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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. 79/25-21940

13 **G'S SMOG AND REPAIR**
14 **FABIAN GARCIA, PARTNER**
15 **DARIO GARIBAY, PARTNER**
16 14306 W Whitesbridge Avenue
17 Kerman, CA 93630

ACCUSATION

18 **Automotive Repair Dealer Registration**
19 **No. ARD 295757**
20 **Smog Check, Test-and-Repair, Station License**
21 **No. RC 295757,**

22 **FABIAN GARCIA**
23 389 Carmel Drive
24 Kerman, CA 93630

25 **Smog Check Inspector License No.**
26 **EO 639124**
27 **Smog Check Repair Technician License**
28 **No. EI 639124**
Vehicle Safety Technician License
No. ST 639124,

and

29 **DARIO GARIBAY MARAVILLA**
30 PO Box 1482
31 San Joaquin, CA 93660

Smog Check Inspector License No. EO 638259

Respondents.

PARTIES

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

3 **Automotive Repair Dealer Registration**

4 2. On or about October 28, 2019, the Bureau issued Automotive Repair Dealer
5 Registration Number ARD 295757 to G's Smog and Repair (Respondent G's Smog) with Fabian
6 Garcia (Respondent Garcia) and Dario Garibay Maravilla (Respondent Maravilla) as Partners.
7 The Automotive Repair Dealer Registration was in full force and effect at all times relevant to the
8 charges brought herein and will expire on October 31, 2026, unless renewed.

9 **Smog Check, Test-and-Repair, Station License**

10 3. On or about November 21, 2019, the Bureau issued Smog Check, Test-and-Repair,
11 Station License Number RC 295757 to Respondent G's Smog. The Smog Check, Test-and-
12 Repair, Station License was in full force and effect at all times relevant to the charges brought
13 herein and will expire on October 31, 2026, unless renewed.

14 **Smog Check Inspector License- Respondent Garcia**

15 4. On or about May 20, 2016, the Bureau issued Smog Check Inspector License Number
16 EO 639124 to Respondent Garcia. The Smog Check Inspector License was in full force and
17 effect at all times relevant to the charges brought herein and will expire on February 29, 2028,
18 unless renewed.

19 **Smog Check Repair Technician License- Respondent Garcia**

20 5. On or about October 22, 2018, the Bureau issued Smog Check Repair Technician
21 License Number EI 639124 to Respondent Garcia. The Smog Check Repair Technician License
22 was in full force and effect at all times relevant to the charges brought herein and will expire on
23 February 28, 2027, unless renewed.

24 **Vehicle Safety System Technician License- Respondent Garcia**

25 6. On or about March 4, 2025, the Bureau of Automotive issued Vehicle Safety
26 Technician License Number ST 639124 to Respondent Garcia. The Vehicle Safety Technician
27 License was in full force and effect at all times relevant to the charges brought herein and will
28

1 expire on February 28, 2027, unless renewed.

2 **Smog Check Inspector License- Respondent Maravilla**

3 7. On or about June 22, 2015, the Bureau issued Smog Check Inspector License Number
4 EO 638259 to Respondent Maravilla. The Smog Check Inspector License was in full force and
5 effect at all times relevant to the charges brought herein and will expire on September 30, 2027,
6 unless renewed.

7 **JURISDICTION**

8 8. This Accusation is brought before the Director for the Bureau (Director) under the
9 authority of the following laws. All section references are to the Business and Professions Code
10 (Code) unless otherwise indicated.

11 9. Code section 477 provides, in pertinent part, that Board includes bureau, commission,
12 committee, department, division, examining committee, program, and agency. License includes
13 certificate, registration, or other means to engage in a business or profession regulated by the
14 Code.

15 10. Code section 9884.13 states, "The expiration of a valid registration shall not deprive
16 the director or chief of jurisdiction to proceed with any investigation or disciplinary proceeding
17 against an automotive repair dealer or to render a decision invalidating a registration temporarily
18 or permanently."

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

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

26 13. Health & Saf. Code section 44072.8 states that when a license has been revoked or
27 suspended following a hearing under this article, any additional licenses issued under this chapter
28 in the name of the licensee may be likewise revoked or suspended by the Director.

STATUTORY PROVISIONS

14. Code section 9884.7 states, in pertinent part:

(a) The director, where 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 which constitutes fraud.

...

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

...

(c) Notwithstanding subdivision (b), the director may suspend, revoke or place on probation the registration for all places of business operated in this state by an automotive repair dealer upon a finding that the automotive repair dealer has, or is, engaged in a course of repeated and willful violations of this chapter, or regulations adopted pursuant to it....

15. Code section 9884.11 states:

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.

16. Code section 9889.22 states:

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.

17. Code section 9889.3 of the 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:

...

(c) Violates any of the regulations promulgated 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.

...

18. Health & Saf. Code section 44012, states, in pertinent part:

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. 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.

...

(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 findings of Section 44001. The visual or functional check shall be performed in accordance with the procedures as prescribed by the department....

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

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

21. Health & Saf. Code section 44059 states:

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.

22. Health & Saf. 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 [the Motor Vehicle Inspection Program (Health and Safety Code, § 44000, et seq.)] 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....

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

...

(c) The department shall revoke the license of any smog check technician or station license 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:

...

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

REGULATORY PROVISIONS

24. California Code of Regulations, title 16 (CCR), section 3340.30 states, 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. CCR section 3340.35, 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. The following conditions shall apply....

26. CCR section 3340.41, states, in pertinent part:

...

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

27. CCR section 3340.42, states:

Smog check inspection methods are prescribed in the Smog Check Manual, referenced by section 3340.45.

(a) All vehicles subject to a smog check inspection, shall receive one of the following test methods:

(1) A loaded-mode test shall be the test method used to inspect 1976 - 1999 model-year vehicle, except diesel-powered, registered in the enhanced program areas of the state. The loaded-mode test shall measure hydrocarbon, carbon monoxide, carbon dioxide and oxides of nitrogen emissions, as contained in the bureau's specifications referenced in subsection (a) of Section 3340.17 of this article. The loaded-mode test shall use Acceleration Simulation Mode (ASM) test equipment, including a chassis dynamometer, certified by the bureau.

On and after March 31, 2010, exhaust emissions from a vehicle subject to this inspection shall be measured and compared to the emissions standards shown in the Vehicle Look-up Table (VLT) Row Specific Emissions Standards (Cutpoints) Table, dated March 2010, which is hereby incorporated by reference. If the emissions standards for a specific vehicle are not included in this table then the exhaust emissions shall be compared to the emissions standards set forth in TABLE I or TABLE II, as applicable. A vehicle passes the loaded-mode test if all of its measured emissions are less than or equal to the applicable emission standards specified in the applicable table.

(2) A two-speed idle mode test shall be the test method used to inspect 1976 - 1999 model-year vehicles, except diesel-powered, registered in all program areas of the state, except in those areas of the state where the enhanced program has been implemented. The two-speed idle mode test shall measure hydrocarbon, carbon monoxide and carbon dioxide emissions at high RPM and again at idle RPM, as contained in the bureau's specifications referenced in subsection (a) of Section 3340.17 of this article. Exhaust emissions from a vehicle subject to this inspection shall be measured and compared to the emission standards set forth in this section and as shown in TABLE III. A vehicle passes the two-speed idle mode test if all of its measured emissions are less than or equal to the applicable emissions standards specified in Table III.

(3) An OBD-focused test, shall be the test method used to inspect gasoline-powered vehicles 2000 model-year and newer, and diesel-powered vehicles 1998 model-year and newer. The OBD test failure criteria are specified in section 3340.42.2.

(b) In addition to subsection (a), all vehicles subject to the smog check program shall receive the following:

(1) A visual inspection of emission control components and systems to verify

the vehicle's emission control systems are properly installed.

(2) A functional inspection of emission control systems as specified in the Smog Check Manual, referenced by section 3340.45, which may include an OBD test, to verify their proper operation.

(c) The bureau may require any combination of the inspection methods in sections (a) and (b) under any of the following circumstances:

(1) Vehicles that the department randomly selects pursuant to Health and Safety Code section 44014.7 as a means of identifying potential operational problems with vehicle OBD systems.

(2) Vehicles identified by the bureau as being operationally or physically incompatible with inspection equipment.

(3) Vehicles with OBD systems that have demonstrated operational problems.

(d) Pursuant to section 39032.5 of the Health and Safety Code, gross polluter standards are as follows:

(1) A gross polluter means a vehicle with excess hydrocarbon, carbon monoxide, or oxides of nitrogen emissions pursuant to the gross polluter emissions standards included in the tables described in subsection (a), as applicable.

(2) Vehicles with emission levels exceeding the emission standards for gross polluters during an initial inspection will be considered gross polluters and the provisions pertaining to gross polluting vehicles will apply, including, but not limited to, sections 44014.5, 44015, and 44081 of the Health and Safety Code.

(3) A gross polluting vehicle shall not be passed or issued a certificate of compliance until the vehicle's emissions are reduced to or below the applicable emissions standards for the vehicle included in the tables described in subsection (a), as applicable. However, the provisions described in section 44017 of the Health and Safety Code may apply.

(4) This subsection applies in all program areas statewide to vehicles requiring inspection pursuant to sections 44005 and 44011 of the Health and Safety Code.

28. CCR 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

29. Code section 125.3 provides, in pertinent part, that the Bureau may request the administrative law judge to direct a licensee found to have committed a violation or violations of

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

5 **UPDATED SMOG CHECK PROGRAM – ON BOARD DIAGNOSTIC SYSTEM**

6 30. On or about March 9, 2015, California's Smog Check Program was updated to keep
7 pace with ever-advancing technology. The program update requires the use of an On-Board
8 Diagnostic Inspection System (BAR-OIS). BAR-OIS is the smog check equipment required in all
9 areas of the State when inspecting most model-year 2000 and newer gasoline and hybrid vehicles
10 and most 1998 and newer diesel vehicles. The system consists of a certified Data Acquisition
11 Device (DAD), computer, bar code scanner, and printer.

12 31. The DAD is an On-Board Diagnostic (OBD) scan tool that, when requested by the
13 California BAR-OIS software, retrieves OBD data from the vehicle. The DAD connects between
14 the BAR-OIS computer and the vehicle's diagnostic link connector. The bar code scanner is used
15 to input technician information, the vehicle identification number, and the Department of Motor
16 Vehicle (DMV) renewal information. The vehicle identification number (VIN) that is physically
17 present on all vehicles is required to be programmed into the vehicle's On-Board Diagnostics —
18 Generation II (OBD II) on 2005 and newer vehicles, and on many occasions was programmed
19 into the OBD II computer in earlier model-years. The electronically programmed VIN is referred
20 to as the “eVIN”, is captured by the Bureau during a smog check inspection and should match the
21 physical VIN on the vehicle. The printer is used to provide a vehicle inspection report, which
22 shows the inspection results and the Smog Check Certificate of Compliance Number for passing
23 vehicles. Data retrieved and recorded during an OIS smog check includes the eVIN, the
24 communication protocol¹, and the number of Parameter Identifications (PID)².

25
26 ¹ The OBD II communication protocol describes the specified communication “language” used by
27 the OBD II computer to communication to scan tools and other devices such as the BAR-OIS. The
28 communication protocol is programmed into the vehicle's on-board computer during manufacture and does
not change.

² PIDs are data points reported by the vehicle's on-board computer to a scan tool or BAR-OIS,
such as engine speed, vehicle speed, engine temperature, etc. The PID count is the number of data points.

REVIEW OF OIS TEST DATA

32. Bureau representative R.P. reviewed BAR-OIS test data pertaining to smog inspections conducted at Respondent G's Smog's facility. R.P. found that Respondent Garcia and Respond Maravilla had performed smog check inspections on twelve vehicles identified below using a method known as "clean plugging,"³ resulting in the issuance of fraudulent certificates of compliance for the vehicles.

Vehicle 1

33. BAR-OIS test data showed that on February 21, 2025, Respondent Garcia performed a smog check inspection on a 2003 Chevrolet Silverado (Vehicle 1), resulting in the issuance of Certificate of Compliance No. JD523326C. The OIS test details for Vehicle 1 showed that the eVIN recorded during the inspection did not match the physical VIN on Vehicle 1. The PID count recorded during the inspection on Vehicle 1 was not consistent with the PID count for the make and model of this vehicle by other smog check stations.

34. R.P. utilized the Bureau's database and found that Vehicle 1 had been previously tested and passed inspection on February 28, 2023, at Respondent G's Smog's facility. The BAR-OIS test data from that inspection showed the eVIN had been transmitted as expected, and the communication protocol and PID count had been consistent with the make and model of Vehicle 1.

35. R.P. utilized the Bureau's database and found that the eVIN transmitted during the inspection of Vehicle 1 on February 21, 2025, matched a 2005 Chevrolet Trailblazer. The communication protocol and PID count transmitted to the Bureau's database during the inspection of Vehicle 1 were consistent with the communication protocol and PID count for the 2005 Chevrolet Trailblazer. R.P. concluded that Respondent Garcia had used the 2005 Chevrolet Trailblazer's properly functioning OBD II system during the smog inspection of Vehicle 1, resulting in the issuance of a fraudulent smog certificate of compliance for Vehicle 1.

³ Clean plugging is the use of a vehicle's properly functioning OBD II system, or another source, to generate passing diagnostic readings for the purpose of issuing a fraudulent smog certificate of compliance to another vehicle that is not in compliance with the Smog Check Program and/or is not present for testing.

Vehicle 2

36. BAR-OIS test data showed that on February 28, 2025, Respondent Garcia performed a smog check inspection on a 2001 Chevrolet Silverado (Vehicle 2), resulting in the issuance of Certificate of Compliance No. UK393538C. The OIS test details for Vehicle 2 showed that the eVIN recorded during the inspection did not match the physical VIN on Vehicle 2. The PID count recorded during the inspection on Vehicle 2 was not consistent with the PID count for the make and model of this vehicle by other smog check stations.

37. R.P. utilized the Bureau's database and found that Vehicle 1 had been previously tested and failed inspection on July 23, 2024, at a different facility. The BAR-OIS test data from that inspection showed the eVIN had been transmitted as expected, and the communication protocol and PID count had been consistent with the make and model of Vehicle 2.

38. R.P. utilized the Bureau's database and found that the eVIN transmitted during the inspection of Vehicle 2 on February 28, 2025, matched a 2005 Chevrolet Trailblazer. The communication protocol and PID count transmitted to the Bureau's database during the inspection of Vehicle 2 were consistent with the communication protocol and PID count for the 2005 Chevrolet Trailblazer. R.P. concluded that Respondent Garcia had used the 2005 Chevrolet Trailblazer's properly functioning OBD II system during the smog inspection of Vehicle 2, resulting in the issuance of a fraudulent smog certificate of compliance for Vehicle 2.

Vehicle 3

39. BAR-OIS test data showed that on March 5, 2025, Respondent Maravilla performed a smog check inspection on a 2016 Chevrolet Cruze (Vehicle 3), resulting in the issuance of Certificate of Compliance No. UK547194C. The OIS test details for Vehicle 3 showed that the eVIN recorded during the inspection did not match the physical VIN on Vehicle 3. The PID count recorded during the inspection on Vehicle 3 was not consistent with the PID count for the make and model of this vehicle by other smog check stations.

40. R.P. utilized the Bureau's database and found that Vehicle 3 had been previously tested and passed inspection on August 19, 2024, at a different facility. The BAR-OIS test data from that inspection showed the eVIN had been transmitted as expected, and the communication

1 protocol and PID count had been consistent with the make and model of Vehicle 3.

2 41. R.P. utilized the Bureau's database and found that the eVIN transmitted during the
3 inspection of Vehicle 3 on March 5, 2025, matched a 2005 Chevrolet Trailblazer. The
4 communication protocol and PID count transmitted to the Bureau's database during the
5 inspection of Vehicle 3 were consistent with the communication protocol and PID count for the
6 2005 Chevrolet Trailblazer. R.P. concluded that Respondent Maravilla had used the 2005
7 Chevrolet Trailblazer's properly functioning OBD II system during the smog inspection of
8 Vehicle 3, resulting in the issuance of a fraudulent smog certificate of compliance for Vehicle 3.

9 **Vehicle 4**

10 42. BAR-OIS test data showed that on April 10, 2025, Respondent Garcia performed a
11 smog check inspection on a 2007 Cadillac Escalade (Vehicle 4), resulting in the issuance of
12 Certificate of Compliance No. UM498509C. The OIS test details for Vehicle 4 showed that the
13 eVIN recorded during the inspection did not match the physical VIN on Vehicle 4. The PID count
14 recorded during the inspection on Vehicle 4 was not consistent with the PID count for the make
15 and model of this vehicle by other smog check stations.

16 43. R.P. utilized the Bureau's database and found that Vehicle 4 had been previously
17 tested and passed inspection on January 14, 2023, at a different facility. The BAR-OIS test data
18 from that inspection showed the eVIN had been transmitted as expected, and the communication
19 protocol and PID count had been consistent with the make and model of Vehicle 4.

20 44. R.P. utilized the Bureau's database and found that the eVIN transmitted during the
21 inspection of Vehicle 4 on April 10, 2025, matched a 2008 Chevrolet Silverado. The
22 communication protocol and PID count transmitted to the Bureau's database during the
23 inspection of Vehicle 4 were consistent with the communication protocol and PID count for the
24 2008 Chevrolet Silverado. R.P. concluded that Respondent Garcia had used the 2008 Chevrolet
25 Silverado's properly functioning OBD II system during the smog inspection of Vehicle 4,
26 resulting in the issuance of a fraudulent smog certificate of compliance for Vehicle 4.

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1 **Vehicle 5**

2 45. BAR-OIS test data showed that on April 17, 2025, Respondent Maravilla performed a
3 smog check inspection on a 2008 Chevrolet Silverado (Vehicle 5), resulting in the issuance of
4 Certificate of Compliance No. UM688614C. The OIS test details for Vehicle 5 showed that the
5 eVIN recorded during the inspection did not match the physical VIN on Vehicle 5. The PID count
6 recorded during the inspection on Vehicle 5 was not consistent with the PID count for the make
7 and model of this vehicle by other smog check stations.

8 46. R.P. utilized the Bureau's database and found that Vehicle 5 had been previously
9 tested and passed inspection on March 30, 2023, at a Respondent G's Smog's facility. The BAR-
10 OIS test data from that inspection showed the eVIN had been transmitted as expected, and the
11 communication protocol and PID count had been consistent with the make and model of Vehicle
12 5.

13 47. R.P. utilized the Bureau's database and found that the eVIN transmitted during the
14 inspection of Vehicle 5 on April 17, 2025, matched a 2007 Cadillac Escalade. The
15 communication protocol and PID count transmitted to the Bureau's database during the
16 inspection of Vehicle 5 were consistent with the communication protocol and PID count for the
17 2007 Cadillac Escalade. R.P. concluded that Respondent Maravilla had used the 2007 Cadillac
18 Escalade's properly functioning OBD II system during the smog inspection of Vehicle 5,
19 resulting in the issuance of a fraudulent smog certificate of compliance for Vehicle 5.

20 **Vehicle 6**

21 48. BAR-OIS test data showed that on April 30, 2025, Respondent Garcia performed a
22 smog check inspection on a 2006 Chevrolet Equinox (Vehicle 6), resulting in the issuance of
23 Certificate of Compliance No. UO006635C. The OIS test details for Vehicle 6 showed that the
24 eVIN recorded during the inspection did not match the physical VIN on Vehicle 6. The PID
25 count recorded during the inspection on Vehicle 6 was not consistent with the PID count for the
26 make and model of this vehicle by other smog check stations.

27 49. R.P. utilized the Bureau's database and found that Vehicle 6 had been previously
28 tested and passed inspection on March 1, 2023, at a different facility. The BAR-OIS test data

1 from that inspection showed the eVIN had been transmitted as expected, and the communication
2 protocol and PID count had been consistent with the make and model of Vehicle 6.

3 50. R.P. utilized the Bureau's database and found that the eVIN transmitted during the
4 inspection of Vehicle 6 on April 30, 2025, matched a 2007 Cadillac Escalade. The
5 communication protocol and PID count transmitted to the Bureau's database during the
6 inspection of Vehicle 6 were consistent with the communication protocol and PID count for the
7 2007 Cadillac Escalade. R.P. concluded that Respondent Garcia had used the 2007 Cadillac
8 Escalade's properly functioning OBD II system during the smog inspection of Vehicle 6,
9 resulting in the issuance of a fraudulent smog certificate of compliance for Vehicle 6.

10 **Vehicle 7**

11 51. BAR-OIS test data showed that on July 25, 2025, Respondent Garcia performed a
12 smog check inspection on a 2005 Nissan Pathfinder (Vehicle 7), resulting in the issuance of
13 Certificate of Compliance No. US44241C. The OIS test details for Vehicle 7 showed that the
14 eVIN recorded during the inspection did not match the physical VIN on Vehicle 7.

15 52. R.P. utilized the Bureau's database and found that Vehicle 7 had been previously
16 tested and passed inspection on September 23, 2023, at Respondent G's Smog facility. The
17 BAR-OIS test data from that inspection showed the eVIN had been transmitted as expected, and
18 the communication protocol and PID count had been consistent with the make and model of
19 Vehicle 7.

20 53. R.P. utilized the Bureau's database and found that the eVIN transmitted during the
21 inspection of Vehicle 7 on July 25, 2025, matched a 2004 Chevrolet Silverado. The
22 communication protocol and PID count transmitted to the Bureau's database during the
23 inspection of Vehicle 7 were consistent with the communication protocol and PID count for the
24 2004 Chevrolet Silverado. R.P. concluded that Respondent Garcia had used the 2004 Chevrolet
25 Silverado's properly functioning OBD II system during the smog inspection of Vehicle 7,
26 resulting in the issuance of a fraudulent smog certificate of compliance for Vehicle 7.

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Vehicle 8

54. BAR-OIS test data showed that on September 4, 2025, Respondent Garcia performed a smog check inspection on a 2012 Jeep Grand Cherokee (Vehicle 8), resulting in the issuance of Certificate of Compliance No. US901638C. The OIS test details for Vehicle 8 showed that the eVIN recorded during the inspection did not match the physical VIN on Vehicle 8. The PID count recorded during the inspection on Vehicle 8 was not consistent with the PID count for the make and model of this vehicle by other smog check stations.

55. R.P. utilized the Bureau's database and found that Vehicle 8 had been previously tested and passed inspection on August 29, 2023, at a different facility. The BAR-OIS test data from that inspection showed the eVIN had been transmitted as expected, and the communication protocol and PID count had been consistent with the make and model of Vehicle 8.

56. R.P. utilized the Bureau's database and found that the eVIN transmitted during the inspection of Vehicle 8 on September 4, 2025, matched a 2011 Audi Q7. The communication protocol and PID count transmitted to the Bureau's database during the inspection of Vehicle 8 were consistent with the communication protocol and PID count for the 2011 Audi Q7. R.P. concluded that Respondent Garcia had used the 2011 Audi Q7's properly functioning OBD II system during the smog inspection of Vehicle 8, resulting in the issuance of a fraudulent smog certificate of compliance for Vehicle 8.

Vehicle 9

57. BAR-OIS test data showed that on September 12, 2025, Respondent Maravilla performed a smog check inspection on a 2010 Acura TSX (Vehicle 9), resulting in the issuance of Certificate of Compliance No. UU244554C. The OIS test details for Vehicle 9 showed that the eVIN recorded during the inspection did not match the physical VIN on Vehicle 9. The PID count recorded during the inspection on Vehicle 9 was not consistent with the PID count for the make and model of this vehicle by other smog check stations.

58. R.P. utilized the Bureau's database and found that Vehicle 9 had been previously tested and passed inspection on November 23, 2024, at a different facility. The BAR-OIS test data from that inspection showed the eVIN had been transmitted as expected, and the

1 communication protocol and PID count had been consistent with the make and model of Vehicle
2 9.

3 59. R.P. utilized the Bureau's database and found that the eVIN transmitted during the
4 inspection of Vehicle 9 on September 12, 2025, matched a 2014 Mercedes-Benz. The
5 communication protocol and PID count transmitted to the Bureau's database during the
6 inspection of Vehicle 9 were consistent with the communication protocol and PID count for the
7 2014 Mercedes-Benz. R.P. concluded that Respondent Maravilla had used the 2014 Mercedes-
8 Benz's properly functioning OBD II system during the smog inspection of Vehicle 9, resulting in
9 the issuance of a fraudulent smog certificate of compliance for Vehicle 9.

10 **Vehicle 10**

11 60. BAR-OIS test data showed that on November 21, 2025, Respondent Garcia
12 performed a smog check inspection on a 2007 Ford F150 (Vehicle 10), resulting in the issuance
13 of Certificate of Compliance No. UW824522C. The OIS test details for Vehicle 10 showed that
14 the eVIN recorded during the inspection did not match the physical VIN on Vehicle 10. The PID
15 count recorded during the inspection on Vehicle 10 was not consistent with the PID count for the
16 make and model of this vehicle by other smog check stations.

17 61. R.P. utilized the Bureau's database and found that Vehicle 10 had been previously
18 tested and passed inspection on October 26, 2021, at a different facility. The BAR-OIS test data
19 from that inspection showed the eVIN had been transmitted as expected, and the communication
20 protocol and PID count had been consistent with the make and model of Vehicle 10.

21 62. R.P. utilized the Bureau's database and found that the eVIN transmitted during the
22 inspection of Vehicle 10 on November 21, 2025, matched a 2002 Ford Mustang. The
23 communication protocol and PID count transmitted to the Bureau's database during the
24 inspection of Vehicle 10 were consistent with the communication protocol and PID count for the
25 2002 Ford Mustang. R.P. concluded that Respondent Garcia had used the 2002 Ford Mustang's
26 properly functioning OBD II system during the smog inspection of Vehicle 10, resulting in the
27 issuance of a fraudulent smog certificate of compliance for Vehicle 10.

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Vehicle 11

63. BAR-OIS test data showed that on November 21, 2025, Respondent Garcia performed a smog check inspection on a 2017 BMW (Vehicle 11), resulting in the issuance of Certificate of Compliance No. UW824531C. The OIS test details for Vehicle 11 showed that the eVIN recorded during the inspection did not match the physical VIN on Vehicle 11. The PID count recorded during the inspection on Vehicle 11 was not consistent with the PID count for the make and model of this vehicle by other smog check stations.

64. R.P. utilized the Bureau's database and found that Vehicle 11 had been previously tested and passed inspection on February 3, 2021, at a different facility. The BAR-OIS test data from that inspection showed the eVIN had been transmitted as expected, and the communication protocol and PID count had been consistent with the make and model of Vehicle 11.

65. R.P. utilized the Bureau's database and found that the eVIN transmitted during the inspection of Vehicle 11 on November 21, 2025, matched a 2011 Audi Q7. The communication protocol and PID count transmitted to the Bureau's database during the inspection of Vehicle 11 were consistent with the communication protocol and PID count for the 2011 Audi Q7. R.P. concluded that Respondent Garcia had used the 2011 Audi Q7's properly functioning OBD II system during the smog inspection of Vehicle 11, resulting in the issuance of a fraudulent smog certificate of compliance for Vehicle 11.

Vehicle 12

66. BAR-OIS test data showed that on November 26, 2025, Respondent Garcia performed a smog check inspection on a 2007 GMC (Vehicle 12), resulting in the issuance of Certificate of Compliance No. UY019560C. The OIS test details for Vehicle 12 showed that the eVIN recorded during the inspection did not match the physical VIN on Vehicle 12. The PID count recorded during the inspection on Vehicle 12 was not consistent with the PID count for the make and model of this vehicle by other smog check stations.

67. R.P. utilized the Bureau's database and found that Vehicle 12 had been previously tested and passed inspection on August 23, 2023, at a different facility. The BAR-OIS test data from that inspection showed the eVIN had been transmitted as expected, and the communication

1 protocol and PID count had been consistent with the make and model of Vehicle 12.

2 68. R.P. utilized the Bureau's database and found that the eVIN transmitted during the
3 inspection of Vehicle 12 on November 26, 2025, matched a 2008 Chevrolet Silverado. The
4 communication protocol and PID count transmitted to the Bureau's database during the
5 inspection of Vehicle 12 were consistent with the communication protocol and PID count for the
6 2008 Chevrolet Silverado. R.P. concluded that Respondent Garcia had used the 2008 Chevrolet
7 Silverado's properly functioning OBD II system during the smog inspection of Vehicle 12,
8 resulting in the issuance of a fraudulent smog certificate of compliance for Vehicle 12.

9 **December 18, 2025, Records Requests**

10 69. On or about December 15, 2025, R.P. contacted Respondent G's Smog and requested
11 all records pertaining the Vehicles 1 through 12 referenced in paragraphs 33 through 68, above.
12 Respondent G's Smog was only able to produce eight of the records requested.

13 **FIRST CAUSE FOR DISCIPLINE**

14 **(Untrue or Misleading Statements)**

15 70. Respondent G's Smog's registration is subject to disciplinary action pursuant to Code
16 section 9884.7, subdivision (a)(1), in conjunction with Code section 9889.22, in that Respondent
17 G's Smog made or authorized statements which Respondent G's Smog knew or in the exercise of
18 reasonable care should have known to be untrue or misleading. Specifically, Respondent G's
19 Smog certified that Vehicles 1 through 12, identified in paragraphs 33 through 68, above, passed
20 inspection and were in compliance with applicable laws and regulations when, in fact, those
21 vehicles had not been properly inspected.

22 **SECOND CAUSE FOR DISCIPLINE**

23 **(Fraud)**

24 71. Respondent G's Smog's registration is subject to disciplinary action pursuant to Code
25 section 9884.7, subdivision (a)(4), in that Respondent G's Smog committed acts that constituted
26 fraud by issuing electronic smog certificates of compliance for Vehicles 1 through 12, identified
27 in paragraphs 33 through 68, above, without ensuring that bona fide inspections had been
28 performed of the emission control devices and systems on the vehicles, thereby depriving the

1 People of the State of California of the protection afforded by the Motor Vehicle Inspection
2 Program.

3 **THIRD CAUSE FOR DISCIPLINE**

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

5 72. Respondent G's Smog's registration is subject to disciplinary action pursuant Code
6 section 9884.7, subdivision (a)(6), in that Respondent G's Smog failed in a material respect to
7 comply with the provisions of the chapter or regulations adopted pursuant to it when Respondent
8 G's Smog issued electronic certificates of compliance for Vehicles 1 through 12, identified in
9 paragraphs 33 through 68, above, without performing bona fide inspections of the emission
10 control devices and systems on those vehicles, thereby depriving the People of the State of
11 California of the protection afforded by the Motor Vehicle Inspection Program.

12 **FOURTH CAUSE FOR DISCIPLINE**

13 **(Failure to Produce Maintenance and Repair Records)**

14 73. Respondent G's Smog's registration is subject to disciplinary action pursuant to Code
15 section 9884.11 in that Respondent G's Smog failed to maintain and produce complete records
16 regarding Vehicles 1 through 12, as set forth in paragraph 69, above.

17 **FIFTH CAUSE FOR DISCIPLINE**

18 **(Violations of Regulations Pursuant to the Motor Vehicle Inspection Program)**

19 74. Respondent G's Smog's smog check, test only, station license is subject to
20 disciplinary action pursuant to Health & Saf. Code section 44072.2, subdivision (c), in that
21 Respondent G's Smog failed to comply with the following sections of the CCR's:

22 a. **Section 3340.35, subdivision (c)**: Respondent G's Smog failed to inspect and
23 test Vehicles 1 through 12 in accordance with the procedures specified in section 3340.42 of the
24 CCR and failed to ensure that the vehicles had all the required emission control equipment and
25 devices installed and functioning correctly.

26 b. **Section 3373**: Respondent G's Smog made or authorized documents which it
27 knew or which by exercise of reasonable care should have known to be untrue or misleading,
28 when Respondent issued fraudulent smog certificates of compliance for Vehicles 1 through 12.

1 **SIXTH CAUSE FOR DISCIPLINE**

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

3 75. Respondent G's Smog's smog check, test only, station license is subject to
4 disciplinary action pursuant to Health & Saf. Code section 44072.2, subdivision (a), in that with
5 regards to Vehicles 1 through 12 identified in paragraphs 33 through 68, above, Respondent G's
6 Smog failed to comply with the Health & Saf. Code, as follows:

7 a. **Health & Saf. Code, section 44012:** Respondent G's Smog failed to ensure
8 that the emission control tests were performed on the vehicles in accordance with procedures
9 prescribed by the department.

10 b. **Health & Saf. Code, section 44015:** Respondent G's Smog issued electronic
11 smog certificates of compliance for the vehicles without ensuring that the vehicles were properly
12 tested and inspected to determine if they were in compliance with Health & Saf. Code section
13 44012.

14 **SEVENTH CAUSE FOR DISCIPLINE**

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

16 76. Respondent G's Smog's smog check, test only, station license is subject to
17 disciplinary action pursuant to Health & Saf. Code section 44072.2, subdivision (d), in
18 conjunction with Health & Saf. Code section 44072.10, subdivision (c), in that Respondent G's
19 Smog committed dishonest, fraudulent, or deceitful acts whereby another was injured by issuing
20 electronic smog certificates of compliance for Vehicles 1 through 12, identified in paragraphs 33
21 through 68, above, without ensuring that a bona fide inspection had been performed of the
22 emission control devices and systems on the vehicles, thereby depriving the people of the State of
23 California of the protection afforded by the Motor Vehicle Inspection Program.

24 **EIGHTH CAUSE FOR DISCIPLINE**

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

26 77. Respondent Garcia's smog check inspector license and smog check repair technician
27 license are subject to disciplinary action pursuant to Health & Saf. Code section 44072.2,
28 subdivision (a), in that Respondent Garcia violated section 44032 of that Code. Specifically,

Respondent Garcia failed to perform the emission control tests on Vehicles 1, 2, 4, 6, 7, 8, 10, 11, and 12, identified in paragraphs 33 through 38, 42 through 44, 48 through 56, and 60 through 68, above, in accordance with procedures prescribed by the department.

NINTH CAUSE FOR DISCIPLINE

(Failure to Comply with Regulations)

78. Respondent Garcia's smog check inspector license and smog check repair technician license are subject to disciplinary action pursuant to Health & Saf. Code section 44072.2, subdivision (c), in that regarding Vehicles 1, 2, 4, 6, 7, 8, 10, 11, and 12, identified in paragraphs 33 through 38, 42 through 44, 48 through 56, and 60 through 68, above, Respondent Garcia failed to comply with provisions of the CCR, as follows:

a. **CCR, section 3340.30, subdivision (a)**: Respondent Garcia failed to inspect and test Vehicles 1, 2, 4, 6, 7, 8, 10, 11, and 12, in accordance with Health & Saf. Code sections 44012 and 44032 and CCR section 3340.42.

b. **CCR, section 3340.41, subdivision (c)**: Respondent Garcia entered false information into the OIS by entering vehicle identification information for a vehicle other than the one being tested.

TENTH CAUSE FOR DISCIPLINE

(Dishonesty, Fraud or Deceit)

79. Respondent Garcia's smog check inspector license and smog check repair technician license are subject to disciplinary action pursuant to Health & Saf. Code section 44072.2, subdivision (d), in conjunction with Health & Saf. Code section 44072.10, subdivision (c), in that Respondent Garcia committed dishonest, fraudulent, or deceitful acts whereby another was injured by issuing electronic smog certificates of compliance for Vehicles 1, 2, 4, 6, 7, 8, 10, 11, and 12, identified in paragraphs 33 through 38, 42 through 44, 48 through 56, and 60 through 68, above, 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.

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ELEVENTH CAUSE FOR DISCIPLINE

(Vehicle Safety Systems Inspection Program)

80. Respondent Garcia's vehicle safety system technician license is subject to disciplinary action pursuant to Code section 9889.3, subdivisions (a), and (h). Specifically, Respondent Garcia failed to perform the emission control tests on Vehicles 1, 2, 4, 6, 7, 8, 10, 11, and 12, identified in paragraphs 33 through 38, 42 through 44, 48 through 56, and 60 through 68, above, in accordance with procedures prescribed by the department.

TWELFTH CAUSE FOR DISCIPLINE

(Failure to Comply with Regulations)

81. Respondent Garcia's vehicle safety technician license is subject to disciplinary action pursuant to Code section 9889.3, subdivision (c), in that in that regarding Vehicles 1, 2, 4, 6, 7, 8, 10, 11, and 12, identified in paragraphs 33 through 38, 42 through 44, 48 through 56, and 60 through 68, above, Respondent Garcia failed to comply with provisions of the CCR, as set forth in paragraph 78, above.

THIRTEENTH CAUSE FOR DISCIPLINE

(Dishonesty, Fraud or Deceit)

82. Respondent Garcia's vehicle safety system technician license is subject to disciplinary action pursuant to Code section 9889.3, subdivision (d), in that Respondent Garcia committed dishonest, fraudulent, or deceitful acts whereby another was injured by issuing electronic smog certificates of compliance for Vehicles 1, 2, 4, 6, 7, 8, 10, 11, and 12, identified in paragraphs 33 through 38, 42 through 44, 48 through 56, and 60 through 68, above, 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.

FOURTEENTH CAUSE FOR DISCIPLINE

(Violations of the Motor Vehicle Inspection Program)

83. Respondent Maravilla's smog check inspector license is subject to disciplinary action pursuant to Health & Saf. Code section 44072.2, subdivision (a), in that Respondent Maravilla's

1 violated section 44032 of that Code. Specifically, Respondent Maravilla failed to perform the
2 emission control tests on Vehicles 3, 5, and 9, identified in paragraphs 39 through 41, 45 through
3 47, and 57 through 59, above, in accordance with procedures prescribed by the department.

4 **FIFTEENTH CAUSE FOR DISCIPLINE**

5 **(Failure to Comply with Regulations)**

6 84. Respondent Maravilla's smog check inspector license is subject to disciplinary action
7 pursuant to Health & Saf. Code section 44072.2, subdivision (c), in that regarding Vehicles 3, 5,
8 and 9, identified in paragraphs 39 through 41, 45 through 47, and 57 through 59, above,
9 Respondent Maravilla failed to comply with provisions of the CCR, as follows:

10 a. **CCR, section 3340.30, subdivision (a):** Respondent Maravilla failed to inspect
11 and test Vehicles 3, 5, and 9, in accordance with Health & Saf. Code sections 44012 and 44032
12 and CCR section 3340.42.

13 b. **CCR, section 3340.41, subdivision (c):** Respondent Maravilla entered false
14 information into the OIS by entering vehicle identification information for a vehicle other than
15 the one being tested.

16 **SIXTEENTH CAUSE FOR DISCIPLINE**

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

18 85. Respondent Maravilla's smog check inspector license is subject to disciplinary action
19 pursuant to Health & Saf. Code section 44072.2, subdivision (d), in conjunction with Health &
20 Saf. Code section 44072.10, subdivision (c), in that Respondent Maravilla committed dishonest,
21 fraudulent, or deceitful acts whereby another was injured by issuing electronic smog certificates
22 of compliance for Vehicles 3, 5, and 9, identified in paragraphs 39 through 41, 45 through 47, and
23 57 through 59, above, without performing bona fide inspections of the emission control devices
24 and systems on those vehicles, thereby depriving the People of the State of California of the
25 protection afforded by the Motor Vehicle Inspection Program.

26 **OTHER MATTERS**

27 86. Pursuant to Bus. & Prof. Code section 9884.7, subdivision (c), the Director may
28 suspend, revoke, or place on probation the registration for all places of business operated in this

1 state by Respondent Garcia and Respondent Maravilla, partners of G's Smog, upon a finding that
2 Respondents have, or are, engaged in a course of repeated and willful violations of the laws and
3 regulations pertaining to an automotive repair dealer.

4 87. Pursuant to Health & Saf. Code section 44072.8, if Smog Check, Test-and-Repair
5 Station License Number RC 295757, issued Respondent Garcia and Respondent Maravilla,
6 partners of G's Smog, is revoked or suspended, any additional license issued under Chapter 5 of
7 Part 5 of Division 26 of the Health & Saf. Code in the name of said licensee may be likewise
8 revoked or suspended by the Director.

9 88. Pursuant to Health & Saf. Code section 44072.8, if Smog Check Inspector License
10 Number EO 639124 and Smog Check Repair Technician License No. EI 639124 issued to
11 Respondent Garcia, are revoked or suspended, any additional license issued under Chapter 5 of
12 Part 5 of Division 26 of the Health & Safety Code in the name of said licensee may be likewise
13 revoked or suspended by the Director.

14 89. Pursuant to Code section 9889.9, if Vehicle Safety Systems Technician License No.
15 ST 639124, issued to Respondent Garcia, is revoked or suspended, any additional license issued
16 under Chapter 20.3 of Division 3 of the Business and Professions Code in the name of said
17 licensees may be likewise revoked or suspended by the director.

18 90. Pursuant to Health & Saf. Code section 44072.8, if Smog Check Inspector License
19 Number EO 638259 issued to Respondent Maravilla, is revoked or suspended, any additional
20 license issued under Chapter 5 of Part 5 of Division 26 of the Health & Safety Code in the name
21 of said licensee may be likewise revoked or suspended by the Director.

22 **PRAYER**

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

- 26 1. Revoking or suspending Automotive Repair Dealer Registration Number ARD
27 295757, issued to G's Smog and Repair, with Fabian Garcia and Dario Maravilla as partners;
- 28 2. Revoking or suspending any other Automotive Repair Dealer Registration issued to

1 Fabian Garcia and Dario Maravilla;

2 3. Revoking or suspending Smog Check, Test-and-Repair, Station License Number RC
3 295757, issued to G's Smog and Repair, with Fabian Garcia and Dario Maravilla as partners;

4 4. Revoking or suspending any other licenses issued under Chapter 5 of Part 5 of
5 Division 26 of the Health & Saf. Code in the names of Fabian Garcia and Dario Maravilla;

6 5. Revoking or suspending Smog Check Inspector License Number EO 639124, issued
7 to Fabian Garcia;

8 6. Revoking or suspending Smog Check Repair Technician License Number EI 639124,
9 issued to Fabian Garcia;

10 7. Revoking or suspending Vehicle Safety Technician License Number ST 639124,
11 issued to Fabian Garcia;

12 8. Revoking or suspending any additional license issued under Chapter 5 of Part 5 of
13 Division 26 of the Health & Safety Code in the name of Fabian Garcia;

14 9. Revoking or suspending any additional license issued under Division 3, Chapter 20.3
15 of the Business and Professions Code in the name of Fabian Garcia;

16 10. Revoking or suspending Smog Check Inspector License Number EO 638259, issued
17 to Dario Garibay Maravilla;

18 11. Revoking or suspending any additional license issued under Chapter 5 of Part 5 of
19 Division 26 of the Health & Safety Code in the name of Dario Garibay Maravilla;

20 12. Ordering G's Smog and Repair, Fabian Garcia, and Dario Garibay Maravilla to pay
21 the Bureau of Automotive Repair the reasonable costs of the investigation and enforcement of
22 this case, pursuant to Business and Professions Code section 125.3; and,

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13. 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: 2026.04.13 11:34:32
-07'00'

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

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