Check Repair Technician License are subject to disciplinary action under Health and Safety Code section 44072.2, subdivision (a), in that, with respect to the ten (10) vehicles identified above, Respondent Anton violated the following Health and Safety Code sections:

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

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

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

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

Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 31-72, as though fully set forth herein.

EIGHTH CAUSE FOR DISCIPLINE

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

80. Respondent Anton's Smog Check Inspector License and Smog Check Repair Technician License are subject to disciplinary action under Health and Safety Code section 44072.2, subdivision (c), in that, with respect to the ten (10) vehicles identified above, Respondent Anton failed to comply with provisions of the California Code of Regulations, title 16, as follows:

///

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

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

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

d. **Section 3340.42:** Respondent Anton 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 31-72, as though fully set forth herein.

NINTH CAUSE FOR DISCIPLINE

(Dishonesty, Fraud, or Deceit – Respondent Anton)

81. Respondent Anton's Smog Check Inspector License and Smog Check Repair Technician License are subject to disciplinary action under Health and Safety Code section 44072.2, subdivision (d), in conjunction with Health and Safety Code section 44072.10, subdivision (c), in that, with respect to the ten (10) vehicles identified above, Respondent Anton 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 31-72, as though fully set forth herein.

OTHER MATTERS

82. 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 Antons Auto Repair, upon a finding that it has, or is, engaged in a course of repeated and willful violations of the laws and regulations pertaining to an

automotive repair dealer.

83. Pursuant to Health and Safety Code section 44072.8, if Smog Check, Test-and-Repair, Station License No. RC 210797, issued to Respondent Antons Auto Repair, is revoked or suspended, 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.

84. Pursuant to Health and Safety Code section 44072.8, if Smog Check Inspector License No. EO 146244 and/or Smog Check Repair Technician License No. EI 146244, issued to Respondent Anton, is revoked or suspended, 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.

PRAYER

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

1. Revoking or suspending Automotive Repair Dealer Registration Number ARD 210797, issued to Carlos Jose Anton, dba Antons Auto Repair;

2. Revoking or suspending any other automotive repair dealer registration issued to Carlos Jose Anton;

3. Revoking or suspending Smog Check, Test-and-Repair, Station License Number RC 210797, issued to Carlos Jose Anton, dba Antons Auto Repair;

4. Revoking or suspending any additional license issued under Chapter 5 of Part 5 of Division 26 of the Health and Safety Code in the name of Carlos Jose Anton;

5. Revoking or suspending Smog Check Inspector License Number EO 146244, issued to Carlos Jose Anton;

6. Revoking or suspending Smog Check Repair Technician License Number El 146244, issued to Carlos Jose Anton;

///

7. Revoking or suspending any additional license issued under Chapter 5 of Part 5 of Division 26 of the Health and Safety Code in the name of Carlos Jose Anton;

8. Ordering Antons Auto Repair and Carlos Jose Anton to pay the Bureau of Automotive Repair the reasonable costs of the investigation and enforcement of this case, pursuant to Business and Professions Code section 125.3 and if placed on probation, the costs of probation monitoring; and,

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

DATED: As of Digital Signature Date

Dorais, Patrick@DCA

Digitally signed by Dorais, Patrick@DCA
Date: 2026.07.03 10:26:54 -07'00'

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

LA2026601084
68488256